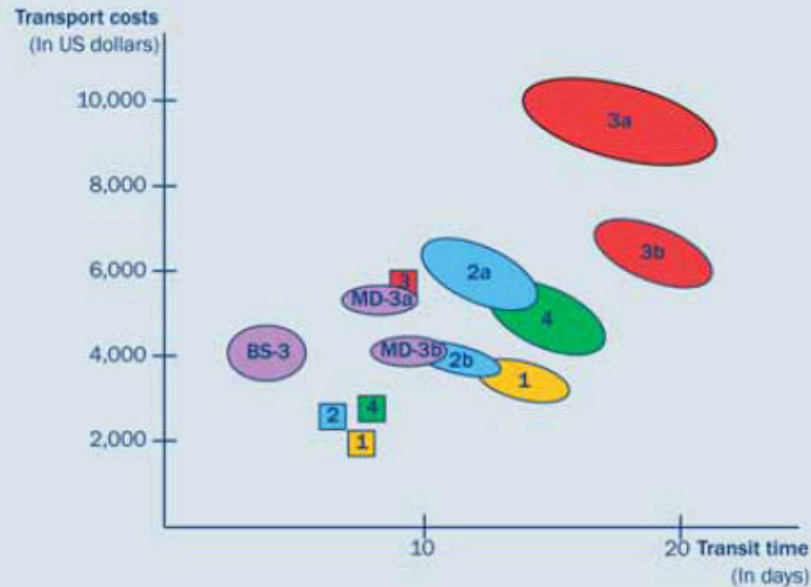




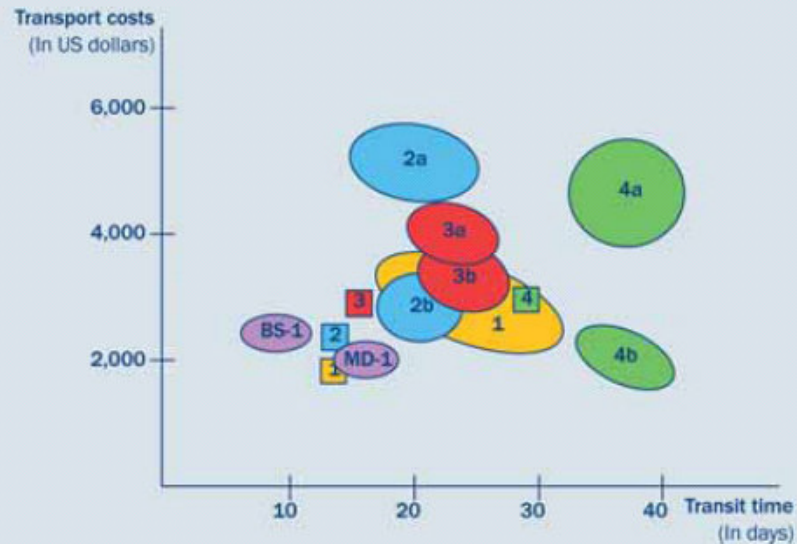
**Figure 3.2: Transport Costs and Transit Times for Shipments by Road between the Central Asian Republics (Kazakhstan, Kyrgyz Republic, Tajikistan, and Uzbekistan) and Selected Countries, Spring 2005**



- Legends:**
-  Actual transport costs and transit time
  -  Transport costs and transit time in the "ideal world" (i.e. a world with balanced transport flows, competitive markets for transport services, smooth border crossing, low transit fees, and no visa problems and unofficial payments).
  - 1 For a shipment by a local truck to Moscow;
  - 2 For a shipment by a Turkish truck (a) from Istanbul and (b) to Istanbul;
  - 3 For a shipment by a European truck (a) from the Benelux countries (Belgium, Netherlands, and Luxemburg) and (b) to the Benelux countries;
  - 4 For a shipment by a local truck to and from Finnish border;
  - BS-3 For shipments between the Baltic States and the Benelux countries;
  - MD-3 For shipments (a) from the Benelux countries to Moldova and (b) from Moldova to the Benelux countries.

**Source: Asian Development Bank, Central Asia: increasing gains from trade through regional cooperation in trade policy, transport and customs policy, 2006.**

**Figure 3.3: Transport Costs and Transit Times for Shipments by Rail between the Central Asian Republics (Kazakhstan, Kyrgyz Republic, Tajikistan, and Uzbekistan) and Selected Countries, Spring 2005**

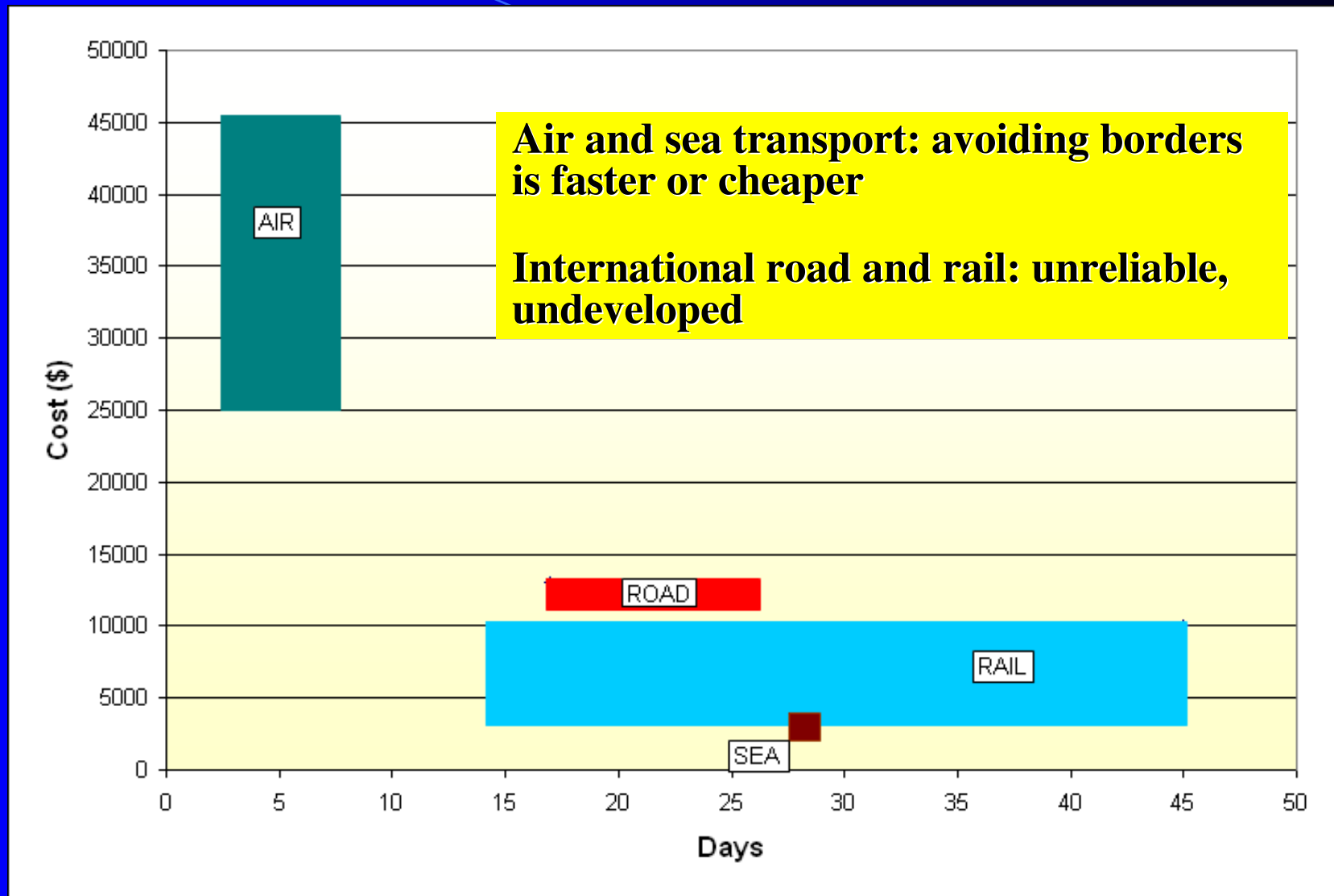


- Legends:**
- Actual transport costs and transit time
  - Transport costs and transit time in the "ideal world" (i.e. a world with balanced transport flows, competitive markets for transport services, smooth border crossing, low transit fees, and no visa problems and unofficial payments).
- 1 For a shipment of a full wagon or a 40-foot container from and to Moscow by rail;
  - 2 For a shipment of a 40-foot container (a) from Istanbul and (b) to Istanbul by rail and by sea;
  - 3 For a shipment of a 40-foot container (a) from the Benelux countries and (b) to the Benelux countries by rail;
  - 4 For a shipment of a 40-foot container (a) the East coast of the People's Republic of China (PRC) by rail over land and (b) to the East coast of the PRC by rail and sea via Bandar Abbas;
- BS-1 For shipment between the Baltic States and Moscow;
- MD-1 For shipments between Moldova and Moscow.

**Comparison of "ideal" with the actual rail transport costs and transit times in Central Asia**

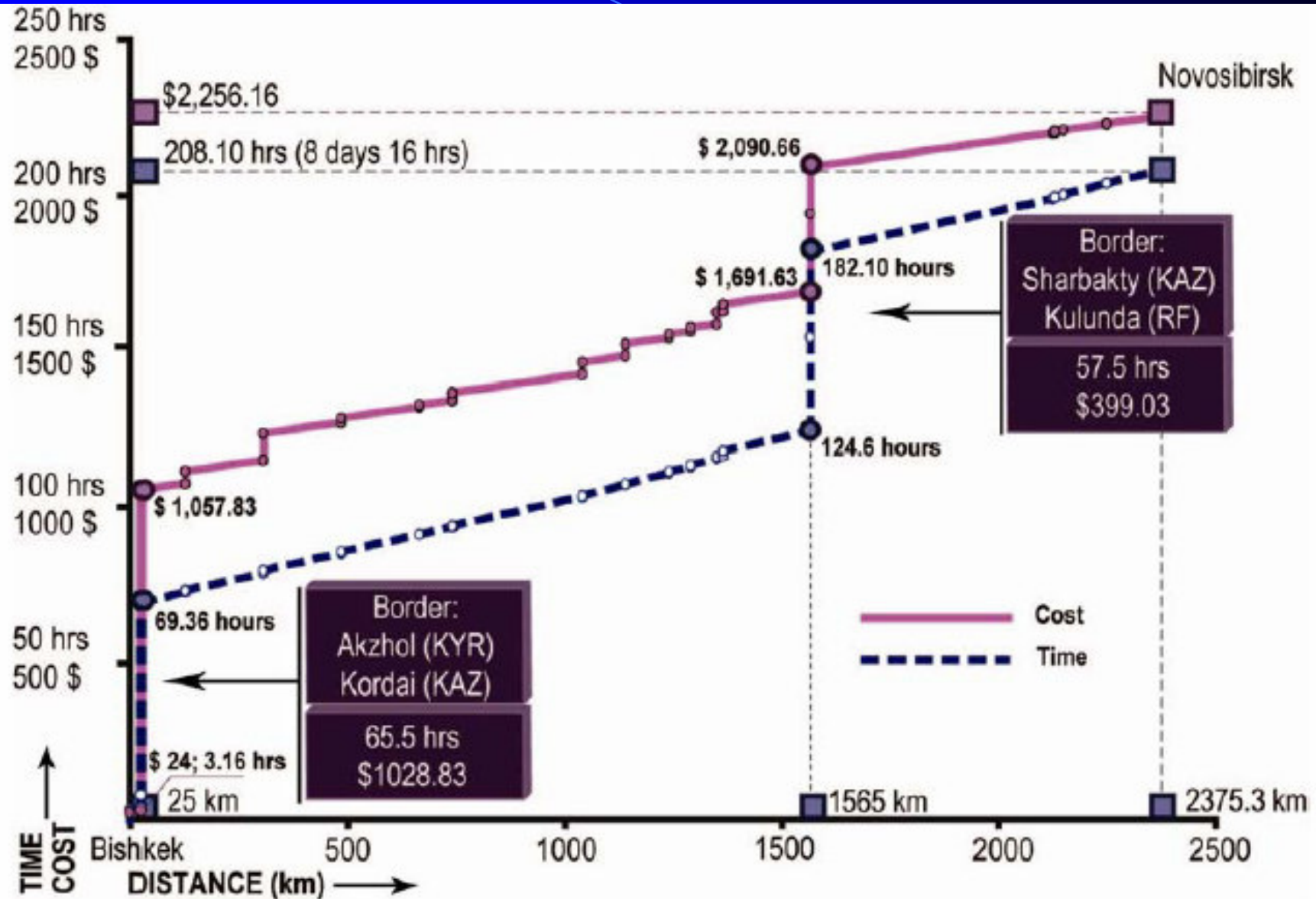
**Source: Asian Development Bank, Central Asia: increasing gains from trade through regional cooperation in trade policy, transport and customs policy, 2006.**

## Freight costs and scheduled transit times China to Western Europe, (40 foot container or equivalent)

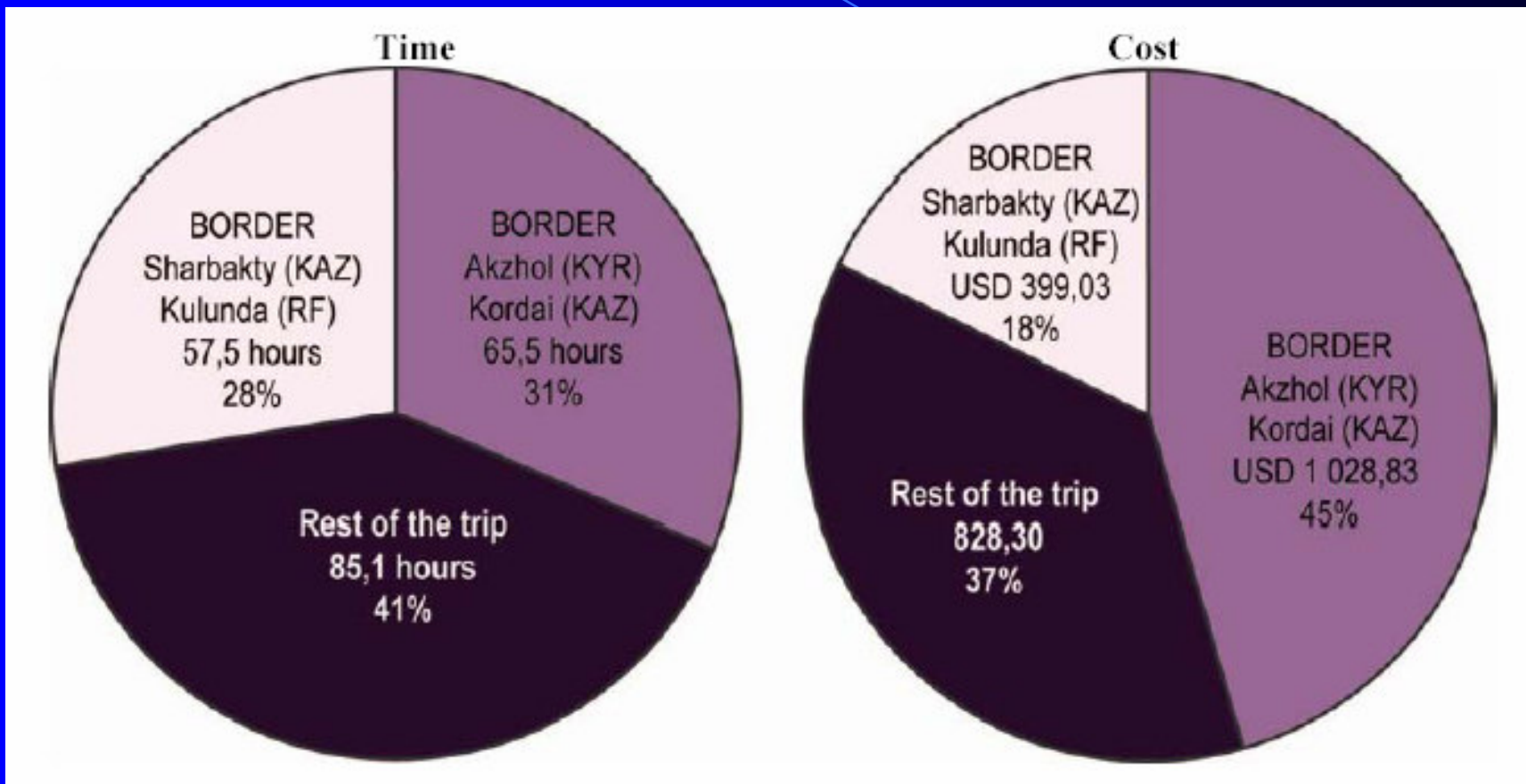


Source: Land Transport Options between Europe and Asia: Commercial Feasibility Study, US Chamber of Commerce, July 2006.

## Waiting times at borders too long and unpredictable: road route



## Bottlenecks at border crossings:



Source: Project Working Group on Transport and Border Crossing, Special Program for the Economies of Central Asia, SPECA/PWG-TBC(11)/6, 21 February 2006

## The Northern Transport Axis:

**Road:**  
Virtually all delays at borders



**Rail:**  
Technical constraints at borders



Source: The Northern Transport Axis, Final Report, European Commission, Directorate-General Energy and Transport, 2007.

**Border crossing facilitation (proxy):**  
**Customs clearance and technical control, Former Soviet Union,**  
**regional averages, 2007**

	EXP	ORTS	IMP	ORTS
	Days	Cost (\$)	Days	Cost (\$)
Central Asia	8	180	11	193
Caucasian Countries	4	120	4	58
European Countries	3	200	5	205
Baltic States	1	68	2	68

**Note: Turkmenistan not included**

**Source: World Bank, [www.doingbusiness.org](http://www.doingbusiness.org)**

**Trade facilitation (proxy):**  
**Former Soviet Union, regional averages, 2007,**

	EXP	ORTS		IMP	ORTS	
	No. docs	Time days	Cost (\$)	No. docs	Time days	Cost (\$)
Central Asia	11	79	2,695	12	85	3,445
Caucasian Countries	8	33	1,662	10	31	1,795
European Countries	7	31	1,548	10	35	1,583
Baltic States	5	9	765	5	10	810

**Note: Turkmenistan not included**

**Source: World Bank, [www.doingbusiness.org](http://www.doingbusiness.org)**