

18th OSCE Economic and Environmental Forum

Vienna, 1 - 2 February 2010

# Problems of Realization of Transit-Transport Potential of Kazakhstan

**Murat Bekmagambetov**

National Secretary of Permanent Secretariat of  
TRACECA Intergovernmental Commission in  
Kazakhstan

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## Railways of Kazakhstan

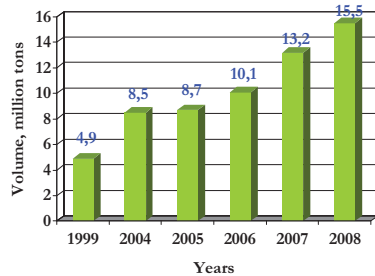


## Highways of Kazakhstan

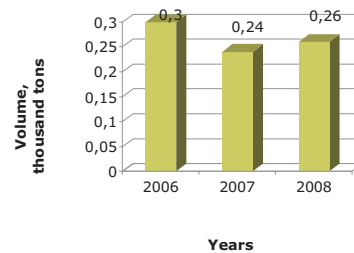


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### The Dynamics of Transit Traffic by Railways of Kazakhstan



### Transit Traffic by Motor Transport



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### By estimations of NII TK (Research Institute for Transport and Communications) :

- by 2015 it is expected the increase in volumes of transit up to **23,6 million tons**, and in view of returning to railways of Kazakhstan of the Russian transit in "East-West" communication up to **30 million tons**, i.e. **1,5 - 2 times** greater in comparison with 2008.
- Volume of transit by motor transport also can be increased **2-2,5 times** greater.

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## Main Conditions for Attraction of Transit Streams in the Communication “Europe-Asia”

- **Technical perfection** (modernization of transport infrastructure, construction of straightening highways, perfection of infrastructure of boundary transitions, seaports and approaches to them, use of new types of rolling stock);
- **Organizational-technological perfection** (containerization of transportations, application of multimodal and information technologies, achievements in transport logistics, technological perfection of operational activity and work boundary transitions, optimization of organizational bases of management by transit at national and international levels);
- **Perfection of tariff policy**, especially in sphere of container transportations .

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### International Transit Traffic Corridor «Western Europe - Western China»



#### Total Length of the Corridor

(Saint-Petersburg - Moscow – Nizhni Novgorod - Kazan - Orenburg - Aktobe - Kyzylorda - Shymkent – Almaty - Khorgos - Urumchi - Lyanchzhou - Chzhenchzhou - Lyanyungan) - 8 445 km, including:

Within Russian Federation - 2 233 km;

Within Republic of Kazakhstan - 2 787 km;

Within China - 3 425 km.

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An idle time In railway border checking points takes from 3 hours to about 2 days

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

**Average time of border crossing by railway transport in the Europe varies from 30 to 40 minutes**

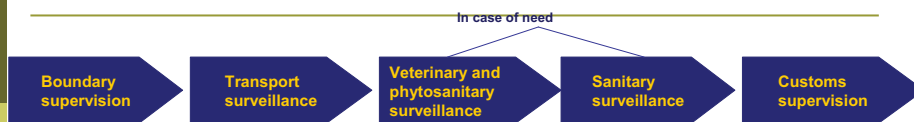
According to recommendations EEC UN (The resolution 248 EEC UN (ECE/TRANS/128, appendix 1)) time for stoppage on border crossing should take 60 minutes for the international trains (30 minutes for each of the adjacent countries)

Kazakhstan is the unique country in Central Asia which is participant of the European agreement on the major lines of the international multimodal transportations and appropriate objects One of the purposes of the convention is to reduce an idle time till 30 minutes

**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 ECMT 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.

**Now in Kazakhstan the following monitoring scheme over motor vehicles (at the entry) is in operation:**

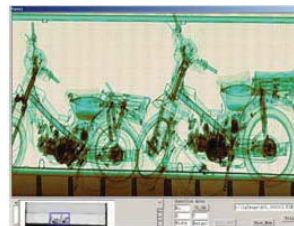


**For improvement of activity of check points and supervising services, reduction of time for border crossing :**

**The system of unified check points is created on border of Kazakhstan**

Some customs posts are equipped by inspection-customs complexes (ICC), radiation monitoring systems

Automated Monitoring System of Goods Delivery , electronic sealing, safe-packages system are introduced



## **Control by instrumentality of specific parameters**

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- Throughput rate of check points ;
- Time for performance of control procedures at the check points (in view of recommendations of the international experts), established by law ;
- Additional parameter: a share of participants of the foreign trade activities positively appreciating work of supervising bodies at the check points, of the total number of interviewers .

### **Role of OSCE :**

- Mutuality (intermediation) in settling financing questions of development of border infrastructure (in case of need);
- Coordination of actions of the neighboring countries in the following fields: development, equipping of check points and transport corridors;
- Mutuality in creation of regional monitoring system over check points activity.

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***Thank for Kind Attention!***

***Contacts:***

***Tel. +7(727) 375 65 59***

***Fax. +7(727) 258 24 49***

***e-mail: [muratbek@niitk.kz](mailto:muratbek@niitk.kz)***

***www.niitk.kz***