

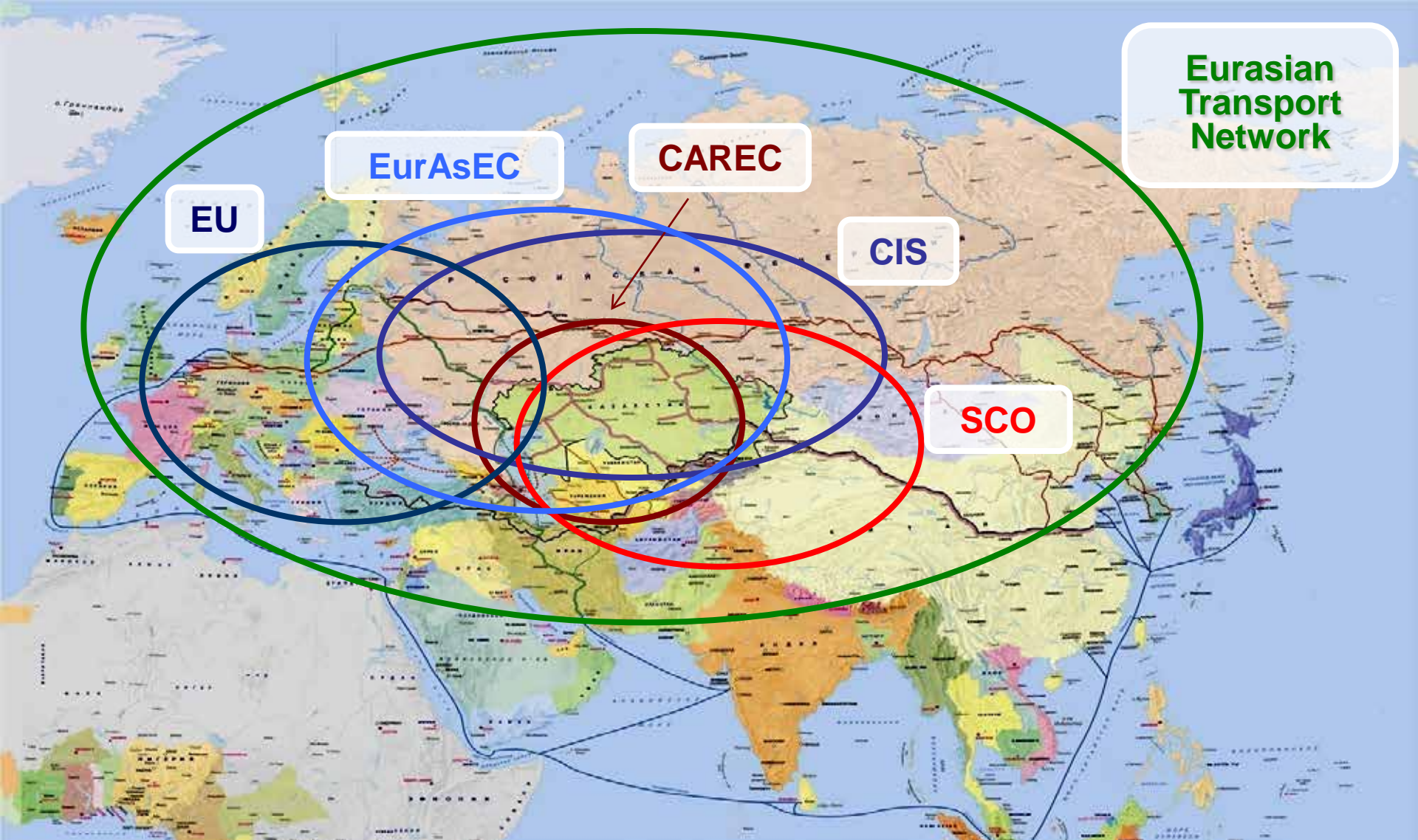


**MINISTRY OF TRANSPORT AND COMMUNICATIONS OF THE
REPUBLIC OF KAZAKHSTAN**

**Roundtable Seminar on Ways Forward for Corridor-
Based Transport Facilitation Arrangements in the
CAREC Region**

Beijing, People's Republic of China
July 2012

INTEGRATION OF THE NATIONAL TRANSPORT NETWORK TO THE EURASIAN ONE



Agreement on North-South International Transport Corridor (ITC)

Countries-Founders:

India, Iran (Depository country), Russia– September 12, 2000

Contracting Parties:

Belarus, Kazakhstan, Oman, Tajikistan, Azerbaijan, Armenia, Syria, Bulgaria, Kyrgyzstan, Turkey and Ukraine.

Countries-Observers:

Turkmenistan, Bahrain, Saudi Arabia, Kuwait, UAE, Indonesia, Malaysia, Sri Lanka

North-South ITC route:

(sea, railway, road transport)

- by railways of Russia and Iran using a ferry to cross the Caspian Sea;
- along the eastern coast of the Caspian Sea via Kazakhstan, Uzbekistan and Turkmenistan;
- along the western coast of the Caspian Sea via Azerbaijan or Armenia.

Objectives of the North-South ITC Agreement:

- **Increase efficiency of transport communications to move passengers and goods along the North-South international transport corridor;**
- **Facilitate access to international markets of railway, sea, river and air transport services of the Contracting Parties;**
- **Promote an increase in the volume of international passenger and cargo traffic;**
- **Ensure traffic, security and safety and integrity of goods and environment in accordance with international standards;**
- **Harmonize transport policy, as well as transport regulations to support implementation of this Agreement;**
- **Create equal non-discriminatory access conditions for various types of transport operators moving passengers and goods within the North-South international transport corridor.**

North-South ITC Route»



Development of North-South ITC

2007: Iran, Kazakhstan and Turkmenistan:

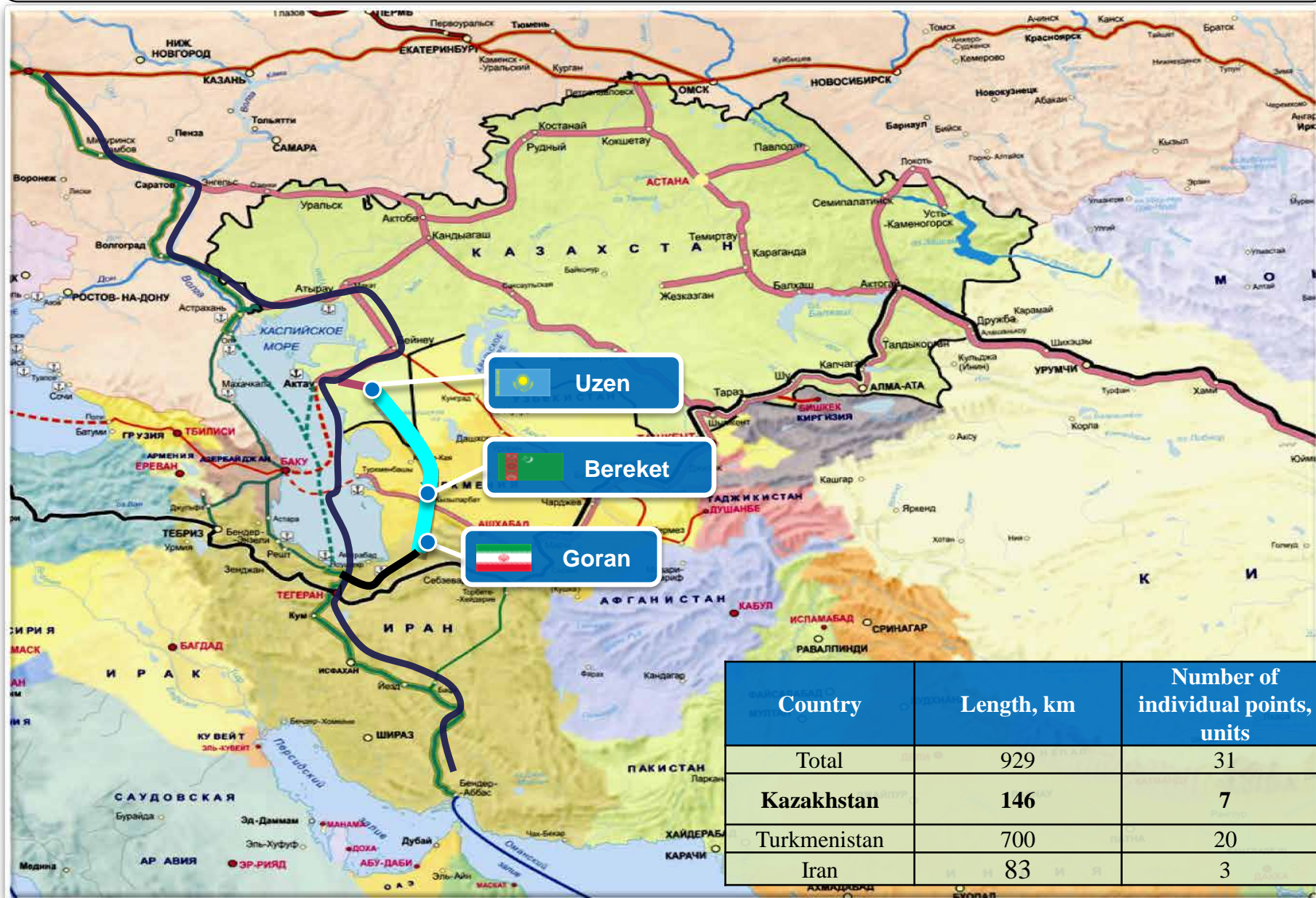
- Declaration by the heads of states “On Construction of New Railway Line Uzen (Kazakhstan) – Bereket – Etrek (Turkmenistan) – Gorgan (Iran) Intergovernmental agreement”.

The railway with the total length of 929 km crosses the territories of 3 states:

in Kazakhstan – 146 km;
in Turkmenistan – 700 km; and
in Iran – 83 km.

Project goal: To establish an alternative North-South ITC route reducing its length by 600 km.

Construction of the Railway Uzen (Kazakhstan)-Gyzykgaya-Bereket-Ertek (Turkmenistan)-Goran (Iran)



Country	Length, km	Number of individual points, units
Total	929	31
Kazakhstan	146	7
Turkmenistan	700	20
Iran	83	3

INTERNATIONAL LEGAL FRAMEWORK

Kazakhstan has signed 206 international agreements on transport and communication, of which 48 agreements are on transit transport.

To make use of Kazakhstan's transit capacity by attracting foreign road carriers to transport corridors of the republic and expanding the geography of Kazakh transport operators' activities, Kazakhstan conducts the work to conclude international transport agreements with 14 foreign states.

INTERNATIONAL LEGAL FRAMEWORK

Country	Legal act	Annual quota for exchange of permits
<p>Republic of Azerbaijan</p>	<p>Agreement between the Republic of Kazakhstan and the Republic of Azerbaijan on International Road Transport The Agreement has been recognized null and void as currently the parties work on preparation and signing a new Agreement</p>	<p>Quota for 2011: 300 universal permits and 100 – to/from third countries. In 2011 Kazakh carriers used 103 permits and Azeri carriers – 162 permits (of which 21 are above the quota).</p>
<p>Islamic Republic of Iran</p>	<p>Agreement between the Government of the Republic of Kazakhstan and the Government of the Islamic Republic of Iran on International Road Transport Due to the fact that the Agreement of 1993 has not regulated the issues on the system of permits to travel in the territories of the Parties, a new draft Agreement has been developed recently. On June 10, 2011 a proposal was sent to the Iranian party to discuss this draft in quarter 4 of 2011 in Astana. Till present no reply has been received from the Iranian party.</p>	<p>In 2011 the parties exchanged 1,500 permits, of which Kazakh carriers used 576 permits and Iranian – 1030 permits.</p>

INTERNATIONAL LEGAL FRAMEWORK

<p>People's Republic of China</p>	<p>Agreement between the Republic of Kazakhstan and the People's Republic of China on International Road Transport envisages a system of transport permits. Three types of permits have been specified: Type «A» – for regular passenger and baggage transport operations, valid for one year; Type «B» – for irregular passenger and baggage transport, valid for one trip; Type «C» – for cargo transport operations, valid for one trip.</p>	<p>The quota of permits for 2011: Type «A» – 700 , Type «B» – 1,500, Type «C» – 35,000 In 2011 Kazakh carriers used: Type «A» – 695 , Type «B» – 1,340, Type «C» – 35,961; Chinese carriers: Type «A» – 475 , Type «B» – 0, Type «C» – 708</p>
<p>Republic of Kyrgyzstan</p>	<p>Agreement between the Republic of Kazakhstan and the Kyrgyz Republic on International Road Transport The Agreement envisages a permit-free system, except for irregular passenger transport operations.</p>	<p>Annual quota is 50 permits (for irregular traffic). In 2011 Kyrgyz carriers used 50 permits (for irregular traffic), Kazakh carriers - none.</p>

INTERNATIONAL LEGAL FRAMEWORK

<p>Republic of Tajikistan</p>	<p>Agreement between the Republic of Kazakhstan and the Republic of Tajikistan on International Road Transport envisages a permit-free system for bilateral and transit cargo traffic, as well as to/from third countries, except for passenger traffic.</p>	<p>In 2011 Tajik carriers used 15 permits for irregular passenger traffic, Kazakh carriers - none.</p>
<p>Turkmenistan</p>	<p>Agreement between the Republic of Kazakhstan and Turkmenistan on International Road Transport Envisages a system of permits for entry/exit, transit and transport operations to/from third countries.</p>	<p>In 2011 Turkmen carriers used 1,620 permits for transit and 51 – for entry/exit, Kazakhs - none.</p>
<p>Republic of Uzbekistan</p>	<p>Agreement between the Republic of Kazakhstan and the Republic of Uzbekistan on International Road Passenger and Cargo Transport envisages a permit-free system for entry/exit, transit. Permits are to be obtained for transport operations to/from third countries.</p>	<p>Annual quota of permits exchanges is 1,000 permits, which the need is 3,000. In this connection the Kazakh party continuously raises issues on increasing the quota of permits to be exchanged and opening of passenger transport operations between the two states. However, these issues have not been settled so far.</p>

MEASURES TO SIMPLIFY CONTROL AT THE KAZAKH BORDER

Some systemic measures have been adopted to minimize the human factor and accelerate and simplify customs procedures.

Automation of customs procedures:

- ∅ Identification and recording vehicle dimensions (ASKDT),
- ∅ Scanning (IDK), controlled delivery of goods and vehicles (TTS TsOU),
- ∅ Record-keeping and video-recording of movements at the entry gate to the BCP (EPP),
- ∅ Radiation monitoring (Yantar).

According to the International Convention on Harmonization of Frontier Control of Goods, the customs authority of Kazakhstan performs the functions of transport control at the BCPs, and since July 2011 – the functions of sanitary and quarantine control. Thus, the number of controlling agencies at the border has been reduced.

The work is underway to provide border crossing points with modern high-tech equipment to accelerate control procedures, achieve a positive impact in terms of increasing the output capacity and simplifying customs procedures at BCPs:

- ∅ Inspection equipment for non-intrusive inspection of road and railway transport (IDK);
- ∅ Systems for inspection of baggage and hand bags of physical persons (X-ray units);
- ∅ Automatic vehicle recording systems (EPP);
- ∅ Systems to identify weight and dimension parameters (ASKDT);
- ∅ Contact-free inspection systems for physical persons (passenger scanners), etc.



THANK YOU FOR ATTENTION!