Key challenges in the Railway Transportation Sector in Central Asia

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40% of Stations Need Rehabilitation

Sufficient Coverage of Railway Network

Stable Trade and Railway transportation within the region

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…..”
Railway border crossing points considered

ALASHANKOU-DOSTYK
gauge change

TOBOL-KARTALY
external station
PROCEDURES AT BORDER RAILWAY STATIONS

Train Arrival/Departure

KARTALY

TOBOL

DOSTYK

ALASHANKOU

final check

sanitary check

veterinary check

custom brokers

initial check

technical wagon Inspection

Train Arrival/Departure
## REASONS FOR SENDING BACK THE WAGONS

<table>
<thead>
<tr>
<th>Reason</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>cargo is not loaded properly</td>
<td>13.0%</td>
</tr>
<tr>
<td>documents have corrections/documents are in poor condition</td>
<td>12.2%</td>
</tr>
<tr>
<td>absence of transportation plan</td>
<td>11.0%</td>
</tr>
<tr>
<td>violation of &quot;dangerous cargo transportation&quot; rules</td>
<td>7.9%</td>
</tr>
<tr>
<td>country of destination does not match the city</td>
<td>7.0%</td>
</tr>
<tr>
<td>more places occupied (in open wagons)</td>
<td>7.0%</td>
</tr>
<tr>
<td>non-paid to expeditor code</td>
<td>6.9%</td>
</tr>
<tr>
<td>receivers address is not full</td>
<td>5.6%</td>
</tr>
<tr>
<td>absence of hygienic certificate</td>
<td>5.2%</td>
</tr>
<tr>
<td>absence of transportation documents (including certificates)</td>
<td>4.6%</td>
</tr>
<tr>
<td>containers come in wagons</td>
<td>4.5%</td>
</tr>
<tr>
<td>temperature regime violations</td>
<td>2.9%</td>
</tr>
<tr>
<td>absence of loading scheme for extrasize cargo</td>
<td>2.9%</td>
</tr>
<tr>
<td>absence of sanitary certificate</td>
<td>2.7%</td>
</tr>
<tr>
<td>technical conditions of transportation violated</td>
<td>2.5%</td>
</tr>
<tr>
<td>absence of 2nd and 4th page of transportation document</td>
<td>2.0%</td>
</tr>
<tr>
<td>transportation documents not properly filled</td>
<td>1.1%</td>
</tr>
<tr>
<td>excessive radiation</td>
<td>1.1%</td>
</tr>
</tbody>
</table>

### Transport
- 51.8%

### Customs
- 39.3%

### Others
- 8.9%
PROCEDURES AT BORDER RAILWAY STATIONS

Train Arrival/Departure

- veterinary check
- custom brokers
- initial check
- sanitary check
- final check
- technical wagon Inspection

ALASHANKOU

TOBOL

KARTALY

DOSTYK
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%
- excessive radiation: 0.3%
- transportation documents not properly filled: 0.1%

- Transport: 18.9%
- Customs: 36.8%
- Others: 44.3%
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
60% capacity usage largely because of poor management
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
A unified information platform for the corresponding parties which should be compatible between railway/custom/sanitary and other authorities along the corridors.
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.
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