
Translated from Russian

Information on implementation of the Almaty Programme of Action

Successful integration into the international economy and the establishment of the conditions necessary for our country's sustainable development are inextricably linked to an increase in trade volume.

For Kazakhstan, as a landlocked country, establishing effective transit systems and developing transport infrastructure are crucial to be competitive in international trade.

An extensive network of transit routes has been developed in Kazakhstan along three major axes:

- (1) The Russian Federation and Europe;
- (2) China, Japan and South-Eastern Asia;
- (3) Central Asia, the Transcaucasus, the Black Sea, the Persian Gulf and Turkey.

There are five established international transit corridors through the country along these axes: the northern, southern and central corridors of the Trans-Asian railway line (rail transport), the North-South corridor (rail and water transport) and Transport Corridor Europe Caucasus Asia (TRACECA) (rail, vehicle and water transport), as well as four international aviation corridors.

As part of the 2010-2014 transport infrastructure development programme, 61 infrastructure development projects are planned, with a total budget of more than 23 billion dollars.

During this period, there are plans to build 1,600 kilometers of new railway line, as well as to rebuild and renovate more than 20,000 kilometers of highways, upgrade airport infrastructure and develop the national merchant fleet and marine ports.

To diversify existing transit routes connecting Asia and Europe, a set of measures is being implemented to make Kazakh transit routes more direct and reduce shipping distances and times.

Major technical improvement projects and projects to increase international ground transit corridor capacity include the following:

Vehicular routes

There is a project to construct a 8,445-kilometre transcontinental road corridor linking Western Europe and Western China, including 2,787 kilometers within Kazakhstan (as well as 3,425 kilometres in China and 2,233 kilometres in the Russian Federation). In Kazakhstan, 2,452 kilometres will be rebuilt, with 1,391 kilometres of the rebuilt segment classified as a category I road and 1,061 kilometres classified as a category II road. The project will cost 5.5 billion dollars.

This road provides the shortest route from China to Europe. The completed project will result in road shipping times from China to Europe nearly 3.5 times shorter than shipping along sea routes (which takes from 10 to 45 days), and will also permit an increase in transit shipping flows by a factor of 1.5 (to 1.2 million tons) by 2015 from China to Central Asia and from China to Western Europe via the Russian Federation.

Rail transport

Since 2000, 1,176 kilometres of new railway track have been built, including the following:

In 2011, the construction of two railway lines was completed. One, running between Zhetygen and Korgas (293 kilometres long), provides a second crossing point with China and reduces shipping distances between China, Central Asia and the countries of the Persian Gulf by 500 kilometres. The second line runs between Uzen and the border of Turkmenistan (146 kilometres long) and results in a North-South transit corridor route that is shorter by 600 kilometres;

In 2012, construction was begun on two railway lines of great national importance: the Beyneu-Zhezkazgan line (construction period 2012-2016), 988 kilometres long, and Arkalyk-Shubarkol, 214 kilometres long. The Beyneu-Zhezkazgan line will provide a direct cargo route from Central Asia and Dostyk Station to Europe that is 1,200 kilometers shorter than those previously used.

Civil aviation

There are 20 airports operating in Kazakhstan, including 15 international airports. Of those, 10 of which meet the requirements of the International Civil Aviation Organization .

Construction of airport runways with artificial surfaces was completed in the cities of Kokshetau and Aktau in 2012.

Sea transport:

The Aktau seaport, a warm-water port located on the Caspian Sea at the crossroads of the TRACECA and North-South international corridors, is an important water transport infrastructure facility and Kazakhstan's only international commercial seaport.

The Aktau seaport is strategically located, both from a commercial standpoint and for purposes of oil prospecting, extraction and transport. It is the main point of access to Central Asia as well as a centre for the import, export and transport of a large number of goods. Twenty-five per cent of Caspian Sea cargo passes through the Aktau seaport.

A project to expand the Aktau port northward, by deepening it and constructing three dry storage terminals, including one for grain storage, is being carried out in stages.

Strategic investors and professional infrastructure facility managers have been brought in, including the major sea and logistics operator DP World (United Arab Emirates), which will carry out logistics chain coordination in the Khorgos-Eastern Gates Special Economic Zone and the Aktau seaport.

Through upgrades of existing equipment, adoption of new technologies and expansion of the Aktau port, the capacity of Kazakhstan's seaports will grow from 16.5 to 18.5 million tons.

In accordance with the transport and logistics system development strategy adopted by Kazakhstan in 2011, a system of logistics complexes located at strategic points in the transit system will serve as the primary transit network support hubs.

They are being planned for the Khorgos-Eastern Gates Special Economic Zone, the Aktau-Western Gates port, Almaty, Astana, Dostyk Station and other advantageous and attractive sites.

The Khorgos-Eastern Gates Special Economic Zone, an important project located on the border with China, will function as a dry port transport logistics complex. The total area of the Special Economic Zone will measure 6,000 hectares.

The Khorgos international border cooperation centre, where visitors may stay for 30 days without visa restrictions and conduct business transactions, is already operational.

To create a comprehensive infrastructure to service multimodal and mixed shipments, there are plans to establish 10 trade flow-oriented transport and logistics centres in Kazakhstan by 2015.

Work is under way to automate processing of transport documents using “electronic train” technology. This work will include monitoring of train movements; time studies of the oversight bodies and participants in the transport process; high-speed container shuttle trains; electronic goods declaration; provision of government services in a one-stop format; and implementation of the 5S principle.

An automated system will weigh cargo vehicles while they are in motion. This will make it possible to avoid numerous verifications and repeated weighings and will also increase the average vehicle speed along the nation's transport corridors. That will, in turn, make our ground travel routes more appealing.

Kazakhstan's advantageous geographical position will enable it to attract some 8 to 10 per cent of the relevant shipment flow and become a commercial, logistical and business hub in the region.

Transport control

The Ministry of Transport and Communications is focusing on reducing administrative barriers for all players in the transport services market.

The Act of the Republic of Kazakhstan on modifications and additions to some legal acts of the Republic of Kazakhstan to reduce required authorizations and streamline government monitoring and oversight functions was signed into law on 10 July 2012. It provides for a 30 per cent reduction in Ministry-issued authorizations and in its tasks.

Requests from domestic shippers for foreign authorizations will be processed electronically for maximum clarity and transparency in the distribution of such forms. This will also rule out the likelihood that unjustifiably high numbers of foreign authorizations will be issued and then sold at higher prices.

Amendments are being made to secondary laws to streamline administrative procedures.

As part of a reform to reduce administrative barriers and streamline and simplify government service provision, the Ministry plans to automate its services.

Automated government services will save time and lower transport costs through electronic submission of applications from home or office; ensure open and transparent government operations; and make decisions more effective. A public feedback mechanism will be established.

The Ministry has drafted a number of regulatory acts that cover the following:

- Removal of the requirement for foreign vehicles to be included on the travel registration card, in cases where the registering Government has a system that does not require permits for international shipments by vehicle;
- Removal of the requirement for an additional travel authorization to confirm permission to exit the Republic of Kazakhstan;
- The installation and servicing of tachographs by natural and legal persons

Thus, in order to achieve a unified approach to government services, 63 standards on Ministry-provided services were approved in the second half of 2012. To ensure compliance with these rules on government services and procedures for territorial administrative subunits, regulations for the relevant government services have been developed and approved.

In order to bring secondary regulations and acts into compliance with the Act to reduce authorizations and streamline oversight and monitoring functions of government bodies, six draft decisions of the Government of the Republic of Kazakhstan have been developed on the basis of Order of the Prime Minister of the Republic of Kazakhstan No. 167-r of 12 September 2012. They have been sent to the Office of the Prime Minister.

The draft decisions contain amendments designed to reduce administrative barriers, for example, eliminating authorization requirements and reclassifying certain activities from registered procedures to notification-only procedures.

Road transport

Draft decision of the Government of the Republic of Kazakhstan on modifications and additions to Government Decision No. 923 of 13 August 2011 on approval of the rules for a system of authorizations of international road shipments in the Republic of Kazakhstan lifts the requirement to include on the registration card trips made by foreign vehicles, where the registering Government does not require authorization of international road shipments.

Draft Government decision on modifications to Government Decision No. 1345 of 31 December 2008 on issues governing the passage of vehicles through the territory of the Republic of Kazakhstan eliminates the requirement for an additional travel authorization verifying permission to leave the Republic of Kazakhstan.

Draft Government decision on modifications and additions to Government Decision No. 493 of 11 May 2011 on approval of rules on organization of work and breaks for drivers, as well as tachograph use, reclassifies tachograph installation and servicing by natural and legal persons as a notification-only procedure, eliminating the requirement for preliminary examination of the condition of the service centre. A notarized copy of a repair services authorization for measuring devices is no longer required for issuance of the service centre card when tachograph repair work is carried out.

In addition, information has been posted on the Ministry website on a daily basis since 1 September 2012 on freight vehicles detained for violations of Kazakh transport laws, and on administrative proceedings initiated against drivers who violated the rules governing transportation of passengers and luggage by bus and taxi.

Water transport

Requirements for 10 of 18 authorizations have been eliminated.

Act No. 36-V of 10 July 2012 has eliminated authorization requirements for shipping hazardous shipments by sea and inland water transport (thereby eliminating the following three authorizations previously required: an accounting document confirming existence of a licence; a licence to ship hazardous cargo by sea; and a licence to ship hazardous cargo by inland water transport).

Draft Government Decision on modifications and additions to Government Decision No. 715 of 27 June 2011 on approval of rules for evaluating and licensing ship pilots to handle small vessels stipulates that:

- Courses to train small vessel pilots will require notification rather than registration;
- Rules requiring verification of pilots' practical skills in small-vessel operation will no longer be in effect;
- Timelines will be set for consideration of applications for evaluation and licensing of small-vessel pilots and for informing the individuals to be evaluated of their convocation to the exam.

Rail transport

The following measures were taken in 2012 to eliminate administrative barriers in the field of railway transport:

-Adoption of electronic unified International Carriage of Goods by Rail (CIM/SMGS) consignment notes for transit routes starting 1 January 2012, and for import routes starting 1 January 2013, will significantly reduce transport costs and shipment delivery times, improve service and increase the volume of international railway shipments;

-An automated contract and commercial management system and MultiRail will be adopted.

The automated contract and commercial management system will ensure transparent coordination of requests; exclude false or corrupt data; facilitate on-line tracking (coordination of requests, shipment plan design, freight movement during shipment); reduce time (request processing and account settlement); and provide clients with comprehensive information servicing.

MultiRail will be used to regulate the timing of the transfer process; streamline train movement schedules; and increase train speeds.

The one-stop format means that the shipper can go through consent procedures with the relevant government bodies and receive approval documents all at one site. This will reduce document processing time and expedite shipment loading, unloading and dispatch.

In addition, in order to streamline administrative barriers and enhance the business climate, Government Decision No. 1607 of 14 December 2012 on modifications and additions to Government Decision No. 845 of 5 September 1998 on improving the legal environment for the road system eliminates some consent requirements in the following cases:

- The transfer of explosives, radioactive materials and powerful toxic agents;
- Raising, lowering and laying railroad track;
- Building additional roads intersecting roads on the same level;
- Designing, rebuilding, repairing and eliminating railroad crossings;
- Deepening riverbeds and other bodies of water 2.5 kilometers upstream or downstream from bridges for amelioration work and other purposes;
- Designing, rebuilding and repairing locks, dams and other ameliorative and hydrotechnical facilities that overlap with roads or are located uphill from roads;
- Felling or planting vegetation on road easements;
- Taking measurements or surveying roads and road installations.

The Ministry of Transport and Communications
of the Republic of Kazakhstan
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