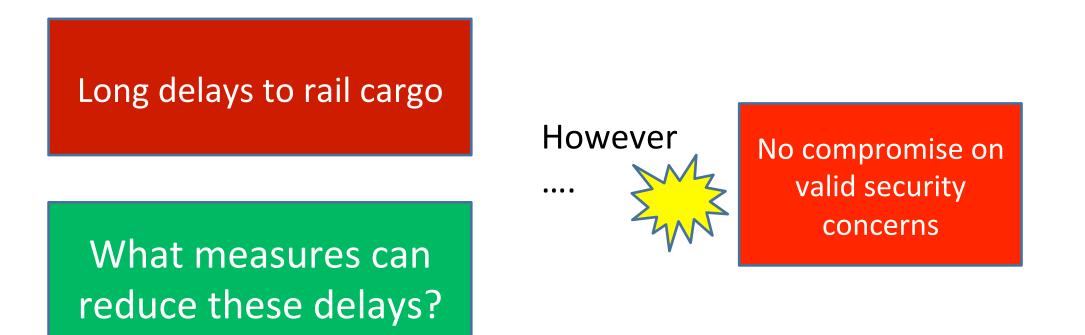


**Central Asia Regional Economic Cooperation Program** 

# 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)

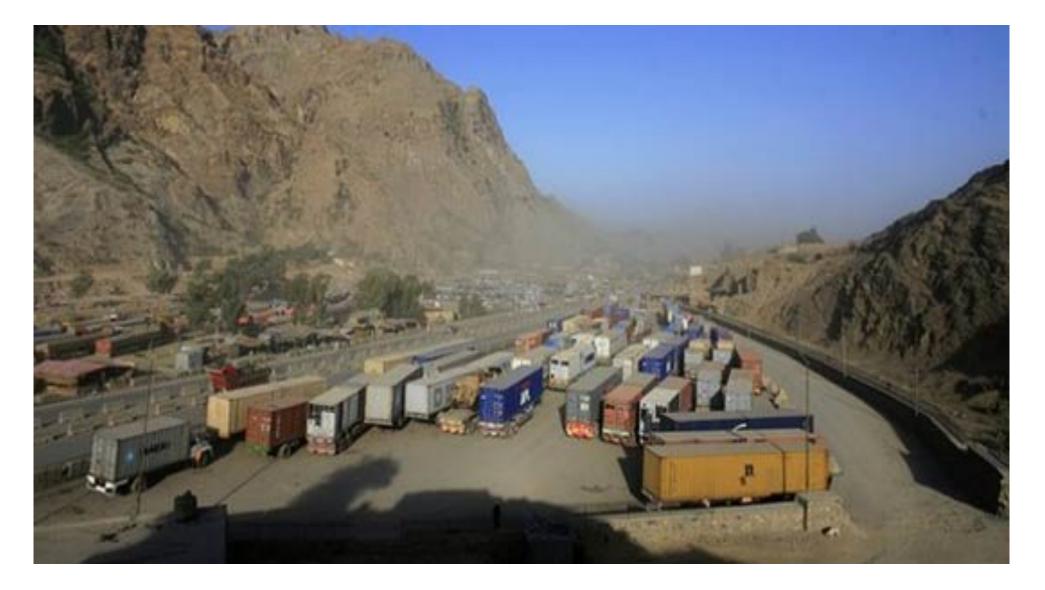


#### How do we want our BCPs to look?

# Like this?



#### Or this?



# Like this?



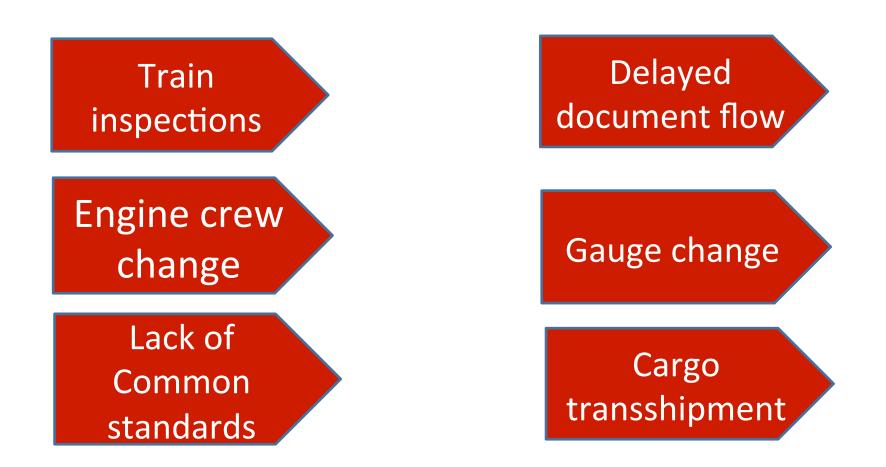
# Or like this?



# Perhaps this looks better



### Causes of BCP delays:



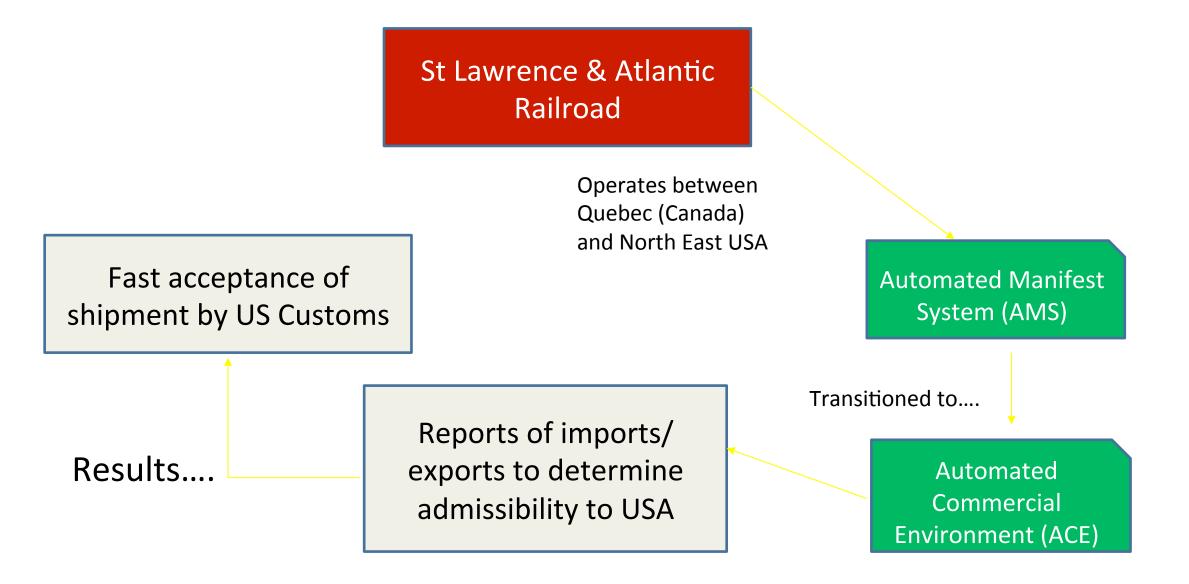
## **Possible Solutions:**

Inspection	Crew change	Common standards
<ul> <li>Joint inspection</li> <li>Single point</li> </ul>	<ul> <li>Run-through agreement</li> </ul>	<ul> <li>Criteria for setting out defective wagons</li> </ul>
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



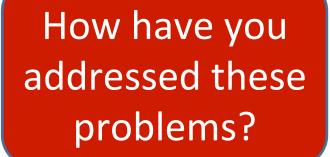
Staff at each joint station performs all tasks for both railways

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.....

