



People's Republic of China  
Poverty Reduction and  
Regional Cooperation Fund

## 4th Railway Working Group Meeting

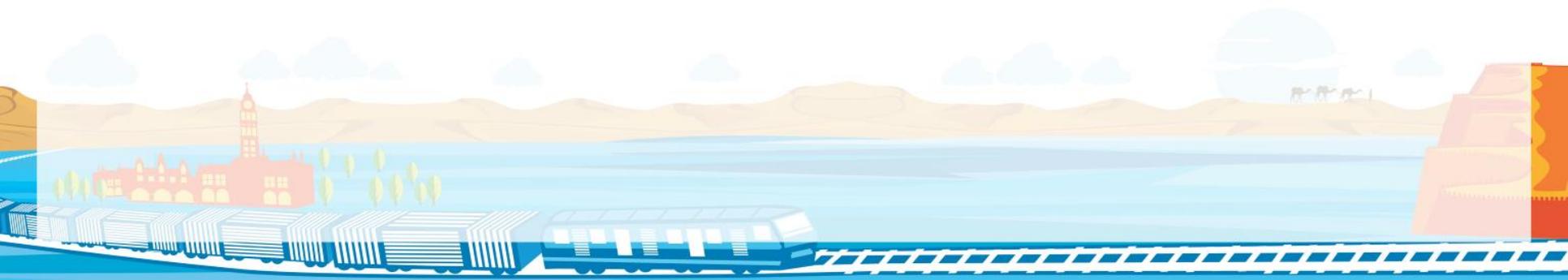
22–24 April 2019 | Tashkent, Uzbekistan

4-е заседание Рабочей группы по  
железнодорожному транспорту

22–24 апреля 2019 г. | Ташкент, Узбекистан

Session 2

# Sector Assessment





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Railways are:

- Complex
- Dynamic

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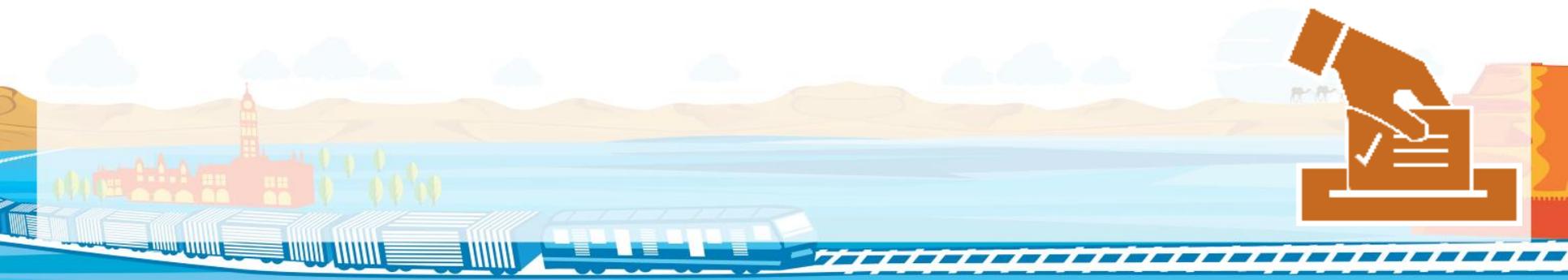
Q: Is freight volume on your railway growing over the last 5 years?

A. Yes

B. No

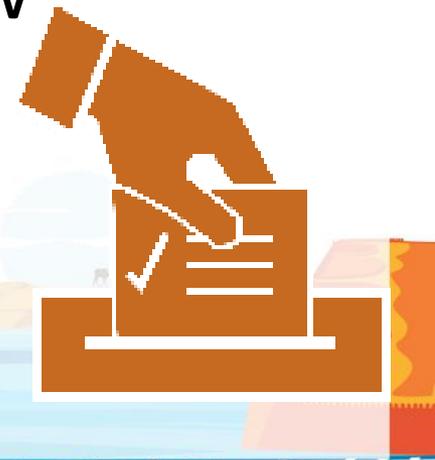
C. Do not know but would like to know

D. Do not know and don't care



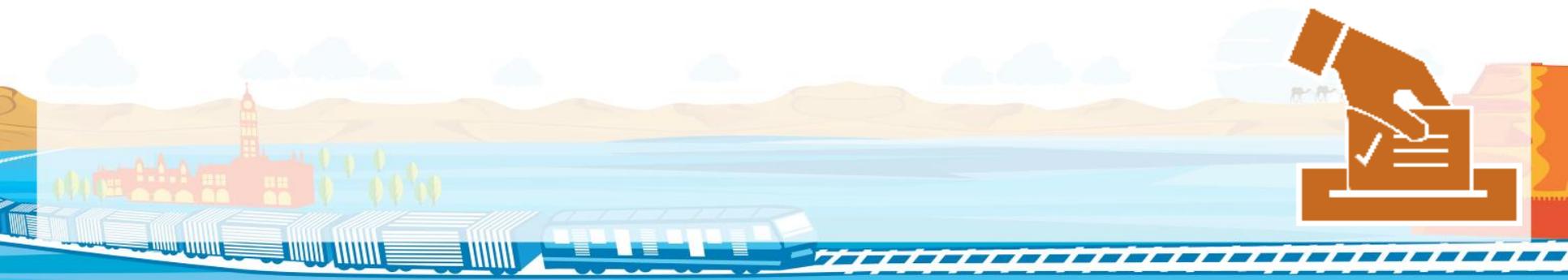
Q: What explains these changes in freight volume?

- A. Changes in infrastructure
- B. Changes in service quality
- C. Changes in customer preference
- D. Do not know but would like to know
- E. Do not know and don't care



Q: Is passenger volume on your railway growing over the last 5 years?

- A. Yes
- B. No
- C. Do not know but would like to know
- D. Do not know and don't care



Q: What explains these changes in passenger volume?

- A. Changes in infrastructure
- B. Changes in service quality
- C. Changes in customer preference
- D. Do not know but would like to know
- E. Do not know and don't care





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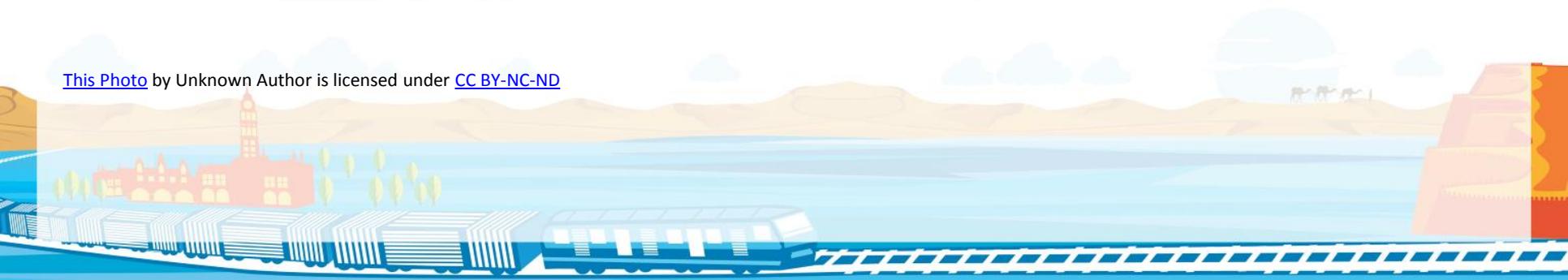
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Railways are:

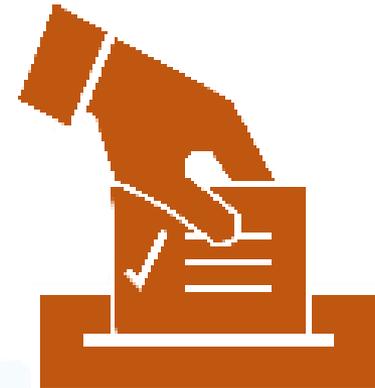
- Complex
- Dynamic
- **Interdependent**

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Q: What is the share of railways in total freight transport in Central Asia (in ton-km?)

- A. 12%
- B. 19%
- C. 26%
- D. 33%



Q: What is the average transit cost incurred by rail on a corridor section of 500km with 20 tons of cargo?

- A. \$966
- B. \$1,003
- C. \$1,298
- D. \$1,502



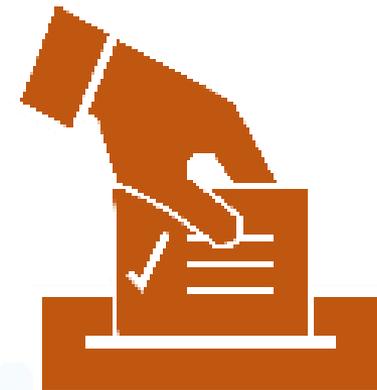
Q: What's the difference between travel cost incurred by rail versus road (500km, 20 tons)? Road cost as percentage of rail cost:

- A. 74%
- B. 97%
- C. 121%
- D. 132%



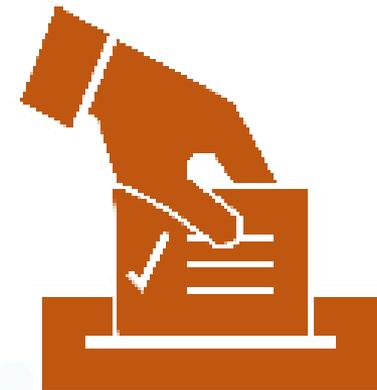
# Q: What is the share of multimodal transport in Central Asia?

- A. 4%
- B. 6%
- C. 9%
- D. 12%



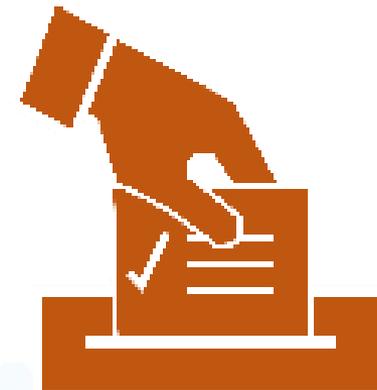
Q: What is the average speed on rail including border-crossing?

- A. 14.3 kph
- B. 15.8 kph
- C. 17.5 kph
- D. 20.1 kph



Q: What is the average time taken to clear a border crossing point by rail (based on data 7 Central Asian countries, 2016)?

- A. 15.3 hrs
- B. 19.5 hrs
- C. 22.0 hrs
- D. 25.9 hrs



Q: What is the main cause of border crossing delays (in hours)?

- A. Faulty handling equipment
- B. Restriction on entry
- C. No wagons available for transshipment
- D. Waiting for priority trains to pass



Q: What is the average total cost incurred at border-crossing clearance (average road and rail)

- A. \$176
- B. \$215
- C. \$266
- D. \$308





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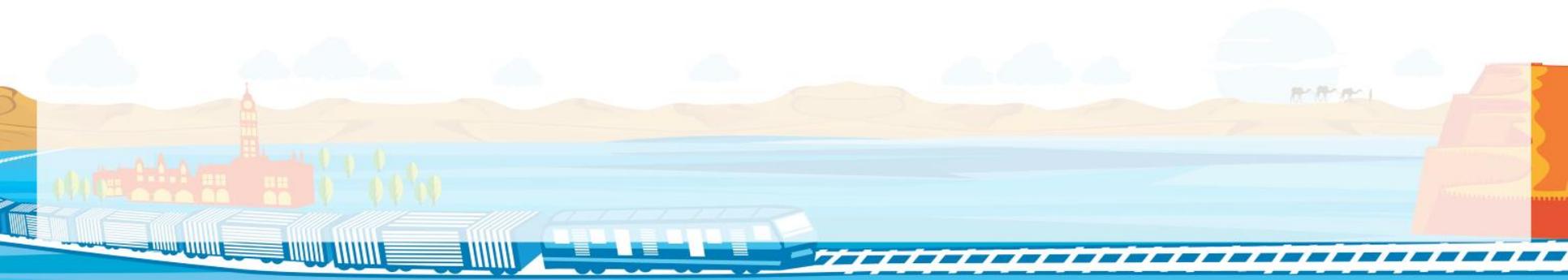
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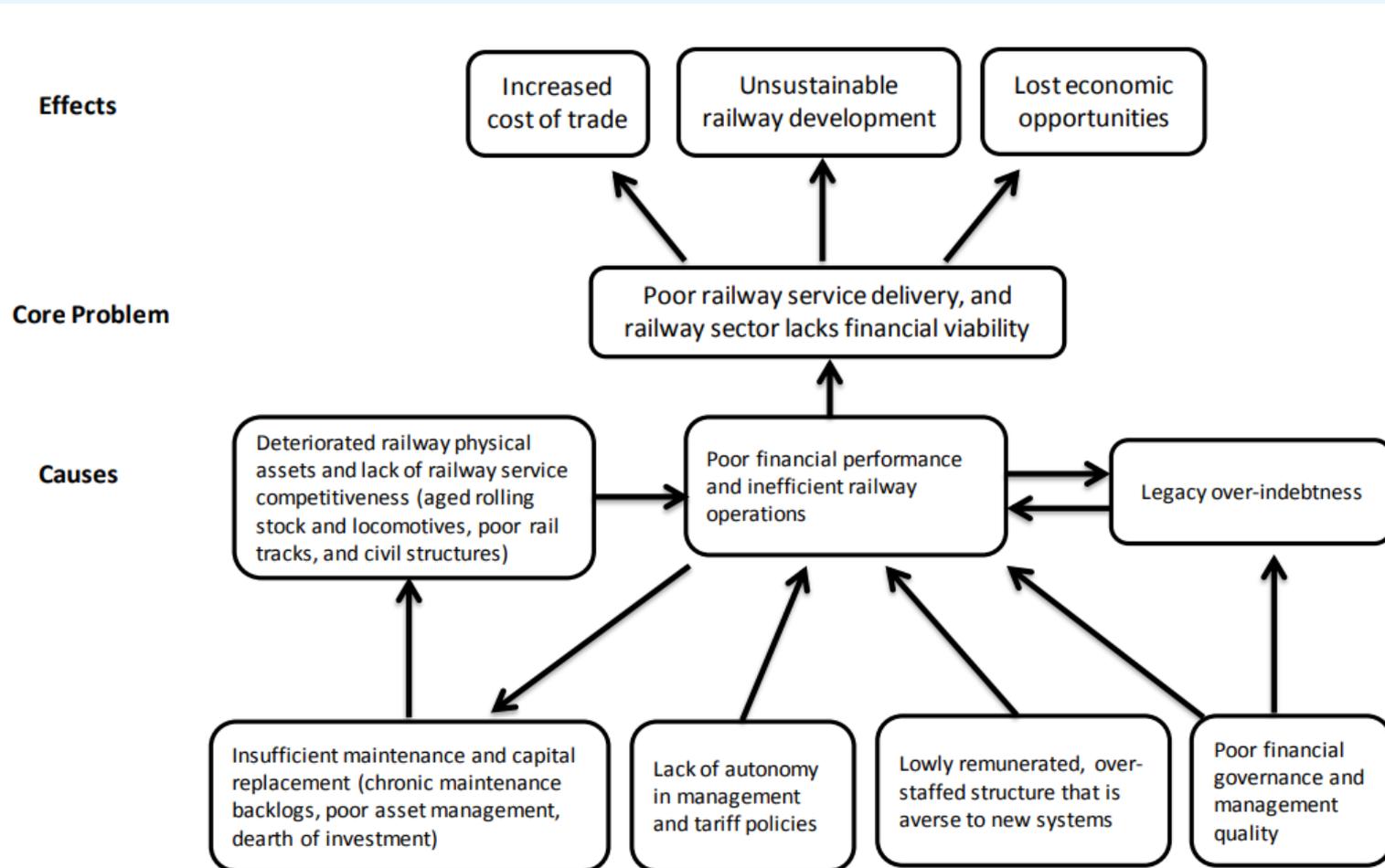
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# A sector assessment is....

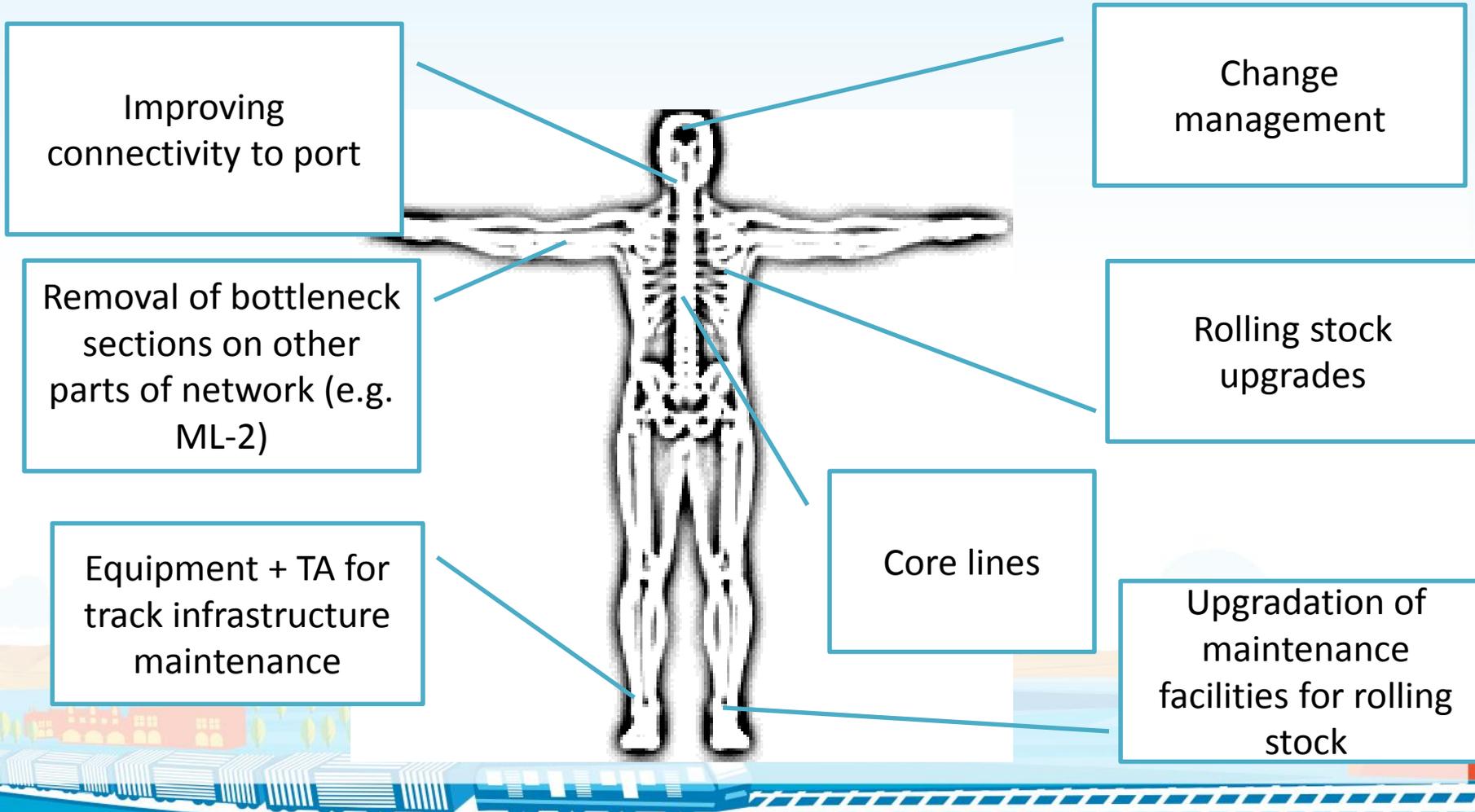
- Evidence based
- Practical
- Supported by the new CAREC TA!



# Results in a Problem Tree



# ... and Solutions!



Q: Has your railway conducted a sector assessment in the past?

- A. Yes, within the last 3 years
- B. Yes, within the last 6 years
- C. Yes, within the last 10 years
- D. No
- E. Not sure



Q: How soon would you like our team to support you on sector assessment?

- A. In the next 3 months
- B. In the next 6 months
- C. In the next 12 months
- D. Not sure





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Thank you.

