



13th CAREC Transport Sector Coordination Committee

Facilitating Cross-Border Transport

**Bishkek, Kyrgyz Republic
14-15 May, 2014**



Content of Cross-Border Transport Agreements

Customs guarantee
for truck

Conditions of carriage
(temperature, sanitary)

Market access
(quotas, permits)

**Driver: Visa,
licenses, working
hours**



Technical
requirements

Documentation:
cargo, transport

**Weight and
axle load**

**Customs
guarantee for
cargo**



Membership of CAREC countries in key international cross-border transport facilitation agreements

Agreements/Conventions	AF	AZ	CN	KZ	KR	MN	PK	TJ	TK	UZ
Contract goods road transport (CMR)*		2006		1995	1998	2003		1996	1996	1995
TIR Convention, 1975**	1982	1996		1995	1998	2002		1996	1996	1995
Customs Container Convention**		2005	1986	2005	2007					1996
Harmonization Convention, 1982***		2000		2005	1998	2007		2011		1996

- * - facilitates harmonization of cargo documents
- ** - enables harmonized customs transit procedure for goods and containers
- *** - recommendations on harmonized border control of goods



Multilateral cross-border transport agreements involving CAREC countries

Multilateral Agreements	AF	AZ	CN	KZ	KR	MN	PK	TJ	TK	UZ
TRACECA MLA (1998)		Green		Green	Green			Green	Green	Green
ECO Transit Transport Framework Agreement (1998)			Green	Green	Green		Green			
Quadrilateral Traffic in Transit Agreement (1995)			Green	Green	Green		Green			
PRC-KYR-UZB Agreement (1998)			Green		Green					Green
PRC-RUS-MON agreement			Green			Green				
CAREC CBTA (2011)	Orange				Green			Green		

Green - effective agreement
Orange - ratification process



Bilateral road transport agreements (to be completed based on country inputs)

Country	AF	AZ	CN	KZ	KR	MN	PK	TJ	TK	UZ
Afghanistan							2010			
Azerbaijan				16/09/ 1996				15/03/ 2007	19/05/ 2008	27/05/ 1996
China (People's Republic)				26/09/ 1992	25/02/ 1993			27/08/ 2008		19/08/ 1998
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			04/06/ 1994	25/12/ 2003			11/12/ 1994	12/07/ 1996*	29/11/ 1995	04/09/ 1996
Mongolia				22/10/ 1993						
Pakistan	2010		12/19 1993	12/03/ 1995	11/12/ 1994					30/04/ 1993
Tajikistan		15/03/ 2007	27/08/ 2008	04/05/ 2006	12/07/ 1996*				09/12/ 2007	
Turkmenistan		19/05/ 2008		27/02/ 1997	29/11/ 1995			09/12/ 2007		16/01/ 1996
Uzbekistan		27/05/ 1996	19/08/ 1998	20/03/ 2006	04/09/ 1996		30/04/ 1993		16/01/ 1996	



Regional Technical Assistance Project **Facilitating Cross-Border Transport in the CAREC Region (Phase 1)**

- To facilitate implementation of cross-border transport agreements:
 - Analytical
 - Technical assistance projects
 - Institutional / organizational support
- Two analytical diagnostic studies are completed:
 - in Kyrgyzstan, Tajikistan and Afghanistan (January–May 2014)
 - in Pakistan and Afghanistan (March – May 2014)



Diagnostic studies: highlights

Study 1: Tajikistan, Kyrgyzstan, Afghanistan

- Unfinished border delimitation between Kyrgyzstan and Tajikistan periodically contributes to border closures and interrupted trade and transport
- Unofficial payments and border and beyond-the-border delays approximately double both cost and time of transport.
- Bilateral status of BCP Karamyk on Kyrgyz side diverts transit traffic from CAREC Corridor 5 to a longer route: Kashi – BCP Irkeshtam – Osh – Hujand – Dushanbe
- Bilateral transport between Tajikistan and Kyrgyzstan is done according to the bilateral agreement and CAREC CBTA, transit traffic is not regulated by the CBTA



Diagnostic studies: highlights

Study 1: Tajikistan, Kyrgyzstan, Afghanistan

- Weight control is not harmonized and not properly enforced, which results in high unofficial fees, loss of road surface and unfair competition. At the same time, improvements in weight control practices since end-2013 were reported in Kyrgyzstan
- Low compatibility of transport and security concerns results in transloading in Sherkhan Bandar (AFG-TAJ border)
- Cumbersome and expensive transit procedures in Kyrgyzstan are explained by low quality of transport documents from PRC
- Poorly regulated market competition results in periodic conflicts among drivers of different countries, which turns into lower traffic and excessive costs
- Some official transit fees are not GATT V compliant
- Customs escort is considered most optimal form of customs transit guarantee



Diagnostic studies: highlights

Study 2: Pakistan, Afghanistan

- Bilateral and transit traffic is regulated by the APTTA agreement, which is considered by business too much security driven. With APTTA logistics costs increased, which contributes to reducing transit traffic through Pakistan route
- Other factor reducing competitiveness of Pakistan transit route is long dwell time in port Karachi due to slow border crossing procedures
- Large volume of transit goods is re-exported through Afghanistan to Central Asian Republics or back to Pakistan.
- QTTA is not used in full because of physical barriers on the Karakoram Highway and non-physical barriers
- Afghanistan began transit under TIR carnets, Pakistan is still weighting benefits and risks of the TIR Convention accession. Without this – customs transit guarantee chain is broken



Time / cost of transport from Islamabad to Alma-Ata



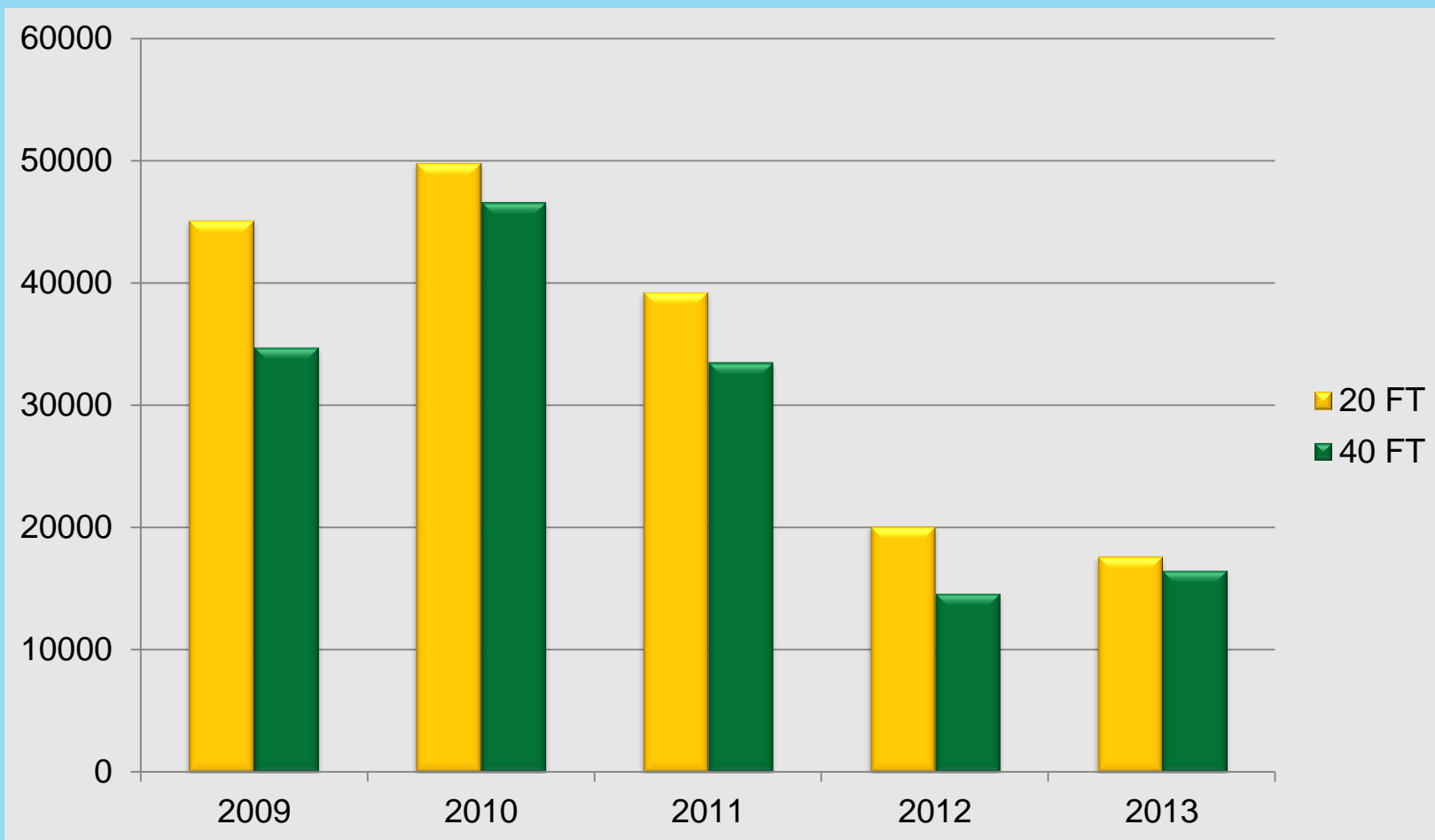


Time / cost of transport from Islamabad to Alma-Ata





Transit of containers within framework of APTTA agreement between port Karachi/Qasim and BCPs Torkham and Chaman





Way forward

- Consultants are finalizing recommendations of the diagnostic studies
- Governments will review reports
- Findings and recommendations to be discussed in the tri-partite meetings (Government, ADB, consultants)
- Recommendations are finalized and made public
- TOR for specific project activities for transport facilitations developed, endorsed and launched

