

Lessons Learned and Issues

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Midterm Review of Transport and Trade Facilitation Strategy
and Implementation Action Plan

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Overall Lessons Learned

- 'Hard' projects have been implemented successfully; 'soft' parts of the program have been less successful
- Sustainable changes require internal commitment and long-term effort
- Private and public sectors have complementary roles, and both are important
- Maintaining capital assets (road and rail) is as important as building them
- National and Regional level interests should converge
- Monitoring Framework needs improvements
- Some indicators are not time bound and have no baseline

Transport

- After focusing mainly on roads, interest is clearly diversifying to include railways, ports and logistics facilities
- State – owned enterprises still dominate railways and ports, and are less responsive to rapidly changing demands
- Little progress has been made towards standardisation:
 - Hard (e.g. vehicle weights, axle load limits, rail gauge differences, standardization of road classification)
 - Soft (e.g. driver documentation, insurance)

Trade Facilitation

- The focus has been on:
 - Promoting multilateral agreements and International Best Practices
 - Customs laws and procedures
 - Integration of border services
- Intended results have not been fully met
 - Reasons include:
 - Protectionism
 - Limited coordination among government agencies
 - Weak Capacity
- Bi- and plurilateral agreements have been, in some cases, preferred to multilateral ones (at the operational level)

Institutions

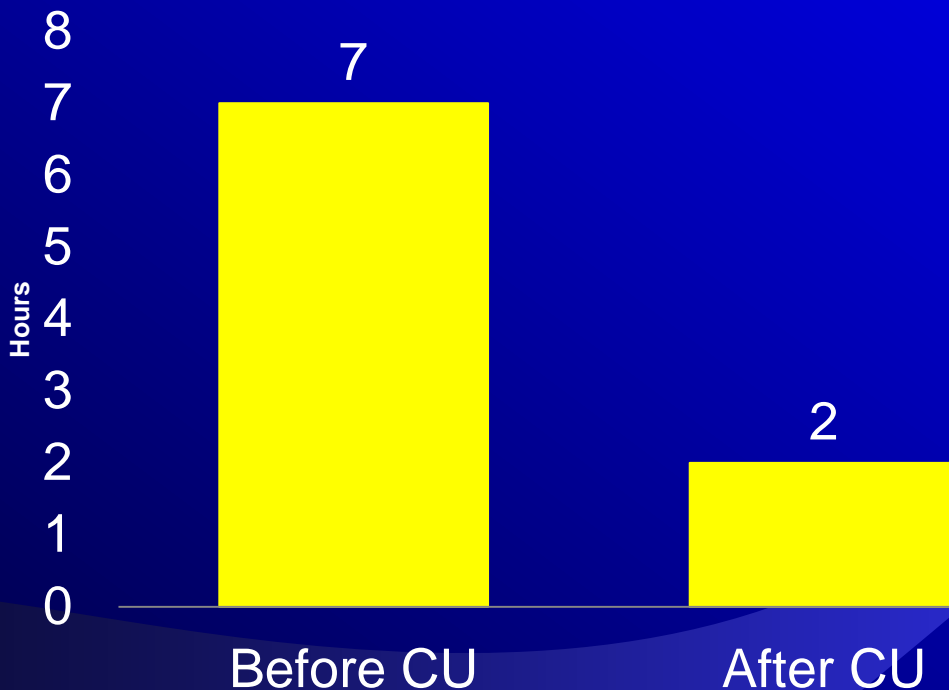
- However well an institutional structure is designed, it depends on people to make it work
- Private stakeholders do not feel that their opinions and interests should be reflected in CAREC
- Institutions need sustained capacity building assistance
- National Joint Committee are not working as intended. Government agencies' activities need to be better coordinated
- Need for closer coordination between multilateral development partners

TTFS Milestones

- There is no clear Design and Monitoring Framework (DMF)
- Some of these Milestones and Indicators require baselines, and aligned with available data for effective monitoring in future (e.g. logistics centres baseline data)
- Data collection and analysis is inadequate for effective monitoring of outcomes
- Except for physical project targets, achievement of CAREC goals depends on policies and actions beyond the CAREC program
- Need for more close coordination among development partners

Customs Union Impact on CAREC (1)

Change in Average Border Crossing Time (KAZ-RUS)



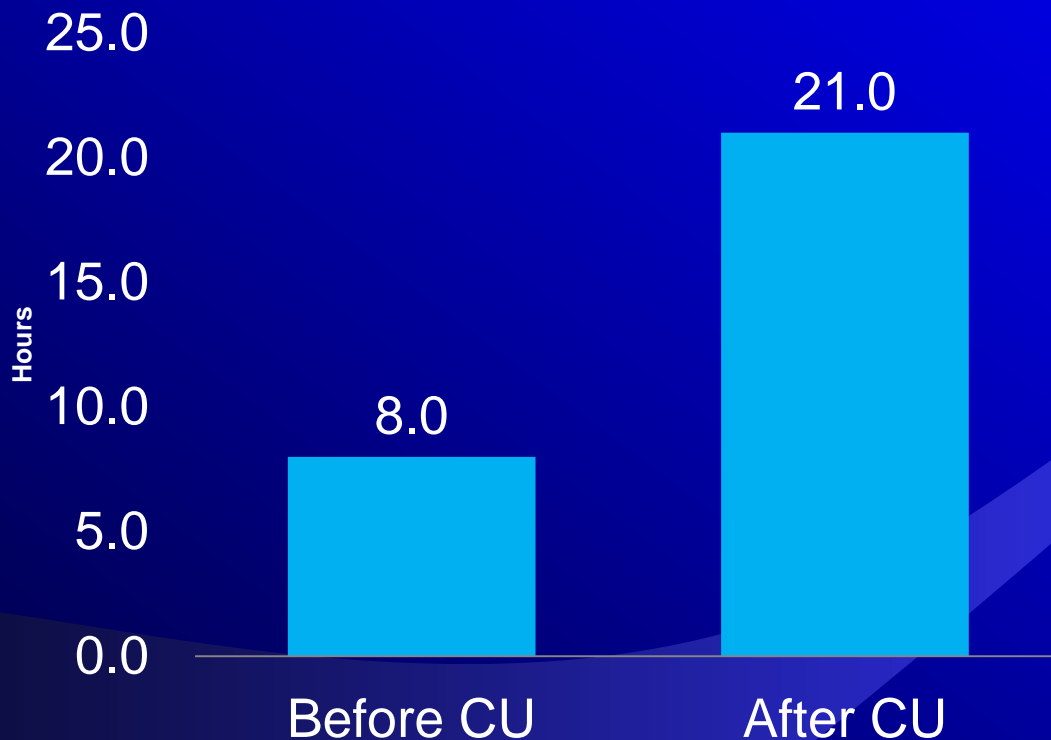
Internal movements in the CU are expedited.

Trucks crossing the border KAZ-RUS save 5 hours on average. The biggest improvements are at:

- Kairak – Troitsk
- Sirim – Mashtakova
- Jana Jol – Petuhovo
- Semey – Veseloyarsk

Customs Union Impact on CAREC (2)

Change in Average Border Crossing Time (Non CU to KAZ)



There is no change for trucks leaving KAZ to enter Non-CU countries.

But for trucks entering KAZ from Non-CU countries delays are much longer.

Issues for Discussion