Turkmenbashi port

The largest port on the Turkmen coast of the Caspian Sea is the international port of Turkmenbashi. The port was founded in October 1896 on the eastern shore of the Caspian Sea. On January 1, 1903, the Management of Trade Sea Port was established to unify and streamline the transportation of goods and passengers. The freight traffic grew with the years, so the idea arose for the construction of a ferry crossing. Since 1959, the construction of a ferry crossing has been started on the port territory. Scheduled trip Krasnovodsk-Baku line was started in 1962. The ferry services made it possible to significantly speed up the delivery of goods. The ferry is used for cargo transportation (oil and oil products, containers, bulk materials, etc.), for the fishing industry, as well as for the transport of passengers and transport (by ferries). Currently, cargo is transported by dry cargo vessels, oil tankers and ferry vessels with a total tonnage of up to 5000 tons. Through the Turkmenbashi International Seaport, export-import cargoes, transit cargoes, goods of national economic importance, oil and oil products, industrial and construction equipment and other goods are transported. The equipment available in the port meets the requirements of modern standards and allows for unloading and loading services at a high level. The movement of cargo carried by vessels is carried out in the following directions: the port of Turkmenbashi - ports of Astrakhan and Olya of the Russian Federation, the port of Turkmenbashi - the port of Baku of the Republic of Azerbaijan, the port of Turkmenbashi - ports of Enzeli, Noushehr, Amirabad I.R. Iran and the port of Turkmenbashi - Aktau port of the Republic of Kazakhstan.

In 2011, the Master Plan for the Development of the International Seaport until 2020 in the city of Turkmenbashi on the Caspian Sea and the Turkmen Navy Merchant Marine Fleet was approved. (Master plan is attached; Annex II) The document was adopted with a view to the successful implementation of the "National Program for the Socio-Economic Development of Turkmenistan for 2011-2030", the accelerated development of the sea and river transport of the country, the fundamental diversification of the industry, and the creation of new jobs.

Among the priority tasks is the construction of new sea terminals with multifunctional berths capable of accepting vessels of any type and carrying capacity and, accordingly, warehouses for processing and storing transit cargoes and performing export-import operations equipped with powerful loading and unloading equipment.

The cost of this major investment project is more than 1.5 billion US dollars. It provides for the construction of ferry, passenger and container terminals. The complex will include a general loading terminal, bulk cargo terminals and for the shipment of polypropylene, as well as shipbuilding and ship-repairing plants.

Control over the movement of vessels in the water area of the International Port in the city of Turkmenbashi, loading and unloading operations at all sites will be carried out using automated systems and electronic technologies in real time.

It is important to note that the project aimed at the development of the port infrastructure was developed taking into account the requirements of environmental safety in accordance with the international standard "Green Port".

The project provides for the construction of cargo terminals, as well as passenger and ferry terminals. In addition, a large number of infrastructure projects will be built, including railways and highways with overpasses.

The annual capacity of the new port will be 17-18 million tons. Together with the previous port, this figure will be 25-26 million tons.

Construction is scheduled for 3.5 years; its completion is scheduled for May 2018. Following the results of the international tender for the development and implementation of the project, the Turkish company Gap Inşaat was chosen as the general contractor of the facility.

The Turkmenbashi port has an important geopolitical significance in Eurasia. Being on the trade route Europe-Caucasus-Asia (TRACECA), it is capable of accepting ships all year round, carrying out cargo handling around the clock. The port is the "sea gate" that connects Central Asia and Europe with sea, road and rail ways and acts as the largest transit hub of the region. The main activities that are carried out in the port are: organization of unloading, loading of goods, warehouses, tug services for safe entry / exit of ships coming to the port and other port operations.

The Turkmenbashi International Sea Port is equipped with: a modern terminal for the shipment of oil and oil products with a throughput of 9 million 200 thousand tons of cargo per year; a ferry terminal with a capacity of 4 million tons of cargo per year; dry cargo terminal equipped with 5 portal cranes and a mobile crane with a carrying capacity of 500 tons with a throughput of 1 million 450 thousand tons of cargo per year, covered warehouses with an area of 17,000 sq.m and open warehouses with an area of 21000 square meters, as well as the port-point of Alaja and the port-point of Ekerem.

At the seacoast of the Caspian Sea, highly specialized port terminals for the transportation of oil and dry cargo ships - Alaja, Ufra; table salt - Kuuli-Mayak; sulphate of sodium, bischofite, epsomite, etc. -Bekdash, a place of parking of auxiliary vessels of oil producers - Khazar; maintenance of oil vessels and local cargo - Okarem settlement.

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A shipbuilding plant will become a fundamentally new enterprise for the national economy. This facility will occupy an area of 166 thousand square meters, including production sites, office, technical and service buildings. The design capacity of the plant is designed to build 4-6 vessels per year using modern technological equipment and automated systems that meet international quality standards. In addition, this high-tech enterprise will produce a full cycle of repair of ships for various purposes: tankers, dry cargo ships, tugboats. Thus, the future plant, which will employ 1,160 people, will give new momentum to the formation of the Turkmen Merchant Marine Fleet and its modernization.

In order to preserve the ecology of the Caspian Sea and waste management***, bio-cleaning equipment will be installed in each terminal.*** The project is developed in accordance with the ***international standard "Green port" (Green port).*** Fully complete its implementation is scheduled on May2, 2018.

All domestic wastewater generated in the newly constructed Sea Port area, as well as consumer wastewater (including household drains) from ships will be collected and cleaned at a central plant of the sequence-cyclic regime. Before entering the reactor tanks, a system for preliminary purification of mechanical impurities is provided using a screen filter system.

The treated effluents will be collected in an underground reservoir and then they will be used for irrigation purposes, in consultation with regulatory authorities.

The industrial effluent from the terminals of the Seaport, after preliminary treatment, together with domestic wastewater, will be cleaned at a central wastewater treatment plant.

Rainwater run-off from the terminals of the Sea Port will be sent to the appropriate sedimentation tanks with an integrated reflector plate to hold light liquids**.**

With the commissioning of a new marine terminal, all industrial and domestic effluents, storm water, rainwater, after preliminary purification from mechanical impurities using a screen filter, will be further purified at a central plant for the purification of industrial wastewater.

All ships, calling at the territorial waters of Turkmenistan, as well as vessels of service companies, firms, and the marine fleet in order to prevent invasive marine organisms and pathogens from entering the Caspian Sea environment, the ballast water **before treatment will be treated and disinfected** on board ships. With the aim to prevent the introduction of invasive marine organisms and pathogens, ballast water before its discharge into the sea will be processed

on board of these vessels by filtration and disinfection. For all ships calling at Turkmenbashi port and not having such processing facilities on board, the new port construction project provides for a mobile container ballast water purification system using the ultraviolet ray method at the DESMI Ocean Guard A / S facility with a capacity of 300 m3 / h.

Work is also underway to reconstruct the old ports. Among them, the port "Aladja", which was updated (2012) with the support of "Dragon Oil" Company.

Also in the western region, large-scale works are carried out aimed at developing industry, recreation infrastructure, the formation of an international transport system, including the implementation of a major project - the construction of the railway Uzen (Kazakhstan) - Gyzylgaya-Bereket-Etrek (Turkmenistan) -Gorgan (Iran), "designed to make a significant contribution to the national economy. One of the new buildings is the steel highway "North-South" of Serhetyaka-Bereket and Bereket-Etrek .

Within the velayat pipeline transport is developed. There are gas pipelines Koturdepe-Khazar, Koturdepe-Turkmenbashi, Kyzylkum-Balkanabat; the oil pipelines of Koturdepe-Belek, Khazar-Koturdepe-Belek, Vyshka-Beoek-Turkmenbashi, Barsa-Gelmes, Okarem, Dagadjik-Azizbekovo.

Update fleet of ships - since 2009 the seaport purchased new oil tankers "Sumbar", "Hazar", "Jeýhun", "Bitarap", "Etrek", "Kenar", "Alaja" (manufactured by the Nizhny Novgorod shipyard "Krasnoye Sormovo") , corresponding to the world standards presented to vessels of this class. (In compliance with the IMO standards)

Additional requirements for preventing pollution in emergency cases are applied to the construction of ships. Their technical and economic indicators are improved in comparison with the vessels of the same deadweight: control means are automatized, oil products are completely excluded from the sea in an emergency situation and safe working conditions of the crew are worked out at all operating modes of the vessel. *All this allows these vessels to work in special ecological areas, which is especially important for the fragile ecosystem of the Caspian Sea.* In addition to oil tankers, two tugboats were produced in Turkey (2014).

It should be noted that the tanker "Jeýhun" was recognized by the Royal Institute of British Shipbuilders as one of the best ships of 2010. Currently, these tankers, carrying out trips between the Caspian ports, represent the country in the international maritime market with dignity.

A modern high-speed comfortable passenger vessel "Çarlak" with 320 seats was purchased and put into operation, which runs along the Caspian coast of Turkmenistan, and also serves as a cruise ship. At one of the leading shipbuilding plants in Europe, two modern vessels were built by order of our country - "Berkarar" and "Bagtyýar" RO-PAX type for the transportation of trucks and passengers on the Caspian Sea.

The vessel "Berkarar" with a gross tonnage of 9946 tons, passenger capacity of 200 people built at the shipyard "Uljanik" in Croatia officially joined the Turkmen merchant fleet on December 5, 2014. It is capable of transporting 56 trucks and has a helicopter landing site. The ship "Bagtyýar" was purchased and put into operation in December 2015. Both ships are equipped with modern equipment, have high buoyancy and maneuverability, built in accordance with modern environmental standards.