



**Capacity Building Workshop on Facilitation of International Railway
Transport to support Intra and Inter-regional Trade**
Bangkok, Thailand
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**АССОЦИАЦИЯ НАЦИОНАЛЬНЫХ
ЭКСПЕДИТОРОВ КАЗАХСТАНА (АНЭК)**

**KAZAKHSTAN FREIGHT FORWARDERS
ASSOCIATION (KFFA)**

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KAZAKHSTAN FREIGHT FORWARDERS ASSOCIATION (KFFA)

- KFFA was established in 1997 (last year celebrated its 20th anniversary) to represent and protect the interests of the forwarding business, the development of legislation, the development of public-private partnership and other for achieving other goals
- Today KFFA unites about 80 companies that organize the majority of international rail freight transportation
- KFFA is a full member of FIATA, an accredited member of expert councils of a number of ministries and agencies, a member of working groups of the national railway company



RAILWAY CONTEXT

- Since 1997 Kazakhstan has been continuing the protracted process of reforming railway transport, the old planned system has cardinally changed dramatically, new technologies are being introduced, what caused:
 - ▣ there are new subjects of transportation, (owners of cars, containers, access railway, etc.), with whom the shipper has to interact to organize transportation;
 - ▣ all transportations now are carried out in private cars, therefore, for the carriage of goods, the shipper must find the car and also arrange for the delivery of the empty car to its owner;
 - ▣ private carrier market is being formed, when along with the national carrier private carriers will operate, the rules of the game are not completely clear;
 - ▣ gradually, new technologies are being introduced in transport (launch of regular container trains(rail containers shuttle), digitalization and so on), which also requires a rethinking of existing rules and legislation.



RAILWAY CONTEXT

- In the present railway context, the role of the freight forwarder has changed cardinally: if during the formation of the forwarding activity the forwarder mainly made payments for the transit, then now he is highly competent transport organizer, who provides interaction between the shipper and all involved transport entities
- The current national legislation is lagging behind the real needs of legislative regulation, taking into account the market changes that have taken place in rail transport. At present, Kazakhstan is developing an updated law on rail transport. ANEK actively involved in this process



CUSTOMS CONTEXT

- Starting this year:
 - The Code of the Republic of Kazakhstan “On Customs Regulation in the Republic of Kazakhstan” came into force
 - electronic declaration is applied (the “Astana-1” customs information system has earned), basically all participants of foreign economic activity declare electronically.
- Adopted regulatory documents which are very important for business::
 - “Rules of interaction of the customs bodies of the Republic of Kazakhstan with the national railway company, the national carrier in the field of railway transport of the Republic of Kazakhstan for conducting customs control over goods and vehicles transported by rail”
 - “The procedure for the provision of preliminary information on goods intended for importation into the customs territory of the EAEU by rail” and the scheme for the provision of preliminary information for new IS “Astana-1”;
- **Meanwhile, there remain a large number of outstanding issues in the interaction of railways and customs, which reduces the efficiency of international transport of goods by rail**



Implementation of the CIM/SMGS

- According to expert opinion, there is some tendency to increase the use of the number of CIM/SMGS
 - ▣ for export transportation from Kazakhstan to Europe (shippers can use a special block in tariff calculation software, such as Rail-tariff, TMkatr, and other), but the number of CIM/SMGS issued is still relatively small (accurate statistics are not available). The main reason is that Kazakhstan's exports to Europe are not big
 - ▣ for transit transportation from China to Europe, when Chinese shippers fill out the CIM/SMGS. The number of issued CIM/SMGS could have been more, but not all shippers in China have sufficient knowledge to handle CIM/SMGS



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СПАСИБО ЗА ВНИМАНИЕ!

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