



21st Transport Sector Coordinating Committee Meeting

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Cross-border Transport and Logistics

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Cross-border Transport and Logistics Facilitation

- International, regional and bilateral cross-border transport facilitation agreements
- Transit guarantee systems (TIR and alternatives)
- Border crossing facilities, ports, logistics centers and industrial zones – improvement of facilities, technologies and procedures
- Digitalization, Single Window for trade
- Multimodal operations and documentation
- Corridor monitoring (CPMM, etc)



Types of Border Crossing Points (BCP)

Pass-through BCPs

Mutually recognized vehicle standards, transport documents, driving licenses, etc.
No transshipment between trucks
Relatively light border crossing infrastructure and equipment

Terminal BCPs

Low harmonization of transport equipment, regulation and documentation
Trucks and drivers are normally not allowed to cross the border
Goods are transshipped at the border terminals
BCP infrastructure is extensive and expensive



Road Transport Facilitation elements

Customs guarantee
for truck

Conditions of carriage
(temperature, sanitary)

Traffic rights
(quotas, permits)

Driver: Visa, licenses,
working hours

Documents:
Transport and cargo

Technical
requirements

Weight, axle load,
dimensions

**Customs guarantee
for cargo**



Cross-border Transport Facilitation Agreements

status as of April 2024

Agreements/Conventions	AF	AZ	CN	GE	KZ	KR	MN	PK	TJ	TK	UZ
Vienna Convention on Road Traffic, 1968		2002		1993	1994	2006	1997	1986	1994	1993	1995
Convention on Road Signs and Signals, 1968		2011		2001	1994	2006	1997	1980	1994	1993	1995
CMR Convention, 1956	2020	2006		1999	1995	1998	2003	2019	1996	1996	1995
E-CMR Protocol, 2008		2022				2022			2019	2022	2020
TIR Convention, 1975	1982	1996	2016	1994	1995	1998	2002	2015	1996	1996	1995
Customs Convention on Containers, 1972		2005	1986	1999	2005	2007				2021	1996
Harmonization Convention, 1982		2000		1999	2005	1998	2007		2011	2016	1996

Bilateral Road Transport Agreements

Country	AF	AZ	CN	GE	KZ	KR	MN	PK	TJ	TK	UZ
Afghanistan								28/11/ 2010	27/07/ 2005	05/07/ 2007	
Azerbaijan					16/09/ 1996				15/03/ 2007	19/05/ 2008	27/05/ 1996
PRC					26/09/ 1992	25/02/ 1993	16/06/ 2011	28/12/ 1993	27/08/ 2008		13/12/ 1993
Georgia					17/09/ 1996						04/09/ 1995
Kazakhstan		16/09/ 1996	26/09/ 1992	17/09/ 1996		25/12/ 2003	22/10/ 1993	12/03/ 1995	04/05/ 2006	27/02/ 1997	20/03/ 2006
Kyrgyzstan			25/02/ 1993		25/12/ 2003		01/03/ 2004	11/12/ 1994	27/05/ 2013	29/11/ 1995	04/09/ 1996
Mongolia			16/06/ 2011		22/10/ 1993	01/03/ 2004					
Pakistan	28/11/ 2010		28/12/ 1993		12/03/ 1995	11/12/ 1994				14/05/ 1996	15/03/ 2007
Tajikistan	27/07/ 2005	15/03/ 2007	27/08/ 2008		04/05/ 2006	27/05/ 2013				09/12/ 2007	
Turkmenistan	05/07/ 2007	19/05/ 2008			27/02/ 1997	29/11/ 1995		14/05/ 1996	09/12/ 2007		16/01/ 1996
Uzbekistan		27/05/ 1996	13/12/ 1993	04/09/ 1995	20/03/ 2006	04/09/ 1996		15/03/ 2007		16/01/ 1996	

Customs Transit Guarantee under TIR

- Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention) is the only transport legal instrument accessed by all CAREC member countries
- PRC and Pakistan have recently succeeded in operationalizing this legal instrument
- Since 2023 goods under TIR system can be transported from PRC to Pakistan and Afghanistan, and to Central Asian Republics.
- Transit time between Shenzhen and Tashkent or Almaty is about 6-7 days, which makes this route very competitive vis-à-vis the routes to/from Europe
- A CAREC study is planned in 2024 to assess issues and bottlenecks for road transit operations under TIR system between PRC and Central Asian Republics.

Ongoing BCP projects

BCPs	Key features, status of the projects
Torkham, Chaman (Pakistan, border with Afghanistan)	Full modernization under the CAREC Regional Improving Border Services (RIBS) project, financed by ADB. Estimated completion time – within 2024. The project costs is \$250 Million
Ak-Tilek, Karkyra, Kichi-Kapka (Kyrgyz Republic, border with Kazakhstan)	Full modernization is planned under the new project, to be financed by ADB. Detailed engineering design of facilities is ongoing. The estimated project cost is \$40 Million, to be implemented in 2025-2027
Three BCPs (Mongolia, border with PRC)	The estimated cost of developing 3 land ports is \$100 million. The project was approved in December 2024 to be implemented in 2025-2029

Cross-Border Connectivity Master Planning

- Improvement of BCPs for a long time remained incremental, without proper conceptualization (role in the transportation network, border control business processes, long-term investment focus) and was not led by Transport authorities.
- Investment projects can now be supported by broader trade and transport facilitation initiatives within the CAREC Trade and Customs domain and under the Economic Corridor (EC) development programs (Almaty-Bishkek (ABEC) and Shymkent-Tashkent-Khujand Economic Corridor (STKEC) programs).
- Master planning of the cross-border transport connectivity under ABEC program is ongoing, the connectivity masterplan between Kazakhstan and Uzbekistan within the STKEC framework was proposed for development in 2024, while the connectivity master planning between Tajikistan and Uzbekistan can be done in 2025.

Thank you

