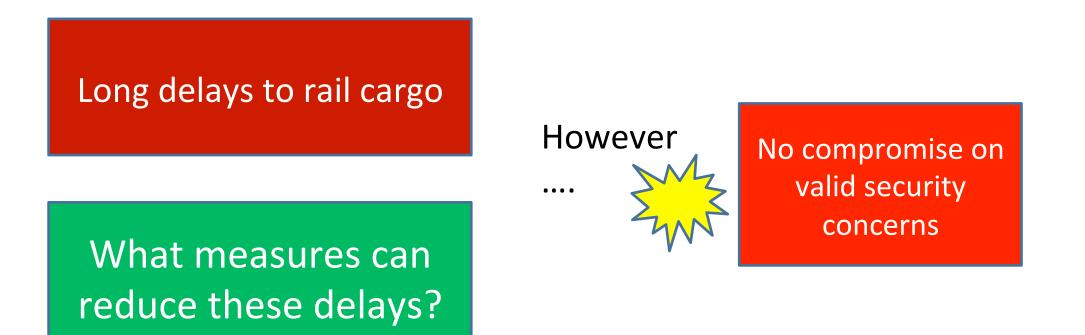


Central Asia Regional Economic Cooperation Program

CAREC Railways 2030 -Making Rail a Mode of Choice-

Roundtable Session III Group 1 *Border Crossing Procedures* 26 November 2015 Tokyo, Japan

There are 17 pairs of BCPs in the CAREC region (34 border crossing points)

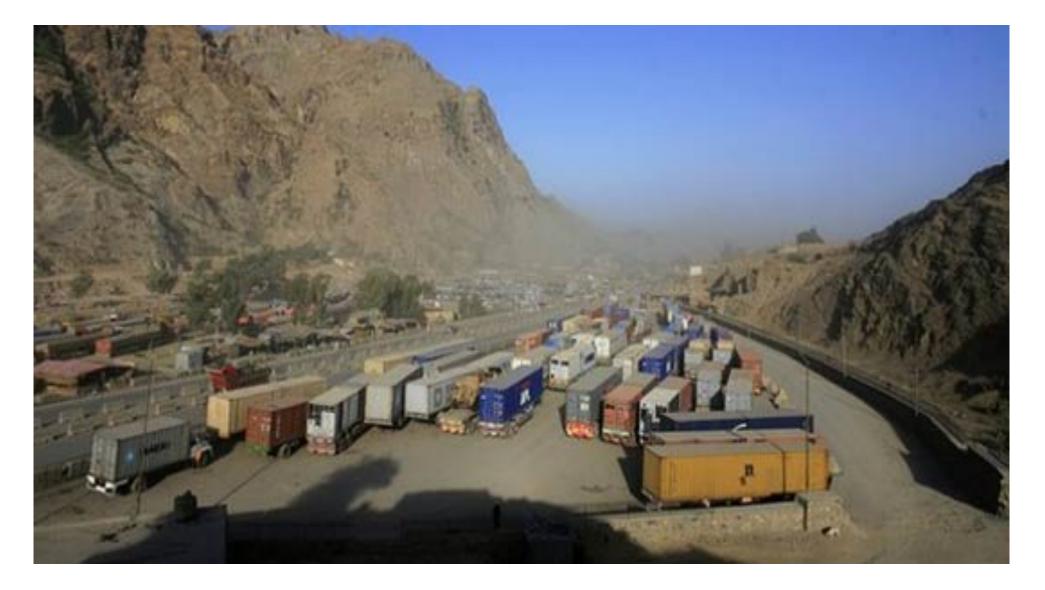


How do we want our BCPs to look?

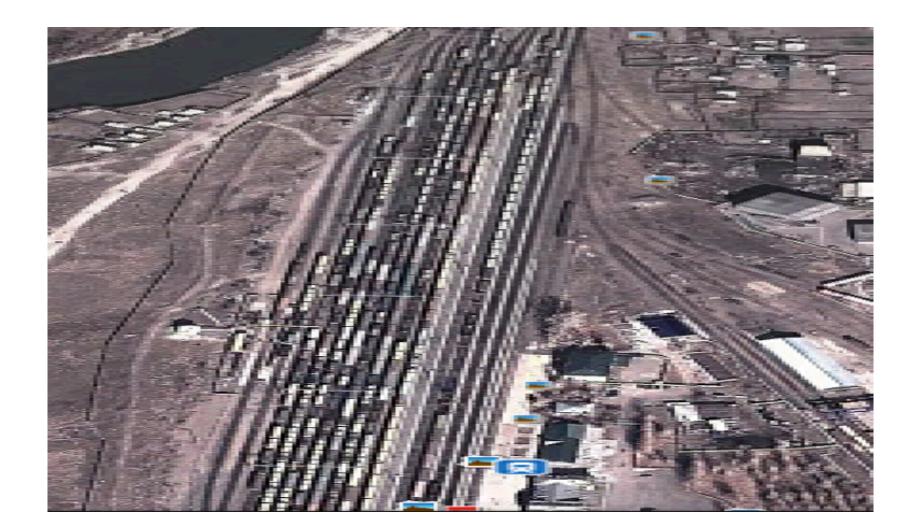
Like this?



Or this?



Like this?



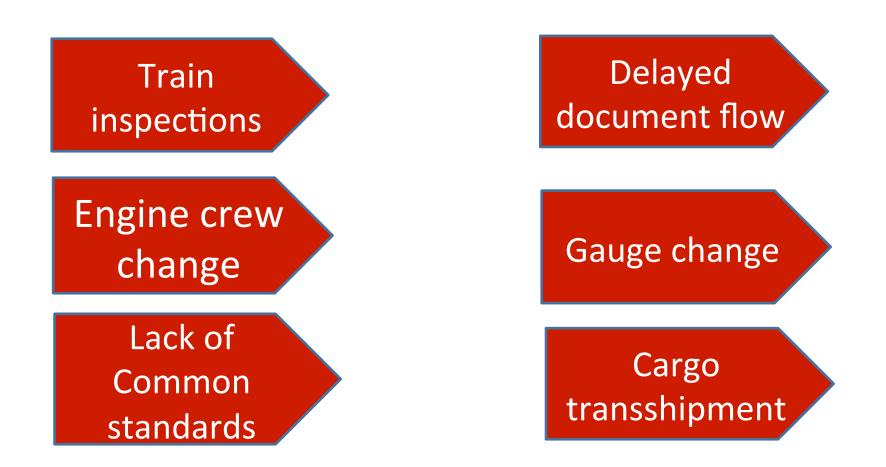
Or like this?



Perhaps this looks better



Causes of BCP delays:



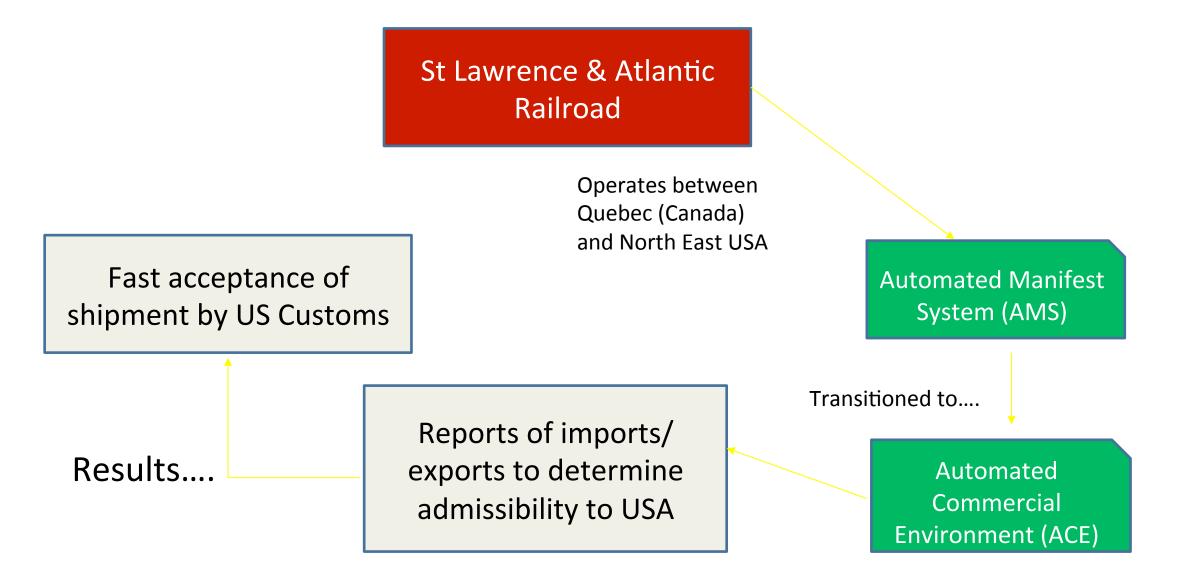
Possible Solutions:

Inspection	Crew change	Common standards
 Joint inspection Single point 	 Run-through agreement 	 Criteria for setting out defective wagons
Document flow	Gauge change	Cargo transshipment

One more possible solution:



- High priority transit trains need special priority
- These trains need active management from headquarters
- Border crossing officials may not be aware
- Arrival/Departure times of these trains need to be established and subject to strong enforcement from HQ



Case Study 1:

Case Study 2:

Thailand / Malaysia Border Crossing Railway Agreement

> Purpose: to speed up cross border services

One station in Thailand; other in Malaysia



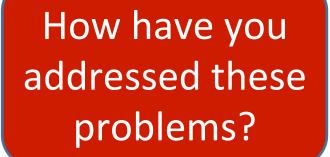
Staff at each joint station performs all tasks for both railways

Staff of both railways at joint stations

Joint stations identified

We want to hear from you.....

What do you consider workable solutions?



Remember....we want this...



Not this.....

