

CONCEPT

improving the efficiency of the main border crossing points
of the Republic of Uzbekistan



Analysis of the current situation and selection of the main BCPs



**Identification of vulnerable areas and assessment
of the need for investment**



**Preparation of projects to modernize and efficiency
improvement projects**



Expected results



Islamic financing



IsDB 
البنك الإسلامي للتنمية
Islamic Development Bank



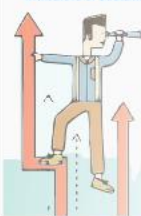
Analysis of the current situation and selection of the main BCPs

INTRODUCTION:

According to UNECE estimates, in 2020-2022, a 40-ton truck moving cargo in Central Asia spends about **12-24 hours** waiting at each border. More than **65%** of the time is spent waiting for border crossing formalities.

Poor physical infrastructure contributes to the delays, outdated information and communication technology, complicated control and clearance procedures, limited logistics capacity at many BCPs.

Indicators of sustainable connectivity of domestic transport



The Framework uses 38 UNECE Sustainable Inland Transport Connectivity Indicators (SITCIN) – covering road transport. The aim of the indicators is to develop a tool to measure the degree of connectivity of transport networks both within a country and on a bilateral/sub-regional basis, as well as on a soft and hard infrastructure level.



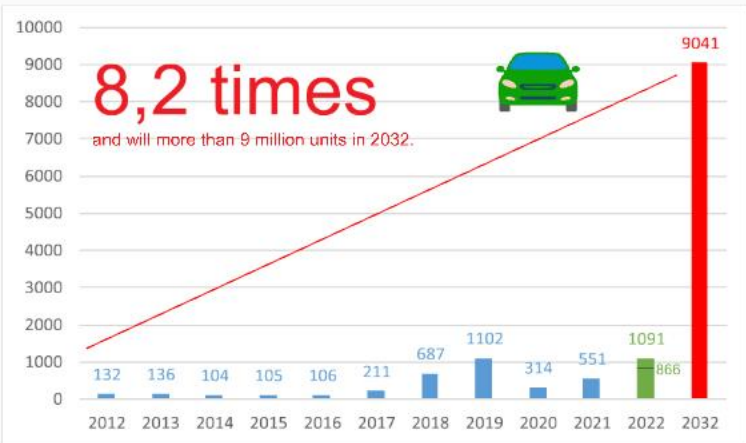
The indicators are divided into:

- Efficiency** (7 indicators)
- Time required to cross the border** (2 indicators)
- Cost** (1 indicator)
- Infrastructure** (4 indicators)
- Operations** (3 indicators)
- Information and communication technology** (2 indicators)

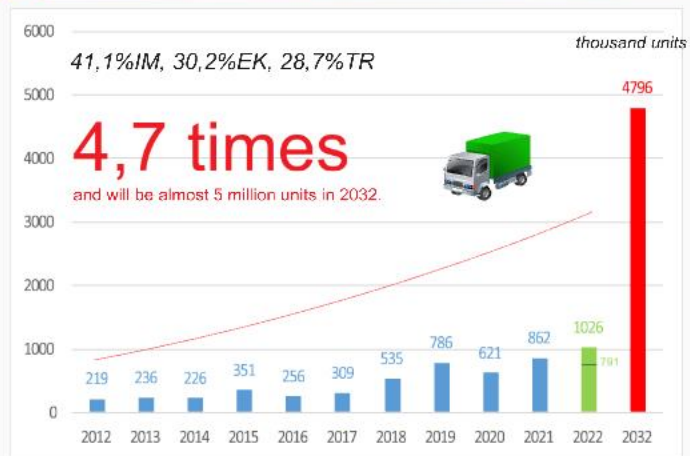
Выбор основных и дополнительных ППГ



Analysis of the current situation and selection of the main BCPs



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4,7 times
and will be almost 5 million units in 2032.

8,2 times
and will more than 9 million units in 2032.

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

which theoretically should lead to:

- increase in personnel **6 times**
as of today
In 32-PPG-1,487 employees → almost 9000 employees
- increase in control lanes today on 32-BCPs: **125 lanes** → almost 750 control lines
- increase technical equipment

EXPENSES

OR
it is necessary to increase efficiency of the BCP by a factor of 6

Indicators of sustainable connectivity of domestic transport









The Framework uses 38 UNECE Sustainable Inland Transport Connectivity Indicators (SITCIN) covering road transport. The aim of the indicators is to develop a tool to measure the degree of connectivity of transport networks both within a country and on a bilateral/sub-regional basis, as well as on a soft and hard infrastructure level.



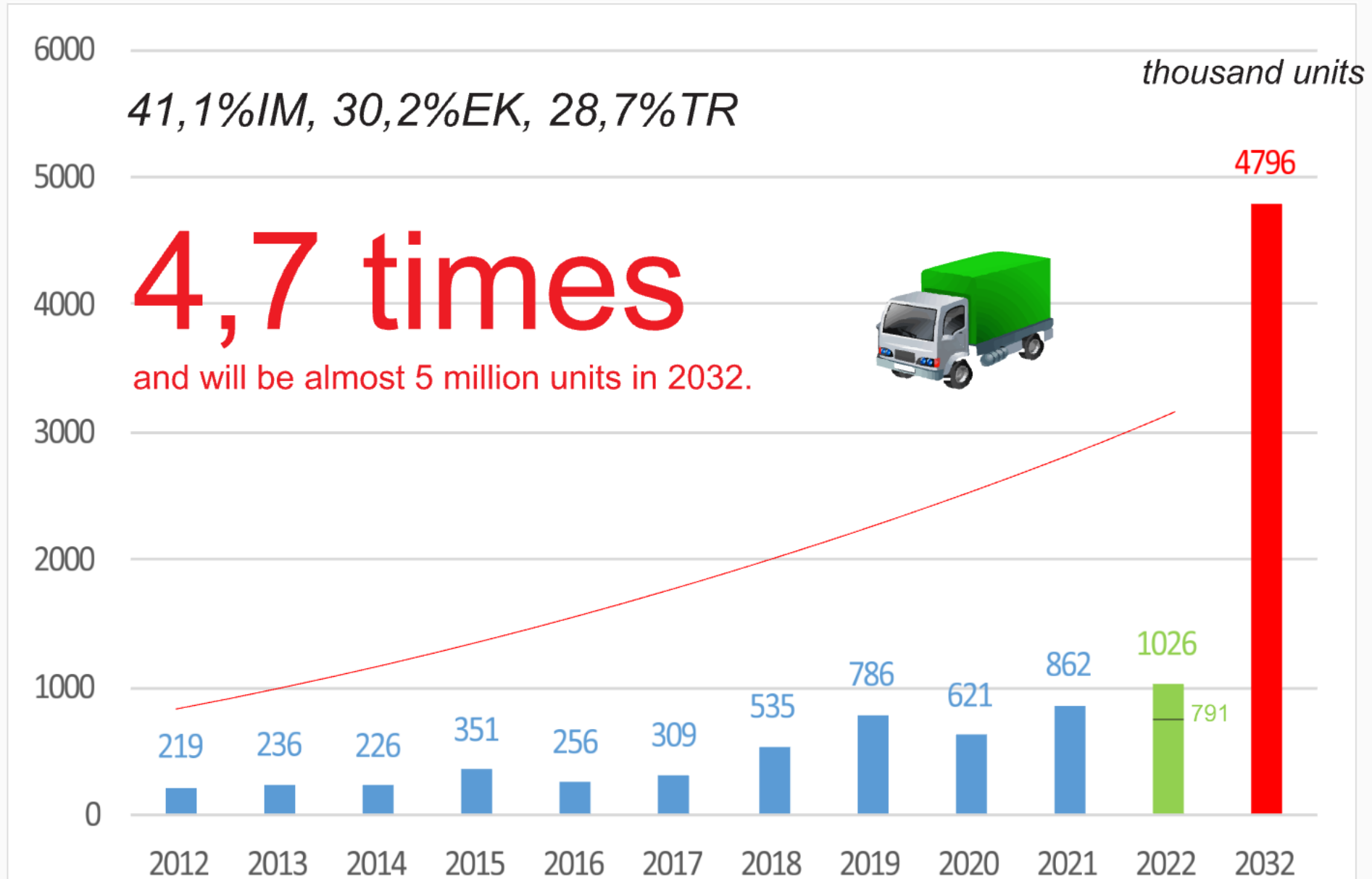
UNECE

The indicators are divided into:

	Efficiency <i>(11 indicators)</i>
	Time required to cross the border <i>(5 indicators)</i>
	Cost <i>(6 indicators)</i>
	Infrastructure <i>(4 indicators)</i>
	Operations <i>(5 indicators)</i>
	Information and communication technology <i>(7 indicators)</i>

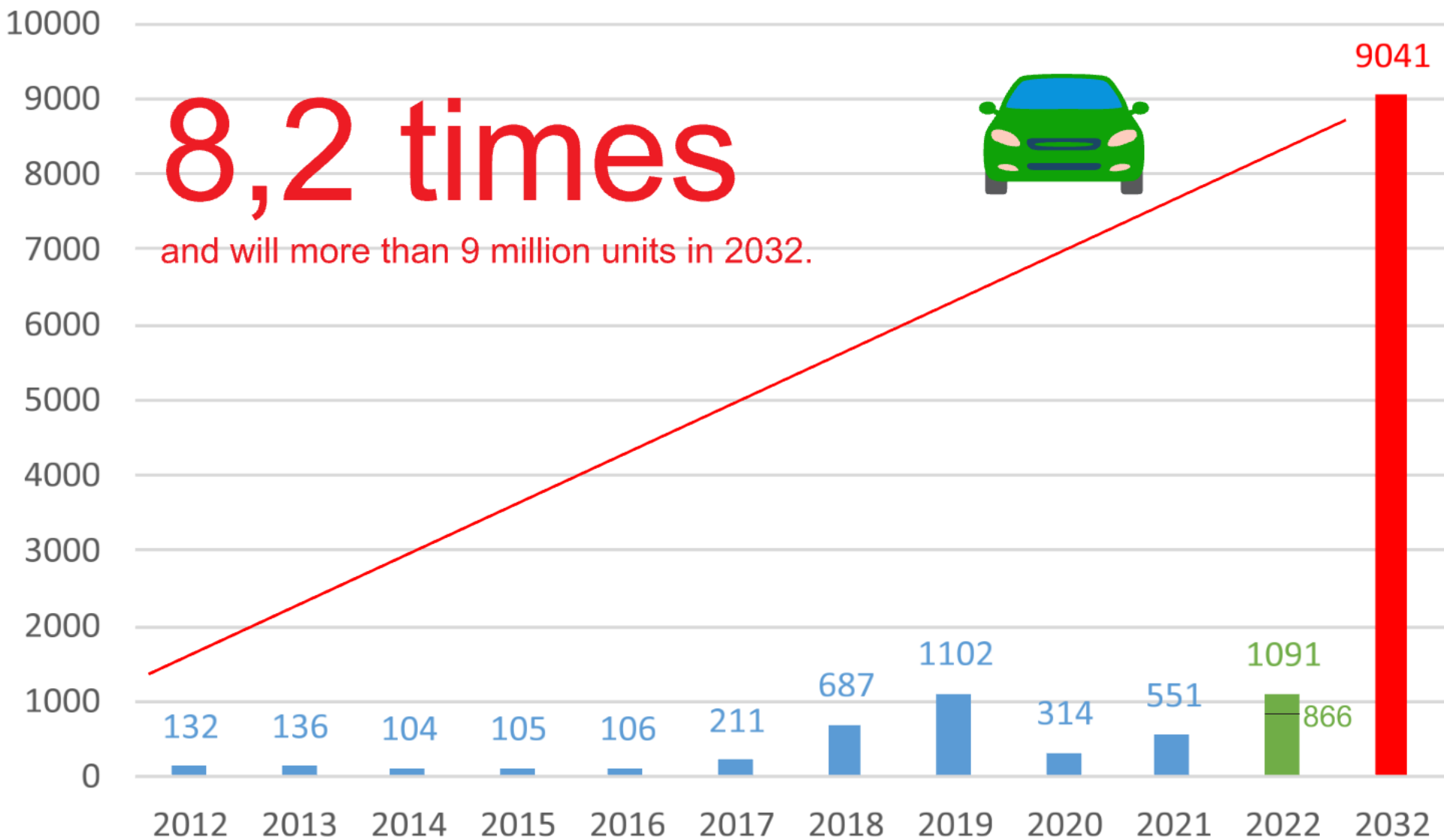


Analysis of the current situation and selection of the main BCPs



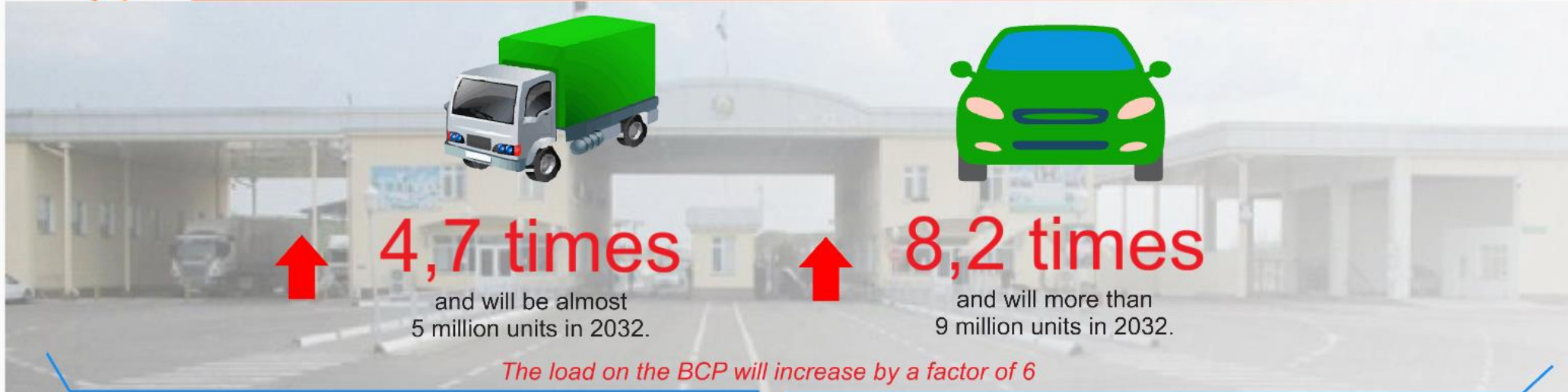


Analysis of the current situation and selection of the main BCPs





Analysis of the current situation and selection of the main BCPs



which theoretically should lead to:



increase in personnel
6 times

as of today
In 32-PPG: **1,487 employees**



almost **9000 employees**



increase in control lanes
today on 32-BCPs:
125 lanes.



almost **750 control lines**



increase
technical
equipment

EXPENSES

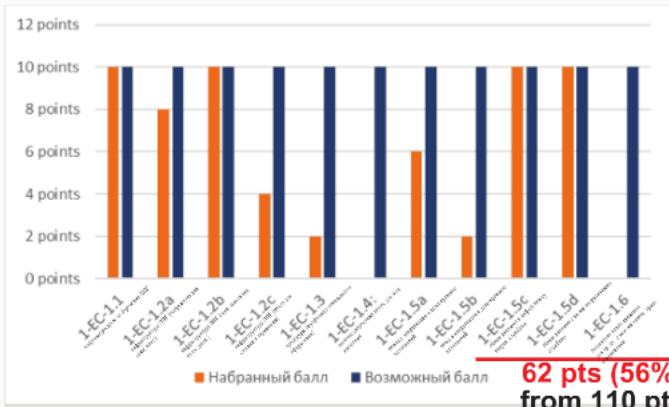
OR
**it is necessary to increase
efficiency of the BCP
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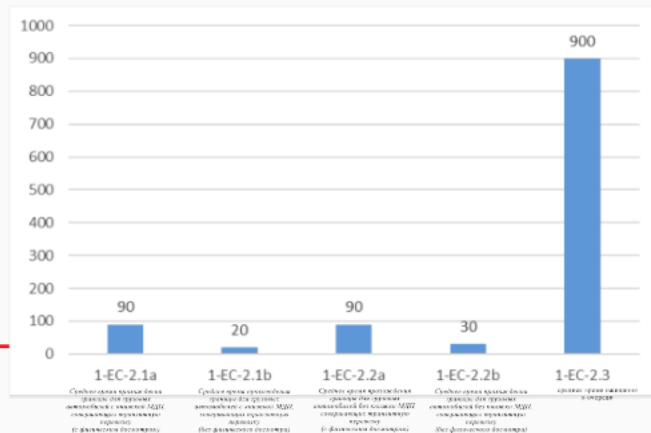
Identification of vulnerable areas and assessment of the need for investment

Efficiency (11 INDICATORS)

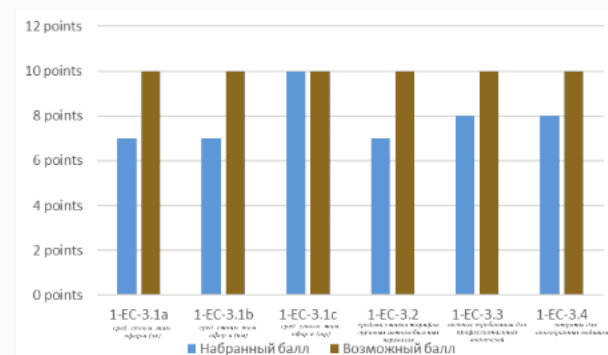


62 pts (56%)
from 110 pts

Time at the border (5 INDICATORS)

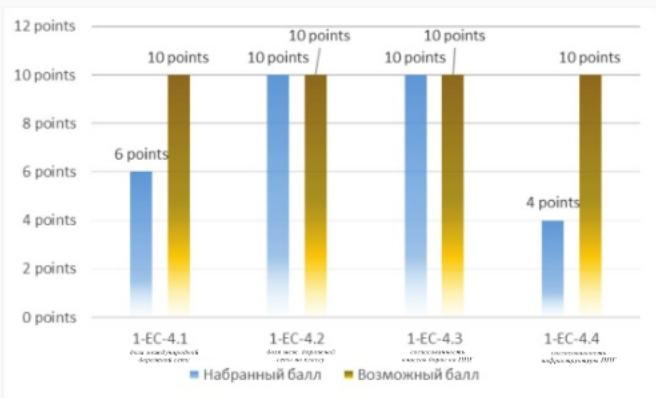


Cost (6 INDICATORS)



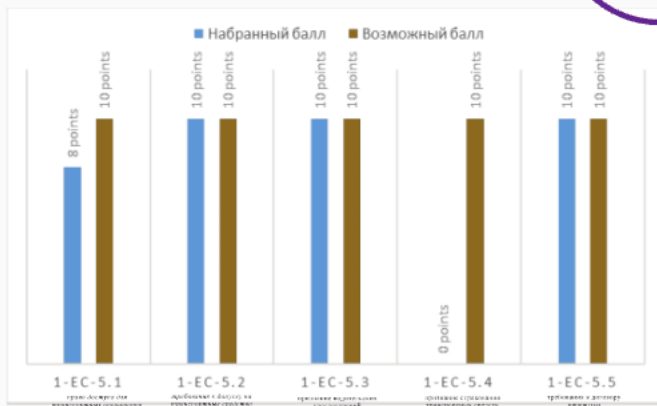
47 pts (78%)
from 60 pts

Infrastructure (4 INDICATORS)



30 pts (75%)
from 40 pts

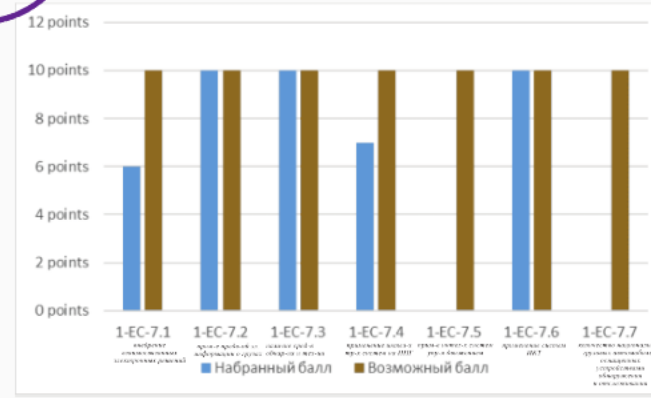
Operations (5 INDICATORS)



38 pts (76%)
from 50 pts

66,6%
220 pts
from 330

ICT (7 INDICATORS)



43 pts (61%)
from 70 pts



Identification of vulnerable areas and assessment of the need for investment



Weak performance :

1-EC-1.2c	There are no proper parking areas and terminals open for international freight traffic. There are basic level (paid) parking lots	+4 балла
1-EC-1.3	All control procedures are carried out at the BCP, there is an RMS	+2 балла
1-EC-1.4	There are no fast lanes for express lanes, live lanes, EEO, TIR, ATA, etc.	0 баллов
1-EC-1.5a	Delegation of authority between border agencies	+6 баллов
1-EC-4.4	Consistency of BCP infrastructure	+4 балла
1-EC-5.4	Recognition of international insurance	0 баллов
1-EC-7.1	Degree of implementation of electronic solutions (Single Window, eTIR, eSMR, etc.)	+6 баллов
1-EC-7.5	No intelligent traffic control systems at BCPs	0 баллов
1-EC-7.7	Number of national trucks equipped with tracking systems	0 баллов



Preparation of projects to modernize and efficiency improvement projects

PROCEDURE AND DIGITAL SOLUTIONS (SOFT COMPONENT)



Project 1: Pre-declaration - speeding up trade
Agencies: Customs, Certifying Agencies, private sector
Cost: **50 000 USD**



Project 2: Single window at the border - «carrier/state»
Agencies: Customs, Border, Carant, Vet, Sanitary Epidemiological Service, etc.
Cost: **300 000 USD**



Project 3: Risk-based border control
Agencies: Customs, Border, Carant, Vet, SE-Service, etc.
Cost: **150 000 USD**



Project 4: Application for international carriers
Agencies: Customs, IRU, ASMAP, Ministry of Finance, private sector, etc.
Cost: **500 000 USD**



Project 5: Carnet ATA, CPD - facilitation of temporary importation
Agencies: CCI, Customs, private sector
Cost: **1 000 000 USD**

INFRASTRUCTURE AND TECHNICAL EQUIPMENT (HARD COMPONENT)



Project 6: Modernization of «Daut-Ata» BCPs
Agencies: Customs, private sector
Cost: **12 000 000 USD**



Project 7: Modernization of «Oybek» BCPs
Agencies: Customs, private sector
Cost: **6 500 000 USD**



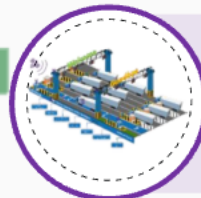
Project 8: Modernization of «Oybek» BCPs
Agencies: Customs, private sector
Cost: **6 500 000 USD**



Project 9: Доступные парковки
Agencies: Customs, Min. of transport private sector
Cost: **3 000 000 USD**



Project 10: Technical equipment
Agencies: ГТК, Минтранс
Cost: **27 200 000 USD**



Project 11: eBCP
Agencies: All border control agencies, private sector
Cost: **3 000 000 USD**





Expected results

Entrepreneur

- ✓ expansion production possibilities
- ✓ reduction of procedure
- ✓ reduction costs
- ✓ transparency procedures
- ✓ aspirations for good conscience



improve
the effectiveness of BCPs
10 times



30 ths.
units per day



Checkout
in 10 minutes



Reduction
procedures



Optimizing
costs

Investor



- ✓ stable income
- ✓ security savings
- ✓ accelerating trade
- ✓ promotion credibility
- ✓ performance assets

Government



increase
revenue



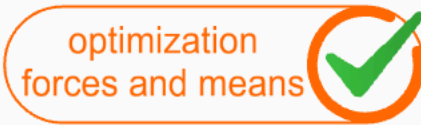
reduction
budget expenditures



help
business



improvement
quality of services



optimization
forces and means



transparency
and openness



reduction
bureaucracy



reduction
corruption

