



SEMINAR ON RAILWAY NETWORK CONNECTIVITY AND INTEROPERABILITY CHALLENGES

Dushanbe, 5-6 September 2018

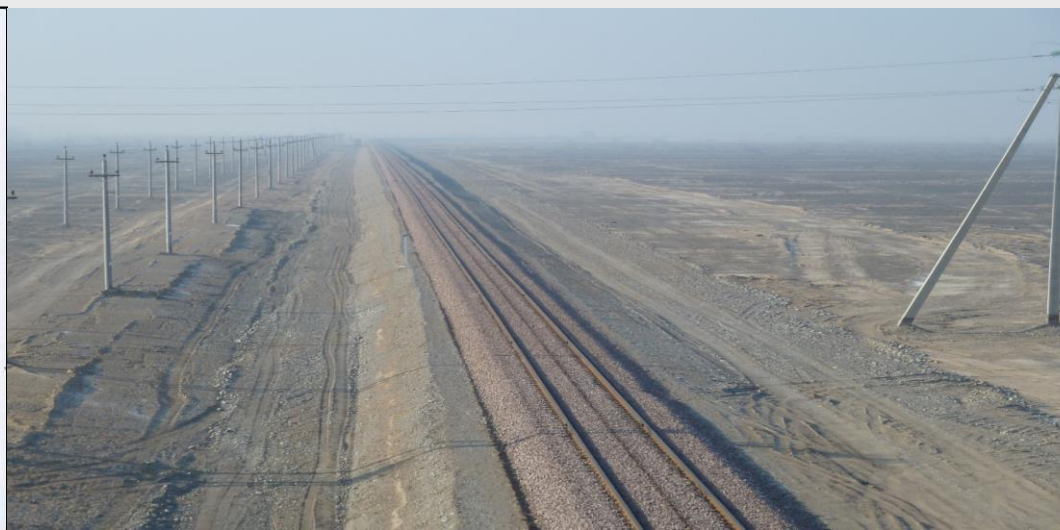
Study on potential multimodal corridors in Central Asia

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Background: Study on documentation and procedures for intermodal transport in North-East and Central Asia

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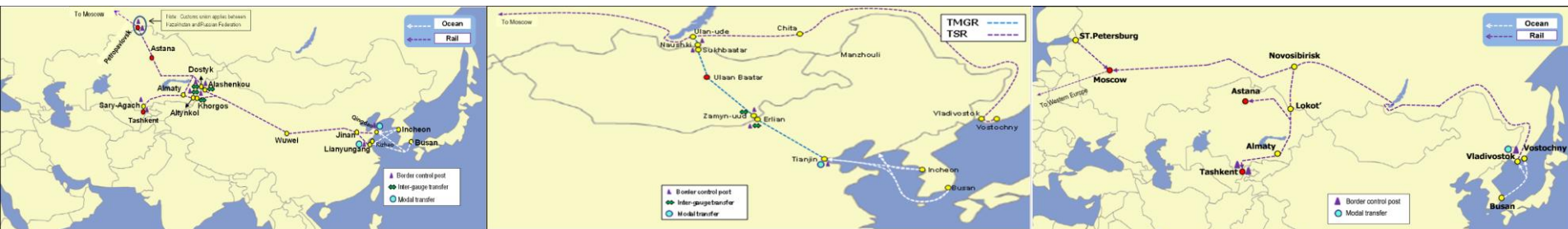


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Background: Study on documentation and procedures for intermodal transport in North-East and Central Asia. Purposes of the study

- Review documentation, legal frameworks and procedures for intermodal cargo transport across maritime and land borders in study area
- Identify problems re border crossing efficiency which can be resolved by streamlining and harmonizing existing documentation and procedures
- Recommend improvements to documentation and procedures to reduce/eliminate border crossing delays

The study identified main international intermodal transport routes in the participating countries



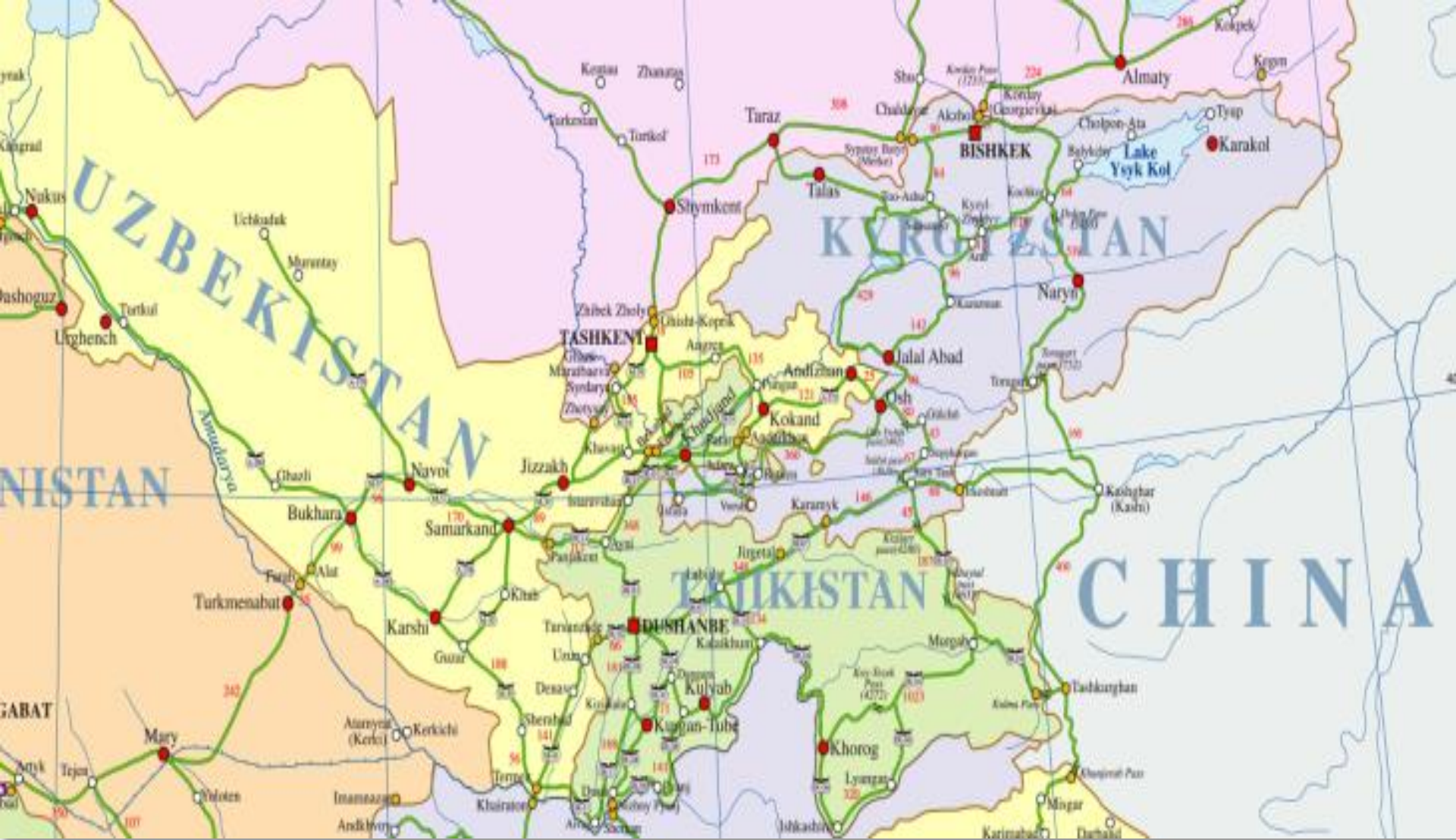
- 1A (Republic of Korea to Europe via China and Kazakhstan)
 - 1B (Republic of Korea to Central Asia via China)
-
- 2 (Republic of Korea to Europe via China, Mongolia and Russian Federation)
-
- 3A (Republic of Korea to Europe via Russian Federation)
 - 3B (Republic of Korea to Kazakhstan (Almaty) via Russian Federation and further to Tashkent)

For each route the study report considers:

- Route status and major traffic flows
- Summary of border control procedures and performance
- Border control procedures in ports
- Border control procedures at land borders
- Documents used for transport operations and border clearance

International transit routes 1A and 1B



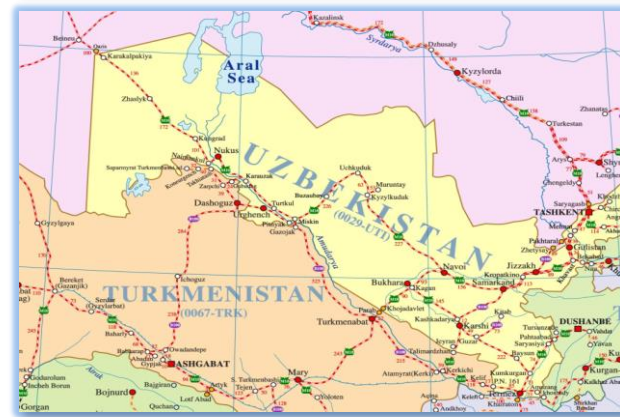
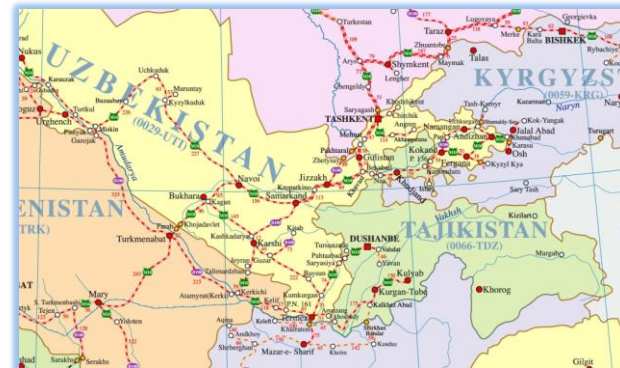
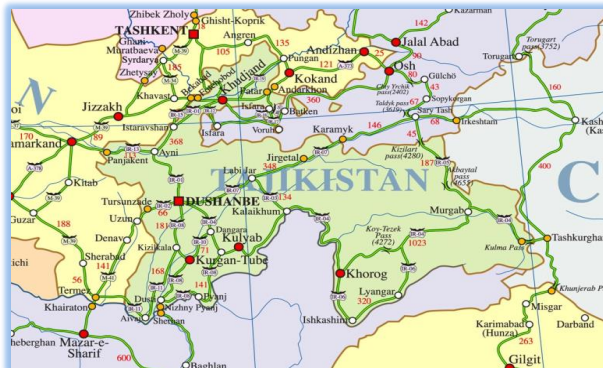


Extension: Study on potential multimodal corridors connecting Kazakhstan, Kyrgyzstan, Tajikistan and Uzbekistan

The study covers:

- A description of railway and rail-road routes connecting Kazakhstan with Kyrgyzstan, Uzbekistan with Tajikistan that can be considered as segments of multimodal transport routes, including:
 - brief overview of the overall economic indicators of the routes (goods turnover, prevailing type of cargoes, etc.);
 - overview of transport documents and control procedures required for transportation along those routes;
 - description of main "bottlenecks" negatively affecting the efficiency of transportation on these routes
- A brief overview of main initiatives related to establishment of transport corridors in Kazakhstan and Central Asia (CAREC, ECO, TRACECA and others)
- Evaluation of prospective transport routes as potential segments of multimodal transport corridors
- Recommendations for streamlining workflows and procedures on prospective transport routes

Description of road and railway routes of Kyrgyzstan, Tajikistan and Uzbekistan



Source of maps:
Economic Cooperation
Organization website

Main regional and subregional initiatives related to transport corridors

- UNESCAP Asian Highway and Trans-Asian Railway
- ECO transport corridors
- ADB CAREC transport corridors
- TRACECA corridor
- Central Asia-related parts of other corridors

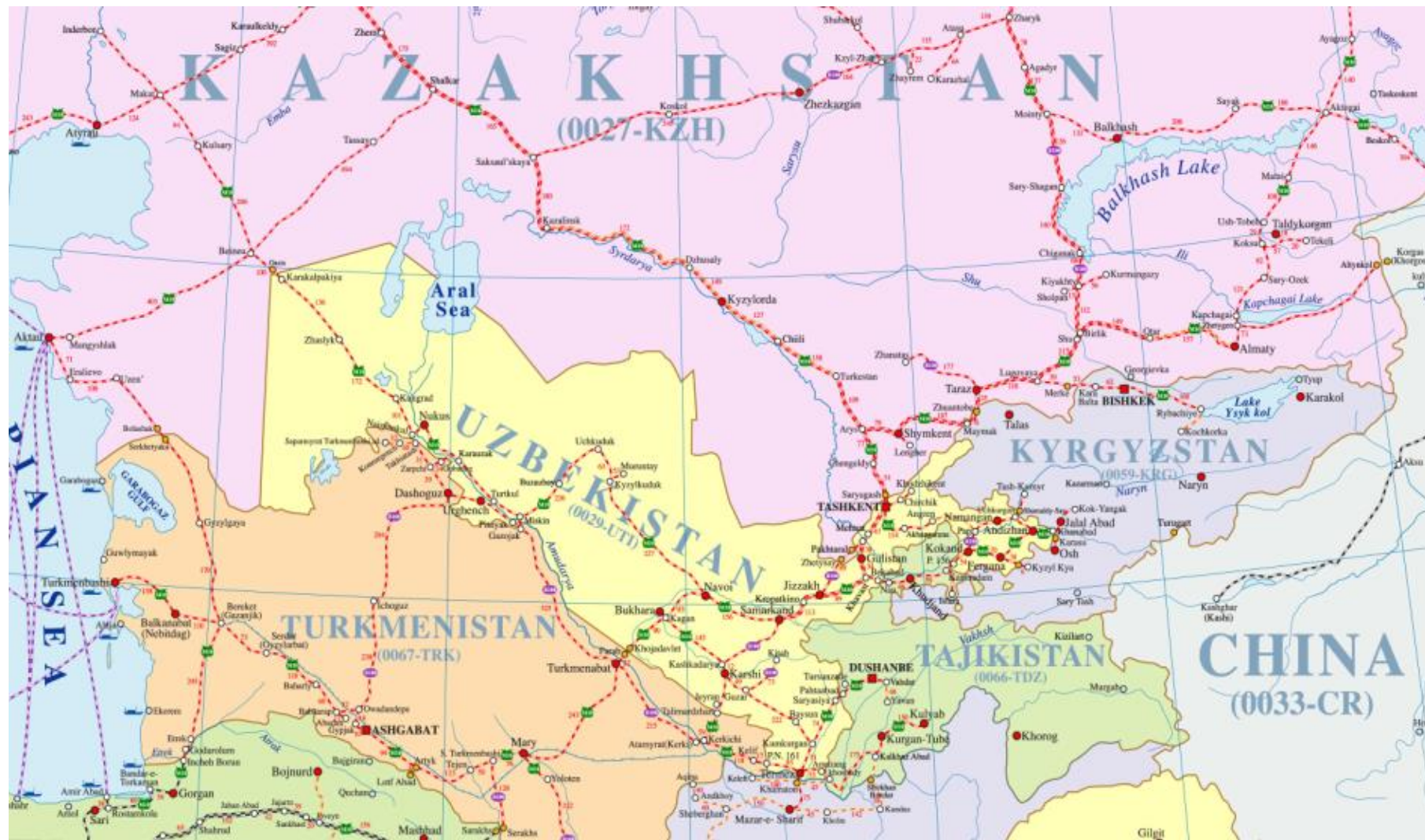
Trans-Asian Railway Network routes in Central Asia



Asian Highway Network routes in Central Asia



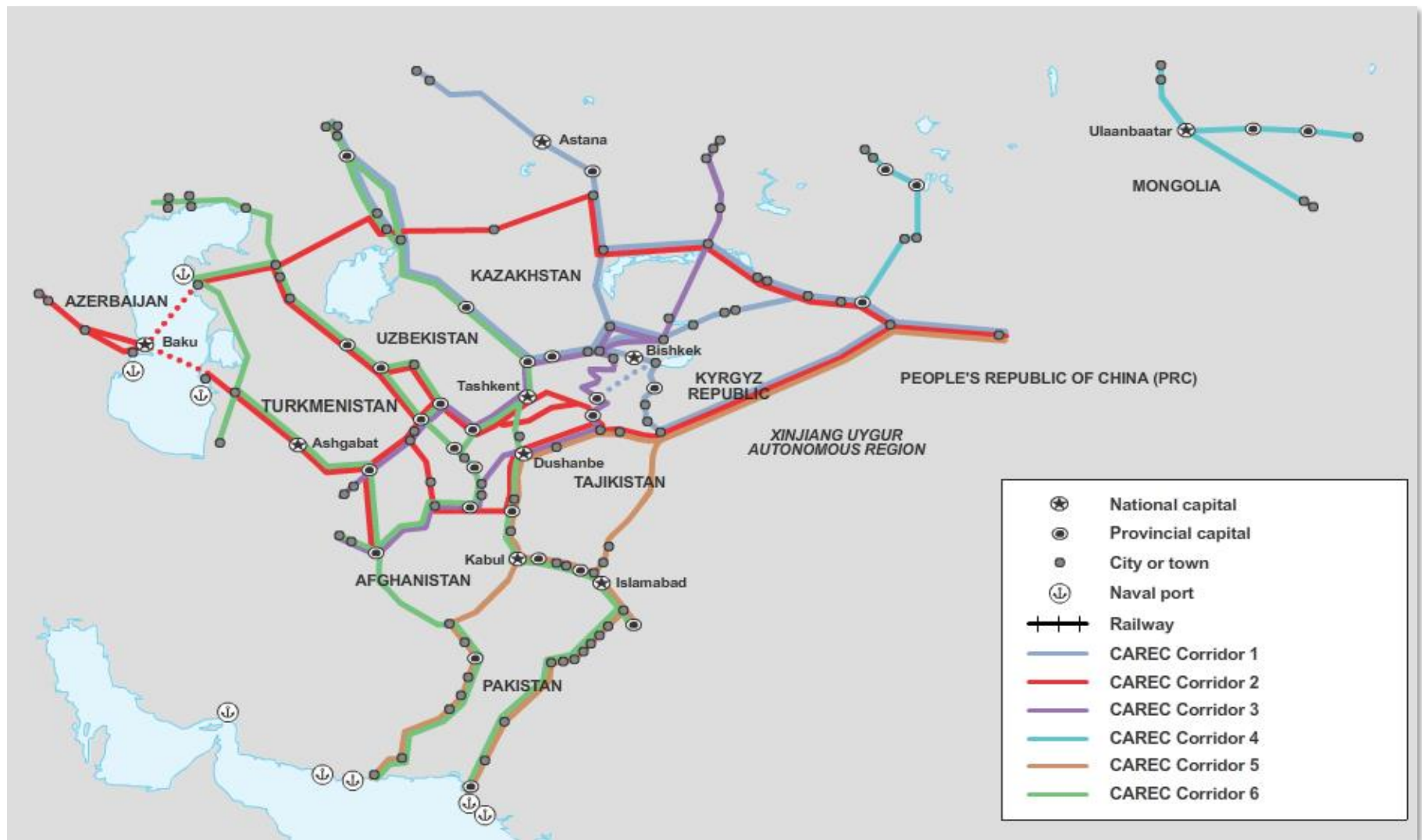
ECO railway transport routes



ECO road transport routes



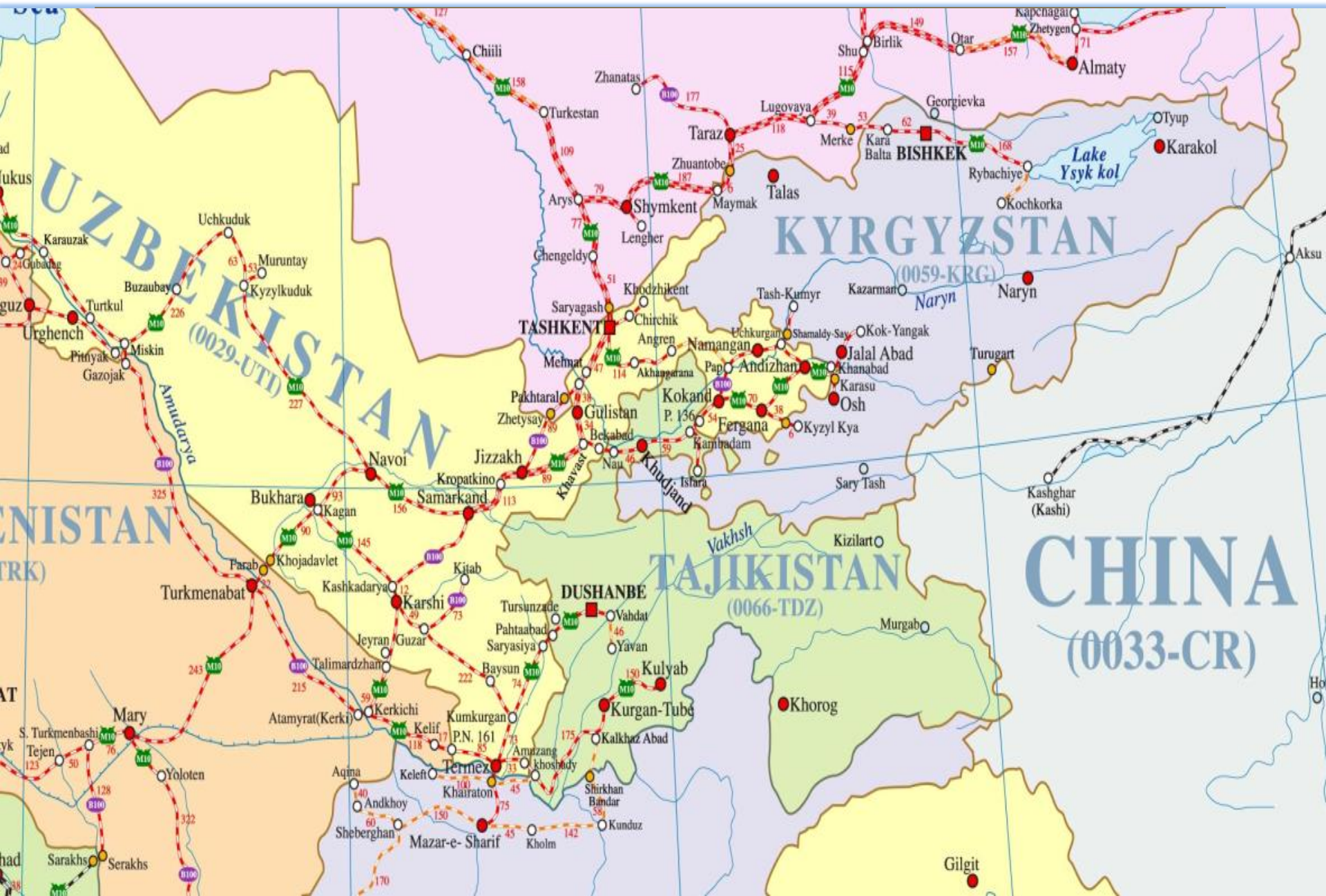
ADB CAREC transport corridors



Routes of TRACECA corridor



Evaluation of most prospective rail-based multimodal transport routes



Evaluation of most prospective rail-based multimodal transport routes

○ Route 1

China →	Kyrgyzstan	→	Tajikistan/	→ Afghanistan
		→	Uzbekistan/	→ Turkmenistan

○ Route 2

China/ Russian Federation/ Countries of Europe/ Countries of Transcaucasia / western regions of Kazakhstan /	→Uzbekistan	→	Kyrgyzstan	
		→	Tajikistan	
		→	Afghanistan	
		→	Turkmenistan	→ Iran/ Afghanistan

○ Route 3

China/ Russian Federation	→Kazakhstan	→	Kyrgyzstan
Kazakhstan			

Recommendations on institutional frameworks

- Development of national legislation on multimodal transportation in the countries concerned
- Development of/accession to international legal instruments related to multimodal transport
- Analysis of operation and enhancing efficiency of intermodal transport nodes/hubs, including “dry ports”
- Introduction of an electronic multimodal transport document

Thank you

<http://www.unescap.org/our-work/transport>

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