



THE CENTRAL ASIAN TRANSIT CHALLENGE*

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The Central Asian Transit Challenge

Introduction

Transit issues in Central Asia has been well documented for the last years. From the independence time 12 years ago, the delimitation of the border lines has been difficult and even conflictuous, the restructuring of the rail, road and, in general, the transport sector has raised obstacles and problems. Being mainly landlocked economies, the Central Asian Republics turn back to the transit facility to gain a comparative advantage to support an industrial potential which still remains low.

Nevertheless, State control and enforcement bodies still focus their attention on the physical quantity and quality control of goods, the fight against smuggling and contraband, the severe control on excised goods. The fiscal and economic mission of the customs authorities appeared around ten years ago within the introduction of the liberal framework required by the market economy model.

Transit take a huge importance within the trade facilitation framework but in the same time is a source of considerable issues and obstacles.

The competitiveness of economic operators is at stake as well the competitiveness of the economy. The current challenge is important on a national as well as regional level in the framework of the international economic integration and foreign investment attractiveness for further trade development and then the purchasing power of the final consumer.

I. Current situation

The current scenario of transport, transit and trade widens for the Central Asian States, the gate to China in the East, as well as to Europe in the Far-West and Pakistan in the South, in line with the new reality of trade and transport in the Central Asian Region. In the recent past, Central Asia's infrastructures were an integral part of the Soviet network and therefore primarily developed towards outlets in the North. Railways were the dominant mode of freight transport, reflecting the central planning emphasis on raw-material oriented industries. Today, the five Central Asian Republics, the new land-locked economies of the post-soviet period, instead have to cope with the challenges of new Euro-Asian trade, which requires a system of modern, demand-responsive logistics from East to West, with road transport and transit system as the most efficient partners.

Since independence in the early 1990s, Europe became a major trading partner and outlet for the Central Asian States. Increasingly, major import/export traffic runs over long distances to the market economies in the West, rather than to traditional trading partners in the former Soviet neighbourhood, regardless of prevailing transport bottlenecks along this corridor.

Nevertheless, inter-republican and CIS trade remains very important for other countries in the region, accounting for still around 50 per cent of the supplies in most of the Central Asian Republics. However, also inter-republican trade suffers from transport difficulties at border crossings as well as in transit.

Again, looking East, one can see great traffic potentials looming in neighbouring China, ready to profit from the benefits of a reconstituted and operational silk road. Common understanding has been reached to overcome existing and future bottlenecks on the new Silk Road, in order to promote and sustain further growth in both East-West and inter-republic exchange. To make the new silk road attractive to shippers and transporters, however, calls for the development of a cost-efficient and demand-oriented transport system which addresses the total distribution problem from the start to final delivery, including the organisation of the interface between the road and other mode of transport (railways, ferry services). Sustainable progress in transport and transit may be brought about by different intervention measures:

- strategic capital investments,
- adoption of new technologies,
- harmonisation, simplification and standardisation of operations and procedures.

Also, an irreversible development in international transport worldwide has been the use of the container.

The countries participating in the silk road traffic therefore need to speed up efforts towards the acquisition of sufficient expertise, physical structures and facilities to implement standardised load concepts, including container through-services in international trade and transit.

For China, as well, it has been the recognition, that a Euro-Asia land bridge is substantially shorter and therefore potentially more economical than alternative maritime connections (by at least 6000 km). For instance, the realisation of a land bridge to Europe via Central Asia has been for a long time in the project pipeline of the Chinese Ministry of Communications. The enormous progress of construction and rehabilitation works observed in the neighbouring Xingiang Autonomous Region of China, clearly underlines the country's commitment to the project.

For the land-locked Asian Republics, again, it has been the growing awareness, that economic growth has been infrastructure driven. The timely provision of transport, handling and warehousing facilities is the forerunner of economic development. For Europe, finally, it is the commitment to promote the development of East-West trade relations and exchange, thus helping to eliminate the disparities between the western economies and the newly independent CIS countries, providing also better access to Central Asian markets and resources base.

Since independence, the relative importance of the different overland transport modes has changed significantly. Indeed, freight volumes carried by the railways declined dramatically in the whole of the CIS countries, while road haulage won an increasing market share. In the growing consumer societies of the CAR countries, road transport is also the ideal mode of transport for local collection and distribution of freight over short and medium distances. Finally, on many transport relations, road transport can offer unbroken door-to-door services, while railway transport is necessarily broken transport with associated risks and costs of transshipment.

The share of road in total traffic will continue to increase. These growth perspectives for the road sector represent a challenge for both network, and for service providers. Nevertheless, the road transport system remained deficient in many ways. Typical shortcomings are a poorly developed road haulage industry, low road standards and/or poor road conditions due to a backlog of maintenance, as well as a lack of road-side services and inter-modal terminal

facilities, although with great differences from country to country. Furthermore, the former Soviet Union did not adapt its transport system to the standards of the International Standards Organisation (ISO).

The objectives of road up-grading and transport facilitation are, regarding the overall objectives of infrastructure improvements and transport facilitation, are mainly:

- To ensure adequate road standards and facilities,
- To assure the free flow of goods, passengers and vehicles,
- Create a rational environment for modern logistic operations,
- Minimise the costs of transport and transit,
- Guarantee easy and equal access to the silk road corridor and its facilities for all participant States,
- Overall, contribute to a balanced economic growth of the different Central Asian Republics.

The results achieved in Europe with regard to the development of international transit arterials and international land transport facilitation, however, may be taken as encouragement. In the field of transport facilitation alone, for example, all road permit and quota regulations have been abolished within the member countries as of 1 January 1993. This freedom to provide services extends since 1996 even to the right of “cabotage”. Altogether, the Single European Transport Market testifies of the remarkable consensus reached by the member States.

II. Simplification of transit as challenge for transport and trade development

The Central Asian participating countries are regularly invited to adhere to the various agreements and ratify them. In fact, the Central Asian States have joined selected international conventions and agreements but separately and without any uniform regional consensus. Furthermore, problems still exist with putting into place sufficient implementation and enforcement mechanisms at national, bi-lateral and regional level because of mainly:

- Lack of regional approach to issues : integration customs and economic policies, tariff harmonisation, non tariff and tariff integrated system,
- Lack of border crossing approach of the border crossing issues: issues are considered on each single State body point of view instead of a common cross border approach considering the common and combined interest of each of them,
- Lack of transparency in secondary level of legislation manifested by multiplication and diversification of border crossings internal instructions and orders from every body of each country,
- Absence of initiatives promoting single window shop and single stop principles,
- Lack of dissemination of the routine legal frameworks to the traders,
- Lack of common training on transit procedures, TIR, customs techniques, inspection methodology, etc.
- Poor information technology and communications infrastructure,
- Difficulty of customs to accept and manage change and quickly adapt procedures to keep up with economic change and technological development,
- Lack in understanding the new economic role of customs.

- transfer border controls to post clearance controls
- Lack of due diligence and compliance profiles model
- Absence of risk analysis management and systems

Definitely, the transport planning remains one of the most important means of regional, trade and economic planning, and keeps based upon:

- Firstly, equal distribution of foreign assisted transport investments among the CAR and other participant countries to avoid or reduce regional development disparities.
- Secondly, efficient and cost-effective transport as the key to successful foreign trade. This is rather evident for Central Asian exports to foreign countries, which are largely resource-based materials or semi-finished products such as cotton, minerals, grains, crude oil, gas and coal, furs and skins. Those transport goods are highly transport costs sensitive, and competitive pricing of these commodities requires low transport costs. Last but not least, free transport flow is required in order to compete with other suppliers active on the world markets, in terms of punctuality and quickness of response.
- Then, objectives of road improvements and transport facilitation need to be achieved in a multilateral, regional and bilateral framework.

As testified, the current transit situation cannot be said efficient nor effective in the Central Asia region. Conditions are not attractive to move goods through and within the Central Asian countries for different reasons. Mainly the transit systems provided separately in Central Asia do not offer:

- a required transport security for goods, vehicles and drivers,
- a required safe cover of duties and taxes on in transit goods for the national budgets of the in-transit countries,
- required national transit management systems to discharge and reconcile information on the goods from the point of departure, through the points of passage and to the final point of destination.
- reliable discharge of the goods declared for clearance at the final point of destination and the discharged transit documentation

In other terms, those problems are usually in:

- loss of transit goods during the transit movement through countries
- loss duties and taxes related to the in transit goods not finally discharged
- waste of time due to multiple controls and inspections by numerous State bodies in each country with break of seals and handling of goods
- waste of time at border crossing points for running the customs formalities
- unpredictability on effectiveness of the movement of goods

III. The main categories of frauds

The majority of frauds is committed on sensible goods like excised goods. In addition to traditional frauds, such as false declaration of goods and smuggling, the transit system is open to more sophisticated, categories of frauds. The different categories of frauds listed below point out that one of the main causes of frauds is the paper based exchange of documents.

Effectively, lessons learned from the EU experience of transit systems show that the cause of frauds are in order of priority:

- Elaboration and exchange of paper documents,
- Length of time for discharge of transit operations,
- Principal's responsibility in matter of guarantee and lack of control on guarantees,
- Elusion of the procedure and false declaration of goods.

The main categories of fraud may be listed as follows:

1. Non-completion of transit procedures : Goods fraudulently unloaded during the route and sold on the market somewhere between the customs office of departure and the office of destination. As no binding itinerary is generally prescribed, the vehicle can transit anywhere between the border points. Given the long period of time (months) required to put in place controls among national administrations and between national administration, this category of frauds generally remains long unknown. The use of container will considerably improve the situation concerning the risks of transshipment and the security of goods in transit. Many technical tools already exist to secure the goods through border video capture with electronic data seize and management, electronic seals, etc.

2. Fraudulent completion of transit procedures: Settlement of shell companies acting as consignee: enormous profits originated by a single fraudulent transit movement potentially justify the settlement of a company for one single fraud. These companies often go bankrupt before the payment of excise and duties and taxes. The regional exchange of intelligence information and data is essential to confine and fight this kind of crimes and frauds.

3. Stamp forgery or use of stolen stamps: the transit operation is cleared using false or stolen or counterfeited stamps. The most efficient way to reduce this kind of fraud remains the technique of random controls on paper documentation owned by the principal and dissemination of printed evidence of official stamps from each regional country may prevent such a case. Nevertheless, mutual recognition of seals and stamps between the regional customs is essential.

4. Declaration and document forgery like False TIR Carnet: Lessons learned from the European experience show that TIR carnets are used as guarantee and then generated a secondary market in forged TIR carnets has been created in various European Member State and Visegrad countries. The regional exchange of information and data is essential to confine and fight the risk of transit and transport document forgery as well as the mutual recognition of transit, transport and customs documentation between the regional bodies.

5. Involvement of State officials: corruption may be collusive or provoked by threats. Requests for unofficial fees to accelerate the process, arbitrary and unofficial simplified channels and/or uncertain special privileges for selected companies. the reliability and confidence in investing in the economic context of the Central Asia

Region will be highlighted with the automation and EDI used for reducing the opportunities of irregular, illegal and/or non-transparent practices in return for compensation. Information and communication campaigns of the subject would be the first initiative toward establishing a transparent climate for trade and foreign trade development.

Eventually, traders unsatisfactory daily business with State inspection bodies is the background on which most of the fraudulent practices take place : Traders are unsatisfied of their connection with State inspection bodies and complain that their needs are scarcely taken into consideration. The daily contact with is made difficult by the existence of many different State inspection bodies to deal with at the border points and on the transit route even in the same country. Also, they have to interface with a lot of different information systems and international trade procedures, because of lack of homogeneity, traders have to face different levels of performance. Definitely, the adoption of Memoranda of Understanding between the customs administrations, more generally the cross border bodies, and traders is given a high priority. Systematic dialogue between the business community and the State inspection bodies to promote the climate for foreign investment attractiveness and trade development. Trade Facilitation and Customs Consultative Committee comprising representatives from national trade organisations and representative groups and other involved government bodies should be in place in every regional country and meetings should take place on a regular basis to build up the international trade framework in consultation with each other . Such an experience is initiated within the TRACECA project of Harmonisation of Border Crossing procedures between Kazakhstan and Kyrgyztan as a pilot project.

IV. Main issues and recommendations

1. Consensus for accession to the different conventions and agreements by all the regional countries

The facilitation and simplification of transit call for the recognition of each others' standards or an agreement on common rules, techniques and standards. The basic principles and measure of intervention are contained in multilateral transport and trade and customs conventions and framework agreements, most of them administered by the UN Economic omission for Europe (ECE), WCO, WTO and others. The Central Asian States have joined selected international conventions and agreements but separately and without any uniform regional consensus. A Regional Integration should induce a regional consideration of the national interest in each Convention and agreement in which each one of the Republic participates. The development of the Eurasia Cooperation Organisation and the Eurasia Economic Union would stress the achievement of a consolidated and effective customs union integrating the Central Asian Republics as a sub region of different wider regional zones.

For this purpose it should be figured out the idea of a **compensation financial organ to make the customs duties as part of a "common or transferable" budget instead of the only national budget of the country of consumption. As the example of the European Union, the customs duties budget is a community budget. and not a national one. For the transit purpose, it would not be necessary to cover the duties and taxes by a covering guarantee for the in transit countries, the guarantee would cover the only duties and taxes at stake in the final destination and consumption country but established and managed from the country of departure.**

The introduction of practical and correctly and effectively implemented regulations concerning the temporary import of goods, as for example, the samples required for international exhibitions, trial testing and commercial meetings are of great importance enabled by the so-called ATA convention. Again, this is an important issue to settle in countries like the CAR which need to organise business promotion activities and business.

Furthermore, the regulation of the transport of dangerous goods, the safety of which is of major concern as a consequence of risk of heavy accidents may occurred with dangerous, radioactive goods carrying vehicles. Important construction measures required in this connection include the provision of “safe havens” (special parking facilities) as well as special routes for heavy, dangerous traffic by-passing urban agglomerations. Once again, satisfactory regulatory framework is proposed by the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) negotiated within the United Nations. So far, the ADR Agreement is widely ignored by participant countries except Kazakhstan who is signatory members.

Also, the agreement on standard border control procedures, for health-checks or quality inspection of freight. A reference code of good practice has been developed in form of the International Convention on the Harmonisation of Frontier Controls of Goods (1982). Supplementary, an Agreement on the International Carriage of Perishable Foodstuffs (ATP) has been developed within the United Nations

We know, that food and fruit processing offers good opportunities for the Central Asian export industry. Since this convention has been ratified by all European countries, therefore, compliance is indispensable for the development of a sound export practice from the CAR countries in particular with regard to food products. Only, Kazakhstan and Uzbekistan are signatory members.

2. legal framework and provisions for implementation of conventions and agreements

The legal provisions for implementation of the different regional customs codes and such conventions or transit agreements are not really elaborated and often counteracted by local instructions and orders even contradictory to each other. Transit operations are not predictable in terms of costs, feasibility, profitability and sustainability for the economic operators. This point would be added to the already prohibitive costs of transport due to the level of infrastructures. Definitely attention should be paid on the required unification, centralisation and dissemination to the traders and public institutions, of all the legal customs and border crossing instructions, acts and protocols of agreement concerning the routine procedures implementation, in force in the Central Asian Republic. The current regional framework of upgrading the customs code to international standards and best practices should aim at concentrate the efforts to harmonise, simplify and alleviate them. In the same time, the customs regime of transit should be harmonised through the different regional codes

Also, the elaboration of the provisions for implementation the various conventions and agreement by the different bodies of each country should give rise to a regional transit procedure guideline to be disseminated as far as concerned to the traders.

3. Network and common approach Formulation, Design Standards and Vehicle Dimensions

The movement of land transport is predicated upon the availability of adequate infrastructure including a road and rail network which is well connected and meets minimum design standards and requirements. If, for example, one of the policy objectives is to realize the inherent inter-modal and other advantages of containers then roads, bridges and tunnels have to be designed and constructed to standards which allows their transport. Closely linked to the design standards of roads and bridges are domestic regulations on permissible vehicle weights, dimensions and loadings. Clearly, the lowest allowable weights, dimensions, and loadings of the countries through which a vehicle commences, transits or ends its journey will affect the overall load which a vehicle can carry. In addition to vehicle weights, dimensions and loadings there are also safety issues of concern which are related to technical construction standards of vehicles, roadworthiness and whether the vehicle is left or right hand drive. In cases where there are gauge differences in railways, transshipment facilities for containers need also to be provided.

The harmonisation of technical vehicle standards, of road signs and signals should be set up as an agreement on a standard transport contract, with the final aim facilitating road safety at country level as well as the settlement of disputes

4. Infrastructure Facilities and Services at Border Crossings

The absence or low volumes of cross border truck transport in Central Asia has not warranted the provision of adequate infrastructure facilities and services at border crossings. As volumes increase however, there is a need to upgrade facilities such as offices for the agencies responsible for implementing inspection and control measures, warehouses, road widths on the approaches to the border, vehicle parking areas (with hard surfaces), reliable electric power sources and telecommunications services.

Procedures can be harmonised to maximum efficiency, but if the infrastructure is incapable of coping with these procedures, then the results achieved will be of a limited nature. Funds have to be allocated under the various donors' programmes to radically improve the roads and main border crossing points in the next years and shall provide adequate border facilities and related installations needed for road transport and cargo control. Measures will be taken in order to integrate the border control facilities with a view to introduction of a "single stop" combined Customs and border crossing control services in each direction.

5. Road Signage

Poor road signage, signs that are not recognized internationally and signage written in a script which is not familiar to foreign drivers affect road safety and increase transport costs because of extra running on wrong routes, the need to employ the same drivers each time or the use of "routemasters" to map-out routes for company trucks. Similarly harmonized traffic rules and regulations are required to ensure safe movement of international road transport.

6. Traffic and transit Rules and practices

The provision of transit rights for goods does not necessarily provide transit rights for vehicles. Ideally, efficient transport transit requires no transshipment of goods at the border (that is, foreign vehicles are allowed to transit through the country), no routine customs inspection of the goods, no routine multiple and arbitrary inspection of goods at internal

control points, no customs bonds or unrecoverable guarantees, no customs escorts, no transit restrictions due to eventual transit road permits and quota regulations (allocated and negotiated by nationality) and of course, no arbitrary transit fees. In the regional Central Asian countries, however, some or all of these provisions are not in place. Observance of such provision is nevertheless the first performance indicators of the required quality of a harmonised and simplified regional transit

The development of professional organisations and association such as customs brokers associations, freight forwarders association, the establishment of an national and regional-wide motor insurance system, professional federations at both national and then regional levels would be enable :

- an increase of international trade education and qualification,
- a better economical approach to transit operations,
- a better access to legal and procedural information,
- the possibility for the client to deal with only one interlocutor ,
- the possibility for the State bodies to deal with professional well informed of the current legal situation in terms of transit and transport.

An idea has been developed and implemented in Central Europe to create a Border Crossing Single Document used as a common border crossing check fiche, regrouping the outputs all border crossing activities. All the steps of checking and control from the different bodies are mentioned and filled in by each party on the same document. Between Bulgaria and Romania, the project of data sharing between customs and border guards of each country has already been concluded and would be extended to data sharing between countries.

An other idea to support the simplification of documentation would be the creation and utilisation of a combined transport / customs document, mutually recognised as basis for customs declaration processing knowing that the CAR keep on working on the accession to the ECMT convention since ECMT is called upon to consider the membership of the CAR and their participation in the ECMT Multilateral road quota system.

7. Collaboration and harmonisation on border crossing and transit Procedures and Practices between Officials within and among countries

The time zones adopted by neighbouring countries in Central Asia are sometimes different. Similarly, the working hours of a number of inspection and control authorities at border crossings are different. Common time zones and working hours can clearly improve the productivity of processing cross border traffic. Increased coordination in inspection and control measures, including overlapping responsibilities and duplication of inspection of documents is another area which affects productivity. In these respects, movement towards “single window” control can reduce processing time considerably. A further vision which can be looked towards is a “single stop” control with joint inspection and control by authorities on both sides of the border at the same time.

8. Rationalisation and harmonisation of the transit procedures

The rationalisation of the customs transit system, aiming at the reduction of customs inspections, the simplification of declarations, including all along the regional Central Asian Republics, the mutual recognition of customs seals, stamps and documentation, which is a matter of utmost importance with regard to the introduction and improvement of container

services. A common recognition and understanding of documentation by officials would be improved through a first simplification and harmonisation step. Standardization and harmonization of the various documents, trade terms, commodity classification systems and units of measurement can make a major contribution to increasing the understanding not only of officials involved in inspection and control at borders but also of the other actors involved in international trade transactions. This increased understanding can reduce document processing time, define the duties and responsibilities of actors clearly and provide a firm basis for more efficient practices such as electronic data interchange (EDI).

In fact, opening the container or the truck cargo at one of the transited border stations or at an inland point means to offset all the advantages of a containerised and transit cargo chain. A reference is to the solutions proposed by the TIR System, based on the UN Customs Convention on the International transport of Goods under Cover of TIR Carnets, 1975, which basically has been adopted by all CAR States but not always ratified and implemented. Increase of trade volume, development of far and long distance foreign markets trade and the improvement of transport providers' qualifications and competitiveness would be joined to the efforts of harmonising the customs transit regime and application of the TIR Convention and routine procedure. As a comparison, in Europe, 80 per cent of all Central European border-crossing truck movements today are operated under coverage of the TIR system. Of course, the accession to the TIR Convention requires the establishment of a well functioning mechanism to cover duties and taxes at risk during transit.

Also, a specific stress should be put on the consideration of the well known regional "Private Cargo Business" offering in all the region the possibility for private people to buy in a country, transport and transit crossing the borders and sells goods on local national (popular) markets. Those goods are not considered as commercial cargo due to a large tolerance in value and volume granted by the local customs authorities normative acts and practices but constitute a huge part of the regional and local transport and transit activity.

A common approach and official agreement of the "cross border local private trade" between the CAR should be highly recommended to improve the competition conditions for the local legal commercial entities in terms of distribution of tax burden and to create a standardisation of the local trade markets on a regional scale.

Eventually, the transit is a privileged customs regime and a favourable transport opportunity. The European experience shows that the basic backbones of the European transit system relies upon :

- economic operators' compliance,
- transporters' compliance,
- vehicle certification compliance,
- financial guarantee,
- efficient system of transit procedure discharge and guarantee release.

Such aspects must be highly taken into consideration in the framework of a regional transit system development. The final objective would be to create the conditions and to implement the required actions to adopt a Common Transit Regional System with the corresponding procedural provisions and necessary communication and dissemination strategy.

9. Broad based customs modernization and reforms on background of Information and Communication Technology (ICT)

In the Central Asian countries, the level of automation and computerisation is variable from one country to another, from one country region to another one. Procedures are run out partially by automated systems or not at all in some of the CAR, implying hand-made registrations, unreliable statistics elaboration, lack of efficient management tool, difficult risk and offences or frauds analysis. Between border crossing, often similar data are seize many times with a risk of mistakes, and contradictory attitude, etc. The modernisation of customs and border management would play the driver of border crossing competitiveness which, in its turn, is the key factor of economy competitiveness and foreign investment attractiveness in a context of trade facilitation.

Information and Communication Technology is the central plank of modernization and it is in the capabilities provided by computers that the welcome advance to modern Customs and border crossing methods is to be realized. Also, Information and Communication Technology appears as a solution for transparency and procedural reliability insurance.

The communication architecture of the information system may lay upon the configuration based on satellite land stations, radio modem, LAN, computer workstations...In countries where customs have already been computerised and automated part of the border posts are linked to the attached regional computer network. At the IT application policy point of view, a customs declaration processing system has been established, implemented (ARM Universal system in Kazakhstan, ASYCUDA in Mongolia, EDIFACT in China...). In terms of statistics, the central system should receives data information or already extracted statistics analysis from the border posts Strategic functions should be interfaced to a central and unified customs Head quarter system like :

- information and intelligence system
- risk analysis methodology
- selectivity methodology
- appropriate IT systems should be capable of accepting Electronic Data Interchange (EDI)
- messages and exchanging data electronically with the trade

Definitely, the ICT strategy, focused on the international standards, modernisation of software and applications, and on equipment and architecture, should concern both national and regional levels in a perspective of E-governance in a medium or long term including interface with the economic operators as well as transit services providers (warehousing, customs brokers, declarants, insurance companies, banking systems, etc.) whose computerisation and automation level should be sufficient to support the challenge of a common and jointly development.

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|---------------------|----------------------------------|-----------------------|--------------------|---------------------|---------------------------|--------------------|-------------------|-----------|------------------------------|-------------|------------------|--------------------------|------------------------------------------|---------------------------------------------------------------------|--------------------------------|----------------------------------------------------------------|---------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------|------------|-------------------------------------------|--|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | |
| Kazakhstan | | | | | | | | | | | | X | X | X | X | | | | | | | |
| | | | | | | | | | | | | | | X | X | | | | X | | | |
| Tajikistan | | | | | | | | | | X | X | X | X | X | X | | | | | | | |
| Turkmenistan | | | | | | | | | | | | X | X | X | X | | | | | | | |
| | X | | | | | | | | | | | X | X | X | X | | X | X | X | | | |

| Category (No. of conventions) | Convention or agreement with the year of establishment | Armenia | Azerbaijan | Georgia | Kazakhstan | Kyrgyz Rep. | Moldova | Tajikistan | Turkmenistan | Uzbekistan |
|-----------------------------------------|-----------------------------------------------------------------------|---------|------------|---------|------------|-------------|---------|------------|--------------|------------|
| Infrastructure networks (6) | European Road network (AGR), 1975 | | X | X | X | | | | | |
| | European Rail Networks (AGC), 1985 | | | | | | X | | | |
| | European Rail Networks (AGC), 1985 | | | X | | | | | | |
| Road Traffic (11) | Road Traffic, 1949 and 1968 | | | X | X | X | X | X | X | X |
| | Road Signs & signals, 1968, with 1971 Supplements | | | X | | X | | X | X | X |
| | Protocol Road Markings, 1973 | | | X | | | | | | |
| Vehicles (3) | Technical inspection of vehicles, 1997 | | | X | | | | | | |
| Road transport (9) | Work of Crews Int. Road Transport (AETR) 1970 | | X | | X | | X | | X | X |
| | Contract Road Goods transport (CMR), 1956, with Protocol to CMR, 1978 | | | X | X | X | X | X | X | X |
| Border crossing facilitation (14) | TIR Convention, 1975 | X | X | X | X | X | X | X | X | X |
| | Temporary imported commercial vehicles, 1956 | | X | | | X | | | | |
| | Customs Container convention, 1972 | | | X | | | | | | X |
| | Harmonization of Frontier Control of Goods, 1982 | X | X | X | | X | | | | X |
| Dangerous goods and special cargoes (5) | Dangerous goods by roads (ADR), 1957 | | X | | X | | X | | | |
| | Perishable Foodstuffs (ATP), 1970 | | X | X | X | | | | | X |

Source: UNECE 2002