



# **SINGLE WINDOW FRAMEWORK AS A SOLUTION OF DOWNTIME AT BORDER-CROSSING POINTS**

**(Kazakhstan business community's proposal by Dulaty (China) –  
Kalzhat (Kazakhstan) BCPs case study)**



**«The commercial road haulage wastes at about 40 per cent of time at the border-crossing points».**

**IRU Secretary General Martin Marmy**

**Kazakhstan, Almaty 2009**

**5<sup>th</sup> IRU Euro-Asian Road Transport Conference**

**“CAREC will set in motion actions with the potential to dramatically expand and improve Central Asia’s regional cooperation and integration.”**

**ADB President Haruhiko Kuroda  
7th Ministerial Conference on Central Asia Regional  
Economic Cooperation (CAREC), 2008**

# Huge queues at border-crossing points



# Problems

- **Permits from several controlling authorities are required for the vehicle to enter China for the goods;**
- **Vehicles pass multiple state control points at the border;**
- **Complicated arrangements and control processes by public bodies;**
- **Doubling procedures and documents by different controlling authorities;**
- **Lack of information, opaque actions;**
- **Huge lines of large-capacity vehicles at BCPs.**

Crossing the border takes  
up to 6 hours





[More...](#)

[map](#)

[satellite](#)

[landscape](#)



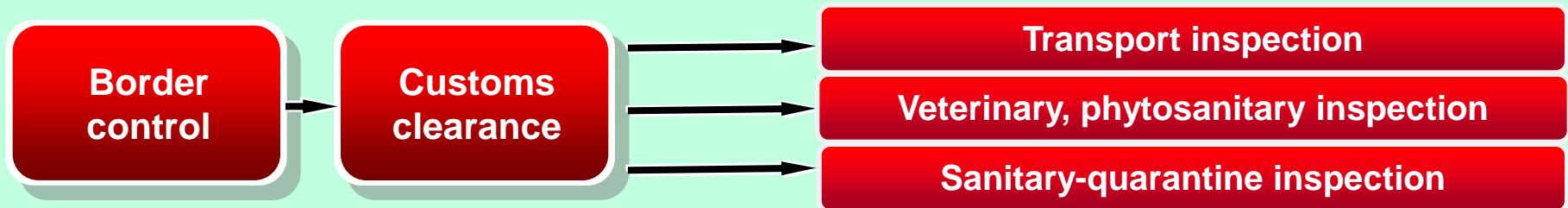
Korgas, Kazakhstan

# The inspection process at BCP for vehicles

## Current inspection process



## Projected inspection process

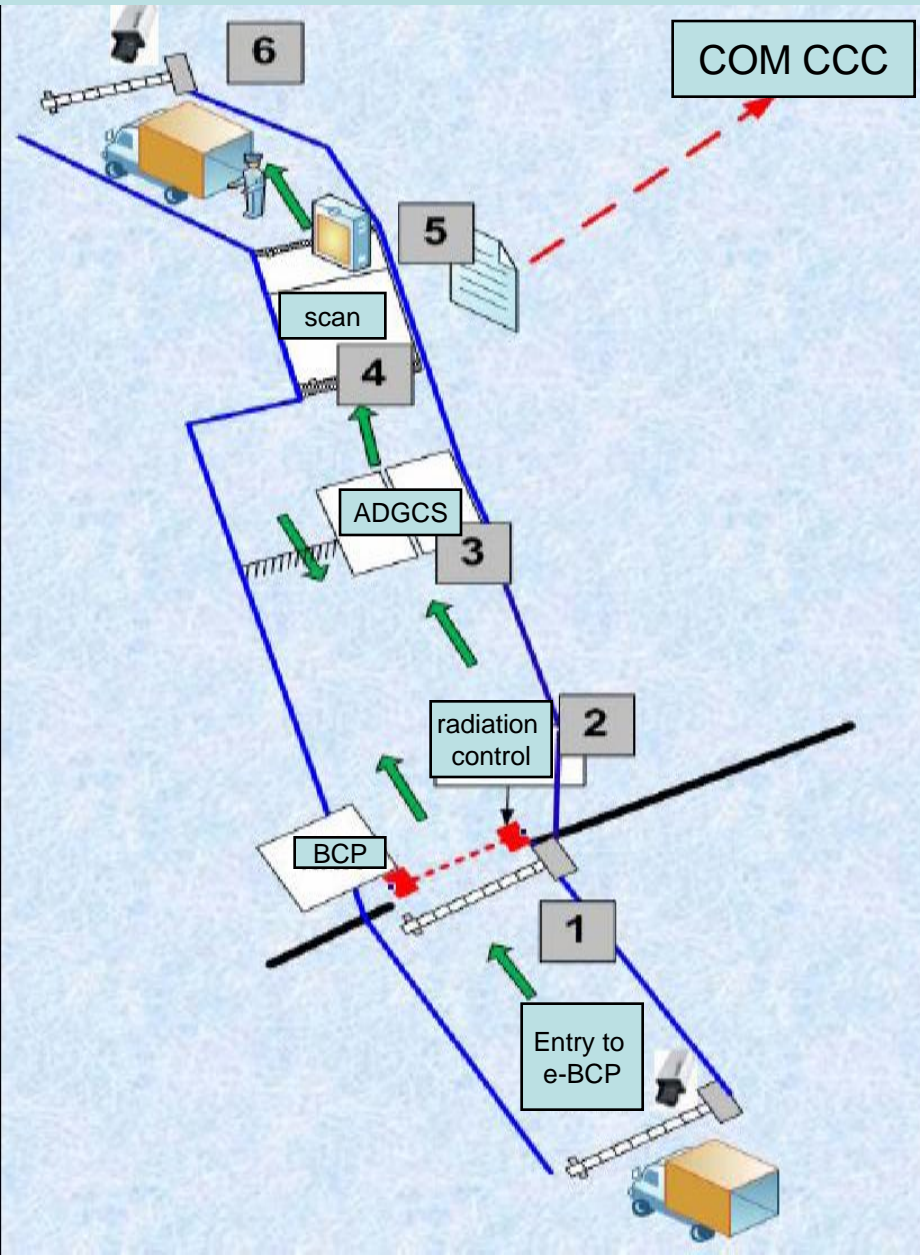


It is planned a step-by-step cancellation of hard copy of goods delivery control papers, and an establishment of interministerial monitoring system on the base of the Center of Operative Management (COM) under the Customs Control Committee, with delegation of the border controlling duties to the customs.

The Operative Management Center is supposed to transfer the on-line information on crossing vehicles to any concerned controlling authorities.



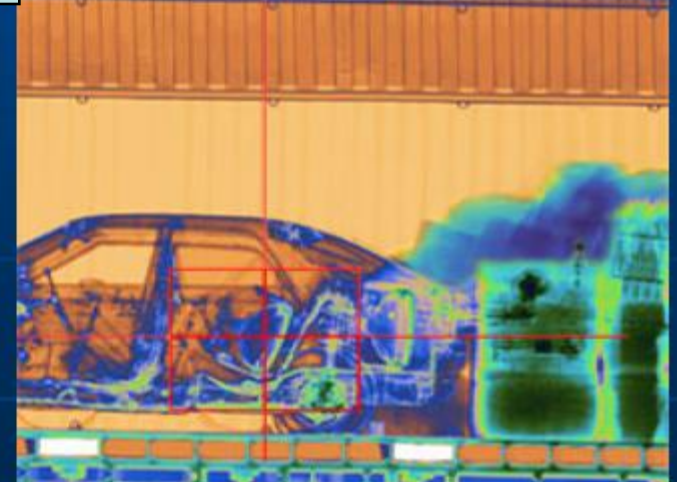
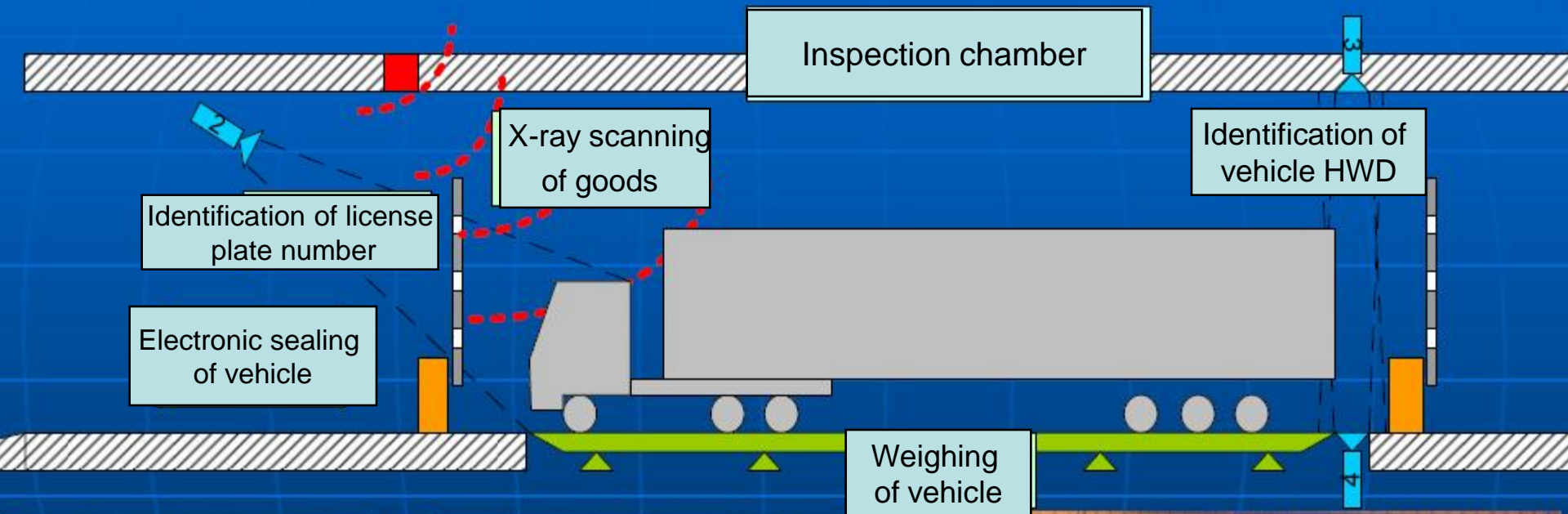
# Functional layout of customs station



Process:

- 1 – automated entry registration
- 2 – radiation control
- 3 – vehicle's HWD (AGDCS)
- 4 – non-intrusive inspection (scanning)
- 5 – registration, scanning of papers and transfer of all information to COM
- 6 – automated exit permission

# Layout of customs control for Automated Goods Delivery Control System







**Korgas, PRC**



# China

- Goods to frontier warehouses are delivered by small capacity trucks taking max 8 to 12 tons of cargo.
- In frontier warehouses, about 1500 Yuans  $\approx$  US \$220 is charged on one small-capacity vehicle for cargo handling services.
- No queues.
- Vehicles are generally loaded with the mixed goods.
- Vehicles are loaded off weight and size standards.

# Kalzhat BCP case study



- BCP Dulaty (PRC)
- preliminary information
- execution of cargo customs declaration for exports
- loading of trailers
- dispatching of trailers to Kazakhstan

## Goods are delivered to frontier terminal Kalzhat, Kazakhstan

- Kazakhstan. Frontier and customs control at BCP;
- Execution of cargo customs declaration for temporary imports;
- AGDCS, delivery of trailer to terminal (temporary storage warehouse), discharge of goods;
- Return of trailers to China;
- Notification of foreign trade participant on goods arrival;
- Loading of vehicles from temporary storage warehouse, visual inspection by the customs;
- Preparation of e-documents, sealing and weighing of goods;
- Issue of weight certificate;
- Release of vehicle and dispatch to the customs of destination.



Forming of cargo pool at warehouses of Urumqi, Kolzhat (Xinjiang Uygur, PRC)

E-waybill in Dulaty (PRC)



The documents are submitted to Dulaty customs (PRC) before goods arrive

freighting

Execution of cargo customs declaration for exports in PRC

Inspection of small-tonnage trucks

Dispatching to temporary storage warehouses in Kazakhstan

Customs and border control in PRC

Execution of cargo customs declaration on temporary imports

Border control in KZ

AGDCS Customs clearance

Delivery of trailer to temporary storage warehouse

Discharge of goods in temporary storage warehouses

Return of small-tonnage trucks

Notification of foreign trade participant on goods arrival

Loading of vehicles from temporary storage warehouse. Visual control by customs

Preparation of e-documents, sealing and weighing of goods

Weighing of vehicles at temporary storage warehouse. Issue of weight certificate

Release of vehicles and dispatch to the customs of destination

The cargo is dispatched to the temporary storage warehouse in Kazakhstan. Take your cargo, please.



Foreign trade participant is aware of goods location

# Benefits and advantages:

## ALLOWS:

- **BUSINESS** to have 24-hours transparent, full and true information on the delivered goods and expenses incurred from the moment of delivering to the warehouse;
- **STATE** to reinforce control, increase transit potential and attractiveness for investment, and create new jobs.

## The proposed layout will:

- eliminate corruption;
- eliminate necessity for the vehicles to enter China for loading with the goods;
- improve the state control;
- enable all concerned parties to have on-line information on the goods and vehicles location;
- allow planning and forecasting of goods delivery processes;
- eliminate downtime;
- exclude extra charges both for the business and the state.

- Minimise human factor in decision-making on the part of controlling authorities, followed by the elimination of conditions for corruption.
- Create conditions for 24-hour work pattern.
- Create conditions for the Single Window operation.



**THANK YOU  
FOR YOUR ATTENTION!**

