

**The 3<sup>rd</sup> CAREC Federation of Carriers and Forwarders  
Associations Annual Meeting  
December 4-5, 2012, Bangkok, Thailand**



**NATIONAL FREIGHT FORWARDERS ASSOCIATION  
OF THE REPUBLIC OF KAZAKHSTAN**

**[www.kffanek.kz](http://www.kffanek.kz)**

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**КазАПО**

**KAZAKHSTAN'S FORWARDERS AND WAGON  
(CONTAINER) OPERATORS ASSOCIATION**

**I. Segal – Director General**

**+7(727)296-40-51**



## KAZAKHSTAN TODAY

- As of January 1, 2012, 17 agreements have become effective, which form the legal framework for the Common Economic Space.
- Harmonization of legislation of the Customs Union participant states is on-going.
- Customs tariff and non-tariff regulation measures are being improved under the Customs Union.
- The next development stage of the economy of Kazakhstan is tapping the country's transit potential.
- A large-scale "New Silk Way" project has been launched, which is based on 5 key principles: speed, service, cost, safety and stability.

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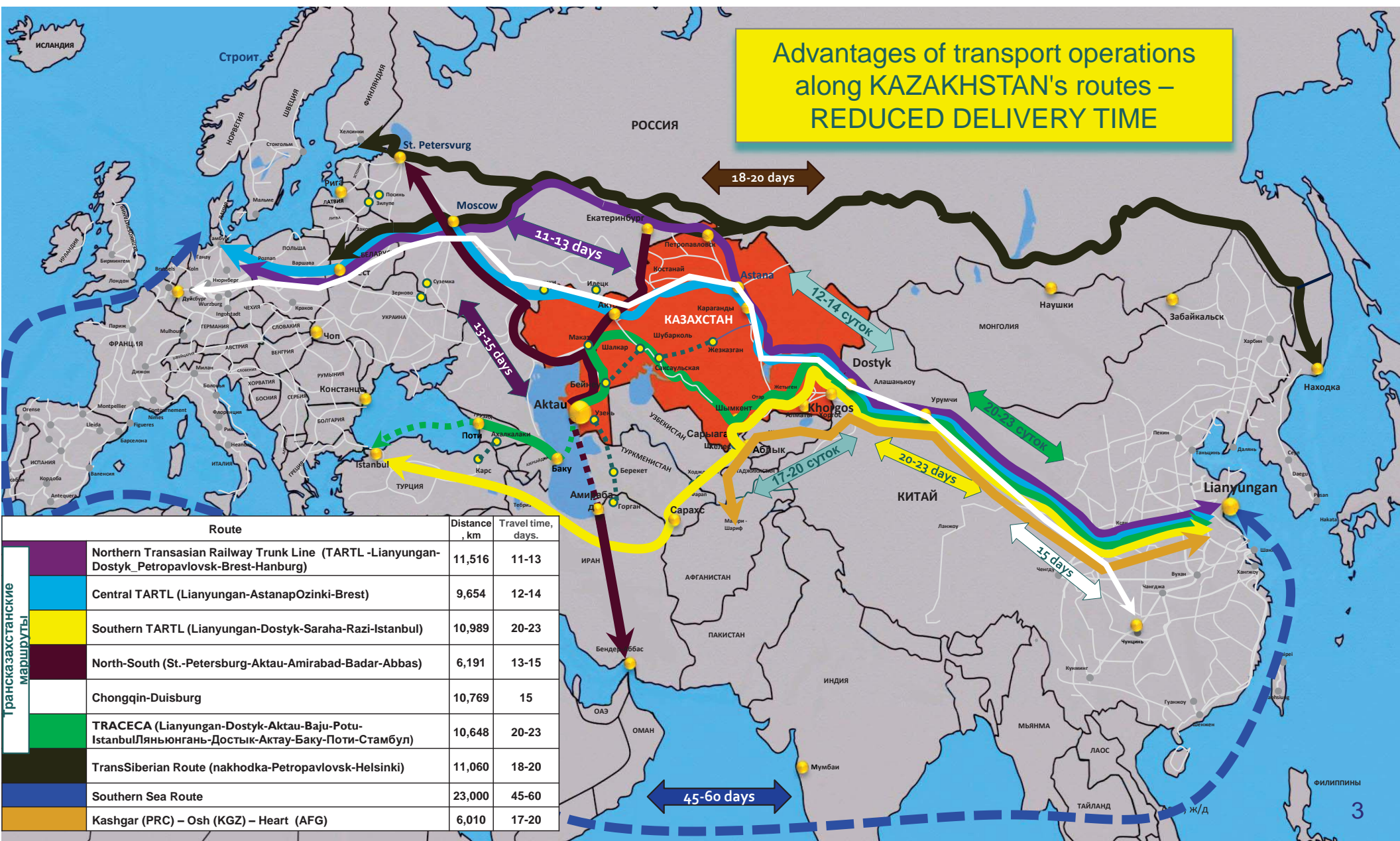
КазАПО





## KAZAKHSTAN – NEW SILK WAY

Advantages of transport operations  
along KAZAKHSTAN's routes –  
REDUCED DELIVERY TIME





## TRANSPORT SYSTEM OF KAZAKHSTAN

- Kazakhstan is crossed by the largest transcontinental routes North-South, West-East, South-Eastern Asia – Central Asia.
- The transit route from China to Europe across Kazakhstan has a clear advantage: as compared to the sea route via the Suez Channel, the distance is twice as short and the delivery time is 3 times shorter.
- Direct access to the Customs Union markets. Full functioning of the Common Economic Space ensuring free movement of capital, goods and labor resources.
- Projects are implemented to establish the ILP Khorgos, to construct railways and highways. By 2016 total investments to infrastructure of Kazakhstan will amount to US \$12,706 million.

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## Systemic problems

Continuously changing market rules and interrelations circumstances:

- lack of readiness of the majority of transport companies to provide a comprehensive high quality "door-to-door" service;
- technological and customs problems related to organization of 24-hour cargo flows processing;
- lack of readiness of shippers to change the current logistics schemes using only one transport mode;
- lack of an effective public support system for development of international transport operations;
- availability and establishment of alternative railway routes in other countries;
- no objective assessment of different transport market segments' potential to formulate a flexible marketing strategy.

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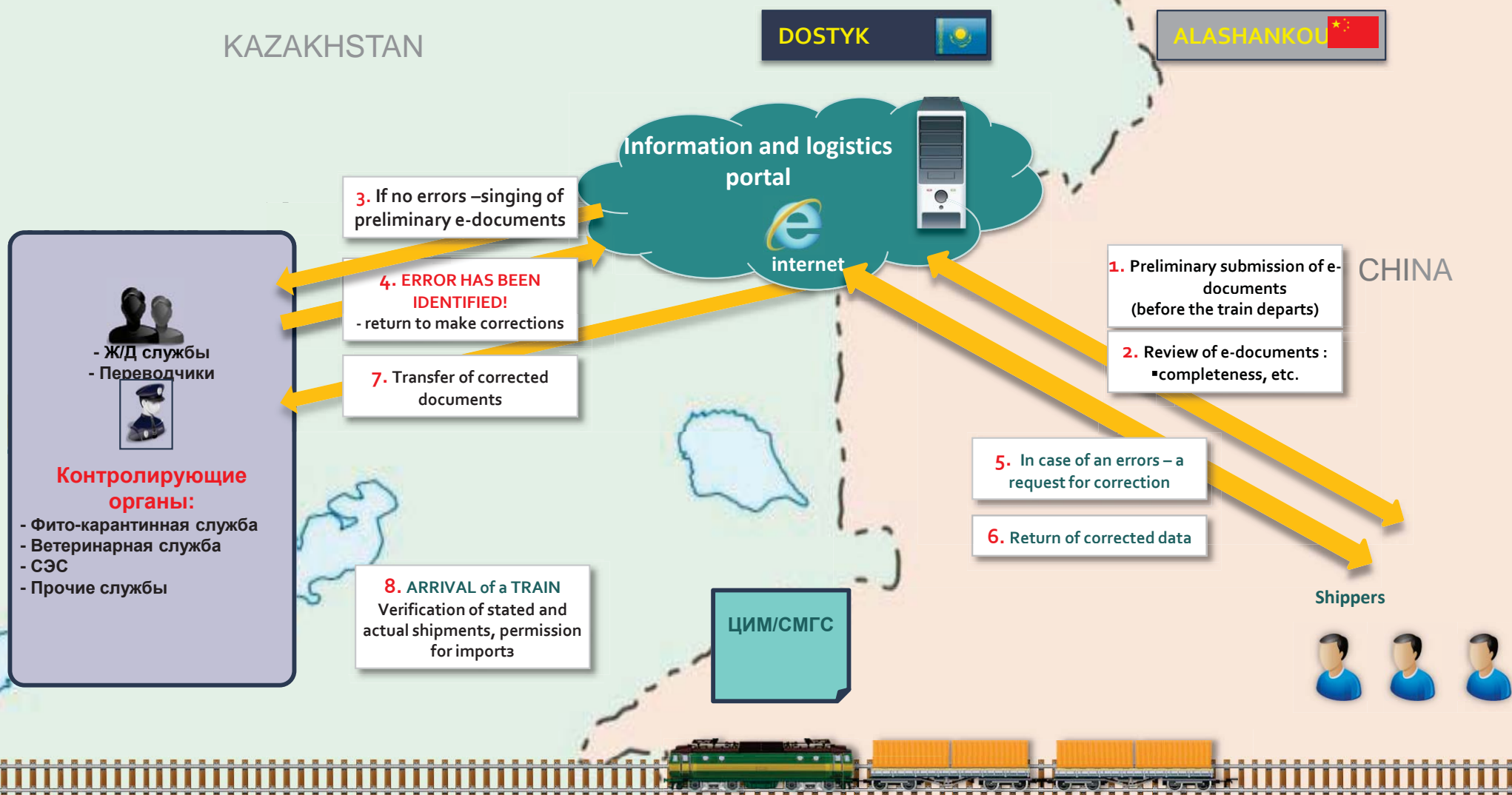
# INFORMATION LOGISTIC PORTAL MODEL

KAZAKHSTAN

DOSTYK

ALASHANKOU

CHINA





# **ASSOCIATION OF NATIONAL FORWARDERS OF THE REPUBLIC OF KAZAKHSTAN**

## **KAZAKHSTAN'S TRANSPORT WAGON (CONTAINER) OPERATORS ASSOCIATION**

**THANK YOU FOR YOUR ATTENTION!**

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