



16th Meeting of the CAREC Transport Sector Coordinating Committee

17-19 May 2017 • Tbilisi, Georgia



Trade Logistics and Transport Facilitation

Status of CAREC Transport and Trade
Facilitation Strategy 2020 implementation



CAREC TTFS 2020: Result-based Framework

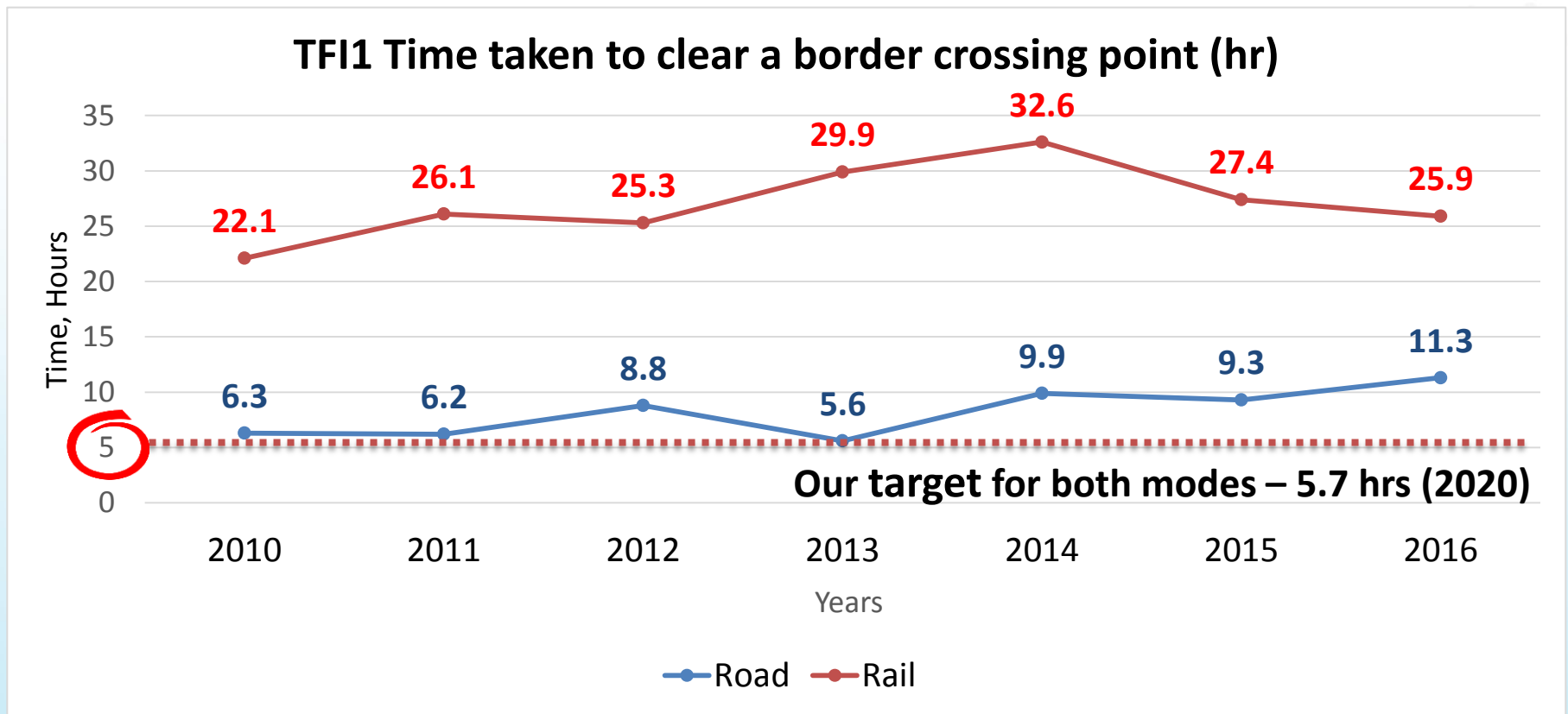
Outcome level indicators

Outcomes	CPMM 2016	Target (2020)
Average speed (SWD) on CAREC Corridors (kph)	22.3 (road) 14.3 (rail)	30
Time to clear a Border Crossing Point on CAREC Corridors (hrs)	11.3 (road) 25.3 (rail)	5.7
Cost to clear a BCP on CAREC Corridors (\$)	160 (road) 214 (rail)	149



CAREC Corridor Performance

Based on CAREC Performance Measurement and Monitoring (CPMM)

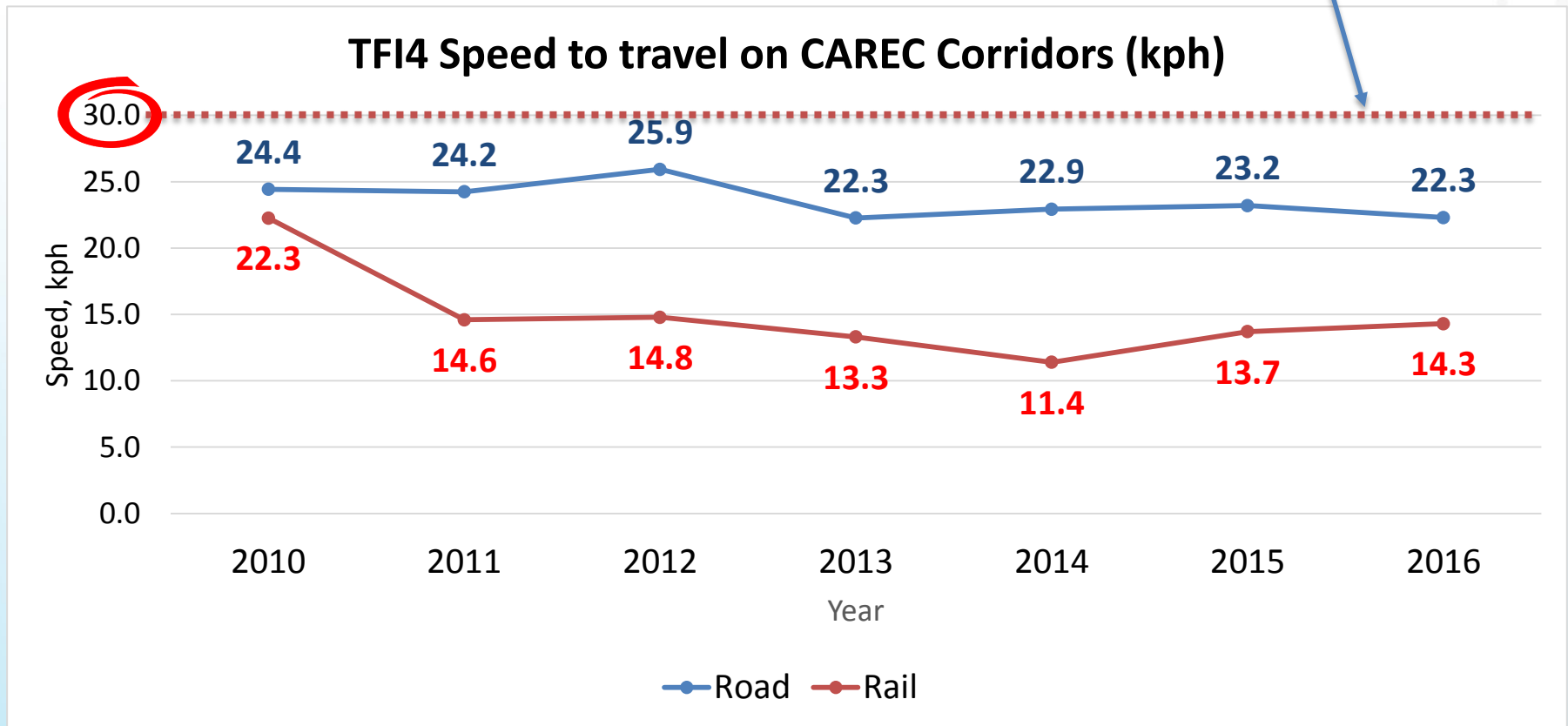




CAREC Corridor Performance

Based on CAREC Performance Measurement and Monitoring (CPMM)

Our target – 30.0 kph (2020)





Logistics Performance of CAREC countries (LPI)

Country	2007	2010	2012	2014	2016	Trend
PRC	33	27	26	28	27	
Pakistan	68	110	71	72	68	
Kazakhstan	133	62	86	88	77	
Mongolia	136	141	140	135	108	
Uzbekistan	129	68	117	129	118	
Georgia	-	93	77	116	130	
Turkmenistan	-	114	-	140	140	
Kyrgyz Rep.	103	91	130	149	146	
Afghanistan	150	143	135	158	150	
Tajikistan	146	131	136	114	153	
Azerbaijan	111	89	116	125	-	



Doing Business: Trading across the Borders

Country	DB 2016	TAB 2016	DB 2017	TAB 2017
Georgia	23	62	16	54
Kyrgyz Rep.	73	81	75	79
Azerbaijan	61	85	65	83
PRC	80	94	78	96
Mongolia	62	102	64	103
Kazakhstan	51	128	35	119
Tajikistan	130	142	128	144
Uzbekistan	82	166	87	165
Pakistan	148	172	144	172
Afghanistan	182	176	183	175



Global Competitiveness Index – Road Infrastructure

Country	2013	2014	2015	2016	2017	
PRC	54	54	49	42	39	
Azerbaijan	67	74	69	70	50	
Tajikistan	98	-	109	82	70	
Pakistan	73	72	75	77	77	
Georgia	56	60	65	73	78	
Kazakhstan	117	117	113	107	108	
Mongolia	141	141	130	118	109	
Kyrgyz Rep.	133	133	123	131	131	



Global Competitiveness Index – Rail Infrastructure

Country	2013	2014	2015	2016	2017	
PRC	22	20	17	16	14	
Kazakhstan	29	27	28	27	26	
Azerbaijan	35	36	37	39	29	
Georgia	34	35	33	35	38	
Tajikistan	43	-	53	46	41	
Pakistan	66	75	72	60	53	
Mongolia	71	66	69	73	69	
Kyrgyz Rep.	79	76	67	77	81	



International Transport Agreements (UN Agreements and Conventions) status as of May 2017

Agreements/Conventions	AF	AZ	CN	KZ	KR	MN	PK	TJ	TK	UZ
Vienna Convention on Road Traffic, 1968		2002		1994	2006	1997	1986	1994	1993	1995
Convention on Road Signs and Signals, 1968		2011		1994	2006	1997	1980	1994	1993	1995
CMR Convention, 1956		2006		1995	1998	2003		1996	1996	1995
TIR Convention, 1975	1982	1996	2016	1995	1998	2002	2015	1996	1996	1995
Customs Convention on Containers, 1972		2005	1986	2005	2007					1996
Harmonization Convention, 1982		2000		2005	1998	2007		2011		1996



Bilateral Road Transport Agreements

Country	AF	AZ	CN	KZ	KR	MN	PK	TJ	TK	UZ
Afghanistan							28/11/ 2010	27/07/ 2005	05/07/ 2007	
Azerbaijan				16/09/ 1996				15/03/ 2007	19/05/ 2008	27/05/ 1996
PRC				26/09/ 1992	25/02/ 1993	16/06/ 2011	28/12/ 1993	27/08/ 2008		13/12/ 1993
Kazakhstan		16/09/ 1996	26/09/ 1992		25/12/ 2003	22/10/ 1993	12/03/ 1995	04/05/ 2006	27/02/ 1997	20/03/ 2006
Kyrgyzstan			25/02/ 1993	25/12/ 2003		01/03/ 2004	11/12/ 1994	27/05/ 2013	29/11/ 1995	04/09/ 1996
Mongolia			16/06/ 2011	22/10/ 1993	01/03/ 2004					
Pakistan	28/11/ 2010		28/12/ 1993	12/03/ 1995	11/12/ 1994				14/05/ 1996	15/03/ 2007
Tajikistan	27/07/ 2005	15/03/ 2007	27/08/ 2008	04/05/ 2006	27/05/ 2013				09/12/ 2007	
Turkmenistan	05/07/ 2007	19/05/ 2008		27/02/ 1997	29/11/ 1995		14/05/ 1996	09/12/ 2007		16/01/ 1996
Uzbekistan		27/05/ 1996	13/12/ 1993	20/03/ 2006	04/09/ 1996		15/03/ 2007		16/01/ 1996	



Regional Cross-border Transport Agreements: Quadrilateral Traffic in Transit Agreement (QTTA)

- Two CAREC workshops held in 2015
- Countries confirmed interest to reboot QTTA and invited Tajikistan to join the agreement
- 200 multilateral permits for 2016-2017 were printed and distributed in Spring 2016
- In summer 2016, several Pakistani and Kyrgyz trucks transported furniture from Karachi port to Kyrgyzstan and consumer goods from Pakistan to Kyrgyzstan
- Delays and excessive checks were faced in PRC



Regional Cross-border Transport Agreements: SCO International Road Transport Agreement

- Among PRC, Kazakhstan, Kyrgyzstan, Russia, Tajikistan, Uzbekistan
- Signed in 2014 and operational since 5 January 2017
- Six corridors to become operational:
 1. Barnaul – Veseloyarsk (RUS) – Auyl (KAZ) – Semei – Bakhty (KAZ) – Bakhtu (PRC) – Urumqi (to be operational by 2020)
 2. St. Petersburg, port – Orenburg – Sagarchin (RUS) – Zhaisan (KAZ) – Chimkent – Almaty – Khorgos (KAZ/PRC) – Urumqi – Lianyungang, port (2020)
 3. Urumqi – Kashgar – Karasu (PRC) – Kulma (TAJ) – Khorog – Dushanbe (2018)
 4. Urumqi – Khorgos (PRC/KAZ) – Almaty – Chimkent – Konysbaeva (KAZ) – Yallama (UZB) – Chinaz (2020)
 5. Kant – Ak-Tilek (KGZ) – Karasu (KAZ) – Taraz – Aktobe – Zhaisan (KAZ) – Sagarchin (RUS) – Orenburg – St. Petersburg, port (2020)
 6. At-Bashi – Torugart (KGZ/PRC) – Kashgar – Urumqi – Lyanungan (2020)



Road Transport Facilitation elements

Customs guarantee
for truck

Conditions of carriage
(temperature, sanitary)

Traffic rights
(quotas, permits)

Driver: Visa, licenses,
working hours

Documents:
Transport and cargo

Technical
requirements

Weight, axle load,
dimensions

Customs guarantee
for cargo





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Improving Border Crossing Points



BCP Guliston (TAJ) was completed in 2016

Construction at BCP Karamyk (KGZ) is ongoing



Process improvement at BCP Guliston

- Started after completion of civil works, includes:
- Improvement of BCP layout and flow through signs, markings, temporary barriers
- Establishment of performance measurement and appraisal schemes
- Improvement of office layouts
- Revision of job descriptions, staff allocations and work schedules
- Improved usage of ICT and border control equipment based on risk management principles



RIBS Pakistan Project

Approved in December 2015
Total cost - \$250 Million
Currently - Procurement stage
and detailed design preparation





Some observations from border crossing point improvement projects

- Importance of process design vis-à-vis engineering design
- Separating detailed design from construction
- Integrating engineering infrastructure and facilities with security and IT equipment
- Project owner and coordination with all Border Management Agencies
- Sufficient project time to implement process improvements after completion of civil works



Questions to delegates and development partners

- Given separation of Transport and Trade Facilitation agenda in the Governments, development partners and CAREC program design, how can we improve overall **ownership** for improving key TTF performance parameters of CAREC corridors:
 - **Speed of transport**
 - **Cost of transport**