



# FINAL REPORT

**PROJECT FOR DEVELOPMENT  
OF KYRGYZ-TAJIKISTAN-  
AFGHANISTAN-IRAN (KTAI)  
ROAD TRANSPORT CORRIDOR**

**2020**



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## ABBREVIATIONS/ACRONYMS

<b>ADB</b>	Asian Development Bank
<b>CAREC</b>	Central Asia Regional Economic Cooperation
<b>ECO</b>	Economic Cooperation Organization
<b>EAEU</b>	EurAsian Economic Union
<b>EU</b>	European Union
<b>IDB</b>	Islamic Development Bank
<b>IRU</b>	International Road Transport Union
<b>TRACECA</b>	Transport Corridor Europe-Caucasus-Asia
<b>UN</b>	United Nations
<b>UNESCAP</b>	UN Economic and Social Commission for Asia and the Pacific
<b>WB</b>	World Bank
<b>WTO</b>	World Trade Organization

## COUNTRY ABBREVIATIONS

<b>AFG</b>	Islamic Republic of Afghanistan
<b>CHN</b>	People's Republic of China
<b>IRN</b>	Islamic Republic of Iran
<b>KGZ</b>	Kyrgyz Republic
<b>KAZ</b>	Republic of Kazakhstan
<b>PAK</b>	Islamic Republic of Pakistan
<b>TJK</b>	Republic of Tajikistan
<b>TUR</b>	Republic of Turkey



## PREFACE



I am delighted to introduce the final report for the Field Studies for the Islamabad-Tehran-Istanbul (ITI) and Kyrgyz-Tajikistan-Afghanistan-Iran (KTAI) Road Corridors. These documents serve as a means to facilitate the realization of the transit, transport and communication potential of the region.

During the past decade the Economic Cooperation Organization (ECO) has in collaboration with its partners strived to initiate and successfully implement regional studies aimed at facilitating the movement of goods across the region's borders. As a result we have been able to prepare time-bound action plans which in turn require effective action at a national and regional level.

The ITI and KTAI field studies, conducted in partnership with International Road Transport Union (IRU) address the various aspects of road transportation and related provisions of ECO Transit Transport Framework Agreement (TTFA) and other international legal tools. Intra-regional trade indicates a great potential for increasing freight flows along ITI where TIR Carnet is a facilitative international tool for trucks carrying goods through the region.

Another promising development has been the introduction of the eTIR, an international paperless transit system which based the provisions of the TIR Convention seeks to secure the exchange of electronic data between national customs systems for the international transit of goods, vehicles and containers. TIR Contracting parties within the ECO region have taken the first step towards implementing the eTIR system worldwide. The launch of paperless TIR procedures between the Islamic Republic of Iran and Turkey has allowed real-time exchange of data on declarations and the status of the guarantee through Bazargan-Gurbulak border crossing points. Recent eTIR transports between Iran and Azerbaijan is another example of the efficiency of the digital TIR within a real transit environment. I am also pleased to announce plans for the digitalization of the ITI Corridor in the near future and the expansion of digital TIR to other corridors of the region and beyond.

As all but one of ECO Member States are contracting parties of the Convention on the Contract for the International Carriage of Goods by Road (CMR), the CMR consignment



note is among main documents concerning their transportation of cargo by road within the region. The implementation of the e-CMR protocol, which allows national and international transports to be done with digital consignment notes, will allow the region and beyond to profit from simplified processes

At the Economic Cooperation Organization (ECO) we are determined to the realization of a Digital Free-Trade Area (DFTA). This will complement the ongoing efforts on enhancing economic integration at a regional and international level in a time when the worldwide adoption of digital technologies, has resulted in rapid transformation within the global trading environment.

In the context of COVID-19, we consider it timely to accelerate efforts towards wider coverage of the major checkpoints of the member states by the digital technologies as there are already pre-requisites for mutual recognition of the electronic document, electronic contracts and digital signatures to facilitate cross border transactions and businesses.

The digital revolution has changed the nature of trade; therefore, it is our hope that a planned, structured and progressive transition can allow the region to grow and evolve into a better future where all people can enjoy and take pride in its achievements.

Dr. Hadi Soleimanpour  
ECO Secretary General



Since the signing of a memorandum of understanding in 2008 and the agreement of a five-year action plan for transport and transit facilitation in 2015, cooperation between IRU and the Economic Cooperation Organization (ECO) has gone from strength to strength.

The two recent studies conducted by IRU and ECO into the potential of the corridors linking Kyrgyzstan-Tajikistan-Afghanistan-Iran and Islamabad-Tehran-Istanbul are a demonstration of the strong relationship between the two organisations. Other achievements resulting from the cooperation between IRU and ECO include the activation of TIR in Afghanistan, the accession of Pakistan to the TIR Convention and the implementation of eTIR projects between Iran and Turkey, and Iran and Azerbaijan.

These studies provide an analysis of the road transport environment in the ECO region with concrete data on trade and transport. Recommendations are included on how to improve regional connectivity, with a view to increasing cooperation between the ECO member states.

As we look to the future, the studies can guide our work to minimise the impact of COVID-19 on the supply chain. Measures are necessary to support the business need for opening new trade corridors with faster and safer border crossings. The key areas requiring joint action include the implementation of digital instruments such as eTIR and eCMR, the application of harmonised procedures and rules, including on vehicle weights and dimensions, and the upgrading of roads and roadside infrastructure. In addition, waiting times could be significantly reduced by establishing TIR-EPD Green Lanes at borders and facilitating visa issuance for drivers.

This work has already begun. At the end of 2019, IRU, in cooperation with its members and relevant authorities, successfully conducted a pilot TIR transport operation between Iran, Afghanistan and Tajikistan, and in July 2020 ECO and IRU jointly conducted the second TIR pilot between all KTAI corridor members including Kyrgyzstan which is now a fully operational TIR corridor.

I am confident that the valuable insights contained in these two studies will foster the continued improvement of trade links and increased prosperity in the ECO region.

Umberto de Pretto  
Secretary General of IRU





## INTRODUCTION

The Project for Development of KTAI Road Corridor (hereinafter - the Project) has been implemented under the authority of the Economic Cooperation Organization (ECO), an inter-governmental regional organization putting the countries from Europe, Caucasus and Central Asia, Middle East and South Asia together. The general purpose of the Organization involves the sustainable economic development of its Member States and the Region in the whole.

Now ECO unites 10 member states: Islamic Republic of Afghanistan, Republic of Azerbaijan, Islamic Republic of Iran, Republic of Kazakhstan, Kyrgyz Republic, Islamic Republic of Pakistan, Republic of Tajikistan, Republic of Turkey, Turkmenistan and Republic of Uzbekistan. Seven of these countries are land-locked therefore the social well-being and economic prosperity directly depends on the level of development of the transit-transport potential in the countries of the ECO region, both along these countries and in the ECO region in the whole. The achievement of objective has been carried out in virtue of Transit Transport Framework Agreement (TTFA) focused on the formation of ECO Roadway Network and ECO Railway Network.

In the framework of this project, the KTAI road corridor, constituting a part of the ECO Roadway Network, are essential due to the provision of transportation between four countries of the ECO region, as well as alternative trade routes between East and West.

The KTAI Road Corridor: Kyrgyzstan, Tajikistan, Afghanistan and Iran runs along the route:

- Kyrgyzstan: Bishkek, Osh, Sary Tash, Karamyk (Jirgetal, TJK);
- Tajikistan: (Karamyk, KGZ) Jirgetal, Dushanbe, Nizhniy Pyanj (Nizhniy Pyanj, TJK);
- Afghanistan: (Nizhniy Pyanj, TJK), Sherkhan Bandar, Mazar-e Sharif, Herat, Islam Qala (Dogharun, IRN);
- Iran: (Islam Qala, AFG) Dogharun, Qom, Zanjan, Tabriz, Bazargan (Gurbulak, TUR). The route Dogharun, Sangan, Ghaen, Birjand, Sarbiseh, Nahbandan, Zahedan, Iran shah, Chabahar port was added to the Iranian part of the corridor in accordance with the decision of ECO.

**The purpose of this research** is to facilitate the implementation of transit and transport and commercial potential within the framework of Transit Transport Framework Agreement (TTFA) and the concept of the development of road transport corridors, KTAI.

According to a stated objective, as well as in accordance with the task order hereto, the major objectives of the research were the following:

- Evaluation of the current cargo traffic on the routes of two road corridors and the prospects of its further increase;
- Data collection and analysis on road and roadside furniture on the routes of two corridors, as well as on the fleet of trucks in the corridors to determine the requirements for their further development;
- Research of checkpoints operation, identification of bottlenecks and development of



- recommendations for simplification of border crossing procedures;
- TTFA implementations considerations, affiliating with international conventions and agreements in the field of cargo carriage by road transport mentioned in the TTFA, as well as compliance with these conventions to determine measures on efficiency improvement and TTFA implementation;
  - Development of proposals for monitoring of work and operational coordination of KTAI road corridor.

In the course of research, all objectives set by the project including IRU's component of Model Highway Initiative (MHI) have been fulfilled, recommendations on simplification and harmonization of border crossing procedures, increasing the effectiveness and implementation of the TTFA have been developed as well as a mechanism for monitoring the work and operational coordination of KTAI road corridor. All findings are presented in this report. Thus the recommendations have been elaborated based on the research findings and the identified issues.

The research has been conducted under direct supervision of the ECO Secretariat and in close cooperation with IRU. The national consultants (*contacts of national consultants are indicated in the Annex VI*) specified for contributing the national inputs have provided an invaluable help in organizing and carrying out of the field research, as well as the collection of required information.



## CHAPTER 1. THE PROCEDURES OF DATA COLLECTION, REVIEW AND ANALYSIS

The following three main approaches have been used to complete project objectives, data collection, review and analysis:

- Desk research and data collection from reliable sources;
- Data collection from the national consultants;
- Data collection during field research;

### Desk research

In the course of the desk research, the following available materials used to write this report have been collected: statistical information, information on joining the conventions and agreements, data on the national legislation of the countries studied, etc. The following has been used to collect these data:

- Data bases of WB, UNESCAP, WTO, TRADE MAP<sup>1</sup>, UN, IRU and others<sup>2</sup>;
- Official websites of ministries, agencies and databases of legal documents of the countries participating in the research.

### The procedures of data collection from the national consultants

In order to obtain systematic data, the questionnaires and tables/templates have been designed which correlate with the technical task and the project objectives, in particular:

- The questionnaire:
  - Data collection tables/templates: 16 in English and Russian for KTAI corridor;
  - Data collection table for third-party liability insurance of truck carriers (two versions: for Iran where using the Green Card system and for countries where this scheme is not available).

Data obtained from national consultants are presented in Annex II.

### Field research procedures

Data collection included three parts:

- on-site inspection and monitoring of roads and roadside furniture;
- on-site inspection of checkpoints;
- interview of the main participants of international cargo road transportation.

The route, facilities as well as the schedule of the field research has been elaborated by ECO's TC Directorate (*Figure 1*). The national consultants of the corridors accompanied the international consultant and facilitated data collecting.

The field research provided an opportunity to visit and evaluate road segments, roadside furniture facilities, border crossing stations and weighing points.

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<sup>1</sup> International Trade Centre - [www.trademap.org](http://www.trademap.org)

<sup>2</sup> From these sources it is possible to obtain data on customs statistics, information on the ratification of the main conventions and agreements in the field of road transport, research results and other data



### **On-site inspection and monitoring of roads and roadside furniture**

In order to carry out on-site inspection and monitoring of roads and roadside furniture, an international consultant has developed a special procedure that during the trip along road segments allowed to record such indicators as: road quality, difficult areas limiting traffic, problems such as pits, rockfalls, etc., as well as to fix truck hauling density of traffic.

To collect this data, manually filled table has been designed and then processed. The results of data processing are presented in *Annex 4.2*.

### **Counting campaign, monitoring of roads and roadside furniture, checkpoints, weighing points**

During the field research, 8 checkpoints have been examined:

- Karamyk (KGZ)/ Jirgetal (TJK) and Nizhniy Pyanj (TJK);
- Dogharun (IRN)/ Islam Qala (AFG)
- Kapikoy (TUR), Esendere (TUR)/ Serow (IRN).

The main attention was paid to examining the schemes and technology of operation, the availability of furniture and equipment, automation of the technological process, schedule of work, congestion, availability of queues from trucks, the average waiting time of one truck and other indicators.

During the research port of Chabahar (Iran) have been visited.

### **Interview with the main participants of motor transportation**

In the course of research, the representatives of customs authorities, national road transport agencies, border crossing points, transport companies (including ports), transport associations, insurance companies, insurance companies' associations of drivers of motor vehicles, etc. have been interviewed.

The interview was conducted in a form of conversation the results of which were recorded.

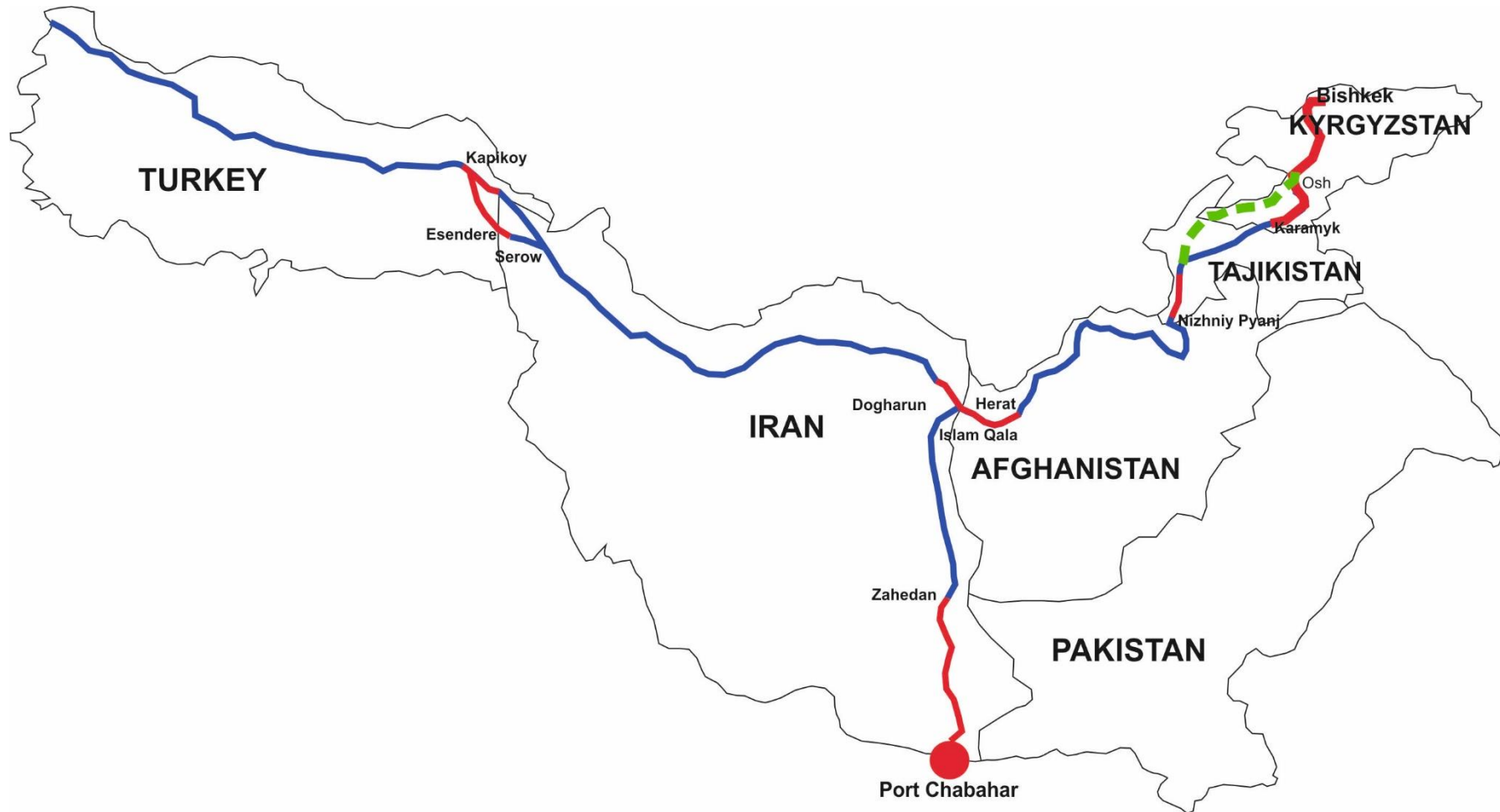


Figure 1. Field research routes of KTAI corridor<sup>1</sup>

<sup>1</sup> The routes under study are indicated in red, due to failure of crossing “Karamyk” BCP of Kyrgyz the changed route is indicated in green.



## CHAPTER 2. TRADING ACTIVITY OF KTAI CORRIDOR

### Some factors affecting trading activity in the region of KTAI corridor

Countries of the KTAI corridor have some potential for trade activity (and traffic) due to the following factors:

- The territory of the countries is more than 2,6 million square kilometers with 130 million persons residing (1.7% of the world population), while the population in these countries has increased by 6.9% over the past 5 years (see *Table 1*);
- GDP growth has been recorded in the countries of the ECO region, including the countries enroute the corridor. The average growth of real GDP in the ECO region was 4.49 percent, which is higher than the world average of 2.78 for most of the years, except in 2012, when economic sanctions against Iran were introduced, which led to a significant reduction of economic growth of the country and affected the indicators of the region as a whole (see *Thus*, the corridors are plenty populated, and the population continues to increase. As expected, people consume goods and services. At the same time, the regions produce resources, produce goods and services (indicators of growing GDP), which are consumed both in the domestic markets of these countries, and also exported and imported.

- Table 2).

**Table 1. Population and area of KTAI corridor region<sup>1</sup>**

Country / indicator	Population, mln. people					Growth over 5 years, %	Area, thsd. km <sup>2</sup>
	2013	2014	2015	2016	2017		
<b>World population</b>	<b>7 181,7</b>	<b>7 265,8</b>	<b>7 349,5</b>	<b>7 432,7</b>	<b>7 515,3</b>	<b>4,6</b>	
Afghanistan	30,7	31,6	32,5	33,4	34,2	11,4	652,2
Iran	77,2	78,1	79,1	80	80,9	4,9	1648,2
Kyrgyzstan	5,7	5,8	5,9	6	6,2	8,1	200
Tajikistan	8,1	8,3	8,5	8,7	8,9	9,2	144,1
<b>Total in the corridors</b>	<b>121,7</b>	<b>123,8</b>	<b>126,0</b>	<b>128,1</b>	<b>130,2</b>	<b>6,9</b>	<b>2644,5</b>

<sup>1</sup> <https://www.cia.gov>, <http://www.imf.org>, [www.populationpyramid.net](http://www.populationpyramid.net)



Share in World population, %	1,7	1,7	1,7	1,7	1,7		
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Thus, the corridors are plenty populated, and the population continues to increase. As expected, people consume goods and services. At the same time, the regions produce resources, produce goods and services (indicators of growing GDP), which are consumed both in the domestic markets of these countries, and also exported and imported.

**Table 2. GDP<sup>1</sup> at Constant Prices (2010 US\$) of the Member States and the ECO Region, 2000-2015<sup>2</sup>**

Member State	(in million US\$)				Real GDP Growth (in %)	
	Year				Change in 2015 over 2000	Average Per Annum Growth Rate
	2000	2005	2010	2015		
Afghanistan <sup>3</sup>	8 013	9 763	15 937	20 294	153,26	6,39
Azerbaijan	13 147	24 751	52 903	59 025	348,98	10,53
Iran*	281 928	368 530	467 790	471 789	67,34	3,49
Kazakhstan	66 851	109 482	148 047	185 031	176,78	7,02
Kyrgyz Republic	3 205	3 859	4 794	6 059	89,05	4,34
Pakistan	117 555	149 991	177 407	217 668	85,16	4,19
Tajikistan	2 571	4 101	5 642	7 779	202,55	7,66
Turkey	500 192	624 924	731 168	906 585	81,25	4,04
Turkmenistan	10 754	13 789	22 583	37 254	246,43	8,64
Uzbekistan	20 046	26 085	39 333	58 114	189,91	7,35
<b>ECO Region</b>	<b>1 018 710</b>	<b>1 335 277</b>	<b>1 665 604</b>	<b>1 968 910</b>	<b>93,27</b>	<b>4,49</b>
<b>Change( in %)</b>	-	<b>31,08</b>	<b>24,74</b>	<b>18,21</b>	-	-
<i>in KTAI countries</i>	295 717	386 253	494 163	505 921	<b>71,08</b>	5,47

At the same time, the population of Tajikistan and Kyrgyzstan is relatively small, which justifies a small market capacity, including for imported goods. Also in the three countries of the corridor (Afghanistan, Tajikistan and Kyrgyzstan) there is a relatively high level of poverty and, accordingly, low purchasing power of the population. The factors listed above affect the export-import potential of the enroute countries.

## Export-import between the KTAI corridor countries

The data on export and import volumes between the KTAI corridor countries are given in Tables 3 and 4, as well as Figure 2. The Annex I also provides the geography of exports

<sup>1</sup> GDP - Gross Domestic Product

<sup>2</sup> ECO Economic Review 2017 - Economic Cooperation Organization: Fifteen Years of Cooperation and Development (2000-2015)

<sup>3</sup> Data for Afghanistan was not available for 2000; hence the earliest available, 2002, has been used for 2000, Also data for Iran is not available for 2015, Proxy for 2015 has been used by multiplying GDP of 2014 with estimated growth rate 1,7 percent recorded in report available at <http://pubdocs.worldbank.org/en/206581475460660337/Iran-MEM-Fall-2016-ENG.pdf> and <http://www.worldbank.org/en/country/iran/overview>,



and imports of the KTAI corridor countries for 2018.

**Table 3. Export-import volumes between of the KTAI corridor countries, mln. \$US<sup>1</sup>**

Country	Export							Import						
	2012	2013	2014	2015	2016	2017	2018	2012	2013	2014	2015	2016	2017	2018
<b>AFGHANISTAN</b>														
<b>IRN</b>	28	34	33	29	19		41	916	1313	1506	1808	1265		2528
<i>growth, %</i>		24	-3	-13	-35				43	15	20	-30		
<b>KGZ</b>	0	0	0,0	0,0	0,0		0,5	0,7	3,8	1,9	3,0	0,1		1,0
<i>growth, %</i>									426	-50	59	-97		
<b>TJK</b>	12	3	11	5	1		0,1	253	270	115	92	80		192
<i>growth, %</i>		-78	297	-57	-81						-20	-13		
<b>IRAN</b>														
<b>AFG</b>	2901	2429	2490	2563	2458	2791	2927	2	35	15	26	22	20,4	11,0
<i>growth, %</i>		-16	3	3	-4	14	5			-57	75	-17	-6	-46
<b>KGZ</b>	43	42	38	22	27	38,7	34	6	4	4	2	3	6,1	13,9
<i>growth, %</i>		-3	-10	-41	21	45	-13			-6	-55	98	75	11
<b>TJK</b>	263	249	223	151	199	217	78	35	19	19	23	16	13,7	26,0
<i>growth, %</i>		-5	-11	-32	31	9	-64			0	21	-30	-16	90
<b>KYRGYZSTAN</b>														
<b>AFG</b>	26	12	23	9	8	3	2	0,3	1,1	2	0,1	0,1	0,2	0
<i>growth, %</i>		-52	89	-62	-8	-69	-24		312	122	-97	19	175	-97
<b>IRN</b>	10	8	7	4	8	13	14	13	14	14	5	7	9	14
<i>growth, %</i>		-20	-15	-45	124	55	10		5	1	-68	46	38	51

<sup>1</sup> For some years, information in the context of countries is missing

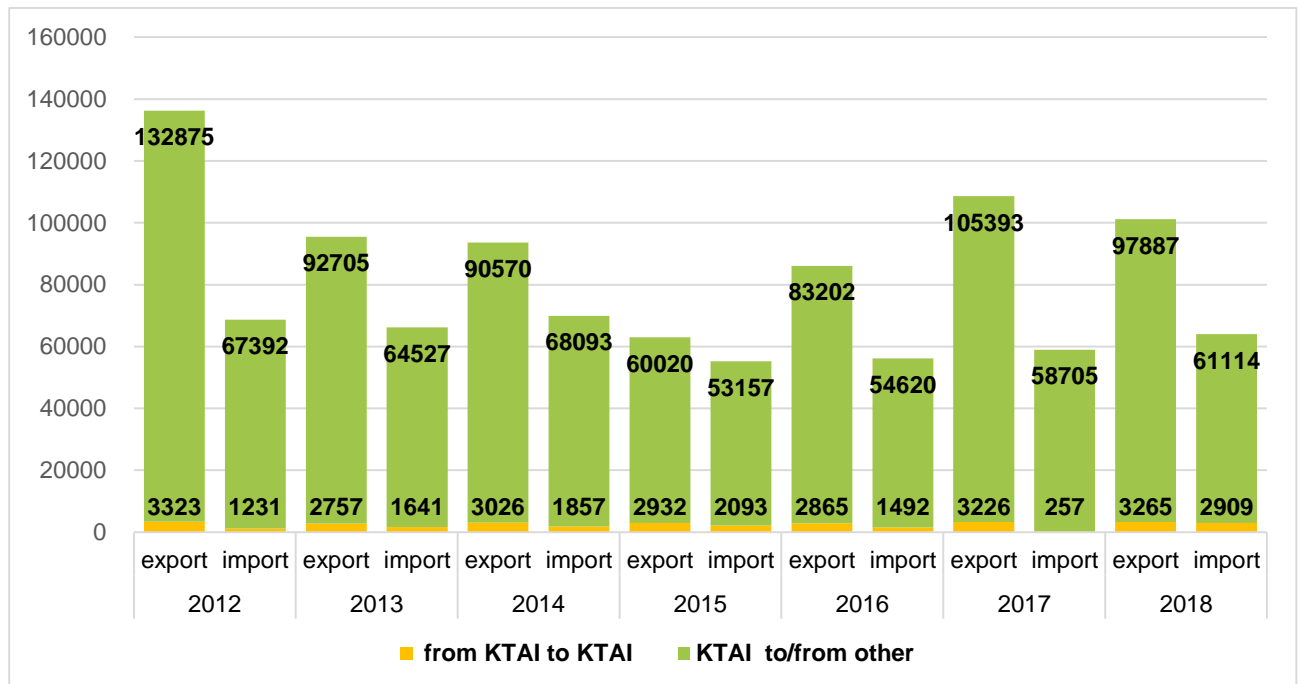




Country	Export							Import						
	2012	2013	2014	2015	2016	2017	2018	2012	2013	2014	2015	2016	2017	2018
<b>TJK</b>	40	51	75	24	22	24	47	4	3	8	8	6	14	13
<i>growth, %</i>		27	49	-68	-10	11	94				2	-21	126	-11
<b>TAJIKISTAN</b>														
<b>AFG</b>			52	56	75	98	72			2	1	0	0,6	0,1
<i>growth, %</i>				8	35	31	-26				-55	-61	80	-78
<b>IRN</b>			66	60	39	30	35			144	110	75	61,4	62,1
<i>growth, %</i>				-9	-35	-22	16				-23	-32	-18	1
<b>KGZ</b>			9	9	9	11	14			26	19	17	37,5	48,5
<i>growth, %</i>				2	-4	17	36				-27	-10	122	29

**Table 4. Comparison of export-import volumes of the KTAI corridor countries with all countries of the world and among themselves, mln. \$US**

Country/ Indicators	2012	2013	2014	2015	2016	2017	2018
<b>EXPORT</b>							
<b>AFG</b> to world	402	464	571	571	596		1769
<i>incl. to KTAI</i>	40	37	44	34	20		41
<b>IRN</b> to world	129505	89403	87578	57305	80465	102797	93579
<i>incl. to KTAI</i>	3208	2720	2750	2736	2684	3047	3039
<b>KGZ</b> to world	1683	1773	1884	1441	1423	1791	1690
<i>incl. to KTAI</i>	75	71	105	37	38	40	63
<b>TJK</b> to world	1399	1173	813	898	899	984	1074
<i>incl. to KTAI</i>	0	0	127	125	123	139	122
<b>TOTAL</b> to world	<b>132990</b>	<b>92813</b>	<b>90845</b>	<b>60215</b>	<b>83383</b>	<b>105572</b>	<b>98112</b>
<i>incl. to KTAI</i>	<b>3323</b>	<b>2827</b>	<b>3026</b>	<b>2932</b>	<b>2865</b>	<b>3226</b>	<b>3265</b>
<i>share of KTAI,</i>	2,5%	3,0%	3,3%	4,9%	3,4%	3,1%	3,3%
<b>IMPORT</b>							
<b>AFG</b> from world	7794	7559	7729	7723	6534		14813
<i>incl. from KTAI</i>	1170	1586	1623	1902	1345		2721
<b>IRN</b> from world	51458	48432	52250	40043	42702	51612	41237
<i>incl. from KTAI</i>	43	58	38	51	41	40	51
<b>KGZ</b> from world	5373	5983	5735	4068	3844	4481	4830
<i>incl. from KTAI</i>			25	13	13	24	27
<b>TJK</b> from world	3997	4216	4236	3419	3031	2774	3144
<i>incl. from KTAI</i>			171	130	92	100	111
<b>TOTAL</b> from world	<b>68622</b>	<b>66189</b>	<b>69949</b>	<b>55253</b>	<b>56112</b>	<b>58868</b>	<b>64024</b>
<i>incl. from KTAI</i>	<b>1213</b>	<b>1644</b>	<b>1856</b>	<b>2096</b>	<b>1492</b>	<b>163</b>	<b>2909</b>
<i>share of KTAI,</i>	1,8%	2,5%	2,7%	3,8%	2,7%	0,3%	4,5%



**Figure 2. Comparison of export-import volumes of the KTAI corridor countries with all countries of the world and among themselves in 2012-2018, mln. \$US**

The following conclusions can be drawn from the presented data:

- international trade between KTAI corridor countries accounts only for about 2-5% of the total trade volume of these countries with all countries of the world;
- relatively large freight flows exist between Afghanistan and Iran, which are formed by exporting Iran to Afghanistan and this is trade between the two countries.

### Assessment of the transit potential of the KTAI corridor

Data on the volumes of export-import (in terms of value) of countries where goods can be transported to / from the KTAI corridor are given in Table 5. From this data it can be seen that the main commodity flows are being formed due to export-import of China, Iran and Turkey.

**Table 5. Export-import volumes to assess the potential of transit of KTAI corridor, mln.\$US**

country, indicators	export					import				
	2014	2015	2016	2017	2018	2014	2015	2016	2017	2018
<b>TURKEY</b>										
<b>AFG</b>	186	162	146	172	146	16	12	9	9	12
growth,		-13	-10	18	-16		-28	-21	-6	32
<b>CHN</b>	2861	2415	2328	2936	2913	24918	24873	25441	23371	20719
growth,		-16	-4	26	-1		0	2	-8	-11
<b>KGZ</b>	421	295	309	344	377	66	77	101	144	47
growth,		-30	5	11	10		17	31	42	-67
<b>TJK</b>	186	162	146	172	146	16	12	9	9	12
growth,		-13	-10	18	-16		-28	-21	-6	32
<b>IRAN</b>										
<b>CHN</b>	9389	7230	8370	9065	21099	12719	10473	10696	13115	14009



country, indicators	export					import				
	2014	2015	2016	2017	2018	2014	2015	2016	2017	2018
growth,		-23	16	8	133		-18	2	23	7
<b>CHINA</b>										
<b>AFG</b>	394	362	431	541	668	17	12	5	3	24
growth,		-8	19	26	23		-32	-61	-24	603
<b>IRN</b>	24338	17770	16417	18585	14009	27504	16057	14827	18554	21099
growth,		-27	-8	13	-25		-42	-8	25	14
<b>TUR</b>	19305	18608	16687	18122	17864	3705	2944	2785	3783	3763
growth,		-4	-10	9	-1		-21	-5	36	-1

The transit potential of the KTAI corridor can also be generated by freight traffic from China to Europe.

Despite the fact that the data are presented in value terms, as well as the fact that these goods can be delivered by various modes of transport and alternative routes, the data shows that some of these goods can be transported through KTAI corridor.

However, due to the lack of a part of the road on the territory of Afghanistan (Laman (Herat province) - Qaisar (Faryab province), 231 km of missing road, as well as due to the danger of terrorism in the territory of this country, transit goods are usually delivered through alternative routes.

Thus, in the course of creating favorable conditions for the carriage of goods, the KTAI corridor will possess a certain transit potential since the use of this corridor may open up the shortest running distance to deliver goods in a number of directions.

## Key findings

From the provided data we can come up with the following conclusions:

- there are some volumes of export-import transportation between the countries of the KTAI corridor; however, they are relatively small, it is unlikely that the situation will change in the coming years as there are no significant changes in the development of the economies of the enroute countries in recent years;
- the largest volumes of traffic fall on mutual trade between Iran and Turkey, as well as on the export of goods from Iran to other countries of the corridor, but the KTAI corridor mainly transports goods only to Afghanistan, whereas cargoes to other enroute countries are being delivered via alternative routes bypassing the territory of Afghanistan due to the lack of a section of the road as well as due to the risks associated with terrorism;
- due to the significant export and import activity of China, Turkey and Iran, the KTAI corridor has a certain transit potential, since the use of this corridor for transportation can ensure the shortest distance to deliver goods in a number of directions.



## **CHAPTER 3. CONCEPT OF TRANSPORT CORRIDORS. INTERNATIONAL INITIATIVES FOR THE DEVELOPMENT OF TRANSPORT CORRIDORS IN THE REGION**

### **Concept of transport corridors**

The principle idea of any transport corridor is the concentration of transport, cargo and passenger flows on highways having the maximum throughput and high level of arrangement. Modern systems of transport corridors have been actively developed on all continents since 1970s.

Depending on the purpose of creating the transport corridor, the level of interaction of stakeholders in its creation and the nature of regulation of transport, trade and economic activities, the transport corridor can be a transit corridor, a trade corridor or a development corridor.

A transit corridor provides conditions for an unhindered and cost-effective movement of vehicles in a certain direction.

A trade corridor introduces favorable customs, tax, administrative regimes and the provision of a set of additional logistics services for the development of trade between regions or countries that connects this transport corridor.

A development corridor is called upon to play a systemic role in the economic and social development of the territories they pass through. Their creation is linked with projects for the development of economic and social sectors of the respective regions.

Transport corridors can be international or national.

International transport corridors connect two or more neighboring states and can pass through several transit states, in particular, to ensure maritime trade for landlocked countries.

The creation and development of the International transport corridors is the subject of international agreements concluded in various regions of the world. Such agreements condition involvement of significant resources in the establishment of the transport corridor, as well as the harmonization of the legislation and administrative procedures applied in the transport of transport corridor.

Using the concept of transport corridors in the creation and development of transport systems allows:

- to ensure the alignment of priorities and projects for the development of transport and economic infrastructure, modes of transport, territories;
- reduce the costs associated directly or indirectly with transportation, by concentrating transport and freight flows, reducing the necessary land allocation, etc.;
- to develop intermodal transport, ensuring the interaction of modes of transport at the key points of transport corridors;



- to localize environmental effects by placing in a common communication band of different modes of transport;
- provide a clear system of priorities for the selection of infrastructure projects.

The selection of projects for the development of communications and terminals in the transport corridor band, the attraction of resources for their implementation, the harmonization of regulatory regimes related to the transport corridor and the solution of other transport corridor development tasks require continuous monitoring of corridors functioning, analysis and forecasting of transport and cargo flows, parties. Therefore, transport corridors can be independent objects of management. The nature of the bodies and mechanisms of management created for this purpose depends on the type of transport corridor and the purposes of its creation.

## **International initiatives for the development of transport corridors in the region**

Based on two main messages that the volume of trade between Europe and Asia has been constantly increasing, and the delivery of cargo by land, as a rule, takes less time than by sea, a number of international organizations pay significant attention to the development of transit and transport potential in the countries of ECO region, including the studied countries by forming transport corridors (including road and multimodal corridors). The main initiatives for the formation of transport corridors in Kazakhstan and Central Asia include:

Alongside KTAI ECO corridor some other main initiatives for the formation of transport corridors in region could be as follows:

**Initiatives of UN ESCAP**<sup>1</sup>: The Asian Highway Route is a regional initiative for cooperation in transportation and the development assistance of the international road transport system in Asia, supporting the development of transportation between Europe and Asia and improving communication between landlocked countries. The Asian Highway Project was launched in 1959. The formalization of the network was started in 2002. The ESCAP Secretariat has worked with national Governments to develop the International Agreement on the Asian Highway Network adopted on November 18, 2003 and entered into force on July 4, 2005. The agreement includes a list of Asian Highways and classification and design standards.

**TRACECA (TRACECA Corridor)**<sup>2</sup> is a multifaceted program of cooperation proposed by the European Union in 1993. The program is aimed at developing economic relations, trade and transport communication in the regions of the Black Sea basin, the South Caucasus, and Central Asia (Europe - Caucasus - Asia). The TRACECA International Transport Corridor includes the transport system of 13 participating countries of the Basic Multilateral Agreement on International Transport for the Development of the Corridor Europe-Caucasus-Asia (TRACECA BMA): Azerbaijan, Armenia, Bulgaria, Georgia, Iran, Kazakhstan, *Kyrgyzstan*, Moldova, Romania, *Tajikistan*, Turkey, Ukraine, and Uzbekistan.

**The Belt and Road Initiative (BRI)** or the Silk Road Economic Belt and the 21st-century

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<sup>1</sup> <http://www.unescap.org>

<sup>2</sup> <http://www.traceca-org.org>



Maritime Silk Road is a development strategy proposed by the Chinese government which focuses on connectivity and cooperation between Eurasian countries, primarily the People's Republic of China (PRC), land Silk Road Economic Belt (SREB) and ocean Maritime Silk Road (MSR) <sup>1</sup>.

BRI is not an economic program with exact deadlines, a list of actions and final figures. The new image of the Great Silk Road doesn't have clear geographic framework, starting and ending points. It is assumed that the main routes of the Silk Road Economic Belt will be passing:

- from China across Central Asia, Russia till Europe (till the Baltic Sea);
- from China through Central Asia and western Asia to the Persian Gulf and the Mediterranean Sea;
- from China to Southeast Asia, South Asia, to the Indian Ocean.

The main directions of the Sea Silk Road of the XXI century:

- from China's seaports through the South China Sea to the Indian Ocean and further to Europe;
- from Chinese ports through the South China Sea to the South Pacific Ocean.

It is planned to form international corridors of economic cooperation such as: China-Mongolia-Russia, China-Central Asia-West Asia, China-Indochina, China-Pakistan, and Bangladesh-India-Myanmar-China in the above-mentioned directions.

**The Central Asia Regional Economic Cooperation Program (CAREC)**<sup>2</sup> is a partnership of 10 countries and 6 multilateral institutions working to advance development through cooperation leading to accelerated economic growth and poverty reduction, helping the Central Asian and neighboring countries realize their enormous potential in multi-speed Eurasia. The priority areas of CAREC are transport, trade facilitation, trade policy and energy. Within the frameworks of CAREC program six transport corridors shall be considered.

**Other initiatives**<sup>3</sup>. In addition to the above-mentioned initiatives, other organizations are also developing road (or multimodal) transport corridors, for example:

- The European Commission (EC) TES-T network includes nine main corridors.
- Within the framework of the New Eurasian Land Transport Initiative (NELTI) of the International Road Transport Union (IRU), three main corridors (routes);
- Other international initiatives for the development of transport corridors.

UNECE combined data on the initiatives for the development of transport corridors (not only road) and presented in the form of the scheme (see Figure 3).

From the data presented, it is clearly seen that the countries considered in this research are in the focus of many international organizations in terms of transport corridors development.

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<sup>1</sup> For information on introduction of TIR pls. visit <https://www.iru.org/resources/iru-library/tir-and-facilitation-unimpeded-trade-china>

<sup>2</sup> <http://www.carecprogram.org>

<sup>3</sup> <http://www.unece.org/fileadmin/DAM/trans/doc/2016/wp5/ECE-TRANS-WP5-2016-03r.pdf>



Presented data show that international organizations pay special attention to the development of trade and transport potential of the countries in the region and there are other alternative ways of cargo delivery (except for the ECO corridors).



Figure 3. Transport corridors of Europe and Asia<sup>1</sup>

### Some factors constraining development of KTAI corridor

In the course of field study, a survey of the main transport participants (drivers, transport personnel) was carried out, during which it became clear that for the development of the KTAI corridor there are a number of objective factors limiting their development:

**KTAI corridor:** There are a number of objective reasons limiting the use of the KTAI corridor, the main ones among them are the following:

- Unsafe environment in Afghanistan, terrorist acts;
- No asphalt road in some areas of Afghanistan;
- Karamyk checkpoint is not recognized as the checkpoint of international usage by Kyrgyz side and is used purely for bilateral trading between Tajikistan and Kyrgyzstan, international cargo is being passed through other checkpoints, for example, through Batken checkpoint.

There are other reasons limiting the use of this corridor (for more details, see the other sections of the report).

Currently, the goods from Central Asia (and China) to Iran Turkey and some European countries are being delivered bypassing Afghanistan, via alternative route running through Uzbekistan and Turkmenistan. Despite the fact that the route through Uzbekistan and Turkmenistan has also problems (difficulties in obtaining a visa, in Uzbekistan, the validity of the visa is not sufficient, there are unjustified delays and fees), drivers prefer this route, since it is safe. In addition, after the change of the president in Uzbekistan, relations

<sup>1</sup> Source: UNECE, Transport Department



between Tajikistan and Uzbekistan has significantly improved which reduced trade and transport barriers, thereby making the alternative route even more attractive.

Delivery of goods to Turkey and European countries from/to and from countries of Central Asia (and China) can also be carried out via alternative routes, including sea transport.





## CHAPTER 4. TIME-COST-DISTANCE CARGO ROAD TRANSPORTATION

### Information sources

The research of the timing and cost of transporting goods is a large-scale research that requires considerable resources. Therefore, to demonstrate the overall picture of the cost and timing of the transportation of goods along the studied routes, we used data provided by the Corridor Performance Measurement and Monitoring (CPMM) project, carried out under the authority of ADB.

CPMM is a regional research of transport and trade facilitation effectiveness in Central Asia. Started in 2009, CPMM has been ongoing throughout the years. The research was possible through coordinated efforts of 11 national transport associations in each CAREC country spanning six CAREC Corridors. Basic data are recorded by drivers and freight forwarders using customized data collection sheets. These data are then collected by a CPMM coordinator in each of the transport association. The data are entered into a standardized Microsoft Office Excel spreadsheet. These are submitted monthly to international consultants who have reviewed the data and verified the values. After the acceptance, the spreadsheets are sent to the ADB CAREC Secretariat office to aggregate and report the findings using SAS statistical software. Quarterly and Annual CPMM reports can be found on the website [www.cfcfa.net](http://www.cfcfa.net).

The procedures for CPMM data collection is based on the UN-ESCAP procedures CT-TPM Toolkit - Time / Cost-Distance. The application of this procedures allowed the collection of digital data about:

- the TIME, including time for transportation (Transit Time (hrs.)) And time for stops for the various operations (such as Border Security, Customs Control / Clearance, Health / Quarantine, Phytosanitary / Veterinary Inspection, Transport Inspection/ Weight / Standard Inspection, Road Toll) and delays in the way (Activities Time (hrs.))
- the COST, including cost for transportation (Operating Cost (US \$)) and cost for the various operations, including unofficial payments (Activities Cost (US \$)).

In the framework of this research, some CPMM Annual Report 2016 data were used<sup>1</sup>, as well as the most current data received from national associations on the transport of goods along routes comparable to the KTAI corridor, which are presented in Annex III.

### Some useful conclusions of the CPMM research

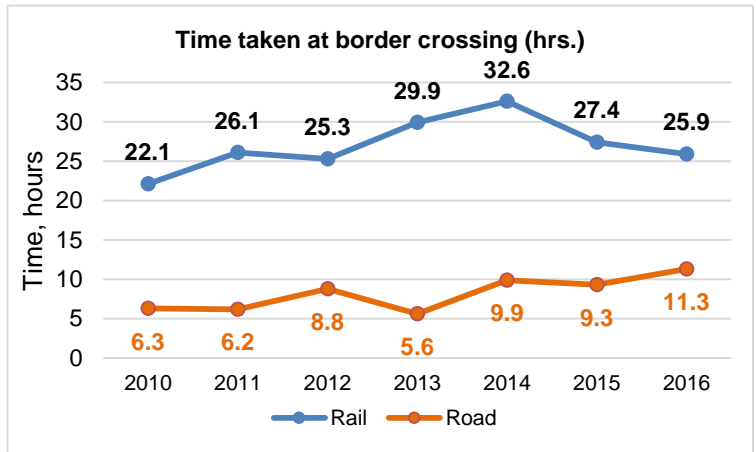
Although the CPMM research was conducted for the CAREC corridors, some of the routes of these corridors coincide with the KTAI corridor, therefore some findings of the CPMM research can be correlated to demonstrate a common situation on the international transport of goods by road in the region.

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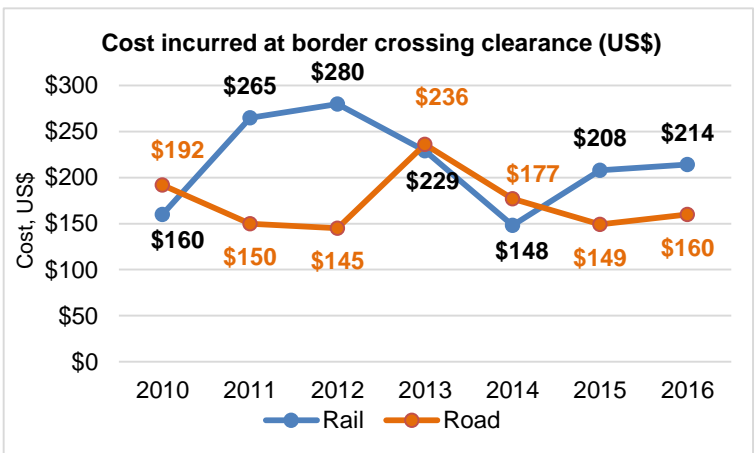
<sup>1</sup> [www.cfcfa.net](http://www.cfcfa.net)



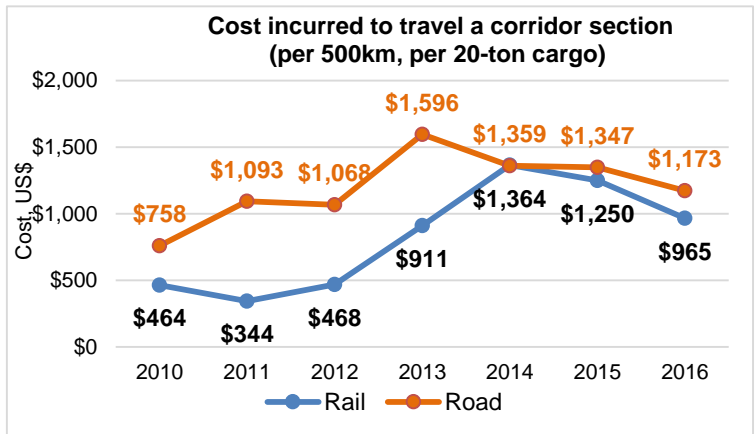
1. The time spent for boarder crossing by road has increased by 21% in 2016 and reached 11.3 hours. This is mainly due to the fact that the sample included new samples on the route Pakistan-Afghanistan-Turkmenistan (since August 2016).



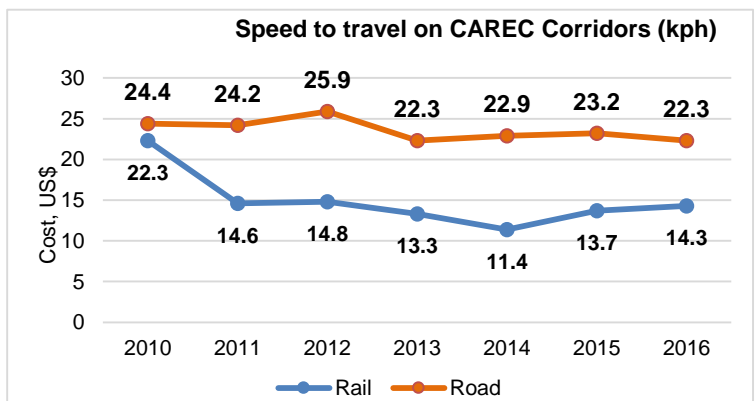
2. In 2016, the costs (average) incurred at border crossing clearance for both types of transport have increased. For vehicles the latter increased by 7 and amounted to US\$160, and for the railway- by 3 and amounted to US\$214.



3. In 2016, the average cost of transportation for both types of transport has decreased, displaying further tendency in this regard as it was noted in 2015. The cost of transportation by road has decreased by 12.



4. CPMM measures two types of speeds. The first one is Speed Without Delay (SWOD). This measurement excludes any stopover time, for example, delays at crossing the border. The second is Speed With Delay (SWD). In 2016 it was revealed that in road transport has decreased (-4) up to 22.3 km / h, in railway transport it has increased (+ 4) up to 14.3 km / h. If you exclude the border crossing time, the speed (SWOD) by trucks was 41.7 km / h and the train - 38.6 km/h. Via comparing SWOD and SWD, it is not difficult to notice that crossing the border significantly affects the overall speed due to long and inefficient procedures at the border.



5. In addition, the CPMM report



identified the following useful findings for the studies of KTAI corridor:

- Karamyk – Jirgetal (KGZ-TJK): Trucks took 3.7 hours at the Kyrgyz side and 2.8 hours at the Tajik side. This BCP has also been designated as an official border crossing point under the Eurasian Economic Union (EAEU). If the EAEU agrees that this is to be an official BCP for transit, perhaps that will open up the BCP for more transit shipments.
- KyzylBel – Gulistan (KGZ-TJK): The truck could cross the border in this place in 1-2 hours. At the same time, only 2-3 trucks per day are being observed crossing this border point.
- Sherkhan Bandar – Nizhniy Pyanj (AFG-TJK): Traffic is possible due to a «Friendship Bridge». Trans-loading of goods occurred at Sherkhan Bandar. For the price of Afghanistan, the waiting time averaged 2-3 hours at each border, including another 3-4 hours of completing standard border crossing procedures. The problem was spotted at Sherkhan Bandar for export and transit shipments from Afghanistan to Tajikistan. The waiting time was estimated to be 60 hours. This is due to the heightened perceived risk of shipping to Afghanistan.
- The customs authorities of Afghanistan and Tajikistan are considering the possibility of electronic data interchange (EDI) in order to simplify customs inspection and clearance procedures can be done in a shorter time. However, at present, each country uses a different information system: Afghanistan uses ASYCUDA World, Tajikistan uses the patented Unified Automated Information System (UAIS) solution. So, there is no automated exchange of data yet. Inspection takes a long time, and problems are detected manually only after the truck has crossed the border. TIR IT risk management system need to be implemented in Tajikistan and Afghanistan so that enabling exchange of data on the movement of goods between the three countries under the TIR.
- In 2016, CPMM continues to monitor unofficial payments in CAREC (see date below). Unofficial payments are defined as excess payments on top of what is stipulated by law, so that the carrier can enjoy some type of benefits. Examples of such benefits can be expedited processing of documents, waiver of penalties, or jumping queues to avoid long waiting time.

### Analysis on Unofficial payments (expected cost)

Activities	Probability	Average Cost USD	Activities	Probability	Average Cost USD
Customs Clearance	30	\$115	Phytosanitary	22	\$10
Weight/Standard Inspection	27	\$25	Emergency Repair	2	\$42
Health / Quarantine	26	\$19	Loading / Unloading	Less than 1	\$92
Visa/Immigration	12	\$39	Transport Inspection	Less than 1	\$12
Border Security / Control	22	\$19	Police Checkpoint/Stop	Less than 1	\$6
Road Toll	8	\$33	Escort / Convoy	Less than 1	\$100
Veterinary Inspection	28	\$9	GAI/Traffic Inspection	Less than 1	\$6
Vehicle Registration	44	\$5	Waiting/ Queue	Less than 1	\$5

### Overview KTAI corridor Time-Cost-Distance data

CPMM provided numerous data for December 2017 (and January 2018) of which only a few were selected as suitable for the analysis of KTAI corridor (Annex III). Despite the fact



that these data are not sufficient for generalization and can only be considered as examples, some useful observations can be made on their basis:

- As noted earlier, goods to / from Central Asia towards Turkey are moving bypassing Afghanistan through the territory of Turkmenistan (see columns in Table ID 1-4). It is also obvious that the cost of transportation in this direction is lower (about 0.9 US \$ per km), in comparison with other directions presented in the tables. According to the available data, the Bazargan (IRN) – Gurbulak (TUR) checkpoint was used for transportation in this direction.
- Operating Cost constitutes approximately 35-50% of the total cost of transportation (including Activities Cost and all related costs) and for a number of routes this figure is higher than Activities Cost (55-57% of the total cost of transportation).
- The highest price was observed on the routes between Kyrgyzstan and Tajikistan (2-3 US \$ per km) (see ID 13-15), it is possible that the transportation market is monopolized. However, the percentage of Activities Cost is only 6, which may be due to the presence of only one border. The highest speed of delivery was also noted in this direction in comparison with other examples with a total speed of 27 km/h.
- Goods from Pakistan to the countries of Central Asia are transported through Afghanistan, through various checkpoints (depending on the country of destination), including through Herat (see ID 17-22), while:
  - The overall delivery speed is very low 6-9 km/h.
  - The share of expenses for the various operations, including unofficial payments (for the various operations, including unofficial payments, Activities Cost) through Serkhet Abad (TKM) and Hairaton (AFG) accounts for more than 50 of the total cost of transportation. As indicated earlier, there are delays at the Serkhet Abad checkpoint (TKM).
  - In transport from Pakistan (through Afghanistan) to Uzbekistan and Tajikistan, vehicles (and drivers, see the line 'Drivers') are involved in the two countries, this is due to the fact that other vehicles have no right to move inland and the goods are reloaded in the local vehicles.



## CHAPTER 5. CARGO TRAFFIC AND EVALUATION OF TRAFFIC INCREASE

### General data on volumes of international transport of goods

To assess the flow of goods from national consultants, data were obtained on the volumes of cargo transportation. The data presented in Annex II are organized as follows:

- Table with numbers 1.n contains information on the volume of exports, imports and transit in the whole country (in some cases there are two, because the information on transit is presented separately).
- Table with numbers 2.n contains information on the distribution of the volume of international transport of goods by different modes of transport.
- Table with numbers 3.n contains information on traffic volumes of cargo traffic through the researched checkpoints.

In Tables with numbers 1.n and 2.n, it was possible to collect only available information, which in a number of countries is represented by:

- Only for vehicles of one country;
- Only in US dollar equivalent which is more suitable for assessing commodity flows, rather than traffic flows (data on trade volumes are obtained from centralized reliable sources of information on customs statistics (presented earlier in the Tables 2-5 and also in Annex I);
- In some cases, the data presented causes doubt and is not correlated.

For the above reasons, the data in Tables No. 1. and 2 in Annex II can only be used to show trends in international traffic in the countries that submitted them, namely:

- The volume of international transportation of Iran in general for the last 5 years has increased, both in export-import and transit traffic (see Tables: IRN 1.1 and IRN 1.2), while:
  - volumes of export-import with Tajikistan and Kyrgyzstan decreased, with Pakistan and Turkey increased, with Afghanistan remained at the same level;
  - volumes of transit traffic increased only with Turkey, with Afghanistan remained at the same level, with the other countries under consideration decreased.
- The volume of Tajikistan's international traffic in export-import and transit traffic has generally decreased over the last 5 years (see Tables: TJK 1.1 and TJK 1.2), while the volume of traffic with non-corridors has increased.
- The volume of international transport of Kyrgyzstan in export-import and transit traffic has generally decreased over the last 5 years (see Tables: KGZ 1.1 and KGZ 1.2)<sup>1</sup>.

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<sup>1</sup> The data of Table KGZ 1.2 has not be used since it looks not realistic



## Data on checkpoints' workload

From the point of view of the estimation of the traffic flow through the studied corridor, the data on the volume of work carried out by the number of trucks crossing the checkpoints presented in Tables No 3.n in Annex II are the most valuable, as in fact the checkpoints are the key points of the corridor section.

Such data are sufficient if only provided by one of the neighboring countries. Thus, the statistics on the work of checkpoints provided by Iran (see Tabl. IRN 3.1 in Annex II) and Tajikistan (see Tabl. TJK 3 in Annex II) covers the needs for the estimation of the KTAI traffic flow. The data of these tables are shown in diagrams Figure 4 and Figure 5, where it is seen the following:

- At the Iranian checkpoints the freight traffic increased in 2017, wherein:
  - through Dogharun at border with Afghanistan the traffic has increased in the export and transit (both ways) and has decreased in the import;
  - through Bazargan<sup>1</sup> at border with Turkey the traffic has increased in exports and imports and has decreased in transit.
- At Tajik border checkpoints, freight traffic has decreased for recent years, there is almost no transit traffic.

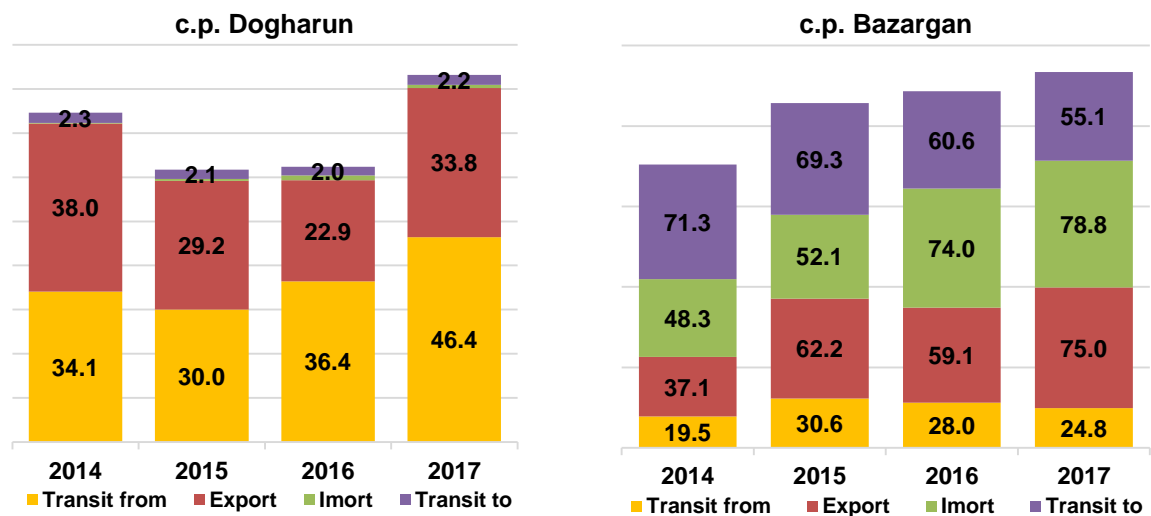


Figure 4. Annual traffic through Iranian checkpoints 2014-2017, thou. trucks

<sup>1</sup> Transportation of border trade is being performed through Serow check point

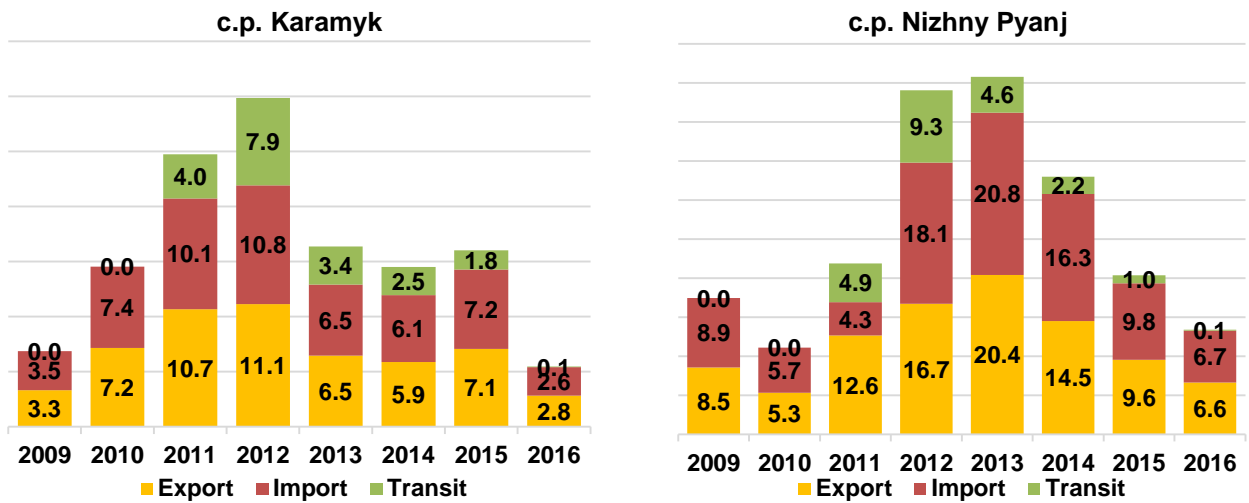


Figure 5. Annual traffic through Tajikistan checkpoints 2009-2016, thou. trucks

Table 6 presents data on the average freight traffic per day for all key corridor crossings in 2016<sup>1</sup> (calculated from traffic data for the year). These data are shown in Figure 6.

Table 6. Truck traffic through checkpoints (2016)

Name of checkpoint	Export		Import		Transit from		Transit to		Total Transit		Total	
	in year, thou. trucks	average per day, trucks	in year, thou. trucks	average per day, trucks	in year, thou. trucks	average per day, trucks	in year, thou. trucks	average per day, trucks	in year, thou. trucks	average per day, trucks	in year, thou. trucks	average per day, trucks
Jirgetal (TJK) - border of KRG	2,8	8	2,6	7					0,1	0	5,5	15
Pyandj (TJK) - border of AFG	6,6	18	6,7	18					0,2	0	13,5	37
Dogharun (IRN) - border of AFG	22,9	63	1,1	3	36,4	100	2,0	5	38,4	105	62,3	171
Bazargan (IRN) - border of TUR	59,1	162	74,0	203	28,0	77	60,6	166	88,6	243	221,7	607
	<b>Outgoing</b>		<b>Incoming</b>		<b>Total</b>							
Serow (IRN) - border of TUR <sup>2</sup>	10,8	30	3,04	8	13,9	38						

In 2017, daily traffic at Iran's checkpoints increased in accordance with annual indicators and in all directions amounted to:

- Dogharun (IRN) – 113 trucks on average per day (increased by 33);
- Bazargan (IRN) – 640 trucks on average per day (increased by 5).

In general, the data on the volume of work of the checkpoints confirms the conclusions made on the statistics analysis of the volumes of the international transportation of goods.

<sup>1</sup> Data for 2017 is not available since data collection has been made in September 2017

<sup>2</sup> The data on Serow BCP has been provided for 9 months of 2017 and these blinks are counted

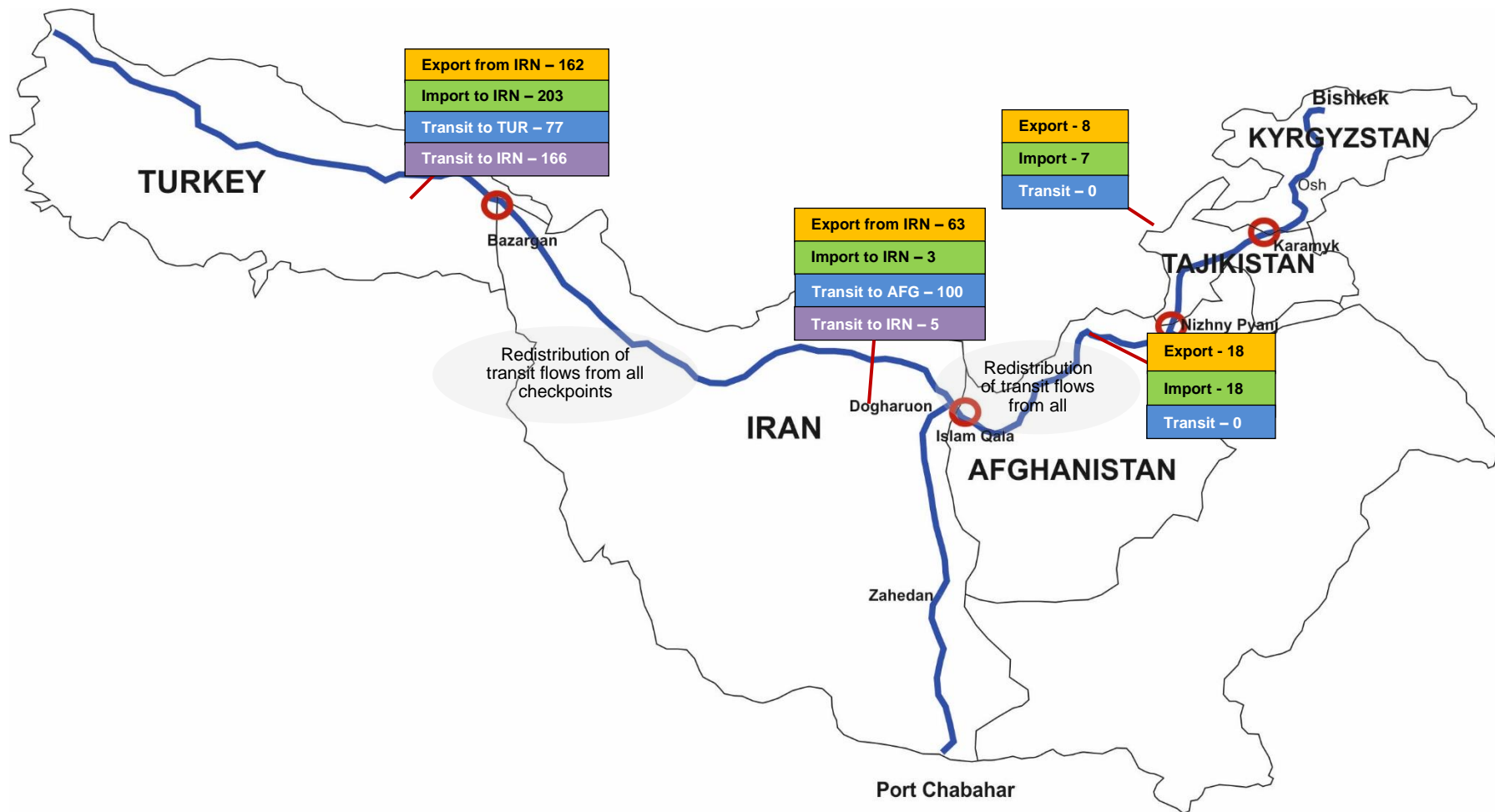


Figure 6. Estimation of daily traffic of KTAI corridor in 2016 (trucks per day)





## Traffic intensity of trucks along the studied routes

In addition to information received from national consultants, the data on the number of trucks suitable for the international transport of goods following the researched routes (see Annex IV) was collected to assess the current traffic flow during the roadside research.

Probably, not all fixed vehicles carried out international transportation, but the collected data provides a general description of the traffic intensity on the route. This data is consolidated in Table 7 and allows us to estimate the density of traffic along the studies routes.

**Table 7. Data on the freight transport traffic, obtained during field research**

RESEARCH ROUTE	Research time, hour	Total number of trucks	Average per hour, trucks	Waiting at the border, trucks
BISHKEK – OSH (KRG)	12	362	30	
OSH – KARAMYK (KRG)	5	44	9	
DUSHANBE – PYANJ (TJK)	5	113	23	N
DUSHANBE – JIRGETAL (TJK)	9	92	20	
MASHHAD – DOGHARUN (IRN)	3	74	25	500-400
CHABAHAR– ZAHEDAN (IRN)	8	177	22	
ISLAM-QALA – HERAT (AFG)	2	17	9	150
HERAT – deep into the country (AFG)	0	0	0	
VAN – KAPIKOY (TUR)	2	2	1	
VAN – ESENDERE (TUR)	4	34	9	50

## Main conclusions

The data presented above leads to the following conclusions:

- KTAI corridor cannot be considered as a fully-fledged transit corridor, since transit cargo is mainly delivered via alternative routes, bypassing Afghanistan, and export-import cargoes are delivered to Afghanistan with transshipment into Afghan trucks in Dushanbe or Sherkhan-Bandar. The KTAI corridor can be considered as a developing corridor since at present it plays a systemic role in the economic and social development of the enroute countries.
- the volume of traffic between the countries of the KTAI corridor has decreased, at the same time at Esendere (TUR), Islam-Qala (AFG) and especially Dogharun (IRN) checkpoints there is a large accumulation of trucks (the reasons will be discussed in more detail in 'Checkpoints' clause).



## CHAPTER 6. EXISTING ROADS AND INVESTMENT NEEDS FOR DEVELOPMENT. ROADSIDE INFRASTRUCTURE. TRANSPORT LOGISTICS FACILITIES. TRUCK FLEET

### Roads and roadside infrastructure.

The general information on the quality and assignment of the roads in the countries under the study was provided by national consultants and is presented in Annex 4.1. The data allow to realize that the level of development of roads under the field study vary enormously from each other in the countries. For example, in Iran the road network is more developed compared to other enroute countries and there are plans to modernize the roads possessing 61 highways, which can be upgraded to the category of motorways (5611 km)<sup>1</sup>.

In the course of this study, the monitoring of roads and roadside facilities was conducted. Protocols of roads' monitoring are given in Annex 4.2. Summary data of the monitoring of roads and roadside facilities is given in Table 8.

Information on the construction and reconstruction of roads provided by national consultants of KTAI corridor countries is presented in Annex 4.3.

### *Kyrgyz Republic*

Being a landlocked country, the main problem of the transport network of the country is to improve conditions of transportation on routes providing its international connections and transport in transcontinental communications, as the basis for integration into the global transportation system where transportation of goods by roads makes up 95% of all modes of transport.

According to the ECO Road Network Development Plan (2012), the analysis of existing traffic of goods by road through the territory of Kyrgyzstan found out the following international transport corridors:

- Bishkek – Osh road (678 KM);
- Osh – Sary Tash – Irkeshtam – border with China (220 km);
- Sary-Tash – Karamyk – border with Tajikistan (136 km).

The Bishkek-Osh road, the start point of KTAI road corridor, is one of the most strategically important transport arteries of the country spanning for approximately 678 km and connecting the north part of the country to the south. The Bishkek – Osh road is also of significant importance on an international level within the context of international transport integration in the wider region. Continuation of the road to the north of Almaty provides the connection to Kazakhstan and the Russian Federation, while its development to the south provides links with China, the sea ports of Pakistan and Iran.

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<sup>1</sup> Data provided by Iran's Ministry of Roads and Urban Development and Road Maintenance and Transportation Organization (RMTO)



**Table 8. Summary data of road and roadside furniture monitoring**

STUDED ROUTE	LENGTH, KM <sup>1</sup>					NUMBER OF SPECIAL NOTES AT THE ROUTE <sup>2</sup>												NUMBER OF ROADSIDE FACILITIES THE ROUTE						
	Total	With marks for road quality					R	∫	↑	↓	S	Sn	W	I	P	N	*	GS	cant.	TSC	host.	bridge	TP	other
		1	2	3	4	5																		
BISHKEK – OSH (KRG)	660	1	10	210	280	159	3	39	15	8	18	6	1	1	10		3	65	44	24	12	5	2	6
OSH – KARAMYK (KRG)	313		1	21	14	277	3	14	4	9	1		1		7			19	6	3	3	4		2
DUSHANBE – PYANJ (TJK)	162		0,2	25	36	101	1	1	1								3	62	17	11	9	4	1	
DUSHANBE – JIRGETAL (TJK)	329	6	30	8	52	233	1	18	11	7	14		4		33	4		46	10	14	4	21	8	2
MASHHAD – DOGHARUN (IRN)	244			14	79	151	2											7	4	4	1		2	
CHABAHAR – ZAHEDAN (IRN)	651			8	89	554	2	3			2							14	12	10	8	6	7	
ISLAM-QALA – HERAT (AFG)	120					120												1	1	1	1			
HERAT – deep into the country (AFG)	74		1	5		68												3	1			1		1

<sup>1</sup> Calculation of km has been done via utilizing speedometer of the vehicle, so there might be some differences between official cartographic data

<sup>2</sup> Transcript of symbols are given in Annex 4.2



The Government of the Kyrgyz Republic was able and is in the process of continued collaboration with the international organizations and international financial institutions to receive financial support for construction and reconstruction of the roads of international significance.

In the course of the field visit (October 2017) to the roads of the Kyrgyz Republic to assess the quality of the segments constituting a part of KTAI Road Corridor, the consultancy team was able to move along all the sections of KTAI, notably, Bishkek – Osh and Osh – Karamyik (see field visit routes in the Figure 7).



**Figure 7. Route of research in Kyrgyzstan and Tajikistan**

**Bishkek – Osh** (Protocol № 1). In general, the road can be used for the international transport of goods (Figure 8). There are some segments where the quality of the road is not good enough, here is an undergoing or planned reconstruction, namely:

- Bishkek-Karabalta – 60 km;
- Madaniyat – Jalal Abad – 67 km.

At the same time, this is not a deterrent for the development of the KTAI corridor, as this road is actively involved in international transportation of goods.

Along Bishkek-Osh route 2 weighing points have been identified. A very large number of gas stations has been recorded, many of which have already been closed. The quality of the cafe and the hotels leaves much to be desired. Figure 8 shows the best food place. Hotels are available only in localities.

The intensity of traffic on the route is relatively high, an average of 30 vehicles per hour.



**Figure 8. Photos of road monitoring Bishkek-Osh (Kyrgyzstan)**

So far, the “Bishkek – Osh” highway rehabilitation project was completed in 3 stages (phases), each of which was divided into several sections with the total cost of. US\$ 262 mln.

The Kyrgyz Government was able also to negotiate and secure funds to improve these sections considered as Phase IV of the project on rehabilitation of Bishkek – Osh highway.

ADB allocated a Technical Assistance grant to the Kyrgyz Government equivalent of US\$ 1 mln. for the development of a feasibility study and a detailed project plan. ADB also provided a loan of \$ 65 million and a grant of \$ 35 million for the rehabilitation of 52 km of the Bishkek – Karabalta road section (9 km – 61 km). The start of the project: 2017, completion: 2021. Since “Bishkek – Karabalta” is the beginning of the Bishkek – Osh highway, the rehabilitation of the project will radically improve the road condition of Bishkek – Karabalta segment making it a four-lane highway.

At Osh-Bishkek section there is also a complex high-mountain pass "Too-Ashuu" and “Too-Ashuu tunnel, starting from 107 km from Bishkek where in some short sections there



was no asphalt covering.

As “Too-Ashuu” Pass with numerous serpentines plays a critical role to assure safety of the whole Bishkek – Osh highway and due to this the pilot project for the “maintenance of the Kara-Balta – Too-Ashuu tunnel was initiated. The cost of the project is US\$7 mln.

Madaniyat - Jalal-Abad section was included in the national plans on restoring / rehabilitating about 130 km of the most important sections of Bishkek – Osh road.

The total sum of US\$ 72 mln was secured for reconstruction of Madaniyat – Jalal-Abad segment out of which \$60 mln. from funds of the Eurasian Development Bank and \$12 mln. from the Government. Construction works are planned to start in 2019, completion in 2022.

**Osh – Karamyk** (Protocol № 2). The road on this route is of very good quality (Figure 9). There are high-altitude areas with sharp turns, climbs and descents, but in comparison with the pass on the segment Bishkek-Osh they are insignificant. There is practically no movement of cargo vehicles along this route. There is one weighing point. Roadside furniture facilities are also practically absent. The territory is sparsely populated, mobile communication does not work in many places. In general, the location of roadside furniture in Kyrgyzstan is spontaneous, a detailed analysis of the needs, determining the location of their location on the corridor routes in accordance with AETR<sup>1</sup> is required.



**Figure 9. Photos of road Osh-Karamyk**

At Sary-Tash – Karamyk segment, earlier in 2012 the rehabilitation of the section was carried out. The total investment of ADB amounted to US\$ 48.6 million, out of which the loan constituted US\$ 23 mln. and the grant made up US\$ 25.6 mln. accordingly.

In general, it is needed to note that the Kyrgyz Government is keeping eyes on the development opportunities of its road infrastructure including segments of KTAI road corridor which makes physically feasible for movement of trucks via Kyrgyz segments of KTAI.

## **Tajikistan**

Tajikistan is a landlocked and mountainous country, bordering on Afghanistan, Uzbekistan, Kyrgyzstan and China. Due to its geographical disposition, lack of sea and river routes, inadequate development of railway network and aviation, road transport remains the main transport mode. More than 87% of cargo and 62% passenger-transportation are carried by road transport.

The Government of the Republic of Tajikistan considers the issue of finding the way out from the transport and communication deadlock as the top priority for the country within the framework of the concept of revitalizing the Silk Road. The strategy defined two key directions for the activities in this sector:

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<sup>1</sup> *European agreement concerning the work of crews of vehicles engaged in international road transport*



1. Linking domestic roads with international highways and establishing transit transport infrastructure;
2. Accession to international conventions and agreements on transport.

As was reported in the ECO Road Network Development Plan (2012), a number of road construction/reconstruction projects have been materialized within this framework of the national strategy and the objectives set by the Government of Tajikistan in this regard. These are: construction of Kulyab – Horog – Kulma – Karokorum (Shagon – Zigar, Shkev – Zigar), Dushanbe – Kurgantube – Kulyab, Dusti – Nizhniy Pyanj, tunnels Istiqlol and Ozodi, the roads Dushanbe – Chanak, Kurgantube – Dusti and Vahdat – Jirgetal (border of Kyrgyzstan), being a part of KTAI road corridor.

The National Target Program for Development of the Transport Complex up to 2025 has been adopted on April 2011 and approved by the Decree of the Government No. 165. According to this Program a number of short, mid and long-term projects have been identified for attraction of investments.

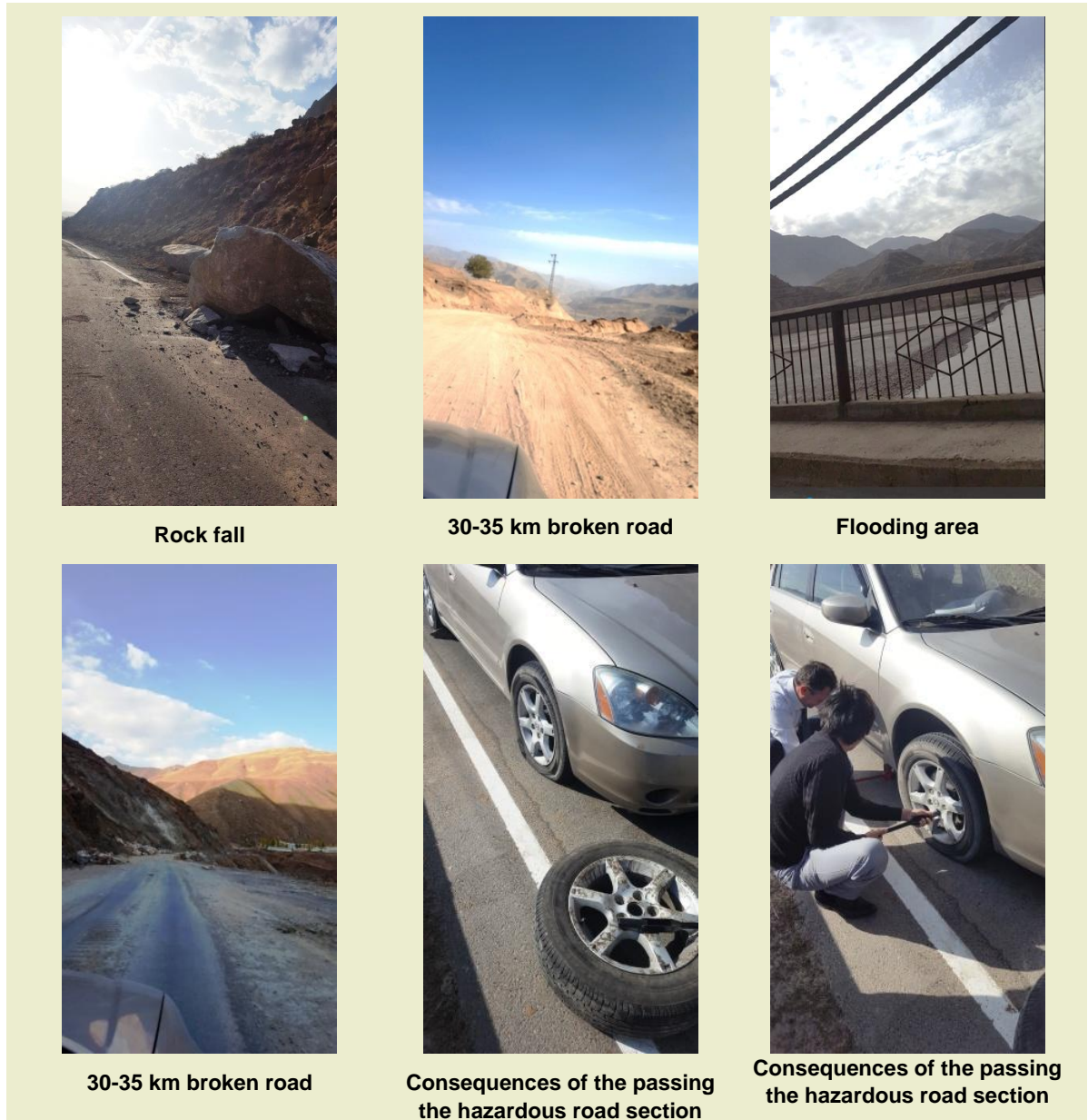
For example, for the mid-term period (2014-2019) a set of projects for reconstruction and restoration of roads possessing international significance (about 734 km) totalling more than US\$160 mln. have been identified.

At a long-term period, more funding was expected to be received from the Government for realization of rehabilitation programmes. Nevertheless, preferential crediting was pointed out as the main source of financing. During the long term period bridges will be rehabilitated for the sum of 5,5 mln.USD. Also during this period, 274,2 mln.USD is envisaged to be allocated to maintaining international and national roads – around 192 mln.USD and local roads - 82,26 mln.USD. At the same time, the construction of wayside infrastructure (filling station, station of technical servicing, stores, campings and hotels) facilitating transport services was envisaged.

The consultancy team was able to visit and assess the quality of the country's road segments constituting a part of KTAI Road Corridor, notably Jirgetal-Dushanbe and Dushanbe – Nizhniy Pyanj.

**Dushanbe – Jirgetal** (Protocol № 3). The quality of about 80% of the roads of this route has been assessed for 4 and 5 points on a five-point rating system, but there is a segment of 30-35 km of with very poor and unsafe road. Due to construction of the dam, this site will be drowning and it is planned that the road will pass through another site. However, the issue of flooding is being solved/negotiated for at least the last 8 years, a new road has not been constructed as well.

On the route there are high-altitude areas with steep turns, ascents and descents, rockfalls (Figure 10).



**Figure 10. Photos of road monitoring Dushanbe – Jirgetal (Tajikistan)**

On the route, two weight control points were recorded. Roadside furniture facilities are practically absent and are only available in populated areas. There is practically no movement of cargo vehicles along this route.

As per information of the national consultant there are 7 logistics terminals in the country<sup>1</sup>, one of them in Dushanbe (on the route of the KTAI corridor, but they could not be visited). There is also only one TIR parking in Dushanbe.

<sup>1</sup> Pls visit <http://abbat.tj> for information and photos





***Dushanbe – Nizhniy Pyanj*** (Protocol № 4). The road on this route is good and can be used for international cargo transportation (Figure 11). There are separate sections where the quality of the road is not good enough, many of them are under reconstruction or are planned. In many places the road sank from the impact of freight transport during the hot season. In order to preserve asphalt coating from subsidence, during the hot season the truck traffic is allowed only at night in accordance with the legislation of Tajikistan.

In addition, the route has a large number of small bridges, with a weight limit of 30 tons.

At Dushanbe – Nizhniy Pyanj segment there is a pass, relatively uncomplicated.

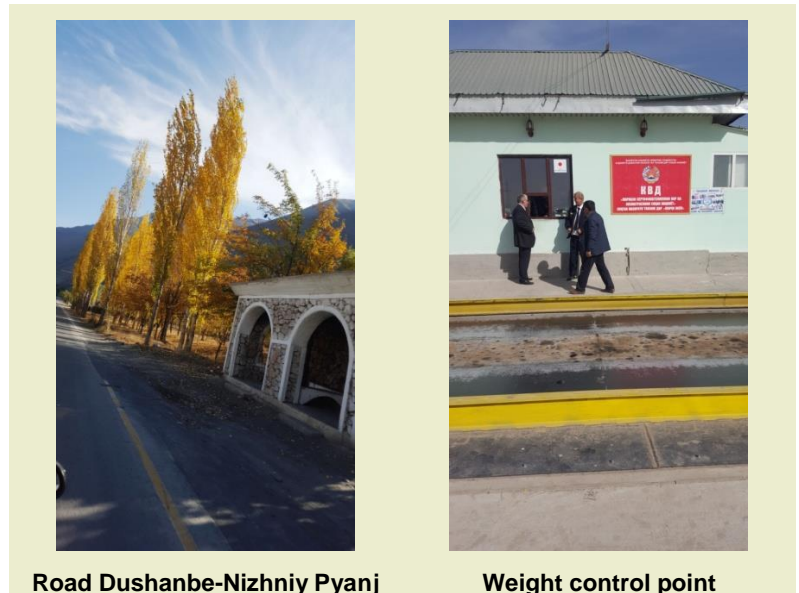
There is one weighing point on the route.

Also in the immediate vicinity of Pyanj there is a logistics center (its construction is almost completed), which can also perform the functions of TIR parking. This point also provides services for customs clearance, recreation for drivers. This logistics center was built in accordance with the State Target Program for the development of transport until 2025<sup>1</sup>, as well as an intergovernmental agreement with UNESCAP on dry ports. This place was chosen because of its proximity to the roads and railways, as well as to the airport. It is planned to build a railway line from Nizhniy Pyanj to Kolhozobad, which will establish a connection between this logistics center and the railway, after which Nizhniy Pyanj logistics center will become an intermodal center. It is planned to complete the construction in 2019.

Roadside infrastructure facilities (gas stations, service stations, recreation areas, food points) in Tajikistan are available in sufficient quantity, however, their quality leaves much to be desired, in addition, their location is not planned in accordance with AETR.

## ***Afghanistan***

Afghanistan has a strategic geographical position, bordering on five ECO countries, namely Iran, Turkmenistan, Uzbekistan, Tajikistan and Pakistan. Nevertheless, the poor condition and lack of efficient transport infrastructure network hinder the movement of passengers and goods within the country constraining post-war economic recovery and development.



**Figure 11. Photos of road monitoring Dushanbe-Nizhniy Pyanj (Tajikistan)**

<sup>1</sup> [www.mintrans.tj](http://www.mintrans.tj)



The primary road network of the country comprises of the Ring Road connecting the major cities of Kandaghar, Herat, Mazar-e-Sharif and Kabul and the international links with neighbouring countries.

The Government of Afghanistan has agreed with the strategy adopted by the Central Asia Regional Economic Cooperation (CAREC) program, which is aimed at developing six corridors across the region and all through Afghanistan including the portion being a part of KTAI road corridor. Afghanistan's road network is being improved with external assistance mainly by the Asian Development Bank, the World Bank and the Government of Japan.

The major portion of KTAI road corridor falls on Afghanistan territory starting in the north-east from Shirhan Bandar, border with Nizhniy Pyanj of Tajikistan, and entering at Islam Qala/Dogharun the border of Iran.

The segments between Shirhan Bandar – Kunduz (64km) and Kunduz – Baghlan (111 km) are asphalted and passable by all types of trucks throughout the year with some seasonal restrictions. Mazar-e-Sharif – Baghlan is also asphalted and passable throughout the year for all types of trucks since the section connects to Kabul.

The road connecting Mazar-e-Sharif to Sheberghan with the length of 136 km (Jawzjan province) is an asphalted road which can be traveled by all kind of trucks through which several districts like Balkh, Charbolak, Aqcha, Faizabad and many others are connected to each other. Sheberghan – Andkhoy (110 km) and Andkhoy – Meymaneh – Faryab (81 km) sections are also asphalted and can be travelled by any type of vehicle with some seasonal restrictions.

In the course of the study the consultancy team was able to visit only a short segment in the territory of Afghanistan starting from Islam Qala checkpoint, Herat city and up to 80 km where the asphalt coating ends.

The visit was conducted with paramilitary guard's escort, as traffic on Afghanistan's roads is still not safe. At the meeting with the mayor of the province of Afghanistan, it was noted that after completion of the road it is possible to organize the dispatch of goods by columns of vehicles for security purposes. In this case, the Afghan side is ready to provide militarized escort.

Field visit study routes are shown in the Figure 12.



**Figure 12. Route of research in Afghanistan<sup>1</sup> (also in Iran): Islam-Qala (AFG) – Herat and further into the country**

<sup>1</sup> After Herat city not asphalt road stretches for about 200 km (indicated in blue)



**Islam-Qala – Herat and further inland** where there is a road (Protocols No. 5 and 6, Figure 13). The road on this route is very good and can be used for transporting goods by road. Cafes, recreation areas and other are available only in the city of Herat. There is no marking and roadside signs on the roads.



**Figure 13. Construction of 80 km road after Herat**

Trucks were moving only between Herat and Islam Qala. At the border there is the line of trucks, about 150 trucks have been recorded waiting at the border.

After Herat, the asphalt road ends at about 80 km. In the course of the field visit (end 2017) approximately 20 km of the road was observed as completed but construction



works at the remaining portion of the segment was reported as temporarily suspended.

Starting from this point and further for 261 kilometers, including the section which makes up 231 km of the missing link of KTAI Road Corridor, the road is absent.

Today the Government of Afghanistan is implementing construction of the Armalik (Herat)-Laman (Badghis) road with a length of 52 km constituting a part of Herat – Andkhoy Ring Road project located between Herat and Badghis provinces. According to the latest reports of Afghan Ministry of Transport (2<sup>nd</sup> quarter 2019), the construction works at Armalik-Laman segment starts from KM 60+000 and ends at KM 112+500 and Sabzak Pass is also included in this segment. Saudi Fund Development (SFD) has granted the fund in order to undertake construction works at this section. The revised cost of the project is around US\$ 60 mln., including \$4,5 for security issues and \$2,0 mln. as contingency amount.

On other segments according to the latest updated information of the Afghan Ministry of Transport, where feasibility studies have been conducted in 2008, the following measures are being taken so far:

On “Qaisar-Laman” segment (34 km) in Baghdis province, the project is underway and is contracted with a price of US\$36 million being funded by ADB and expected to be completed by end 2020.

Another segment at “Qaisar-Laman” with the extent of 24 km (Baghdis province) the project is underway and is contracted with a price of US\$48 million being funded by ADB and expected to be completed by end 2020.

The last 151 km of the “Qaisar-Laman” road is split into 3 sections and runs through Baghdis and Faryab provinces of Afghanistan. The project is currently under design and the design works are expected to be completed by end of 2019. The procurement process for this stretch of the road is due to start soon. The estimated cost of the project is around \$330 mln. According to the feasibility study the completion of this portion of the road is expected by end 2022. The project is reported to be funded by ADB.

## ***Iran***

The crucial geographical and strategic location of the country in the region has turned it to a transit route, playing an important role in the trade between West and East. Numerous international corridors cross the territory of the Islamic Republic of Iran, connecting the Middle East and Asia to Europe. Iran borders on 7 countries, namely, Afghanistan, Azerbaijan, Armenia, Iraq, Pakistan, Turkey and Turkmenistan.

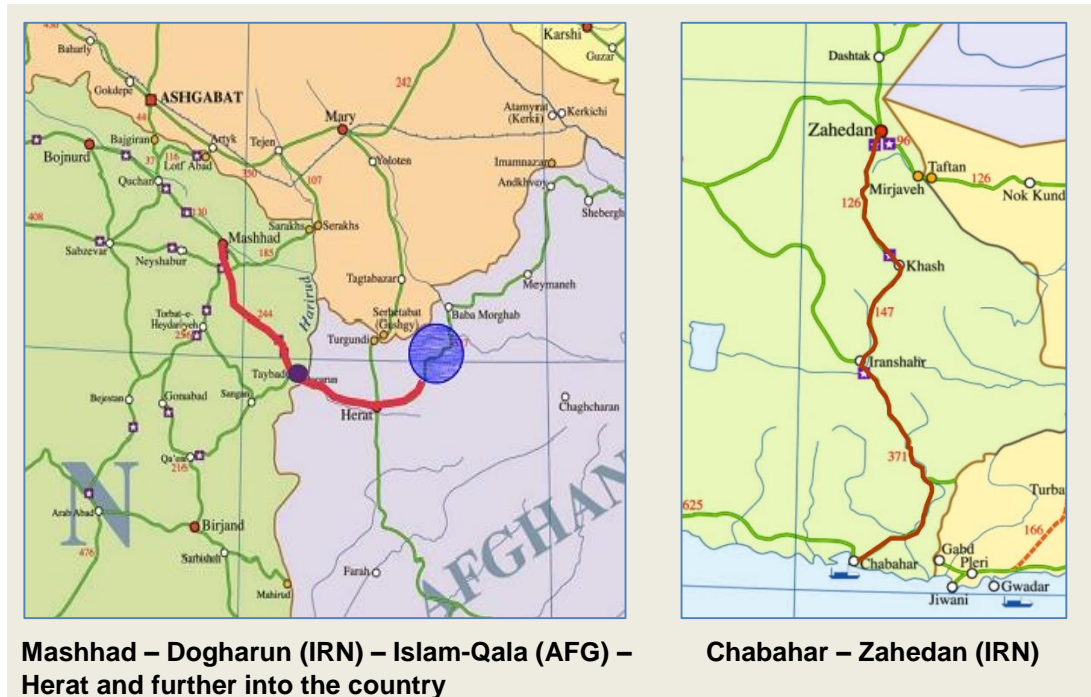
There are 11 main sea ports available nationwide with transit capacity of around 135 mln.tons goods annually, of which 4 major ports of Bandar-e-Abbas, Bandar-e-Imam Khomeini, Bushehr and Chabahar are playing a significant role to open up for its neighbors, notably, Central Asian countries, Azerbaijan and Afghanistan the shortest access to the open seas.

Iran has a long paved road system linking most of its towns and all of its cities. It comprises of around 23000 km transit roads for transit of trucks.

In the course of the field visit of the consultancy team to the road segments of Iran the

road “Mashhad-Dogharun”, constituting a part of KTAI Road Corridor, and “Chabahar-Zahedan”, constituting a part of both KTAI and ITI Road Corridors in the territory of Iran, were visited and assessed.

Field study routes are shown in the **Error! Reference source not found.**



**Figure 14. Route of research in Iran (also in Afghanistan)<sup>1</sup>**

**Mashhad – Dogharun** (Protocol № 7). Almost on the whole route of Mashhad – Dogharun the road is very good, with good markings, roadside signs. There are some sites scored as 4 and 3, but they are constructing a new road (in parallel).

It is noted that on the roads there is a special coating to warn drivers from falling asleep behind the wheel (**Error! Reference source not found.****Error! Reference source not found.**). Throughout the route, video cameras are installed to detect violations of speed limits. According to the Iranian traffic rules:

- on motorways: at least 70 km/h and not more than 120 km/h;
- on highways: not more than 115 km/h;
- on roads: at nighttime not more than 90 km/h and during daytime not more than 100 km/h.

There are relatively few roadside furniture facilities along the route, mostly gas stations. There is a good resting place for drivers (dining room, hostel), located near the Dogharun checkpoint.

<sup>1</sup> After Herat city not asphalt road stretches for about 200 km (indicated in blue)



**Figure 15. Photos of road monitoring Mashhad – Dogharun (IRN)**

**Chabahar – Zahedan** (Protocols № 8). Almost on the whole route the road is very good, with good markings, roadside signs. There are some small sites for 4 and 3 points, but a parallel road or reconstruction is being built. Throughout the route, video cameras are installed to detect violations of speed limits.

The intensity of traffic on the route on average is 20-23 cars per hour.

On the route there are objects of roadside furniture (Figure 16), mostly gas stations and dining rooms, but most of them are empty. In many recreation areas, an ambulance is on duty.



**Figure 16. Photos of road monitoring Chabahar - Zahedan (IRN)**

On the route there were places where new roadside furniture facilities are being built, mostly TIR parking.

In general, Iran has a developed network of TIR parking lots (Figure 17) and they are still under construction. On the one hand, the presence of TIR parking is necessary to ensure safe transportation<sup>1</sup>, on the other hand, it seems that the construction of such a significant number of TIR parking sites in Iran is not entirely justified.

<sup>1</sup> <https://www.iru.org/resources/newsroom/safer-more-secure-road-transport-networks-iran-thanks-transpark>

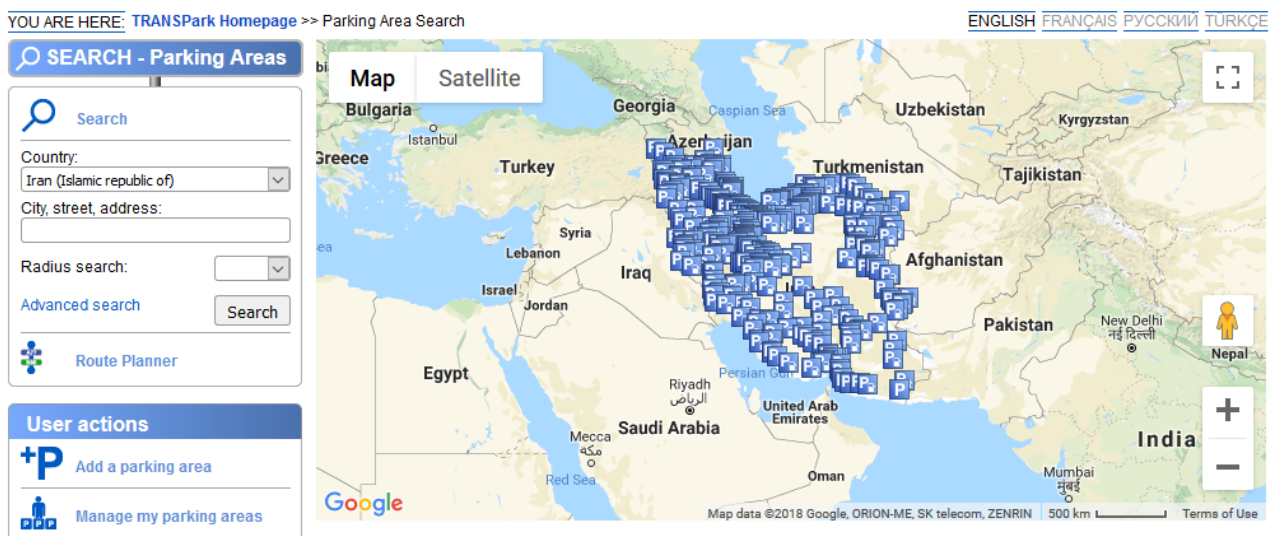


Figure 17. layout of TIR parking in Iran <sup>1</sup>

In parallel to existing public roads serving for transit traffic as well, the Government of the Islamic Republic of Iran have come up with national plans on constructing freeways (expressways) destined for high-speed traffic with two or more lanes and with limited access road.

Among the latest measures in this regard are the projects on construction of freeways, notably “Kerman-Bandar Abbas” (Shaheed Rajaei port) with the extent of 356 km and estimated cost of around \$427 mln., “Konarak-Chabahar” with the length of 56 km and around \$38 mln., and “Bandar Abbas (Shahid Rajaei port) – Baghat” with the total length of 250 km and estimated cost \$344 mln. Design estimates, feasibility/pre-feasibility studies are completed and the projects are ready for investment.

These national plans have been designed based on the needs and raising significance of both Bandar Abbas and Chabahar ports for transit of goods.

Bandar Abbas Port is a gateway for cargoes moving to/from Central Asia from/to nearest sea port, where the new port area is called Shahid Rajaei port complex, and the older port is Shahid Bahonar.

According to ECO’s regional study on “implementation of customs provisions of TTFA and modernization of border crossing points” (2016) it was recorded that about 700 trucks with goods are being processed daily through the port where 150 trucks from Afghanistan and Pakistan, and 550 are Iranian trucks. About 300 containers with goods from neighbouring countries are being exported daily through Shahid Rajaei port.

## Toll Roads

In Annex 4.4<sup>2</sup>, information on toll roads provided by national consultants is compiled. The presented data allow us to make the following conclusions:

<sup>1</sup> <https://www.iru.org/apps/transpark-app>

<sup>2</sup> *Kyrgyzstan and Afghanistan did not provide information*



- In Tajikistan there are 354 km of toll roads and there is no free alternative. Despite the fact that the road is not located on the corridor route, drivers have to use this route and pay a relatively high cost (US\$40) as the international transportation through the Karamyk (Kyrgyz) border crossing point is not being performed, only bilaterally between Tajikistan and Kyrgyz Republic;
- Iran has 490 km of toll road, but there is a free route for all these roads, in addition, the cost of using toll roads is relatively low.

In general, current toll roads are not a significant obstacle with the exception of Tajikistan where the cost of traveling through a toll road (\$40) increases the cost of transportation by more than \$1 for each ton of cargo being transported.

### **Logistic centers, dry ports, common border zones, etc.**

In the course of the field study we have not been able to collect enough information on the activities related to the logistics centers as the enroute countries have had own national plans and approach to the subject. Anyway there is a general information on the subject we have been able to analyze through various sources including own.

The development and globalization of international trade poses new challenges in optimizing supply chains, reducing the cost and timing of cargo delivery, requires action to facilitate the organization of transport: the provision of consolidation services, deconsolidation and delivery of goods to the desired destination and "just in time".

That is why in recent decades, the issue of the development of logistics centers, dry ports and other transport logistics facilities - systems that optimize the delivery of goods by time and cost, carry out planning and organization of rational delivery of goods, monitor the implementation of the agreed transportation schedule and provide relevant information to cargo owners is demanded.

However still there is a general lack of consensus about the definition that an area containing logistics activities can have. A wide variety of terms have been put forward, including logistics zones, transport centers, freight village, freight village, freight yard distribution hubs, or logistics parks.

Today there are some transport companies claiming themselves as logistic centers although lacking own storage facilities (territories), since they can use them on an outsourced basis. Besides, logistics centers can be called by various names, such as: terminal-logistics complexes, transport center, freight village, intermodal center, etc.

In a broad sense, "logistics centers" ("multimodal / intermodal cargo terminals») are large enterprises having appropriate territories, buildings and structures (including warehouses), equipment and facilities that specialize in mass processing of goods, including customs clearance, may also provide free space and other services to customers (other companies). The range of services of such centers is usually very wide, therefore, regional logistics centers have a large number of different departments and a large working staff. The logistics center that provides services to other organizations (customers) is usually called "regional".

Logistic centers serving the needs of one company are called the "logistics center of the company."





The following are some definitions of UNESCAP transport logistics facilities.

Intermodal terminal enables containers to be transferred from road to rail or rail to road. It can be an efficient method for moving high volumes of freight from one inland location to another and typically incorporates the services of the other terminals in the ESCAP typology.

A container yard is dedicated to the temporary storage, cleaning, and repair of empty containers. Sometimes it is located near a seaport to improve import export container turnaround time.

A dry port provides all the services of a port except for the loading of cargo to and from seagoing ships. In comparison to container depots, it can accommodate all types of cargo, not just containers. Typically provides all of the features of the facilities above.

Keeping in view the role of dry ports of international importance as an important component of an effective and efficient international integrated intermodal transport and logistics system, especially in addressing the specific needs of landlocked, transit and coastal States the "Intergovernmental Agreement on Dry ports "(hereinafter Agreement)<sup>1</sup> was developed under the aegis of UNESCAP, in 2013.

In accordance with this agreement, the member countries approved the list of “dry ports” and expressed their intention for their further coordinated development in accordance with the principles established by this Agreement (Appendix II of the Agreement). In accordance with the Agreement, the basic functions of the “dry ports” include the handling, storage and statutory inspection of goods transported in the international trade process, and the implementation of the applicable customs control and formalities. The Agreement also contains recommended requirements for the infrastructure, equipment and services of the Dry Ports.

Appendix I of the Agreement contains a list of 247 logistics facilities in 27 countries that have been designated by countries to be included in the international network of dry ports. About 150 of these facilities already exist, more than 80 are potential dry ports.

Today, the process of signing of the Agreement on dry ports is going on; from the KTAI countries of the corridor, the agreement is not signed only by Kyrgyz Republic<sup>2</sup>.

### **Name of facilities included in the list of dry ports in the KTAI enroute countries**

<b>Countries</b>	<b>names</b>	<b>names</b>
<b>Kyrgyzstan</b>	<ul style="list-style-type: none"> <li>• Kyrgyzstan Alamedin, Bishkek</li> </ul>	<ul style="list-style-type: none"> <li>• Osh, Osh</li> </ul>
<b>Tajikistan</b>	<ul style="list-style-type: none"> <li>• Dushanbe, Dushanbe</li> <li>• Karamyk, Jirgital</li> <li>• Khujand, Khujand</li> <li>• Kurgan-Tube, Kurgan-Tube</li> </ul>	<ul style="list-style-type: none"> <li>• Nizhniy Panj, Qumsamgir</li> <li>• Tursunzade, Tursunzade</li> <li>• Vakhdat, Vakhdat</li> </ul>
<b>Afghanistan</b>	<ul style="list-style-type: none"> <li>• Haqueena, Mimana</li> <li>• Heiratan Dry Port, Mazar-e-Sharif</li> <li>• Islam Qala, Herat</li> <li>• Kabul Dry Port, Kabul</li> </ul>	<ul style="list-style-type: none"> <li>• Shirkhan Bander Dry Port, Kondoz</li> <li>• Speenboldak Chaman Dry Port, Kandahar</li> <li>• Torkham Dry Port, Jalalabad</li> </ul>

<sup>1</sup> <https://treaties.un.org/doc/Treaties/2013/11/20131107%2012-02%20PM/XI-E-3.pdf>

<sup>2</sup> [https://treaties.un.org/Pages/ViewDetails.aspx?src=TREATY&mtdsg\\_no=XI-E-3&chapter=11&clang=en](https://treaties.un.org/Pages/ViewDetails.aspx?src=TREATY&mtdsg_no=XI-E-3&chapter=11&clang=en)



	<ul style="list-style-type: none"><li>• Turghundi, Herat</li></ul>
<b>Iran</b>	<ul style="list-style-type: none"><li>• Imam Khomeini International Airport, Tehran Province</li><li>• Motahari Rail Station, Mashhad, Khorasan Razavi Province</li><li>• Salafchegan Special Economic Zone, Qom Province</li><li>• Sirjan Special Economic Zone, Kerman Province</li><li>• [Arvand Free Industrial Zone, Khozestan Province]</li><li>• [Sahlan Special Economic Zone, Tabriz, East Azerbaijan Province]</li><li>• [Sarakhs Special Economic Zone, Khorasan Razavi Province]</li><li>• [Shahid Dastgheyb International Airport, Shiraz, Fars Province]</li><li>• [Zahedan Logistics Centre, Sistan and Baluchestan Province]</li></ul>

To ensure the effective implementation of the Agreement, the UNESCAP secretariat developed the Regional Framework on Dry Ports in 2017. This document does not have legal force as an agreement, but only determines the direction of future possible development, is a reference and guidance. In order to analyze the current situation and compare it with the recommendations of the UNESCAP Regional Framework on Dry Ports, a number of studies have been carried out in several countries, including the KTAI corridor.

### **Kyrgyz Republic**

Currently, there are 12 logistics centers in Kyrgyzstan, including 6 in the Chui oblast (three of them are temporarily out of service), Issyk-Kul oblast - 1, Batken oblast –1, Osh oblast –2, Talas oblast –1 and Jalal-Abad oblast - 4. In total, it is planned to construct 22 trade and logistics centers. Their construction is planned at the expense of various sources, including public-private partnerships, as well as with the support of international development organizations. One of the major projects is the construction of a logistics center in the city of Osh on the basis of Kelechek JSC. The preliminary cost of the project is US\$28.0 mln. The project was sent to the Kyrgyz-Russian Development Fund for consideration.

During the field study, none of the logistics centers were visited, since their location does not coincide with the route of the KTAI corridor. The UNESCAP dry ports study also did not cover Kyrgyz Republic.

### **Tajikistan**

According to the results of the UNESCAP study in Tajikistan, there are no facilities that can be accurately called “dry ports”, in the sense that there are no internal terminals located near industrial or other commercial zones that are capable to process intermodal goods and conduct customs clearance.

The priority in the construction of logistics facilities was the construction of terminals in key border and inland territories with the main goal of clearing and transshipment of international goods between foreign and Tajik trucks.

About 10 cargo terminals have been installed or are being built on the borders of Tajikistan: 4 - on the border with Uzbekistan; 3 - on the border with Kyrgyzstan; 2 - on the border with Afghanistan; and 1 – on the border with China. The location of these terminals is shown in the figure, as well as the location of the other 8 intermediate terminals (shown in green markers).



Placement of border and intermediate cargo terminals in Tajikistan

This is mainly due to the fact that there are restrictions on the entry of trucks registered in some of the neighboring countries:

- Trucks registered in Uzbekistan are not allowed to enter Tajikistan further than the transshipment terminal at the border. The main border crossing is Tursunzade.
- According to the agreement between China and Tajikistan, trucks registered in China cannot move further than Khorog in Tajikistan (409 km west of the border). Cargo transshipment from Chinese to Tajik trucks takes place at the Tang terminal near Khorog. Accordingly, Tajik trucks can enter China to Kashi (220 km east of the border).
- Trucks registered in Afghanistan are allowed to go no further than Kurgan-Tyube (113 km north of the border with Nizhny Pyanj), where their cargo is unloaded at the car terminal. Tajik trucks are allowed to enter Afghanistan to the cargo terminal at Shir Khan Bandar.

As noted in the previous section, the Nizhny Pyanj logistics center was almost completed during the field study. It is expected that in connection with the opening of this logistics center, Afghan carriers will be invited to transship in Nizhny Pyanj, in which case they will not need to go to Kurgan-Tyube.

It was pointed out that Karamyk/Jirgetal, which were visited during the field study, have been also included in the list of dry ports of UNESCAP. However, the construction of a logistics center is not started yet at the moment.

The construction of logistics centers in Tajikistan is carried out in accordance with the



State Target Program "Development of the Transport Complex of the Republic of Tajikistan for 2010-2025."

There are proposals from the Association of International Road Carriers of Tajikistan (ABBAT) to setup full-scale dry ports at two border points: one on the border with Uzbekistan in Tursunzade and the other on the border with Afghanistan in Nizhniy Pyanj. Both will be connected to the railway.

## **Afghanistan**

There are two logistics centers on the KTAI corridor route, which are also included in the UNESCAP's list of dry ports: Shirkhan Bandar Dry Port, Kondozi and Islam Qala, Herat. The main purpose of these logistics centers is to reload goods from foreign trucks to Afghan trucks.

During the field study, the consultancy team was not able to visit dry ports (logistics centers) of Afghanistan. Also, there is no information about these facilities of transport infrastructure in open sources. All that was able to collect is some information from the interviews of cargo transporters in other countries. It is reflected in the Chapter 7 "Checkpoints and Ports" of the report.

## **Iran**

In order to implement the provisions of the "Intergovernmental Agreement on Dry Ports", ratified by the Government of the Islamic Republic of Iran in 2017, the High-Level Council on Dry Ports was established, which is composed of representatives of several organizations under the chairmanship of the Railways of I.R. of Iran:

- Iranian Port and Maritime Organization
- Railways of the Islamic Republic of Iran (RAI)
- Islamic Republic of Iran Customs Administration
- Civil Aviation Organization of the Islamic Republic of Iran
- Management and Planning Organization of Iran
- Iran Chamber of Commerce, Industries, Mines and Agriculture

In addition to the 9 dry ports enlisted in the Agreement (see. Fig.), the dry port of Aprin, located about 21 km south-west of Tehran, was proposed to include in the list.

In addition to the approved sites, 15 more sites were proposed for the construction of the dry port. In accordance with a resolution of the Council, all approved and proposed dry ports must be connected to the railway network.

With few exceptions, all approved sites are those where trade generating industry is concentrated, and therefore they have been given priority for the construction of dry ports.

However, according to ESCAP study in 2017, one can doubt whether the market is large enough to support 9 or more "dry" ports, since the port's throughput capacity for container handling can cope with the existing volumes of container traffic.



There are three dry ports on the KTAI corridor route: Mashhad, Aprin and Tabriz.

Shahid Motahari is one of 9 sites throughout Iran approved for the development of a dry port. This station is 32 km by rail south of Mashhad and 153 km by rail southwest of Sarakhs. It is connected to the Asian Highway network: it lies at the intersection of AH 1 (border with Afghanistan at Dogharun to border with Turkey at Bazargan) and AH 75 (Sarakhs to Chabahar). The station is about 320 km from the new rail border with Afghanistan, east of Khaf, and is also close to the road border with Afghanistan at Dogharun. The road route through Afghanistan provides the shortest trip time between Bandar Abbas and the countries of Central Asia.

The station is a major freight handling facility, with 98 per cent of all the rail cargo received in Korashan district being discharged there. It covers a land area of 190 hectares and has the following facilities:

- a large marshalling yard, with capacity to assemble long trains
- customs warehouses with an overall area of 9 hectares
- a fuel storage depot with a capacity of 90 million liters (supplied by fuel trains from Turkmenistan, storing fuel for power station)
- four private sidings, used for fuel storage, grain storage and wagon loading/unloading

The total investment in the provision of private siding facilities is some US\$ 58.7 million, of which the private sector contribution is US\$ 41.5 million and the balance (US\$ 17.2 million) is provided by the public sector. Customs inspection is available at the station.

Aprin is located about 21 km southwest of Tehran at the intersection of the east-west line



from Mashhad to the border with Turkey at Razi, and the north-south line from Bandar Abbas to Tehran. As such, it is in a strategic position to handle cargo from the southern ports, 60-70 per cent of which originates in, or is destined for, Tehran and in addition to handle cargo to and from major industrial centres, such as Tabriz (automobiles, clothing and foodstuffs) and Esfahan (steel).

Aprin is situated within an industrial zone and will serve many factories within a 60 km radius.

A land area of 700 hectares is available for development at Aprin, all under the title of the Ministry of Transport and Urban Development. In 2016 a tender was awarded for the initial development of the dry port on 35 hectares. The facility will be developed and operated under a BOT contract between RAI and a Swiss company, at an estimated cost of € 42 million (US\$ 44.4 million). Construction is estimated to take 2.5 years. Tenure of the BOT contract will be 25 years.

Sahlan Special Economic Zone (Tabriz, East Azerbaijan Province) located 15km west of Tabriz, 10 km from Tabriz international airport. Proximity to Turkey, Armenia and Azerbaijan. 14 km exclusive railway that connects warehouses directly to the rail. Capacity of handling 3 million ton freight per year, 345000 m<sup>2</sup> warehouses, container terminal with 25000 TEU.



## Truck fleet

Table 9 provides information on truck park in the countries enroute corridor<sup>1</sup>.

**Table 9. Truck fleet**

Truck category name	Total	Years of release		
		2015-2017	2010-2014	before 2010 r.
<b>TAJIKISTAN</b>				
<b>Total trucks</b>	<b>39 261</b>	7 842	15 011	16408
including EURO 5	<b>319</b>	184	135	no data
including EURO 4	<b>2 261</b>	941	1320	no data
<b>TURKEY</b>				
<b>Total trucks</b>	<b>76 678</b>	20 558	56 120	NA
including EURO 5	<b>33 610</b>	16 312	17 298	NA
including EURO 4	<b>5 113</b>	2 687	2 426	NA
<b>KYRGYZSTAN</b>				
<b>Total trucks</b>	<b>Total</b>	<b>2013-2017</b>	<b>2007-2013</b>	<b>before 2007 r.</b>
Number of Trucks	<b>5 000</b>	30	40	30

<sup>1</sup> Iran, Kyrgyzstan and Afghanistan did not provide information



Maximum permissible axle loads applied in the territories of contracting parties in accordance with their domestic legislations, is presented in Annex V.

Despite the fact that the data was not provided by all countries, the following conclusions are obtained, including data provided through interviews that were consumed during the research:

- A relatively good fleet of trucks is available only in Turkey: a significant number, quite new, about 45 of EURO-4 and EURO-5;
- 30-40 of trucks in Kyrgyzstan and Tajikistan are quite old;
- In Iran, the renewal of the truck fleet faces challenges, as the country is under economical sanctions. In order to ensure the safety of trucks, all vehicles are equipped with GPS (GPS equipment is provided by more than ten companies with special rights delegated by the state).

## Main conclusions

On the route of the KTAI corridor there are hard-to-reach areas:

- In Kyrgyzstan, there is a high mountain pass;
  - In Tajikistan, 30 km of the road on the Jirgetal – Dushanbe segment;
  - In Afghanistan, starting from Herat, the asphalted road ends after about 80 km, and it turned out that there was no asphalt road for 261 km towards Shirkhan Bandar (including a segment 231 km Laman (Herat province) – Qaisar (Faryab province)).
- In all countries, except Turkey, there are not enough rest areas for drivers, in some cases they are not enough (especially hostels), their location is spontaneous, the quality leaves much to be desired. Food places are mainly eateries;
  - Practically in all corridors (except Iran and Turkey) there are not enough TIR parkings. IRU's website contains information about all available TIR parking lots<sup>1</sup> (with the option of on-line search for the country, the location of the parking lot and the services available on it), but there are only information available on Turkey and Iran, the rest of the enroute countries did not provide such information to IRU;
  - There are no road signs and signals in Afghanistan;
  - The truck fleet in almost all countries (with the exception of Turkey) needs to be updated, while the used trucks can be used for transportation to the corridors. In Iran, due to sanctions, there are difficulties with renewal of the fleet of trucks, however, the current fleet can serve the needs of international transportation;

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<sup>1</sup> <https://www.iru.org/apps/transpark-app>

## CHAPTER 7. CHECKPOINTS AND PORTS

### Checkpoints of Kyrgyzstan

**Karamyk Checkpoint (KGZ).** During the field research, the Karamyk checkpoint was visited, but it could not be crossed, because at the request of the border service of the point it does not have the status of an international point, but only a bilateral one, therefore, only nationals of Tajikistan and Kyrgyzstan can cross it.

It should be noted that, despite repeated agreements, the Kyrgyz side for a long time did not assign the status of "international" to the "Karamyk" checkpoint. The main reason for this is protection measures to protect the market for international road freight services. The route through this checkpoint is much shorter than through the others on the Kyrgyz-Tajik border. After assigning the international status through this checkpoint, it will be possible to transport Chinese goods not only by Kyrgyz, but also by Tajik carriers.



Checkpoint «Karamyk»



Checkpoint «Karamyk»



Checkpoint «Kyzyl-Bel» (Batkent)

### Figure 18. Photos of Kyrgyzstan Checkpoints

At the same time, according to EAEU regulations<sup>1</sup>, this checkpoint was already included in the list of international EAEU checkpoints as early as 2016<sup>2</sup>. This fact indicates that the requirements of the EAEU legislation in this part are not met before, but in the near future (according to the customs officials of the point in 2018) the issue of completing the procedures for assigning the "international" status to the border crossing point should be settled, the checkpoint so it will be completed and equipped in accordance with the requirements of EAEU.

At the Karamyk checkpoint, the road is not asphalted, the construction of the terminal has

<sup>1</sup> *Kyrgyzstan including other five countries, is a member to EAEU, which stipulates common customs space among other integration aspects*

<sup>2</sup> [http://eec.eaeunion.org/ru/act/tam\\_sotr/dep\\_tamoj\\_infr/Pages/places.aspx](http://eec.eaeunion.org/ru/act/tam_sotr/dep_tamoj_infr/Pages/places.aspx)





not been completed, there is no construction equipment, which allows to conclude that the construction is stopped (Figure 18). The checkpoint works only during the daytime.

Due to the fact that it was not possible to cross the border at the planned Karamyk checkpoint, we managed to visit another checkpoint - "Kyzyl-Bel" (Batkent), which was recently built, relatively well equipped and quite active. At the same time, the route in Dushanbe, which runs through this checkpoint, runs along a high-mountain road, therefore, despite the fact that the quality of the road is good, the route is not safe. Due to the fact that there is no terminal at the border crossing point, no functions or services are implemented.

## Checkpoints of Tajikistan

**Jirgetal Checkpoint (TJK)**. The Jirgetal checkpoint was built about 8 years ago. On average, it is crossed by 2-3 trucks daily, therefore, the funds are not invested in the development and maintenance of the border crossing point. Scanning equipment does not work. The road in front of the checkpoint is destroyed and unsafe (Figure 19).

The work of the point is organized under one stop principle, that is, all operations are centrally carried out.

The average waiting time of the truck is 1-2 hours (considering that a day is 2-3 trucks which is a long waiting time).

The checkpoint operates 24/7, all year round except for official holidays.



Poor road before the checkpoint «Jirgetal»



Checkpoint «Jirgetal»



Checkpoint «Nizhniy Pyanj»

### Figure 19. Photos of Tajikistan Checkpoints

**Nizhniy Pyanj Checkpoint (TJK)**. It was not possible to visit Nizhniy Pyanj checkpoint since it is under the customs services of Tajikistan, and not the Ministry of Transport. In general, the checkpoint works satisfactorily, there are no clusters of cars (information obtained from a research of market participants).



The work of the point is organized under one stop principle. The average waiting time of the truck is 1-2 hours, but there are still problems, mainly related to the underdevelopment of business processes. The exchange of customs information with the Afghan side is carried out.

The checkpoint operates 24/7, all the year round except Fridays.

Information on the specifics of transit registration in Tajikistan is also presented in CHAPTER 8. CUSTOMS PROCEDURES AND DOCUMENTS.

## Checkpoints and ports of Iran

**Dogharun Checkpoint (IRN)** is located on the border with Afghanistan, border crossing point "Islam Qala". The plan for the Dogharun terminal is shown in Figure 30. The terminal has the necessary facilities and services for border, customs and other required formalities, and to ensure unimpeded passage of goods, including the Truck X-Ray Scanner, Veterinary Quarantine and Plant Quarantine locations and others.

Also, in the customs operations area, the so-called commercial transactions for the execution of documents required in accordance with Iranian legislation are being processed (also information about the documents required for transportation in Iran and their cost are provided in CHAPTER 8. CUSTOMS PROCEDURES AND DOCUMENTS), including:

- CMR<sup>1</sup> (since Afghanistan has not acceded to the CMR Convention, and in Iran it operates, CMR is registered in Iran);
- insurance (since Afghanistan is not a member of the Green Card).

In addition, a transit list and other documents are filled in for transit cargoes. Filling of all documents, including those related to customs inspection is automated, is made electronically.

Despite the fact that the movement of cargo vehicles along the way to the border crossing point Dogharun is relatively inactive, about 400-500 trucks are waiting around the checkpoint and its parking area (Figure 20).

In the course of the research, each of the parties (Afghanistan and Iran) expressed its opinion about the reasons for the delay, while accusations were brought against the neighboring party. Basically during the interview, the following opinions were expressed:

- the current capacity of the border crossing point does not meet the traffic needs;
- in the direction of Afghanistan, mainly loaded trucks are moving, which are unloaded in Herat, and then are returning back (because there is no asphalt road 80 km after Herat). The logistics center in Herat, runs only until 14:00;
- the days and hours of operation of the checkpoints from the Iranian and Afghan sides do not coincide;
- there are problems with Internet, which accordingly suspends the work of checkpoints;
- there is no exchange of customs information between the two countries'

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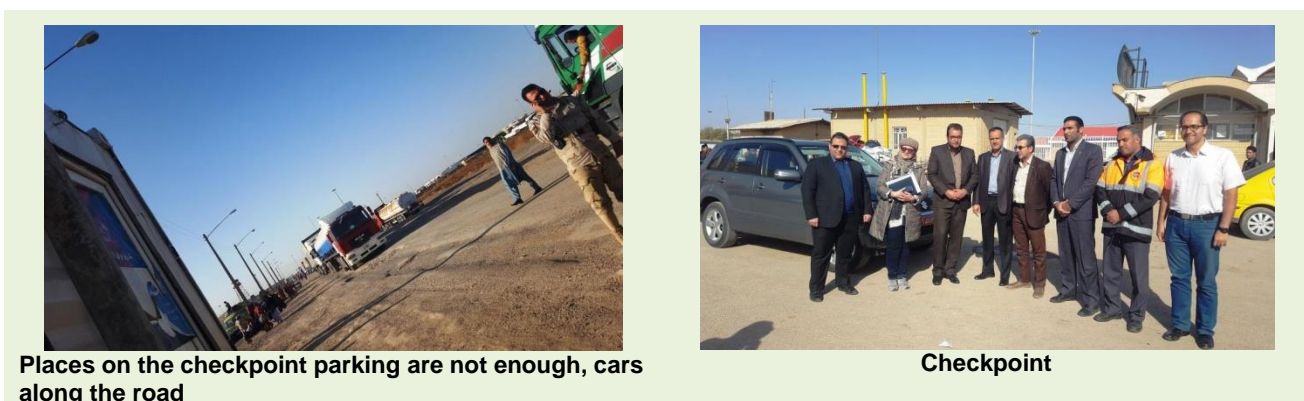
<sup>1</sup> Convention on the Contract for the International Carriage of Goods by Road – Convention CMR



checkpoints, which could significantly reduce waiting time for trucks when performing customs procedures.

Given that much more trucks are being accumulated from Iranian side rather than from Afghan side (see information in the section on the Islam Qala checkpoint, where there was only a queue of about 150 trucks), that is, trucks cannot enter Afghanistan, the logical conclusion is that the delays are taking place mainly due to the fault of the Afghan side.

The reasons for the accumulation of such a significant number of trucks at the border should be investigated in more detail and discussed at joint meetings of the Customs Authorities of Iran and Afghanistan.



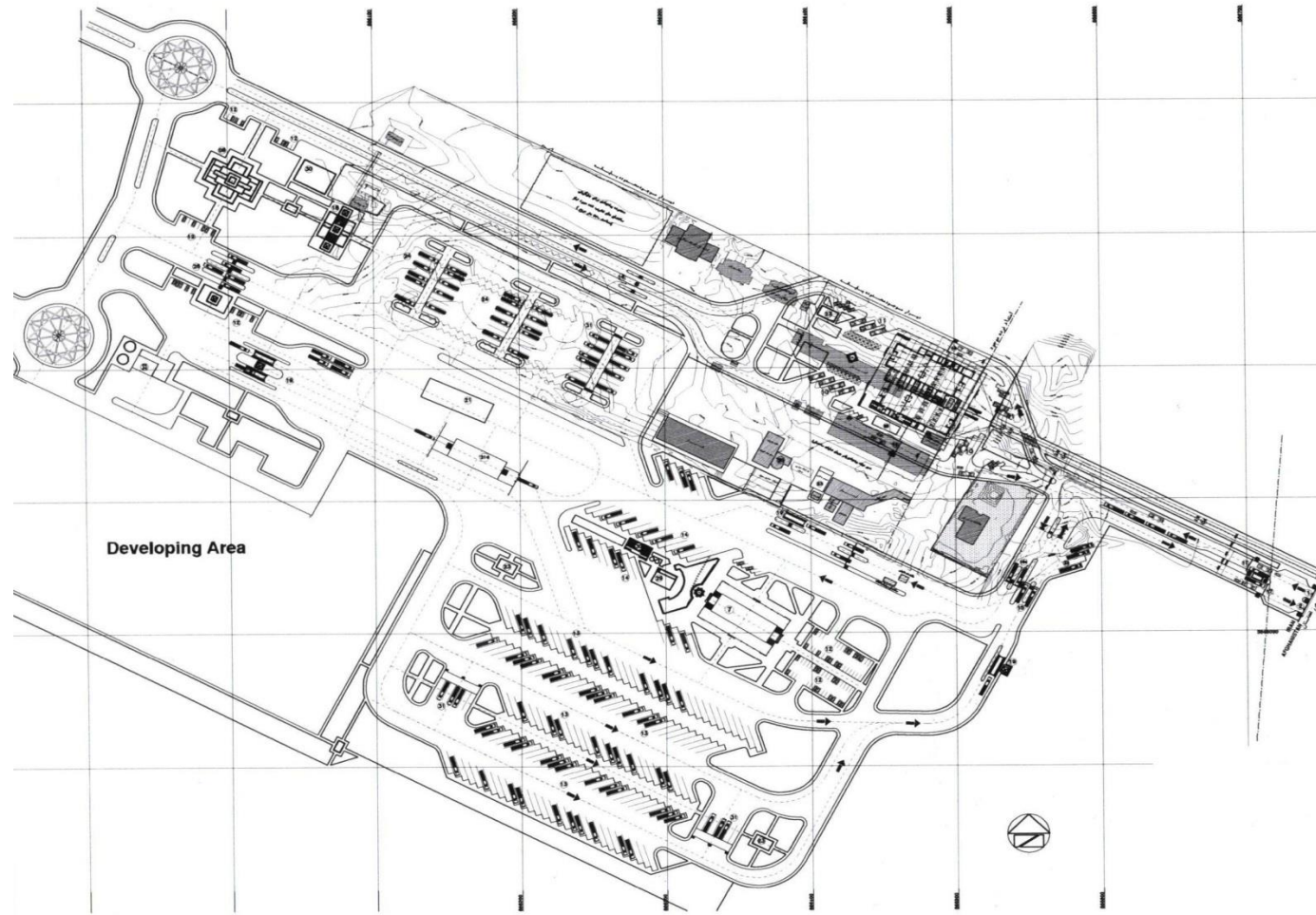
**Figure 20. Photos of Checkpoints Dogharun (IRN)**

From the data received during the interview, about 180 trucks from Afghanistan cross the border per day, from Iran - 220. This data is much higher than the official statistics provided by the employees of the checkpoint (Table IRN 3.1 in Annex II.). Basically, the trucks arrive empty from Afghanistan and take cargo in Iran, in Turkey (and other countries). Export cargoes are delivered to Afghanistan mainly by Afghan trucks, transit cargo, for example, from Turkey to Afghanistan, are delivered by Iranian trucks.

Despite the fact that there is a parking lot for trucks at the border crossing point, there is not enough space on it for such a large number of trucks, the cars are parking along the road. Parking on the parking is paid, about 12 US \$ per night. **Usually the waiting period lasts two days, but it can take up to one week.** Thus, if drivers stand in anticipation of a week they will pay about 84 US \$, which will increase the cost of cargo by about 4.2 US \$ per ton. At the same time, the revenue from parking is about \$ 2,000 per day (when calculating 150-160 trucks in the parking lot).

A ticket system is organized on the parking lot, that is, trucks arrive for registration directly to the checkpoint following the order of their arrivals at the parking lot.

Usually, after electronic ticket receipt the drivers go home to have a rest (if local) or stay at a hostel that is located near the border crossing point, and this is also an additional cost affecting on transportation costs and accordingly at the end on the cost of the goods.



Trucks Parking Capacity :249  
 Cars Parking Capacity :131  
 Buses Parking Capacity :14

Passenger Observance Building :4207 m<sup>2</sup>  
 Commercial Tariff Building Area :1765 m<sup>2</sup>

- INDEX:
- 1-Bus,Car,and Truck Entrance
  - 2-Bus,Car,and Truck Exit
  - 3-Afoot Passenger Entrance & Exit
  - 6-Passenger Observance Building
  - 7-Commercial Tariff Building
  - 8-Disciplinary Tariff Building
  - 10-Departure buses Parking
  - 11-Arrival buses Parking
  - 12-Cars Parking
  - 13-Departure Trucks Parking
  - 14-Arrival Trucks Parking
  - 15-Check Out Gates for Departure Trucks
  - 15a-Check In Gates for Arrival Trucks
  - 16- Control Gates for Departure & Arrival Buses & c
  - 17- Control Gates for Departure & Arrival Buses , Cars,and Truck
  - 18- Restaurant
  - 19- Bascule
  - 20- Mosque
  - 21- X-RAY Site
  - 21a- New X-RAY Site
  - 22- Fire Fighting
  - 23- Toilet
  - 24- Backup Parkings
  - 25- Urgent Parkings
  - 26- Control Gates In The Exit Way To IRAN
  - 27- Passing Control Gates
  - 28- Utility Room for Passenger's building
  - 29- Utility Room for Commercial Tariff Building
  - 30- Laboratory
  - 31- Loading & Pullout Stage
  - 32- Temporary Parking For Trucks Drivers with Defective Docun



	** ISLAMIC REPUBLIC OF IRAN **			
	** MINISTRY OF ROAD & TRANSPORTATION * TRANSPORTATION & TERMINALS ORGANIZATION			
	PROJECT TITLE: <b>DOGHAROUN BORDER TERMINAL</b>			sheets: <b>2</b>
	SHEET TITLE: <b>SITE PLAN</b>			
DESIGN	NAME & SIGN	DATE	Scale: ARCHITECTURE	page: <b>01</b>
CHECK	M. SAJJADI	20/10/2017	unit: METRIC	project no:
APPROVE	M. MOCHADRAMFAR		type:	
DRAWN	Drawing Department		scale: <b>to fit</b>	sheet no: <b>A - 01</b>

Figure 21. Dogharoun Border Terminal Plan



The terminal plan shows (Figure 21) that there is a zone for development, which will be used to organize additional parking spaces for trucks. Also it can be seen on the plan that only two lines are provided for the entry and exit of trucks, possibly this reduces the capacity of the border crossing point and does not provide an accelerated passage of vehicles that do not need additional verification, for example, secured by TIR carnet.

During the interview with the terminal staff, it was found out that there was no weighing equipment, weight and dimensions of the cargo were visually determined. At the same time, in an interview with the Afghan side, it was noted that cargoes from Iran often come with overload<sup>1</sup>. The respondents also pointed out that the cargo from Iranian vehicles was being loaded into several Afghan vehicles. Perhaps the difference in weight requirements is one of the reasons for this (see in Annex V).

The indicated opening hours are from 7:30 to 17:30. the checkpoint does not work only on public holidays. At that time, the Afghan side noted that there are quite a lot of holidays, except that the work of the station from the Iranian side often stops because of problems with the Internet.

Despite the fact that the terminal provides for payment of various fees and payments by a payment card (ATMs are also available), however, due to the sanctions in force in Iran, a visa card can not be used. This is a restriction for carrying out transit transport through Iranian territory by foreign carriers.

Another limitation is the accounting of gasoline in trucks that carry out international transportation through the territory of Iran. This is due to the low cost of gasoline for domestic use in Iran in comparison with other countries. Drivers are interested in refueling at a lower price, so the amount of gasoline that is required for transportation through Iran is calculated at the checkpoint, all of which is calculated at a different cost, and the tanks of vehicles are sealed.

Preliminary information<sup>2</sup> and declaration is not provided.

**Serow Checkpoint (IRN)** (Figure 22). The Serow checkpoint is located on the border with Turkey, the adjacent Turkish checkpoint Esendere. Offices located in Serow border terminal is 27 thou. square meters and includes areas for passport control, halls for passengers, office facilities of the border guard service and customs, customs warehouses. Also in the zone of the checkpoint are buildings providing various services, including Veterinary Quarantine and Plant Quarantine.

About 10 trucks were observed waiting. Despite the fact that it is said that the checkpoint is open 24/7, interviews with drivers revealed that they are trying to cross the border in the morning, since they will not be able to do it after lunch because of the completion of the work of the checkpoint. Truck X-Ray Scanner has not been demonstrated.

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<sup>1</sup> *In the opinion of Iran's national consultant, this is an unreasonable statement, since all vehicles must comply Transport Regulations of Iranian Roads, however, it is not entirely clear how the weight-gage standards are checked, if there is no equipment for this*

<sup>2</sup> *Except TIR system requirements*

On average, the checkpoint crosses 60-70 trucks a day towards Iran and the same amount back. The peculiarity of this point (and the Esendere point) is that through them the cargo of cross-border trade is delivered to a greater extent (there is a bilateral agreement on a free economic zone in this region). Between the checkpoint and the city of Urumia there is a logistics center, where cars with cargo from Turkey are unloaded. Transit cargo mainly moves through other checkpoints – Gurbulak-Bazargan.



**Figure 22. Photos of the checkpoint «Serow»**

Registration of documents at this checkpoint is carried out according to the same principles as at Dogharun. The exchange of customs information with the Turkish side is not carried out.

Serow is planning to build a new terminal and a road to Tehran.

**Chabahar Port (IRN)**<sup>1</sup> (Figure 23) is located in southeastern Iran, north of Oman Sea.



**Chabahar port development plan**



**Chabahar port**



**Customs terminal at Chabahar**



**Customs terminal hall at Chabahar**

**Figure 23. Photos of Chabahar Port**

<sup>1</sup> <http://chabaharport.pmo.ir>



One of the features that distinguishes it from other Iranian ports and ports in southern coast of Persian Gulf, is its access to international open seas.

Currently, Chabahar port consists of two port complexes, named Shahid Kalantari port and Shahid Beheshti port. Generally, Shahid Beheshti port development plan consists of five main phases, to be completed by the 2024 and nominal capacity of 86 million tones. First phase was completed in 2017, increasing the nominal capacity to over 8,5 million tons annually.

#### Phases of port development plan:

Description	Deadline, Year	Phase
<ul style="list-style-type: none"><li>• Approximately 1650 m of breakwater extension, construction of two container berth(640m) and three multi-purpose berth (540m)</li><li>• 17 million m3 dredging to(-16m) depth</li><li>• Reclamation of 195 hectares by sediment</li></ul>	2017	I
Construction of a container berth(360m)	2018	II
Construction of an oil berth	2020	III
Construction of a multi-purpose berth	2020	IV
Construction of a container berth (360m)	2024	V

The Government of Iran pays much attention to the development of the transport network, which connects Chabahar to international routes and ensures the maximum use of the port, and increase of cargo traffic, as:

- The only oceanic port of Iran;
- More than 300 km marine border;
- Minimum transit distances to Afghanistan, Pakistan and Central Asia, and most economical port in commercial trade for these countries;
- the cost of handling cargo in the port is cheaper, compared to other ports in the region.

Currently, a terminal for liquid cargo is being built. All other goods can be processed.

Near the port there is a customs terminal. All functions for interaction between the port and customs authorities are automated.

100 of the document circulation of customs authorities are automated and processed in electronic form, including customs declaration. A unified customs information system is used, linked to Tehran.

Processing of consignments takes 4-5 hours. Animal & Plant Quarantine is conducted, and all other types of controls and inspections.

As it was noted in the course of the interview with the employees of the customs terminal of the port, the guarantee of payment of customs payments can be made by insurance<sup>1</sup>. There are 2-3 insurance companies operating in the market, which distribute so-called coupons for a fixed amount of coverage. Depending on the amount of the required guarantee, a different number of coupons is used (similar to insurance bonds used in Europe). Coupons of the transport company are available online.

<sup>1</sup> Only customs officials of Chabahar know about such a way of guaranteeing payment of customs payments, they did not know about other methods at the Iranian checkpoints. It is possible that customs officials confuse this type of insurance with cargo insurance .

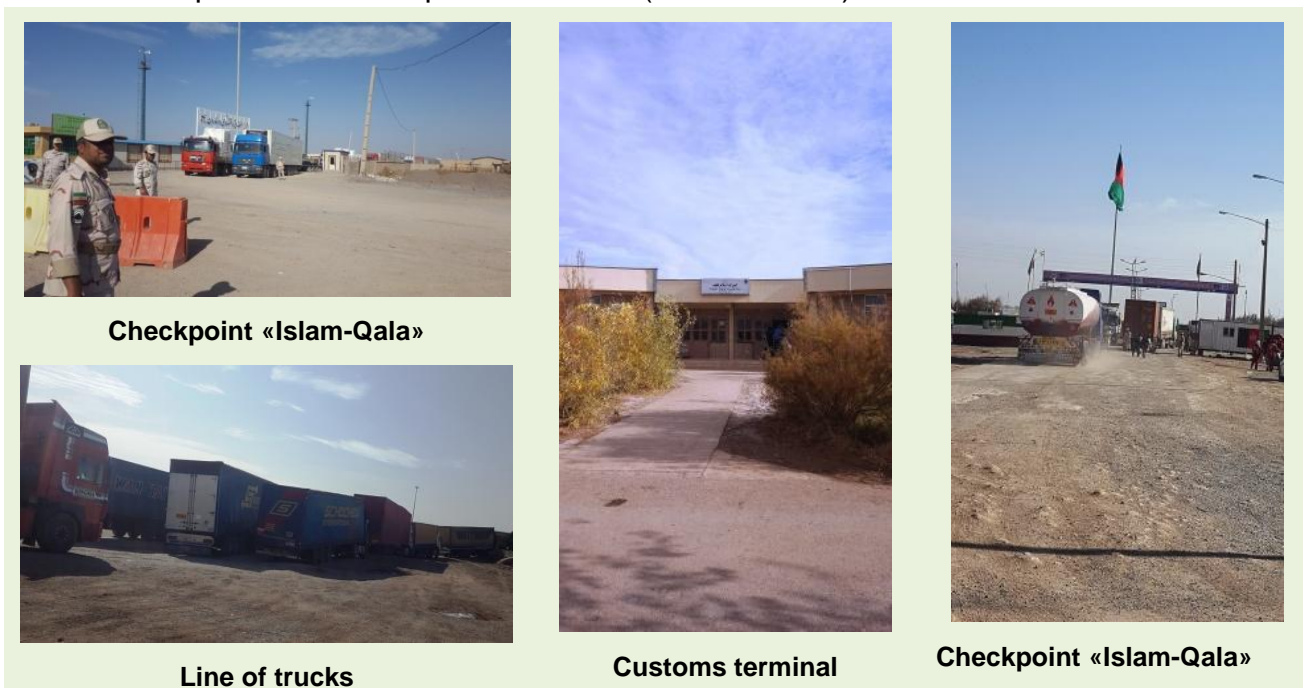


## Checkpoint of Afghanistan

**Islam-Qala Checkpoint (AFG)** (Figure 24) is located on the border with Iran, the border crossing point Dogharun. At some distance from the checkpoint there is a customs terminal. Customs clearance is carried out using the Automated System for Customs Data (ASYCUDA). There are 7 broker companies in the customs office. For customs clearance, preliminary information is required, which is carried out by forwarders.

The customs clearance is carried out in Herat, there is also a logistics center where the imported goods are unloaded. The Logistics Center Herat works only until 14:00 pm, this is a significant restriction, since drivers are not interested in spending the night in Afghanistan (the hotel is only one, it is not safe). For this reason, trucks are allowed only until lunchtime. In general, even it is not safe on the area from the checkpoint upto Herat. Provision of customs payments upto Herat or the escort is not required, so Afghanistan does not apply the CMR, that is, in fact, the safety of the cargo and the payment of customs payments are not guaranteed in any way.

At the checkpoint there is a queue of trucks (about 80-100).



**Figure 24. Photos of Islam-Qala Checkpoint**

### Main conclusions

Basically there are bottlenecks at KTAI checkpoints:

- At the Karamyk border crossing point (KGZ) procedures for assigning it the status of International are not completed, the furniture is not developed
- Scanning equipment, undeveloped business procedures at Jirgetal checkpoint (TJK), taking into account that there are impassable road sections to Dushanbe, its use for drivers is also limited;
- At the Dogharun (IRN) and Islam-Qala (AFG) checkpoints there is a congestion of





vehicles for a variety of reasons, such as: a different work schedule, lack of scanning equipment for Islam-Qala, and a short-term operation of the logistics center in Herat, where unloading of imported goods

- At the Esendere border crossing point (TUR), bordering Serow (IRN), the congestion of vehicles due to low throughput on the part of Serow (IRN), including due to the lack of scanning equipment
- Checkpoint Kapikoy (TUR) does not let cargo pass because the terminal is under construction (the construction works are planned to complete in 2019).
- Data exchange between the customs services of neighboring countries is purely carried out:
  - between Tajikistan and Afghanistan at Nizhniy Pyanj checkpoint;
  - between the checkpoints of Turkey and Iran within the framework of the TIR system.



## CHAPTER 8. CUSTOMS PROCEDURES AND DOCUMENTS

Procedures and documents required for the registration of international road transport of goods and related customs clearance in each of the KTAI enroute counties are based on the requirements:

- Ratified international conventions and agreements in the field of road transport and customs and other related fields, it is important not only that the country has ratified this or that convention, but also how adequately these requirements are implemented in national legislation
- Bilateral (multilateral) agreements in the field of road transport and customs and other related fields;
- Requirements of national legislation.

These and other issues are discussed in this chapter, while this section does not address the issues of export-import (and transit) of specific goods, export and import duties and the specific documents required for this (determined by the HS of a specific product), as these issues are being addressed beyond the scope of this research.

### International agreements and conventions

Within the framework of UNECE, which is one of the fundamental organizations for cooperation and security in the field of transport, has developed a list of 57 transport conventions and agreements (including for road transport)<sup>1</sup> recommended for accession. The list of conventions is divided into groups depending on the Regulatory objective.

12 of these conventions are the most relevant from the point of view of the implementation of ECO TTFA agreements in the field of road freight transport. In addition to UNECE conventions and agreements, the Revised Kyoto Convention<sup>2</sup> is also important from the point of view of harmonizing customs procedures, one of the main objectives of which is to reduce the number of inspections by customs through risk management.

Table 10 presents data on the ratification of KTAI corridor counties of international conventions and agreements. From the presented data it can be seen that Afghanistan for today has joined only two named conventions. In addition, in a number of countries that have ratified certain conventions, implementation of the requirements of these conventions in national legislation is required. For example, Tajikistan needs to amend the national legislation to implement the requirements of the AGR Convention, as well as the Road Traffic (1968) and Road Signs and Signals (1968) conventions.

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<sup>1</sup> [http://www.unece.org/fileadmin/DAM/trans/conventn/agree\\_e.pdf](http://www.unece.org/fileadmin/DAM/trans/conventn/agree_e.pdf)

<sup>2</sup> *World Customs Organization* - [www.wcoomd.org](http://www.wcoomd.org)

**Table 10. The accession of the countries of KTAI corridor to the International Agreements and Conventions**

No	International Agreements and Conventions	KGZ	TJK	AFG	IRN
<b>UNECE International Agreements and Conventions</b>					
1	Road Traffic (1968)	✓	✓		✓
2	Road Signs and Signals (1968)	✓	✓		✓
3	European Agreement on Main International Traffic Arteries (AGR, 1975)				
4	Convention on the Contract for the International Carriage of Goods by Road (CMR, 1956)	✓	✓		✓
5	Customs Convention on Temporary Importation of Commercial Road Vehicles (1956)	✓		✓	
6	Customs Convention on the International Transport of Goods under Cover of TIR Carnets (1975)	✓	✓	✓	✓
7	International Convention on Harmonization of Frontier Controls of Goods (1982)	✓	✓		✓
8	Customs Convention on Containers (1972)	✓			
9	European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR, 1970)		✓		
10	European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR, 1957)		✓		
11	Agreement on the International Carriage of Perishable Foodstuffs (ATP, 1970)	✓	✓		
<b>Other International Agreements and Conventions</b>					
12	The International Convention on the Simplification and Harmonization of Customs procedures (Revised Kyoto Convention or RKC) (1973)				✓
13	Agreement on the introduction of an international certificate of weighing cargo vehicles in the territories of CIS states participants	✓	✓		
14	Harmonization of requirements concerning international road transport and facilitation of its operation ("Greencard")				✓

In general, the countries of KTAI corridor need to continue working on accession to the recommended international conventions and agreements, and the implementation of their requirements into national legislation.

The current situation of accession to the recommended conventions does not provide a harmonized legislative environment in the KTAI corridor countries for unimpeded transport.

To date, the only convention that all countries of the two corridors have joined is the TIR Convention. The application of the provisions of the TIR system has been supporting trade and development for more than 70 years, by allowing customs-sealed vehicles and freight containers to transit countries with minimal border checks. Therefore, further action is needed to expand the application of this convention.

As the poll results show, the actual for today is the accession of Afghanistan to the CMR convention and to the International Convention on Harmonization of Frontier Controls of



Goods (1982).

In the era of technical progress, the main aspect of simplifying customs procedures should be their digitization. In this regard, the experience of implementing the e-TIR system is important. In 2016-2017 the e-TIR system was successfully implemented between Iran and Turkey. This experience can be used by other countries of KTAI corridor.

In addition, efforts should be made to introduce e-CMR in the enroute countries. To date, only Turkey and Iran have joined the Additional Protocol to CMR, 2008 (e-CMR).

Also, the corridors (except Tajikistan and Turkey) need to consider the possibility of accelerating the process of accession to the ADR and ATP conventions.

## TIR Convention

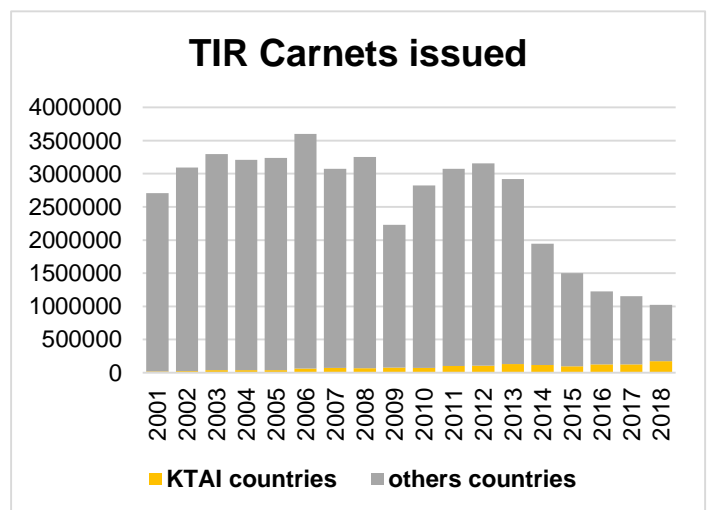
Brief information

Objectives:	Main principles:	Benefits:
<ul style="list-style-type: none"> <li>To secure the movement of goods in transit thanks to the main pillars of the TIR system related to secure vehicles, one harmonized guarantee and declaration document – TIR Carnet, mutual recognition of customs control, international guarantee chain, electronic risk management tools, etc.</li> <li>To facilitate the international carriage of goods by road vehicles/containers across borders through carefully designed border crossing procedures and an international guarantee chain, in cooperation with road operators, IRU.</li> </ul>	<ul style="list-style-type: none"> <li>Secure, Approved vehicles or containers according to standards;</li> <li>International guarantee system for custom duties and tax;</li> <li>Mutual recognition of Customs controls;</li> <li>TIR Carnet: Customs and Guarantee document;</li> <li>Controlled access of operators.</li> <li>TIR IT tools allowing TIR data exchange in real time among all TIR actors</li> </ul>	<ul style="list-style-type: none"> <li>Minimized inspection of goods at intermediate borders;</li> <li>No payment of taxes and duties enroute;</li> <li>Lower border delays, Lower transport cost;</li> <li>Lower import / exports costs;</li> <li>Increased competitiveness and growth.</li> </ul>

TIR, an international customs transit system based on the UN Convention, operating at the world level within the framework of public-private partnership, provides an opportunity to create harmonized legislative conditions for the transport of transit goods in all corridors.

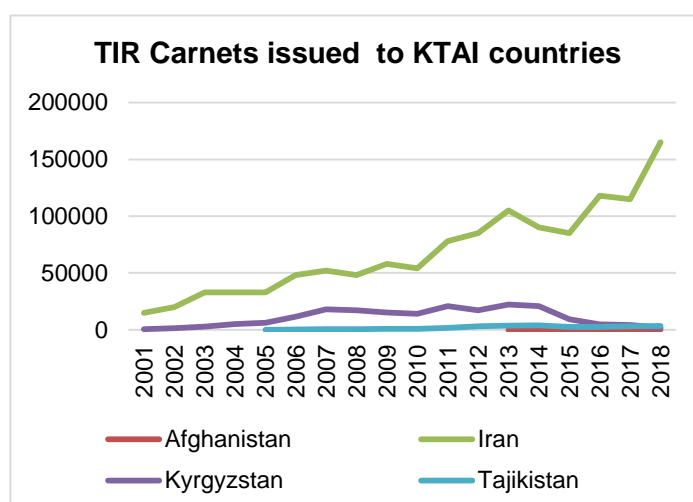
### Statistics

All countries of the KTAI corridor joined the Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention).





Since 2001, as a whole, it has been issued 46.5 million TIR Carnets, where the share of KTAI corridor countries amounted only to 3.1 (about 1,5 million)<sup>1</sup>. In the presented diagram it can be seen that, 10 years ago, the share of TIR Carnets released in the KTAI corridor countries (Afghanistan, Iran, Kyrgyzstan, Tajikistan) accounted for only 2%, whereas in 2018 it has already reached 16.7% of the total number of TIR Carnets released in all countries.



Much larger number falls on the issuance of TIR Carnets for Iran (in 2018 it makes up 16,2% in 2018 (out of total) and 95% (out of the KTAI corridor's countries). For the rest countries of KTAI corridor, a relatively small number of TIR Carnets are issued.

In Iran, on the contrary, the tendency towards increase of TIR Carnets was noted (in 2018, the number of carnets was 3 times more than in 2010). Also, the number of TIR Carnets issued in Tajikistan has increased significantly (in 2018, the number of carnets was 4.9 times more than in 2010).

### **Problems and features**

**Afghanistan.** Since 2013, only 24 TIR Carnets have been issued to transport operators by the Afghanistan Chamber of Commerce and Industry (ACCI) <sup>2</sup>. It is necessary to conduct additional research, why the use of TIR Carnet has ceased (or almost ceased) in Afghanistan.

At the same time, Afghanistan is the destination of many TIR Carnets operations for partner countries. According to the IRU, about 1,000 TIR Carnets were completed in Afghanistan, and the number could be higher, since in all cases, Customs authorities do not send reports of the completion of TIR Carnets operations.

In addition, Afghanistan can play an important role as a transit country in the TIR system<sup>3</sup>.

The main problems hampering the development of the TIR system in Afghanistan are the following:

- TIR IT tools have not yet been implemented by the Afghan customs authorities. SafeTIR<sup>4</sup> information is transmitted by the customs authorities manually through the TIR customs portal (which means manual data entry). Preliminary information (TIR-EPD<sup>5</sup>) is sent to the centralized electronic mail of the customs, and then forwarded

<sup>1</sup> <https://www.unece.org/fileadmin/DAM/tir/figures/TIRCarnets2001-2018.pdf>

<sup>2</sup> <http://www.acci.org.af>

<sup>3</sup> <https://www.iru.org/resources/newsroom/afghanistan-connects-central-asia-west-asia-and-europe>

<sup>4</sup> *Real-Time SafeTIR (RTS)* connects customs and IRU in real time, allows customs authorities to check the details of the TIR guarantee, and to transmit TIR status messages (exit, completion). Customs of one country can also see TIR messages created by previous countries.

<sup>5</sup> *TIR-EPD* is safe integration of a small software module into the relevant customs information system, to automatically



to the appropriate border. TIR IT tools, including TIR-EPD and RTS, should be fully implemented in ASYCUDA (discussions are underway)<sup>1</sup>;

- There is corruption. Since all problems are being “solved” via bribes, carriers are not interested in applying international transport standards, such as TIR;
- TIR operators cannot compete with conventional carriers that do not follow national and international rules;
- There are transport companies providing transshipment services and benefitting of it while reloading goods from one Afghan truck into 2-3 foreign trucks. Transshipment of cargo is also required since the passage of foreign trucks entering the territory of Afghanistan is not safe. Drivers are forced to pay paramilitary security services, the cost of which is higher for foreign drivers than for Afghans. In addition, each province of Afghanistan levies a tax for the use of its territory (land tax) the cost of which for foreign drivers is also higher than for local drivers.

There are other problems that negatively affect the formation of the TIR system, such as:

- there are difficulties in obtaining visas for Afghan drivers;
- bilateral agreements on transportation and transit are concluded only with Pakistan and Tajikistan (see the section below), which causes difficulties for Afghan and foreign companies in obtaining permission for transportation (permits);
- Afghanistan is not a party to the CMR Convention and a number of other conventions and agreements recommended by the UN that does not ensure the harmonization of national legislation and the introduction of mechanisms to facilitate the international transport of goods;
- Afghan drivers are not aware enough about the benefits of the TIR system.

**Kyrgyzstan.** Starting from 2015, due to joining EAEU, the release of TIR Carnets in Kyrgyzstan fell sharply for a number of reasons:

- Kyrgyzstan's exports are largely oriented towards the countries of the EAEU, where, in connection with the creation of a single customs territory, payment of customs duties by TIR Carnets is not required;
- Kyrgyzstan was to rebuild its customs IT system, which led to a temporary loss of IT-tools TIR (Real-Time SafeTIR and TIR-EPD). Currently Real-Time SafeTIR is restored, TIR-EPD is in the process of recovery.

**Tajikistan.** TIR IT tools have not yet been implemented, but Tajikistan's customs authorities are planning to work on its implementation, several agreements with the IRU have already been signed. The main obstacle to the implementation of TIR IT is the current status of the customs system. At present, with the support of GIZ<sup>2</sup> the project on diagnostics of Tajikistan's information and customs system and its modernization is being carried out.

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*exchange electronic information on procedures between the IRU and the customs authority-*

<sup>1</sup> Information provided by IRU

<sup>2</sup> The Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH (English: German Corporation for International Cooperation GmbH) is a German development agency



In 2017 two customs meetings were held between the customs authorities of Afghanistan and Tajikistan, two most important directions for the development of transit were identified:

- digitization of transit procedures and implementation of TIR IT tools;
- formation of TIR Green Lanes.

The issue of introduction of TIR IT in Tajikistan requires further research.

**Iran and Turkey.** Among all corridors only in Iran and Turkey all necessary TIR IT tools are in place and ready for digital TIR; e-guarantee pilot project between Turkey and Iran performed successfully.

## CMR Convention

Brief information

Objectives:	Main principles:	Benefits:
<ul style="list-style-type: none"> <li>▪ To facilitate international road transport through a commonly agreed transport contract, including contract document and liabilities</li> </ul>	<ul style="list-style-type: none"> <li>▪ Defines contract conditions and the document (The Consignment Note and information contained)</li> <li>▪ Fixes carrier's liability limits in case of total or partial loss of goods or delay</li> <li>▪ The e-Consignment Note is under consideration</li> </ul>	<ul style="list-style-type: none"> <li>▪ Fair competition between carriers</li> <li>▪ Lower international road transport costs, including insurance costs</li> </ul>

Three of the KTAI enroute countries have ratified the CMR Convention, Iran (and Turkey) have also ratified the Protocol to CMR (1978) and Additional Protocol to CMR, (e-CMR) (2008), which implies the possibility of using an electronic consignment note (e -CMR). As of July 2019 Tajikistan also ratified Additional Protocol to CMR.

### Some features and problems

Currently, three countries from the KTAI corridor's countries have joined this convention except Afghanistan (Afghanistan is considering such an opportunity). At the same time, when crossing the border, the customs authorities of Afghanistan pay attention to CMR documents issued in other countries. Since the checkpoints of this country are not fully equipped with scanning and other facilities, these documents allow them to optimize their work, reduce the number of checks and the time to cross the border. At the same time, there is a disagreement in the corridors regarding the completion of this document.

For example, in accordance with the requirements of Iran's national legislation, a CMR Consignment Note is issued for all transportations from Afghanistan filled by representatives of transport companies located directly at the checkpoints. Samples of CMR consignment notes filled in Iran (provided both in Iran and in Pakistan) noted the following (Figure 25):

- The column 22 is not filled in the Iranian samples (Signature and stamp of the sender). Since the carrier hired by the sender, during the international transportation the driver is his representative, the driver must sign the document. The absence of the signature of the sender (or his representative) in the CMR waybill makes this document not legally qualified.
- There are no stamps of the customs authorities on Iranian documents, while in other countries a stamp or calendar stamp of the customs authorities must be



stamped (for comparison, look at the sample of the CMR invoice from Azerbaijan). Although there is no clear indication on the above, in most countries is introduced this requirement in the national customs legislation<sup>1</sup>.



Figure 25. Photos of filled CMR forms

Since the CMR consignment note is one of the main documents of international carriage of goods, the issue of ensuring uniform CMR requirements in all countries in the corridor requires additional research. This problem could be solved via e-CMR<sup>2</sup> (electronic consignment note) by joining all KTAI corridor countries to the e-CMR protocol, which was added to the CMR Convention in 2008.

This protocol entered into force on 2011, and to date 17 countries have acceded including Iran and Turkey<sup>2</sup>. e-CMR officially launched in January 2017 with the first ever border crossing to use electronic consignment notes between Spain and France, proving that the system works and is simple to implement and use.

It is advisable for all KTAI corridor countries to consider the possibility of expediting the process of joining e-CMR protocol.

### **Placement of insurance stickers on the CMR form**

As it was said earlier, insurance stickers (also called coupons) are used in Iran to ensure the payment of customs payments (possibly for cargo insurance or drivers' liability to third parties), which are glued to the CMR form (see photo). Since the interview revealed a misunderstanding of the difference between these types of insurance, it remains unclear what kind of insurance was performed using this sticker. These stickers are distributed through representatives of transport companies directly at Iranian checkpoints when they issue CMR for carriers from countries where CMR is not applied.



Sticker (coupon) about insurance on CMR form

<sup>1</sup> Since transport documents, to which the CMR refers, are at least used to calculate customs duties  
<sup>2</sup><https://www.iru.org/innovation/e-cmr>





## Revised Kyoto Convention

### Brief information

Objectives:	Key Provisions:	Benefits:
<ul style="list-style-type: none"> <li>To facilitate international trade through harmonization and simplification of customs procedures and rules</li> </ul>	<ul style="list-style-type: none"> <li>Standardization and simplification of accompanying documentation and procedures for declaring goods</li> <li>The maximum use of Information Technology</li> <li>Using a Risk Management System and exercising control based on an audit</li> <li>Establishing partnerships between customs and business (the trade sphere)</li> </ul>	<ul style="list-style-type: none"> <li>Transparency and predictability of customs activities</li> <li>Minimizing the necessary customs control to ensure compliance with regulations and rules</li> </ul>

Among the countries of the KTAI corridor today only Iran has joined the Convention (also Turkey, the neighboring country).

One of the fundamental principles of this Convention is the use of the Risk Management System. Further measures are required for all countries of the KTAI corridor to join this convention.

### Bilateral and Multilateral Agreements

Table 11 presents data on bilateral and multilateral agreements between KATI corridors in the field of road cargo transportation.

**Table 11. Bilateral and Multilateral Agreements<sup>1</sup>**

Agreement countries	Agreement countries		
	AFG	IRN	KGZ
IRN			Agreement on International Road Transport between the Government of the Republic of Kyrgyzstan and the Government of the Islamic Republic of Iran, 1993
TJK	Agreement between the Government of the Republic of Tajikistan and the Government of the Islamic Republic of Afghanistan on Transport and Transit of Cargo and Passengers, 2005		Agreement between the Government of the Kyrgyz Republic and the Government of the Republic of Tajikistan on International Road Transport, 2013  <i>Multilateral Agreements:</i> Agreement on Introduction of the International Vehicle Weight Certificate in the CIS

<sup>1</sup> <https://tadb.unescap.org>



Agreement countries	Agreement countries		
	AFG	IRN	KGZ
			Member States, 2004, Agreement between the Governments of the Shanghai organization of cooperation on creating favorable conditions for international road transport, 2017 Others Multilateral Agreements

In addition to the agreements listed in the table, all countries are parties to the TTFA (ECO) the multilateral agreement. Iran, Kyrgyzstan, Tajikistan, Turkey are also participants in the "Basic Multilateral Agreement on Development of International Transport Corridor "Europe-Caucasus-Asia " (TRACECA).

## Permits for road transportation

Requirements for the need to obtain a permit allowing to travel across the borders are determined on the basis of agreements signed between the countries of KTAI Corridor (see Table 11). In spite of the current multilateral agreement TTFA, for today only for two pairs of countries (Kyrgyzstan and Tajikistan, Iran and Turkey) such permits are not required (Table 12).

In most cases, one permit is used for one border crossing. In order not to receive permits every time, transport companies acquire them with a margin, and then underutilize. In addition, as it turned out in the course of the research, in a number of countries there are problems associated with obtaining these permits.

**Kyrgyzstan:** Permits to enter other countries are issued by the State Agency for Automobile and Water Transport. The number of permits to enter another country, issued in a year by a country, is determined on parity terms in accordance with current bilateral agreements. In this case, the following situation occurs. If less permits were used in the previous year than was planned in accordance with the agreements, their number will be reduced in the next year.

In the course of interview with drivers it was reported that there is the following problem: normally at the beginning of the year all permits are being purchased at the state by one or two companies, and then reselling them at a price several times higher. Overstated, speculative price becomes a restriction for international transportation. As a result, the planned number of permits remains unused, which means that the number of permits is decreasing from year to year. In addition, the high cost of permits for resellers increases the cost of transportation. Unfortunately, the Kyrgyz legislation lacks mechanisms to solve

**Table 12. Border-cross transport permission**

	AFG			
IRN	Yes	IRN		
KGZ	Yes	Yes	KGZ	
TJK	Yes	Yes	NO	TJK
TUR	Yes	NO	Yes	Yes



this problem.

**Afghanistan:** There is no bilateral agreements with Afghanistan, therefore drivers independently obtain permits at the Afghan embassy. A permit is granted for 12 trips, the cost is 150 \$ US, it takes formally 2-3 days, and in fact one month. Since transportation is carried out mainly to Sherkhan-Bandar, Tajik drivers can make up to two trips a week, so, this permission is only enough for 6 weeks (just over a month). In addition, cases of rejection for obtaining permit are being also recorded.

Thus, obtaining permits to enter Afghanistan is a significant challenge for international transportation.

## Visas for drivers

Table 13 provides information on the need to obtain visas for drivers (terms and costs) of KTAI corridor countries.

The data presented demonstrate that only some of the KTAI corridor countries have arrangements for visa-free entry, including for drivers of international vehicles. In most countries, visas for drivers are still required and their receipt cause some difficulties. In some cases, parity conditions for issuing visas between countries are not observed. Afghan visa is the most difficult to obtain, in addition, its cost is very high.

According to Article 12 of the TTFA, the countries participating in this agreement undertake to provide drivers and persons involved in international transport transit operations with multiple entry transit visas valid for one year with the right to stay in the territory of each country for 15 transit days for each trip and up to 5 days at the place of loading and unloading. Despite this, obtaining visas for drivers is still a significant problem, which is a deterrent to the development of KTAI corridor and needs to be resolved as soon as possible.

Based on the experience of various regional associations, such as the EU, SAAARS and the Black Sea Economic Cooperation Organization (BSEC), the ECO Secretariat proposed a mechanism for facilitating visas for ECO-Visa Sticker Scheme for drivers<sup>1</sup> which is based on the following basic principles:

- The ECO Secretariat (special department) shall produce and issue ECO Visa Stickers to the ECO member states in half a year, be responsible for consolidating all information on the issue of ECO visa stickers and sending information to the ECO member states.
- The ECO member states shall agree on the number of ECO visa stickers to be exchanged with other ECO member states, and the quantity can be revised on the basis of consensus among the ECO member states. Also, the ECO Member States due to serious security problems, etc. may stop the issuance of ECO visa stickers for some time informing the relevant ECO country and the ECO Secretariat accordingly.
- The issue of ECO visa stickers for drivers shall be carried out by the Ministry of Foreign Affairs of each of the ECO countries that are citizens of that country.

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<sup>1</sup> ECO Senior Visa Consular Meeting dated Oct 4th 2016



- The ECO member states will exchange a list of transport companies and drivers (with the necessary information) who are entitled to receive ECO visa stickers. This list will be reviewed and agreed from time to time.

**Table 13. Information on obtaining a visa for drivers<sup>1</sup>**

COUNTRY APPLICANT>>	AFG	KGZ	TJK	IRN	TUR
COUNTRY ISSUING VISA	AFG	KGZ	TJK	IRN	TUR
<b>AFGHANISTAN<sup>2</sup></b>					
<i>not required</i>					
<i>on entry</i>					
<i>duration of obtaining, days</i>		7	7	3	7
<i>cost, \$ US</i>		220	50	220	220
<i>duration of stay</i>		30	15	30	30
<b>CHINA</b>					
<i>not required</i>					
<i>on entry</i>					
<i>duration of obtaining, days</i>			7		
<i>cost, \$ US</i>			50		
<i>duration of stay</i>			15		
<b>KYRGYZSTAN</b>					
<i>not required</i>			✓		✓
<i>on entry</i>					
<i>duration of obtaining, days</i>				20	
<i>cost, \$ US</i>				165	
<i>duration of stay</i>			60	15	30
<b>TAJIKISTAN</b>					
<i>not required</i>		✓			
<i>on entry</i>					✓
<i>duration of obtaining, days</i>				1	
<i>cost, \$ US</i>				60	
<i>duration of stay</i>		60		30	45
<b>IRAN</b>					
<i>not required</i>					✓
<i>on entry</i>					
<i>duration of obtaining, days</i>			5		
<i>cost, \$ US</i>			50		
<i>duration of stay</i>			15		90
<b>TURKEY</b>					
<i>not required</i>		✓	✓	✓	
<i>on entry</i>					
<i>duration of obtaining, days</i>					
<i>cost, \$ US</i>					
<i>duration of stay</i>		90	30	90	
<b>EU</b>					
<i>not required</i>					
<i>on entry</i>					
<i>duration of obtaining, days</i>				5	5
<i>cost, \$ US</i>				80-100	80-100
<i>duration of stay</i>				10-90	10-90

- *\*Bilateral Road Transport Agreement with Turkey doesn't operational yet*
- *\*\*No legal framework for transportation exists with EU Countries, therefore, no transportations*

In recent years, the ECO has repeatedly held discussions, including at the consular

<sup>1</sup> Not all countries provided information, line indicated in "rosy colour" should be filled in

<sup>2</sup> <http://mfa.gov.af/en/page/consular-affairs/visa-information>



meeting of ECO senior officials, on the implementation of the “ECO-Visa Sticker Scheme” for drivers but this scheme has not yet been implemented. Further efforts are required by ECO countries to implement, search other visa facilitation solutions for drivers.

## **Additional requirements, documents and expenses**

As it turned out during the research, in some countries the following additional requirements apply.

**Kyrgyzstan.** As noted earlier, a number of agreements are in place on the territory of Kyrgyzstan (and also Tajikistan) including the Agreement on the Implementation of the International Vehicle Weight Certificate in the CIS Member States" (2004) to ensure control over the weight norms of international motor vehicles. In total, 2 such points were identified during the research (see the protocols for the research of roads in Kyrgyzstan). At the weighing point (Figure 1, Figure 13), the truck enters the overpass where electronic scales are installed, weighed and the driver is given a Certificate of weighing, which is issued in Kyrgyz and Russian languages (English is not provided). If the driver already has such a certificate, then the controlling authorities can limit themselves only to checking it. The procedure is free of charge, in the case of compliance with the loading rates and size problems do not arise. The only problem is that despite the current agreements within the framework of the multilateral agreement, the Tajik certificate is not recognized, the road transport is rechecked and the Kyrgyz certificate is issued.



**Certificate of weighing**

In case of violations of Kyrgyz standards, the truck may be detained, fines may be imposed (or demand unofficial payments).

Also during the interview with the drivers, it was found out that in the territory of Kyrgyzstan there are payments to the employees of the transport police, customs services, etc.

**Tajikistan.** In Tajikistan, there is a similar procedure for checking weight-and-size standards. As in Kyrgyzstan, despite the Kyrgyz certificate, Kyrgyz trucks are double-checked and the certificate is reprinted. In the Tajik certificate information is in Tajik and Russian.

Besides, the transit transportation in Tajikistan is anticipating payment for the route sheet by drivers (about \$ 43 US). These services should include the appointment of a route, inspection of the technical condition of vehicles and the health of the driver. In fact, this is only an issuance of a paper document, since the checkpoints are not equipped with equipment to inspect technical condition of trucks and there is also no possibility to verify the health of drivers. Applying this requirement, the customs services of Tajikistan refer to the normative document of the Republic of Tajikistan No. 212 dated 02.05.2007 ‘On the transit of international vehicles through the territory of the Republic of Tajikistan and the



creation of border terminals<sup>1</sup>. However, this normative document contains information on transit routes, and there is no indication that it is necessary to issue a route sheet (and related "services"). In addition, in accordance with the customs legislation of Tajikistan, a transit declaration is applied containing information on the itinerary. Thus, this document and the "service" is an unnecessary requirement.

In the course of interviews with drivers, it was also found out that frequent bribery is taking place on the territory of Tajikistan. The amount of unofficial payments (to the transport police, customs services, etc.) may amount to 200-600 \$ US.

**Afghanistan.** According to information received during the interview of drivers in Afghanistan, just like in Tajikistan, a route sheet should be issued. The cost of obtaining this document is approximately \$ 150 US.

In addition, each province of Afghanistan levies a tax for the use of land. The amount of tax in each area is different (about 200 \$ US). For members of the Tajik Association of Road Carriers for this type of payment a discount of 50 is granted (that is, private business arrangements are applied).

Due to the fact that it is not safe for foreign drivers to follow the territory of Afghanistan, and also in accordance with the terms of bilateral agreements of Afghanistan with some corridors, foreign trucks in Afghanistan are loaded into Afghan trucks (or unloaded). The cost of these services can be up to 400 \$ US (for example, in Herat), which in the opinion of transport companies is very costly.

**Iran.** As it was noted earlier (see the chapter Checkpoints and ports of Iran), in the course of transporting goods from countries that have not acceded to the CMR Convention (Afghanistan, Pakistan), a CMR is issued at the entrance to Iran. Insurance is also carried out (this was mentioned earlier). These documents are prepared by representatives of transport companies, which are located in the commercial hall of the customs authorities of the checkpoints (also of the port). The cost of all these services is 150-160 \$ US.



Iranian Route Sheet

Also, in accordance with the requirements of the legislation, a route sheet shall also be issued for transit transport. (see photo). This function is performed free of charge by the road and city government departments located at the border checkpoints. The registration of route sheets is carried out on special forms that have secret protection. This document can be pink or blue, blue is used if the shipment is delivered from the ports.

## Main conclusions

Based on the foregoing, the following conclusions can be drawn:

- The only convention that all countries of the KTAI corridor have joined is the TIR Convention. To sum up, the active utilization of TIR carnets in the countries enroute KTAI can be observed in the past 10 years. 10 years ago the share of TIR Carnets released in the KTAI enroute countries accounted for only 2%, whereas in 2018 it has

<sup>1</sup> [http://www.customs.tj/index.php?option=com\\_content&view=category&layout=blog&id=46&Itemid=41&lang=ru](http://www.customs.tj/index.php?option=com_content&view=category&layout=blog&id=46&Itemid=41&lang=ru)



already reached 16.7 % of the total number of TIR Carnets released in all countries. In Iran and Tajikistan, the number of issued TIR carnets has increased by 3 and 4.9 times respectively. The decrease in the issuance of TIR Carnets occurred only in Kyrgyz Republic due to the accession to the EAEU customs unions where the use of TIR carnets is replaced by other tools.

- Given the worldwide trend of digitalization in customs, transport and trade, corridors need to continue to implement the e-TIR and e-CMR systems. *It is advisable to conduct a special research in the countries of KTAI corridor to explore the possibilities of expanding the implementation of the TIR system and introduction of the e-TIR system;*
- The current situation on the ratification of international conventions and agreements by the countries enroute the corridors does not provide a harmonized legislative environment for unimpeded transportation. The countries KTAI corridor need to continue working towards accession to international conventions and agreements recommended by UNECE, as well as to other conventions on simplification of customs procedures. Drivers from countries that do not accede to such conventions as CMR, ADR, ATP, have to draw up the necessary documents along the way.
- Despite current bilateral and multilateral agreements between KTAI corridor countries and TTFA, in most countries for the transport of goods by road through another country require permits and visas for drivers. Often the procedures for obtaining these documents are complex and expensive.
- In Tajikistan, Afghanistan and Iran, when carrying out international transportation, a route sheet is required, while the cost of processing this document in Tajikistan, Afghanistan is quite high (free of charge in Iran).



## CHAPTER 9. MOTOR VEHICLE THIRD PARTY LIABILITY INSURANCE

### Data obtained

In accordance with Article 22 (and Annex V) of the ECO TTFA, the member countries of the agreement undertook to take reasonable steps to sign the Harmonization of Requirements regarding international road transport and facilitation of its operation under the international Motor Vehicle Third Party Liability Insurance (MVTPL) with using the Green Card. Until all countries join the Green Card system, ECO TTFA countries, in which the Green Card system does not operate, agreed to apply the ECO White Card.

In 2013, the Insurance Component research was carried out, in which the possibility of implementing the ECO White Card was analyzed in detail, a scheme for the operation of this system was proposed, drafts of documents required for countries to operate ECO White Card were prepared.

The purpose of this research was to monitor the current situation in the KTAI corridor counties on the issue of MVTPL insurance. For a general understanding of the situation, we collected data on road accidents in the KTAI corridor over the last 5 years (Table 14).

**Table 14. Information on road accidents<sup>1</sup>**

COUNTRY/ INDICATOR	2012	2013	2014	2015	2016
<b>KYRGYZSTAN</b>					
number of road accidents	5 803	7 492	7 119	7 066	5 868
number of people injured in accidents					8 892
number of dead people in accidents					938
<b>TAJKISTAN</b>					
number of road accidents	1 381	1 466	1 514	1 475	1 326
number of people injured in accidents	797	955	1 748	657	719
number of dead people in accidents	442	527	446	449	427
<b>IRAN</b>					
number of road accidents	116 403	112 114	102 275	101 161	101 792
number of people injured in accidents	318 802	315 719	304 485	313 017	333 066
number of dead people in accidents	19 089	17 994	16 872	16 584	15 932
<b>TURKEY</b>					
number of road accidents	1 296 634	1 207 354	1 199 010	1 313 359	1 182 491
number of people injured in accidents	268 079	274 829	285 059	304 421	303 812
number of dead people in accidents*	3 750	3 685	3 524	3 831	3 493

From the presented statistics on road accidents it can be seen that:

- In general, the number of road accidents in these 5 years in the studied countries remained at the same level.
- The data of some countries are questionable, thus given the size of the population and the number of trucks (for example, in Iran), it is unlikely that the number of road

<sup>1</sup> Data have been provided by the national consultants from the sources: KGZ - [www.stat.kg](http://www.stat.kg), TJK - Ministry of Health RT, IRN - [www.ramto.ir](http://www.ramto.ir), PAK - Provincial Police Department and Islamabad Police, TUR - [www.tuik.gov.tr/PdfGetir.do?id=24606](http://www.tuik.gov.tr/PdfGetir.do?id=24606)





accidents in the tens is less than in Turkey. It is likely that the statistics of accidents in these countries are based on different principles than in Turkey.

- About the same situation with the difference in the statistics of road accidents between Tajikistan and Kyrgyzstan, with a comparable number of trucks, the number of accidents in Tajikistan is several times less.

In addition, the national consultant of Turkey provided some interesting statistics that can be used to argue the countries' decision to implement the White Card system (Table 15).

**Table 15. Information on the amount of premiums and payments under Green Card system of Turkey<sup>1</sup>**

Name of the indicator	2013	2014	2015	2016
<b>Amount of MVTPL insurance premium (in the country), thou. \$US</b>	2 321 226	2 141 900	2 344 468	3 504 637
<b>Including in the «Green Card» system, thou. \$US</b>	30 260	28 408	27 440	27 582
<b>from volume of MVTPL insurance premiums (in the country)</b>	1,30	1,33	1,17	0,79
<b>changes to previous year,</b>		-6,12	-3,41	0,52
<b>Amount of payments for insured accidents, in «Green Card» system, thou. \$ US</b>	23 117	18 509	17 614	17 610
<b>from volume of MVTPL insurance premiums (in the country)</b>	1,00	0,86	0,75	0,50
<b>Change to previous year,</b>		-19,93	-4,84	-0,02

This information in more detail can be analyzed only by specialists in the insurance business. At the same time, these data demonstrate that the size of the deposit, about 12 thousand US dollars, which each of the insurance companies participating in the "Green card" system, is fully justified. However, for countries where international freight traffic is not so significant compared, for example, with Turkey (for example, Tajikistan, Kyrgyzstan, Afghanistan), such deposit is too big.

In addition, a small questionnaire was developed in the framework of this research, which was completed by national consultants. Also, during the visits to countries, interviews were held with the main participants of international transport and insurance companies. The data obtained during the research on the current situation on the MVTPL issue are presented in Table 16.

<sup>1</sup> <https://www.tsb.org.tr/en.aspx?pageID=914#>



**Table 16. Common information on MVTPL insurance**

Country	Participation in «Green card» system	Legislative acts on compulsory MVTPL scheme	Is MVTPL insurance for foreign trucks available at border?	Major challenges for introduction of «White card»	Remarks and other information
AFG	NO	<ul style="list-style-type: none"> <li>▪ Article 484 of Road Traffic Movement Law (1981)</li> <li>▪ Article 664 of MVTPL insurance regulations (1998)</li> </ul>	NO	<ul style="list-style-type: none"> <li>▪ The lack of understanding of the mechanism</li> <li>▪ Absence of payment mechanism of insurance payment by non-residents</li> </ul>	Companies, possessing capacity to be involved in the project: Afghan National Insurance Company ( <a href="http://anic.gov.af">http://anic.gov.af</a> )
IRN	YES	<ul style="list-style-type: none"> <li>▪ Act on Compulsory MVTPL insurance 1968 and amended in 2009</li> </ul>	YES	<ul style="list-style-type: none"> <li>▪ Ready for implementation of “White card”</li> <li>▪ Sanctions, complicate the possibility of mutual settlements on insurance payments in foreign currency</li> </ul>	Central Insurance of the Islamic Republic of Iran (Bimeh Markazi Iran) ( <a href="http://iraninsurance.ir">http://iraninsurance.ir</a> )
KGZ	NO	<ul style="list-style-type: none"> <li>▪ The law on compulsory MVTPL insurance has not yet been adopted. It is expected to be adopted in 2019</li> </ul>	NO	<ul style="list-style-type: none"> <li>▪ Prior to the adoption of the law on compulsory MVTPL insurance, insurance companies are not interested in this product</li> <li>▪ The amount of the deposit is too large</li> <li>▪ Insufficiently large international transportation market for the maintenance of insurance offices at the border, market research is required</li> <li>▪ Big risks due to poor technical condition of vehicles (including foreign ones)</li> </ul>	
TJK	NO	<ul style="list-style-type: none"> <li>▪ The Civil Code of the Republic of Tajikistan, Ordinance No. 264 of 10 June 1996,</li> <li>▪ RT Law "On Insurance Activities" of 23.07. 2016 No. 1349,</li> <li>▪ Law of RT "On Compulsory</li> </ul>	NO	<ul style="list-style-type: none"> <li>▪ One of the constraints is high volume of deposit - in the draft resolution of the GoT, it is envisaged about \$US 100 thou.</li> <li>▪ Harmonization of legislation of the corridors is required</li> </ul>	Companies, possessing capacity to be involved in the project: Insurance Organization «MUIN» ( <a href="http://www.muin.tj">www.muin.tj</a> )



ECONOMIC COOPERATION ORGANIZATION

Country	Participation in «Green card» system	Legislative acts on compulsory MVTP scheme	Is MVTP insurance for foreign trucks available at border?	Major challenges for introduction of «White card»	Remarks and other information
		Types of Insurance"			
TUR	YES	<ul style="list-style-type: none"><li>▪ European Convention on Compulsory Insurance against Civil Liability in respect of Motor Vehicles Strasbourg 1959,</li><li>▪ Insurance Law No: 5684,</li><li>▪ The Road Traffic Act, 1983</li><li>▪ Regulation On Working Principles and Procedures of the Turkish Motor Insurers' Bureau (<a href="https://www.tsb.org.tr">https://www.tsb.org.tr</a>)</li></ul>	YES	<ul style="list-style-type: none"><li>▪ With the "Green Card" there is no need for a "White Card", but the concept of interaction between the two systems can be worked out</li><li>▪ Very different insurance business mentalities and MTPL legislations of the involved countries.</li></ul>	13 insurance companies in the "Green card": Allianz Sigorta - <a href="http://www.allianzsigorta.com.tr">www.allianzsigorta.com.tr</a> Anadolu Sigorta - <a href="http://www.anadulusigorta.com.tr">www.anadulusigorta.com.tr</a> Ankara Sigorta - <a href="http://www.ankarasigorta.com.tr">www.ankarasigorta.com.tr</a> Axa Sigorta - <a href="http://www.axasigorta.com.tr">www.axasigorta.com.tr</a> Bereket Sigorta - <a href="http://www.bereketsigorta.com.tr">www.bereketsigorta.com.tr</a> Doga Sigorta - <a href="http://www.dogasigorta.com">www.dogasigorta.com</a> Ergo Sigorta - <a href="http://www.ergosigorta.com">www.ergosigorta.com</a> Eureko Sigorta - <a href="http://www.eurekosigorta.com.tr">www.eurekosigorta.com.tr</a> Groupama Sigorta - <a href="http://www.groupama.com.tr">www.groupama.com.tr</a> Gunes Sigorta - <a href="http://www.gunessigorta.com.tr">www.gunessigorta.com.tr</a> HDI Sigorta - <a href="http://www.hdisigorta.com.tr">www.hdisigorta.com.tr</a> Mapfre Sigorta - <a href="http://www.mapfre.com.tr">www.mapfre.com.tr</a> Turk Nippon Sigorta - <a href="http://www.turknippon.com">www.turknippon.com</a>



## Main conclusions

Comparing the data of the previous research on the issue of introduction of the «ECO White Card» system and the information obtained during this research, it can be noted that a tangible progress in the formation of the ECO White Card system in the KTAI corridor over the past five years failed to be achieved.

As some of the countries pointed out during the research, among the constraints on the formation of the ECO White Card system are the following:

- Insufficient understanding of the White Card mechanism;
- Imperfection of the national insurance legislation:
  - in Kyrgyzstan, the law on compulsory MVTPL insurance is planned to be adopted only in 2019,
  - In Tajikistan, there are legislative requirements for compulsory MVTPL insurance, but their requirements do not apply to foreign vehicles.
  - There are legislative requirements for compulsory MVTPL insurance in Afghanistan, but the insurance market is not developed;
- In a number of countries, the market of international freight transportation is not big enough for the recoupment of this product, an additional market research, development of business plans is required;
- Great risks due to poor technical condition of vehicles in their country, as well as foreign vehicles carrying out transportation through the territories of these countries;
- The amount of the deposit to participate in the ECO White Card system is too large.

Despite the identified constraints, there are prospects for implementing the White Card system, for this, at least it is necessary:

- To research in more detail, the model and mechanism of the White Card system, where to determine the role and sequence of the actions of each participant, not only insurance organizations, but banks, border service employees, etc.
- Analyze in more detail the current national legislation and determine the needs for its improvement, not only on issues related to insurance activities and the legal requirements for MVTPL, but also in terms of:
  - Recognition of the White Card as a valid insurance document by border and transport authorities;
  - Providing possibility to make money transfers for payment of insurance payments between countries;
  - Recognition that the country's insurance limit will apply;
  - Other issues.
- Assist the insurance business (especially in countries where this business is underdeveloped) in developing the required legislative documents (or amendments to current legislation);



- Consider the possibility of applying a differentiated deposit, the amount of which should be determined for each country (possibly for each insurance company) on the basis of a comprehensive analysis based on an assessment of such indicators as:
  - capacity of the MVTPL insurance services market for international transportation of goods in the country;
  - volume of insurance of a company for this type of insurance;
  - the probability of risks determined by such indicators as the technical condition of the truck fleet, the quality of the roads, the complexity of the route (for example, in the highlands), etc.
- Provide explanatory work and conduct agitation of insurance companies, assist them in the development of business plans;

It seems possible to conduct a special research to put all aforementioned in the right track. It also seems advisable to define a responsible structure (organization, division) or individuals within the ECO who will deal with this issue on a regular basis, since conduction of a research once in five years cannot provide the conditions for the launch of the White Card system.



## CHAPTER 10. SOME EXPERIENCE OF OTHER COUNTRIES AND ORGANIZATIONS

### New types of insurance

The TIR system (Transports International Routiers) is the only global customs transit system for moving goods across international borders and has been supporting trade for more than 70 years, allowing to deliver transit vehicles with minimal border checks.

The TIR system is a standard, internationally recognized, and, almost without alternative, guarantee mechanism for payment of customs duties and taxes for the implementation of road transport and multimodal transport of goods. TIR has a high degree of security: in 2016, out of 1.2 million transfers, a rate of only 0.01 was recorded. In addition, the TIR system is moving towards full digitization, which is designed to simplify and improve the safety of TIR applications.

Despite all the advantages of using TIR Carnet, not all international road transport of goods is carried out with its use. In addition to TIR Carnet, other methods of provision (generally more complex and expensive compared to TIR Carnet) are being utilized to ensure the payment of customs duties and taxes, such as:

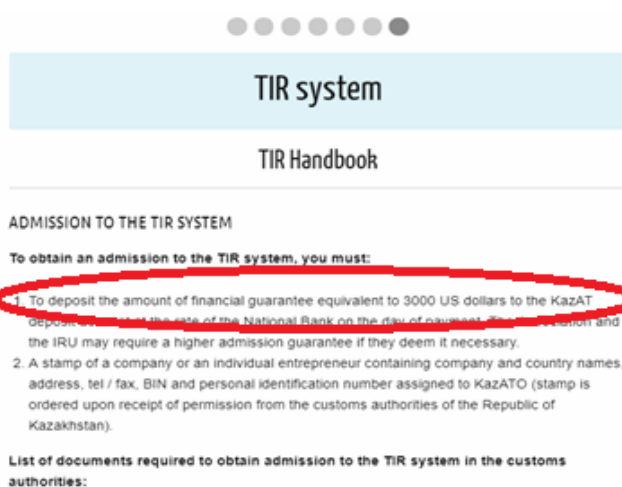
- Deposit (deposit of funds to the account of customs authorities and upon completion of transit their return);
- Surety;
- Pledge of property;
- Bank guarantee.

At present, the TIR system is the most popular way to ensure guarantees for payment of customs duties and taxes, since other ways are rather complicated and require the diversion of substantial funds.

The new procedure on admission guarantee is simplified, the decision on the amount of the admission guarantee has been delegated to the national TIR issuing and guaranteeing associations. The amount of guarantee deposit is determined by national associations based on the national situation and the risks they face.

At the same time, in some countries the amount of the guarantee, which is deposited to the account of the national association for participation in the TIR system, makes up 3,000 US dollars (see figure).

In many countries, the international road transport market has a large number of



**Fragment from the website of one of the TIR associations about TIR system rules**



small companies and private drivers, so this amount can be significant for their business. Perhaps this has become one of the reasons that in the EAEU countries (including Kyrgyzstan, Kazakhstan, Russia) in order to ensure the payment of customs duties and taxes another mechanism, an insurance contract, has started being applied along with traditional methods.

Insuring the payment of customs duties and taxes through an insurance contract has interested some other countries, moreover, ADB is currently working on the possibility of using this mechanism simultaneously in a number of countries, by creating a pool of insurance companies. This mechanism is essentially similar to the "Green Card" system, only the object of insurance in this case will be payment of customs duties and taxes (and not MVTPL as in the Green Card).

Despite the fact that this type of insurance is applied at the national level in some countries, at the international level this system does not work yet. It is premature to judge the viability of this idea at the present time, as there are no exact calculations, step-by-step actions, etc. have not been determined and information on the new type of insurance is provided in this report only for introductory purpose. As before, practically the TIR system does not have an alternative as a guarantee of payment of customs duties and taxes.

According to available information, at present, Russia is also considering the possibility of implementing comprehensive insurance related to the international road transport of goods by means of the CMR form. Currently, in accordance with the requirements of the CMR Convention for international transportation, cargo insurance is required. However, in Russia international road carriers using CMR along with cargo insurance are being offered other types of insurance, such as MVTPL insurance and a contract for insurance of customs payments and taxes. Insurance can be comprehensive for all types of insurance enlisted or include some of them (in addition to cargo insurance) at the carrier's choice.

## **International road transport within the framework of SCO<sup>1</sup>**

Within the framework of the SCO in 2014, an agreement was ratified between the governments of the SCO member states on the creation of favorable conditions for international road transport, which entered into force in January 2017.

The main objectives of this Agreement are<sup>2</sup>:

- developing of favorable conditions and coordination of efforts for the development of international road transport;
- simplification and harmonization of documentation, procedures and requirements for international road transport.

The assigned tasks are carried out by implementing the following basic measures:

1. International road transport is carried out according to the approved routes in

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<sup>1</sup> Shanghai Cooperation Organization (SCO), an international organization established in 2001 ([www.sectsc.org](http://www.sectsc.org)) eight countries are members of the SCO (India, Kazakhstan, China, Kyrgyzstan, Pakistan, Russia, Tajikistan, Uzbekistan), four countries have observer status, including Afghanistan and Iran.

<sup>2</sup> <http://adilet.zan.kz/rus/docs/Z1500000385#z70>



the SCO Agreement on the basis of permits of a special type (permits of the SCO), except for cases when permission is not required. *Permission can be used only by the carrier, whose name is indicated in the permit, and cannot be transferred to a third party.*

2. International road transport is carried out if there is a valid MVTPL insurance certificate in the territory of the country for which the transportation is carried out.
3. The parties intend to simplify the formalities and procedures in the issues of issuing visas, border, customs, transport, phytosanitary and veterinary control, specific measures are formalized by separate agreements.
4. In the course of transportation, fuel, lubricants and spare parts required for the work of the vehicle are exempt from customs duties and taxes.
5. The participating countries shall establish a Joint Commission which:
  - monitors and coordinates the activities to fulfill the requirements of the Agreement, develops proposals for improving the conditions for carrying out transport operations;
  - produces the SCO authorization forms and passes them to the bodies that will distribute them in each of the countries in accordance with the quota;
  - establishes quotas for each country and a procedure for determining quotas;
  - provides the parties to the Agreement with information on legislation and other requirements of each of the SCO countries.

According to the results of interviews conducted during the research, business representatives believe that this agreement is viable and will work effectively.

An attempt was made to introduce a similar mechanism in the framework of the ECO. Perhaps SCO idea might be useful for application under the framework of ECO.





## CHAPTER 11. TTFA COMPLIANCE ANALYSIS

Data collected in the course of the research has been summed up and given in the table below which correlates with provisions of TTFA.

Articles/Annexes to TTFA	Comments
<i>Article 5. Customs duties, taxes and other duties and charges</i>	<p>Despite the fact that under the TTFA countries have pledged not to charge, with the exception of specific services, including toll roads, the research revealed the following:</p> <ul style="list-style-type: none"> <li>▪ in Tajikistan and Afghanistan, a fee is charged for processing a routing sheet;</li> <li>▪ Afghanistan continues to charge fares for each province;</li> <li>▪ in Tajikistan a fee is charged for processing a routing sheet.</li> <li>▪ in Iran, when arriving with trucks from countries not participating in the CMR convention, a fee is charged for issuing CMR, as well as the cost of cargo insurance services</li> </ul>
<i>Article 6. Designation and technical characteristics of road, rail and inland waterways</i> <i>Annexes II</i>	<p>During the application of the procedures for monitoring the roads KTAI corridor, as well as conducting interviews with road transport participants, it was possible to find out:</p> <ul style="list-style-type: none"> <li>▪ Kyrgyzstan has hard-to-reach areas;</li> <li>▪ In Tajikistan, along the Jirgatal-Dushanbe route, there are sections of the destroyed road;</li> <li>▪ In Afghanistan, 80 km after Herat, the road ends</li> <li>▪ In Iran and Turkey, the quality of roads is good.</li> </ul> <p>In all countries projects on road development, development and rehabilitation are being implemented.</p> <p>The European Agreement on Main International Traffic Arteries (AGR, 1975) was ratified only by Turkey.</p>
<i>Article 9. Measures to accelerate the clearance of transit cargo</i>  <i>Article 29. Facilitation and harmonization of Customs procedures</i>	<p>Unfortunately, the majority of the researched checkpoints do not provide for the passage of transport (Green Lane). Green Lane is available at border crossing points of Turkey. Some checkpoints do not have scanning equipment, the opening hours of border checkpoints are not coordinated, there is no exchange of data between the customs of neighboring countries, at most checkpoints there are queues from trucks.</p> <p>Currently, only Bazargan and Gurbulak are working relatively well (this conclusion is based on the results of the interview).</p>
<i>Article 10. Safety of Transit Traffic</i>	<p>With the exception of Afghanistan, all KTAI corridor countries have ratified the Road Traffic (1968) and Road Signs and Signals (1968) conventions and fulfill their safety requirements.</p>
<i>Article 14. Traffic Regulations</i>	
<i>Article 12. Multiple Entry and Transit Visas</i>	<ul style="list-style-type: none"> <li>▪ The cost of obtaining visas to Afghanistan is relatively high.</li> <li>▪ It does not require visas only for Kyrgyz drivers in Tajikistan (and vice versa), and for Iranian drivers in Turkey (and vice versa).</li> </ul>
<i>Article 15. Permits for road transport</i>	<ul style="list-style-type: none"> <li>▪ Permits to Afghanistan are difficult to obtain.</li> <li>▪ In Tajikistan, the entry of Afghan vehicles is allowed only to Dushanbe, then the goods are reloaded into Tajik vehicles</li> </ul>
<i>Article 17. Temporary import of means of</i>	<p>In the majority of KTAI corridor countries the provisions of this Article are being observed. Although Afghanistan joined Carnet de Passage,</p>



Articles/Annexes to TTFA	Comments
<i>transport</i>	the system is not operational. Usage of TIR system , eliminates the need in Carnet de Passage (except the entry of empty trucks)
<i>Article 19. Provision of fuel and lubricants</i>	It was revealed that, due to the cheaper price of fuel in Iran, the fuel tank of Turkish cars at the entrance is sealed, refueling is difficult. At the same time, vehicles from Afghanistan can be refueled at Iranian cost but strictly in the amount necessary for transportation through Iran.
<i>Article 20. Mutual recognition of driving licenses</i>	Despite the fact that Afghanistan did not join the Convention on Road Traffic (1968), Afghan vehicles transported export-import goods to Iran and Tajikistan (to the city of Dushanbe).
<i>Article 21. Mutual recognition of certificates on the technical condition of vehicles</i>	
<i>Article 22. Scheme of insurance of motor vehicles in third-party liability and Annex-V</i>	Over the past 5 years, significant progress has not been made in meeting the requirements of this article: <ul style="list-style-type: none"><li>▪ Iran and Turkey are participants of the “Green card system” and carry out for drivers from countries not participating in this system directly at checkpoints.</li><li>▪ The rest of the countries do not implement MVTPL insurance at the border, the previously planned measures to create a "Wait Card" have not been implemented.</li><li>▪ Kyrgyzstan has not yet adopted a law on compulsory MVTPL insurance.</li></ul>
<i>Article 27. “Rules for the carriage of goods by road” (Annex VI TTFA)</i>	<ul style="list-style-type: none"><li>▪ The CMR Convention (1956) was not ratified by Afghanistan, so when transporting these vehicles through Iran, transport agencies located in the office of the customs office issue a CMR for such transportations, which entails additional costs</li><li>▪ Turkey and Iran ratified the Protocol to CMR (1978) Additional Protocol to CMR, (e-CMR) (2008), which allows them to use e-CMR</li></ul>
<i>Article 28. Establishment of a customs transit system</i>	All the countries of KTAI corridor have ratified the TIR Convention. In general, we can observe the increased use of TIR carnets in the KTAI corridor countries in the last 10 years. Over the past 10 years, the number of TIR Carnets: <ul style="list-style-type: none"><li>▪ in Iran increased by 3 times;</li><li>▪ in Tajikistan it increased by 4.9 times;</li><li>▪ in Kyrgyzstan, starting from 2015, it fell sharply due to joining the EurAsian Economic Union, currently adaptation of IT TIR tools are at the final stage, increase is expected.</li></ul>
<i>Article 18. “Transport of dangerous goods” Annex VII TTFA</i>	To date, only one country has ratified the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR, 1957): Tajikistan (and also Turkey). To carry dangerous goods through the corridors KTAI I from countries that did not accede to this agreement, it is necessary to obtain appropriate permits, which greatly complicates the transportation or makes it impossible.

Based on the conducted analysis of compliance with TTFA requirements, it can be concluded that measures are required to further implement this agreement. Actions on the further formation of KTAI corridors are also needed. Recommendations will be proposed in the next section.



## CHAPTER 12. MAIN RECOMMENDATIONS

Based on the research conducted under the project on development of KTAI road corridor, recommendations were made on the main identified problems and ensuring monitoring of the work and operational coordination of the KTAI road corridor. However, in order to ensure the implementation of these recommendations, it is necessary for ECO to develop plans on their implementation, identify the sources of funding, authorities responsible for their implementation and executors.

### Recommendations on identified problems and observations

#### Trading factors of corridor development

**Brief conclusions.** Due to the fact that the volumes of international cargo transportation are interrelated with foreign trade, and, in the course of the research, it was revealed that:

- there are some volumes of export-import transportation between the countries of the KTAI corridor; however, they are relatively small, it is unlikely that the situation will change in the coming years as there no significant changes in the population size and development of the economies of the enroute countries in recent years;
- the largest volumes of traffic fall on mutual trade between Iran and Turkey, as well as on the export of goods from Iran to other countries of the corridor, but the KTAI corridor mainly transports goods only to Afghanistan, whereas cargoes to other enroute countries are being delivered via alternative routes bypassing the territory of Afghanistan due to the lack of a section of the road as well as due to the risks associated with terrorism;
- due to the significant export and import activity of China, Turkey and Iran, the KTAI corridor has a certain transit potential, since the use of this corridor for transportation can ensure the shortest distance to deliver goods in a number of directions.
- a significant obstacle in the development of trade relations is the sanctions imposed on Iran in the conduct of trade operations in US dollars.

#### Recommendations

- Since cargo flows are formed from international trade volumes, the enroute countries need to take further measures to create favorable conditions for the development of international trade relations;
- In order to assess the freight flows that are promising for reorientation to the corridor under research, it may be expedient to conduct a special research, which will analyze alternative routes as well as other modes of transport.

#### Assessment of cargo flows



**Brief conclusions.** In the course of the research, an algorithm was proposed to assess the flow of goods to the KTAI corridor, which consisted in the fact that it is sufficient to analyze the statistics of the work of the key checkpoints of Iran with adjacent countries of the corridor and Tajikistan.

Analysis of the statistics of the work of these checkpoints for the last 4-5 years showed:

- Cargo flows of the KTAI corridor are declining, mainly due to the fact that this route cannot be considered a corridor to the full extent (in Afghanistan there are segments of asphalt road, the threat of terrorism, transportation is not safe), therefore, in this direction are delivered mainly along alternative routes bypassing Afghanistan (for example through Uzbekistan and Turkmenistan). According to drivers, there is also an alternative route (bypassing Herat) through Zabol (Iran) and Zaranj (Afghanistan) checkpoints, further to Kabul, then to Tajikistan, however, this route was not examined during this study.

**Recommendations.** To monitor the work of KTAI corridor, in terms of assessing the current and prospective traffic, it is recommended:

- ECO to ensure the possibility of periodic collection of data on the freight flows of KTAI corridor using the algorithm proposed in the framework of this research (collection of statistical data on the operation of "key" checkpoints);
- this data to be utilized for the analysis of freight flows and forecast of the bottlenecks. For example, in the course of this study, it was revealed that there were significant delays at the Dogharoun checkpoint (IRN) (trucks expect to miss from 2 to 7 days), and there are queues at other checkpoints. On the basis of the data obtained, timely measures should be developed and taken to eliminate delays at checkpoints enroute corridor.

### Time and cost of delivery of goods

**Brief conclusions.** The CPMM project data have been utilized in the present research (implemented by CAREC for CAREC corridors), which have been collected using the UN Speed-Cost-Distance procedures. Since some CAREC routes coincide with KTAI corridor, these data could be used to analyze their work, as it was done in the framework of this project. As a result of data analysis, it is revealed that:

- In a number of directions, operating costs such as: Customs Controls, Phytosanitary/Veterinary Inspection, Visa/ Immigration, Transit Conformity, GAI / Traffic Inspection, Police Checkpoint / Stop, Weight/Standard Inspection, Escort/Convoy, Loading/Unloading etc. exceed the transportation costs itself («Activities Cost») for 1,5-2 times;
- unofficial payments are being recorded;
- the delivery speed (taking into account the waiting time at the border, and other delays) on the routes of Afghanistan is very low and is only 6-9 km/ h.

**Recommendations.** CPMM has accumulated a large amount of data for more than ten years, their collection is carried out monthly. In addition, from next year CPMM



plans to introduce a new type of Business Process Analysis (BPA)<sup>1</sup> studies of the work of checkpoints. CPMM is ready to share this data for the development of trade in transport. To monitor the work of KTAI Corridor, in terms of assessing such indicators as time and cost of transportation, it is recommended to :

- agree with CAREC on possible cooperation in the regular use of data obtained through the CPMM project, determine the volume and structure of the required data, and develop a procedures for their use for the needs of the ECO<sup>2</sup>.

## Roads

**Brief conclusions.** In the course of the research, a special monitoring procedures was developed and applied to research the conditions of the roads along the Corridor. As a result of full-scale research it is revealed that:

- On the route of the KTAI corridor, in addition to high-altitude areas, there are destroyed sections of roads (in Tajikistan 30 km) and missing sections of the road (in Afghanistan, about 261 km).

In Afghanistan, there are no road signs and signals, which significantly affects the provision of road safety.

### **Recommendations.**

- The construction of missing sections of roads or the reconstruction of dangerous sections of roads requires, first of all, the political will of the country's leadership. Discussions on this issue should be made for discussion at the highest level;

In accordance with the information presented in this report, a number of international organizations, such as ADB, IDB, China Exim Bank, are involved in financing projects for the construction, reconstruction and rehabilitation of roads, including segments included in the KTAI corridor. ECO needs to negotiate and define the framework for possible cooperation in the implementation of these and other projects.

## Roadside furniture

**Brief conclusions.** To research the roads along the KTAI corridor, a special monitoring procedures was applied. As a result of full-scale research it was revealed that in all countries there are not enough developed places for rest of drivers. In some cases, they are not enough, their placement is spontaneous, the quality leaves much to be desired. Also, food places are of low level.

Practically in all countries (with the exception of Iran) there are not enough TIR parking. Information about them is not provided to the IRU (and accordingly is not posted on the online IRU database "transpark-app").

**Recommendations.** The IRU Model Highway Initiative in terms of creation of a modern auxiliary road furniture, including rest and service areas (including gas

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<sup>1</sup> Business Process Analysis (BPA) – Анализ Бизнес Процессов

<sup>2</sup> Например, ECO Regular Monitoring of Trucks/NELTI-3 удачно использовало эти данные



stations, motels) requires further development, this requires:

- Provide technical assistance in the implementation of projects for the construction of TIR parking lots to determine minimum standards, their location, develop business plans for investors to build them, etc. (with the exception of and Iran, where this task is completed);
- Provide technical assistance to each of the countries in determining minimum standards for the facilities of the auxiliary road furniture, their location in accordance with the requirements of the AETR Convention governing the time of rest for drivers, and possibly the development of country programs for the development of auxiliary road furniture facilities.
- Continue the formation of the online IRU database "transpark-app for the countries not providing this information, inform the transport community of the corridor about available information.

## Truck fleet

**Brief conclusions.** The research revealed that:

- Truck fleet practically in all countries of KTAI corridor is outdated.
- There are several weighing points in the territory of Kyrgyzstan and Tajikistan along the route, after verification the driver receives a weight certificate, which is filled only in the national and Russian languages. In other countries, no such procedure has been identified.

## Recommendations

- It is necessary at the national level to develop and implement measures to attract investments in truck fleet renewal through preferential taxation, leasing, favorable credit conditions, etc.
- Consider the possibility of unification of the procedure for determining the weight and size requirements for all KTAI corridor countries, assess the feasibility of issuing a weight certificate, determine the requirements for its form, and provide for the possibility of its publication in English as well;
- In order to avoid cargo overload and large accumulation of trucks at the borders between Afghanistan and Iran, as well as with Central Asia, Afghanistan is recommended to revise its maximum weight load and bring it in line with neighboring countries and also in accordance with Annex 4 of TFFA and other conventions, which will also help them protect their road infrastructure.

## Checkpoints

**Brief conclusions.** One of the main constraints for development of the KTAI corridor are the situation at checkpoints, where there are significant delays for a number of reasons: the capacity of the furniture is inconsistent with the current freight flow, insufficient equipment, inefficient technology of work, etc. Almost all examined checkpoints (except for Turkey) were observed as "bottlenecks".



The main reasons for the delays are: non-coordination of the work of checkpoints with the working hours of checkpoints of neighboring countries; the capacity that does not correspond to the flow of goods, the lack of necessary equipment, undeveloped business processes, inadequate use of the capabilities of the TIR system, TIR IT tools, TIR Green Lane and other problems mentioned in the report.

### **Recommendations.**

In order to solve the problems associated with the operation of the checkpoints, at least it is necessary to:

- develop minimum standard requirements for furniture, equipment, and the technology of work of checkpoints, depending on the current and prospective traffic.
- to research in more detail, the work of each checkpoint, to determine for each of them measures for their infrastructural, technical, and functional development,
- organize bilateral meetings between representatives of the customs authorities of neighboring countries, where to submit for discussion all identified problems, including the schedule of work, requirements for processing documents, etc.
- provide technical support for conducting a feasibility research on the implementation of the mechanism for the exchange of data between the border crossing points of neighboring countries; identify the required technical tools, including software, procedures, necessary measures to change the legislation of each country, etc.;

Since all countries of the KTAI corridor have ratified TIR Convention it is necessary to:

- expand the coverage of the use of the TIR system, the use of which can significantly shorten the passage time of checkpoints;
- at all checkpoints (where there are not established yet) to create a TIR-EPD Green Lane;
- provide technical support for the implementation of TIR IT by IRU in cooperation with the ECO in those countries that do not use TIR IT tools, the adaptation of national customs information systems, and the training of the involved participants.*

A number of the above mentioned tasks for the development of checkpoints along KTAI can be implemented in cooperation with international development organizations whose activities include these tasks.

### **Charging for execution of documents at the border**

**Brief conclusions.** Notwithstanding the provisions of Article 5 of the TTFA:

- in Tajikistan and Afghanistan, a fee is charged for processing a routing sheet;
- in Afghanistan each province continues charging fares for passage of trucks;



- In Iran, a fee is being charged for the CMR clearance for the arrival of transport from non-CMR countries. The cost of CMR clearance is quite high considering that there are problems with the circulation of foreign currency in Iran, this fact complicates the transportation.

### **Recommendations**

In order to ensure the implementation of Article 5 of the TTFA, it is necessary to:

- take up to the agendas of high-level working groups the issue of charging fees for the execution of a routing sheet in Tajikistan and fares being charged by each province of Afghanistan for passage of trucks;
- expand the coverage of the TIR system, which eliminates the need to fill in unnecessary transit documents (a routing sheet).

### **International conventions and agreements**

**Brief conclusions.** The current situation of accession to the recommended conventions does not provide a harmonized legislative environment in the KTAI corridors countries for the smooth carriage of goods by road. To date, the only convention that all countries of the KTAI corridor have joined is the TIR Convention.

### **Recommendations**

In order to form a harmonized legislative environment in the KTAI corridor, it is necessary to:

- carry out further actions to expand the TIR system, since its application provides the possibility of carrying out freight transportation with minimal checks at the border.
- conduct a detailed research and identify measures to address problems with the use of the TIR system in Afghanistan;
- conduct a special research in the countries enroute KTAI Corridor to research the possibilities of implementing the e-TIR system, since according to IRU all countries that have implemented TIR IT are ready to switch to e-TIR today, the pilot project between Iran and Turkey was successfully implemented;
- continue efforts towards accession of Afghanistan to the CMR Convention and its e-CMR protocol;
- conduct a special research to assess the feasibility of e-CMR implementation and provide technical support in all corridors (Iran have acceded).
- technical support needs to be provided for Afghanistan's accession to the convention on Road Traffic (1968) and Road Signs and Signals (1968) conventions and the harmonization of the national legislation with the requirements of these conventions.
- consider accelerating the process of acceding to the ADR, ATP conventions and Harmonization Convention, as well as other conventions and agreements recommended by the UN.





## Entry permits

**Brief conclusions.** Despite the current multilateral agreement, TTFA, for today:

- only for two pairs of countries (b/n Kyrgyzstan & Tajikistan, Iran & Turkey) such permits are not required.
- there are no bilateral agreements with Afghanistan, therefore drivers are approaching Afghan embassies their own to obtain entry permits, there are difficulties in obtaining permits.
- in Tajikistan, the entry of Afghan vehicles is allowed only up to Dushanbe, then the goods are reloaded into Tajik cars;
- since the entry permits are not personal, in Kyrgyzstan a number of companies buy all permits at the beginning of the year, and then resell them at an overpriced cost (a similar situation is possible in other countries).

### **Recommendations**

It is advisable to consider the possibility of introducing into the practice a unified permit of a special ECO sample (similar to the ideas proposed under SCO), in so doing to consider the following:

- a permit can be used only by a carrier, whose name is indicated in the permit, and cannot be transferred to a third party.
- permits will to be issued to an authorized body in charge of distribution among each country (possibly the same authorities that are performing currently these functions) in accordance with the quota;
- the ECO Secretariat (or other structure) to be assigned the functions: development of a procedures for determining quotas, setting up quotas, issuance of permits, transfer of permits by authorized body, monitoring and analysis of their usage

In order to introduce this mechanism, it may require insertion of amendments and additions to the TTFA, as well as to the national legislation of the corridor.

## Visas

**Brief conclusions.** Only some countries of the KTAI corridors have arrangements for visa-free entry, including for drivers of international vehicles. In most countries, visas for drivers are still required and their receipt cause some difficulties. In some cases, parity conditions for issuing visas between countries are not observed. Afghan visa is the most difficult to obtain, in addition, its cost is very high.

Difficulties in obtaining visas are a significant deterrent to the development of KTAI corridor and need to be resolved as soon as possible, therefore, based on the analysis of the experience of other regional organizations, the ECO Secretariat proposed the ECO-Visa Sticker Scheme for drivers which was repeatedly discussed within the ECO, however, this scheme has not yet been launched.

### **Recommendations**



It is advisable to continue work on the implementation of the ECO-Visa Sticker Scheme for drivers and this requires:

- Work out the ECO-Visa Sticker Scheme for drivers in more detail, namely:
  - Develop admission criteria for transport companies and drivers to be included in the list for obtaining an ECO-Visa Sticker based on an assessment of possible risks (perhaps these criteria will be different for each country). The procedure for inclusion of carriers in the list for obtaining ECO-Visa Sticker may be similar to the procedure for admitting authorized operators to the TIR system which is carried out through the competent authorities;
  - Define the role and step-by-step actions of all parties involved (develop a business process): ECO secretariat, ministries of foreign affairs, visa recipients, etc.;
  - Assess the need for ECO-Visa Stickers for each of the countries in the corridors;
  - Develop an action plan, documents required to run ECO-Visa Sticker Scheme for drivers.
- On the basis of the developed documents, continue the discussion on the possibilities of introducing ECO-Visa Sticker Scheme for drivers in the KTAI corridor countries.

### ECO White Card scheme

**Brief conclusions.** Over the past five years' tangible results on the formation of the ECO White Card system in the KTAI corridor countries have not been achieved due to the following main reasons:

- Insufficient understanding of the ECO White Card mechanism, even during the research it was turned out that a number of officials do not understand the difference between cargo insurance and MVTPL;
- Imperfection of the national insurance legislation in a number of countries: there is no legal requirement for compulsory MVTPL in Kyrgyzstan, in some other countries the current requirements vary considerably (what is an insurance case, the size and mechanism of insurance payments, etc.);
- Unavailability of the insurance business to introduce a new service due to insignificant market capacity and high risks associated with poor technical condition of trucks, a large amount of the ECO White Card deposit, underdeveloped mechanism of payment to non-residents, impossibility to make money transfers to pay off insurance payments between countries etc.

**Recommendations.** Despite the identified constraints, there are prospects for implementing of the "ECO White Card" system. At this stage it is necessary:

- To research in more detail, the model and mechanism of the ECO White Card system, where to determine:
  - the role and sequence of action of each participant, not only insurance



organizations, but also banks, employees of border services, etc.

- the mechanism for calculating the guarantee fund (deposit) for each country (possibly for each insurance company) on the basis of a comprehensive analysis based on assessing market capacity, volumes of this type of insurance, possible risks, etc.
  - the principles of the ECO White Card system in countries where the Green Card (Turkey and Iran) has already been introduced, since despite the similarity of the systems, the guarantee card and several other principles are used for the Green Card.
- Provide technical assistance in conducting a detailed analysis of national legislation in each country and determining the need for its improvement (development of new legislation and amendments to current ones), not only on the issues related to insurance activities and the legal requirements for MVTPL but also in the part related to:
- the recognition of "ECO White Card" as a valid insurance document by border and transport authorities;
  - provision of an opportunity to make money transfers for payment of insurance payments to non-residents and between countries;
  - the recognition that the insurance limit of the country of the accident will apply, etc.
- Provide technical assistance to the insurance business (especially in countries where this business is underdeveloped) through:
- Conducting an explanatory work and a training on a new type of insurance;
  - development of business plans for the introduction of a new type of insurance;
  - development of internal regulatory documents of companies for a new type of insurance.

In determining the mechanism, it is advisable to consider the idea of using stickers (European type of insurance bonds) that will be stuck on shipping documents, as it is currently practiced in Iran.

Obviously, in order to implement all abovementioned, a special research will be required. It also seems advisable to define within the ECO a responsible structure (organization, subdivision) or individuals who will deal with this issue for some time on a regular basis, since conducting a research once within five years cannot provide the conditions for the launch of ECO White Card.

## **Recommendations on monitoring and operational coordination**

One of the objectives of this research was to develop proposals for monitoring the work and operational coordination of the KTAI transport corridor.

## **Researches**



In the course of the implementation of this project, a need for a number of studies aimed at a more detailed research of current problems has been identified to:

- examine the work of checkpoints in order to develop minimum standard requirements for furniture, equipment, technology of work, depending on the current and prospective traffic flow and elaboration for each checkpoint measures on its infrastructural, technical and functional development,
- determine measures to expand the use of the TIR system and identify current problems in Afghanistan, assess the feasibility of e-TIR and e-CMR implementation, and provide technical support in all corridors.
- define minimum standards for supporting road furniture facilities and design country development programs for each country.
- develop and establish a model of the "ECO White Card" system, including: necessary measures to improve legislation on insurance activities and regulation of all involved entities, training, development of business plans

**Some of the enlisted studies may be conducted in collaboration with other international organizations.**

## Monitoring

To monitor the work of KTAI corridor, a number of tools were proposed during the research:

- an algorithm for analyzing of "key" checkpoints to assess cargo and truck flows;
- utilization of CPMM CAREC data obtained by the Cost-Time-Distance method for estimating the cost and delivery time, as well as the reasons of time delays in transit and related costs (including unofficial ones), defining the format of cooperation with this project, the amount of information required to solve problems of development of the KTAI corridor;
- a method on a visual inspection of the process of filling in of the templates for assessing the quality of roads and roadside furniture (there is no need for frequent collection of such data).

In addition, the research proposed a number of forms for the collection of statistical data on the work of corridors, which were filled in by national consultants. All received data are presented in the annexes. Depending on monitoring needs, information can be provided by national consultants on the proposed forms.

## Operational coordination

In order to increase the efficiency of the work of the KTAI corridor it is required to ensure the implementation of the functions of operational coordination. These are the following functions:

Collection and analysis of information on the work of KTAI corridor (including the proposed methods and algorithms), elaboration of proposals for improving their work;



Informing all involved participants about the rules in force in each country, at each border crossing point, about of the required documents, the current problems, including operational ones. Performing these functions can be provided through the website. However, the responsible personnel must collect and update these data;

Rapid response and solution of the problems. Most probably it may require organizing the work of the "hot line".

It is entirely possible to authorize this body the work on issuance, determination of quotas, distribution of ECO permits among countries, and monitoring their use.

It is rather difficult to propose a mechanism for the operational coordination of the work of KTAI corridor, since any operational activity and prompt response to the problem that arises requires presence of the staff and funding in order to establish such a center and ensure its work, as well as a website, a hotline.

In this context, it may be proposed:

- the creation of a federation, which will include transport associations and large companies of corridors, whose executive direction will solve operational problems;
- the creation of a joint venture of a number of large transport companies of different countries, monopolization of the market is not excluded. Besides, in most countries there are practically no large road transport companies;
- The ECO secretariat will take over the operational management function, which will require additional funding on the part of the business industry, obtaining solid agreements with the involved agencies.

## Conclusions

The research conducted under the project for the development of the KTAI road corridor, which included the field research of roads, checkpoints, collection and analysis of a large number of statistics as well as utilization of new algorithms and techniques, analysis of current legislation, other methods, allows us to draw the following conclusions:

KTAI corridor cannot be considered as a fully-fledged transit corridor, since transit cargo is mainly delivered via alternative routes, by passing Afghanistan, and export-import cargoes are delivered to Afghanistan with transshipment into Afghan trucks in Dushanbe or Sherkhan-Bandar. The KTAI corridor can be considered as a developing corridor since at present it plays a systemic role in the economic and social development of the enroute countries.

**The main factors hindering the development of KTAI corridor are:**

- in Afghanistan:**
  - Unsafe situation from the point of view of terrorism;
  - Absence of an asphalt road on the 261 km section (including 231 km Laman, Herat province – Qaisar, Faryab province) between Herat and Sherkhan-Badar;
  - ineffective operation of checkpoints;



- underdeveloped roadside furniture facilities;
- the need to reload cargo from foreign trucks to Afghan and poor organization of this service;
- difficulties with obtaining a visa;
- poor use of the TIR system;
- the fleet of trucks is not sufficiently developed;
- weight and size standards of motor vehicle do not correspond with neighboring countries, which makes it necessary to reload from one Afghan truck into several foreign ones (and vice versa);
- non-accession to the CMR Convention and other important conventions;
- lack of MVTPL;
- low freight flow to and from Kyrgyzstan
- **in Iran:**
  - ineffective operation of checkpoints;
  - low freight flow to and from Tajikistan and Kyrgyzstan.
- **in Kyrgyzstan:**
  - Karamyk checkpoint has not been given international status for a long time, the situation should change in the near future;
  - the fleet of trucks is not sufficiently developed.
  - lack of MVTPL;
  - low freight flow to the countries of the KTAI corridor.
- **in Tajikistan:**
  - 30 km road section between Jirgetal and Dushanbe is difficult for passage of trucks;
  - the fleet of trucks is not sufficiently developed
  - the need to reload cargo to trucks moving towards Afghanistan;
  - MVTPL is not sufficiently developed
  - low freight flow to the countries of the KTAI corridor

Despite a significant number of factors hampering the development of KTAI corridor, there are strong prerequisites:

First, the political will of the ECO member countries to develop the KTAI corridor, which is expressed by signing of TTFA, adoption of its provisions at the level of national legislation, and the active participation of countries in the implementation of the objectives set by this agreement.

Second, the KTAI corridor is a developing corridor, as it currently plays systemic role in the economic and social development of the territories they pass through. Also, the KTAI corridor has a certain transit potential, due to the high economic activity of Turkey, Iran and China, part of the export-import flows of these countries can be re-oriented to the routes of the KTAI corridor, provided construction missing sections of the road and ensuring safe transportation.

Third, the active position of the ECO in the region and the effective work of the ECO secretariat provides great opportunities for implementing the provisions of the TTFA, discussing current problems and jointly seeking their solutions.

Fourth, the IRU's overall support for the development of the TIR system, which



ultimately facilitates the simplification of customs procedures, facilitating the passage of checkpoints, and as a result, the development of KTAI corridor in general.

### **Proposed Action Plan**

Summarizing all the above in this report, it is proposed to consider the action plan for the development of the KTAI corridor, which is presented in Table 17. Part of the objectives of this plan can be implemented in cooperation with other international organizations.



**Table 17. Proposed Action Plan for the Development of the KTAI Road Corridor**

Subject	Actions	Urgency/ permanently/ periodically	ECO responsible structure	Corridors / Countries involved	Decision level	Needs for additional funding	Involvement of international development organizations
<b>I. OPERATIONAL COORDINATION</b>							
In order to increase the efficiency of the work of the KTAI corridor it is required to ensure the implementation of the functions of operational coordination.	1.1. To establish/designate a responsible unit in the ECO secretariat (or designate focal points, including national consultants) for the operational coordination of the corridor	Permanently	TC Directorate	KTAI			no
	1.2. Establish a website (or pages on the ECO website), with the implementation of functions for posting up-to-date information on the rules in force in each country, at each checkpoint, the required documents, existing problems, including operational ones.	Short terms  Permanently	TC Directorate	KTAI			no
	1.3. Organize the work of the “hot line” (via the website, for example, the “onicon” function) to quickly respond to any problems. The Unit in charge may analyze emerging problems, summarize them and provide reports	Permanently	TC Directorate	KTAI			no
	1.4. Collect and analyze information on the KTAI corridor:  <input type="checkbox"/> establish cooperation with the CPMM project on the use of cost-time-distance data along corridor routes  <input type="checkbox"/> Receive CPMM data, analyze it, make	Short term task  Periodically		KTAI			yes  no





Subject	Actions	Urgency/ permanently/ periodically	ECO responsible structure	Corridors / Countries involved	Decision level	Needs for additional funding	Involvement of international development organizations
	regular reports						
	1.5. With the participation of national consultants, periodically collect and evaluate traffic flows, information on existing problems (on the proposed or other forms) to identify "bottlenecks"	Periodically		KTAI			no
	1.6. Identify serious problems that need to be addressed, propose solutions and bring them to the highest level	Periodically		KTAI	HLWG on KTAI  Road & Customs Transit Committees of TTCC		no
	1.7. Prepare a rationale for eliminating the processing of unnecessary documents and collecting additional charges for the carriage of goods by road along the corridor. Hold a discussion at the country level, take the matter for discussion to the highest level			AFG, TJK, IRN	HLWG on KTAI  Road & Customs Transit Committees of TTCC		
	1.8. Take measures to adjust weighing standards of Afghanistan in accordance with Annex 4 of TFFA and other conventions in order to avoid the need for transshipment from / to Afghan trucks. Prepare a rationale and conduct negotiations, bring to the discussion at the highest level.			AFG			

**II.DEVELOPMENT OF ROADS**



Subject	Actions	Urgency/ permanently/ periodically	ECO responsible structure	Corridors / Countries involved	Decision level	Needs for additional funding	Involvement of international development organizations
On the route of the KTAI corridor, in addition to high-altitude areas, there are destroyed sections of roads (in Tajikistan 30 km) and missing sections of the road (in Afghanistan, about 231 km).	2.1. Discuss the issue at the highest level, to hold negotiations with representatives of international organizations on the possibility of providing financial assistance to the enroute countries of the corridor for the construction and development of roads that are sections of the corridor	Long-term task		AFG, KGZ, TJK	Regional Partnership Forum,  Various international foras		yes
<b>III.DEVELOPMENT OF ROADSIDE INFRASTRUCTURE</b>							
In all countries there are not enough developed places for rest of drivers. In some cases, they are not enough, their placement is spontaneous, the quality leaves much to be desired. Also, food places are of low level	3.1. Prepare a rationale and conduct negotiations with international organizations on the possibility of implementing projects for the development of roadside infrastructure	medium term task		KTAI			yes
	3.2. Provide technical assistance in the implementation of projects for the construction of TIR parking lots to determine minimum standards, their location, develop business plans for investors to build them, etc. (with the exception of and Iran, where this task is completed);	medium term task		KTAI			yes
	3.3. Provide technical assistance to each of the countries in determining minimum standards for the facilities of the auxiliary road furniture, their location in accordance with the requirements of the AETR	medium term task		KTAI			yes



Subject	Actions	Urgency/ permanently/ periodically	ECO responsible structure	Corridors / Countries involved	Decision level	Needs for additional funding	Involvement of international development organizations
	Convention governing the time of rest for drivers, and possibly the development of country programs for the development of auxiliary road furniture facilities.						
	3.4. Continue the formation of the online IRU database «transpark-app» for the countries not providing this information, inform the transport community of the corridor about available information.	medium term task		KTAI			
<b>IV.DEVELOPMENT OF CHECKPOINTS</b>							
One of the main constraints on the development of the KTAI corridor are “bottlenecks” at checkpoints: infrastructure capacity does not match existing traffic, not enough equipment, inefficient work technology, , inadequate use of the capabilities of the TIR system, TIR IT tools, TIR Green Lane etc.	4.1. Prepare a justification and conduct negotiations with international organizations on the possibility of implementing projects for the development of BCPs along the	5-year Action Plan on modernization of BCPs		KTAI	Establish cooperation with GTI-TOBB via official channels		
	4.2. in the course of realization of the project to: <ul style="list-style-type: none"> <li><input type="checkbox"/> develop minimum standard requirements for furniture, equipment, and the technology of work of checkpoints, depending on the current and prospective traffic.</li> <li><input type="checkbox"/> examine in more detail, the work of each checkpoint, to determine for each of them measures for their infrastructural, technical, and functional development,</li> <li><input type="checkbox"/> organize bilateral meetings between representatives of the customs authorities of neighboring countries, where to submit for</li> </ul>			KTAI	Customs administrations of enroute countries		



Subject	Actions	Urgency/ permanently/ periodically	ECO responsible structure	Corridors / Countries involved	Decision level	Needs for additional funding	Involvement of international development organizations
	<p>discussion all identified problems, including the schedule of work, requirements for processing documents, etc.</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> provide technical support for conducting a feasibility research on the implementation of the mechanism for the exchange of data between the border crossing points of neighboring countries; identify the required technical tools, including software, procedures, necessary measures to change the legislation of each country, etc.;</li> <li><input type="checkbox"/> develop an action plan for each country and each checkpoint to expand the use of the TIR system, the implementation of TIR-EPD Green Lane</li> </ul>				IRU		
<b>V.FURTHER ACCESSION TO INTERNATIONAL CONVENTIONS AND AGREEMENTS FACILITATING MOVEMENT OF GOODS</b>							
<p>TIR Convention is the only convention that all countries of the KTAI corridor have joined</p> <p>Enroute countries are not utilizing fully tools of TIR such as TIR IT, e-TIR, TIR-EPD, Green Lane</p>	<p>5.1. Prepare a justification and conduct negotiations with international organizations on the possibility of implementing projects for the further accession of the countries of the corridor to international conventions and agreements:</p> <p>5.2. continue efforts towards accession of Afghanistan to the CMR Convention and its e-CMR protocol; on standardization of application of requirements for filling the CMR;</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> conduct a special research to assess the feasibility of e-CMR implementation and provide technical support in all corridors (Iran</li> </ul>		<p>ECO Secretariat</p> <p>IRU</p> <p>UNECE</p>	KTAI			



Subject	Actions	Urgency/ permanently/ periodically	ECO responsible structure	Corridors / Countries involved	Decision level	Needs for additional funding	Involvement of international development organizations
	<p>have acceded).</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> provide technical support for the accession of Afghanistan to the Road Traffic conventions (1968) and Road Signs and Signals (1968) and the implementation of the requirements of these conventions into national legislation</li> <li><input type="checkbox"/> consider accelerating the process of acceding to the ADR, ATP conventions and Harmonization Convention, as well as other conventions and agreements recommended by the UN.</li> </ul>						
	<p>5.3. Prepare a justification and conduct negotiations with IRU on the possibility of expanding the TIR system, since its application provides the possibility of carrying out freight transportation with minimal checks at the border, in the course of which to solve the following tasks:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> introduce the digital TIR in the KTAI corridor countries, as has already been done between Iran and Turkey;</li> <li><input type="checkbox"/> introduce the TIR into the information customs system of Afghanistan,</li> <li><input type="checkbox"/> integrating TIR-EPD into the customs information system of Tajikistan,</li> <li><input type="checkbox"/> adjusting the information customs system of Kyrgyz Republic to fully implement the digital TIR;</li> <li><input type="checkbox"/> organize capacity building trainings on the implementation of the TIR system for customs officers, transport operators and</li> </ul>						



Subject	Actions	Urgency/ permanently/ periodically	ECO responsible structure	Corridors / Countries involved	Decision level	Needs for additional funding	Involvement of international development organizations
	other interested parties.						
<b>VI. ENTRY PERMITS</b>							
There are a large number of problems in obtaining entry permits	<p>6.1. It is advisable to consider the possibility of introducing into the practice a unified permit of a special ECO sample (similar to the ideas proposed under SCO), in so doing to consider the following:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> a permit can be used only by a carrier, whose name is indicated in the permit, and cannot be transferred to a third party.</li> <li><input type="checkbox"/> permits will to be issued to an authorized body in charge of distribution among each country (possibly the same authorities that are performing currently these functions) in accordance with the quota;</li> <li><input type="checkbox"/> the ECO Secretariat (or other structure) to be assigned the functions: development of a procedures for determining quotas, setting up quotas, issuance of permits, transfer of permits by authorized body, monitoring and analysis of their usage</li> <li><input type="checkbox"/> In order to introduce this mechanism, it may require insertion of amendments and additions to the TTFA, as well as to the national legislation of the corridor.</li> </ul>				Road Committee of TTCC		
<b>VII. VISAS</b>							
In most countries, visas for drivers performing	<p>7.1. Work out the ECO-Visa Sticker Scheme for drivers in more detail, namely:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Develop admission criteria for transport</li> </ul>				ECO Senior Officials' meeting		



Subject	Actions	Urgency/ permanently/ periodically	ECO responsible structure	Corridors / Countries involved	Decision level	Needs for additional funding	Involvement of international development organizations
international carriage of goods are still required and their receipt cause some difficulties	<p>companies and drivers to be included in the list for obtaining an ECO-Visa Sticker based on an assessment of possible risks (perhaps these criteria will be different for each country). The procedure for inclusion of carriers in the list for obtaining ECO-Visa Sticker may be similar to the procedure for admitting authorized operators to the TIR system which is carried out through the competent authorities;</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Define the role and step-by-step actions of all parties involved (develop a business process): ECO secretariat, ministries of foreign affairs, visa recipients, etc.;</li> <li><input type="checkbox"/> Assess the need for ECO-Visa Stickers for each of the countries in the corridors;</li> <li><input type="checkbox"/> Develop an action plan, documents required to run ECO-Visa Sticker Scheme for drivers.</li> </ul>				Meeting of the Consular Officials of the MSs		
	7.2. On the basis of the developed documents, continue the discussion on the possibilities of introducing ECO-Visa Sticker Scheme for drivers in the KTAI corridor countries.						
<b>VIII. ECO White Card scheme</b>							
Over the past five years slow progress is being done to set up ECO White Card system in the KTAI	<p>8.1. Implement an ECO White Card implementation project, in the course of which:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> analyze in more detail, the model and mechanism of the ECO White Card system, where to determine: structure responsible, the role and sequence of action of each participant; the mechanism for calculating the</li> </ul>				Insurance Committee of TTCC		



Subject	Actions	Urgency/ permanently/ periodically	ECO responsible structure	Corridors / Countries involved	Decision level	Needs for additional funding	Involvement of international development organizations
corridor countries	<p>guarantee fund (deposit) for each country (possibly for each insurance company) on the basis of a comprehensive analysis based on assessing market capacity, volumes of this type of insurance, possible risks, etc.;</p> <ul style="list-style-type: none"><li><input type="checkbox"/> provide technical assistance in conducting a detailed analysis of national legislation in each country: the recognition of "ECO White Card" as a valid insurance document by border and transport authorities; provision of an opportunity to make money transfers for payment of insurance payments to non-residents and between countries; the recognition that the insurance limit of the country of the accident will apply, etc.;</li><li><input type="checkbox"/> provide technical assistance to the insurance business (especially in countries where this business is underdeveloped) through: Conducting an explanatory a training on a new type of insurance; development of business plans; development of internal regulatory documents etc.;</li></ul>						





## CHAPTER 13. NEW DEVELOPMENTS FOR 2018-2019

The final report on the field study for development of KTAI Road Corridor was taken up for discussion to the agenda of 4<sup>th</sup> meeting of the High-Level Working Group on KTAI Road Corridor, held on November 25, 2019 in Tehran. After a detailed discussion, the meeting decided (see ECO Note Verbale No.TC/ 2019/1043 in Appendix VII) to approve this report by including the proposed updates as a new chapter in the final study report to reflect significant changes that have occurred in the enroute countries over the past 2 years. The chapter has been prepared on the basis of submissions by national consultants, as well as from other available sources.

### Kyrgyz Republic

Currently, the Kyrgyz Republic continues to actively develop its road network. Earlier Bishkek-Osh highway was the only route connecting the north and south of the country, but its use is limited due to difficult sections, the Too-Ashuu pass and the Too-Ashuu tunnel.

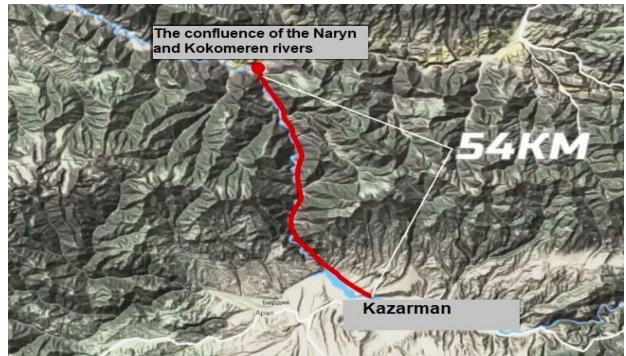
Since 2013, a huge project is being implemented to set up an alternative North-South road that offers uninterrupted road communication and security. The Ministry of Transport and Roads has completed the preparation of a feasibility study for the project with the extent of 433 km long, which is 1/3 shorter than the existing route (see Fig.). The total project cost is estimated at \$850 million US dollars. It was decided to build the road, according to the parameters of the II technical category and implement it at three phases:



- Phase I, with a length of 154 km, passes along the route from Kyzyl-Zhyldyz to Aral (km 183-195), s. Kazarman – Jalal-Abad (km 291-433), including a tunnel through the Kok-Art pass with a length of 3.7 km.
- Phase II, with a length of 96 km, passes along the route from Aral-s. Kazarman (km 195-291). On this section, the construction of a tunnel with a length of 0.7 km;
- Phase III, with a length of 183 km, passes along the route of Balykchy - the village of Kyzyl-Zhyldyz (km 0-183).

The construction of a new road is complicated by difficult passable sections: difficult terrain, avalanches, rockfalls (see photos), as well as the absence of any roads whatsoever along which materials and equipment will be delivered. Therefore, for the implementation of the project, about 200 km of technical roads were built.

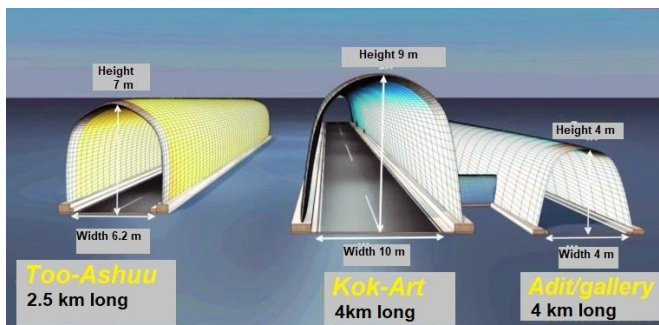
The most difficult section is 54 km between Kazarman and the confluence of two rivers (Naryn and Kokmeren).



During the construction of the North-South route, the Ferghana tunnel (Kok-Art) will be built, the length of which is almost 4 km. This tunnel will ensure the safety of using this route, as new technologies are used in its construction, dimensions are increased (in comparison with the Too-Ashuu tunnel), and a spare tunnel has been built (gallery). The figure provides information on the main differences between the new tunnel and the Too-Ashuu tunnel.

The project also provides for the construction of 2 overpass bridges:

- • An overpass (trestle) bridge at 282 km - 1076 m long, out of 76, 65 of which have already been flooded, 23 towers with an average height of 15 meters are also being erected. 1 bridge support is completed.
- • An overpass (trestle) bridge at 285 km — a length of 396 m, all 38 piles were completed, and all 19 piers were erected with an average height of 20 m





## Differences between the new tunnel and the 'Too Ashuu' tunnel Construction of the 'Kok-art' tunnel

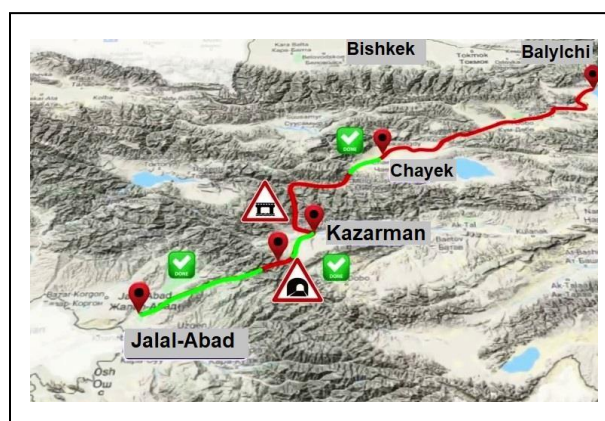


### Construction of trestle bridges

The diagram shows what progress has been made so far in implementing the North-South road construction project.

**After completion of the construction of this road, it is necessary to consider the advisability of including this safer and shorter route, which also provides access to the Chinese border under KTAI corridor.**

In addition to this project, a number of other projects are also being implemented in the Kyrgyz Republic that can positively influence on the development of the KTAI corridor, including those listed in the table below<sup>1</sup>.



One of the interesting problems from the point of view of the identified problems during the field study is the "Regional Improvement of Border Services (RIBS)" project implemented by ADB under the CAREC program in Kyrgyzstan and Tajikistan<sup>2</sup>. The project is planned to be completed by the end of 2020.

Within the framework of this project, it is planned to achieve two goals:

1. Improved checkpoints. Inspection facilities will be improved, including customs, sanitary and quarantine, as well as veterinary checkpoints, to cope with increased traffic and improve the inspection process; and objects of power supply, water supply and sewerage, communications, as well as office and inspection equipment will be provided. In the Kyrgyz Republic, this is the Karamyk checkpoint (in Tajikistan, Guliston). The development of the Karamyk checkpoint is carried out taking into account the requirements of the EAEU.

<sup>1</sup> <https://www.adb.org/projects>

<sup>2</sup> <https://www.adb.org/projects/46124-001/main#project-pds>



2. The development of Single Window in two countries: (i) development of Single Window software and a trading portal; (ii) Single Window backup system and equipment, regional centers and equipment of the trading portal; (iii) a certificate of origin and a licensed track and trace of system development; (iv) operational assistance to the management and working groups of the Single Window; (v) analysis and reengineering of business processes (up to 10 government institutions); (vi) regulatory review; (vii) stakeholder engagement and public awareness; and (viii) market research.

According to information received from national consultants, the international status of the Karamyk checkpoint has not yet been assigned.

Also, according to information received from the national consultant, the Kyrgyz Republic has established a system for issuing registered entry permits, which excludes the possibility of speculating with permits.

## **Tajikistan**

As was noted during the field study, 30-35 km of the road on the Jirgetal-Dushanbe section are in poor unsafe condition. Due to the fact that this section of the road falls into the flooding zone of the Rogun hydroelectric station, a bypass section of the highway has been developed with a length of 75.6 km. The implementation of this project is scheduled for 2020-2024. This project is divided into 3 phases. The implementation of the 1st phase includes a tender and the determination of a contractor. The implementation of the 2nd and 3rd phases includes the construction of a bypass road, as well as 2 tunnels and 1 bridge. The Asian Development Bank provided Tajikistan with a grant of one million dollars for a feasibility study for the construction of the Obigarm-Nurobod road (see table below, as well as the link<sup>1</sup>). It is planned to complete the development of a feasibility study by the end of 2020.

Besides, with the support of ADB, a project is being implemented to improve communication between the capital Dushanbe and Kurgonteppa (located 100 km south of Dushanbe), which are two large cities and economic centers in Tajikistan. The road is a strategic north-south link and is one of the busiest roads in the country<sup>2</sup>. Road construction began in the first quarter of 2018. In the first phase, a 33-kilometer (km) stretch of road between Dushanbe and Chashmasoron will be reconstructed. In March 2018, the expansion of a project to improve a 40 km road section between Chashmasoron and Kurgonteppa was launched.

The possibility of implementing a project to restore and reconstruct the Kolkhozobad-Kabadiien-Shaartuz-Ayvaj-Mazare-Sharif road with a total length of 233 km is currently under consideration. This road connects the countries of Central Asia with China, and is of great importance for the economy of the Islamic Republic of Afghanistan and the Republic of Tajikistan.

Ratification of the Additional Protocol to the Convention on the Contract for the International Carriage of Goods by Road (CMR) regarding the electronic consignment note (July 2019) is

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<sup>1</sup> <https://www.adb.org/projects/52042-002/main#project-pds>

<sup>2</sup> <https://www.adb.org/projects/49042-004/main#project-pds>



acknowledged also as one of important achievement made by Tajikistan towards harmonization of the national legislation.

## **Afghanistan**

As the significant portion of KTAI Corridor falls on the territory of Afghanistan (about 1150 km), the meeting was provided the latest updates and particulars of the current status of the segments along the Corridor including measures being taken on the “missing link”.

Particularly, the meeting was reported about completion of asphaltting works on the following roads starting from Shirkhan Bandar up to Kunduz city (63 km), from Kunduz up to Pole-Khomri in Baghlan Province (100 km), from Pole-Khomri upto Mazare-Sharif in Balkh Province (188km), from Mazare-Sharif upto Shebergan in Jowzjan Province (133 km), from Shebergan upto Maymaneh in Faryab Province (201 km). The meeting was also informed about completion of asphaltting works on the road between Armalik (Karookh District) upto Herat city (59 km) and from Herat upto Islam Qala border point (126 km).

As regards the missing segments of the Corridor, the following information was shared with the meeting. Notably, Armalik-Laman (50 km) is under construction, being financed by Saudia Arabia and contracted by Sandrila and reaching 84% progress.

The segment starting from Qaisar District in Faryab province to Bala Mroghab and Laman Districts in Baghdis Province with the total length of 233 km is divided into 6 sections where first and second sections are being financed by ADB and currently is under construction. On the first section (35 km) the progress is reported as 35% whereas on the second section (47 km) 21% progress is reported as achieved.

The remaining 4 sections with the extent of 151 km are at the surveying and designing stage.

It is important to note that in 2018-2019 the growth of TIR-carnet production was noted in 2018 - 100, in 2019 200 TIR-carnet were released, which is two times more than in 2018.

Over the past 2 years, in Afghanistan (or in a group of countries in the region, including Afghanistan), with the support of international development organizations in the field of transport and trade, a number of projects have been launched (or are ongoing) that contribute to solving the TTFA tasks (see table):<sup>1</sup>.

## **Iran**

According to the information provided by the national consultant, in 2018-2019, Iran implemented significant measures to improve the operation of checkpoints, namely:

At the *Dogharun checkpoint*:

- a new vehicle X-Ray machine (vehicle x-ray machine) has been installed and put into

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<sup>1</sup> <https://www.adb.org/projects>



operation.

- a second luggage X-Ray machine has been installed and put into operation in the passenger lounge for checking and inspecting passengers' Luggage.

At the Milak checkpoint (on the border with Afghanistan, closer to Pakistan):

- New truck weighing scales have been installed. This is a bridge scale using modern WIM technology (allows to weigh the truck in motion).
- On the territory of the checkpoint. from the entrance to the exit, the construction of a two-way road with a concrete surface and the use of new technologies is carried out, which will ensure the smooth operation of the checkpoint in all weather conditions, including hot weather.

At the Mirjaveh checkpoint:

- construction of a new passenger lounge with an area of 3400 sq. m. has begun, with completion planned in 20 months.

At the Bazargan checkpoint:

- the second Truck x-ray machine is being installed and is scheduled to be launched in 6 months
- the implementation of the master plan for the development of the Bazargan customs office with an area of 30 hectares has begun, and completion is planned in 15 months. After the completion of this project, the travel time of vehicles from the starting point of the checkpoint to the exit point will take no more than 30 minutes.
- RFID (Radio Frequency IDentification) technology is being introduced – a method for automatically identifying objects (containers) by reading and writing radio signal data stored in so-called transponders, or RFID tags attached to containers. It is planned to launch this system in the near future.



**Table 18. Some transport development projects which can positively influence the development of the KTAI corridor <sup>1</sup>**

Project Name,	Countries:	Description of Project	Source of Funding	Amount, mln. US\$
Better Customs for Better Client Services in Central Asia Regional Economic Cooperation <i>14.11.2019 – 30.09.2021</i>	Regional: Afghanistan, Azerbaijan, Georgia, Kazakhstan, Kyrgyz Rep., Mongolia, Pakistan, China, Tajikistan, Turkmenistan, Uzbekistan	Scoping studies with actionable recommendations in customs infrastructure, facilities, use of technology and logistics support prepared.  Initiatives in modern customs technologies and best practice supported.  Customs capacity improved.	Regional Cooperation and Integration Fund	0,25
			United Kingdom Fund for Asia Regional Trade and Connectivity under the Regional Cooperation and Integration Financing Partnership Facility	0,70
			People's Republic of China Poverty Reduction and Regional Cooperation Fund	0,50
Modernizing Sanitary and Phytosanitary Measures to Facilitate Trade <i>13.02.2018 – 30.09.2020</i>	Regional: Afghanistan, Azerbaijan, Georgia, Kazakhstan, Kyrgyz Rep., Mongolia, Pakistan, China, Tajikistan, Turkmenistan, Uzbekistan	(i) creating national bodies in each country and a regional body to lead the modernization process; (ii) developing regulations, procedures, and requirements that are aligned with international standards; and (iii) improving the capability of border agencies to implement these measures at selected common borders.	Regional Cooperation and Integration Fund	0,75
			People's Republic of China Poverty Reduction and Regional Cooperation Fund	0,80
			Technical Assistance Special Fund	0,40
			Counterpart	16,00
Central Asia Regional Economic Cooperation Corridors 1 and 3 Connector Road Project (Phase 2)-	Kyrgyz Republic	The proposed project will connect two major CAREC regional corridors by rehabilitating a crucial connector road, part of the North-South Alternate Corridor, which is a priority in the National Sustainable Development Strategy. It will (i) improve connectivity and mobility, and (ii) link	ADB (grant)	9,50
			ADB (Loan)	68,50
			Counterpart (grant)	12,75

<sup>1</sup> <https://www.adb.org/projects>



## ECONOMIC COOPERATION ORGANIZATION

Project Name,	Countries:	Description of Project	Source of Funding	Amount, mln. US\$
Additional Financing 28.12.2018 - 31.12.2027		economically underprivileged regions with economic hubs. 138 km road from Balykchy village to Bashkugandy village (Km 0-Km 159) rehabilitated		
Kyrgyz Republic: Preparing the Central Asia Regional Economic Cooperation Corridors 1 and 3 Bishkek Northern Bypass Road Project 13.11.2018 - 31.10.2020	Kyrgyz Republic	The current condition of the 34 km Bishkek Bypass road is poor with an average International Roughness Index (IRI) in excess of 8 m/km. The proposed upgrading and widening of the road will improve the IRI to less than 3 m/km. This road improvement will contribute to regional cooperation through (i) linking the CAREC Corridors 1 and 3; (ii) providing global connectivity to the Bishkek FEZ and Dordoy Bazaar; and (iii) linking ABEC with Bishkek-Osh Road and Bishkek-Torugart Road. It will also improve domestic connectivity and reduce congestion in Bishkek city.	Technical Assistance Special Fund (ADB)	1,05
Kyrgyz Republic: CAREC Corridor 3 (Bishkek–Osh Road) Improvement Project, Phase 4 21.08.2018 - 30.11.2019 (project is still active)	Kyrgyz Republic	The Bishkek-Kara-Balta section of the project road under the Loan3056/Grant0366-KGZ: CAREC Corridor 3 (Bishkek -Osh Road) Improvement Project, Phase 4 is being improved. ADB will assist with (i) undertaking a study to quantify to the extent possible the potential impacts and costs that might arise from reverting to the original construction approach, specifically the use of vibrating compaction equipment; and (ii) financing such study as the available funds under the ongoing project are insufficient. These impacts could be both physical, such as damage to structures, and social safeguards related, including the temporary relocation of households occupying structures that	Technical Assistance Special Fund (ADB)	0,23





ECONOMIC COOPERATION ORGANIZATION

Project Name,	Countries:	Description of Project	Source of Funding	Amount, mln. US\$
		could be damaged.		
Kyrgyz Republic: Central Asia Regional Economic Cooperation Corridors 1 and 3 Connector Road Project  02.11.2016-31.12.2022	Kyrgyz Republic	The Asian Development Bank is working with Kyrgyz Republic to build key roads in the country. The project is helping to rehabilitate 43 kilometers of a road leading to Balykchy village, and to improve a road from Kochkor village to Jyldyz village. A road leading to Aral village via the Suusamyр valley will also be improved.	ADB (grant)	36.72
			Counterpart (grant)	48.26
			ADB (grant)	3,0
			ADB (Loan)	58.39
			Co-financing (Loan): Islamic Development Bank, Eurasian Development Bank, Saudi Fund for Development	117,00
Regional: Central Asia Regional Economic Cooperation Regional Improvement of Border Services Project (RIBS)  22.05.2013 – 31.12.2020	Kyrgyz Republic Tajikistan	The Physical infrastructure and working conditions at Karamyk (Kyrgyz republic) and Guliston (Tajikistan) BCPs improved  NSW facilities in the Kyrgyz Republic and Tajikistan established  Capacity in project management and supervision strengthened	ADB (grant)	4,2
			ADB (Loan)	4,2
			ADB (grant)	9,20
			Counterpart (grant)	1,92
			Counterpart (Loan)	1,48
Tajikistan: Preparing the Central Asia Regional Economic Cooperation Corridors 2, 3, and 5 (Obigarm-Nurobod) Road Project	Tajikistan	The proposed ensuing project will restore and improve connectivity between Dushanbe, the northeast region of Tajikistan and the Kyrgyz Republic via the M41 highway, which is located on Central Asia Regional Economic Cooperation (CAREC) corridors 2, 3, and 5. The proposed project will also serve about 13 villages and communities that presently rely on the existing M41 highway for access to economic opportunities and	ADB Technical Assistance Special Fund	1,00



ECONOMIC COOPERATION ORGANIZATION

Project Name,	Countries:	Description of Project	Source of Funding	Amount, mln. US\$
09.06.2018 - 31.12.2020		<p>social services.</p> <p>The Obigarm-Nurobod road section located on the CAREC corridors 2, 3, and 5 will be inundated once the HPP reservoir has filled to operating levels. The realignment of this road section through the river valley is not part of the Rogun HPP project. A bypass road must be completed and opened to traffic by latest November 2023, the date by which the rising water in the hydropower project reservoir will have inundated several critical sections of the existing M41 highway. No other part of Tajikistan's national highway network can provide for this traffic, and the only alternative route would represent a deviation of about 500 kilometer.</p>		
<p>Tajikistan: Central Asia Regional Economic Cooperation Corridors 2, 5, and 6 (Dushanbe-Kurgonteppa) Road Project – Main Financing</p> <p>15.11.2016 – 30.09.2021</p> <p>Additional Financing</p> <p>30.04.2018 - 31.03.2023</p>	Tajikistan	<p>The project will improve the connectivity between the capital Dushanbe and Kurgonteppa, which are two major cities and economic hubs in Tajikistan. The road is a strategic north -south link, and one of the most heavily traveled roads in the country, as well as the confluence of CAREC corridors 2, 5, and 6. The project will upgrade an approximately 33-kilometer (km) road section between Dushanbe and Chashmasoron, improve facilities and safety along and in the vicinity of this road section, strengthen the institutional capacity of the Ministry of Transport (MOT), and complete procurement readiness for the next section of the road to be improved.</p>	ADB (grant)	15,8
			Co-financing (grant)	2,0
			ADB (Loan)	49,40
			Counterpart (Loan)	17,2
			Co-financing (Loan)	12,00
			ADB (grant)	90,00
			Counterpart (grant)	17,5



ECONOMIC COOPERATION ORGANIZATION

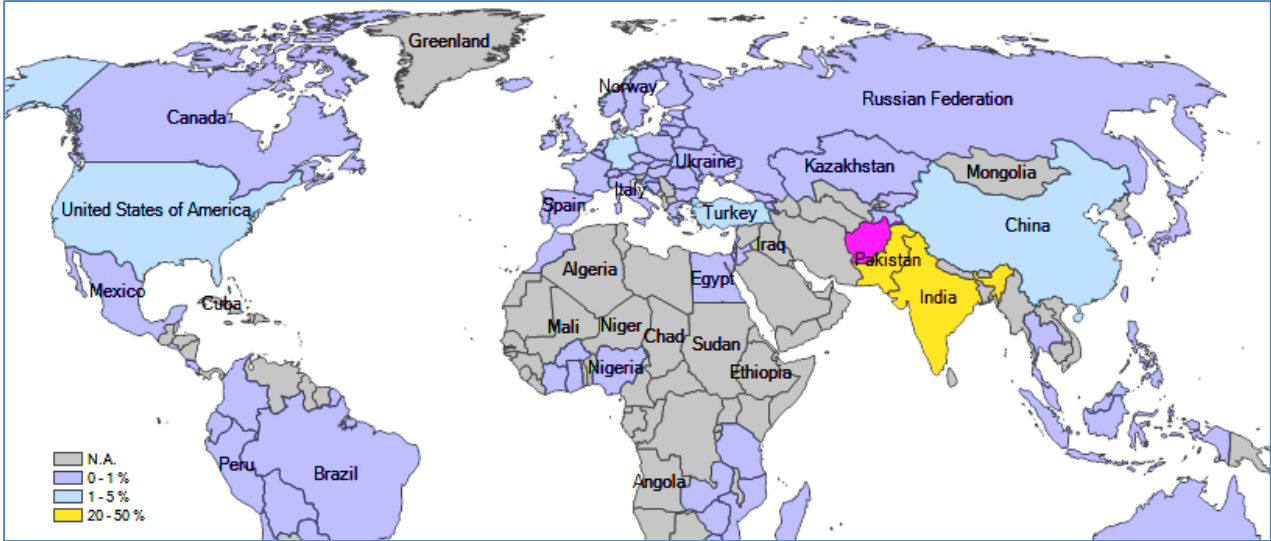
Project Name,	Countries:	Description of Project	Source of Funding	Amount, mln. US\$
Tajikistan: Central Asia Regional Economic Cooperation Corridors 3 and 5 Enhancement Project  07.10.2013 - 31.10.2019  (project is still active)	Tajikistan	<p>The project outputs will be (i) improved road conditions and enhanced road safety on CAREC corridors 3 and 5 (the Sayron Karamyk road section, 88 km) and the subnetwork (the Vose Khovaling road, 87 km) totaling 175 km; (ii) extended access to local communities through the improvement of rural feeder roads; and (iii) institutional strengthening of project management, contract supervision, and efficient road maintenance.</p> <p>The government has prioritized rehabilitating the Vose Khovaling road, with the Khovaling Tavildara road to follow. Improvements to this stretch of road will (i) cut travel time almost in half from the Kyrgyz border to Khatlon; (ii) open a new trade corridor in the most populous region in Tajikistan; (iii) provide easier access to southern markets; and (iv) enhance economic connections with CAREC corridors 3 and 5, AH66, and Afghanistan and beyond</p>	ADB (grant)	70,00
			Counterpart (grant)	19,00
Afghanistan: Qaisar–Dari Bum Road Project  06.12.2017 – 30.06.2023	Afghanistan	Project will support (i) rehabilitation of the Qaisar-Bala Murghab section (90 km) of Herat-Andkhoy road; (ii) installation of road tolling facilities including toll plazas, computers and communications equipment, and weighing machines for the project road; (iii) HIV/AIDS prevention and anti-human trafficking awareness activities; (iv) construction supervision and monitoring; and others	ADB (grant)	330,00
			Counterpart	4,00
Afghanistan:	Afghanistan	ADB approved a multitranche financing facility	ADB (grant)	109,00



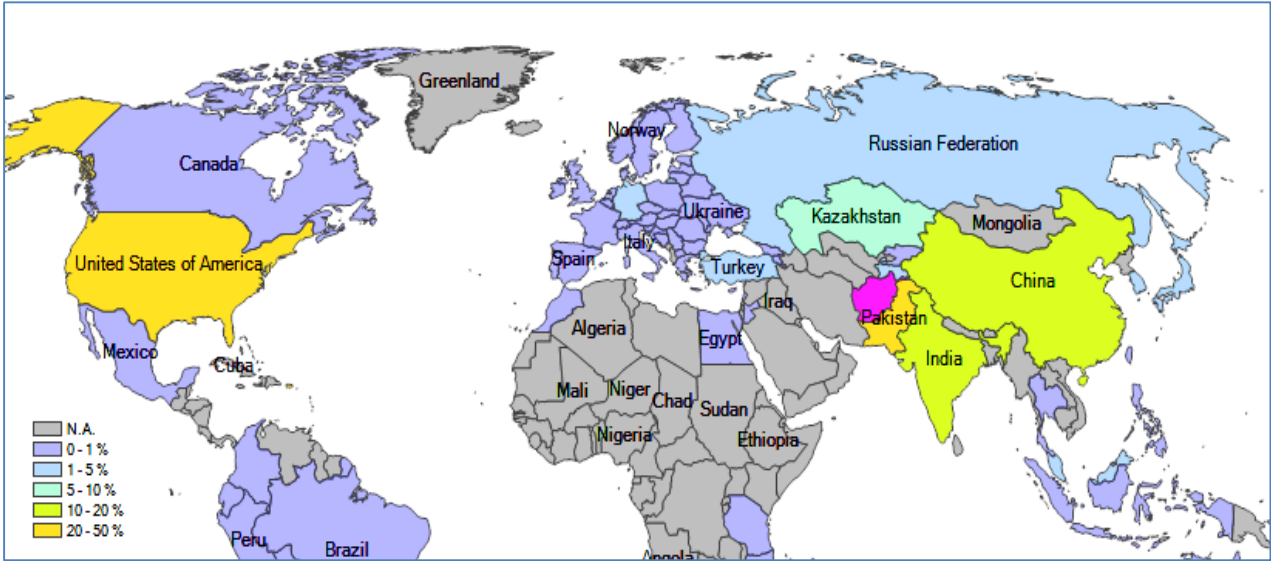
ECONOMIC COOPERATION ORGANIZATION

Project Name,	Countries:	Description of Project	Source of Funding	Amount, min. US\$
Transport Network Development Investment Program - <i>Tranche 4</i> 28.01.2015- 20.09.2021		<p>(MFF) for the Transport Network Development Investment Program (TNDIP) on 12 October 2011 for an amount not exceeding \$787 million, and comprising a maximum contribution of \$754 million from ADB's Special Funds resources. To date, three tranches of the MFF are under implementation, and the periodic financing request for Tranche 4 has been received from the government.</p> <p>108 km (Beharak-Eshkashim section of the Faizabad-Eshkashim Road) of reconstructed, rehabilitated, and appropriately maintained national and regional highways</p> <p>ADB is working with Afghanistan to build a new road that will open up an east-west trade link with Tajikistan and beyond.</p>		

# ANNEX I. GEOGRAPHY OF INTERNATIONAL TRADE OF KTAI CORRIDOR COUNTRIES<sup>1</sup>

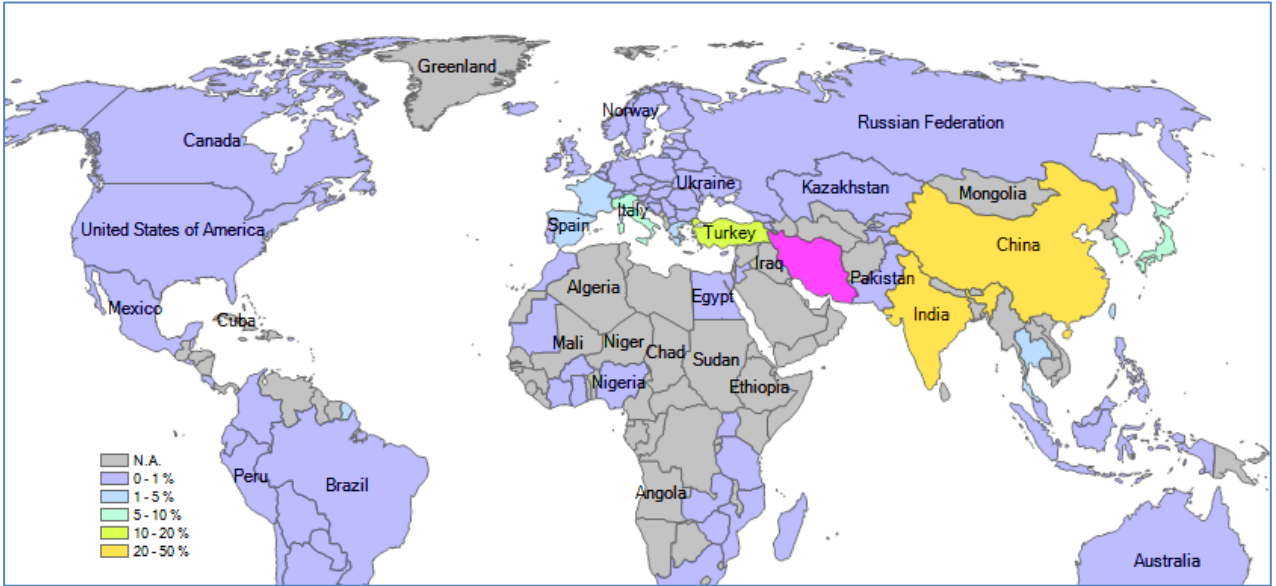


Map of Afghanistan's exports in 2018

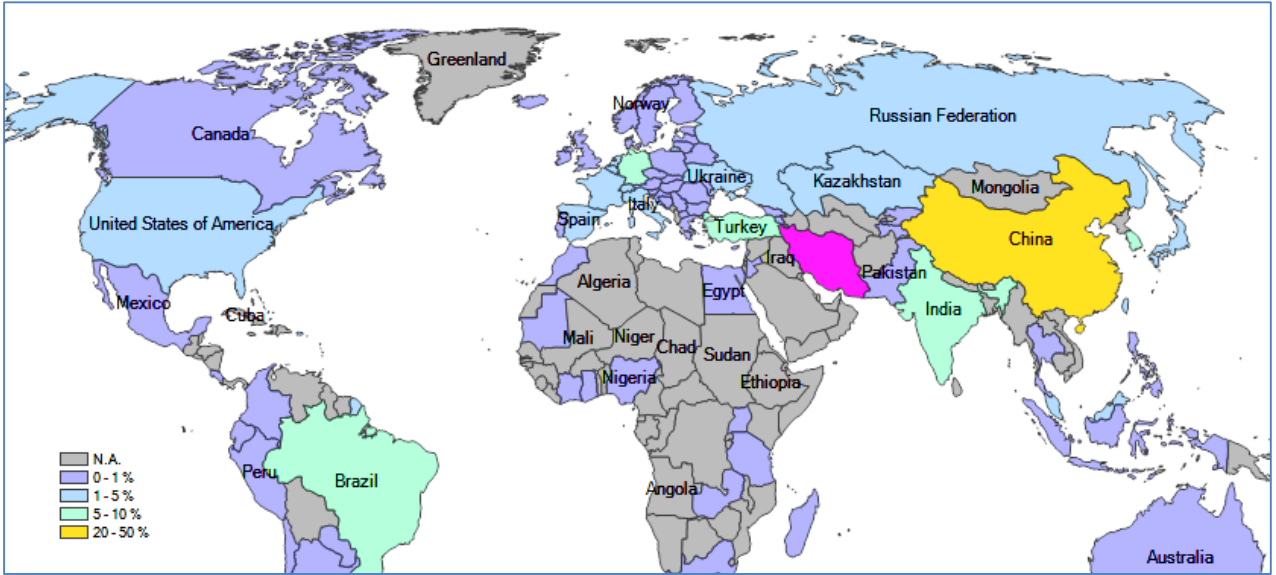


Map of Afghanistan's imports in 2018

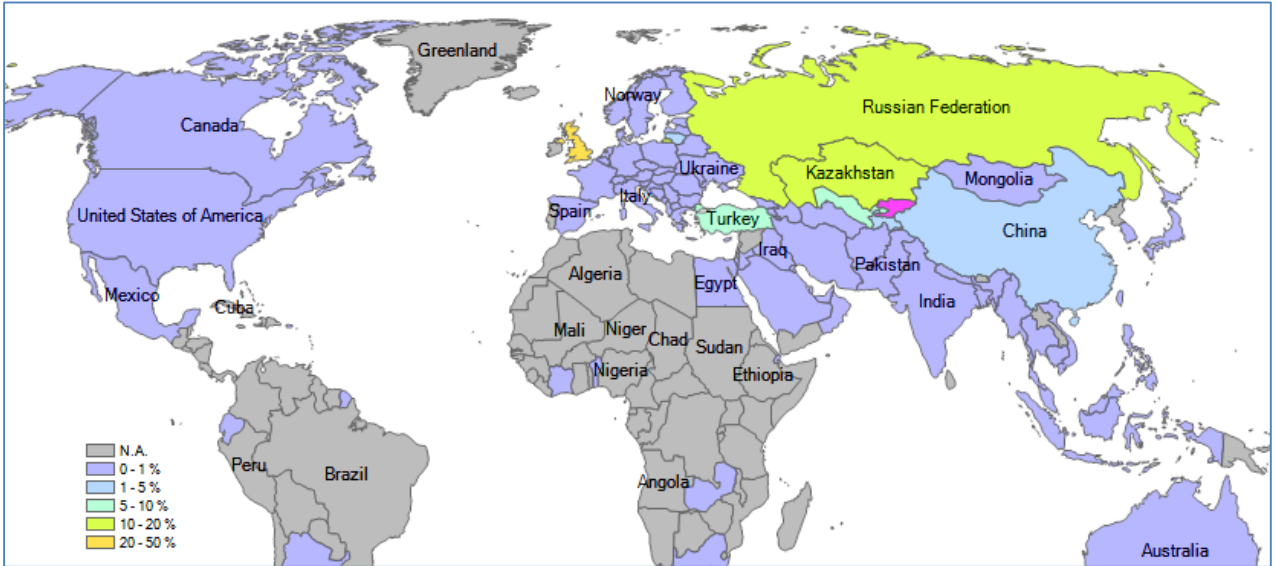
<sup>1</sup> Information resources: International Trade Centre - [www.trademap.org](http://www.trademap.org),



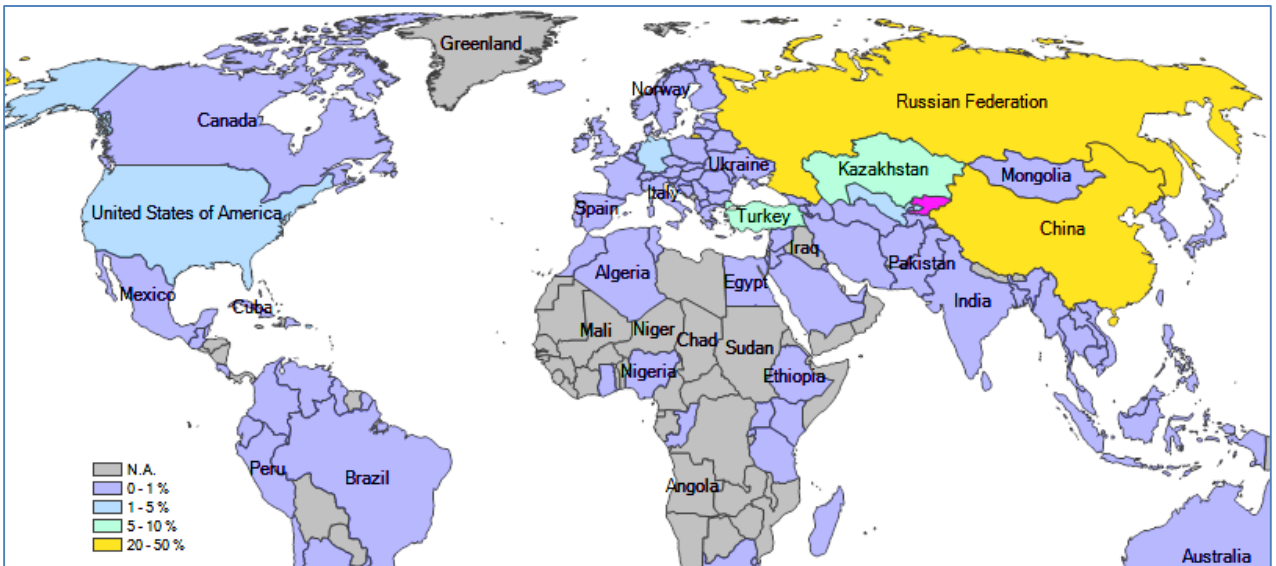
**Map of Iran's exports in 2018**



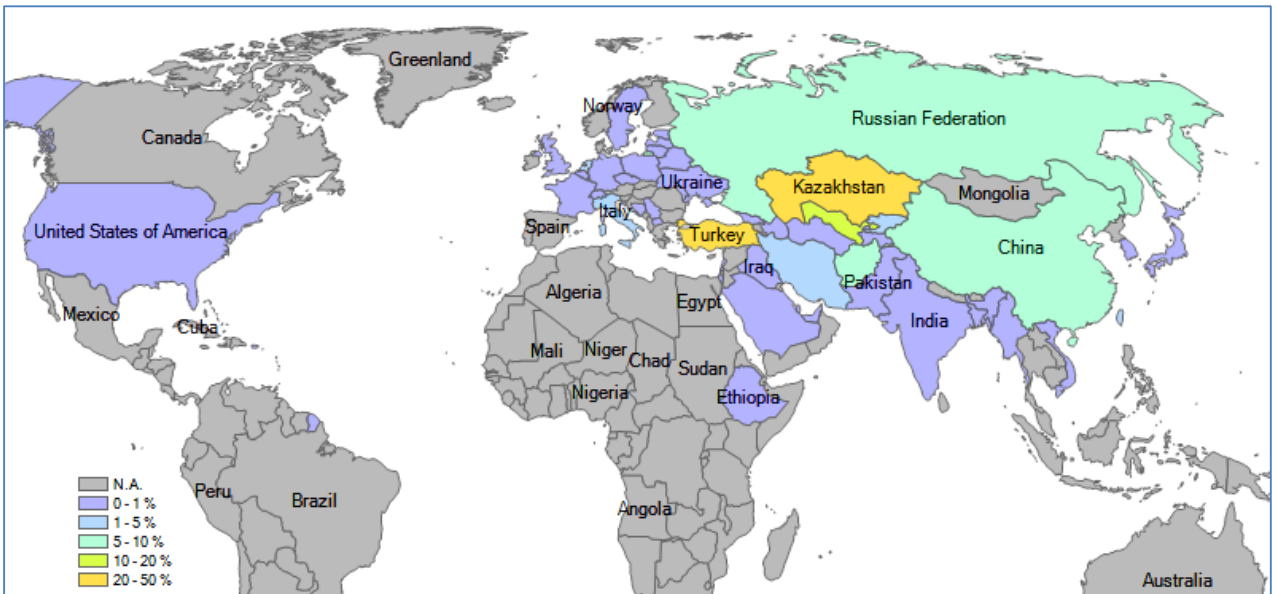
**Map of Iran's imports in 2018**



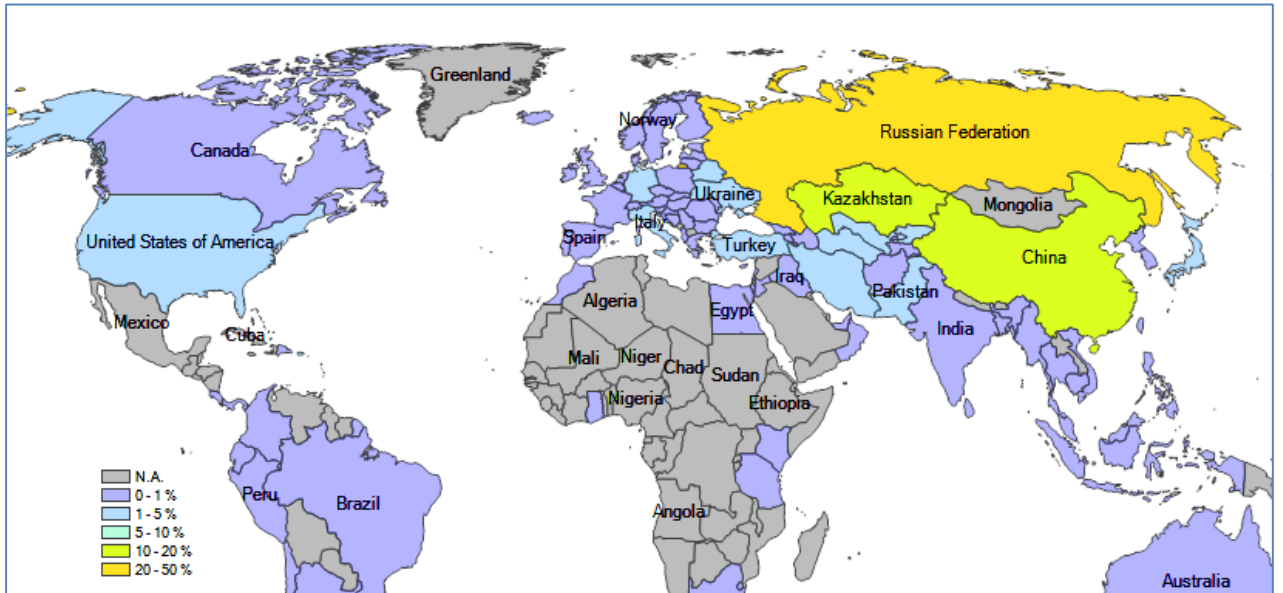
Map of Kyrgyzstan's exports in 2018



Map of Kyrgyzstan's imports in 2018



Map of Tajikistan's exports in 2018



**Map of Tajikistan's imports in 2018**



## ANNEX II. DATA ON CARGO TRAFFIC OF KTAI ROAD CORRIDORS (RECEIVED FROM NATIONAL CONSULTANTS)

### Data from Iran

Table IRN 1.1. Volumes of international (export & import) carriage of freight by road transport for KTAI corridor counties for 2012-2016, thou. tones<sup>1</sup>

Name of the partner countries	2012			2013			2014			2015			2016		
	TOTAL	Export	Import	TOTAL	Export	Import	TOTAL	Export	Import	TOTAL	Export	Import	TOTAL	Export	Import
AFGANISTAN	4905	4900	5	3406	3380	26	3414	3400	14	4026	4000	26	4926	4900	26
KYRGYZSTAN	3	1	2	4	1	3	6	1	5	3	1	2	2	1	1
TAJIKISTAN	34	21	13	27	20	7	24	13	11	34	15	20	19	9	10
<b>TOTAL:</b>	<b>7195</b>	<b>6077</b>	<b>1118</b>	<b>5792</b>	<b>4765</b>	<b>1027</b>	<b>5859</b>	<b>4791</b>	<b>1068</b>	<b>15624</b>	<b>14489</b>	<b>1135</b>	<b>7657</b>	<b>6323</b>	<b>1334</b>

Table IRN 1.2. Volumes of freight carriage (transit) by road transport for 2012-2016 years, thou. tones

From Iran to the country of destination to:	2012	2013	2014	2015	2016
AFGANISTAN	1,4	1,2	1,2	1,1	1,3
KYRGYZSTAN	27	25	18	11	20
TAJIKISTAN	108	105	113	62	66
<b>TOTAL:</b>	<b>826</b>	<b>903</b>	<b>996</b>	<b>909</b>	<b>875</b>

<sup>1</sup> Source: Road Maintenance Transport Organization (RMTO) - www.rmto.ir

Table IRN 2. Volumes of cargo transportation by various types of transport, thou. tones

type of transport/ indicator	2012				2013				2014				2015				2016			
	TOTAL	Export	Import	Transit	TOTAL	Export	Import	Transit	TOTAL	Export	Import	Transit	TOTAL	Export	Import	Transit	TOTAL	Export	Import	Transit
<b>road</b>	19203	6917	1533	10753	19585	6614	1380	11591	9299	6629	1436	1234	19077	6621	1536	10920	16034	6228	1991	7815
<b>rail</b>	10252	6485	2861	906	8887	6457	1900	530	11172	6682	3693	797	12010	7343	3232	1435	14999	11098	2471	1430
<b>maritime</b>	95520	44253	45607	5660	123081	77075	38091	7915	181607	127167	43668	10772	182058	136679	36273	9106	250981	208032	36570	6379
<b>TOTAL</b>	124975	57655	50001	17319	151553	90146	41371	20036	202078	140478	48797	12803	213145	150643	41041	21461	282014	225358	41032	15624

Table IRN 3.1. Traffic data Iranian checkpoints

Year	Nation. of Truck	Number of thousand trucks per year					
		From Iran			To Iran		
		Transit	Export	Total	Import	Transit	Total to

Year	Nation. of Truck	Average number of trucks per day					
		From Iran			To Iran		
		Transit	Export	Total	Import	Transit	Total to

*Dogharun Check Point*

2014	Iranian	30,8	8,5	39,3	0,0	1,1	1,1
	Other	3,3	29,6	32,9	0,2	1,2	1,4
	<b>Total</b>	<b>34,1</b>	<b>38,0</b>	<b>72,1</b>	<b>0,2</b>	<b>2,3</b>	<b>2,5</b>
2015	Iranian	28,5	8,8	37,4	0,0	0,7	0,7
	Other	1,5	20,4	21,8	0,4	1,4	1,8
	<b>Total</b>	<b>30,0</b>	<b>29,2</b>	<b>59,2</b>	<b>0,4</b>	<b>2,1</b>	<b>2,5</b>
2016	Iranian	33,7	7,6	41,4	0,1	0,7	0,7
	Other	2,7	15,2	17,9	1,0	1,3	2,3
	<b>Total</b>	<b>36,4</b>	<b>22,9</b>	<b>59,3</b>	<b>1,1</b>	<b>2,0</b>	<b>3,0</b>
2017	Iranian	39,9	8,1	48,0	0,0	0,6	0,6
	Other	6,5	25,8	32,3	0,7	1,6	2,3
	<b>Total</b>	<b>46,4</b>	<b>33,8</b>	<b>80,2</b>	<b>0,7</b>	<b>2,2</b>	<b>2,9</b>

*Dogharun Check Point*

2014	Iranian	84	23	108	0	3	3
	Other	9	81	90	1	3	4
	<b>Total</b>	<b>93</b>	<b>104</b>	<b>198</b>	<b>1</b>	<b>6</b>	<b>7</b>
2015	Iranian	78	24	102	0	2	2
	Other	4	56	60	1	4	5
	<b>Total</b>	<b>82</b>	<b>80</b>	<b>162</b>	<b>1</b>	<b>6</b>	<b>7</b>
2016	Iranian	92	21	113	0	2	2
	Other	7	42	49	3	4	6
	<b>Total</b>	<b>100</b>	<b>63</b>	<b>162</b>	<b>3</b>	<b>5</b>	<b>8</b>
2017	Iranian	109	22	131	0	2	2
	Other	18	71	88	2	4	6
	<b>Total</b>	<b>127</b>	<b>93</b>	<b>220</b>	<b>2</b>	<b>6</b>	<b>8</b>

Year	Nation. of Truck	Number of thousand trucks per year					
		From Iran			To Iran		
		Transit	Export	Total	Import	Transit	Total to

**Bazargan Check Point**

2014	Iranian	3,2	30,0	33,2	24,3	28,3	52,6
	Other	16,3	7,0	23,3	24,0	43,1	67,0
	<b>Total</b>	<b>19,5</b>	<b>37,1</b>	<b>56,5</b>	<b>48,3</b>	<b>71,3</b>	<b>119,6</b>
2015	Iranian	4,6	50,1	54,7	24,0	27,5	51,6
	Other	26,0	12,1	38,0	28,1	41,8	69,9
	<b>Total</b>	<b>30,6</b>	<b>62,2</b>	<b>92,8</b>	<b>52,1</b>	<b>69,3</b>	<b>121,4</b>
2016	Iranian	4,3	52,7	57,0	31,0	25,7	56,7
	Other	23,7	6,4	30,1	43,0	34,9	77,9
	<b>Total</b>	<b>28,0</b>	<b>59,1</b>	<b>87,1</b>	<b>74,0</b>	<b>60,6</b>	<b>134,6</b>
2017	Iranian	4,2	67,4	71,6	35,0	23,2	58,2
	Other	20,6	7,6	28,1	43,8	31,9	75,6
	<b>Total</b>	<b>24,8</b>	<b>75,0</b>	<b>99,7</b>	<b>78,8</b>	<b>55,1</b>	<b>133,9</b>

Year	Nation. of Truck	Average number of trucks per day					
		From Iran			To Iran		
		Transit	Export	Total	Import	Transit	Total to

**Bazargan Check Point**

2014	Iranian	9	82	91	67	77	144
	Other	45	19	64	66	118	184
	<b>Total</b>	<b>53</b>	<b>102</b>	<b>155</b>	<b>132</b>	<b>195</b>	<b>328</b>
2015	Iranian	13	137	150	66	75	141
	Other	71	33	104	77	115	191
	<b>Total</b>	<b>84</b>	<b>170</b>	<b>254</b>	<b>143</b>	<b>190</b>	<b>333</b>
2016	Iranian	12	144	156	85	70	155
	Other	65	18	82	118	96	213
	<b>Total</b>	<b>77</b>	<b>162</b>	<b>239</b>	<b>203</b>	<b>166</b>	<b>369</b>
2017	Iranian	11	185	196	96	63	159
	Other	56	21	77	120	87	207
	<b>Total</b>	<b>68</b>	<b>205</b>	<b>273</b>	<b>216</b>	<b>151</b>	<b>367</b>

**Table IRN 3.2. Statistical data of port "Chabahar"<sup>1</sup>**

TYPE OF CARGO	2017/Q1	2017/Q2
Dry Bulk (thou. tones)	111,17	155,08
Containers (thou. TEU)	9,97	8,17
Oil Product (thou. Tones)	199,78	212,01

<sup>1</sup> <http://chabaharport.pmo.ir>

## Data from Tajikistan

Table TJK 1.1. Volumes of international (export & import) carriage of freight by road transport for KTAI corridor counties for 2012-2016 years, thou. tones<sup>1</sup>

Name of the partner countries	2012			2013			2014			2015			2016		
	TOTAL	Export	Import	TOTAL	Export	Import	TOTAL	Export	Import	TOTAL	Export	Import	TOTAL	Export	Import
AFGHANISTAN	583,5	54,6	528,9	730,0	39,3	690,7	355,5	36,7	318,8	257,8	43,5	214,3	217,8	143,7	74,1
CHINA	166,3	0,1	166,2	140,9	0,2	140,7	133,5	0,5	133,0	239,6	77,0	162,6	97,7	1,1	96,6
IRAN	116,3	49,1	67,2	102,2	41,1	61,1	91,9	34,7	57,2	80,9	43,3	37,6	61,2	33,5	27,7
KYRGYZSTAN	375,0	98,1	276,9	298,0	15,4	282,6	145,7	9,7	136,0	269,5	33,5	236,0	263,1	53,9	209,2
TURKEY	181,6	96,4	85,2	186,4	103,2	83,2	161,0	76,6	84,4	144,4	74,8	69,6	106,8	52,3	54,5
OTHERS	267,9	65,3	202,6	413,1	52,3	360,8	465,7	126,5	339,2	134,3	89,1	45,2	194,8	126,2	68,6
<b>TOTAL:</b>	<b>1107,1</b>	<b>363,6</b>	<b>1327,0</b>	<b>1140,6</b>	<b>251,4</b>	<b>1619,2</b>	<b>997,8</b>	<b>284,7</b>	<b>1068,6</b>	<b>868,6</b>	<b>361,1</b>	<b>765,3</b>	<b>723,6</b>	<b>410,7</b>	<b>530,7</b>

Table TJK 1.2. Volumes of freight carriage (transit) by road transport for 2012-2016 years, thou. tones

From TAJIKISTAN to:	2012	2013	2014	2015	2016
AFGHANISTAN	690,2	756,7	379,1	290,2	232,1
CHINA	167	140,9	133,5	154,8	97,7
IRAN	108	103,7	64,8	81,1	63,7
KYRGYZSTAN	525,5	473,3	285,5	346,9	306,3
TURKEY	196,2	197,9	163,9	148,4	109,9
OTHERS	3,9	198,1	326,5	105	131,6
<b>TOTAL</b>	<b>1690,6</b>	<b>1870,6</b>	<b>1353,3</b>	<b>1126,4</b>	<b>941,3</b>

<sup>1</sup> Source: Annual reports of the Department of Land Transport of the Ministry of Transport RT

**Table TJK 2.1. Volumes of international cargo transportation for 2007-2016, thou. tones**

Type of transport/ Indicator	TOTAL	export	import	transit	TOTAL	export	import	transit	TOTAL	export	import	transit	TOTAL	export	import	transit	TOTAL	export	import	transit
	2007				2008				2009				2010				2011			
<i>road</i>	0	0	0	0	801	497	235	68	937	185	511	241	908	147	551	210	1201	109	911	181
<i>rail</i>	14529	1136	4741	8652	14555	1003	4577	8975	10941	989	4578	5374	10446	934	4577	4935	9257	868	4487	3903
<b>TOTAL</b>	<b>14529</b>	<b>1136</b>	<b>4741</b>	<b>8652</b>	<b>15356</b>	<b>1501</b>	<b>4812</b>	<b>9043</b>	<b>11878</b>	<b>1174</b>	<b>5089</b>	<b>5615</b>	<b>11354</b>	<b>1081</b>	<b>5128</b>	<b>5145</b>	<b>10458</b>	<b>977</b>	<b>5398</b>	<b>4083</b>
	2012				2013				2014				2015				2016			
<i>road</i>	622	227	119	277	603	272	141	190	1348	225	975	148	1126	300	688	139	941	311	580	50
<i>rail</i>	8410	699	4750	2961	6720	630	4191	1900	6808	622	4451	1735	6121	791	4147	1182	5452	843	4047	562
<b>TOTAL</b>	<b>9032</b>	<b>925</b>	<b>4868</b>	<b>3238</b>	<b>7323</b>	<b>902</b>	<b>4332</b>	<b>2090</b>	<b>8156</b>	<b>847</b>	<b>5426</b>	<b>1883</b>	<b>7247</b>	<b>1091</b>	<b>4836</b>	<b>1321</b>	<b>6394</b>	<b>1154</b>	<b>4627</b>	<b>612</b>

**Table TJK 2.2. Volumes of international freight turnover for 2007-2016, thou. tones /km**

Type of transport/ Indicator	TOTAL	export	import	transit	TOTAL	export	import	transit	TOTAL	export	import	transit	TOTAL	export	import	transit	TOTAL	export	import	transit
	2007				2008				2009				2010				2011			
<i>road</i>					1521	945	447	129	1717	351	919	447	1545	271	916	358	1982	186	1458	339
<i>rail</i>	1271				1278				809				789				703			
<b>TOTAL</b>	<b>1271</b>				<b>2800</b>	<b>945</b>	<b>447</b>	<b>129</b>	<b>2526</b>	<b>351</b>	<b>919</b>	<b>447</b>	<b>2334</b>	<b>271</b>	<b>916</b>	<b>358</b>	<b>2685</b>	<b>186</b>	<b>1458</b>	<b>339</b>
	2012				2013				2014				2015				2016			
<i>road</i>	2790	952	510	13528	3087	1525	649	913	2232	428	1524	281	2175	539	1167	256	1816	576	1146	95
<i>rail</i>	553				404				391				317				227			
<b>TOTAL</b>	<b>3343</b>	<b>952</b>	<b>510</b>	<b>13528</b>	<b>3491</b>	<b>1525</b>	<b>649</b>	<b>913</b>	<b>2623</b>	<b>428</b>	<b>1524</b>	<b>281</b>	<b>2492</b>	<b>539</b>	<b>1167</b>	<b>256</b>	<b>2043</b>	<b>576</b>	<b>1146</b>	<b>95</b>

**Table TJK 3. Cargo traffic of vehicles per border crossing points for 2009-2016 , number of trucks<sup>1</sup>**

Checkpoint name	Total	Export/ entry	Import/ departure	Transit	Total	Export/ entry	Import/ departure	Transit	Total	Export/ entry	Import/ departure	Transit	Total	Export/ entry	Import/ departure	Transit
	JIRGETAL (border of Kyrgyzstan)	2009				2010				2011				2012		
6845		3322	3523		14543	7162	7381		24735	10673	10058		29850	11136	10782	7932
2013				2014				2015				2016				
16360		6451	6466	3443	14487	5871	6078	2538	16026	7077	7182	1767	5469	2820	2585	64
PYANDJ (border of Afghanistan)	2009				2010				2011				2012			
	17467	8546	8921	17467	8546	8921	17467	8546	8921	17467	8921	0	44052	16723	18053	9276
	2013				2014				2015				2016			
	45780	20410	20777	4593	32986	14483	16291	2212	20372	9552	9797	1023	13398	6615	6666	117

<sup>1</sup> Source: Reports of the State Service for Supervision and Regulation in the Field of Transport

## Data from Kyrgyzstan

Table KGZ 1.1. Volumes of international cargo road (export & import & transit) transportation for 2006-2015 <sup>1</sup>

Country partner		2006		2007		2008		2009		2010	
		thou. tons	mln. \$	thou. tons	mln. \$	thou. tons	mln. \$	thou. tons	mln. \$	thou. tons	mln. \$
AFG	Export	0,22	0,20	2,78	0,51	0,38	0,26	0,94	0,64	0,43	0,49
	Import	0,26	0,09	0,09	0,03	0,00	0,02	0,32	0,15	0,26	0,46
	Transit							0,09	0,07	2,86	8,90
	<b>TOTAL</b>	<b>0,48</b>	<b>0,29</b>	<b>2,87</b>	<b>0,54</b>	<b>0,38</b>	<b>0,28</b>	<b>1,36</b>	<b>0,86</b>	<b>3,55</b>	<b>9,85</b>
CHN	Export	129,37	29,66	86,92	64,19	115,80	26,63	51,03	13,11	46,08	14,79
	Import	376,67	165,51	709,01	436,85	864,59	578,79	600,51	480,66	499,07	515,80
	Transit	2,18	2,31	1,34	2,38	1,98	4,14	0,76	3,09	1,65	1,41
	<b>TOTAL</b>	<b>508,22</b>	<b>197,48</b>	<b>797,27</b>	<b>503,42</b>	<b>982,37</b>	<b>609,56</b>	<b>652,30</b>	<b>496,85</b>	<b>546,80</b>	<b>532,00</b>
IRN	Export	3,67	1,67	9,25	3,84	9,48	5,70	8,37	4,70	6,55	3,97
	Import	3,42	2,92	3,06	0,61	0,59	2,38	3,81	1,93	1,81	1,90
	Transit					0,04	0,03				
	<b>TOTAL</b>	<b>7,10</b>	<b>4,59</b>	<b>12,31</b>	<b>4,45</b>	<b>10,11</b>	<b>8,11</b>	<b>12,18</b>	<b>6,63</b>	<b>8,36</b>	<b>5,86</b>
KAZ	Export	98,92	60,71	60,85	66,85	55,09	64,08	48,72	50,12	159,02	75,44
	Import	1539,93	73,32	1708,08	98,80	2199,94	122,70	448,28	87,31	234,14	97,14
	Transit	3,12	12,93	12,16	56,28	5,43	46,97	4,56	15,42	7,48	14,73
	<b>TOTAL</b>	<b>1641,97</b>	<b>146,97</b>	<b>1781,09</b>	<b>221,93</b>	<b>2260,47</b>	<b>233,75</b>	<b>501,55</b>	<b>152,85</b>	<b>400,63</b>	<b>187,31</b>
TJK	Export	26,86	6,60	83,20	6,79	71,73	7,45	15,60	5,26	33,68	4,29
	Import	0,61	8,71	0,73	0,61	1,50	2,75	8,21	2,41	2,13	2,13
	Transit	3,97	7,20	12,14	16,79	15,50	15,77	43,03	17,53	73,40	52,06
	<b>TOTAL</b>	<b>31,44</b>	<b>22,51</b>	<b>96,07</b>	<b>24,19</b>	<b>88,72</b>	<b>25,97</b>	<b>66,85</b>	<b>25,21</b>	<b>109,20</b>	<b>58,48</b>
<b>TOTAL for all</b>		<b>2189,20</b>	<b>371,83</b>	<b>2689,61</b>	<b>754,52</b>	<b>3342,06</b>	<b>877,66</b>	<b>1234,24</b>	<b>682,40</b>	<b>1068,54</b>	<b>793,51</b>

<sup>1</sup> Source: State Customs Service under the Government of the KR

Country partner		2011		2012		2013		2014		2015	
		thou. tons	mln. \$	thou. tons	mln. \$	thou. tons	mln. \$	thou. tons	mln. \$	thou. tons	mln. \$
AFG	Export	3,29	3,05	3,03	3,08	4,76	3,92	17,09	14,81	18,46	8,36
	Import	0,24	0,14	0,18	0,38	0,90	1,03	0,80	0,59	0,08	0,08
	Transit	52,67	192,84	72,10	315,02	24,44	62,72	9,04	70,38	5,41	47,85
	<b>TOTAL</b>	<b>56,21</b>	<b>196,03</b>	<b>75,30</b>	<b>318,49</b>	<b>30,10</b>	<b>67,68</b>	<b>26,93</b>	<b>85,79</b>	<b>23,95</b>	<b>56,29</b>
CHN	Export	57,07	28,97	81,47	46,07	39,19	26,13	46,89	21,47	47,86	26,66
	Import	577,68	704,98	607,96	943,36	575,84	1065,28	548,24	913,63	459,02	811,06
	Transit	0,97	2,00	1,54	3,82	7,57	18,59	4,87	15,11	4,31	7,57
	<b>TOTAL</b>	<b>635,71</b>	<b>735,94</b>	<b>690,96</b>	<b>993,25</b>	<b>622,60</b>	<b>1110,00</b>	<b>600,00</b>	<b>950,21</b>	<b>511,19</b>	<b>845,30</b>
IRN	Export	6,24	5,89	3,58	2,91	6,95	4,28	7,94	6,14	4,56	3,84
	Import	5,99	4,32	1,06	7,07	1,90	2,99	2,39	3,56	2,07	1,86
	Transit									0,05	0,05
	<b>TOTAL</b>	<b>12,23</b>	<b>10,21</b>	<b>4,64</b>	<b>9,99</b>	<b>8,85</b>	<b>7,26</b>	<b>10,33</b>	<b>9,70</b>	<b>6,67</b>	<b>5,75</b>
KAZ	Export	240,94	136,62	306,09	229,30	308,92	251,14	400,30	239,32	373,54	106,74
	Import	751,61	149,57	806,17	170,85	1043,53	209,46	1314,51	257,18	537,17	102,47
	Transit	6,52	3,47	6,79	9,90	13,83	14,98	15,62	25,32	9,57	11,70
	<b>TOTAL</b>	<b>999,06</b>	<b>289,66</b>	<b>1119,05</b>	<b>410,06</b>	<b>1366,27</b>	<b>475,58</b>	<b>1730,44</b>	<b>521,82</b>	<b>920,28</b>	<b>220,90</b>
TJK	Export	153,23	16,35	164,43	22,24	202,89	42,99	78,14	19,83	55,25	18,64
	Import	1,14	1,86	5,05	4,02	2,82	2,15	2,07	3,00	9,59	5,14
	Transit	133,92	119,46	237,75	250,44	15,30	247,69	64,84	113,46	66,95	98,93
	<b>TOTAL</b>	<b>288,29</b>	<b>137,66</b>	<b>407,22</b>	<b>276,70</b>	<b>221,01</b>	<b>292,83</b>	<b>145,06</b>	<b>136,29</b>	<b>131,79</b>	<b>122,71</b>
<b>TOTAL for all</b>		<b>1991,50</b>	<b>1369,50</b>	<b>2297,18</b>	<b>2008,48</b>	<b>2248,83</b>	<b>1953,35</b>	<b>2512,74</b>	<b>1703,80</b>	<b>1593,88</b>	<b>1250,94</b>



Table KGZ 1.2 Data of international cargo road transportation on the route Kyrgyz-Afghanistan-Iran for 2007-2016 <sup>1</sup>

Country partner/ Checkpoint		National ownership of trucks	№ trucks	thou. tons	№ trucks	thou. tons	№ trucks	thou. tons	№ trucks	thou. tons	№ trucks	thou. tons
			2007		2008		2009		2010		2011	
AFG		KGZ										
		AFG										
CHN	CP "Torugart"	KGZ	1 847	26,7	230	3,8	8 642	149,5	10 599	185,9	13 526	226,9
		CHN	161	1,9	700	8,7	12 424	182,8	11 992	170,6	10 152	145,1
	CP "Irkeshtam"	KGZ	129	0,2	367	2,8	20 396	74,5	30 579	112,6	11 087	84,9
		CHN	161	1,9	484	5,4	14 970	187,2	15 303	195,9	19 898	266,4
IRN		KGZ	22	0,3			354	6,4	709	13,7	129	2,0
		IRN	53	0,5	9	0,1	352	3,6	202	2,1	161	1,9
PAK		KGZ										
		IRN			6							
TJK		KGZ									630	
		TJK										
TUR		KGZ	39	0,5			600	6,8	1 200	18,6	2 154	33,4
		TUR	295	3,4	184	2,0	2 698	35,7	2 290	27,8	3 403	42,5
			2012		2013		2014		2015		2016	
AFG		KGZ			362	8,6	22	0,3	51	0,7	2	
		AFG			298	7,6	2	0,02				
CHN	CP "Torugart"	KGZ	10 906		20 476	286,1	22 725	321,4	21 284	303,1	24 030	287,0
		CHN	5 413		8 685	107,1	8 877	104,3	8 555	105,9	10 802	129,3
	CP "Irkeshtam"	KGZ	4 274		15 364	190,1	17 482	211,8	18 566	245,5	18 750	237,0
		CHN	12 390		14 445	195,9	8 184	110,3	6 671	82,1	5 726	94,0
IRN		KGZ			39	0,7	151	2,9	51	0,1	54	1,0
		IRN			119	2,0	83	1,0	100	1,0	121	2,0
PAK		KGZ										
		IRN										
TJK		KGZ			3 939		2 777		4 232		4 198	
		TJK			1 870		141		290		346	
TUR		KGZ			887	14,7	2 416	41,5	2 015	29,9	1 240	13,2
		TUR			2 172	32,8	2 178	29,3	1 573	22,7	1 798	19,5

<sup>1</sup> Source: State Customs Service under the Government of the KR

## ANNEX III. DATA FOR CHAPTER 4. DATA OF TIME-COST-DISTANCE RESEARCH

FILE ID	1	2	3	4	5	6	7	8	9	10	11	12
<b>Route</b>	Istanbul (TUR) - Bazargan (IRN) - Artik (TKM) - Farap - Alat (UZB) - Andijan	Istanbul (TUR) - Bazargan (IRN) - Artik (TKM) - Farap - Alat (UZB) - Kokand	Almalik (UZB) - Tashkent - Farap (TKM) - Artik (TKM) - Luftabad (IRN) - Gurbulak (TUR) - Istanbul	Almalik - Alat (UZB) - Farap - Artik (TKM) - Bazargan (IRN) - Gurbulak - Bursa (TUR)	Bandar- Abbas (IRN) - Serahs - Farap (TKM) - Alat - Yallama (UZB) - Kanisbayeva - Shimkent (KAZ)	Peshawar (PAK) - Torkham (AFG),Kabul, Sherkhan Bandar (AFG) - Nizhniy Pyanj, Dushanbe (TJK)	Peshawar (PAK) - Torkham (AFG),Kabul, Sherkhan Bandar (AFG) - Nizhniy Pyanj, Dushanbe (TJK)	Peshawar (PAK) - Torkham (AFG),Kabul, Sherkhan Bandar (AFG) - Nizhniy Pyanj, Dushanbe (TJK)	Peshawar (PAK) - Torkham (AFG) - Jalalabad, Kabul, Samangan - Hairatan (AFG)	Peshawar (PAK) - Torkham (AFG) - Jalalabad, Kabul, Samangan - Hairatan (AFG)	Peshawar (PAK) - Torkham (AFG) - Jalalabad, Kabul, Samangan - Hairatan (AFG)	Peshawar (PAK) - Torkham (AFG) - Jalalabad, Kabul, Samangan - Hairatan (AFG)
<b>Commodity</b>	gear for packing	Textile	Sheet of copper	Copper	Textile	Fresh Fruit	Fresh Fruit	Fresh Fruit	Fresh Fruit	Fresh Fruit	Fresh Fruit	Fresh Fruit
<b>HS Code</b>	3926909	61159900	74031900	74031900	63039100	81090	81090	81090	81090	81090	81090	81090
<b>Perishable</b>	No	No	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes
<b>Cargo Weight (tons)</b>	17	17	20	20	20	15	15	15	15	15	18	15
<b>Container?</b>	40"	40"	No	40"	40"	20"	20"	20"	20"	20"	40"	20"
<b>TIR?</b>	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No	No	No
<b>Date of completion</b>	11-01-18	27-12-17	5-01-18	15-01-18	18-12-17	2-12-17	2-12-17	2-12-17	3-12-17	6-12-17	6-12-17	6-12-17
<b>Distance (km)</b>	1 717	1 597	1 257	1 382	1 240	1024	1024	1024	1 024	1 024	1 024	1 024
<b>Transit Time (hrs.)</b>	34,28	29,72	26,38	25,53	23,43	34,38	33,70	32,75	34	34	33	33
<b>Activities Time (hrs.)</b>	54,50	58,67	45,25	42,25	66,75	96,12	97,72	85,55	96	98	88	86
<b>Total Time (hrs.)</b>	88,78	88,38	71,63	67,78	90,18	130,50	131,42	118,30	131	131	121	118
<b>Operating Cost (US\$)</b>	\$1 039	\$1 041	\$663	\$976	\$846	\$777	\$752	\$762	\$777	\$752	\$893	\$762
<b>Activities Cost (US\$)</b>	\$487	\$455	\$494	\$517	\$618	\$999	\$1 049	\$933	\$999	\$1 049	\$962	\$933
<b>Total Trip Cost (US\$)</b>	\$1 526	\$1 496	\$1 157	\$1 493	\$1 464	\$1 776	\$1 801	\$1 695	\$1 776	\$1 801	\$1 855	\$1 695
<b>SWOD (km/hrs.)</b>	50	54	48	54	53	30	30	31	30	30	31	31
<b>SWD (km/hrs.)</b>	19	18	18	20	14	8	8	9	8	8	8	9
<b>Operating Cost (US\$/km)</b>	\$0,61	\$0,65	\$0,53	\$0,71	\$0,68	\$0,76	\$0,73	\$0,74	\$0,76	\$0,73	\$0,87	\$0,74
<b>Activities Cost (US\$/km)</b>	\$0,28	\$0,28	\$0,39	\$0,37	\$0,50	\$0,98	\$1,02	\$0,91	\$0,98	\$1,02	\$0,94	\$0,91
<b>Total Trip Cost (US\$/km)</b>	<b>\$0,89</b>	<b>\$0,94</b>	<b>\$0,92</b>	<b>\$1,08</b>	<b>\$1,18</b>	<b>\$1,73</b>	<b>\$1,76</b>	<b>\$1,66</b>	<b>\$1,73</b>	<b>\$1,76</b>	<b>\$1,81</b>	<b>\$1,66</b>
<b>Drivers</b>						AFG/TJK	AFG	PAK/AFG	AFG/TJK	AFG	AFG/TJK	PAK/AFG

FILE ID	13	14	15	16	17	18	19	20	21	22	23	24	
<b>Route</b>	Karamyk (KYR) - Jirgetal (TJK) - Obi Garm - Fakhrobad - Nizhniy Pyanj	Karamyk (KYR) - Jirgetal (TJK) - Obi Garm - Fakhrobad - Nizhniy Pyanj	Dushanbe - Karamyk (KYR) - Osh - Kara - Kul - Bishkek	Erkeshtam (KYR) - Osh - Batken - Kyzyl - bel (KYR) - Guliston (TJK) - Dushanbe	Quetta - Chaman (PAK) - Spin Buldak (AFG) - Kandahar - Herat - Towragh. (AFG) - Serkhet Abad (TKM) - Ashgabat	Quetta - Chaman (PAK) - Spin Buldak (AFG) - Kandahar - Herat - Towragh. (AFG) - Serkhet Abad (TKM) - Ashgabat	Quetta - Chaman (PAK) - Spin Buldak (AFG) - Kandahar - Herat - Towragh. (AFG) - Serkhet Abad (TKM) - Ashgabat	Quetta - Chaman (PAK) - Spin Buldak (AFG) - Kandahar - Herat - Towragh. (AFG) - Serkhet Abad (TKM) - Ashgabat	Quetta - Chaman (PAK) - Spin Buldak (AFG) - Kandahar - Herat - Towragh. (AFG) - Serkhet Abad (TKM) - Ashgabat	Quetta - Chaman (PAK) - Spin Buldak (AFG) - Kandahar - Herat - Towragh. (AFG) - Serkhet Abad (TKM) - Ashgabat	Quetta - Chaman (PAK) - Spin Buldak (AFG) - Kandahar - Herat - Towragh. (AFG) - Serkhet Abad (TKM) - Ashgabat	Peshawar (PAK) - Torkham (AFG) - Kabul - Hairatan (AFG) - Termez (UZB) - Tashkent	Peshawar (PAK) - Torkham (AFG) - Kabul - Hairatan (AFG) - Termez (UZB) - Tashkent
<b>Commodity</b>	Plastics	Plastics	dried fruits	Textiles	Fresh Fruit	Fresh Fruit	Fresh Fruit	Fresh Fruit	Fresh Fruit	Fresh Fruit	Fresh Fruit	Fresh Fruit	
<b>HS Code</b>	38122000	38122000	CC2	CC11	81090	81090	81090	81090	81090	81090	81090	81090	
<b>Perishable</b>	No	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
<b>Cargo Weight (tons)</b>	18	18	20	18,5	14,5	14	14	15	14	15	14	15	
<b>Container?</b>	40"	40"	No	No	20"	20"	20"	20"	20"	20"	20"	20"	
<b>TIR?</b>	No	No	No	No	No	No	No	No	No	No	No	No	
<b>Date of completion</b>	20-12-17	20-12-17	11-11-17	10-11-17	6-12-17	6-12-17	6-12-17	6-12-17	6-12-17	6-12-17	6-12-17	6-12-17	
<b>Distance (km)</b>	624	624	1 334	987	1 504	1503,5	1503,5	1503,5	1 504	1 504	1 792	1 792	
<b>Transit Time (hrs.)</b>	17,75	18,00	26,33	19,67	51,80	52,67	51,62	52,82	53	55	97	97	
<b>Activities Time (hrs.)</b>	4,88	4,88	18,92	25,67	181,20	183,42	181,38	181,73	182	185	106	118	
<b>Total Time (hrs.)</b>	22,63	22,88	45,25	45,33	233,00	236,08	233,00	234,55	235	239	203	215	
<b>Operating Cost (US\$)</b>	\$1 150	\$1 150	\$3 345	\$3 155	\$3 434	\$3 317	\$3 515	\$3 493	\$3 467	\$3 509	\$2 094	\$2 114	
<b>Activities Cost (US\$)</b>	\$137	\$136	\$130	\$92	\$618	\$630	\$628	\$627	\$615	\$614	\$1 024	\$1 044	
<b>Total Trip Cost (US\$)</b>	\$1 287	\$1 286	\$3 475	\$3 247	\$4 052	\$3 947	\$4 143	\$4 120	\$4 082	\$4 123	\$3 118	\$3 158	
<b>SWOD (km/hrs.)</b>	35	35	51	50	29	29	29	28	28	27	18	19	
<b>SWD (km/hrs.)</b>	28	27	29	22	6	6	6	6	6	6	9	8	
<b>Operating Cost (US\$/km)</b>	\$1,84	\$1,84	\$2,51	\$3,20	\$2,28	\$2,21	\$2,34	\$2,32	\$2,31	\$2,33	\$1,17	\$1,18	
<b>Activities Cost (US\$/km)</b>	\$0,22	\$0,22	\$0,10	\$0,09	\$0,41	\$0,42	\$0,42	\$0,42	\$0,41	\$0,41	\$0,57	\$0,58	
<b>Total Trip Cost (US\$/km)</b>	<b>\$2,06</b>	<b>\$2,06</b>	<b>\$2,61</b>	<b>\$3,29</b>	<b>\$2,70</b>	<b>\$2,63</b>	<b>\$2,76</b>	<b>\$2,74</b>	<b>\$2,71</b>	<b>\$2,74</b>	<b>\$1,74</b>	<b>\$1,76</b>	
<b>Drivers</b>											AFG/TJK	PAK	

## ANNEX IV. DATA FOR CHAPTER 6. EXISTING ROADS AND INVESTMENT NEEDS FOR THEIR DEVELOPMENT. ROADSIDE INFRASTRUCTURE. TRUCK PARK.

### Annex 4.1. General information about roads<sup>1</sup>

Categories of roads	TAJIKISTAN		AFGHANISTAN		TURKEY	
	Length of road, km	percentage of total road,	Length of road, km	percentage of total road,	Length of road, km	percentage of total road,
<b>Total roads:</b>	14446	100	<b>42256</b>	<b>100</b>	67119	100
<b>including of International significance</b>	<b>3346</b>	23,16			<b>23932</b>	35,66
<i>motorways</i>	67	0,46			20793	30,98
<i>expressways</i>	no				2157	3,21
<i>ordinary</i>	3279	22,70	3363	7,96	982	1,46
<b>including of national significance</b>	<b>5298</b>	36,67				
<i>motorways</i>						
<i>expressways</i>						
<i>ordinary</i>	5298	36,67	4884	11,56		
<b>including others</b>	5802	40,16			2722	4,06
<b>including of category E</b>			34009	80,48		

<sup>1</sup> Data provided by national consultants. Kyrgyzstan did not provide information

IRAN		
Categories of roads	Length of road, km	percentage of total road,
<b>Total roads:</b>	232535	100
<b>including of International significance</b>		
<i>freeways</i>	2401	1,03
<i>expressways</i>	16627	7,15
<i>main roads</i>	25538	10,98
<i>motorways</i>	34633	14,89
<i>transit roads</i>	24942	10,73
<i>ruraler roads</i>	128394	55,21

## Annex 4.2. Protocols of roads monitoring

Legends for Protocols of roads monitoring (mark "X" as appropriate):

### Legend of section: "Marks for road the quality"

- |          |   |
|----------|---|
| <b>5</b> | - a new road, the speed of the truck to 80-100 km / h;                            |
| <b>4</b> | - a good covering with rare defects, speed of cargo up to 80-100 km /h;           |
| <b>3</b> | - flaws on the road surface require a speed reduction of up to 30-40 km /h;       |
| <b>2</b> | - large pits, it is necessary to go round them or reduce the speed to 10-20 km/h; |
| <b>1</b> | - flaws restrict movement, in winter special means are needed                     |

### Legend of section: "Special notes"

**Information about roadside facilities:** **GS** – gasoline station; **Cant.**– canteen;  
**Host.** – a place to sleep, rest; **TSC** – technical service center; **Br.** – bridge;  
**TP** – transport police

### Legend of section: "Roadside facilities":

- R** – there is a reconstruction (note "X");  
**∩** – sharp turns (note "X");  
**↓** – sharp descent (if it is, specify the information from road sign in )  
**↑** – a sharp rise (if it is, specify the information from road sign in )  
**S** – stones, rock falls (depending on the strength, indicate 1 or 2)  
**Sn** – snow (depending on the strength, indicate 1 or 2)  
**W** – water (depending on the strength, indicate 1 or 2)  
**I** – ice (depending on the strength, indicate 1 or 2)  
**P** – pits (depending on the strength, indicate 1 or 2)  
**N** – narrow, detour is difficult (note "X");  
 \* – other (note "X" and indicate in the explanations)

## Protocol № 1. of road monitoring Bishkek – Osh (Kyrgyzstan)

Date of research	24.10.2017
Route:	BISHKEK (KRG) - OSH (KRG)
Corridor :	KTAI
research start time:	6:30
research start time:	19:30
break time:	1 hour
number of trucks during the research:	362
number of trucks per hour:	30

Distance, km	Marks for Road Quality					Special notes											Roadside facilities						Additional Notes	
	1	2	3	4	5	R	∫	↑	↓	S	Sn	W	I	P	N	*	GS	cant.	TSC	host.	br.	TP		other
0	5	5	5	5	5												1	1	1					
8	3	3	3														1	1						
10	3	3	3			1																		rehabilitation
11	3	3	3														1							
14	3	3	3																					
18	3	3	3														1	1	1					Sukuluk
22	3	3	3																					
27	3	3	3															1						
30	4	4	4	4															1					
32	3	3	3														1	1	1					
34	4	4	4	4													1	1	1					
37	3	3	3			1																		Repairs
38	3	3	3			1											1	1						repairs
43	3	3	3														1	1						Reconstruction of the road Bishkek-Karabolta
48	3	3	3														1							
53	4	4	4	4													1	1						
70	3	3	3														1	1		1			1	hanging point
74	3	3	3				1			1														
83	3	3	3				1			1														
96	3	3	3				1			1														
107	3	3	3				2	2		2	2													mountain pass Too-Ashu

Distance, km	Marks for Road Quality					Special notes											Roadside facilities							Additional Notes
	1	2	3	4	5	R	∩	↑	↓	S	Sn	W	I	P	N	*	GS	cant.	TSC	host.	br.	TP	other	
112	3	3	3				2	2		2	2												1	the evacuator is on duty
115	2	2					2	2			2													storm
120	3	3	3				2	2		2						1							1	12 rise, tunnel
122	2	2					2	2		2				1		1							1	dust
123	1						2	2		2				1										
124	2	2					1		1				1	1										
128	3	3	3				1		1					1		1								fog
130	4	4	4	4			1		1					1										V <= 30 km / h
134	4	4	4	4																				
139	5	5	5	5	5																			
144	4	4	4	4														2	1	2				
150	3	3	3														1							
162	3	3	3																					
174	3	3	3											1										
187	4	4	4	4														1						
197	4	4	4	4			1																	
216	4	4	4	4			1																	
227	4	4	4	4					1															
242	4	4	4	4																1				
246	4	4	4	4														1						
264	4	4	4	4													1			1				
272	4	4	4	4													1	1	1	1		1		
294	5	5	5	5	5												1							Toktagul
306	5	5	5	5	5																			
314	5	5	5	5	5												1	1	1	1				
333	4	4	4	4			1																	
338	4	4	4	4			1	1	1					1				1						
346	5	5	5	5	5		1	1																4-5 km
352	4	4	4	4			1																	20 km
354	4	4	4	4																				
362	4	4	4	4			1							1										
371	5	5	5	5	5		1											1						
376	5	5	5	5	5												1		1					
378	5	5	5	5	5												1	1	1	1			1	weight control point



Distance, km	Marks for Road Quality					Special notes											Roadside facilities							Additional Notes
	1	2	3	4	5	R	∫	↑	↓	S	Sn	W	I	P	N	*	GS	cant.	TSC	host.	br.	TP	other	
382	5	5	5	5	5													1						
384	5	5	5	5	5												1	1						
386	5	5	5	5	5	1											1							
387	5	5	5	5	5																	1		
389	5	5	5	5	5	1					1			1				1						
392	5	5	5	5	5	1	1			1								1						dangerous sector
394	5	5	5	5	5	1																		
395	5	5	5	5	5					1														some parts of the road are destroyed
397	5	5	5	5	5					1														
400	5	5	5	5	5	1													1			1		tunnel 200 m., fences are damaged
408	5	5	5	5	5	1																		
410	5	5	5	5	5	1																		V <= 40 km / h
413	5	5	5	5	5																			
414	5	5	5	5	5	1				1				1										
418	4	4	4	4		1																		Noken
419	4	4	4	4		1												1			1			
422	4	4	4	4					1	1														
429	4	4	4	4														1				1		
432	5	5	5	5	5	1																		
442	4	4	4	4		1																		
444	3	3	3																					a segment of the road is destroyed
445	3	3	3															1	1					
446	4	4	4	4													1							
448	5	5	5	5	5																	1		
450	4	4	4	4					1															
461	4	4	4	4													1							
466	4	4	4	4														1	1					
469	4	4	4	4													1							
470	4	4	4	4													1							
494	3	3	3														1		1					
496	3	3	3														1	1						
510	3	3	3														1	1	1	1				
514	5	5	5	5	5												3	1	1					
517	3	3	3														1	1						

Distance, km	Marks for Road Quality					Special notes											Roadside facilities							Additional Notes
	1	2	3	4	5	R	∫	↑	↓	S	Sn	W	I	P	N	*	GS	cant.	TSC	host.	br.	TP	other	
522	3	3	3																					
523	4	4	4	4																				
525	3	3	3														2	1	1	1				
528	3	3	3														1	1						
534	4	4	4	4													1	1	1					
536	3	3	3														3	1						Bazar-Korgan
546	4	4	4	4													1		1					
550	3	3	3														1							
557	4	4	4	4																				
558	4	4	4	4													1							
560	5	5	5	5	5												1				1			
561	4	4	4	4													1	1	1					
562	4	4	4	4														1						c. Jalal-Abad
565	3	3	3														2	1						
573	3	3	3														2							
576	3	3	3														2							
582	3	3	3					1		1														
595	5	5	5	5	5																			
603	5	5	5	5	5												1							
605	3	3	3														1	1	1	1				
606	4	4	4	4													3	1	1			1		
608	4	4	4	4													1	1						
611	4	4	4	4													1							c. Uzgen
613	4	4	4	4													1							
626	4	4	4	4													2	2	2					
629	4	4	4	4													1							weight control point
630	5	5	5	5	5												1							
632	5	5	5	5	5												1		1					
635	5	5	5	5	5												1							
643	5	5	5	5	5																			
645	5	5	5	5	5												1							
646	5	5	5	5	5													1						
650	5	5	5	5	5												1							
659	5	5	5	5	5																			c. Osh

## Protocol № 2. of road monitoring Osh – Karamyk (Kyrgyzstan)

Date of research	25.10.2017
Route:	OSH (KRG) - KARAMYK (KRG)
Corridor :	KTAI
research start time:	7:30
research start time:	12:30
break time:	0 hour
number of trucks during the research:	44
number of trucks per hour:	9

Distance, km	Marks for Road Quality					Special notes											Roadside facilities						Additional Notes	
	1	2	3	4	5	R	∫	↑	↓	S	Sn	W	I	P	N	*	GS	cant.	TSC	host.	br.	TP		other
0	5	5	5	5	5												3	1	1					
5	5	5	5	5	5												2							
11	5	5	5	5	5												1							
18	5	5	5	5	5												1						1	hanging point
21	4	4	4	4																				
26	3	3	3																					
34	5	5	5	5	5																			
40	5	5	5	5	5																			
59	5	5	5	5	5			1		1														
64	5	5	5	5	5			1		1														
66	5	5	5	5	5	1		1		1														
67	5	5	5	5	5			1		1														Karabulak
72	5	5	5	5	5									1									1	V ≤ 40 km / h
74	4	4	4	4													2	1		1	1			
75	3	3	3			1																		
77	4	4	4	4										1										
78	4	4	4	4																				
80	5	5	5	5	5			1																
82	5	5	5	5	5			1						1										
83	5	5	5	5	5			1	1								1							

Distance, km	Marks for Road Quality					Special notes											Roadside facilities							Additional Notes	
	1	2	3	4	5	R	∫	↑	↓	S	Sn	W	I	P	N	*	GS	cant.	TSC	host.	br.	TP	other		
101	5	5	5	5	5		1		1																
106	3	3	3											1											
107	5	5	5	5	5		1	1	1																
115	5	5	5	5	5																				
115	5	5	5	5	5																				
128	5	5	5	5	5													1							
131	5	5	5	5	5		1	1									1								
136	5	5	5	5	5																				
144	5	5	5	5	5		1		1																
147	5	5	5	5	5													1							
154	4	4	4	4													1								
157	4	4	4	4			1	1																	
158	3	3	3							1		1		1										mountain pass Taldyk	
165	5	5	5	5	5		1		1												3			V ≤ 30 km / h	
171	3	3	3				1		1																
174	5	5	5	5	5																				
178	5	5	5	5	5												1	1	1	1					
197	5	5	5	5	5																				
213	5	5	5	5	5												1								
227	5	5	5	5	5																				
232	5	5	5	5	5												1								
274	5	5	5	5	5												1	1	1	1					
283	5	5	5	5	5												1								
306	5	5	5	5	5												1								
310	5	5	5	5	5												1								
312	2	2				1								2											Departure to the checkpoint Karamyk

### Protocol № 3. of road monitoring Dushanbe – Jirgetal (Tajikistan)

**Date of research** 28.10.2017  
**Route:** DUSHANBE (TJK) - JIRGETAL (TJK)  
**Corridor :** KTAI  
**research start time:** 8:30  
**research start time:** 18:30  
**break time:** 1 hour  
**number of trucks during the research:** 92  
**number of trucks per hour:** 10

Distance, km	Marks for Road Quality					Special notes										Roadside facilities							Additional Notes		
	1	2	3	4	5	R	∫	↑	↓	S	Sn	W	I	P	N	*	GS	cant.	TSC	host.	br.	TP		other	
0	5	5	5	5	5																				
7	5	5	5	5	5												3			1					
8	5	5	5	5	5												3								
10	5	5	5	5	5												2		1						
11	5	5	5	5	5												1	1	1		1				
12	5	5	5	5	5												1	1	1						
15	5	5	5	5	5												2								
17	5	5	5	5	5												1								
18	5	5	5	5	5												1	1	1						two-lane road
20	5	5	5	5	5												1	1	1						
21	4	4	4	4				1																	Tursun Zadeh
28	5	5	5	5	5													1				1			
30	5	5	5	5	5																				
33	5	5	5	5	5													1			1				
34	5	5	5	5	5												2		1						
41	5	5	5	5	5												1					1			
43	5	5	5	5	5												1								
47	5	5	5	5	5														1						
53	3	3	3				1	1																	at bends the asphalt sagged
55	3	3	3											1											

Distance, km	Marks for Road Quality					Special notes											Roadside facilities						Additional Notes	
	1	2	3	4	5	R	∫	↑	↓	S	Sn	W	I	P	N	*	GS	cant.	TSC	host.	br.	TP		other
60	3	3	3											1						1				
61	5	5	5	5	5									1										
73	5	5	5	5	5												1		1					
76	5	5	5	5	5																			weight control point
77	5	5	5	5	5												1					1		
80	2	2												1									1	500 m bad road
81	5	5	5	5	5												1	1						
84	4	4	4	4													1				1			
85	5	5	5	5	5		1																	
88	5	5	5	5	5		1										1							Obigarm
90	5	5	5	5	5					1														200 m of pit
91	5	5	5	5	5		1														1			
92	5	5	5	5	5		1																	50 m pit
93	5	5	5	5	5		1		1	1				1										short sections of the road with pits
94	5	5	5	5	5		1		1	1				1							1			short sections of the road with pits
95	5	5	5	5	5									1										old road 20-25 km
100	2	2					1	1						2										
101	2	2					1			1				2	1									
103	2	2					1	1						2	1									
105	2	2													2							1		very narrow
107	5	5	5	5	5													1						
111	2	2					1	1	1															
114	2	2					1	1	1		1													
116	1													2										
120	2	2					1	1						2										
121	4	4	4	4																				
123	1													2							1			the road is very ruined
124	1													2										
125	4	4	4	4													1						1	weight control point
125	2	2												2							1			200 m bad road

Distance, km	Marks for Road Quality					Special notes											Roadside facilities						Additional Notes	
	1	2	3	4	5	R	∫	↑	↓	S	Sn	W	I	P	N	*	GS	cant.	TSC	host.	br.	TP		other
126	5	5	5	5	5									1										some bad parts of the road
126	2	2												2										
128	5	5	5	5	5																1			old bridge
132	5	5	5	5	5																1			some bad parts of the road
135	2	2																						
138	4	4	4	4																				
145	4	4	4	4																		1	1	
147	4	4	4	4													1							
149	4	4	4	4													2	1						
150	5	5	5	5	5												1				1			
152	5	5	5	5	5																			
159	4	4	4	4																				
161	4	4	4	4													1				1			
164	4	4	4	4																				
170	4	4	4	4													1				1	1		
171	4	4	4	4															1					
176	5	5	5	5	5												2		1		1			
177	5	5	5	5	5												1	1	1	1				
180	5	5	5	5	5												2				1			
182	5	5	5	5	5												1				1			
185	5	5	5	5	5												1							
189	5	5	5	5	5																			
197	5	5	5	5	5														1					
200	4	4	4	4													1							
211	4	4	4	4					1		1													
212	5	5	5	5	5																			
213	5	5	5	5	5																			
214	5	5	5	5	5												2							
215	5	5	5	5	5																			
220	5	5	5	5	5												1							
221	5	5	5	5	5									1										there are pits
227	5	5	5	5	5												1				1			

Distance, km	Marks for Road Quality					Special notes											Roadside facilities						Additional Notes	
	1	2	3	4	5	R	∫	↑	↓	S	Sn	W	I	P	N	*	GS	cant.	TSC	host.	br.	TP		other
237	5	5	5	5	5																			
238	5	5	5	5	5												1		1	1				
253	5	5	5	5	5		1	1	1	1														
260	5	5	5	5	5		1	1	1	1								1			1	1		road index is 239 km
261	5	5	5	5	5																1			
264	5	5	5	5	5		1	1		1														
268	5	5	5	5	5		1	1	1	1														
270	2	2																						200 m bad road
280	5	5	5	5	5					1				1										
284	5	5	5	5	5																			
288	5	5	5	5	5		1														1			
301	5	5	5	5	5												1							
302	5	5	5	5	5												1							
309	5	5	5	5	5					1				1							1			
317	5	5	5	5	5																			
320	5	5	5	5	5									1										
321	5	5	5	5	5					1				1										
326	5	5	5	5	5																	1		
327	5	5	5	5	5																			
328	2	2					1																	
328	1									1		1		1										
329	1									1		1		1										c.p. Jirgetal



## Protocol № 4. of road monitoring Dushanbe – Nizhiy Pyanj (Tajikistan)

Date of research	27.10.2017
Route:	DUSHANBE (TJK) – NIZNIY PYANJ (TJK)
Corridor :	KTAI
research start time:	9:30
research start time:	14:30
break time:	0 hour
number of trucks during the research:	113
number of trucks per hour:	23

Distance, km	Marks for Road Quality					Special notes											Roadside facilities							Additional Notes	
	1	2	3	4	5	R	∫	↑	↓	S	Sn	W	I	P	N	*	GS	cant.	TSC	host.	br.	TP	other		
0,0	3	3	3														1								
2,5	4	4	4	4														1							
4,4	3	3	3														1	1							
6,5	4	4	4	4												1									
7,6	2	2				1																			bad road 300 m
7,8	3	3	3																						reconstruction*
8,3	4	4	4	4																					
11,2	3	3	3																						
12,1	4	4	4	4													1								
12,8	5	5	5	5	5																				
13,9	4	4	4	4																					
16,0	5	5	5	5	5		1	1																	
17,0	4	4	4	4												1									bad road 500 m
18,0	3	3	3													1									Vahraad pass (sometimes fog)
18,6	3	3	3																			1			
19,0	3	3	3																						
22,5	5	5	5	5	5												1								
25,4	4	4	4	4																					
27,4	4	4	4	4																					
27,8	4	4	4	4														1		1					
32,0	3	3	3														1	1				1			

Distance, km	Marks for Road Quality					Special notes											Roadside facilities							Additional Notes
	1	2	3	4	5	R	∩	↑	↓	S	Sn	W	I	P	N	*	GS	cant.	TSC	host.	br.	TP	other	
35,0	3	3	3																					
37,5	3	3	3														1							
38,0	3	3	3														2	1	1					
39,7	3	3	3														1	1	1	1				
41,0	4	4	4	4													2							
43,2	4	4	4	4													1					1		
44,8	5	5	5	5	5																	1		
45,5	5	5	5	5	5												1							
47,3	5	5	5	5	5																			
50,3	5	5	5	5	5												1							
54,0	5	5	5	5	5												1							
59,0	3	3	3														2	1	1	1				
62,0	4	4	4	4													1							two-lines road
68,0	3	3	3														1							sections are destroyed at 2-2.5 km
70,7	5	5	5	5	5																			
73,3	5	5	5	5	5												1							
76,0	5	5	5	5	5																			
79,3	5	5	5	5	5												6	2	2	4				Gayrat
80,0	5	5	5	5	5												1	1	1					
82,0	5	5	5	5	5												2							
84,2	5	5	5	5	5												1							
86,1	5	5	5	5	5												1							
88,4	5	5	5	5	5												1							
89,8	5	5	5	5	5												1							
92,2	5	5	5	5	5												2							
94,6	5	5	5	5	5												1							
97,0	5	5	5	5	5													1	1					
98,8	5	5	5	5	5												4	1	1	1				
105,0	5	5	5	5	5												4	1				1		on bridges 30 t limit
108,0	5	5	5	5	5												1							
111,3	5	5	5	5	5												1							
113	5	5	5	5	5												1	1		1				
114	5	5	5	5	5												2	2						Kolhozobad
116	5	5	5	5	5												3							

Distance, km	Marks for Road Quality					Special notes											Roadside facilities							Additional Notes
	1	2	3	4	5	R	∫	↑	↓	S	Sn	W	I	P	N	*	GS	cant.	TSC	host.	br.	TP	other	
122	5	5	5	5	5												2							
126	5	5	5	5	5												1	1	1					
128	5	5	5	5	5												1		1					
130	5	5	5	5	5																			
134	5	5	5	5	5												1							
137	5	5	5	5	5												1							
137,5	5	5	5	5	5												1							
140	5	5	5	5	5												1							
141	5	5	5	5	5												1		1					
144	4	4	4	4																				
145	4	4	4	4													1							some places quality are 3 points
154	5	5	5	5	5																			
161	5	5	5	5	5																			weight control point, parking TIR, Nizhny Pyanj

\* Dushanbe-Kurgan-Tube reconstruction of 46 km of the road, ADB project

## Protocol № 5 of road monitoring c.p. Islam-Qala – Heart (Afghanistan)

<b>Date of research</b>	<b>27.11.2017</b>
Route:	<b>ISLAM-QALA (AFG) - HERAT (AFG)</b>
Corridor :	KTAI
research start time:	13:50
research start time:	16:00
break time:	0 hour
number of trucks during the research:	<b>17</b>
number of trucks per hour:	<b>9</b>
waiting at the border	about <b>150</b> trucks

Distance, km	Marks for Road Quality					Special notes											Roadside facilities							Additional Notes	
	1	2	3	4	5	R	J	↑	↓	S	Sn	W	I	P	N	*	GS	cant.	TSC	host.	br.	TP	other		
0	5	5	5	5	5																				
20	5	5	5	5	5																				there is nothing
70	5	5	5	5	5																				
80	5	5	5	5	5																				
100	5	5	5	5	5																				
120	5	5	5	5	5																				
																	1	1	1	1					c. Herat

## Protocol № 6 of road monitoring c. Herat – deep into the country (Afghanistan)

**Date of research** 28.11.2017  
 Route: **c. HERAT (AFG) - deep into the country (AFG)**  
 Corridor : **KTAI**  
 research start time: 10:10  
 research start time: 12:00  
 break time: 0 hour  
 number of trucks during the research: **0**  
 number of trucks per hour: **0**

Distance, km	Marks for Road Quality					Special notes											Roadside facilities						Additional Notes		
	1	2	3	4	5	R	∫	↑	↓	S	Sn	W	I	P	N	*	GS	cant.	TSC	host.	br.	TP		other	
0	5	5	5	5	5																				
8	5	5	5	5	5												1								
14	5	5	5	5	5																1				
15	5	5	5	5	5																				
18	5	5	5	5	5												1								
19	5	5	5	5	5												1						1		securitize point
46	5	5	5	5	5																				
48	5	5	5	5	5																				
58	5	5	5	5	5												1								self-cooking "room"
68	3	3	3																						
73	2	2																							200 m bad road
																									the road is over

## Protocol № 7. of road monitoring Mashhad – Dogharun (Iran)

Date of research	27.11.2017
Route:	MASHHAD (IRN) - DOGHARUN (IRN)
Corridor :	KTAI
research start time:	9:40
research start time:	12:30
break time:	0 hour
number of trucks during the research:	70
number of trucks per hour:	25
waiting at the border	about 400-500 trucks

Distance, km	Marks for Road Quality					Special notes											Roadside facilities							Additional Notes	
	1	2	3	4	5	R	∫	↑	↓	S	Sn	W	I	P	N	*	GS	cant.	TSC	host.	br.	TP	other		
0	5	5	5	5	5																				
27	4	4	4	4																					
50	4	4	4	4													1	1	1						
68	5	5	5	5	5												1	1	1						
70	4	4	4	4		1																1			
71	5	5	5	5	5												1								
85	5	5	5	5	5												1	1	1						Highway
124	5	5	5	5	5												1								
131	5	5	5	5	5															1					
155	5	5	5	5	5																				
163	3	3	3																1						
165	4	4	4	4																					
170	3	3	3																						A parallel expressway is building
180	4	4	4	4														1							
211	5	5	5	5	5												1								
223	5	5	5	5	5																				A high-speed road is under construction
241	3	3	3			1											1					1			Rehabilitation of one line
243	4	4	4	4																					

## Protocol № 8. of road monitoring Chabahar – Zahedan (Iran)

<b>Date of research</b>	<b>2.12.2017</b>
Route:	<b>CHABAHAR (IRN) - ZAHEDAN (IRN)</b>
Corridor :	ITI
research start time:	8:10
research start time:	18:00
break time:	1 hour
number of trucks during the research:	<b>177</b>
number of trucks per hour:	<b>20</b>

Distance, km	Marks for Road Quality					Special notes										Roadside facilities						Additional Notes				
	1	2	3	4	5	R	∫	↑	↓	S	Sn	W	I	P	N	*	GS	cant.	TSC	host.	br.		TP	other		
0	5	5	5	5	5												1									
3	5	5	5	5	5												1									
6	5	5	5	5	5																				Road in 2 lines	
10	4	4	4	4																						
12	5	5	5	5	5																					
13	5	5	5	5	5																		1		new road	
16	5	5	5	5	5																		1		TIR parking is building	
22	5	5	5	5	5																	1			Reconstruction of the bridge	
29	5	5	5	5	5													1				1				
43	5	5	5	5	5																		1			
45	5	5	5	5	5																			1		TIR parking is building
55	5	5	5	5	5																			1		The road is under construction
56	5	5	5	5	5																	1				
60	5	5	5	5	5		1																			
62	5	5	5	5	5													1			1		1		ambulance car	
99	5	5	5	5	5																					
100	5	5	5	5	5																	1				

Distance, km	Marks for Road Quality					Special notes										Roadside facilities						Additional Notes		
	1	2	3	4	5	R	∩	↑	↓	S	Sn	W	I	P	N	*	GS	cant.	TSC	host.	br.		TP	other
114	5	5	5	5	5												1	1					1	ambulance car
120	5	5	5	5	5					1														
140	5	5	5	5	5												1	1		1		1		
142	5	5	5	5	5																		1	rest area is building
143	5	5	5	5	5												1	1		1				
144	5	5	5	5	5		1										1						1	the tunnel is very good
145	5	5	5	5	5					1														
166	5	5	5	5	5												1						1	ambulance car, a recreation area is building
171	5	5	5	5	5		1														1			
172	5	5	5	5	5																			
175	5	5	5	5	5																		1	The tunnel is very good
176	5	5	5	5	5																			
178	5	5	5	5	5																			
192	5	5	5	5	5																		1	a recreation area is being built
231	5	5	5	5	5																			
285	5	5	5	5	5															1			1	rest area is building
310	5	5	5	5	5																			the railway is being built
337	5	5	5	5	5																			a new road is under construction
339	5	5	5	5	5												1							
345	5	5	5	5	5												1	1	1					good rest area
346	5	5	5	5	5																	1		
355	5	5	5	5	5																			the parallel road will end
372	5	5	5	5	5																			
375	5	5	5	5	5													1		1				
380	4	4	4	4		1																		the road is under construction
382	5	5	5	5	5																			new road
384	5	5	5	5	5																		1	ambulance car
398	4	4	4	4		1																		reconstruction
404	4	4	4	4																				
408	5	5	5	5	5																			
410	3	3	3																					200 m bad road



Distance, km	Marks for Road Quality					Special notes										Roadside facilities							Additional Notes	
	1	2	3	4	5	R	∫	↑	↓	S	Sn	W	I	P	N	*	GS	cant.	TSC	host.	br.	TP		other
411	5	5	5	5	5																			
415	5	5	5	5	5																			
416	5	5	5	5	5																		1	ambulance car
418	5	5	5	5	5												1	1	1					
430	3	3	3																					
431	5	5	5	5	5																			
432	5	5	5	5	5																			two different lines
434	5	5	5	5	5																			
438	3	3	3																					
444	5	5	5	5	5																			
446	5	5	5	5	5																			
448	4	4	4	4																				
450	5	5	5	5	5																			
463	5	5	5	5	5																	1	1	ambulance car
470	4	4	4	4																				
480	5	5	5	5	5														1					new road
481	5	5	5	5	5												1	1	1	1	1			
490	5	5	5	5	5																	1		
510	5	5	5	5	5												1	1	1	1		1	1	rest area, ambulance car
519	5	5	5	5	5																			
544	5	5	5	5	5												1	1	1	1				
550	4	4	4	4														1	1					
553	5	5	5	5	5													1	1					
590	4	4	4	4																				
602	4	4	4	4																				
606	4	4	4	4													1	1		1		1	1	
620	4	4	4	4																				
650	5	5	5	5	5																			Zahedan

### Annex 4.3. Construction and reconstruction of roads

No	Name of the project (road sections / road furniture objects (bridge, tunnel, etc.))	Select the types of works from the list	The length of the road section, km	Planned dates the project	Stage of construction	Alignment with the plan	Total estimated costs, mln. \$US	Funding resources
<b>TAJIKISTAN</b>								
1	Dushanbe-Tursun Zade-border Uzbekistan (Road section from the Western gate of Dushanbe to the border of the Republic of Uzbekistan 4.6 to 61.6)	rehabilitation	57	10.2011-03.2016	completed	on time	131,20	ADB
2	Development of corridors (Rehabilitation of the Vose-Khovaling highway and asphaltting of the second layer on the site of Sairon-Karamik)	rehabilitation	rehabilitation 88, asphalt 89	01.2014 - 07.2016	completed	on time	76,90	ADB, Tajikistan Govem.
<b>TOTAL:</b>			<b>234</b>				<b>9346,87</b>	
<b>AFGHANISTAN</b>								
1	Doshi-Pol-e-Khumri Road	construction of asphalt road	51,98	2015-N	one Lane	on time	22,00	IDB& Afghan. Govern.
2	of Qalaimuradbig-Jabalsaraje -1first Part		26,6	2014-2018	one Lane	on time	11,50	Afghanistan Government
3	Ghazni Inintercity Roads		10,4	2015-2019	one Lane	on time	2,44	
4	Khinjan-Bano Road		38,8	2015-2019	one Lane	on time s	15,82	
5	Noristan Province Roads		43	2015-2017	one Lane	on time	17,00	
6	Kandahar Aire pot Road		16,4	2019	TWO Lane	on time	40,85	
7	Paston-Zarghon Road		44,8	2019	one Lane	on time	15,42	
8	Lataband-Sorobi Road		27,7	2019	one Lane	on time	13,87	
9	Kabul-Loger Road Part2		21,21	2020	one Lane	on time	8,76	
10	Laman Qalae - Naw	construction	82	N	N	N		
<b>TOTAL:</b>			<b>362,89</b>				<b>147,66</b>	
<b>KYRGYZSTAN</b>								
1	Kyzyl-Zhyldyz - village Aral and village Kazarman - Dzalal-Abad (corridor "North-South" )	construction of an alternative road	154 km and tunnel 3,7 km across the pass "Kok-Art"	2009-2018	done of 80 and 26 of project of Phase I	on time	697,00	China Exim Bank

No	Name of the project (road sections / road furniture objects (bridge, tunnel, etc.))	Select the types of works from the list	The length of the road section, km	Planned dates the project	Stage of construction	Alignment with the plan	Total estimated costs, mln. \$US	Funding resources
3	Aral-Suusamyr (corridor "CAREC-1" and "CAREC-3" )	feasibility research on rehabilitation, tender documentation	227	2011-2016	Other	on time	3,00	ADB
4	Bishkek - Kara-Balta (corridor "CAREC-3")	reconstruction	45,1	2017-2021	Building	on time	120,80	ADB
5	Madaniyat - Jalal-Abad (corridor "CAREC-3")	reconstruction	67	2018-2022	Other	on time	72,00	EDB
<b>TOTAL:</b>			<b>493,1</b>				<b>892,80</b>	

## Annex 4.4. Toll roads along KTAI corridor

### Current toll roads

Route of toll roads	Length of road, km	Is the road on the border	Is there an alternative route(yes/no)	Cost of use, \$ US	The way of payment		Current challenges
					Online, without stop of vehicle	Through the terminal, with of vehicle	
<b>TAJIKISTAN<sup>1</sup></b>							
Dushanbe-Khudjand <sup>2</sup>	354	No	No	40	Yes	Yes	
<b>IRAN<sup>3</sup></b>							
Qazvin-Zanjan Freeway	160	No	Yes	Trailer – 4,5		Yes	No
				3-axel Truck – 4		Yes	No
				2-axel Truck – 2.6		Yes	No
Zanjan-Tabriz Freeway	240	No	Yes	Trailer - 7		Yes	No
				3-axel Truck – 6		Yes	No
				2-axel Truck – 2		Yes	No
Karaj-Qazvin	90	No	Yes	Trailer – 1,30		Yes	No
				3-axel Truck – 1.30		Yes	No
				2-axel Truck – 1		Yes	No

<sup>1</sup> [www.irs.tj](http://www.irs.tj)

<sup>2</sup> It is not a corridor route

<sup>3</sup> IRI Roads and Urban Development Ministry ([www.rmta.ir](http://www.rmta.ir))

## ANNEX V. MAXIMUM PERMISSIBLE AXLE LOADS

applied in the territories of contracting parties in accordance with their domestic legislations (Article 18 TTFA and Annex IV TTFA)

No.	Contracting Parties	Maximum	Permissible	Loads	Maximum permissible laden weight
		For single Axles	For tandem Axles	For triple axles	
1	I. S. of Afghanistan	10.0	16.0	22.0	36.0
2	Azerbaijan Rep.	10.0	18.0	24.0	44.0
3	I.R. of Iran	13.0	20-22	24-26	40-44
4	Rep. of Kazakhstan	10.0	16.5	22.5	38*
5	Kyrgyz Rep.	10.0	16.5	22.5	38.0
6	I.R. of Pakistan	12.0	22	31	40.0
7	Rep. of Tajikistan	10.0	12-18	16-22.5	40
8	Rep. of Turkey	10.0	18.0	25.0	40.0
9	Turkmenistan	6	10	13	36.0
10	Rep. of Uzbekistan	10.0	16.5	22.5	38.0

## ANNEX VI. LIST OF ECO NATIONAL CONSULTANTS INVOLVED IN THE PROJECT

Name	Designation	Contact Details
<b>Islamic Republic of Afghanistan</b>		
Mr. Abdul Hadi Nadim	ECO Desk Officer of the Ministry of Transport and Civil Aviation	Tel: +93790445577 Email: hadinadim111@gmail.com
<b>Islamic Republic of Iran</b>		
Mr. Homayoon Karimi	Head of International Agreements Unit, Road Maintenance and Transport Organization	Tel: +982188898427 Email: Homayounkarimi1959@yahoo.com
<b>Kyrgyz Republic</b>		
Mr. Nurzair Kongurbaev	Chief Specialist, Foreign Relations Unit, Ministry of Transport and Communications, Kyrgyz	Tel: +98996312 31 4270 Email: nurzair@mail.ru
<b>Republic of Tajikistan</b>		
Ms. Farida Yokubzoda	Head of International Affairs Department, Ministry of Transport	Tel: +992372510279 Email: farida.y@mail.ru
<b>International consultant</b>		
Ms. Yelena Vassilevskaya	International consultant	Tel: +77013139118 Email: <a href="mailto:vassilevs@bk.ru">vassilevs@bk.ru</a>

# ANNEX VII. REPORT OF THE 4TH HIGH-LEVEL WORKING GROUP MEETING ON KTAI ROAD CORRIDOR



Economic Cooperation Organization

No: TC/2019/1069

Priority: Urgent

Date: 5/12/2019

Attachment: No

The Secretariat of the Economic Cooperation Organization presents its compliments to the Ministry of Foreign Affairs of the Islamic Republic of Iran and the Embassies of the Islamic Republic of Afghanistan, Kyrgyz Republic and the Republic of Tajikistan and, with reference to its Note Verbale No. TC/2019/1043 dated 2<sup>nd</sup> December 2019 enclosing the Report of the 4<sup>th</sup> High-Level Working Group Meeting on KTAI Road Corridor, held on 25<sup>th</sup> November 2019 in Tehran, has the honour to partially quote Paras 22-23 and 38 of the Report

#### **Quote**

“22. The meeting noted the comments provided by the delegations on the latest development for insertion in the appropriate chapters of the proposed final report and requested the member states to send updated developments to the ECO Secretariat through proper channel within one month.

23. After detailed discussions the Meeting decided to approve the report via incorporating proposed amendments/improvements as a new chapter in the final study report.

38. The meeting discussed the ways of mobilizing loads for trucks and decided to implement test run of loaded trucks under TIR for KTAI corridor in first half of 2020. For this purpose the Meeting requested enroute KTAI countries to nominate their national coordinator from inside the transport ministries and private sector, particularly TIR Guarantying Associations, and send their contacts to the ECO Secretariat within one month time.

**Unquote**

ECO Secretariat - No. 1, Golbou Alley, Kamranieh, Tehran, Iran - Postal Code: 19519 33114 - P.O.Box: 14155-6176

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Economic Cooperation Organization

It would be highly appreciated if the concerned authorities of the enroute countries may kindly expedite conveying to this Secretariat updated developments in their respective countries along KTAI Corridor to prepare a new chapter for the final report of the study and also introducing the names/contacts of the focal persons (one from inside the transport ministries and one from private sector) for the test run of trucks along the Corridor.

The Secretariat avails itself of this opportunity to renew to the esteemed Ministry and the esteemed Embassies the assurances of its highest consideration.



Ministry of Foreign Affairs of the Islamic Republic of Iran - ECO Affairs Bureau

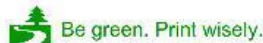
The Embassy of the Islamic Republic of Afghanistan

The Embassy of the Kyrgyz Republic

The Embassy of the Republic of Tajikistan

ECO Secretariat - No. 1, Golbou Alley, Kamranieh, Tehran, Iran - Postal Code: 19519 33114 - P.O.Box: 14155-6176

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## Report of the 4<sup>th</sup> HLWG meeting on KTAI Road Corridor

(25 November 2019, Tehran, I.R of Iran)

The 4<sup>th</sup> High Level Working Group (HLWG) meeting of the KTAI Road Corridor was held on 25<sup>th</sup> November 2019 in Tehran, hosted by Road Maintenance and Transportation Organization, Ministry of Road and Urban Development of the Islamic Republic of Iran. The Meeting was attended by the delegations of the Islamic Republic of Afghanistan, the Islamic Republic of Iran, the Kyrgyz Republic and the Republic of Tajikistan. The International Consultant for the field study, authorized representative of IRU and representatives from private sectors also attended the Meeting. List of participants is attached as **Annex-I**.

The 4<sup>th</sup> HLWG meeting on KTAI & 5<sup>th</sup> HLWG on ITI road corridors meeting were organized back to back and the both meetings were inaugurated together. The inaugural statements presented by the ECO Deputy Secretary General and Deputy Minister of Roads and Urban Development of the Islamic Republic of Iran/Chairman of Road Maintenance and Transportation Organization were also made on the first day of both the meetings. After coffee break and group photo session, segment on KTAI road corridor was started.

### **Agenda Item No.1**

#### **Inauguration of the Meeting**

1. Mr. Kanan Nazarov, Deputy Secretary General of ECO, delivered an inaugural statement, appreciated the Government of the Islamic Republic of Iran, particularly the Road Maintenance and Transportation Organization, Ministry of Roads and Urban Development for arranging this important event and extending hospitality to the representatives of ECO Member States. He expressed appreciation to the enroute countries for their national inputs to the study and coordination for the field visit of the consultancy team to the road segments and border crossing points (BCPs) along the Corridor including visits to Chabahar and Karachi ports enabling collection of comprehensive data/information for the study. He also highly estimated IRU's co-sponsorship for the study and its institutional guidance to elevate the quality of the analytical job. While mentioning visible headway in usage of TIR carnets by the carriers in the enroute countries, he highlighted the importance of moving on in line with the new technologies proposing more secure and faster exchange of information of the goods being transported under digital TIR. He also noted the significance of CMR consignment note. He further stated that the ECO Secretariat is ready to cooperate with UNECE and IsDB to organize regional workshops on e-TIR and e-CMR for the Member States and a national workshop on CMR for Afghanistan in 2020. He hoped that with the positive support of the enroute Member States, the set goal of movement of goods and transport on these corridors could be achieved. A copy of the Statement is attached as **Annex-II**.

2. H.E. Mr. Abdolhashem Hasannia, Deputy Minister of Roads and Urban Development of the Islamic Republic of Iran/Chairman of Road Maintenance and Transportation Organization inaugurated the Meeting. He welcomed all the delegates to the historic city of Tehran and hoped that the outcome of the Meeting will further facilitate the transit transport along the ITI & KTAI corridors. He highlighted that the collaboration and cooperation of ECO Member States with the

international organizations will boost the development of transport infrastructures within their territories. He stated that ECO has provided ideal opportunity for the Member States to develop regional transport cooperation, including these important Road Corridors.

3. He highlighted that Central Asia, West Asia and the Middle East, have always been a crossroads of trade worldwide and have played a key and safe transit route for thousands of years for transport development. The construction of the so called Pearl Road, Royal Road, the Spice road, and later their integration to the ancient Silk Road, testifies them to the reality. He further said that the increasing expansion of logistics in the process of globalization, the emergence of regional markets and the significant share of freight costs, in particular for road transport, would require new foundations for regional cooperation, for which, establishment of transit corridors, especially ITI and KTAI road corridors under the framework of ECO would give some examples.

4. He strongly believes that the activation of these two road corridors will lead to a major step forward in regional trade. Holding these two meetings at the right time and right place in order to explore the business opportunities in the region, upon report presenting by the International Consultant; will provide a much better understanding of the opportunities and challenges of transit development in these two corridors. A copy of the Statement is attached as **Annex-III**.

5. A video message of Mrs. Tatiana Rey-Bellet, the TIR Director of IRU has been displayed. She stated that the IRU and ECO have a long standing record of cooperation. She stated that IRU believes that with the support of all enroute countries of the corridor, KTAI would be activated very fast as the route is the shortest and the costs could be significantly decreased comparing to other routes. She wished all the best for the subject meeting.

## **Agenda Item No. 2**

### Election of the Chairman

6. Under this Agenda Item, the Meeting elected Mr. Jaafar Jamili, Deputy Director General, Transit and International Transport Department, Road Maintenance and Transportation Organization, Ministry of Road and Urban Development of the Islamic Republic of Iran as the Chairman of the Meeting.

## **Agenda Item No. 3**

### Adoption of the Agenda

7. Under this Agenda item, the Meeting adopted its Agenda as proposed by the ECO Secretariat. Copy of the Agenda is attached as **Annex-IV**.

## **Agenda Item No. 4**

### Appointment of the Drafting Committee

8. Under this Agenda Item, the Meeting established an open ended Committee to draft the report of the Meeting.

## **Agenda Item No.5**

### **Consideration and discussion of the revised version of the final report on the field study:**

9. Under this agenda item, the International Consultant presented the findings of the field study on KTAI Road Corridor, major challenges on the way of movement of

trucks along the Corridor, and recommendations. Presentation (English and Russian) is attached as **Annex-V**

10. Comparing the international trade between the countries of the KTAI corridor the International Consultant observed that the intra trade between the KTAI enroute countries is only about 2-5 % of the total trade of these countries with all countries of the world. There are relatively large cargo flows between Afghanistan and Iran (Iran's exports), but it is bilateral trade between the two countries. Further noting that the transit commodity flows can be formed due to export-import from China, Iran and Turkey, as well as part of the flows from China to Europe.

11. She noted that the main restriction on the use of transit capabilities of the KTAI corridor is the missing part of the road in Afghanistan (231 km), as well as the security issues.

12. As per the findings of this study project, Karamyk/Jirgetal checkpoints of Kyrgyz and Tajikistan are in the list of border crossing points for KTAI Corridor. The field visit enabled to find out that the passage of trucks and passengers other than Kyrgyz and Tajik nationals are not allowed, only on bilaterally. Noting that some procedural works are being taken by Kyrgyz side to assign Karamyk BCP the "international" status under EAEU, the meeting asked Kyrgyz Republic to assign this checkpoint international status.

13. During study project she analyzed that in Dogharun (IRN) and Islam-Qala (AFG) border crossing points there is a congestion of vehicles for a variety of reasons, such as: a different work schedule, lack of scanning equipment for Islam-Qala, and a short-term operation of the logistics center in Herat, where unloading of imported goods is being made.

14. Noting that the construction works at the missing segments along approved KTAI route in the territory of Afghanistan yet require time and funding, the meeting decided that in the meantime trucks may continue carrying goods under TIR Carnet via utilizing the route through Milak-Zaranj BCP to Kandahar, Kabul onward to the North.

15. Representative of the Kyrgyz Republic briefed the meeting on the construction of an alternative "North-South" road with the extent of around 433km and its implementation at three phases. The road starts from Balykchy (Issyk-Kul Lake) up to Kyzyl Zhyldyz (183 km), Aral-Kazarman (99 km) and Kazarman-Jalal-Abad (150 km). EximBank of China and ADB are main donors for the construction works.

16. The representative of the Islamic Republic of Afghanistan informed the meeting that the construction of the Armalik (Herat)-Laman (Baghdis) road with a length of 52 km constituting a part of Herat - Andkhoy Ring Road project as almost completed (84%).

17. He further stated that on "Qaisar-Laman" segment (34 km) in Baghdis province, the project is underway and is contracted with a price of US\$36 million being funded by ADB and expected to be completed by end 2020. Another segment at "Qaisar-Laman" with the extent of 24 km (Baghdis province) the project is underway and is contracted with a price of US\$48 million being funded by ADB and expected to be completed by end 2020.

18. He further briefed the meeting that the last 151 km of the "Qaisar-Laman" road is split into 3 sections and runs through Baghdis and Faryab provinces of Afghanistan. The project is currently under design and the design works are expected to be completed by end of 2019. The procurement process for this stretch of the road is due to start soon. The estimated cost of the project is around \$330 million.

19. The representative of Tajikistan informed the meeting that 30-35 KM at Jirgetal Dushanbe segment falls under the flooding zone of the Rogun Hydroelectric station. A bypass road (75 km) is in the plan and will be completed in 2020-2024.

20. She further informed that some measures have been taken for construction of roadside infrastructure according to the national development programme-2025. It is a plan to improve roadside infrastructure along the corridor. 132 roadside facilities have been reported as constructed so far.

21. The final recommendations of the field study have been reviewed and the meeting requested the enroute member countries to do their utmost efforts to implement the recommendations. Copy of final recommendations is attached as **Annex-VI**.

22. The meeting noted the comments provided by the delegations on the latest development for insertion in the appropriate chapters of the proposed final report and requested the member states to send updated developments to the ECO Secretariat through proper channel within one month.

23. After detailed discussions the Meeting decided to approve the report via incorporating proposed amendments/improvements as a new chapter in the final study report.

#### **Agenda Item No. 6**

##### **Discussion of the Action Plan**

24. Under this Agenda Item, the Action Plan (short version) was presented by the representative of the ECO Secretariat highlighting apparent physical and non-physical shortcomings and urged the enroute countries on possible urgent actions, notably on those issues pertaining to non-physical character (provision of relevant equipment/facilities) and requiring appropriate coordination measures.

25. The meeting noted comments and views of the delegates and approved the portion related to the KTAI Road Corridor. Approved action plan is attached as **Annex-VII**

26. Noting ongoing real TIR operations along various routes and realizing the significance of CMR consignment note for carriage of goods as identified by the study, the meeting requested ECO Secretariat to organize e-TIR and e-CMR regional workshops for the member states and a national workshop on CMR for Afghanistan in 2020 in collaboration with UNECE and IDB.

27. Further to the study indicating the existing visa regime between enroute countries is one of restricting factor for transportation business, where among KTAI countries only Kyrgyz and Tajikistan have free-visa regime between themselves, although with reference to Article 12 of TTFA, the issue remains yet open.

28. The representative of the Islamic Republic of Afghanistan reminded the meeting about the difficulties being faced by the Afghanistan drivers obtaining Tajik visa. The meeting requested these two countries to solve the visa problem through bilateral negotiations.

29. The representative of the ECO Secretariat informed the meeting that in order to give a push to the said provision of TTFA, the ECO Secretariat has come up with an idea of introducing a visa facilitation mechanism, "ECO Visa Sticker Scheme" for drivers, which was presented to the 1<sup>st</sup> Senior Consular Officials' Meeting (Tehran, October 2016). This remains still pending.

30. Noting the slow progress on the subject and in order to activate the Corridor, the meeting was presented by the ECO Secretariat a general concept of the KTAI corridor visa pilot scheme via authorizing Foreign Ministry of each member country

for issuance of one year multiple entry visa for the drivers based on the list provided by the ministry of transport (eg. containing names of maximum 30 drivers). As per the proposed mechanism which is attached as **Annex-VIII**

31. This mechanism will not limit the current procedures of issuance of visa but will provide further facilitation to professional drivers who transport goods in this corridor. This mechanism would be implemented as a pilot in 2020 and will be reviewed in 2021 by the members of the corridor for further improvement.

32. All enroute countries as well as IRU representative and the representative of the private sectors (ITCA) fully supported the Proposal. After deliberations the meeting adopted the proposal presented by the ECO Secretariat and decided to send this proposal to the enroute countries through proper channel for their consideration. The approval on the proposed mechanism of the enroute countries on this issue will be communicated to the ECO Secretariat latest by the end of March 2020.

### **Agenda Item No.7**

#### Discussion of the test run of loaded trucks

33. On behalf of the IRU Mr. Faramarzian, Head of TIR/ATA Department, Iran's Chamber of Commerce, Industry, Mines and Agriculture (ICCIM) appreciated the Government of the Islamic Republic of Iran, particularly the Road maintenance Organization, Ministry of Roads and Urban Development for arranging this important event and extending hospitality to the representatives of ECO Member States. He stated that IRU and ECO have a long standing record of cooperation. He focused on the last example of ECO-IRU enhanced cooperation and the subject of this meeting which is the study on KTAI and ITI corridors. The text of his statement is attached as **Annex-IX**.

34. He wished that the KTAI will be activated very fast under full digital TIR IT tools as the route is the shortest and the costs could be significantly decreased comparing to other routes. He hoped that the action plan, with further support and commitment of all members of the corridor, could expedite the activation of this corridor. While he briefed the meeting on the very recent TIR pilot test run which has been initiated in November 2019 with the support of IRU, National TIR Issuing and Guaranteeing Associations of the I.R of Iran, the I.R Afghanistan and the Republic of Tajikistan, he showed readiness on behalf of the IRU to provide the support for extension of the test runs to Kyrgyzstan as well. A copy of statement is attached as Annex-IX.

35. The representative of the ECO Secretariat informed that the issue of organizing test run of loaded trucks after Pakistan's completion of all TIR formalities was initially proposed under HLWG on ITI Road Corridor in 2016. Noting the ongoing TIR operations being made by Iran in this regard, the meeting was briefed on measures being taken by Iranian private sector (ICCIMA) carrying goods with trucks from Bandar Abbas sea port via entering Afghan territory at Milak/Zaranj checkpoint.

36. Representative of the IRU also shared future plans on increasing number of trucks in this direction.

The meeting noted the measures being taken by Afghan road transporters for carriage of goods under TIR including measures on improving capacities of its BCPs and security measures.

37. The meeting discussed the ways of mobilizing loads for trucks and decided to implement test run of loaded trucks under TIR for KTAI corridor in first half of 2020. For this purpose the Meeting requested enroute KTAI countries to nominate their national coordinator from inside the transport ministries and private sector,

particularly TIR Guarantying Associations, and send their contacts to the ECO Secretariat within one month time.

#### **Agenda Item No. 8.**

##### Any other business

38. The representative of the Islamic Republic of Afghanistan suggested that the Republic of Turkey and Kazakhstan may be included in the KTAI road corridor as well.

39. The Representative of the Islamic Republic of Iran referred to significant difference in the limitation on the permissible weight and dimensions in BCPs with Afghanistan and highlighted the Afghan traders request on such cargo integration in respect. The Iranian side also indicated recently official declaration on the updated permissible weight and dimensions in Iranian territory as well as the clarified similar measures for Afghan territory.

40. He further highlighted that up to 1000 trucks are passing Dogharun BCP and stressed on the lack of infrastructures on the Islam Qala side resulting in slow trucks passage.

#### **Agenda Item No. 9**

##### Date and venue of the next Meeting

41. As per ECO practice, meetings of the HLWG on KTAI Road Corridor are being organized by the enroute countries on the rotational basis. Noting that previous meetings were hosted by the Islamic Republic of Afghanistan (February 2012), Kyrgyz Republic (October 2013), Islamic Republic of Iran (October 2014 and November 2019), the Republic of Tajikistan may be the host of the next 5<sup>th</sup> HLWG on KTAI. The ECO Secretariat will communicate the dates of the next meeting with the host authority through official channels.

#### **Agenda Item No. 10**

##### Adoption of the Report

42. The Meeting unanimously adopted its Report, prepared by the Drafting Committee.

#### **Agenda Item No. 11**

##### Vote of thanks and closing of the Meeting

43. At the conclusion, the delegations expressed deep appreciation for the warm hospitality extended by the Government of the Islamic Republic of Iran.

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**Approved ACTION PLAN**  
**for ITI and KTAI ROAD CORRIDORS**

Existing shortcomings	Countries	Measures ongoing/to be taken	Timelines	Remarks
<b>I. DEVELOPMENT OF ROADS AND ROADSIDE INFRASTRUCTURE</b>				
<ul style="list-style-type: none"> <li>Road “missing” segments of Herat – Andkhoy Ring Road: Armalik (Herat)-Laman (52km) in Herat/Baghdis provinces;</li> </ul>	Afghanistan	Construction works are ongoing Start point KM60+000 – KM112+500 from Armalik upto Laman	End 2020	FS: 2008. Saudi Fund for Development (SFD) is involved
<ul style="list-style-type: none"> <li>“Qaisar-Laman” segment (34 km) in Baghdis province;</li> </ul>		Construction works are underway.	End 2020	FS: 2008. ADB’s fund is involved.
<ul style="list-style-type: none"> <li>Qaisar-Laman” segment ( 24 km) in Baghdis province;</li> </ul>		Construction works are underway.	End 2020	FS: 2008. ADB’s fund is involved.
<ul style="list-style-type: none"> <li>“Qaisar-Laman” segment (151 km) in Baghdis/Faryab provinces</li> </ul>		After completion of design works (end 2019) to start procurement	2022	ADB’s fund is expected to be involved

		process		
<ul style="list-style-type: none"> <li>Lakpass-Taftan section of Quetta-Taftan road was reported as very bad road, possessing only 2 lanes, despite the fact the traffic intensity is high</li> </ul>	Pakistan	Improving the quality of the road	End 2020	Bad stretches of National Highway between Taftan border and Quetta has been repaired / improved. Geometric improvement of 130 kms near Kishingi Hill area is also being taken up for which necessary funds have been allocated.
<ul style="list-style-type: none"> <li>Since customs clearance of cargo moving to Islamabad shall be made by Quetta (dry port), throughput of Quetta-Taftan segment will be increasing which requires adequate road conditions for trucks.</li> </ul>	Pakistan	Improving the quality of the road	End 2020	Taftan border is connected with Quetta through 640 kms National Highway N-40. Bad stretches have been improved to facilitate the traffic. Improvement of 130 kms near Kishingi Hill area is also being taken up for which necessary funds have been allocated.
<ul style="list-style-type: none"> <li>Construction of recreation area at immediate vicinity of Taftan checkpoint was observed as a long-term construction</li> </ul>	Pakistan	Completing the construction		<p>National Logistic Cell (NLC) is operating a border terminal at Taftan on Pak-Iran border. Following facilities have already been provided from NLC resources:</p> <p><b><u>a.Exclusive Facilities for Foreign (Iranians) Drivers / Crew:</u></b></p> <p>(1) A hall to accommodate 20x individuals.’</p> <p>(2) Dining facilities</p> <p>(3) 6x washrooms</p> <p>(4) 6x toilets</p> <p><b><u>b. Facilities for Pakistani Drivers / Crew:</u></b></p>



				<p>(1) Waiting sheds</p> <p>(2) Cafeteria</p> <p>(3) 5x washrooms</p> <p>(4) 5x toilets</p> <p>Facilities will be further enhanced with the increase of move / traffic across border</p>
<ul style="list-style-type: none"> <li>Lack of road signs, names of towns/villages along the visited road segments was observed by the international consultant.</li> </ul>	Afghanistan	Accession to UN Conventions on "Road Traffic" & "Road Signs and Signals" (1968)	2021	Implementation of post-accession requirements
<ul style="list-style-type: none"> <li>About 30-35 km of road at Jirgetal-Dushanbe segment was recorded as very poor and unsafe for driving.</li> </ul>	Tajikistan	Construction of a bypass road	2020-2024	As the segment falls under the flooding zone of the Rogun hydroelectric station, a bypass road section (75.6 km) has been developed. The project is divided into 3 phases: 1 <sup>st</sup> phase (November 2019) start with announcing a tender and identifying a contractor. At 2 <sup>nd</sup> and 3 <sup>rd</sup> phases, it is planned to construct a bypass road, 2 tunnels and 1 bridge.
<ul style="list-style-type: none"> <li>Toll roads: There is 354 km of toll road and no alternative and the cost \$40</li> </ul>	Tajikistan	Provision of alternative (free) road needs to be anticipated by the national plan		Iran and Turkey have free alternative roads.

<ul style="list-style-type: none"> <li>Almost 2000 km of toll roads and almost half of them don't have free alternative roads</li> </ul>	Pakistan	Inclusion of alternative free roads in the national plans		Costs of travel is relatively low.
<ul style="list-style-type: none"> <li>Roadside infrastructure: Lack of TIR parking, rest areas for drivers, spontaneous location, low quality</li> </ul>	Afghanistan Kyrgyz Pakistan Tajikistan	Make plans for construction of TIR parkings, rest areas for drivers etc.		Turkey and Iran are possessing developed TIR parking Tajikistan commissioned 132 roadside facilities
<ul style="list-style-type: none"> <li>Truck fleet: ~30-40% of Kyrgyz and Tajik trucks were reported as quite old</li> </ul>	Afghanistan Iran Kyrgyz Pakistan Tajikistan	Renew truck park		<p>Only Turkey is regularly renewing its park</p> <p>Iran is decreasing average age of truck fleet from 15 years up to 12 years during 5 years.</p> <p>Renewal of truck fleet by Pakistan is in the National Policy (trucking policy)</p>
<ul style="list-style-type: none"> <li>Good portion of trucks are self-made &amp; may reach up to 70 tons</li> </ul>	Pakistan	Standard trucks to replace self-made trucks		
<b>II. DEVELOPMENT OF CHECKPOINTS</b>				
<ul style="list-style-type: none"> <li>Lack of "electronic data interchange (EDI)" b/n customs offices at BCPs: Karamyk-Jirgetal, Taftan-Mirjaveh,</li> </ul>	Afghanistan Iran Kyrgyz Tajikistan	Modernize BCPs as per 5-year Action Plan	2020-2021	<p>Tajikistan &amp; Afghanistan were reported exchanging data at Nizhniy Pyanj..</p> <p>Data exchange is being made under TIR system b/n Turkey &amp; Iran.</p>

Islam Qala-Dogharun	Pakistan	on customs provisions of TTFA		For Taftan-Mirjaveh, a meeting of technical teams of customs of Iran and Pakistan was held at Zahedan Iran on 17-10-2019 to finalize protocol of electronic exchange of data. A draft MoU for electronic data exchange was prepared, after signing MoU pilot run of EDI will start followed by full scale implementation at Mirjaveh-Taftan.
<ul style="list-style-type: none"> <li>TIR IT Tools to be in place: Introduce TIR IT tools into the customs system of Afghanistan; Adjusting the customs system of Tajikistan and Kyrgyz Republic to fully implement the digital TIR; Iran and Turkey fully expand eTIR pilot project to all TIR customs offices and all TIR transport operators;</li> <li>Pakistan to enter into eTIR project with Iran and Turkey;</li> </ul>	Afghanistan Iran Kyrgyz Pakistan Tajikistan Turkey		2020	
<ul style="list-style-type: none"> <li>Karamyk checkpoint of Kyrgyz is used purely for bilateral trade b/n Kyrgyz and Tajikistan.</li> </ul>	Kyrgyz	Assigning of international status is required	2020	Karamyk is in the list of international checkpoints under EAEU (2016)

<ul style="list-style-type: none"> <li>Accumulation of trucks at Mirjaveh/Taftan: Work schedule (hours) difference, Not harmonized maximum load weight</li> </ul>	Iran & Pakistan	<p>Pakistan regulations on Maximum weight needs to be reviewed. Negotiate and agree on common working hours.</p> <p>Establish TIR green lanes</p>		<p>Article 9 TTFA: <i>...to coordinate working hours of adjacent frontier posts.</i></p> <p>Pakistan has already started the change of regulations on maximum weight load.</p> <p>There is no issue of accumulation of trucks as work schedule has been rationalized and agreed by both sides. For movement of goods, the normal border timings has been fixed from 07.00 am to 6.30 pm.</p>
<ul style="list-style-type: none"> <li>Lack of convoy of trucks moving from Taftan to customs zone at 1 km distance cause break of seals, forgery of documents;</li> </ul>	Pakistan	<p>Modernization of Taftan BCP so that formalities with customs control may be done in one site.</p> <p>Equip customs zone with required facilities.</p> <p>To use TIR system for bilateral trade</p>	2020-2021	<p>Trucks are moving in convoy and under customs escort from Taftan border to Custom House Taftan, and there is no issue of seal breakage or forgery of documents.</p>

<ul style="list-style-type: none"> <li>Customs zone is small;</li> </ul>				Customs zone at Taftan is enough consisting of NLC Yard and Custom House Taftan. This area is sufficient to cater for import / export cargo.
<ul style="list-style-type: none"> <li>Shortage of computers at the customs area (Taftan)</li> </ul>			30 June 2020	There are enough computers for Customs clearance purposes at Taftan. However, in case of increased workload, number of computers shall be increased.
<ul style="list-style-type: none"> <li>All trucks are being inspected due to lack of scanner at customs zone</li> </ul>			30 June 2020	Currently, there is only one vehicle scanner at Taftan. However, NLC authorities are procuring more scanners for Taftan Yard.
<ul style="list-style-type: none"> <li>Accumulation of trucks at Serow BCP: lack of scanning equipment</li> </ul>	Iran	Equip with scanning machine		Scanning machine is under procurement
<ul style="list-style-type: none"> <li>Accumulation of trucks at Dogharun/Islam Qala: work schedule (day/hours) difference. Not harmonized maximum load weight</li> </ul>	Iran & Afghanistan	Afghanistan regulations on Maximum weight needs to be reviewed. Negotiate & agree on working days/hours. Establish TIR green lanes	2020	Article 9 TTFA: <i>...to coordinate working hours of adjacent frontier posts</i>

<ul style="list-style-type: none"> <li>• Problems with Internet,</li> <li>• Restriction of work hours of Herat logistics centre where customs clearance is made (upto 14:00);</li> <li>• Lack of safety for overnight stay of drivers;</li> <li>• Lack of safety of cargo;</li> <li>• Lack of guarantee for payment of customs duties</li> </ul>	Afghanistan	<p>Modernize BCP as per 5-year Action Plan on customs provisions of TTFA</p> <p>Take security measures, eg. organize secured TIR parkings.</p> <p>To use TIR system for bilateral trade</p>	2020-2021	
<b>III. FACILITATION OF VISA FOR DRIVERS</b>				
<ul style="list-style-type: none"> <li>• Collecting visas by drivers performing international transport of goods remain one of key issues.</li> <li>• Drivers from Iran, Kyrgyz and Tajikistan have free-visa regime for Turkey.</li> <li>• Drivers from Turkey have free-visa regime for Iran and Kyrgyz.</li> </ul>	Enroute countries ECO Secretariat	<p>“KTAI corridor visa pilot scheme” is proposed to be followed to facilitate visa for drivers performing carriage of goods along KTAI</p>	2020	<p>Article 12 of TTFA: “<i>The Contracting Parties shall grant visas to the drivers of the vehicles and the persons engaged in international transit traffic operations....</i>”</p> <p>TIR system could be used as a model for granting visa to authorized transport operators (drivers).</p>

<ul style="list-style-type: none"> <li>Afghan visa is recorded is the most difficult to obtain and its cost is high</li> </ul>		<p>“ITI corridor visa pilot scheme” is proposed to be followed in order to facilitate visa for drivers performing carriage of goods along ITI</p>		
<p><b>IV. MOTOR VEHICLE THIRD PARTY LIABILITY INSURANCE SCHEME (MVTPL)</b></p>				
<ul style="list-style-type: none"> <li>The law on compulsory MVTPL insurance is planned to adopt only in 2019</li> </ul>	Kyrgyz	Adoption of the Law on MVTPL	2019	Article 22 and , Annex V of TTFA: <i>The Contracting Parties shall take steps necessary for the insurance of their motor vehicles to cover third party liability incurred in the course of transit traffic...</i>
<ul style="list-style-type: none"> <li>There are legislative requirements for compulsory MVTPL but they do not apply to foreign vehicles</li> </ul>	Pakistan Tajikistan	<p>More in-depth analysis is required on existing national legislation, needs and ways for improvement, assistance to the insurance business</p>		<p>Contracting parties shall use an interim MVTPL insurance scheme unless all the Contracting Parties accede to the International Green Card System....”</p>
<ul style="list-style-type: none"> <li>There are legislative requirements for compulsory MVTPL but the insurance market is not developed</li> </ul>	Afghanistan			
<ul style="list-style-type: none"> <li>Market of international freight transportation is not big enough for the recoupment of the White Card system</li> </ul>	Afghanistan Kyrgyz Tajikistan			

<ul style="list-style-type: none"> <li>Lack of payment mechanism of insurance payment by non-residents</li> </ul>	<p>Afghanistan Pakistan</p>			
<ul style="list-style-type: none"> <li>Great risks due to poor technical condition of vehicles</li> </ul>	<p>Afghanistan Kyrgyz Pakistan Tajikistan</p>			
<ul style="list-style-type: none"> <li>The amount of the deposit to participate in the ECO White Card system is too large</li> </ul>	<p>Afghanistan, Kyrgyz Pakistan Tajikistan ECO Secretariat</p>	<p>ECO Secretariat to organize a meeting of insurance companies of ITI countries</p>	<p>1<sup>st</sup> half 2020</p>	