



СОЮЗ АТАМЕКЕН

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CAREC, Problems of corridors and ways of their decision

Almaty

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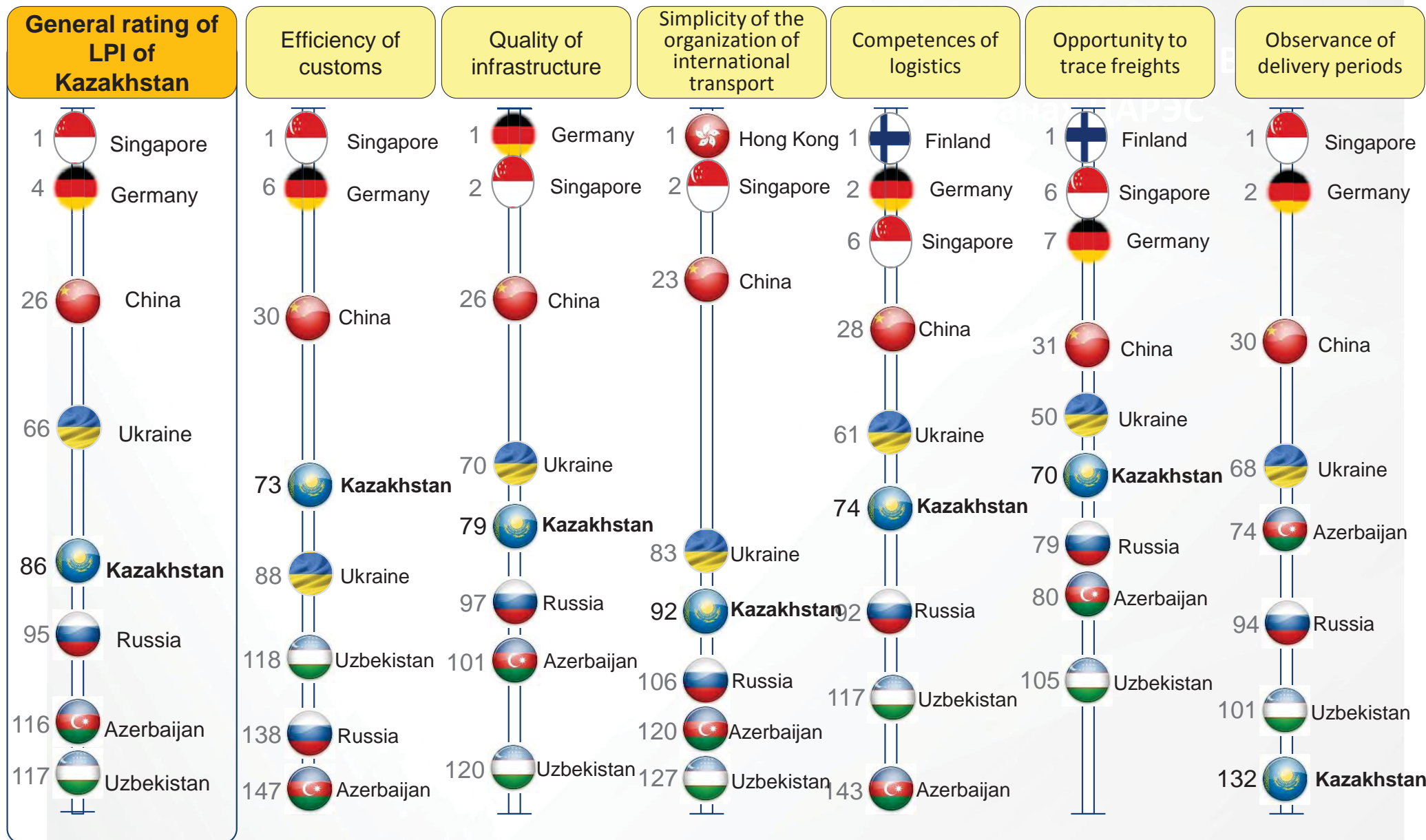
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Comparative table of results of the indicator “International trade” of a rating of the World Bank “Doing Business” and Index of efficiency of logistics of LPI in CAREC countries.

п/п	Country name	DB 2012	DB 2013		LPI 2012
1.	Azerbaijan	169	169		116
2.	Afghanistan	180	178	↑2	135
3.	Kazakhstan	178	182	↓4	86
4.	China	60	68	↓8	26
5.	Kyrgyzstan	173	174	↓1	130
6.	Mongolia	174	175	↓1	140
7.	Pakistan	80	85	↓5	71
8.	Tajikistan	184	184		136
9.	Uzbekistan	185	185		117

Comparative table of results of the indicator “International trade” of a rating of the World Bank “Doing Business” and Index of efficiency of logistics of LPI in CAREC countries.

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Source: The report of the World Bank "Communications for the competition 2012: trade logistics in global economy"

Assessment indicators Index of efficiency of logistics (LPI)

- 1. Overall performance customs authorities**
(speed, simplicity, predictability)
- 2. Quality of infrastructure** (ports, railroads, highways, information technologies)
- 3. Simplicity of the organization between - national deliveries of goods**
- 4. Competence of logistics**
(transport operators, customs brokers)
- 5. Possibility of tracking goods on an extent all chain of deliveries**
- 6. Observance of delivery periods**
(timely receiving by the consignee of goods)



Efficiency of customs. Problems.

The difficult and confused legislation.

Undeveloped infrastructure at check points.

Imperfection of the mechanism of information exchange of supervisory authorities between CAREC countries.

Duplication of functions of the state control.

Imperfection of the mechanism of information exchange between supervisory authorities.

Existence of a human factor at decision-making in processes of the state control.

Quality of infrastructure. Problems.

Undeveloped infrastructure at check points.

Undeveloped warehouse terminal infrastructure.

Imperfection in/between the countries of CAREC of the mechanism of information exchange of participants of process.

Quality of a car and railroads and related infrastructures.

Weak technical and technological equipment.

Simplicity of the organization of international transport. Problems.

Existence of a set of allowing documents.

**Existence of a set of supervisory authorities and absence
between them information exchange.**

Слабое те...

**Competence of logistics.
Opportunity to trace freights.
Observance of delivery periods.
Problems.**

In many respects depends on efficiency and ability of work of businessmen.

Слабое те...

Problems.

1. A large number of the documents demanded by supervisory authorities.
2. Absence in the principle legislation of "a presumption of innocence of the businessman".
3. Need of giving of the same package of documents in various government bodies when obtaining various permissions.
4. Duration and opacity of processes of obtaining permissions.

Solutions.

1. To change mission of supervisory authorities to rendering assistance to international trade.
2. Introduction of recommendations of UNECE No. 33 and 35 on the mechanism of a uniform window.
3. To enshrine in the legislation the principle "presumptions of innocence of the businessman", and also the norm providing that all ineradicable doubts, contradictions and ambiguities of acts will be interpreted in favor of businessmen.
4. To systematize processes of the state control having excluded duplicating functions.
5. Automation of processes of rendering the state services and control.
6. To provide integration of information systems of supervisory authorities.
7. To provide inter-country information exchange on moved passengers, goods and vehicles.
8. To apply mechanisms of preliminary informing more widely.
9. Construction of multiband check points within the state private partnership.
10. Definition of uniform forms of allowing, accompanying documents.

Solutions on check points and at transit of freights.

1. Construction within the state private partnership of multiband check points, equipment by their technical means of control.
2. Definition of uniform forms of allowing, accompanying documents.
3. Automation of processes of control.
4. Integration of information systems of supervisory authorities.
5. Definition of the uniform administrator at check points.
6. Providing information transfer on moved passengers, goods and vehicles on all a logistic chain.



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Thanks for attention!