

Improving the Efficiency of Border Crossing Points in Uzbekistan

Gap Analysis Study Supported by IsDB and UNECE

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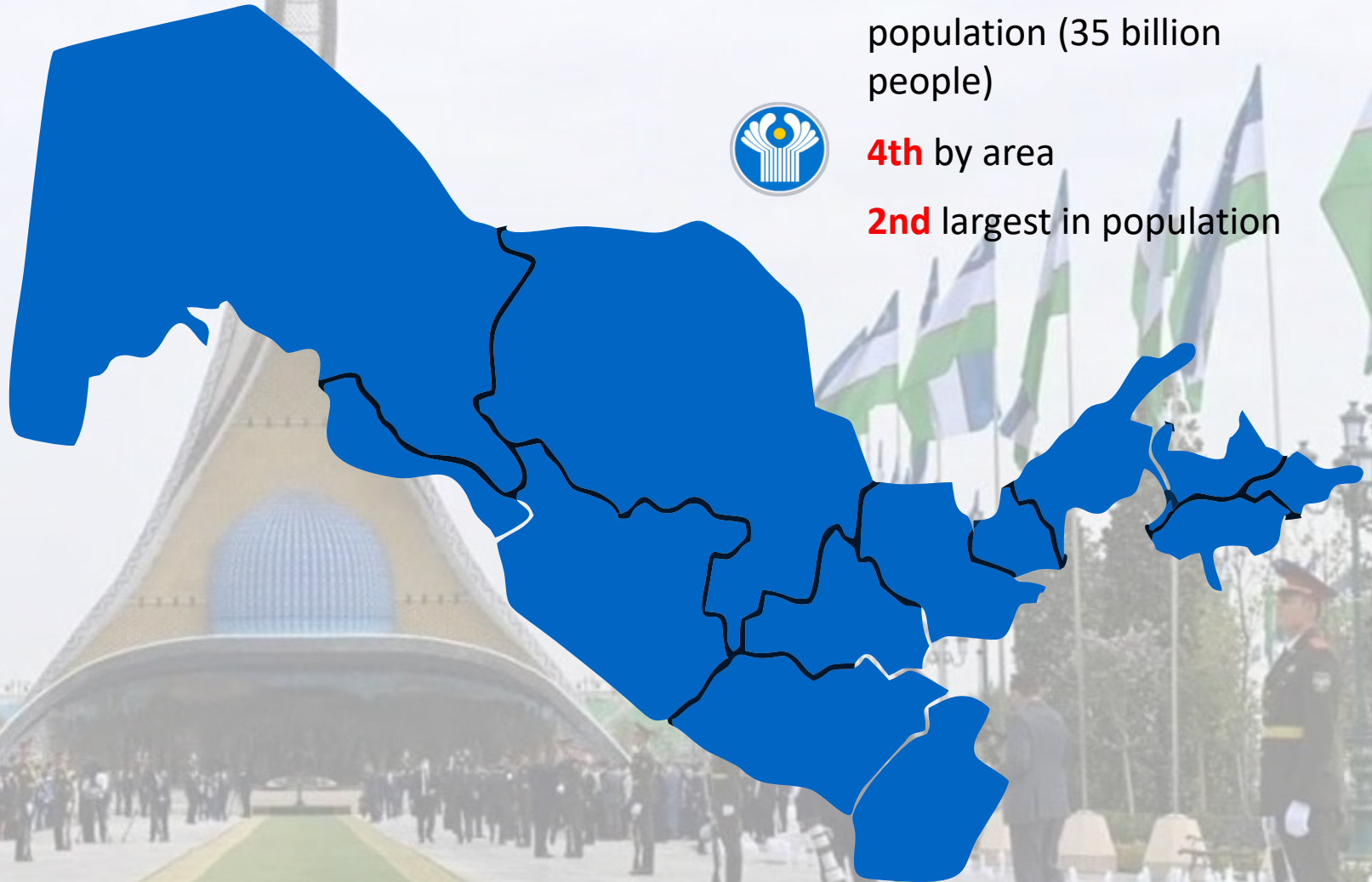
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Brief about Uzbekistan

The Republic of Uzbekistan is a "double locked" landlocked country (there are only two such countries in the world - the second is Liechtenstein) in Central Asia, with a total area of 447,400 square kilometers. It is the **56th largest** country in the world by area and **42nd largest** by population (**35,271,300 people, 2022 estimate**). Among the CIS countries, Uzbekistan is the **4th largest** in terms of area and the **2nd largest** in terms of population. Uzbekistan is surrounded by five landlocked countries: Kazakhstan to the north (border length 2320.8 km); Kyrgyzstan to the northeast (border length 1474.9 km); Tajikistan to the southeast (border length 1257.3 km); Afghanistan to the south (border length 156.0 km) and Turkmenistan to the southwest (border length 1857.9 km). The country has 32 border crossing points by road.



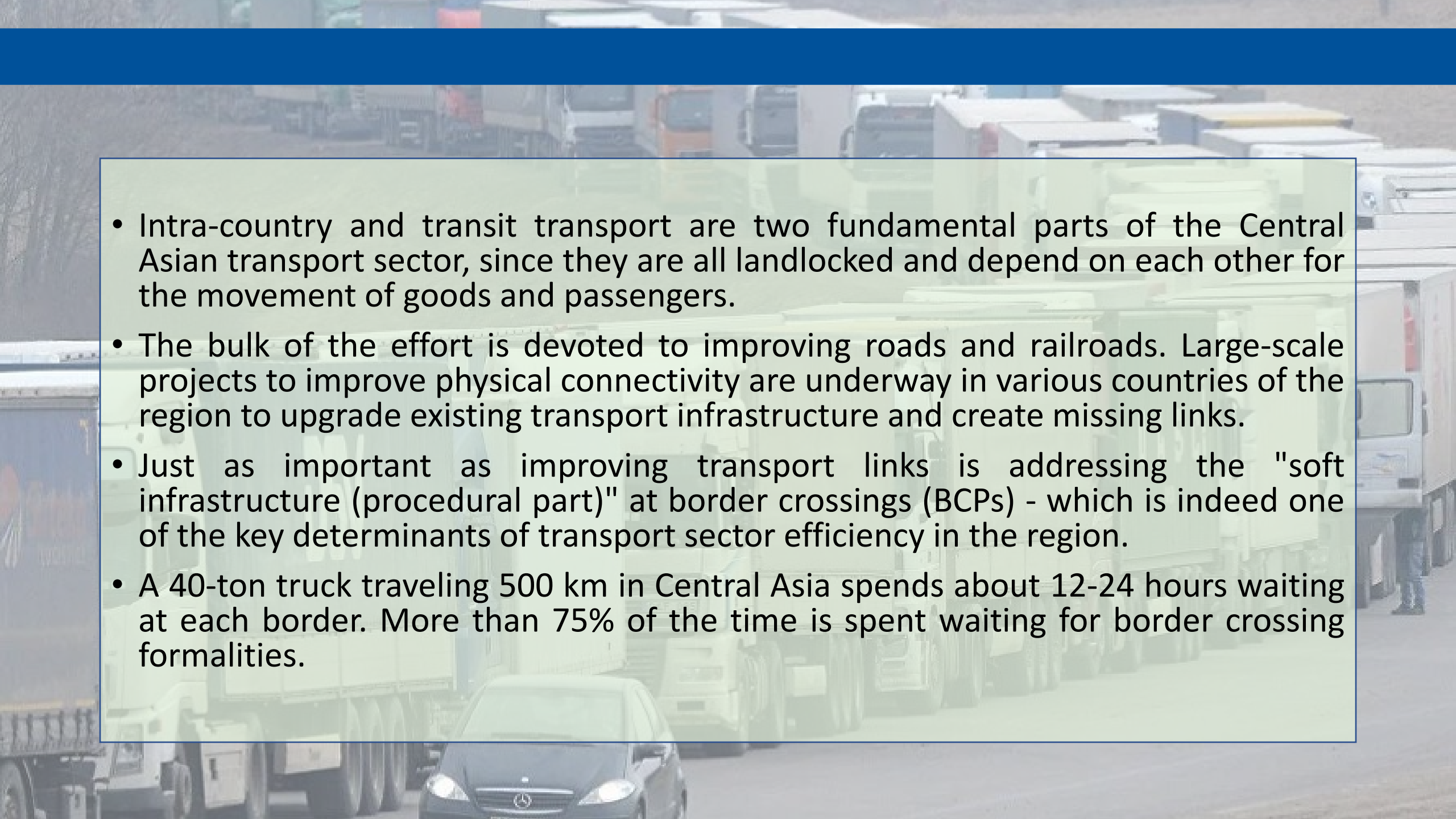
56th by area

42nd in terms of population (35 billion people)

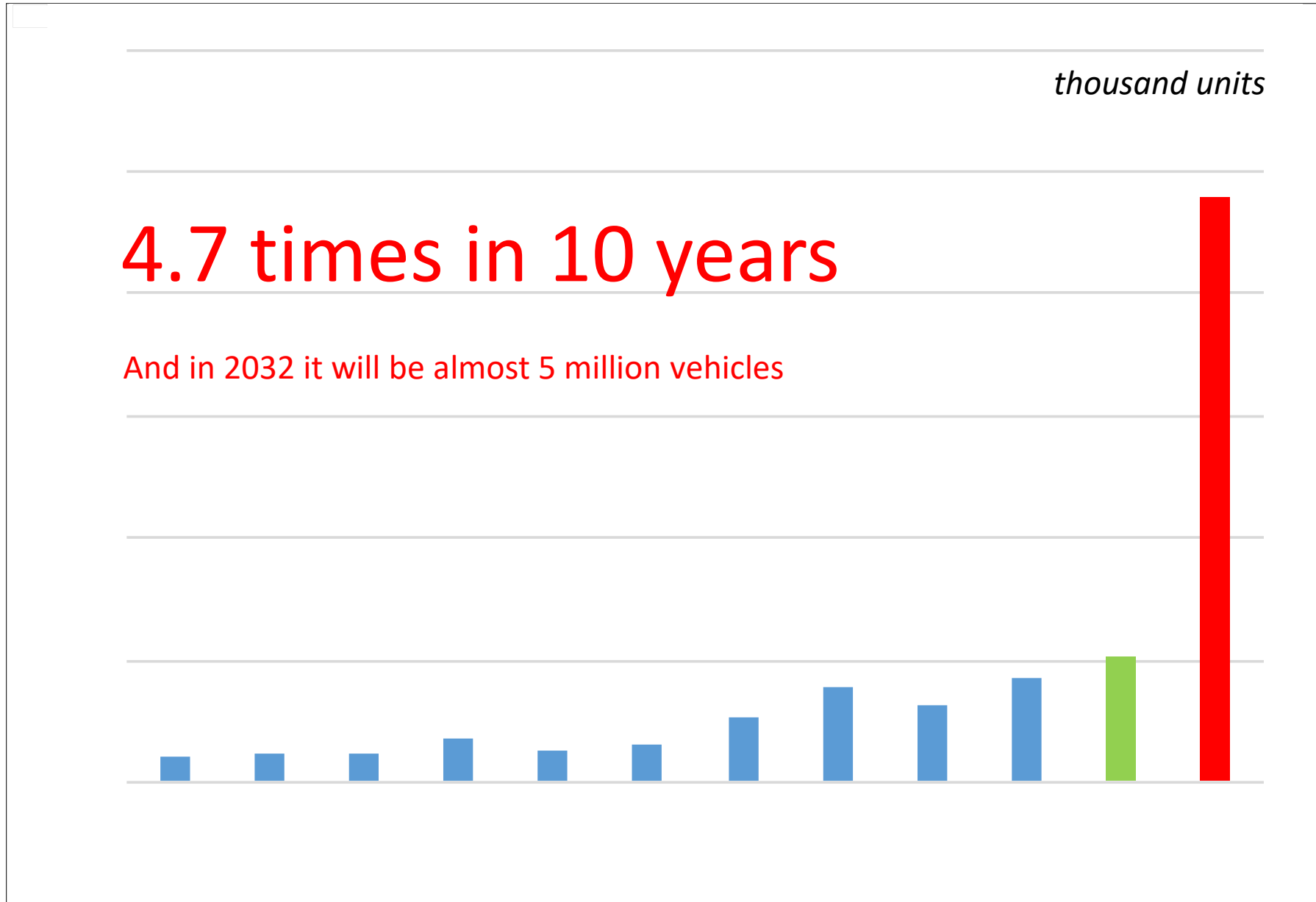


4th by area

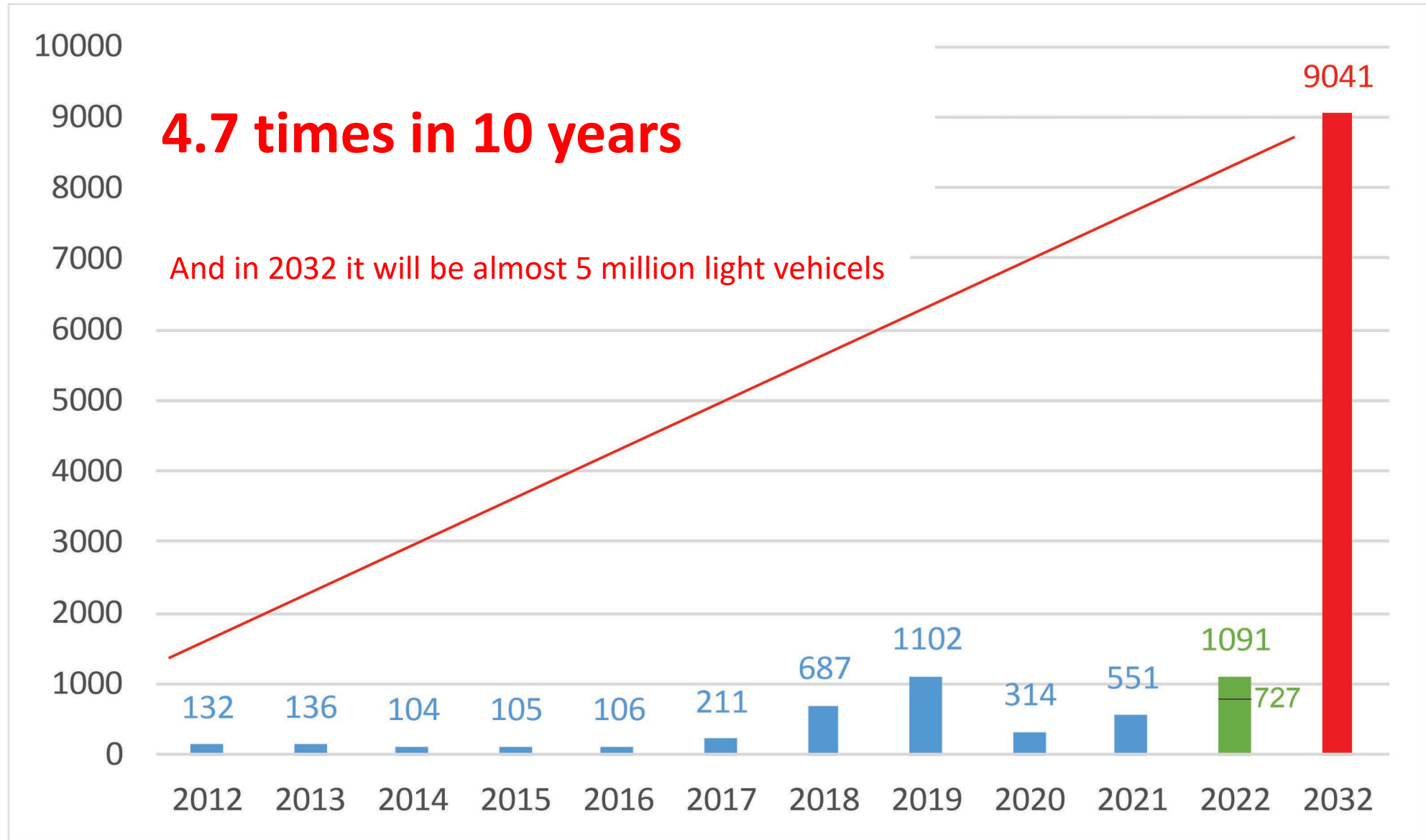
2nd largest in population

- 
- A photograph showing a long line of trucks and a car at a border crossing. The trucks are mostly white and are parked in a line, waiting. A dark-colored car is in the foreground, also in the line. The background shows a hazy, outdoor setting with some trees and a building in the distance.
- Intra-country and transit transport are two fundamental parts of the Central Asian transport sector, since they are all landlocked and depend on each other for the movement of goods and passengers.
 - The bulk of the effort is devoted to improving roads and railroads. Large-scale projects to improve physical connectivity are underway in various countries of the region to upgrade existing transport infrastructure and create missing links.
 - Just as important as improving transport links is addressing the "soft infrastructure (procedural part)" at border crossings (BCPs) - which is indeed one of the key determinants of transport sector efficiency in the region.
 - A 40-ton truck traveling 500 km in Central Asia spends about 12-24 hours waiting at each border. More than 75% of the time is spent waiting for border crossing formalities.

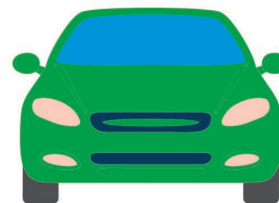
Trucks Cross-border Movement



Cars Cross-border movements



Management of Cross-border Checking points



4.7 times
and will be almost
5 million units in 2032



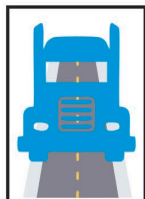
8.2 times
and will be more than
9 mil. units in 2032

The load on the BCP will increase by a factor of 6

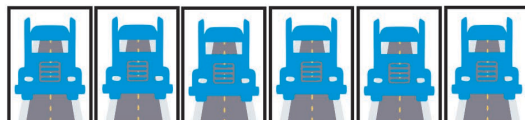
что теоретически должно привести к:



6 times increase of employs



6 times increase of control lines









increase of inspection equipment

EXPENSES

Or it is necessary to increase the efficiency of BCPs by a factor of 6

Gap Analysis: Identification of Vulnerable Areas using UNECE indicators

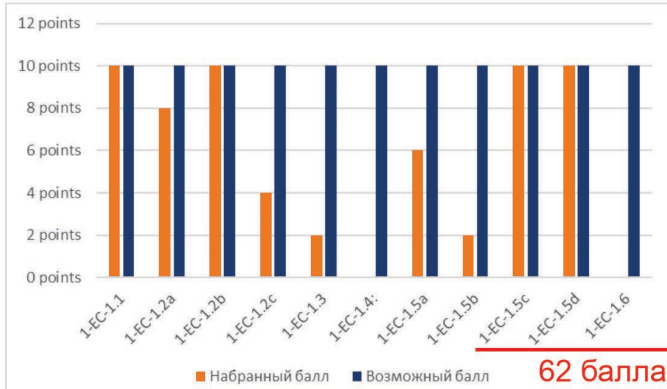
Our Methodology consists in using **6 groups** of UNECE transport sustainability indicators relating to road transport.

	Efficiency
	Time required at the border
	Cost
	Infrastructure
	Operations
	E-solutions

Identification of vulnerable areas



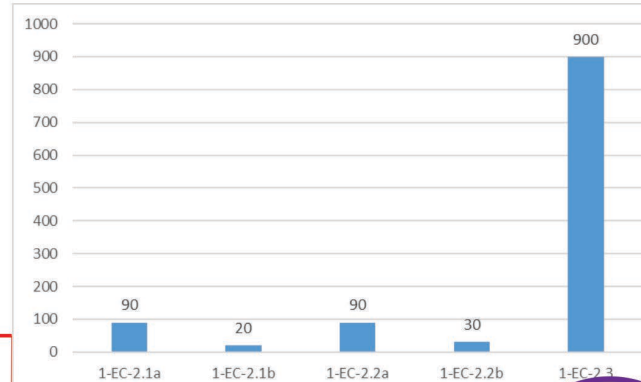
Efficiency



62 балла
из 110 баллов



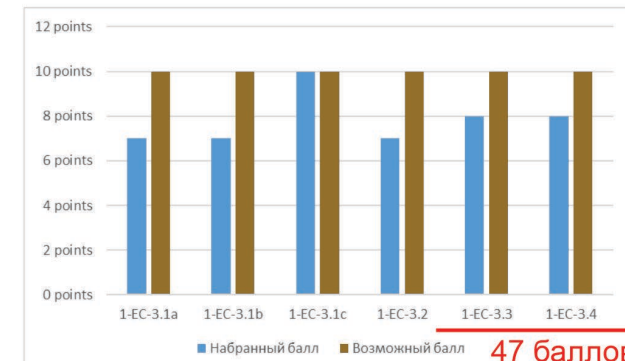
Time required at the border



66,6%
220 баллов
из 330



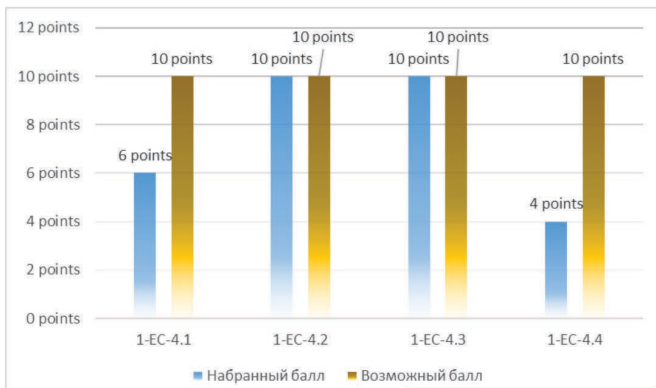
Cost



47 баллов
из 60 баллов



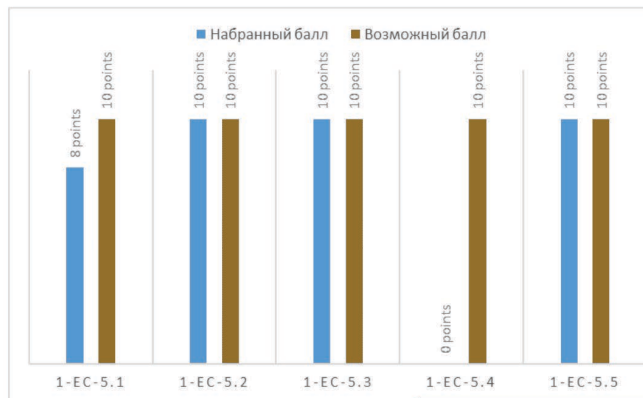
Infrastructure



30 баллов
из 40 баллов



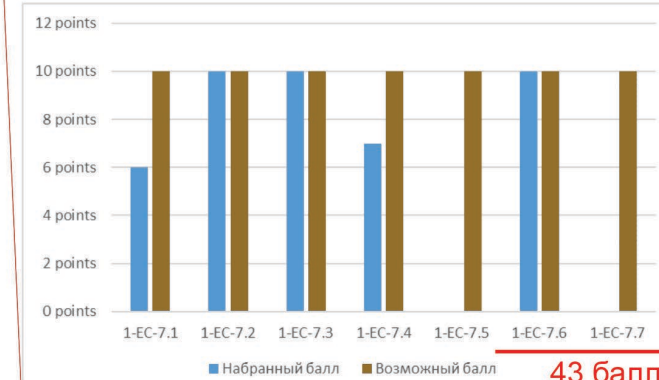
Operations



38 баллов
из 50 баллов



E-solutions



43 баллов
из 70 баллов

Potential Areas of Intervention

ПРОЦЕДУРА И ЦИФРОВЫЕ РЕШЕНИЯ (МЯГКИЙ КОМПОНЕНТ)



Проект 1: Предварительное декларирование - ускорение торговли
Комп. вед: ГТК, Органы серт-ии, частный сектор
Стоимость: **50 000 долл. США**



Проект 2: Единое окно на границе - «перевозчик/государство»
Комп. вед: ГТК, ПВ СГБ, Карант., Вет., Сан-эпид и др.
Стоимость: **300 000 долл. США**



Проект 3: Риск-ориентированный контроль на границе
Комп. вед: ГТК, ПВ СГБ, Карант., Вет., Сан-эпид, частный сектор и др.
Стоимость: **150 000 долл. США**



Проект 4: Гормонизация ППГ
Комп. вед: ГТК, ПВ СГБ
Стоимость: **0**



Проект 5: Приложение для международных перевозчиков
Комп. вед: Минтранс, ГТК, МСАТ, АСМАП, частный сектор и др.
Стоимость: **500 000 долл. США**



Проект 6: Carnet ATA - упрощение временного ввоза
Комп. вед: ТПП, ГТК, частный сектор
Стоимость: **1 000 000 долл. США**



Проект 7: Международное страхование перевозчиков
Комп. вед: Минфин, Минтранс, частный сектор
Стоимость: **500 000 долл. США**

ИНФРАСТРУКТУРА И ТЕХНИЧЕСКОЕ ОСНАЩЕНИЕ (ЖЕСТКИЙ КОМПОНЕНТ)



Проект 8: Модернизация «Даут-ата»
Комп. вед: ...
Стоимость: ...



Проект 9: ... «Ойбек»
Комп. вед: ...
Стоимость: ...



Проект 10: ... «Алат»
Комп. вед: ...
Стоимость: ...



Проект 11: Доступные парковки
Комп. вед: ГТК, Минтранс, частный сектор
Стоимость: **3 000 000 долл. США**



Проект 12: Техническое оборудование
Комп. вед: ГТК, Минтранс
Стоимость: **27 200 000 долл. США**



Проект 13: Ускоренные линии на границе
Комп. вед: Все контролирующие органы на границе, частный сектор
Стоимость: **0**

**14 projects worth
over \$60 million. U.S.**

Regional Approach to address gaps

However, given the direct connectivity of border crossing points, which need to work synchronously, it is necessary to combine efforts in this direction. In this regard, it is proposed to create a regional project to improve the efficiency of border crossing points in Central Asia and possibly in other regions.





Thank you for your attention!