

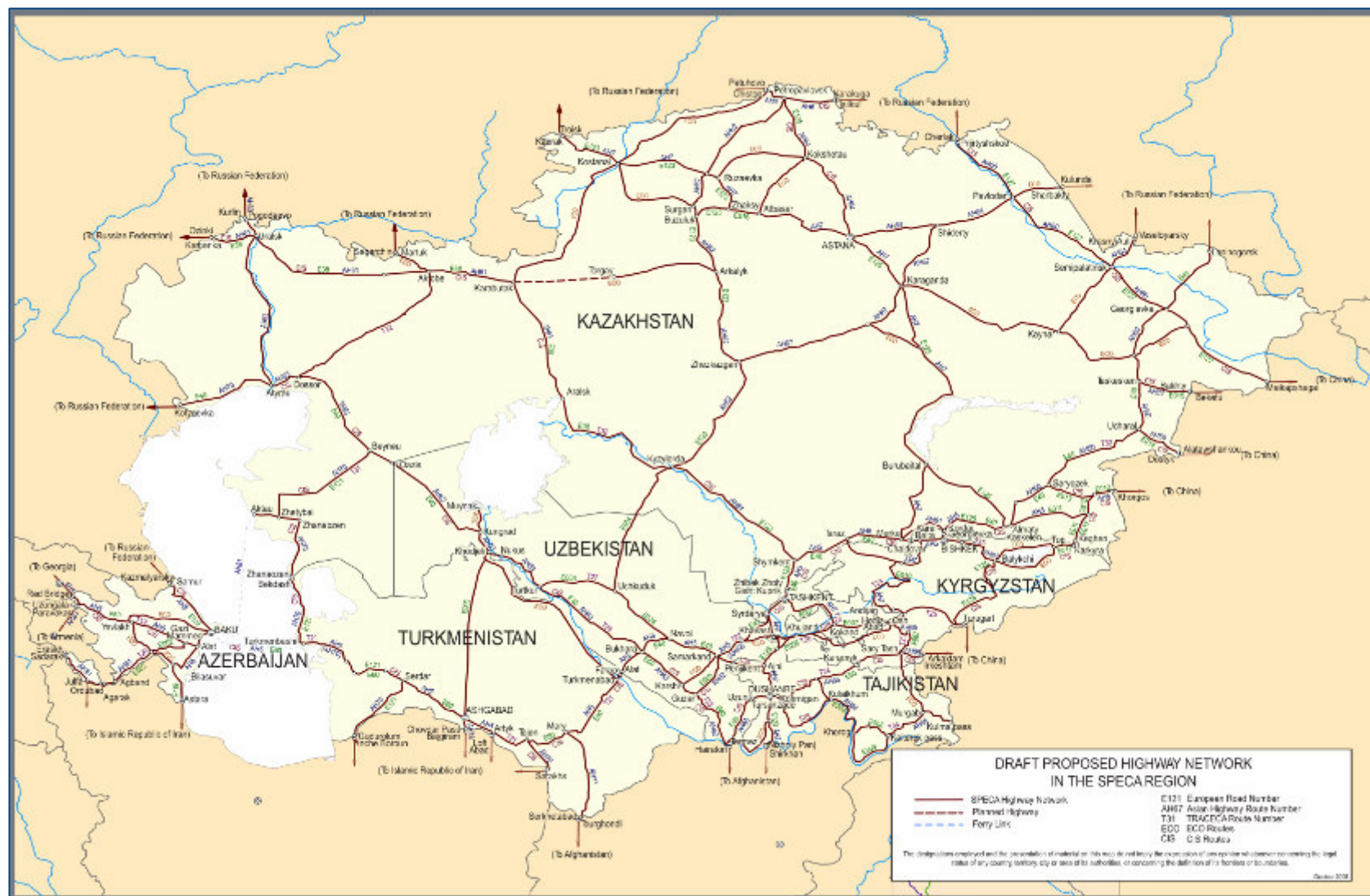
The current status and main directions for the development of road transportation in the CA region



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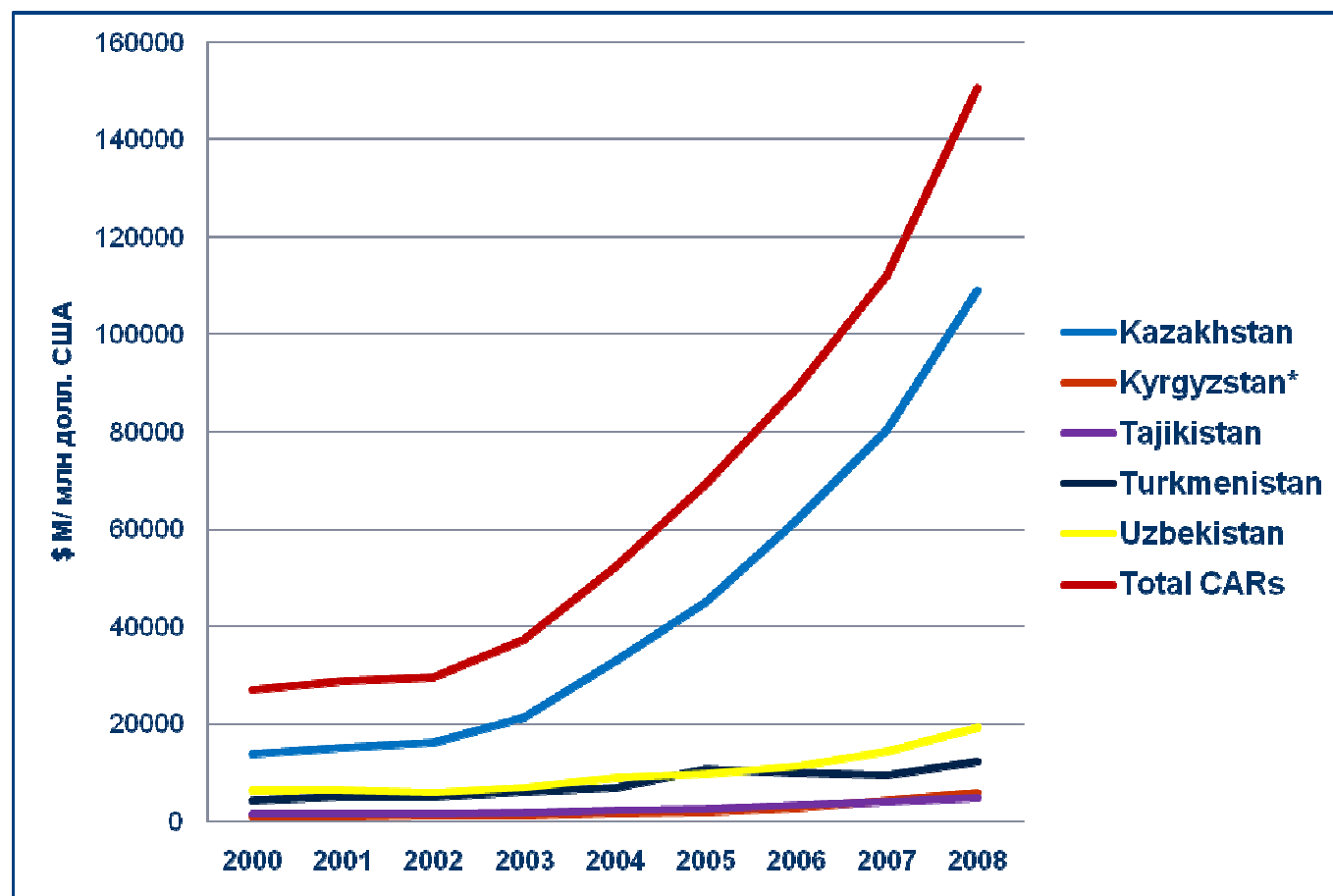


Highway network in the CARs





Dynamics of international trade





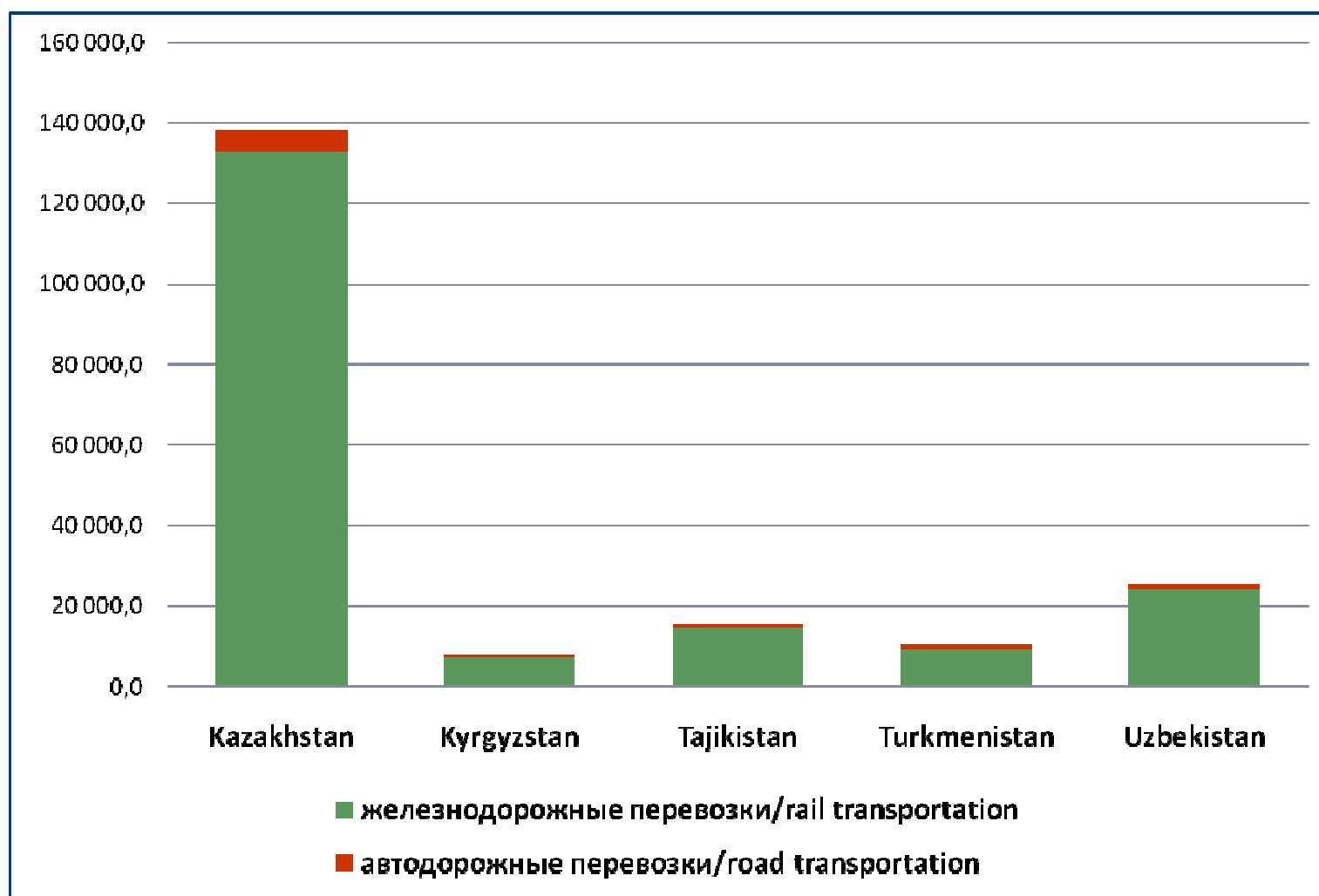
International road transportation Kazakhstan



	Kyrgyz- stan	Russia	China	Turkey	Germany	Uzbeki- stan	Ukraine	Italy	Ecuador	Poland	Iran	Other
the country of origin/destination	1 902,1	154,7	140,1	117,7	14,2	63,9	40,7	1,0		10,5	26,3	19,6
of the republic of Kazakhstan	74,4	1 175,5	566,5	12,6	63,7	36,5	19,4	9,4	26,2	7,3	1,2	96,6
3-d countries	5,7	72,7	64,2	14,3	58,4	7,5	2,6	33,0	14,9	11,8	1,0	144,1

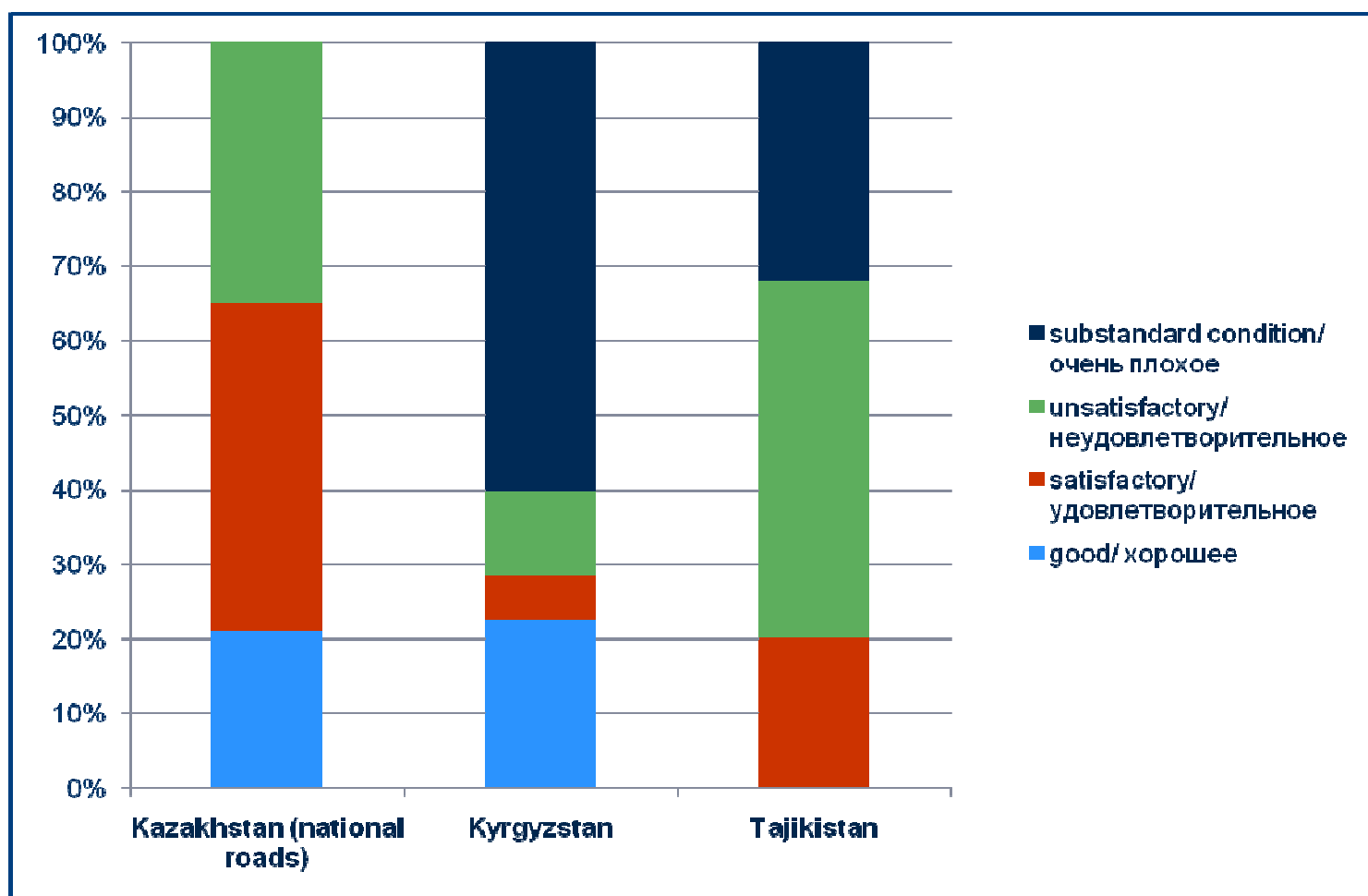


Rail and road transport in international traffic





Road condition





Required road maintenance budget

	Kazakhstan	Kyrgyzstan	Tajikistan	Uzbekistan
GDP, \$ M				
2007	104853	3745	3712	22308
2008	132229	4420	5134	27918
Required road maintenance budget (0.75 % of GDP), \$ M				
2007	786,4	28,1	27,8	167,3
2008	991,7	33,2	38,5	209,4
Length of roads, km	93140	18618	13881	109440
Required budget per km, \$ K				
2007	8,4	1,5	2,0	1,5
2008	10,6	1,8	2,8	1,9



Road budget of Kazakhstan (national roads), \$ M

	2003	2004	2005	2006	2007	2008	Forecast		
							2009	2010	2011
Development of roads	189,0	225,4	295,0	355,0	703,8	709,5	561,9	939,1	987,3
Foreign loans	N/A	66,3	76,6	67,6	40,2	20,1	163,5	544,3	773,2
Internal financing	N/A	80,8	101,6	219,6	562,1	575,4	329,3	298,7	77,7
Co-financing of foreign loans from the central budget	N/A	78,3	116,8	67,7	101,4	114,0	69,1	96,1	136,4
Repair and maintenance	45,3	75,8	117,4	137,0	166,3	169,4	140,7	136,0	136,0
Full repair	5,7	18,3	29,3	40,0	56,2	N/A	N/A	N/A	N/A
Medium repair	24,7	31,7	55,2	56,5	54,3	N/A	N/A	N/A	N/A
Current repair	14,9	25,9	33,0	40,6	55,8	N/A	N/A	N/A	N/A



UNSATISFACTORY ROAD CONDITION

The main reason:

- Underfinancing for maintenance and repair

The result:

- High level of RTA;
- Combustible and lubricant materials excess flow;
- Extra cost for rolling stock repair and maintenance;
- Low speed of delivery.

These factors have an adverse effect on the transport component rate in the cost of goods and services, reducing road transportation competitiveness.



The list of the investment projects of the Republic of Kazakhstan in road transport sector, submitted for approval of European commission for possible financing, attracting IFI

- **Reconstruction of Almaty – Khorgos motor road;**
- **Reconstruction of the motor road Tashkent – Shymkent – frontier of South-Kazakhstan oblast;**
- **Construction of Beineu – Shalkar motor road**

The tangible benefits from the aforementioned projects realization include:

- ◆ Increase of transit potential and competitiveness of the international routes, passing along the territory of the republic;
- ◆ Reduction of commodities and large-scale goods on passage;
- ◆ Improvement of transport performance characteristics, route surroundings and engineering structures;
- ◆ Accelerated development of economically promising areas;
- ◆ Stabilization of the total volume of harmful substances emission connected with motor transport work against the increase of road traffic volume.

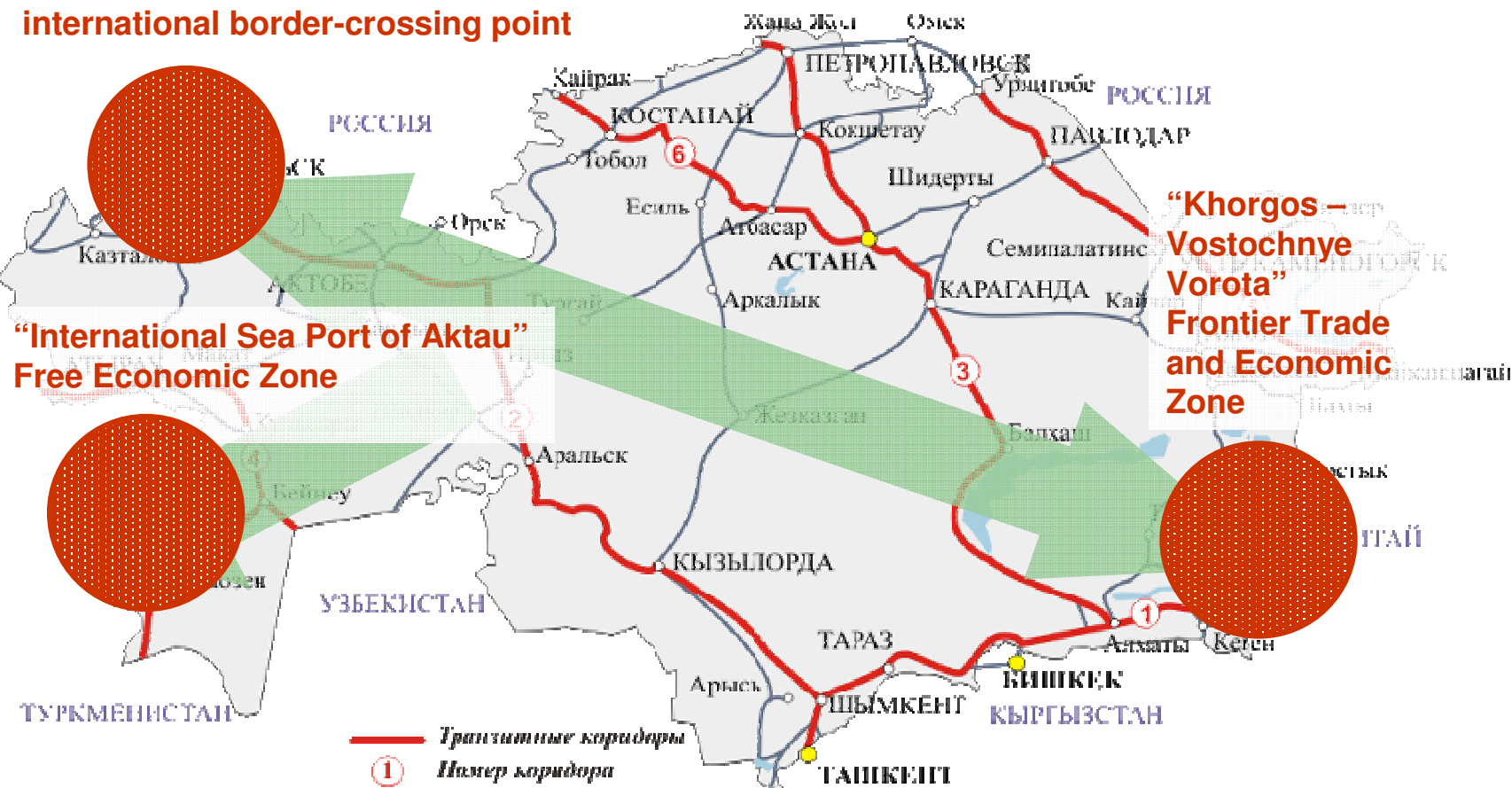
The intangible benefits include:

- ◆ Job-creating;
- ◆ Improvement of qualitative level of road complex services;
- ◆ Increase of motor road mobilization readiness.



Common Transport-Logistical System of the Central Asian Transport-Industrial Corridor

“Taskala – Ozinki”
international border-crossing point





Provision of Kazakhstan road corridors with roadside service objects

	Route name	Total	SS	FS	Hotels, campings	Trade and meal points	Parkings	Other
1	Astrakhan-Atyrau-Aktau-Beineu	137	5	38	7	69	1	17
2	Tashkent-Taraz-Bishkek-Almaty-Saryozek-Taldykorgan-Usharal-Taskesken-Ayagoz-Georgiyevka-Rider-the RF fr.	538	17	212	9	264	8	28
3	Bishkek-Almaty-Khorgos-PRC frontier	138	8	81	5	43	1	0
4	Samara-Uralsk-Aktyubinsk-Kyzylorda-Shymkent-Taraz	506	21	168	7	243	45	22
5	Chelyabinsk-Kostanay-Astana-Karaganda-Almaty-Kordai-Bishkek	466	25	166	21	239	6	9
6	Omsk-Pavlodar-Semipalatinsk-Maikapchagai-PRC frontier	175	5	75	2	56	0	37
	TOTAL:	1960	81	740	51	914	61	113





Frontier points of the admission of the Republic of Kazakhstan

On the frontier	Frontier points of the admission	
	Multi-way	Two-way
with Russia	17	24
with China	5	2
with Kyrgyzstan	5	6
with Uzbekistan	7	8
with Turkmenistan	1	





Average idle time of motor transport facility in check points
(Both sides of border) varies from
1 hour to about 2 days

In the countries of the Southeast Europe the idle time takes 2
hours on average
(maximum 3 hours, minimum 1 hour of idle time)

Resolution of EKMT 99/2 on Removal of Obstacles on Boundary Crossings for the International Transportations of Cargoes recommends to fix by the countries-members the **target size of reduction of existing idle time of transport and performance of formalities, starting with reduction during the period of 1 - 2 years of an average idle time by 50 %.** The final goal to reach during 5 years is the idle time not exceeding 1 hour in those places where long delays are revealed. Specific goals on reduction of duration of idle time should be set at peak loadings too.



Joint inspection is put into practice:

Since 2005 the joint customs inspection over check points through the Kyrgyzstan-Kazakhstan border is put into practice and Temporary Process Flowsheet of frontier customs bodies cooperation of the Kirghiz Republic and Republic of Kazakhstan on realization of the joint customs inspection is approved

On July, 4th, 2006 the Government of Kirghiz Republic and the Government of Republic of Kazakhstan conclude Agreement on the joint control over the Kazakhstan -Kirghiz frontier
It is result of realization of number of projects of the technical assistance

Совместный контроль

Республика Казахстан

Сопредельные государства

Совместный контроль предполагает осуществление совместных действий, мер, методов, средств и форм контроля, совместно применяемых и осуществляемых с контролирующими органами сопредельного государства при перемещении лиц, товаров, и транспортных средств через совместные пункты пропуска

Среднее время прохождения контроля	до внедрения совместного контроля			после внедрения совместного контроля			отклонения
	сопр. гос.	РК	итого	РК	сопр гос.	итого	
- легковая автомашина	30 мин	15 мин	45 мин	15 мин	0 мин	15 мин	30 мин
- грузовой транспорт (транзит)	1,5 часа	45 мин	2 ч. 15 мин	45 мин	0 мин	45 мин	1 ч. 30 мин
-грузовой транспорт (ИМ)	4 часа	4 часа	8 часов	4 часа	0 мин	4 часа	4 часа
- финансовые затраты	400 долл. США			200 долл. США			200 долл.

Примечание: финансовые затраты производятся при помещении на СВХ, разгрузочно-погрузочных работах для проведения досмотра.

Источник – Комитет таможенного контроля

The Protocol on Use and Exchange of Uniform Format of the Manifest on the Goods Handled by Motor Transport is signed with customs service of Chinese People's Republic

Experiment on joint inspection at the Kazakhstan-Russian border was performed



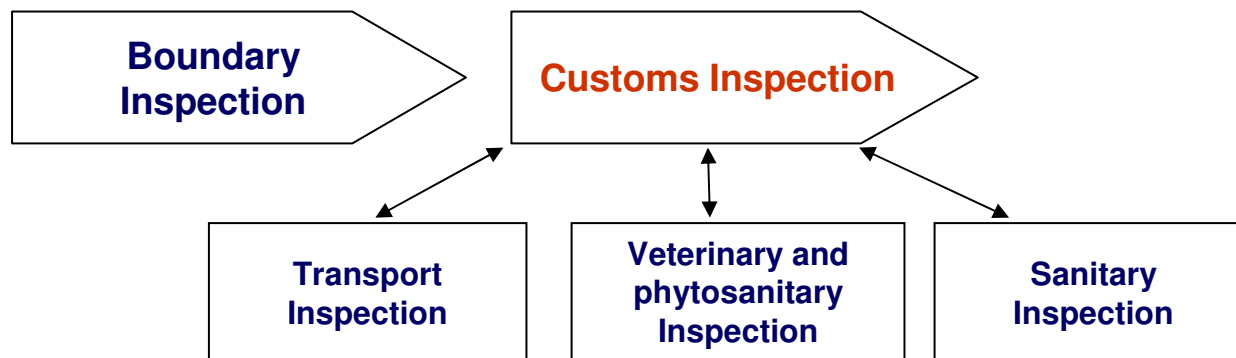
Developments

The Action Plan on Removal of Administrative Barriers, Acceleration and Simplification of Passage of the Goods and Vehicles through Customs Border of RK approved by governmental order of Republic of Kazakhstan as of 13-th May, 2008 №455

The project on alteration in the operating normative legal regulations of RK directed on transfer control functions on automobile check points through national boundary of RK to customs bodies

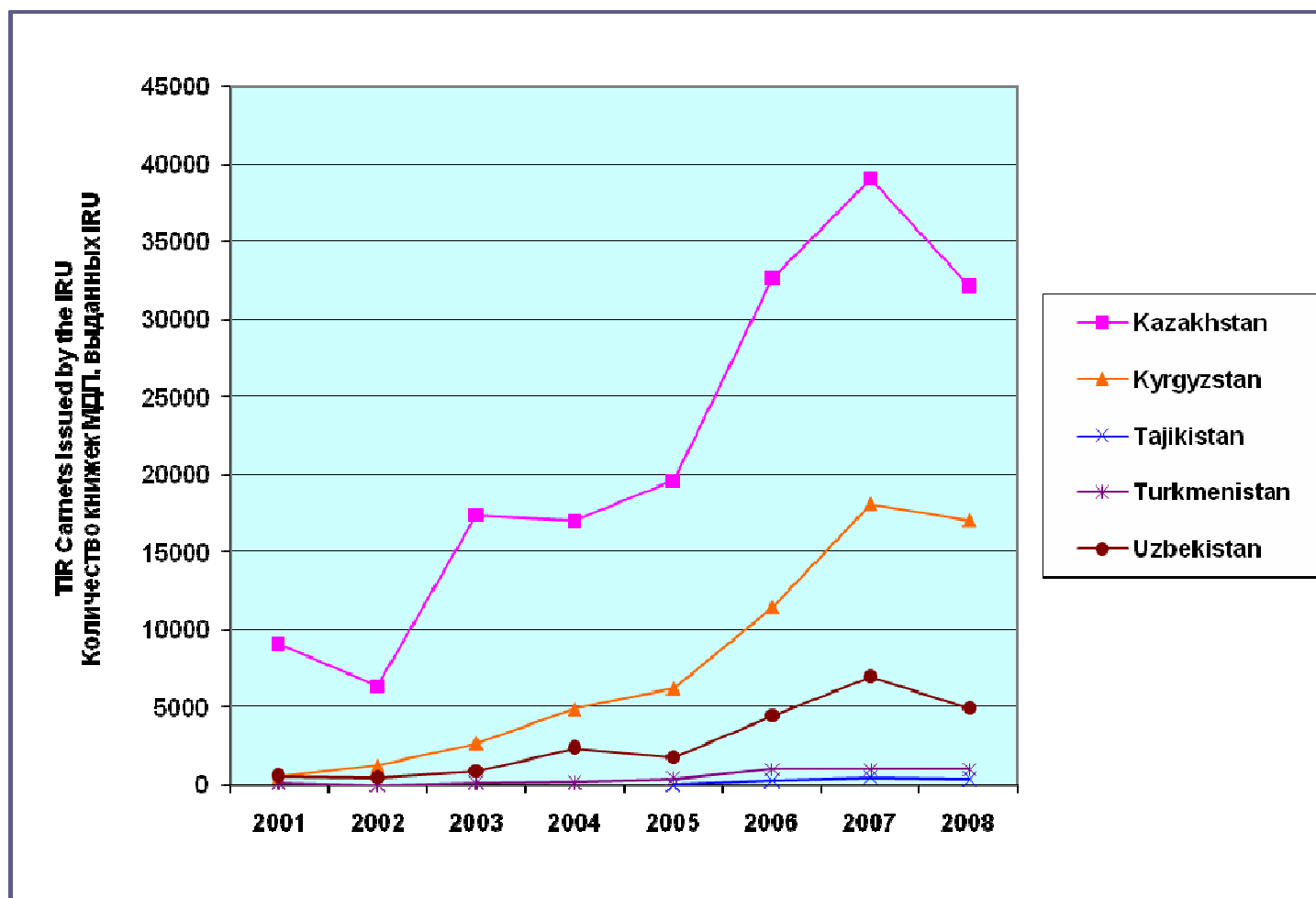
Scheme of the Integrated Inspection :

It is supposed that an average time for border crossing by motor vehicles will be decreased (including technological expenditures) from 180 minutes to 40-50 minutes





TIR Carnet issued by IRU for CARs





Kazakhstan	<p>Charge for entry (exit) and transit in the territory of Kazakhstan of foreign MV, transporting the passengers and freight in international traffic – 10 monthly calculation indexes (about 9 USD)</p> <p>Charge for heavy-weight and large-scale MV passage is determined on a calculated basis</p>
Kyrgyzstan	<p>Charge for motor vehicles passage by engineering structures – from 25 up to 90 soms (0,6-2 USD). The charges include: VAT, emergency prevention tax at the rate of 1,5% and road use tax at the rate of 0,8%.</p> <p>Charge for motor vehicles passage through tunnels on Bishkek-Osh motor road – from 10 up to 60 soms (0,2-1,3 USD)</p> <p>Charge for entry to biosphere territory of Issyk-Kul – 200 soms for foreign car (4,6 USD)</p> <p>Freight charge without express permission by foreign transporters (except Kazakh, Turkish and Iranian ones) from/to to territory of the third state is equal to 250 USD. For the transporters of Kazakhstan, Turkey and Iran the charge is 30 % of freight cost determined on the amount calculation, equal to 1 USD for 1 km at laden running.</p> <p>Rates of ecological charges (at staying in the territory of Kyrgyzstan for over 3 days) for lorries of the CIS countries are – 8-15 USD, other countries – 15-30 USD.</p> <p>Charge for heavy-weight and large-scale MV passage is determined on a calculated basis</p>
Tajikistan	<p>Payment for entry at the rate of 50-150 USD for freight motor transport from the CIS countries (except the Kyrgyz Republic and Uzbekistan) and 100-200 USD for freight motor transport from non CIS countries. The lorries from the Kyrgyz Republic are free from the charge, and for the cars from Uzbekistan it amounts at 130 USD.</p> <p>Payment for transit at the rate of 90 USD for the lorries from all countries, excluding the Kyrgyz Republic. The lorries from the Kyrgyz Republic are free from the charge for transit.</p>
Uzbekistan	<p>Charges for entry, transit passage and transportation to/from the third countries for freight MV and buses to Republican Road Fund under the Ministry of Finance of the Republic of Uzbekistan - 300 USD. The exception: road charges are not collected from the transporters from Belarus, Kazakhstan and Russia on the basis of bilateral agreements, for the transporters of Tajikistan the charge rate is 130 USD.</p> <p>As of 1.01.2009 extra charge for entry and transit is fixed for freight MV and buses, crossing the frontier of Uzbekistan and Tajikistan.</p> <p>The charge rates are:</p> <ul style="list-style-type: none"> for MV of Tajikistan – 50 USD for MV of Turkmenistan – from 20 up to 30 USD for MV of other countries – 100 USD <p>At that the charge for each day of staying for over 3 days of each freight motor vehicle and bus of Tajikistan in the territory of Uzbekistan is 70 USD (earlier it was 50 USD at staying for over 8 days)</p> <p>Payment for excessive axle load is determined on a calculated basis.</p>



Bilateral inter-governmental agreements on international road transport concluded by CARs

	Kazakhstan	Kyrgyzstan	Tajikistan	Turkmenistan	Uzbekistan
Kazakhstan	-	X*	X*	X***	X**
Kyrgyzstan	X*	-	X**	X***	X**
Tajikistan	X*	X**	-	X***	no
Turkmenistan	X***	X***	X***	-	X***
Uzbekistan	X**	X**	no	X***	-
<p>* non-licensing system of transportation of freight in two-way, transit traffic and transportation from/to the third countries</p> <p>** non-licensing system of transportation of freight in two-way and transit traffic</p> <p>*** permits are required for all types of international road transportation</p>					



The practice of unsanctioned charges should be liquidated

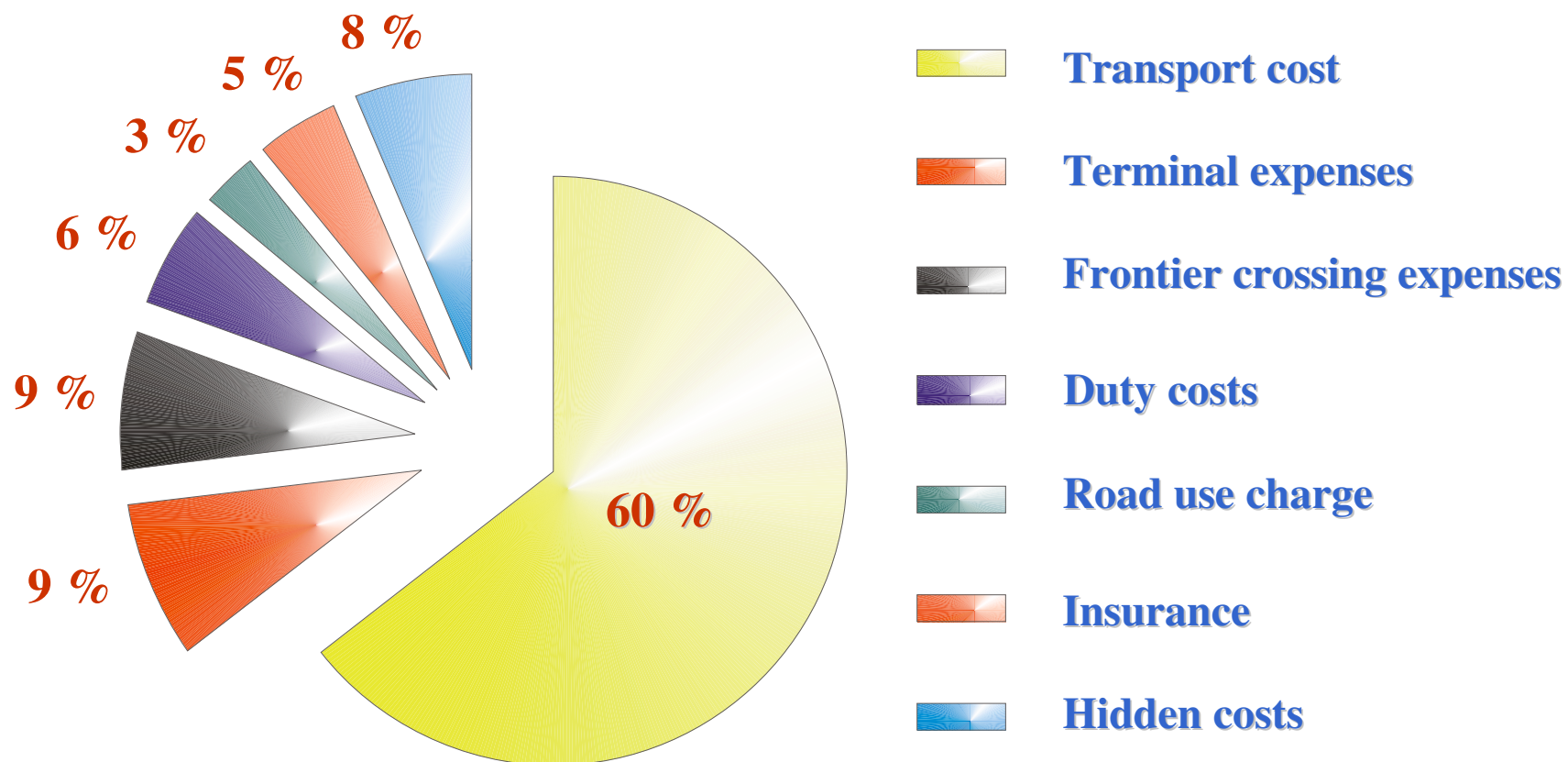
Possible solution – minimization of “human factor” effort, reduction of the number of contracts between controlling bodies and transporters

The problem solution ways:

- spreading experience of Kazakhstan customs authorities on safe-packets and electronic sealing implementation;**
- applying automatic systems of motor transport weighing, movement control, etc.**



Weight-average structure of costs for road transportation





One of the barriers – requirement for obligatory liability insurance of transport vehicle owners in national insurance enterprises

Possible solution – creation within EvrAzEC (“White card”) of regional insurance scheme and accession of CARs to the Agreement on mutual recognition of “Green card” policy

However, all conditions and probable consequences shall be carefully worked out before concrete decision adoption



Thank you for your time!

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