

A world map is visible in the background, rendered in a lighter shade of blue against the dark blue background. The map shows the continents of North America, South America, Africa, Europe, and Asia.

Key challenges in the Railway Transportation Sector in Central Asia

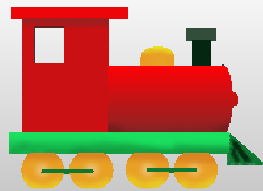
Olzhas Bilyalov

27-29 April, 2009, Tehran

PRESENTATION CONTENT




HARD & SOFT INFRASTRUCTURE



BORDER CROSSING ISSUES

An aerial photograph of a railway station in a desert environment. A red text box is overlaid on the image.


40% of Stations
Need
Rehabilitation

An aerial photograph showing a wide expanse of a railway network in a desert landscape. A blue text box is overlaid on the image.

Sufficient
Coverage of
Railway Network

An aerial photograph of a railway line running along a coastline. A blue text box is overlaid on the image.

Stable Trade and
Railway
transportation
within the region

An aerial photograph of an industrial facility, possibly a refinery or oil processing plant, with several large storage tanks. A red text box is overlaid on the image.

Almost half of
Fleet does not
meet technical
requirements for
safe operation

Private Sector Involvement

Translation from Russian of an Advertisement
of a Reputable Company:

**“.... We do International
export/import/transit rail transportation
within Kazakhstan, CIS, Baltic States,
Europe, China. We have our own modern
logistic centres, storage and automated
reloading facilities.....”**

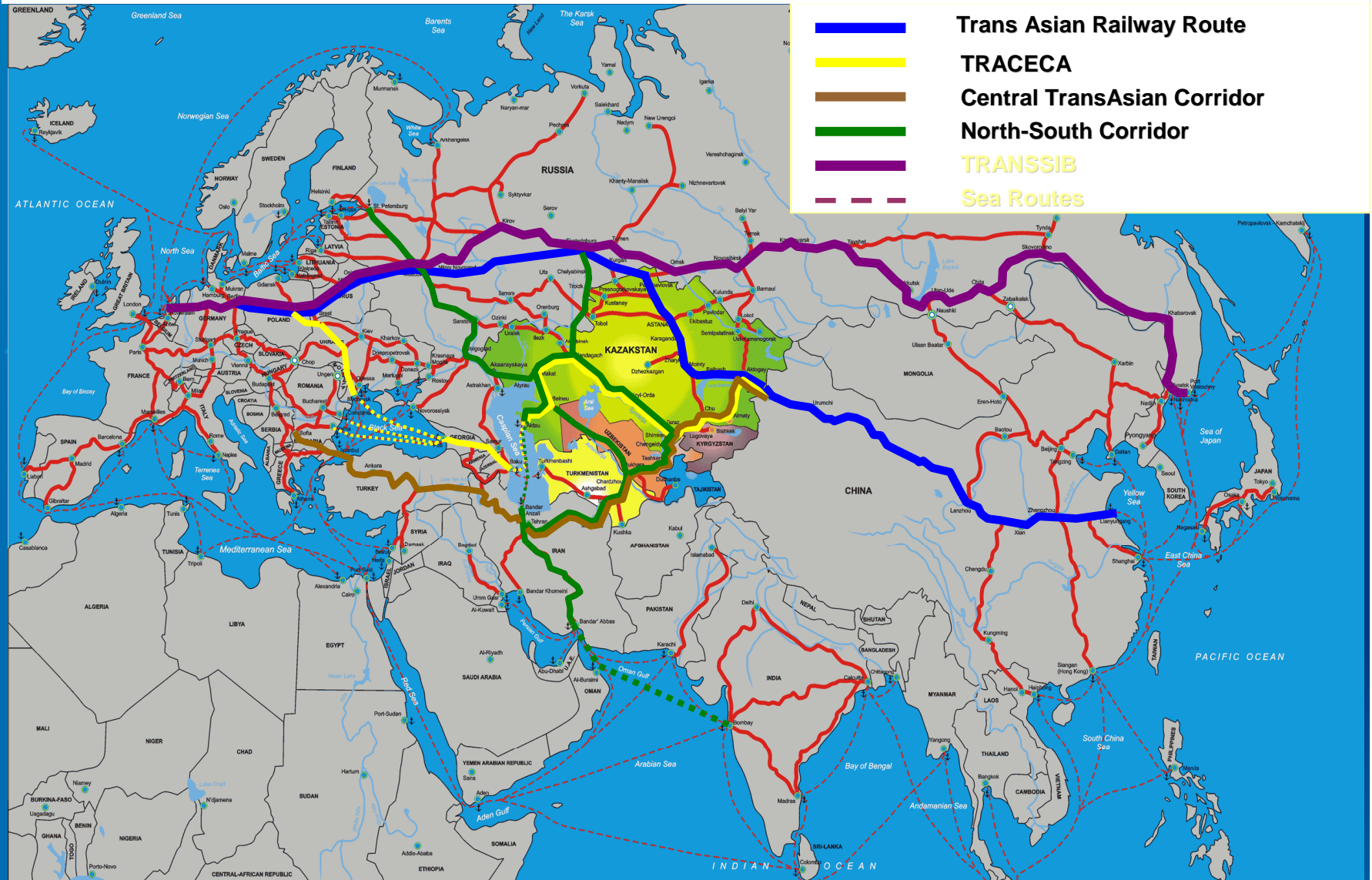








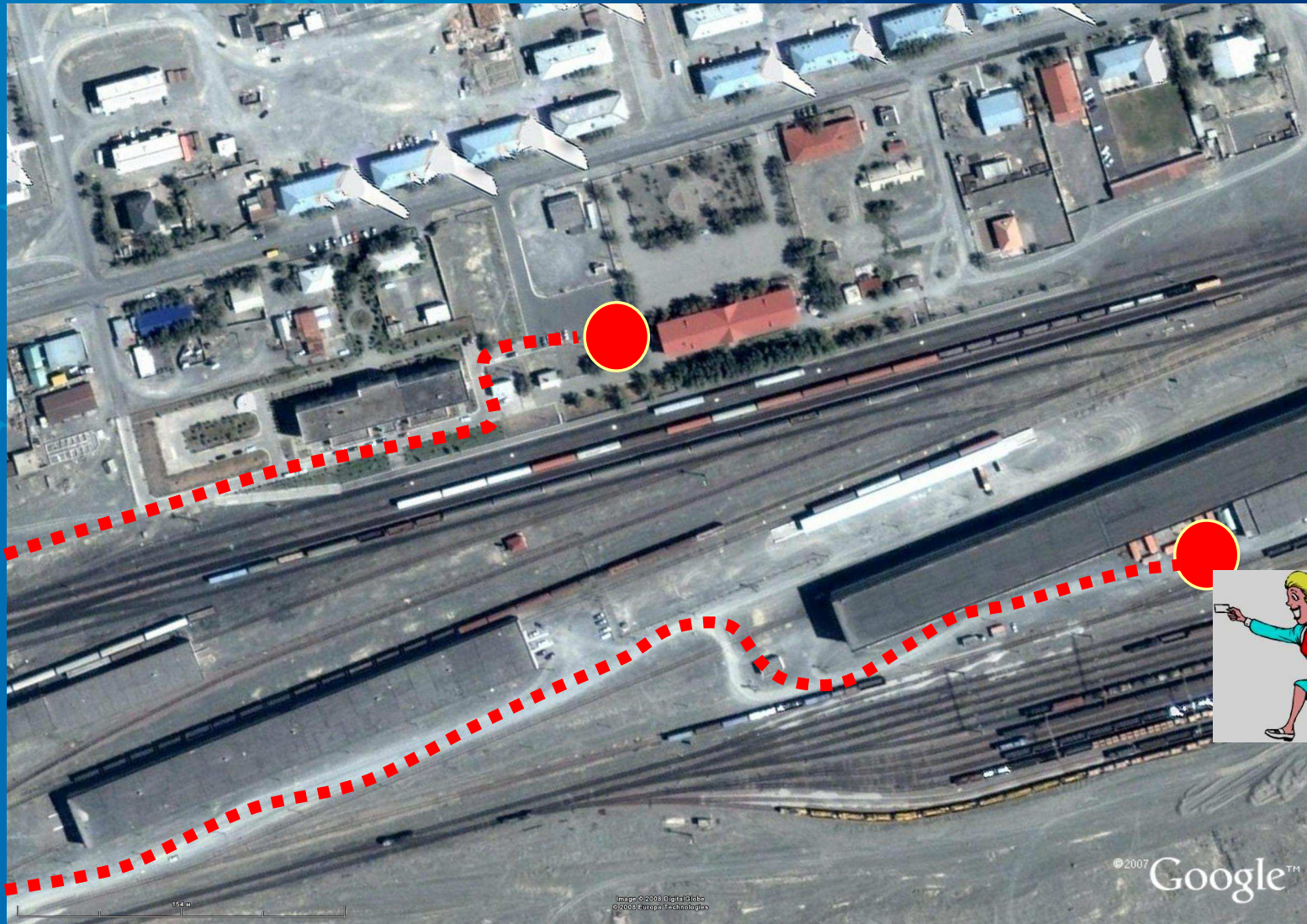
Major Routes in Central Asia



Railway border crossing points considered



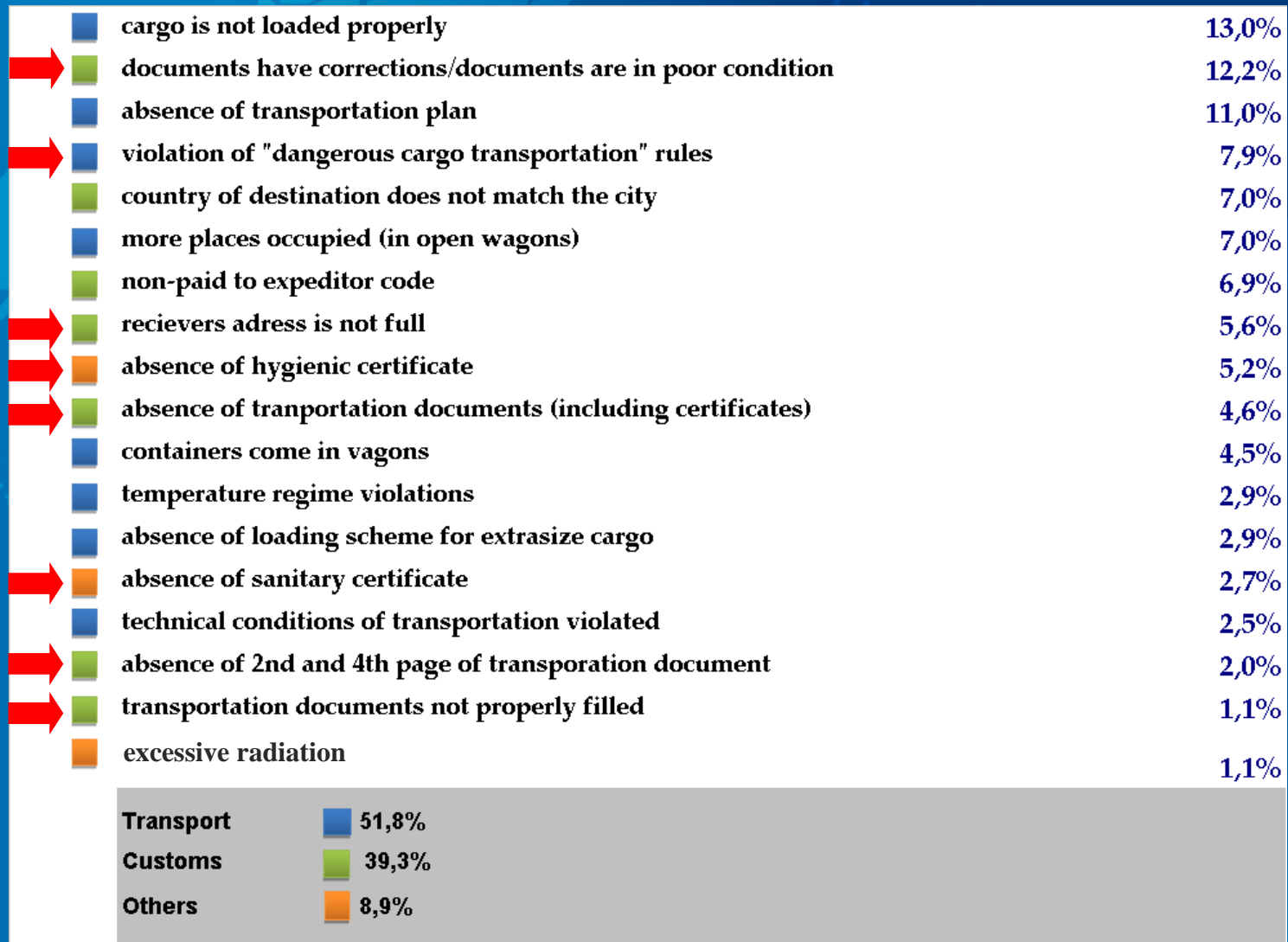
DOSTYK STATION SCHEME



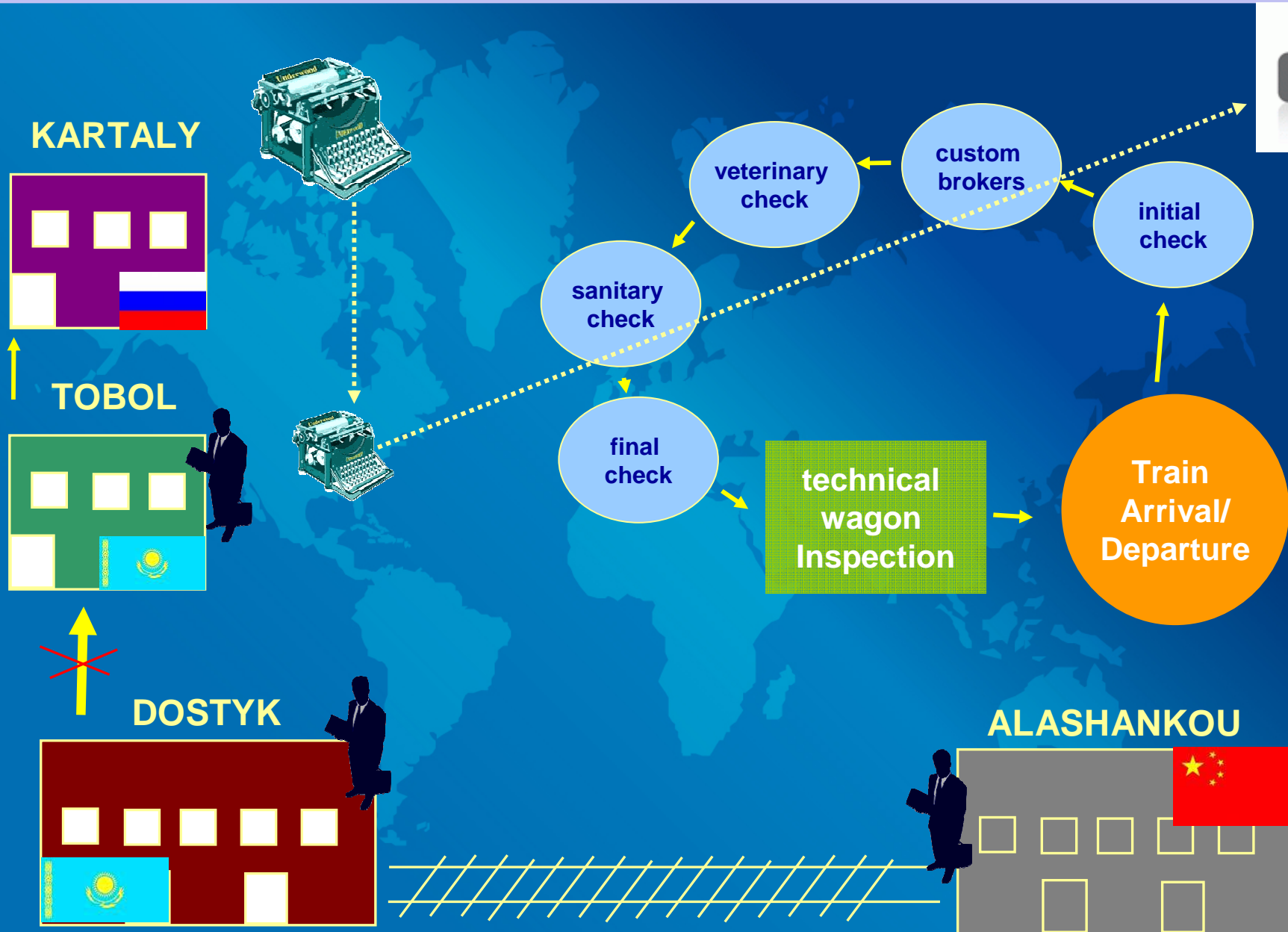
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Image © 2005 DigitalGlobe
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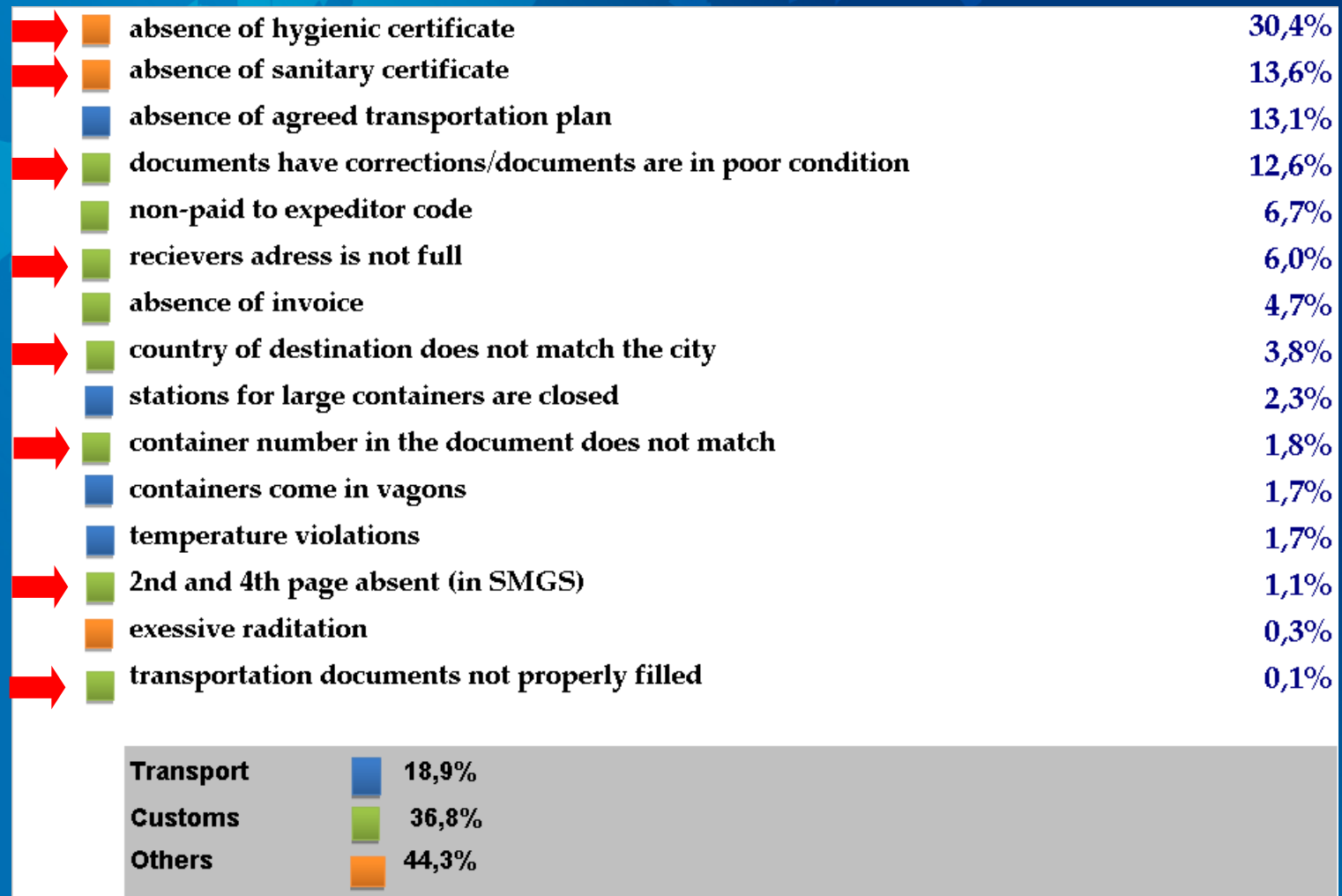
REASONS FOR SENDING BACK THE WAGONS



PROCEDURES AT BORDER RAILWAY STATIONS



REASONS FOR SENDING BACK THE CONTAINERS



MAIN PROBLEMS, EXAMPLE OF DOSTYK



- Absence of information on trains coming from Alashaknou (except for wagon numbers)
- Large amount and poor training of custom brokers which causes problems further along the corridor
- Regular opening containers and wagons by Kazakhstan customs

TOBOL-KARTALY (KAZAKHSTAN-RUSSIA)



TOBOL-KARTALY (KAZAKHSTAN-RUSSIA)

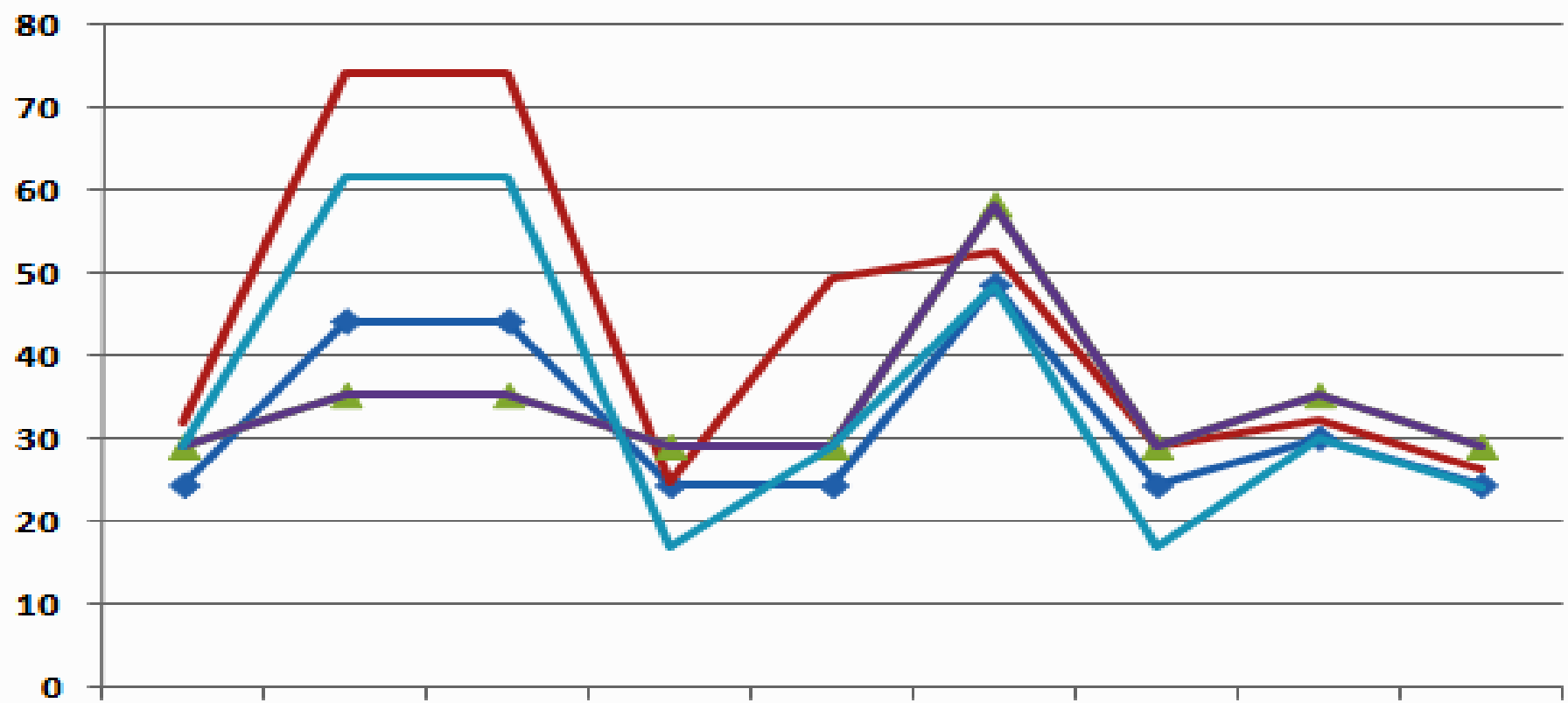


60% capacity usage largely
because of poor management

MAIN PROBLEMS AT TOBOL-KARTALY

1. Unnecessarily strict rules for transit wagons at Kartaly station (Russia)
2. Russian locomotive delays for 20-25% of cases with a range of 2 -12 hours
3. Poor quality of documents filled by Dostyk station people
4. Unnecessarily long custom inspection procedure at Tobol station (Kazakhstan)
5. Poor coordination with Russian customs

◆ КЗХ — РЖД ▲ ТРК — УТИ — УЗ



Зерновые Нефть Нефтепродукты Уголь Metalloprokat Цветной металл Цемент Лес круглый Руда железная



POSSIBLE SOLUTIONS

PRE-INFORMATION SYSTEM



A unified information platform for the corresponding parties which should be compatible between railway/custom/sanitary and other authorities along the corridors

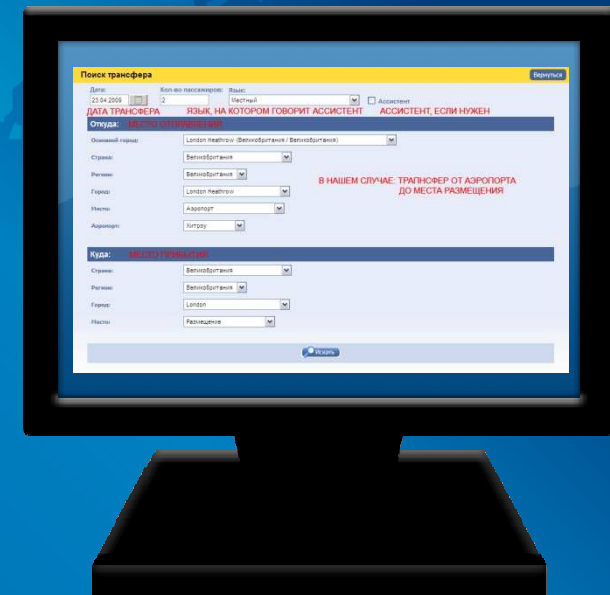
STATION MANAGEMENT SOFTWARE



All the stations along the CIS territory of the corridors have to have a station management tool to avoid unnecessary procedures and subsequent time loss



Station management software package should link all the stations along the corridor



USER INFORMATION

1. Websites of main points along the corridors (with (i) rules, technical parameters, procedures of station etc.)
2. Promotion of corridor performance times to users and stakeholders
3. Organization of forums with transport operators and government authorities