

ALMATY – BISHKEK ECONOMIC CORRIDOR

REPORT ON TWO PRIORITY BORDER  
CROSSING POINTS AK-JOL – KORDAI (ROAD)  
AND AK-TILEK – KARA-SUU (ROAD)

# Findings

- Documentary control, which is the most essential element of control at the border, shall take the least time;
- The majority of time is spent for maneuvering, walking from one place to the other, physical inspection and the time spent near boom gates. All these can and should be eliminated by implementing control directly in the traffic lane.

The recommendations can be divided into two groups:

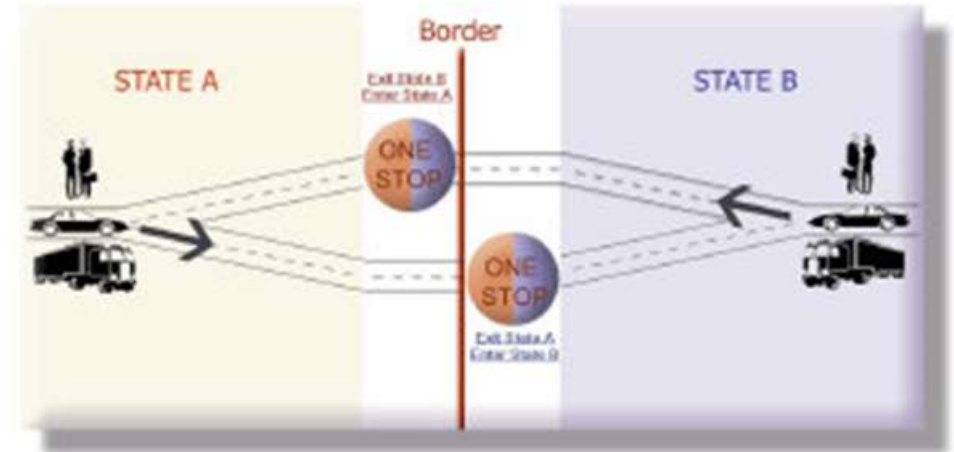
- 1) The principle of joint “one-stop shop”;
- 2) Technical and methodological improvements without joint “one-stop shop”.

# JOINT BORDER CROSSING FACILITIES - TYPES

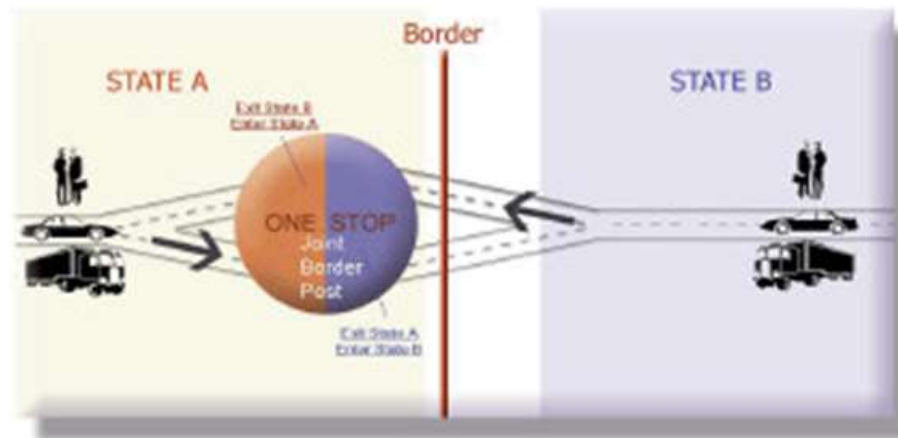
Straddling Facility



Juxtaposed Facilities



Single Facility in One Country



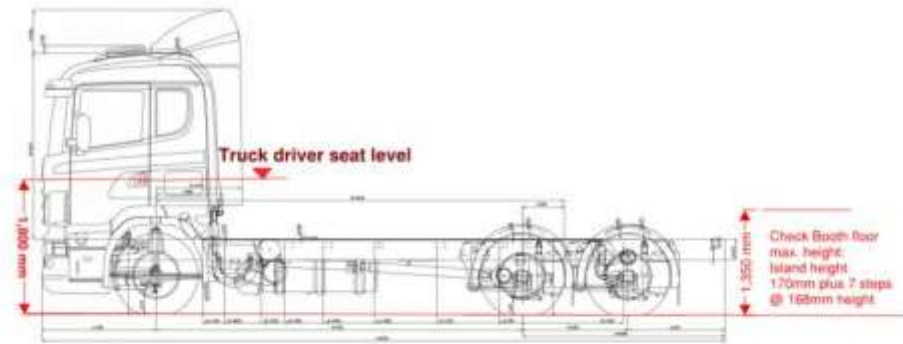
## Recommendations for improvement without joint 'one-stop shop'

- ❑ To adopt a real risk management system instead of 100-% inspection of each and every vehicle
- ❑ To regulate and publish the maximum time allocated for inspection of cars, buses and trucks.
- ❑ A full physical inspection shall be conducted in parallel with passport checks

## Recommendations for improvement without joint 'one-stop shop'

- ❑ To dismount both entrance and exit boom gates, as well as all barriers to the movement in the filtration zone
- ❑ To abandon making photos or limit it only to the entry point and only for individuals, who are not citizens of the Customs Union.

To install passport control booths for trucks and other high vehicles at the level of the driver's cab.



☐ To install cameras and ALPR systems at each lane.



☐ Car's passengers should remain in the car and undergo the clearance procedure together with the driver.



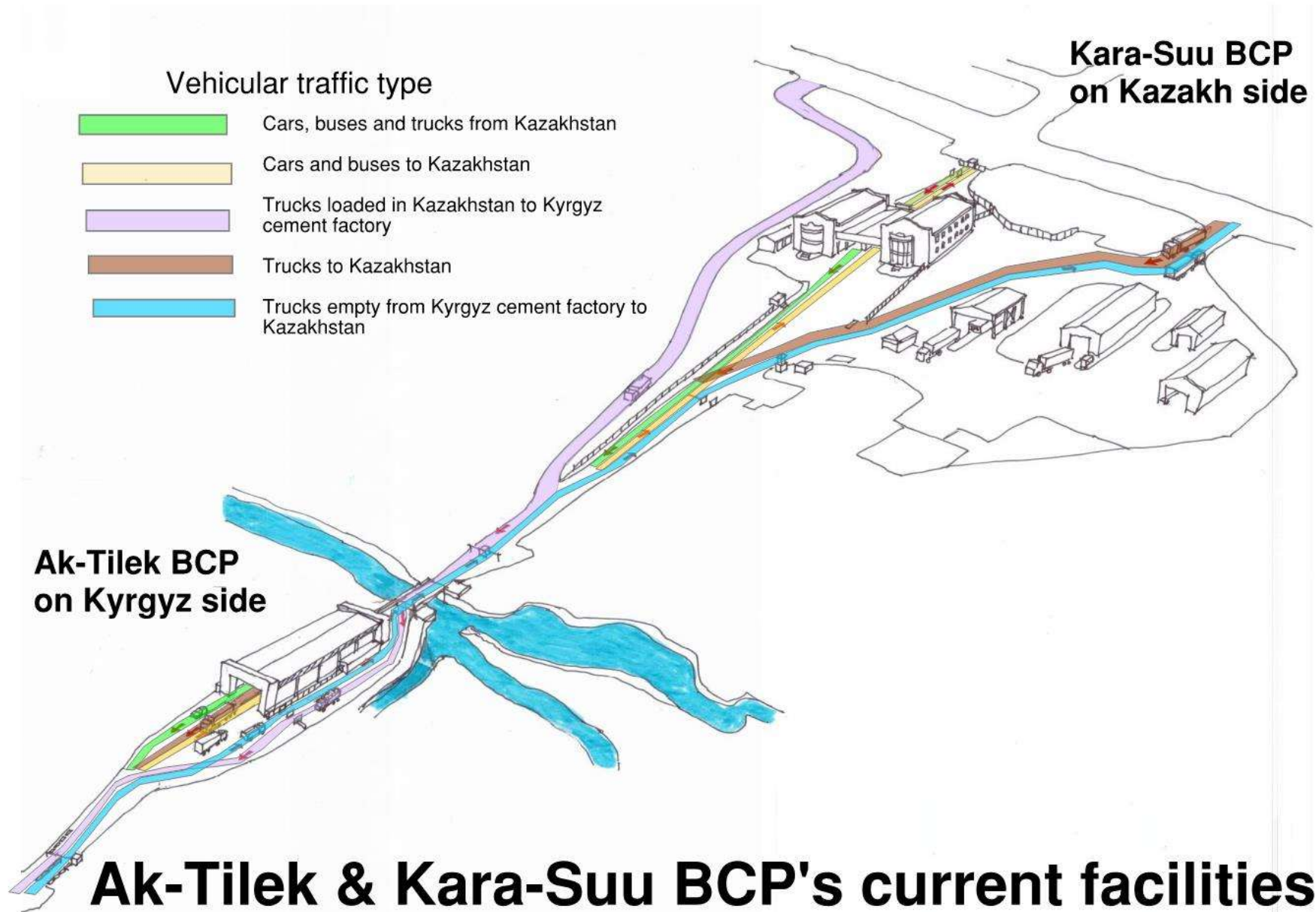
☐ To arrange checkups for bus passengers inside the bus using mobile passport readers





# Ak-Tilek – Kara-Suu

## Border Crossing Point



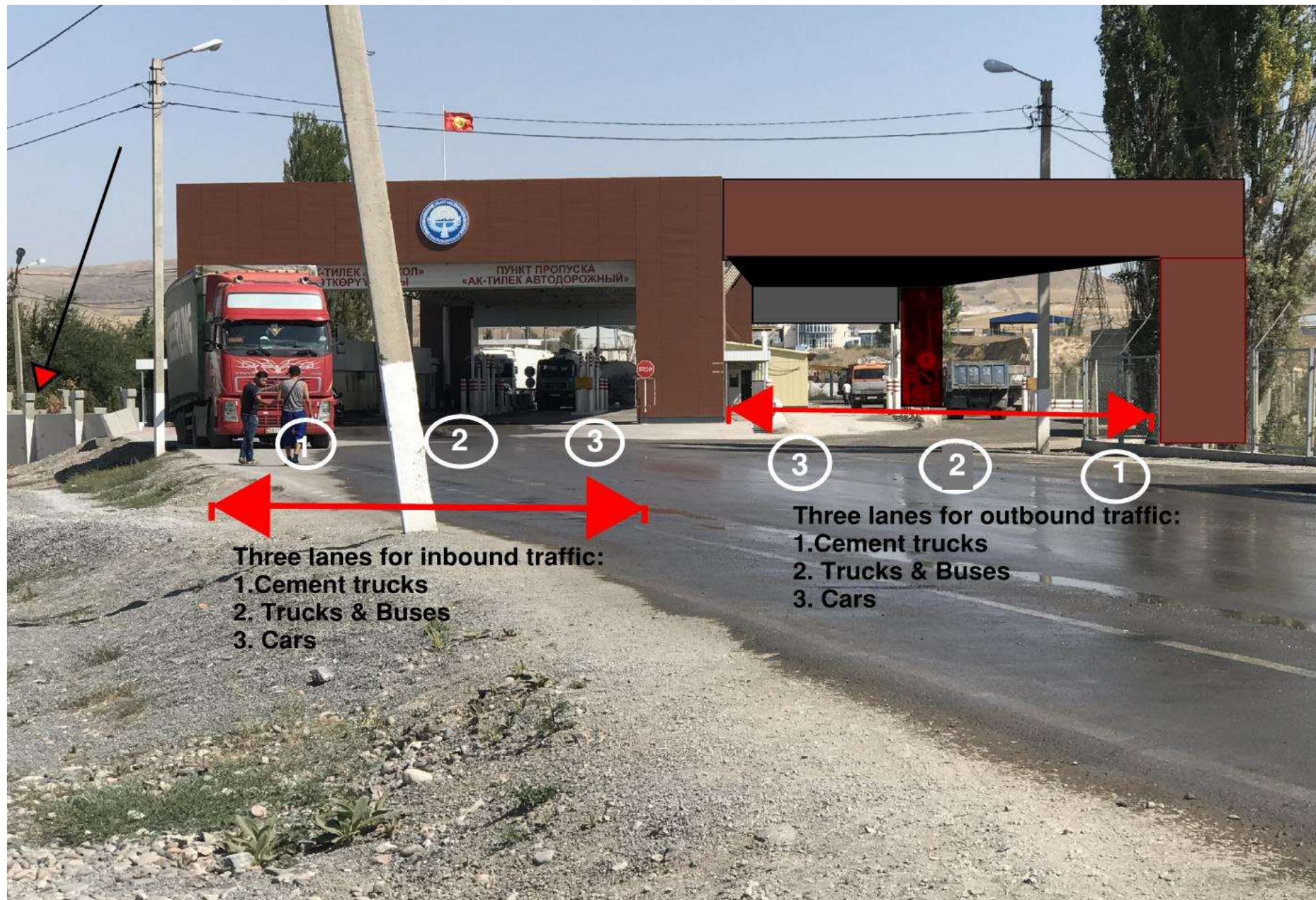
18 September 2018





Current approach to Ak-Tilek  
Border Crossing Point from  
Kyrgyz side







# Current approach to Karasuu – Ak-Tilek BCPs from the Kazakh side



1. The area at the BCP entrance allows to arrange 2 traffic lanes in each direction;
2. **Very few** pedestrians pass through this BCP. The distance from buildings, where the documents are checked to the border bridge is **about 450 meters**.
3. The area of secondary control. The disinfection facility is **out of operation**;
4. The narrow border bridge is about 9.0 meter wide. The side walk is arranged **only on one side**, other issues.



## KAZAKHSTAN Kara-Suu BCP

Garages doors to be moved to the opposite side to allow for truck/bus lane

Trucks returning to Kyrgyzstan with load of limestone rocks for cement factory continue to use this existing lane.

Empty trucks going for limestone rocks for Kyrgyz cement factory continue to go through Secondary Inspection Zone

Gantry X-Ray Trucks Scanner

Secondary Inspection Warehouses

Existing Secondary Inspection Zone

New bridge 24m wide to allow for 6 lanes (3 lanes each way)

5 lanes road to continue up to Kara-Suu BCP Main Facilities. Additional lane is included for the trucks carrying limestone rocks to Kyrgyz cement factory when their lane merges with the main access road


Extension to the BCP Main Facilities canopy

## KYRGYZSTAN Ak-Tilek BCP

Existing local canal to be culverted, or diverted to allow for the BCP canopy extension

# Proposed improvements to Ak-Tilek & Kara-Suu Border Crossing Points





Current access from Ak-Tilek BCP to Kazakhstan  
and Kara-Suu BCP through a narrow bridge  
approx. 9.0m wide

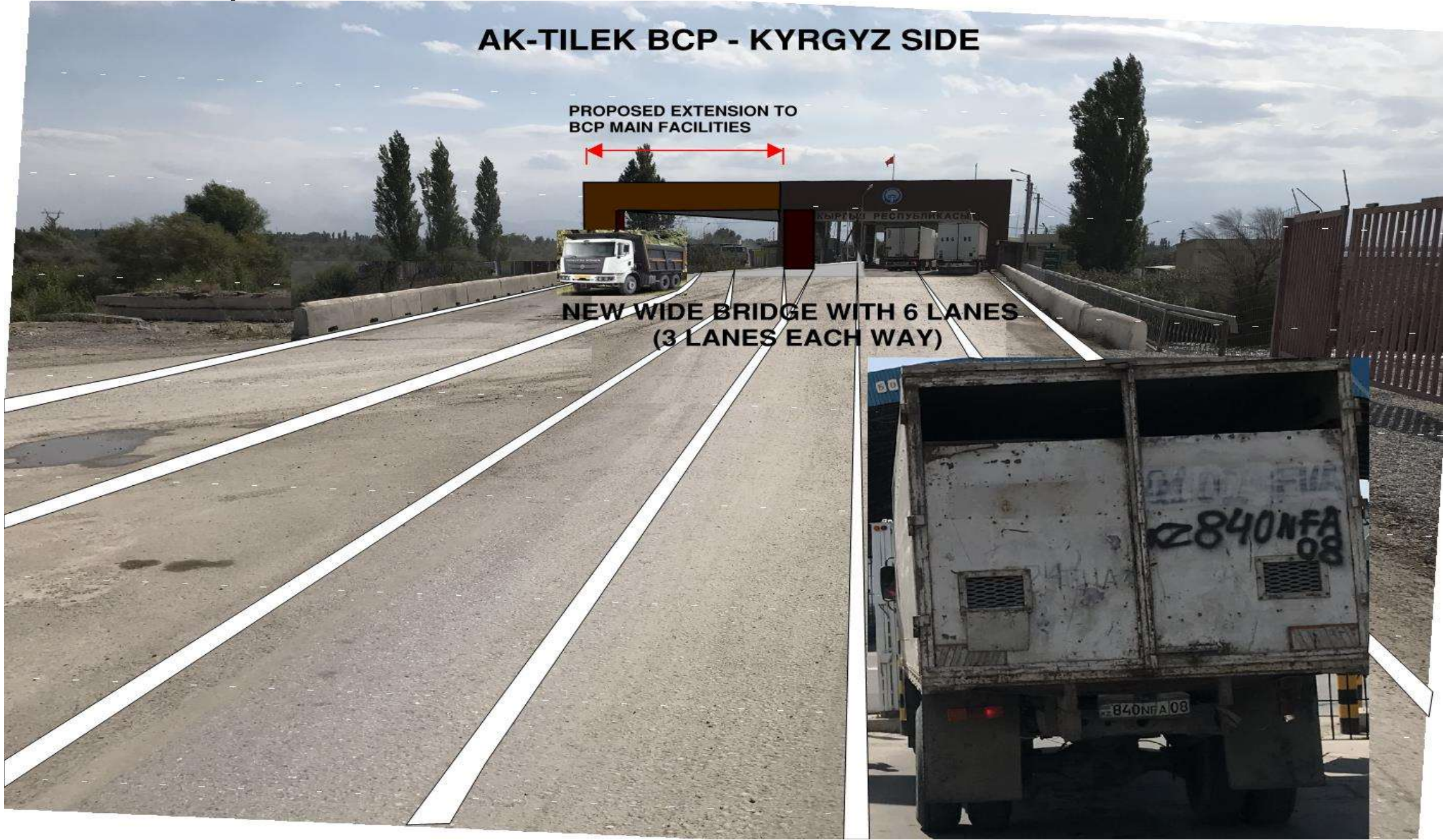


# Proposed extension

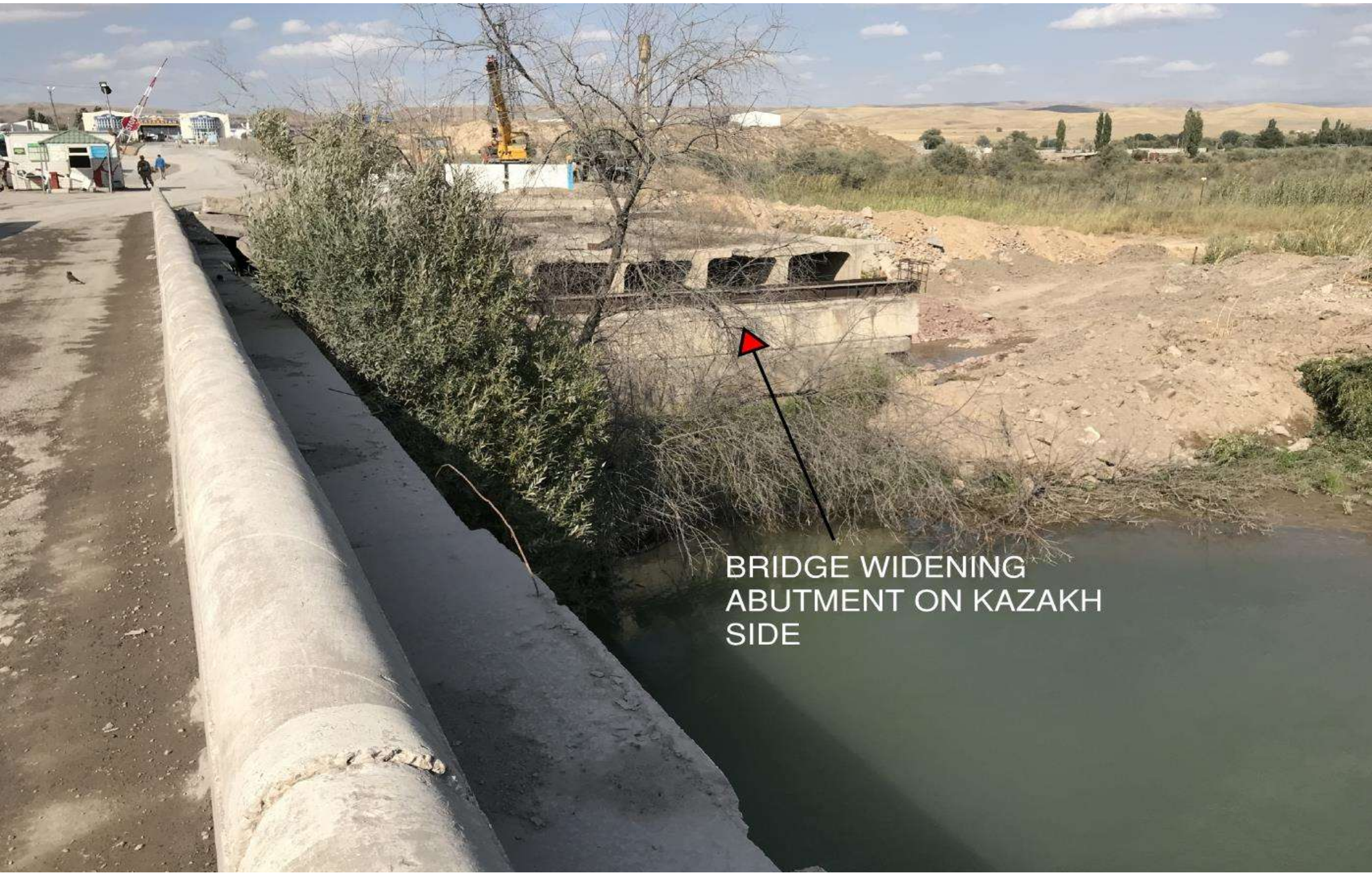
## AK-TILEK BCP - KYRGYZ SIDE

PROPOSED EXTENSION TO  
BCP MAIN FACILITIES

NEW WIDE BRIDGE WITH 6 LANES  
(3 LANES EACH WAY)







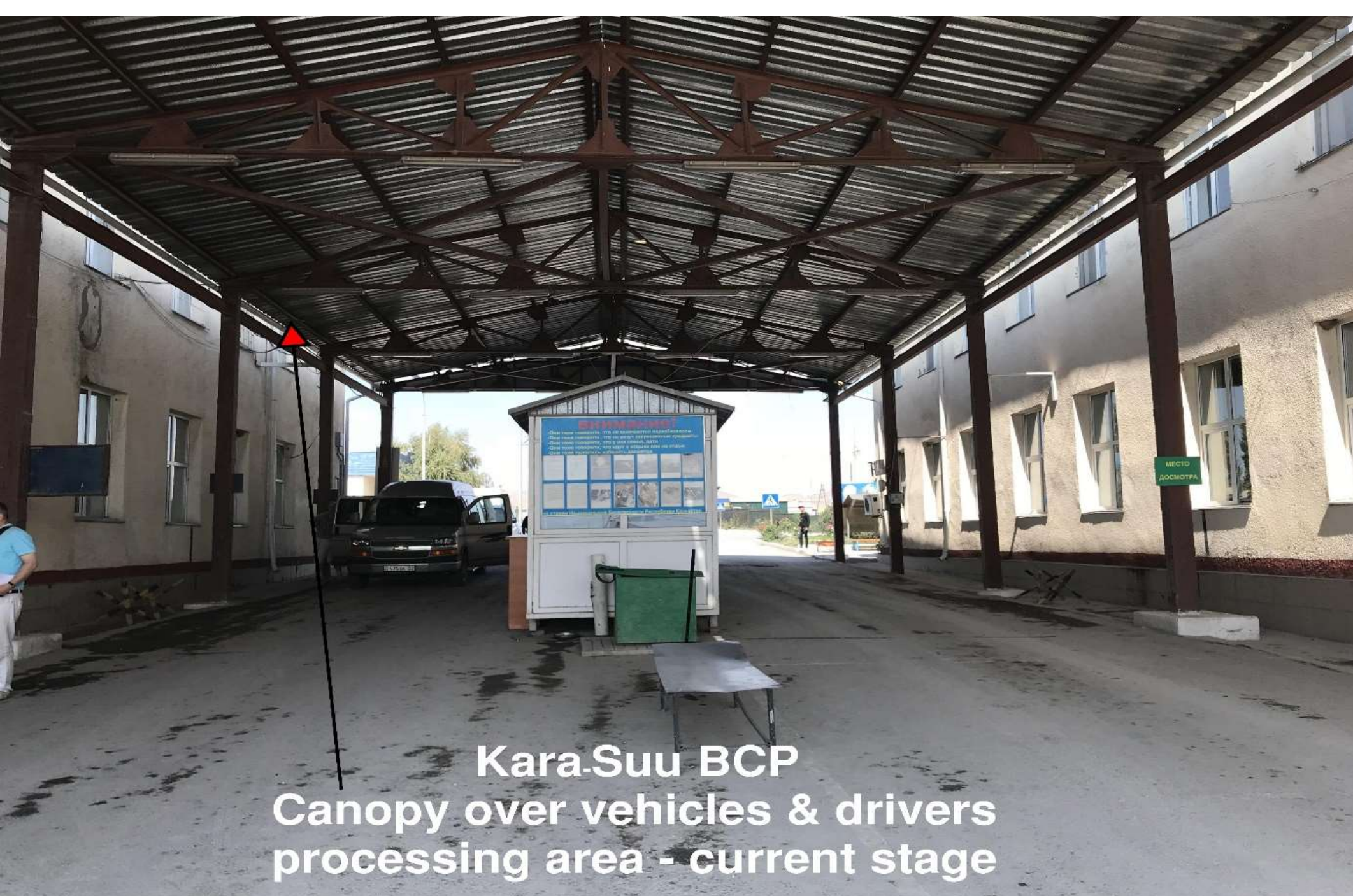
BRIDGE WIDENING  
ABUTMENT ON KAZAKH  
SIDE





BRIDGE WIDENING  
ABUTMENT ON  
KKYRGYZ SIDE





**Kara-Suu BCP**  
**Canopy over vehicles & drivers**  
**processing area - current stage**





BEAMS ANCHORED IN WALLS  
TO SUPPORT CANOPY OVER  
THE VEHICLE INSPECTION  
CANOPY

CANOPY SUPPORTING COLUMNS TO  
BE REMOVED TO WIDEN THE AREA  
FOR TWO LANES WITH CAR PARKING  
@ 45 DEGREES- FOR SECONDARY  
INSPECTION.





**RADIATION PORTAL MONITORS ON THREE LANES  
TO REMAIN**



# Option 1 for Modernization of Ak-Tilek BCP





# Option 2 for Modernization of Ak-Tilek BCP









# Option 2 for Modernization of Karasuu BCP



Ak-Jol – Kordai BCP



# Current Situation at Kordai-Ak-Jol BCP



1. **One traffic lane** for motor-vehicles at Ak-Jol BCP;
2. Access road to Kordai BCP – the exiting flow is **limited to one lane**;
3. The check point for arriving drivers (processing of immigration cards and strict running schedules) is **insufficient**;
4. Premises to conduct secondary inspections – **are not operational**;
5. The traffic flow is **slowed down by passport check booths** and boom gates;
6. **A closed platform** for secondary inspection for arrivals;



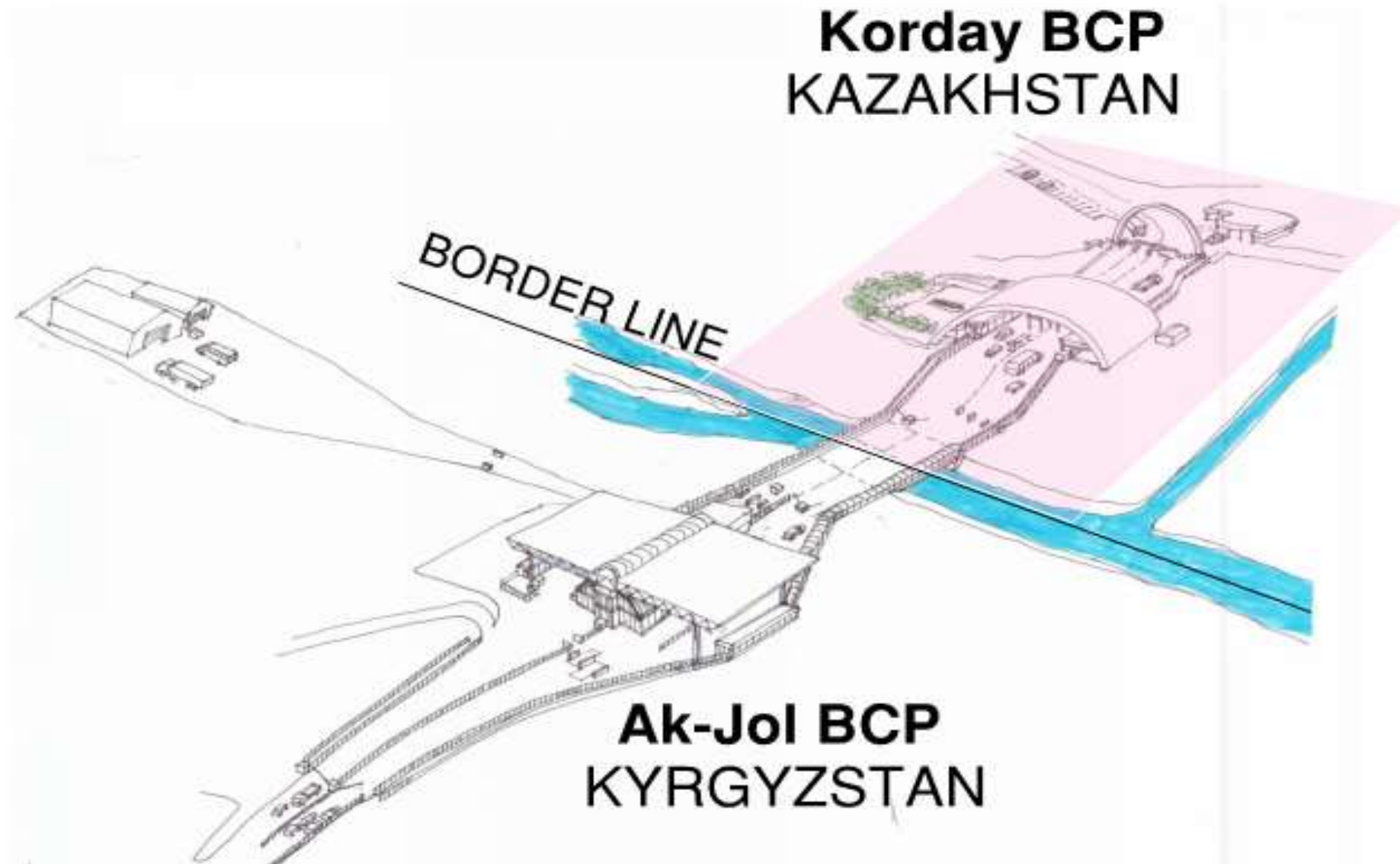




Car parking for BCP staff - I parked our car here

This gate allows for vehicles refused entry to Kyrgyzstan to return. It is also used for cars dropping people from Kyrgyzstan and returning to Kyrgyzstan

# Ak-Jol – Kordai BCPs



# Proposals for Modernization of Kordai-Ak-Jol BCPs

1. The sorting zone, the control lanes shall be free from any obstacles to ensure unimpeded movement of vehicles (fences, concrete blocks, gates of any type, deep channels);
2. Passengers from cars shall stay in the car and be checked along with the driver;
3. Bus passengers shall be checked inside the bus using mobile passport readers;
4. For trucks and other high vehicles, to install check points at the level of the driver's cab;
5. Regulate and publish the maximum time for inspections of cars, buses and trucks;
6. Organize study tours for Kyrgyz and Kazakh border control officers to BCPs with enhanced verification capabilities, including joint BCPs.



# Proposals for Modernization of Ak-Jol BCP





# Option 1 for Modernization of Kordai BCP





# Option 2 for Modernization of Kordai BCP





# Proposals for Modernization of Kordai BCP

