# **Key challenges in the Railway Transportation Sector in Central Asia**

Olzhas Bilyalov

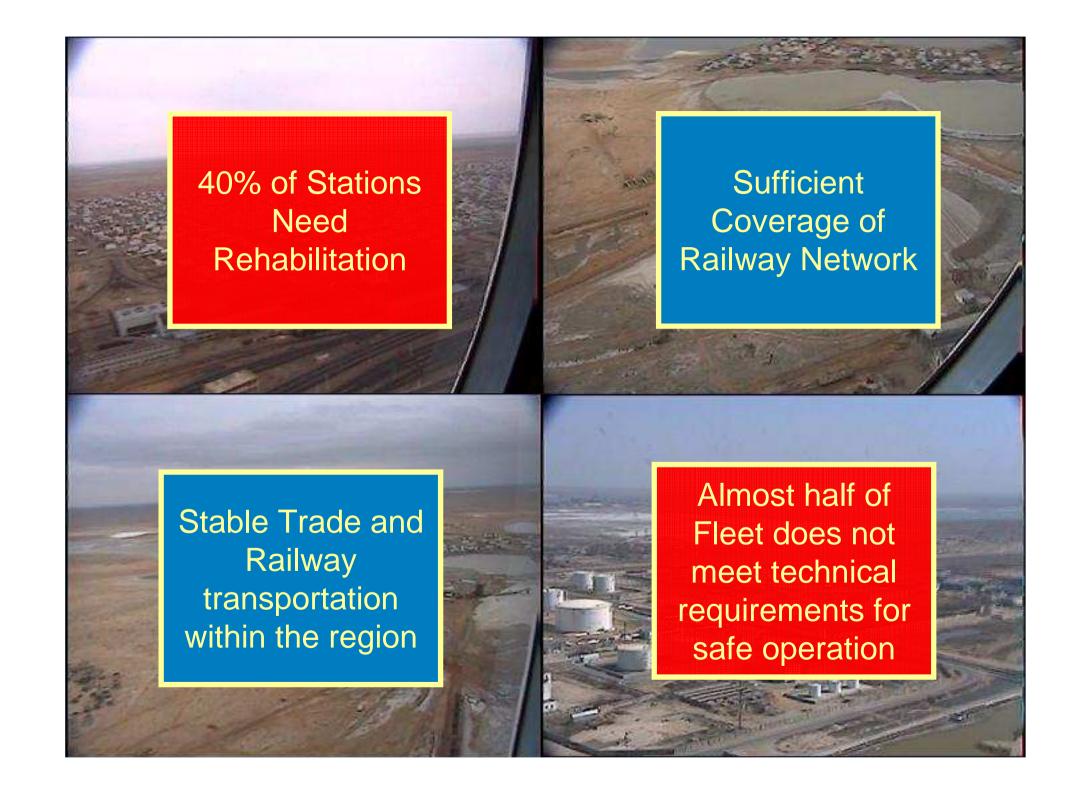
#### **PRESENTATION CONTENT**



#### **HARD & SOFT INFRASTRUCTURE**



**BORDER CROSSING ISSUES** 

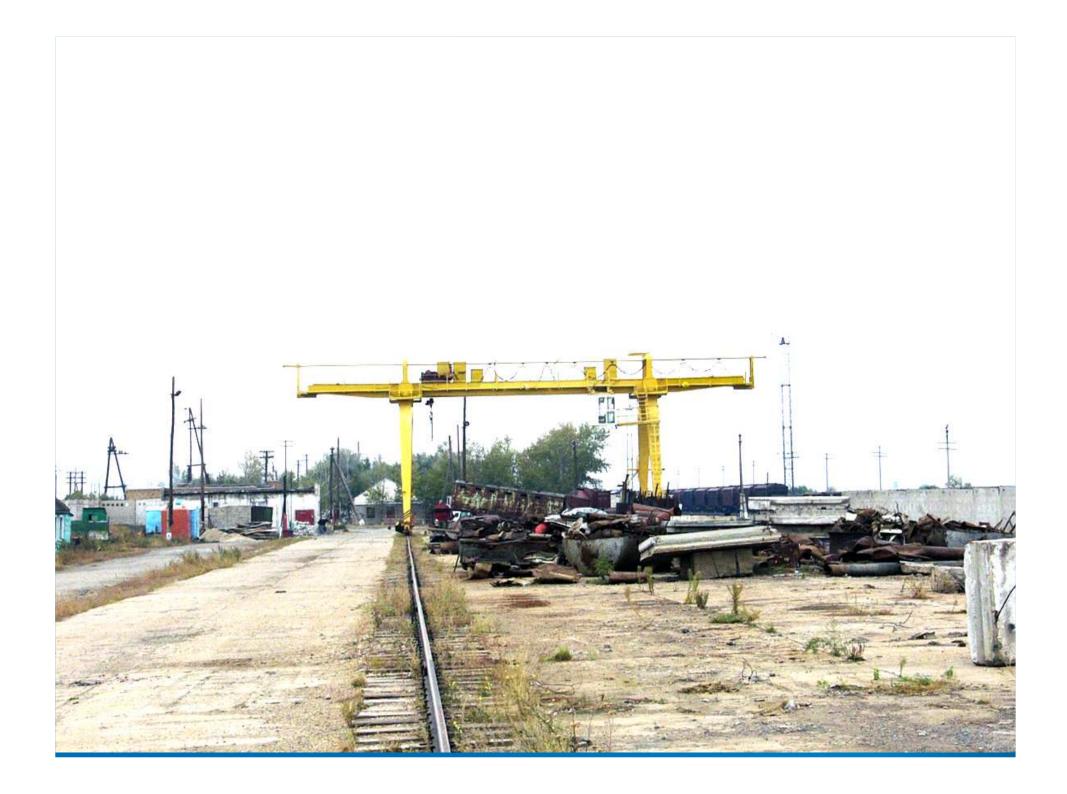


#### **Private Sector Involvement**

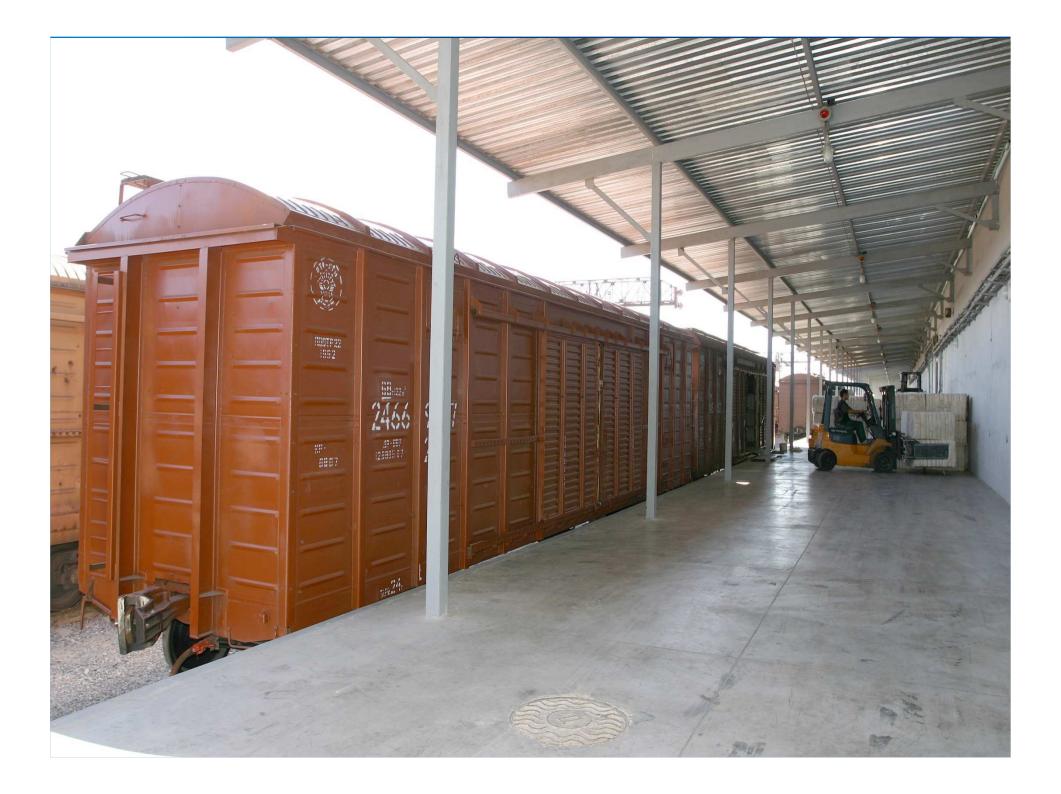
Translation from Russian of an Advertisement of a Reputable Company:

".... 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....."

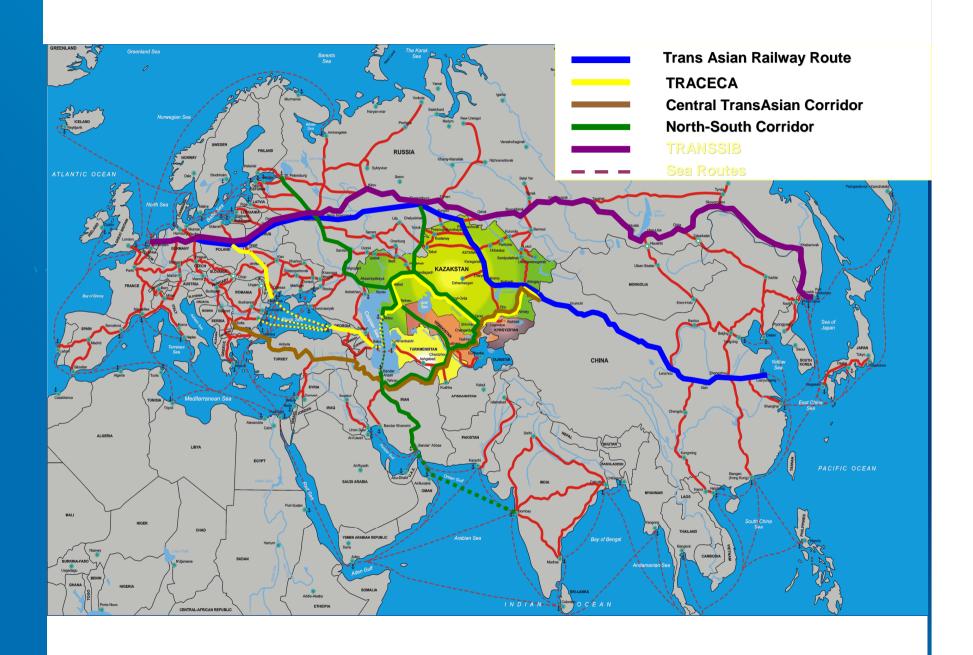








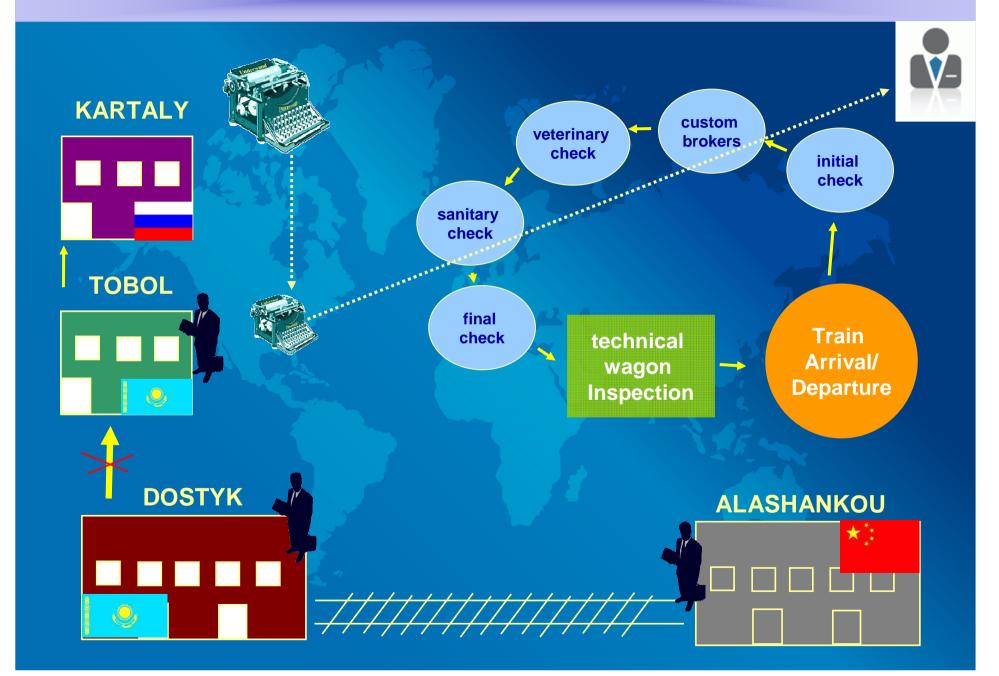
#### **Major Routes in Central Asia**



# Railway border crossing points considered



# **PROCEDURES AT BORDER RAILWAY STATIONS**



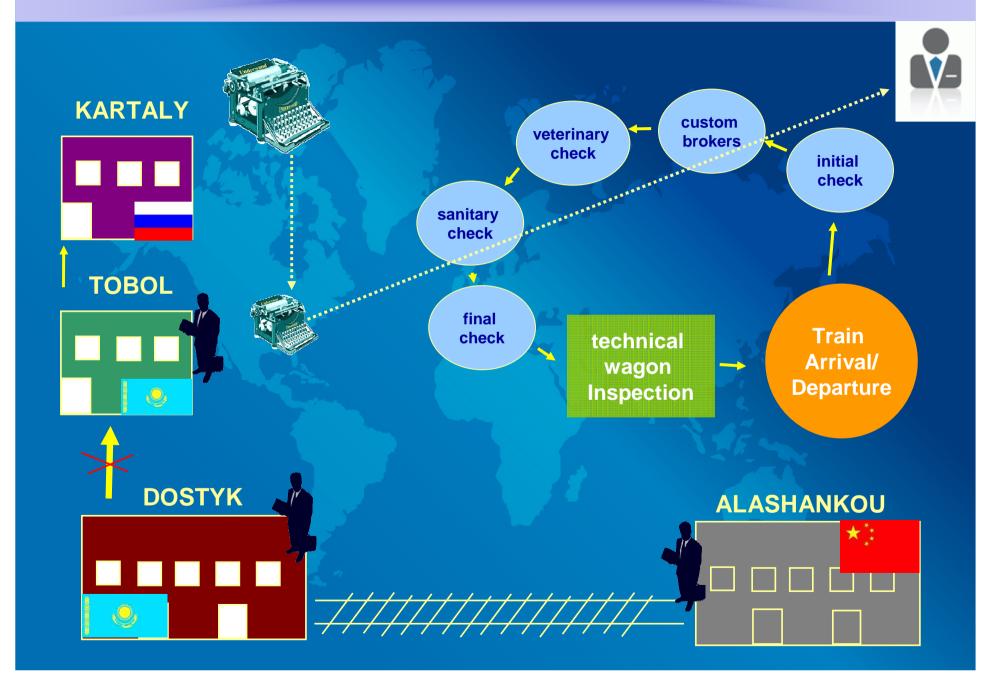
# **DOSTYK STATION SCHEME**



# **REASONS FOR SENDING BACK THE WAGONS**

	cargo is not loaded properly	13,0%
	documents have corrections/documents are in poor condition	12,2%
	absence of transportation plan	11,0%
	violation of "dangerous cargo transportation" rules	<b>7,9</b> %
	country of destination does not match the city	7,0%
	more places occupied (in open wagons)	7,0%
	non-paid to expeditor code	<b>6,9</b> %
	recievers adress is not full	5,6%
	absence of hygienic certificate	<b>5,2</b> %
	absence of tranportation documents (including certificates)	4,6%
<b>'</b>	containers come in vagons	4,5%
· .	temperature regime violations	2,9%
	absence of loading scheme for extrasize cargo	2,9%
	absence of sanitary certificate	2,7%
	technical conditions of transportation violated	2,5%
	absence of 2nd and 4th page of transporation document	2,0%
	transportation documents not properly filled	1,1%
′ 📕	excessive radiation	1,1%
		1,1 /0
	Transport 51,8%	
	Customs 39,3%	
	Others 8,9%	

# **PROCEDURES AT BORDER RAILWAY STATIONS**



# **REASONS FOR SENDING BACK THE CONTAINERS**

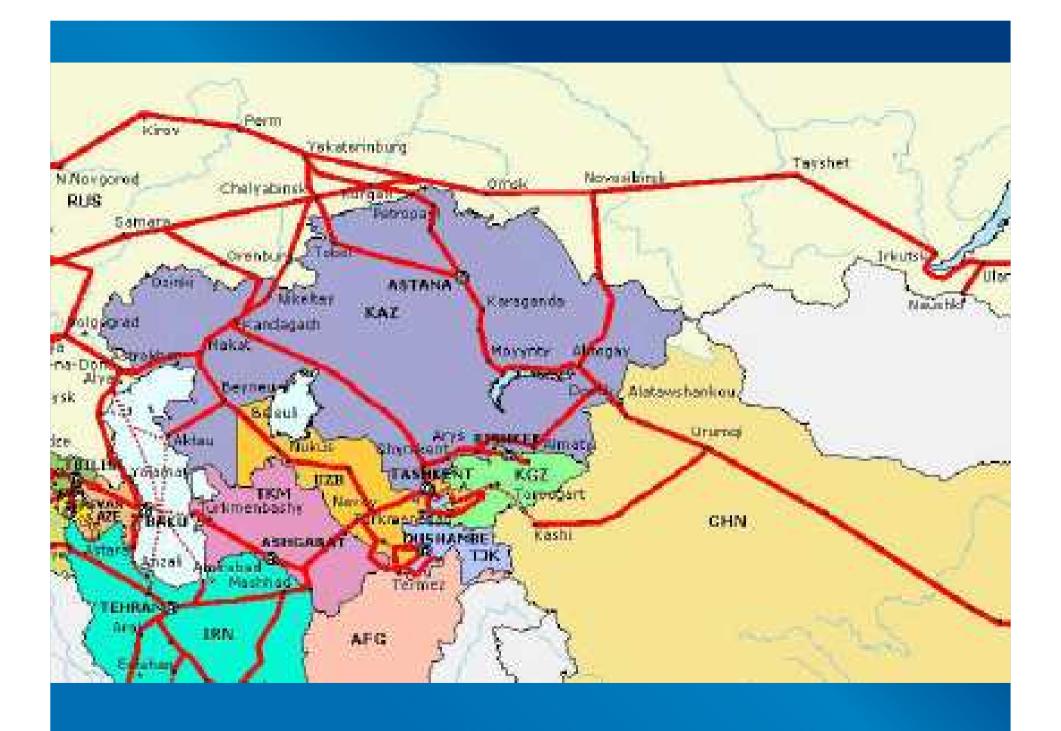
absence of hygienic certificate	30,4%
absence of sanitary certificate	13,6%
absence of agreed transportation plan	13,1%
documents have corrections/documents are in poor condition	12,6%
non-paid to expeditor code	6,7%
recievers adress is not full	6,0%
absence of invoice	4,7%
country of destination does not match the city	3,8%
stations for large containers are closed	2,3%
container number in the document does not match	1,8%
containers come in vagons	1,7%
temperature violations	1,7%
2nd and 4th page absent (in SMGS)	1,1%
exessive raditation	0,3%
transportation documents not properly filled	0,1%
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Transport 18,9%	
Customs 36,8%	
Others 44,3%	

# A sample document for transportation of dangerous cargo

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# 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)**

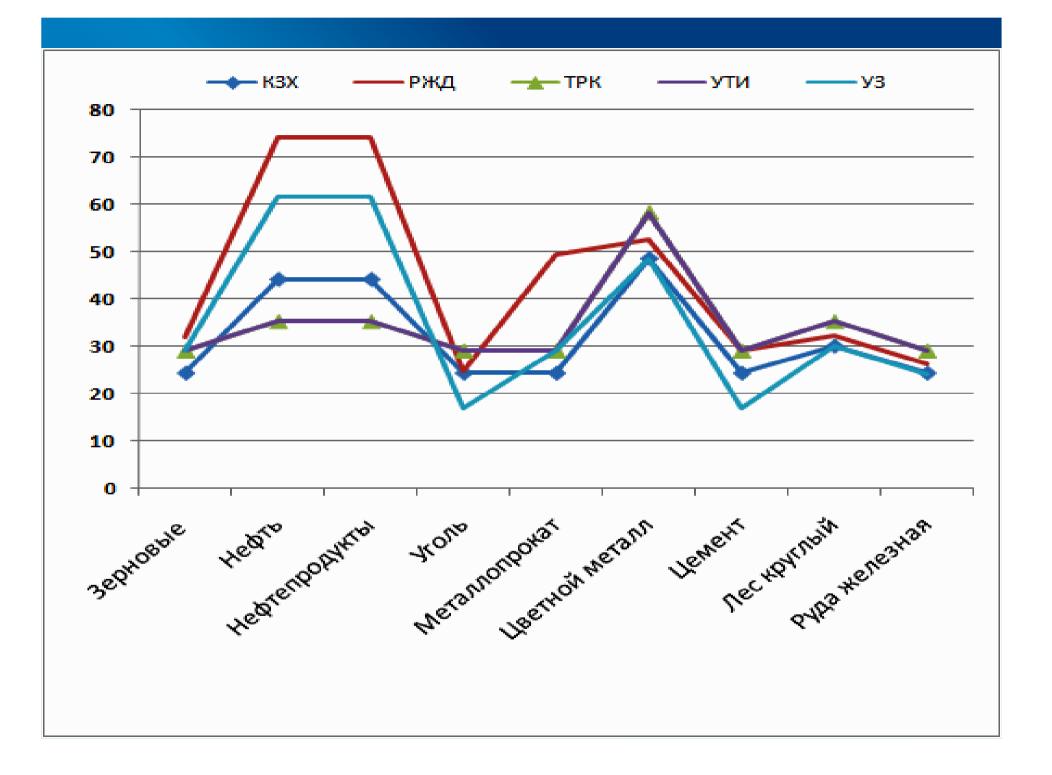


#### **TOBOL-KARTALY (KAZAKHSTAN-RUSSIA)**



#### 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





#### **PRE-INFORMATION SYSTEM**



#### 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