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**REGIONAL TRADE LIBERALIZATION AND CUSTOMS PROJECT
RTL**

Logistics Performance Index 2009 - Central Asian Focus Improving Border Crossing in Central Asia

THE 18TH OSCE ECONOMIC AND ENVIRONMENTAL FORUM

First Preparatory Conference

Oleg Samukhin
osamukhin@rtlc.net
www.rtlc.net

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12-13 October 2009**



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Logistics Performance Index (LPI) 2007

Evaluates 150 countries by 7 parameters with 5-point scale

Rank	Country	LPI	Customs	Infrastructure	International shipments	Logistics competence	Tracking & tracing	Domestic logistics costs	Timelines
30	China	3.32	2.99	3.2	3.31	3.4	3.37	2.97	3.68
103	Kyrgyzstan	2.35	2.2	2.06	2.35	2.35	2.38	2.8	2.76
129	Uzbekistan	2.16	1.94	2	2.07	2.15	2.08	2.91	2.73
133	Kazakhstan	2.12	1.91	1.86	2.1	2.05	2.19	2.81	2.65
146	Tajikistan	1.93	1.91	2	2	1.9	1.67	2.33	2.11
150	Afghanistan	1.21	1.3	1.1	1.22	1.25	1	3.13	1.38



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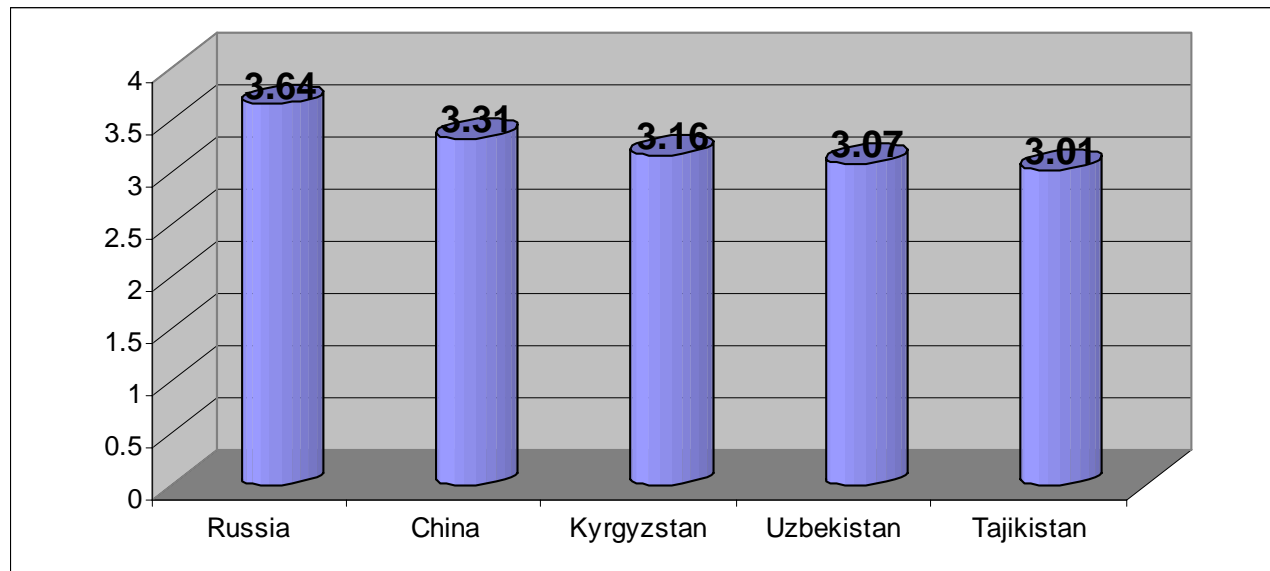
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Logistics Performance Index - 2009

Ranking of neighbors by Kazakh freight forwarders*

Country	Clearance (customs and other)	Competitive pricing	Quality of logistics services	Tracking and tracing	Delivery on time	Average score
Russia	3.98	2.59	3.52	3.86	4.27	3.64
China	3.21	3.33	3.25	3.31	3.44	3.31
Kyrgyzstan	2.63	2.94	2.72	3.61	3.92	3.16
Uzbekistan	2.56	3.33	2.51	3.24	3.71	3.07
Tajikistan	2.53	3.02	2.71	3.25	3.52	3.01

* Preliminary data
Interviewed 300 freight forwarders in 5 Central Asian countries





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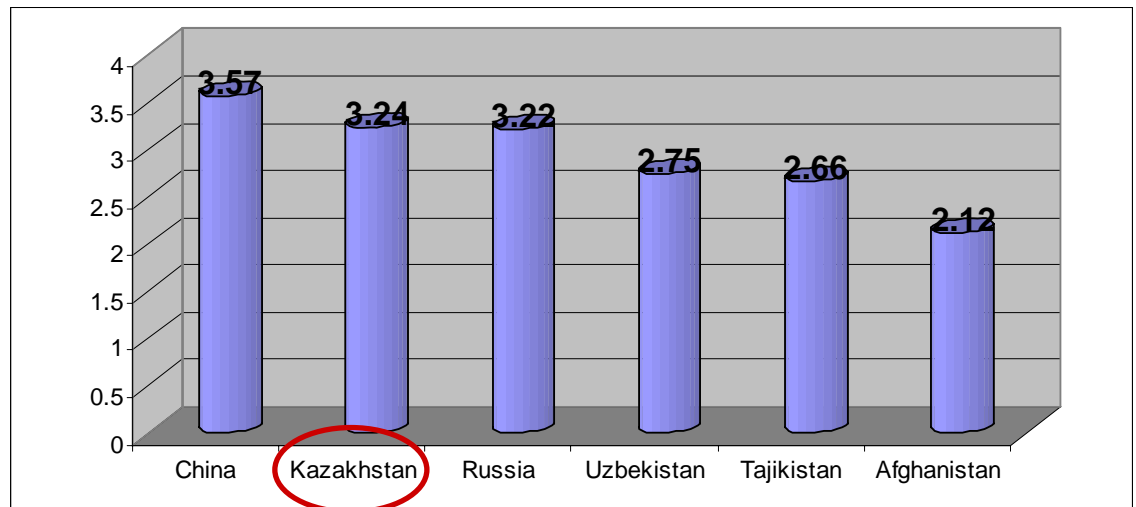
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Logistics Performance Index - 2009

Ranking of neighbors by Kyrgyz freight forwarders*

Country	Clearance (customs and other)	Competitive pricing	Quality of logistics services	Tracking and tracing	Delivery on time	Average score
China	3.48	3.52	3.62	3.02	4.22	3.57
Kazakhstan	2.86	3.13	2.95	3.09	4.16	3.24
Russia	2.82	3.14	2.89	3.18	4.05	3.22
Uzbekistan	2.21	2.95	2.26	2.48	3.86	2.75
Tajikistan	2.06	3.00	2.29	2.38	3.56	2.66
Afghanistan	1.63	2.33	1.61	2.00	3.05	2.12

* Preliminary data
Interviewed 300 freight forwarders in 5 Central Asian countries





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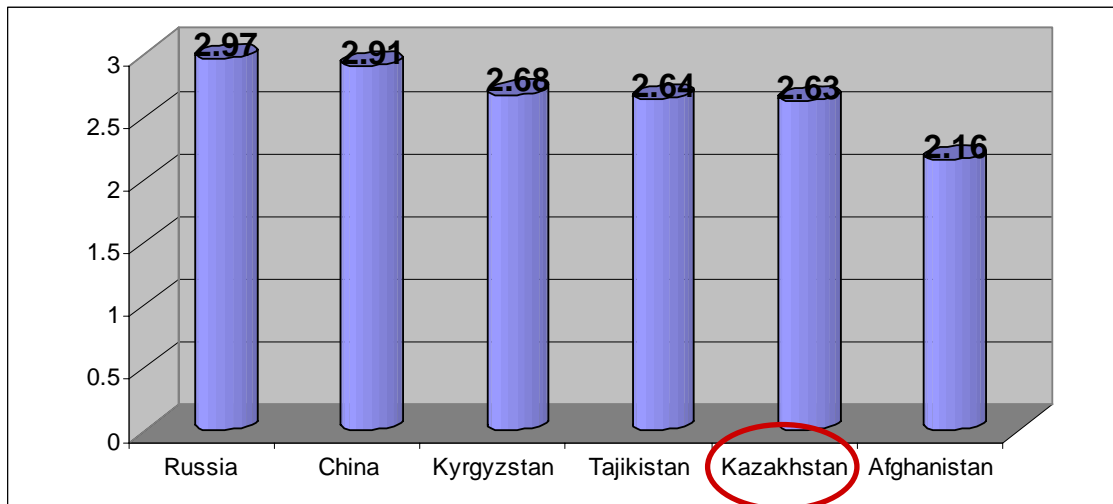
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Logistics Performance Index - 2009

Ranking of neighbors by Uzbek freight forwarders*

Country	Clearance (customs and other)	Competitive pricing	Quality of logistics services	Tracking and tracing	Delivery on time	Average score
Russia	2.76	2.79	2.94	3.18	3.18	2.97
China	3.13	2.91	2.72	2.81	3.00	2.91
Kyrgyzstan	2.38	2.91	2.50	2.49	3.12	2.68
Tajikistan	2.39	2.66	2.50	2.50	3.13	2.64
Kazakhstan	2.32	2.85	2.33	2.61	3.06	2.63
Afghanistan	1.73	4.09	1.35	1.74	1.88	2.16

* Preliminary data
Interviewed 300 freight forwarders in 5 Central Asian countries





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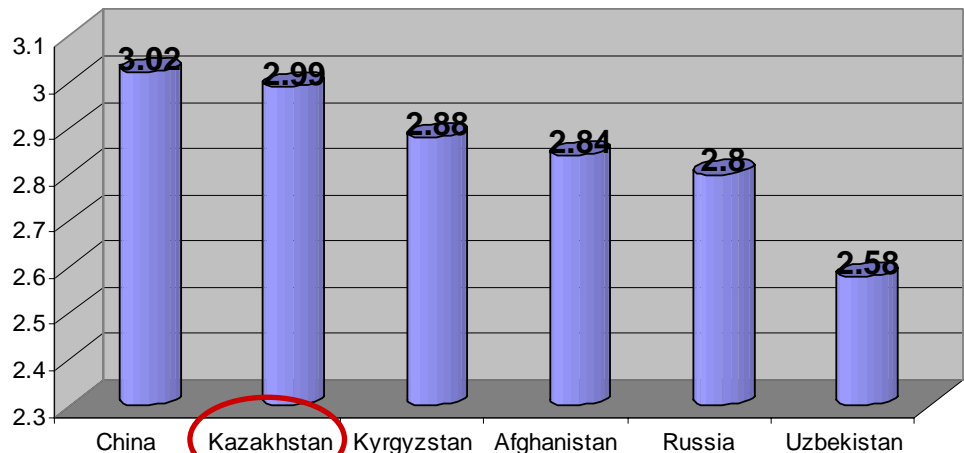
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Logistics Performance Index - 2009

Ranking of neighbors by Tajik freight forwarders*

Country	Clearance (customs and other)	Competitive pricing	Quality of logistics services	Tracking and tracing	Delivery on time	Average score
China	2.91	3.28	2.81	2.92	3.18	3.02
Kazakhstan	2.89	2.88	3.04	2.94	3.19	2.99
Kyrgyzstan	2.95	3.32	2.26	3.00	2.86	2.88
Afghanistan	2.75	3.05	2.54	2.77	3.11	2.84
Russia	2.59	2.68	2.81	2.88	3.06	2.80
Uzbekistan	2.55	2.44	2.51	2.39	3.03	2.58

* Preliminary data
Interviewed 300 freight forwarders in 5 Central Asian countries





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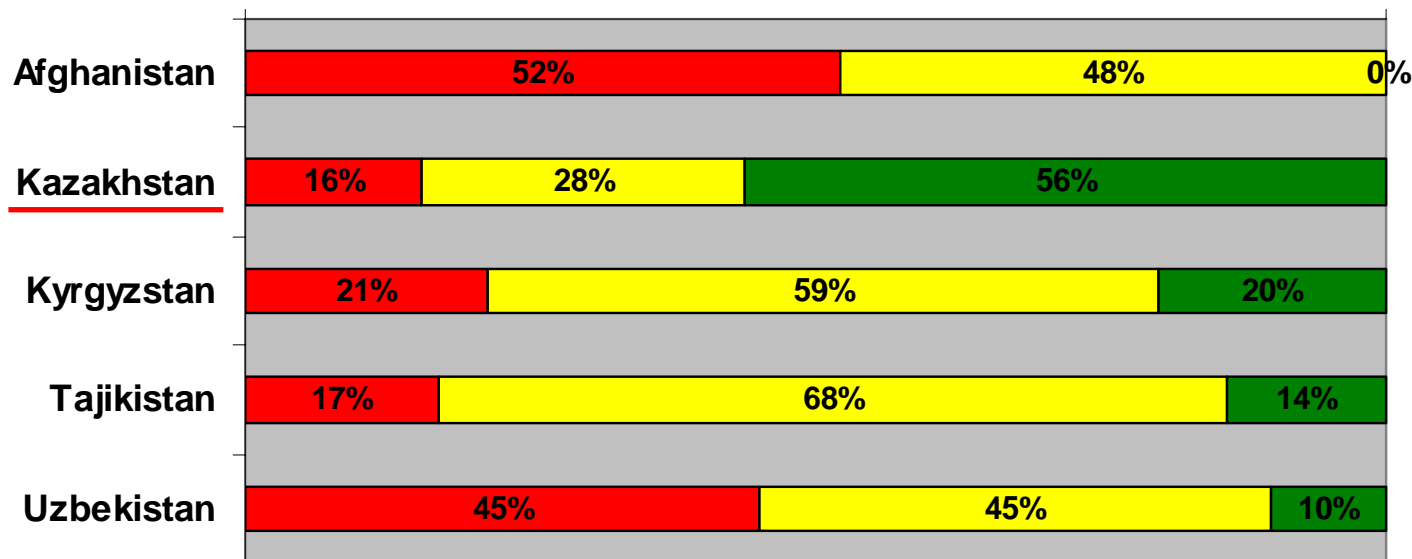
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Logistics Performance Index (LPI) - 2009

Changes from 2005

Preliminary data

Customs control procedures



■ Got Worse ■ About the same ■ Improved



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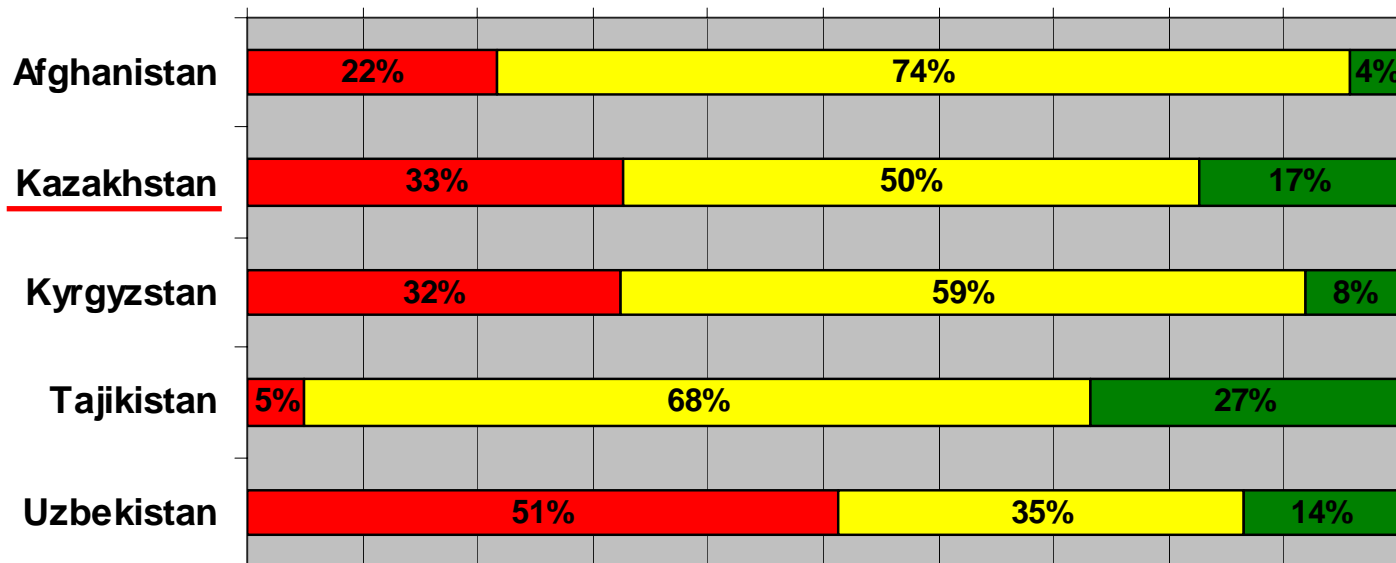
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Logistics Performance Index (LPI) - 2009

Changes from 2005

Preliminary data

Other control procedures at the borders



■ Got Worse ■ About the same ■ Improved



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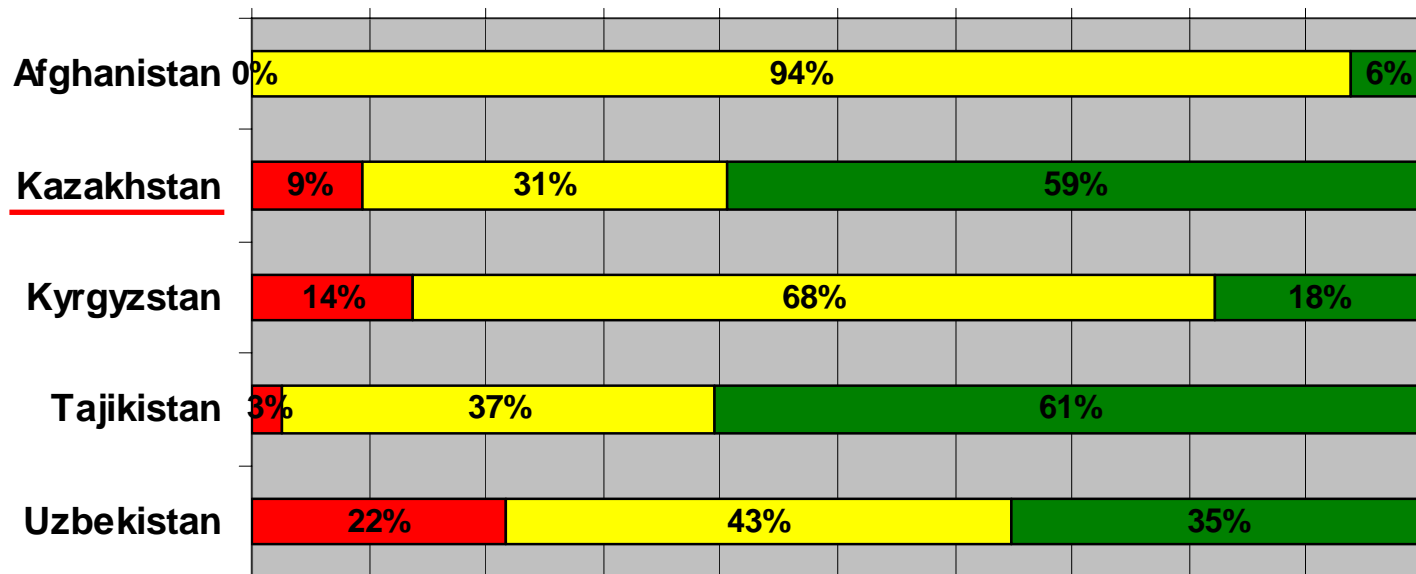
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Logistics Performance Index (LPI) - 2009

Changes from 2005

Preliminary data

Logistics Infrastructure



■ Got Worse ■ About the same ■ Improved



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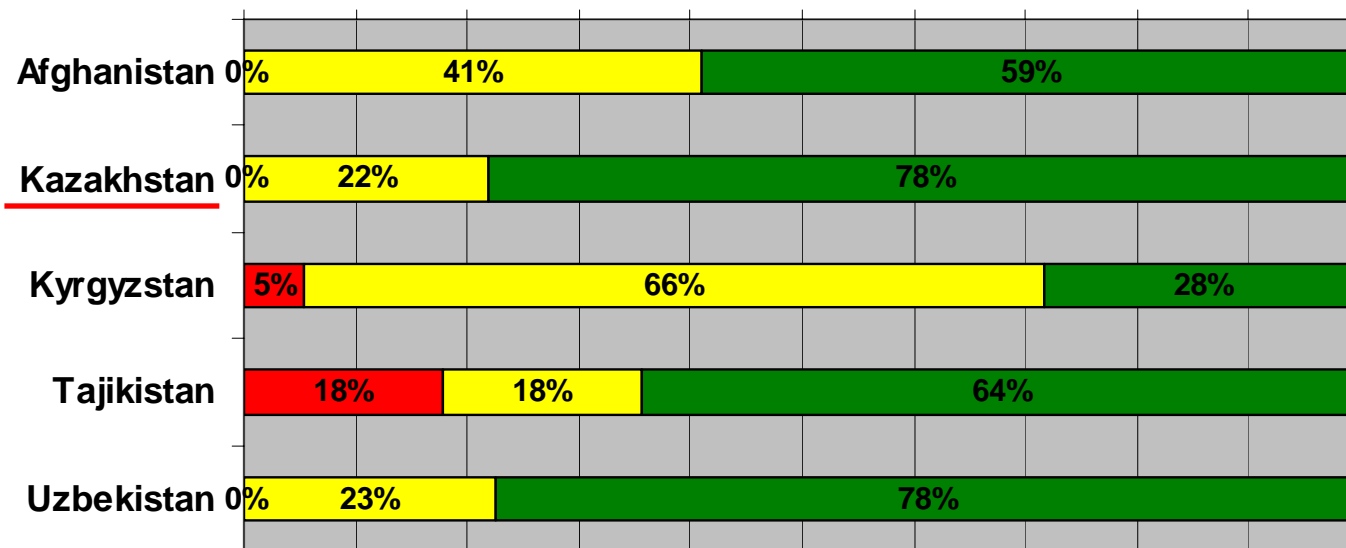
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Logistics Performance Index (LPI) - 2009

Changes from 2005

Preliminary data

Telecommunications / IT Infrastructure



■ Got Worse ■ About the same ■ Improved



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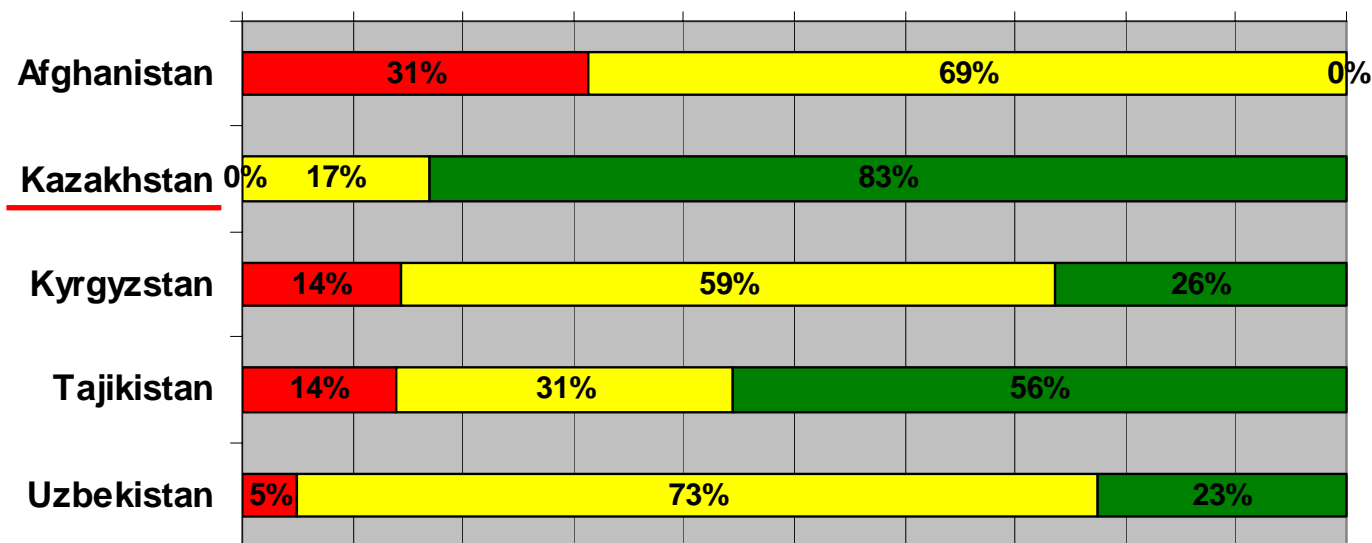
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Logistics Performance Index (LPI) - 2009

Changes from 2005

Preliminary data

Quality and availability of logistics services



■ Got Worse ■ About the same ■ Improved



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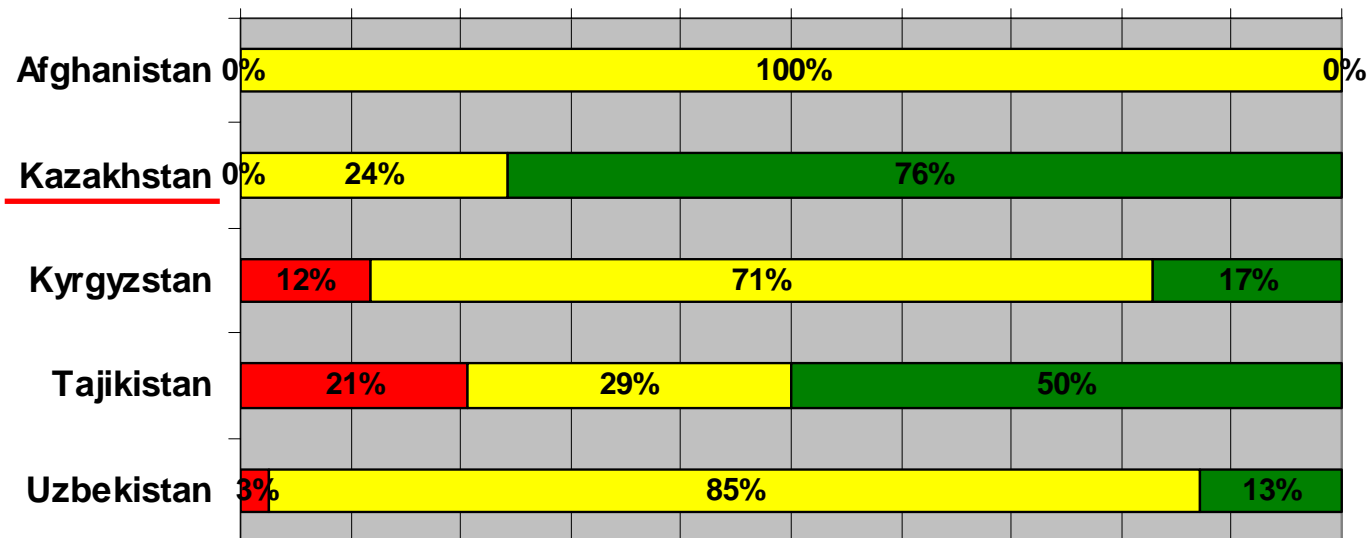
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Logistics Performance Index (LPI) - 2009

Changes from 2005

Preliminary data

Logistics legislation



■ Got Worse ■ About the same ■ Improved



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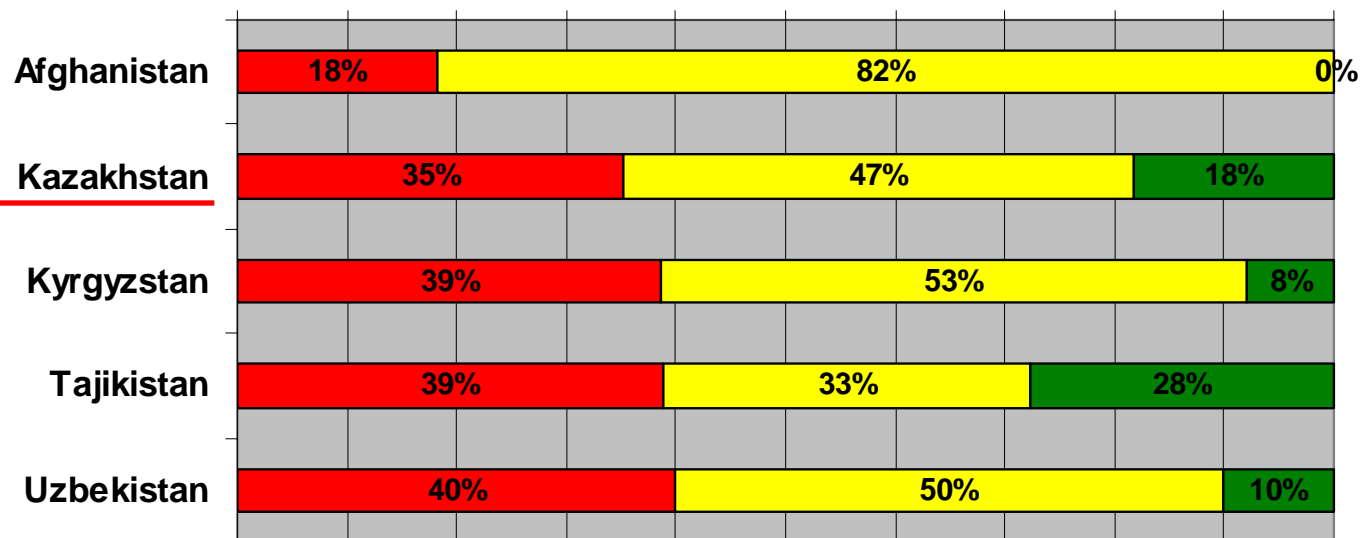
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Logistics Performance Index (LPI) - 2009

Changes from 2005

Preliminary data

Corruption in logistics



■ Got Worse ■ About the same ■ Improved



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International Convention on the Harmonization of Frontier Control of Goods (1982)

- Integrated border control
- Cooperation between adjacent countries, information exchange and joint control
- Simplified transit procedures
- Reduction and standardization of documents (UN Layout Key)
- International Vehicle Weight certificates
- International Technical inspection Certificates
- Facilitation of visa procedures for professional drivers
- Minimum waiting times for perishable goods and life animals
- Information about border procedures for traders and transport operators





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Requirements to Border Crossing Points

- Streamline operations and eliminate bottlenecks at Border Crossing Points, where possible move controlling functions to the beyond the border freight terminals
- facilities enabling joint controls between neighbouring States (one-stop technology), 24 hours a day
- Separation of traffic for different types of traffic on both sides for transit or priority cargo
- Off-lane control lanes
- Appropriate parking and terminal facilities
- Proper hygiene, social and telecommunications facilities for drivers
- encourage forwarding agents to establish adequate facilities at border crossings with the intention that they can offer services to transport operators on a competitive basis.





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Road Corridor Western China – Western Europe Bishkek is an important node on the Corridor





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Busy Border Crossing Point (BCP) Korday – Ak-Jol

- Located between largest regional centers (200 km to Almaty, 25 km to Bishkek)
- Travel from Almaty to Bishkek takes 4-5 hours:
 - 1 hour travel in Almaty (congestion)
 - 2 hours driving
 - 0.5 to 2 hour – waiting at the border
 - 5 min – control procedures, vehicles and passenger
- Last example: 4 October 2009
 - Arrival to Korday BCP – 17:30
 - Queuing in Kazakhstan – until 18:15
 - Control procedures – less than 5 min
 - Departure from Ak-Jol – 18:20 (no queue on the bridge)

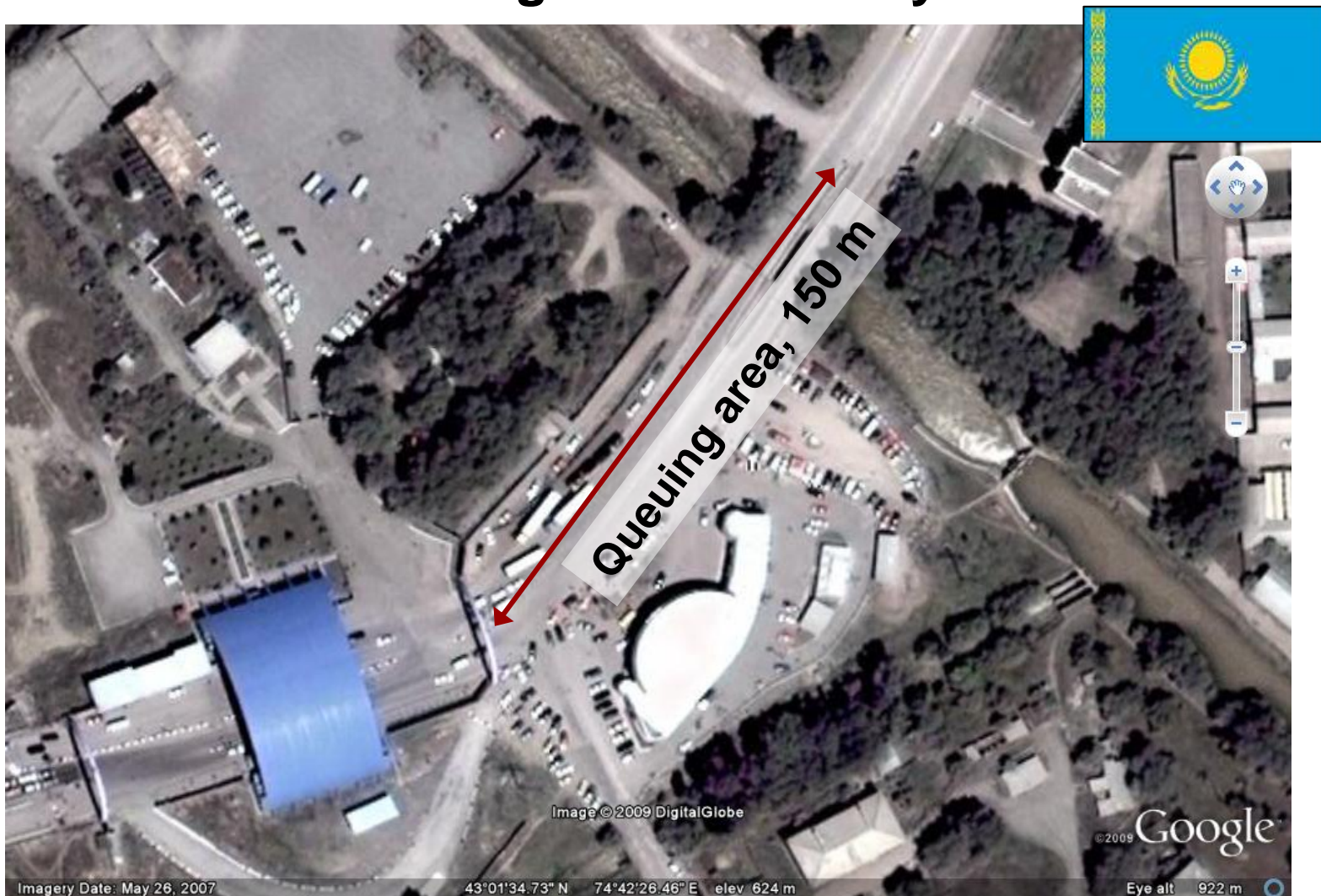




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Queuing at BCP Korday





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Queuing at BCP Korday

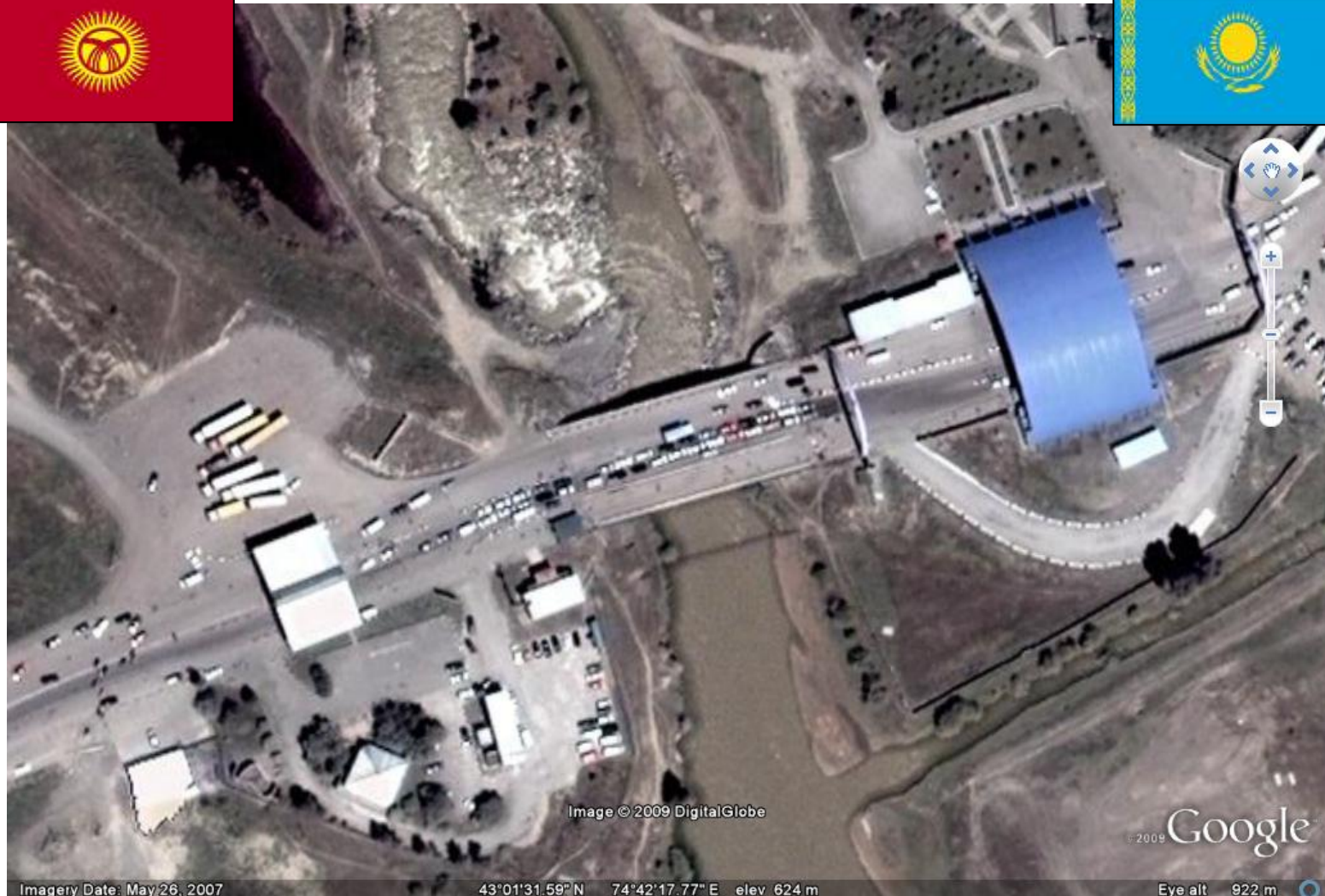




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Bridge at BCP Korday – Ak-Jol





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Queuing at BCP Ak-Jol

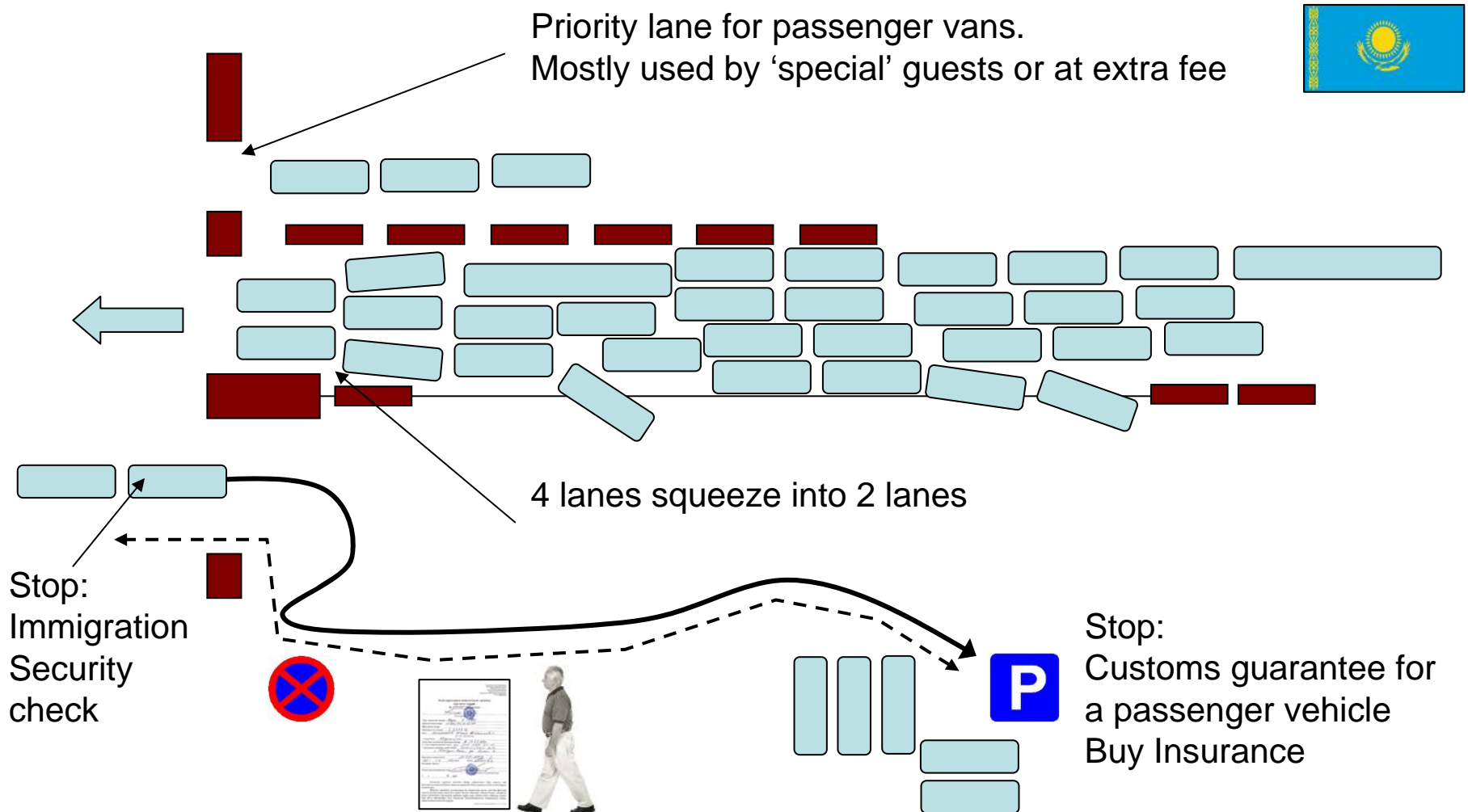




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Gate Keeping

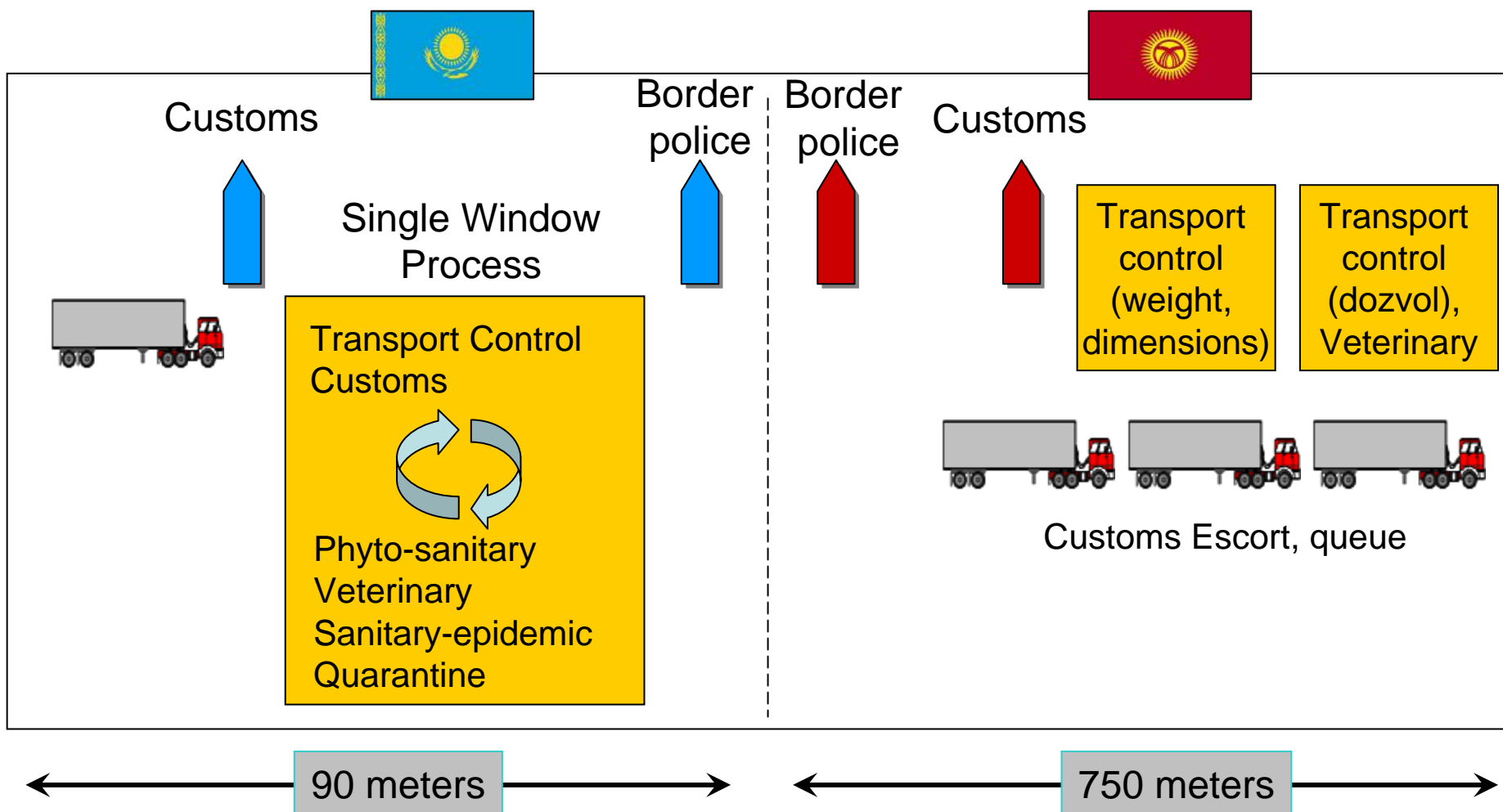




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Control of Freight Traffic at BCP Korday – Ak-Jol





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How to increase capacity of Transport Corridors

- Single government authority responsible for the corridor and Border Crossing Points (speed, waiting time, cost)
- Analysis of bottlenecks and appropriate infrastructure
- Simplification of control procedures
- Balancing traffic flow and processing capacity



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Infrastructure to reduce bottlenecks Point of Entry Laredo, Texas





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Point of Entry Laredo, Texas

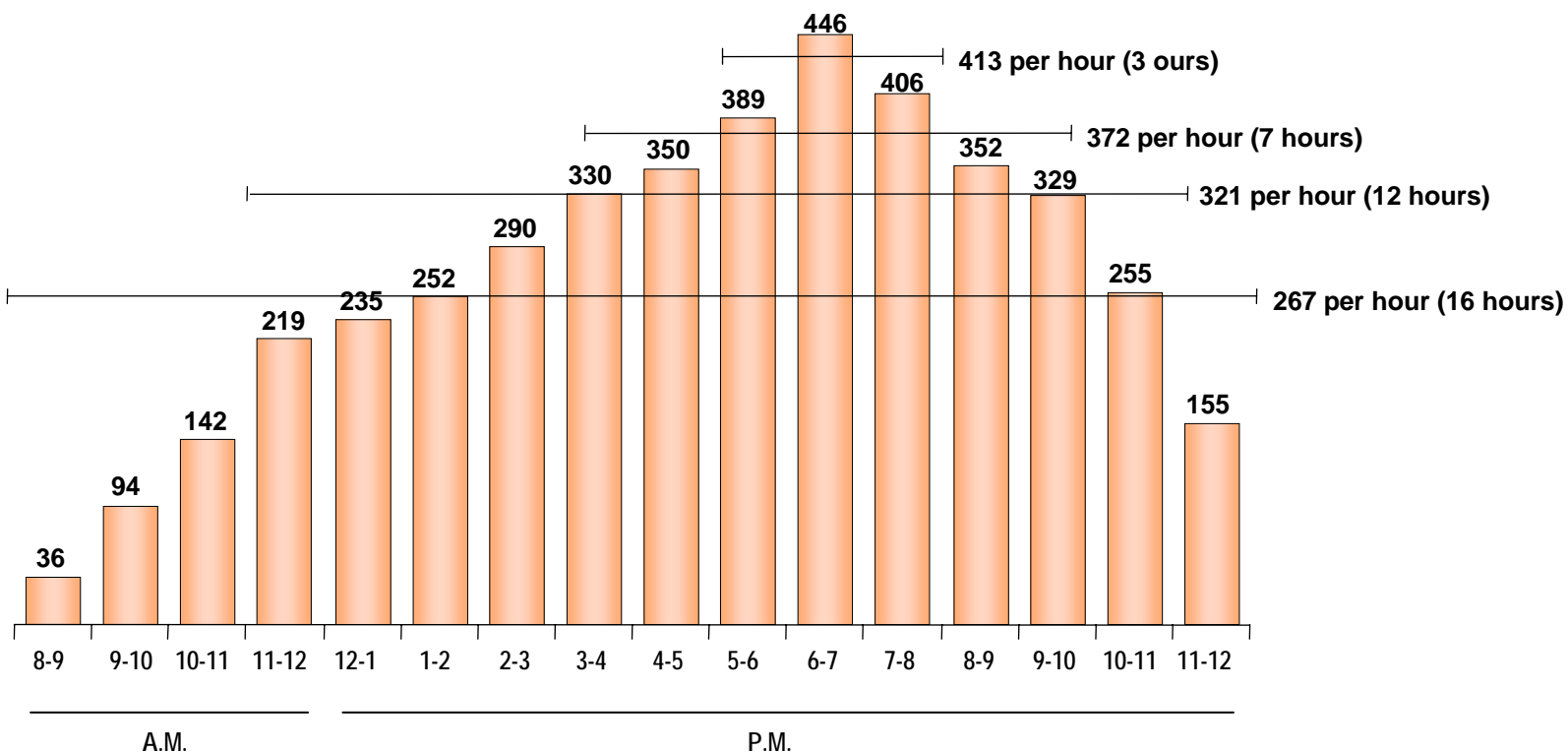




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Analysis of traffic distribution and balancing capacity





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