

Main Salient Points from Statement by Delegation of Republic of Kazakhstan

14th Meeting of Heads of Railway Authorities/8th Railway Committee Meeting of TTCC

(20-21 June 2019, Dushanbe, Tajikistan)

- The tariffs have been accorded, internally at country level, and posted on the official website of Kazakhstan Railways JSC “Kazakhstan Temir Zholy”. These are available for public view following international transparency approach.
- Currently, there are no challenges faced in terms of dispatch of freight along Istanbul-Almaty route, except the load volumes on return of the container train.
- Over the period of five months of the current year, 2019, 10 container trains were dispatched to Iran on KTI. This was achieved owing to the combined efforts of Iran and Kazakhstan. Compared to the previous period of 2018, the number of the container trains dispatched from Kazakhstan to Iran was only 4.
- A salient issue that needs to be paid close attention by enroute countries on Istanbul-Almaty as well as Bandar Abbas-Almaty is that freight should come not in separate thus isolated containers but as a block in a single container train.
- The tariffs along the above two routes are currently in wait for endorsement by involved enroute countries.
- Optimal tariff rates along the existing routes should be available from all enroute countries not at the back of just one optimal rate optimized.
- The container train’s load volume should be full in both directions, especially on return.
- Participation of private railway undertakings in transit transport along the existing routes, in relation to terms of their involvement, should be accorded on paper.
- The throughput tariffs need to be in place on the existing routes.
- The abovementioned throughput tariffs are in regular practice on the TTTC and such positive practice should be followed.
- The time table currently waits for endorsement by involved enroute countries.
- Reliability, timeliness, customer-oriented freight delivery from point of origin to point of destination are key qualities of railway that need to be especially strengthened.
- On the per kilometer performance, Kazakhstan’s container trains currently run 1,200km per day compared to 200km per day in the past.