Enhancing the Competitiveness of the Trans-Caspian Transport Corridor in Central Asia – Focus on Uzbekistan

EU private sector's perspective on issues related to trade facilitation

6.11.2024, Tashkent

Vasilisa Dzehtsiarenka
Clever Logistics (Warsaw, Poland)

clever logistics
go east. go clever.

Restricted Use - À usage restreint

Important for Private Sector

- Building relationships takes time and investment
- High risks and costs lead businesses to look for other regions to trade
- Northern route – increasing risks, unstable rates
- Middle Corridor – unpredictable transit time, high costs

Restricted Use - À usage restreint

Transport rates on the Warsaw-Tashkent route (general cargo)

Northern Route:

- Truck: 5500-7000 EUR/14-16 days
- Container (rail): 7500-8500 EUR/ 24-35 days

Middle Corridor:

- Truck: 12 500-14 500 EUR/ 20-30 days
- Container: 11 000 - 12 000 EUR/ 50 - 60 days

clever logistics
go east. go clever.

Restricted Use - À usage restreint

Restrictions on the Northern Route

- More customs checks on exports from the EU
- Ban on transit of dual-use goods, machinery, electronics
- Ban on trucks from Russia and Belarus entering the EU
- Ban on trucks from Uzbekistan, Kazakhstan, and Kyrgyzstan entering the EU through Polish border
  - Need to reload cargo (Belarus, Baltic countries)
- Slow train movement through Belarus, Russia, Kazakhstan



Restricted Use - À usage restreint

Middle Corridor - unpredictable transit time, high rates

- Sea route Baltic ports - Istanbul (Turkey) - Poti (Georgia) – more than 30 days. Land alternatives are almost missing
- Several sea, road and rail segments (trans shipments)
- Work stops in ports due to strong winds (ships can’t dock, containers sway in the wind)
- Movement of drivers inside the Baku port is difficult (customs area)






Restricted Use - À usage restreint

Road Transport along the Middle Corridor

- Trucks wait a long time for ferries in Baku, especially in winter
- European carriers find it difficult sending drivers on long journeys, so reloading often occurs (Turkey)
- To serve as a transit hub, country needs a network of customs warehouses where goods can be consolidated, deconsolidated and stored temporarily

clever logistics

go east. go clever.

Restricted Use - À usage restreint

Conclusion



Middle Corridor is not yet ready to replace the traditional Northern route

- Need to increase capacity in the Caspian Sea section (for trucks and containers)
- Need for modernization and development of the customs system and a network of warehouses in transit countries
- Need to reduce transit time on the European-Georgian section (for trucks and containers)

Restricted Use - À usage restreint

Thank you for your attention



Vasilisa Dzehtsiarenka

Restricted Use - À usage restreint