Tacis

TRACECA - Improvement of Road Transport Services, Central Asia

Final Report

Volume 1

December 1997

TRACECA, Improvements of road services in central Asia
CONTENTS

TRACECA - IMPROVEMENT OF ROAD TRANSPORT SERVICES, CENTRAL ASIA

EXECUTIVE SUMMARIES

A1. THE COMMERCIAL TRUCK FLEET IN CENTRAL ASIA

The base information needed to conduct the analysis presented in this Chapter, is not 'in the public domain' in Central Asia and has hence proved extremely difficult to identify and collect in a consistent fashion.

The majority of trucks are still owned and operated by state organisations. These are both hire and reward enterprises (the Transport Ministries) and own account enterprises (other Ministries).

As a result, in each Republic, the Government was unwilling to release the relevant data on the grounds of violating State Security. This meant that, a protracted and time-consuming exercise was necessary to secure release of the information.

When that information was made available, it became clear that the quality and quantity of data varied between the republics. However, sufficient information has been obtained to allow analysis to be carried out, complemented where necessary by extrapolation from available data. The base data obtained from each Republic is described in the next section and analysis of the data across Central Asia in the following section.

A2 COMMERCIAL CARRIERS MARKET SEGMENTATION

The purpose of this document is to analyse the demand and supply for commercial vehicles within Central Asia and analyse how this can be adapted to increase market segmentation.

For this purpose the first part of the document summarises the macro-economic situation within the five Republics giving evidence to support the micro-economic nature of the trucking industry.

A3 THE FUTURE EVOLUTION OF THE COMMERCIAL VEHICLE FLEET

The market for commercial vehicles in the Central Asian Republics will inevitably undergo changes over the next 10 years. This paper attempts to broadly predict some of those changes.

The predictions are limited in scope and sophistication due to the lack of reliable data in all sectors and all Republics.

B1 THE RETAILING OF VEHICLES AND SPARE PARTS IN CENTRAL ASIA

Information has been collected regarding vehicle dealers for CIS manufactured trucks and spare parts in 4 of the 5 Republics (the exception being Turkmenistan).

Major studies were commissioned from the NIIAT Institute in Almaty for Kazakstan and the TADI Institute in Tashkent for Uzbekistan. Information was gathered in Kyrgystan by the Bishkek Technical University and in Tajikistan by the Ministry of Transport.

B2 VEHICLE SERVICING

Vehicle servicing in the Central Asian republics follows the rigid system laid down everywhere within the Former Soviet Union.

There are 3 levels of servicing laid down within the Republics:

- Technical Maintenance TO-1
- Technical Maintenance TO-2
- Capital Repair

Technical Maintenance TO-1 is a formal vehicle check carried out every 6000 km and is normally carried out on-site.

Technical Maintenance TO-2 is a full service carried out every 12,000 km. The three main manufacturers have differing networks of those service centres. For instance, in Kazakstan, Kamaz have 19 such servicing facilities, Gaz 18 and Zil only one. All of these are attached to vehicle dealerships. The Kamaz and Zil centres are under collective ownership, the Gaz outlets are under a mixture of collective and private ownership.

Capital repairs are undertaken on a vehicle every 350,000 kms. Under this service, all major running parts are replaced with reconditioned parts. These major services are carried out at specialist centres independent of the major manufacturers.

This formal system of capital repair explains how fleets in Central Asia have such old age profiles, providing the services are carried out as and when scheduled. Certainly, the purchasing patterns identified in Chapter A3 suggest that in the short and medium term at least the age profile of CIS manufactured fleets in Central Asia will become significantly older.

As in any country in the world a proportion of truck servicing is carried out by informal means by unlisted organisations. The study has not attempted to quantify this sector of the market.

B3 GAZAVTOSERVICE STUDY OF CUSTOMS PROCEDURES FOR IMPORTING VEHICLES SPARE PARTS INTO KAZAKSTAN

C COMMERCIAL SERVICES IN CENTRAL ASIA

In the Progress report submitted in July 1996, a report was included summarising our investigations into "Commercial services" in Central Asia and including our recommendations in that area. This brief report updates our views on the subject with our increased experience in Central Asia.

The first section of the Chapter contains the report into the services and the final section updates that repot.

D1 A BUSINESS BLUEPRINT FOR PROVISION OF VEHICLE SUPPORT SERVICES IN CENTRAL ASIA

This blueprint was developed form work completed during 1996. The report covers the process that needs to be followed to ensure that a locally operated dealership for trucks supplied from European manufacturers can be set up and operated successfully.

The blueprint was completed with inputs from truck manufacturers, potential local dealers and local officials. The use of this blueprint will aid European manufacturers to bridge the gap between the expectations of the two parties involved, the manufacturer and the potential dealer.

There will of course be the need for flexibility in negotiations because of the many variables involved with each dealership for example: the required level of capital investment; and the manufacturers desire for a own make only dealership.

The experience gained during the completion of this project has shown its value by the interest shown in it by major European truck manufacturers. The is a need for a method of reducing the time spent in setting up dealerships because of the cost of manufacturer's own staff being tied down in what can be a lengthy start up process. This blueprint should give the reader a better idea of where to direct effort so as to improve the process of establishing truck dealerships in Central Asia.

D2. A BLUEPRINT FOR ACCESS TO THE PROFESSION OF ROAD FREIGHT TRANSPORT IN CENTRAL ASIA

This blue print has been developed from a Business Pilot carried out in Tashkent, Uzbekistan during the summer of 1996.

The Business Pilot represented the first successful implementation of the Blueprint and has resulted in a full Access to the Profession regime for Uzbekistan - the first in Central Asia.

A major reason for the success of the pilot was the fact that the authorities in Uzbekistan were aware of the importance of such a project and gave the scheme its strong and overt support.

The first and most critical stage in any implementation of this Blueprint must be to gain this recognition at the highest Government level. In Uzbekistan, a decree was issued declaring that any operator in Uzbekistan wishing to obtain a licence to work internationally had to be the holder of the recognised access qualification,

Unless this level of support is given to provide the course with its context, the implementation will fail.

The Blueprint only deals with access qualifications for international transportation as the legal framework to allow the imposition of a domestic regulatory framework will not be in place till beyond 2000 in some Republics.

However, the Blueprint tries as far as possible to also lay the foundation for domestic access to the profession so that the two schemes are comparable as in Europe.

The Business Pilot concentrated on the TADI Institute in Tashkent as the training provider for the Access course. A total of 20 students were put through the inaugural course - representatives from the Transport Ministry, Operators, Transport Association and the TADI Institute as well as observers from Kazakstan who had also attended the ASMAP course in Moscow and were able to give us a comparison.

Unsurprisingly, there is a desire in Uzbekistan to immediately have a competitive situation with regard to the training provision. In the long term this is a desirable trend but it has been resisted within the pilot and any initial implementation. It is considered that, as the Central Asian Republics are commencing their Access regimes from scratch it would be better to concentrate on the initial development of a single provider in each Republic, allow that provider to settle down and produce measurable quality against which competitors can be judged and then allow competition, especially geographically as the Republics move towards full national regulations.

D3. A BUSINESS BLUEPRINT FOR ROAD FREIGHT OPERATORS IN CENTRAL ASIA

This Blueprint has been developed as a result of the Business Pilot carried out in Almaty during Summer 1996.

The selection process to find the Central Asian partner is an important one. In the Pilot, it involved the formal and informal interview of a number of enterprises in Almaty. Since the privatisation programme began in Kazakstan there are a number of Joint-stock transport operators, some of whom appear to be active in both International and domestic transport.

However, these operators still carry the burden of the pre-privatised enterprises in terms of equipment, people, overheads and, most importantly, management style and outlook.

It is considered necessary to strike a fine balance between experience and a newer entrepreneurial approach. With this in mind, the Pilot selected an enterprise called Bayan-Aul which was a trading house in the process of diversifying into Hire & Reward transport. This diversification has started as a development from the use of their own vehicles to support their general trading activity.

This is a trend which was followed by many large European manufacturers and traders during the period 1960-1985 as a number of third party operators grew from such roots. Probably the most obvious example of this was Unilever establishing a third party operator, SPD which became the market leader in distribution in the UK.

The Bayan-Aul organisation proved to be a willing and open organisation displaying the flexibility and flair necessary to act successfully as a partner in such a Pilot. The enterprise was introduced to a large number of western companies and have presented their credentials to them via the marketing programme detailed below. Companies introduced include Sealand, Whestship, Procter & Gamble, Tiller Spedition and Chevron.

The Business Pilot very soon reached a point where further progress became difficult, a point at which the partner, now re-branded as BA Logistics and given a western style image, became very frustrated. All of the potential commercial deals involved BA being able to display:

- a western image
- the capability to provide the service to acceptable levels
- the equipment to carry out the distribution.

Whilst the Pilot was able to provide the first two, providing the third was more of a problem, we were able to supply assistance with the procedures for gaining private funding but sources were not found during the period of technical assistance with Bayan-Aul.

In overall terms, the Blueprint has been shown to be successful in assisting a Central Asian transport operator to systematically examine their market and compile their service offering to match that..

E1 BACKGROUND TO LICENSING AND TECHNICAL STANDARDS

The project has been carried out with three main themes running in parallel:

1. Technical Assistance to provide western management standards in selected Central Asian companies
2. Assistance to make commercial contacts with potential western customers
3. Examination of the regulatory situation in Central Asia and provision of Technical Assistance to address Licensing and Technical Standards.

Items 1 and 2 are covered in the Business Pilot projects described in Section D and are manifest in the three Business Blueprints.

This Chapter deals with Item 3 and describes in detail the work carried out with regard to Licensing and Technical Standards.

E2 A REGULATORY COMPLIANCE SCHEDULE FOR CENTRAL ASIA

Each individual regulation has to be supported by either the legal framework or the State concerned or through international conventions. In order for an operator to carry out transportation in Europe, compliance to the international regulations must be immediate. However, concerning domestic Regulations, the rate of compliance will depend on the rate of establishment of the legal process in each Republic.

The remainder of this document examines the individual regulation set as discussed and outlines the schedules for domestic and international compliance. In some cases, there is a need for major work outside of the regulatory arena, prior to the imposition of Regulations. These are noted below.

It must be stressed that the schedule is only a draft one at this stage as it has not finally been agreed by all the parties.

E3 REPORT BY NIIAT ON THE ASMAP ACCESS TO THE PROFESSION COURSE MOSCOW - JULY 1996

E4 THE CENTRAL ASIAN ROAD FREIGHT OPERATORS MANUAL

This Annex contains a copy of the Operations Manual produced for Road Freight Operators running their trucks internationally.

It has been at the State Seminars as a reference document, but its greatest value is in its use by Operators who have been through an Access to the Profession course.

In due course each of the Republics will also require a similar simple reference manual which relates to transport regulations within the Republic.

F1 OVERALL REPORT OF THE PROJECT

This section comments in general terms about the progress made during the project in each of its sections.

G COOPERATION WITH OTHER PROJECTS

There has been co-operation between the project and a number of related projects both within and outside of the TRACECA programme. This annex gives a brief description of the main co-operations with:

- Scott Wilson Kirkpatrick
- WS Atkins
- USAID Truck Privatisation
- Carana Corporation
- West East

Each of these are discussed in turn.

VOLUME ONE

SECTION A

CHAPTER A1

THE COMMERCIAL TRUCK FLEET IN CENTRAL ASIA

THE COMMERCIAL TRUCK FLEET IN CENTRAL ASIA

CONTENTS

1 Introduction

The base information needed to conduct the analysis presented in this Chapter, is not 'in the public domain' in Central Asia and has hence proved extremely difficult to identify and collect in a consistent fashion.

The majority of trucks are still owned and operated by state organisations. These are both hire and reward enterprises (the Transport Ministries) and own account enterprises (other Ministries).

As a result, in each Republic, the government was unwilling to release the relevant data on the grounds of violating State Security. This meant that, at best, a protracted and time-consuming exercise was necessary to secure release of the information.

When that information was made available, it became clear that the quantity and quality of data varied between the republics. However, sufficient information has been obtained to allow analysis to be carried out, complemented where necessary by extrapolation from available data. The base data obtained from each Republic is described in the next section and analysis of the data across Central Asia in the following section.

2 Base Data

The level of data obtained varied from Republic to Republic. Each is now described in turn.

2.1 Kazakstan

Unsurprisingly, given its relatively advanced stage of privatisation, the most detailed information came from Kazakstan. The information obtained includes:

- Trucks by owner status by oblast (1994)
- Hire & Reward trucks by owner status by oblast (1994)
- Trucks by manufacturer (FSU only) and model (1992)
- Trucks by carrying capacity (1992)
- Licences issued for freight transport (1995, 9 months)
- Carrying capacity by model (1992)
- Truck body type by oblast (1994)
- Age profile of truck fleet (1994)
- Ton/kilometres travelled (1994)
- Truck utilisation (1994)
- Trucks by fuel type (1994)
- Truck costs (1994)
- Transport enterprises (1995)

The year to which the data applies is shown in parentheses.

Not all the data has been analysed but all the base data is shown in Appendix A1-1.

2.2 Kyrgyzstan

Information has been provided from Kyrgyzstan concerning :

2.2.1 TABLE 1a to 1h

Information given by Government / local authority department
- Number of businesses with vehicles
- Number of businesses having trucks
- Number of trucks, by government department
- Total carrying capacity (mT)
- Open trucks, number
- Open trucks, capacity
- Tipper trucks, number
- Tipper trucks, capacity
- Vans, number
- Vans, capacity
- Tankers, number
- Tankers, capacity
- Refrigerators, number
- Refrigerators, capacity
- Tractor units, number
- Tractor units, capacity

TABLE 2

Information given by Government / local authority department
- Engine fuel type, number of vehicles (petrol, diesel, LPG, CNG, diesel & CNG)
- Semi-trailers (for tractor units) number
- Buses, number
- Buses, capacity
- Light vehicles, number
- Special vehicles, numbers
- Pick-up trucks, number

TABLE 3

Information given by Government / local authority department
- Number of vehicles by carrying capacity

TABLE 4

Information given by Government / local authority department
- Number of truck by Region/Oblast

TABLE 7

Information given by Government / local authority department
- Bus, capacity
- Bus, total run (km)
- Bus, Passengers transported
- Bus, passenger turnover
- Bus, engine fuel types (petrol, diesel, LPG, CNG, diesel & CNG)
- Bus maintenance incomes ('000 soms)
- Bus maintenance costs ('000 soms)

TABLE 8

Information given by Government / local authority department

Office cars and Taxis information
Special vehicles information

TABLE 9
Information by Oblast, City, and Region.
As Table 1

TABLE 10
Information by Oblast, City, and Region.
Tractor units, number
Tractor units, carry capacity
Tractor units, engine fuel type (petrol, diesel, LPG, CNG, Diesel & CNG)
Semi-trailer for tractor units, number
Auto-trailers, number
Buses, number
Buses, carrying capacity
Passenger carrying cars, number
Special vehicles, number

TABLE 11
Information by Oblast, City, and Region.
Transported cargo, '000 mT
Carrying capacity Total, '000 mT Km
Carrying capacity ('000 mT km) by engine fuel type
Mileage total, ('000 km)
Mileage total, ('000 km) by engine fuel type

TABLE 12
Information by Oblast, City, and Region.
Bus, capacity
Bus, total run (km)
Bus, Passengers transported
Bus, passenger turnover
Bus, engine fuel types (petrol, diesel, LPG, CNG, diesel & CNG)
Bus maintenance incomes ('000 soms)
Bus maintenance costs ('000 soms)

TABLE 13
Information by Oblast, City, and Region.
Cars & Special vehicles, Total mileage
Cars & Special vehicles, Mileage by engine type (petrol, LPG, diesel)

TABLE 14
Information by Oblast, City, and Region.
Cars, total
Cars, urban areas
Cars, rural areas
Trucks, total
Trucks, urban areas
Trucks, rural areas

TABLE 15
Total country information
Passenger transport, Incomes
Cargo transport, Incomes
Passenger transport, numbers of passengers moved
Cargo transport, volume moved
Passenger transport, turnover ('000 passenger km)

Capacity of vehicles ('000 mT per km)

A full list of the data for Kyrgyzstan is shown in Appendix A2-2.

2.3 Tajikistan

The following information has been obtained from Tajikistan:

- Number of vehicles
- Registered owners of vehicles
- Number of trucks by type
- Age profile of all vehicles.

The data supplied is shown in Appendix A1-3.

It should be noted that the data supplied includes buses and cars in addition to trucks so may distort the age profiles etc.

The information used in this analysis is supplemented by interviews carried out in Dushanbe with the Minister and Deputy Minister of Transport for Tajikistan.

2.4 Turkmenistan

The information released by Turkmenistan has been relatively limited and contains :

- Total number of trucks registered
- Number of operable trucks
- Trucks by body type
- Trucks by fuel type
- Number of trailers
- Trucks of foreign manufacture
- Age profile of fleet

All figures for Turkmenistan relate to the position at the end of 1995.

There was no geographic breakdown of the information for Turkmenistan so there are no details on the distribution of the truck fleet within the Oblasts. The data relating to Turkmenistan is contained in Appendix A1-4

2.5 Uzbekistan

Information by Country & Oblast

Table1	Utilisation %
	Average distance travelled
Table 2	Total costs
	Driver's salaries and wages
	Oil-fuel maintenance costs
Table 3	Cargo transported ('000mT)
	Capacity (mln mT/km)
Table 4	Capacity (mT) by furl type
	(Petrol, diesel, LPG, CNG, Diesel or CNG)
Table 5	Total run mT & km
	Run of trailers
	Capacity (mln mT/km)
Table 6	Businesses according to number of vehicles
Table 7	Availability of vehicles in private companies

The data relating to Uzbekistan is contained in Appendix A1-5.

3 Analysis of the Central Asian Truck Fleet

3.1 Number of Vehicles

The truck fleet of Central Asia is estimated in this study to be just under 677,000. Table A1-1 shows the breakdown of the fleet by Republic.

Table A1-1 Number of Trucks registered in each Republic

	No. of Trucks Registered	Hire & Reward	Own Account
Kazakstan	325789	102042	223747
Kyrgyzstan	38983	25618	13365
Tajikistan	45145	22606	22539
Turkmenistan	65841	20622	45219
Uzbekistan	170318	53346	116972
TOTAL	646076	224234	421842

Note: Figures for Kazakstan, Kyrgyzstan and Uzbekistan relate to 1994. Figures for Turkmenistan and Tajikistan relate to 1995.

3.2 Operable Trucks

The vehicle fleet inherited from the Soviet era is not in good condition, especially when compared with the accepted standards of European trucks. A combination of the poor build standards of trucks and the poor road quality mean that the payload on trucks in Central Asia is very low.

The 646,076 registered trucks have a combined carrying capacity of 3,172,000 tonnes or, 4.91 tonnes on average. This situation is made worse by the low proportion of the fleet that is operational. The fleet is relatively old by European standards and this, combined with the erratic supply of increasingly expensive spares and falling revenues, means that only a fraction of the fleet is fully operational.

Information from Kazakstan suggests that in 1982, the proportion of the fleet that was in operable condition was 82% whilst by 1994, that proportion had dropped to 74%. This figure is corroborated by data from Turkmenistan which shows 77% of the fleet operable in 1995.

Information from Tajikistan shows a far worse situation with only 15% of trucks reported to be in an operable condition.

These figures are applied to the fleets listed above and the results shown in Table A1-2.

Table A1-2 The Operable Fleet in Central Asia

	Registered Trucks	Registered Capacity (mill mT)	Operable Trucks	Actual (mill mT) Capacity
Kazakstan	325789	1.614	241084	1.193
Kyrgyzstan	38983	0.196	28847	0.144
Tajikistan	45145	0.222	6771	0.033
Turkmenistan	65841	0.311	50698	0.238
Uzbekistan	170318	0.831	126035	0.619
TOTALS	646076	3.174	453675	2.23

3.3 The Age Profile of the Fleet

Reliable data on the age of the fleet was only available from Kazakstan and Turkmenistan. The data provided by Tajikistan included buses and cars and it was impossible to reliably extract truck data, this is shown in Table A1-3.

Table A1-3 The Age Profile of the Truck Fleet - Kazakstan and Turkmenistan

Age of Truck	Kazakstan (%)	Turkmenistan (%)	Average (%)
0 - 3.0 years	17.3	13.2	15.3
3.1 - 8.0 years	46.8	37.4	42.1
8.1 - 10.0 years	16.4	17.8	17.1
10.1 - 13.0 years	10.0	16.0	13.0
Over 13 years	9.5	15.6	12.6

Reference to the table shows that there is a very high proportion (43%) of vehicle older than 8 years whilst vehicles in Europe generally have a working life of 7 years or less.

The age profile of the fleet is going to deteriorate markedly over the next 5 years and beyond as current purchasing trends increase the age profile (see Chapter A3). This in turn will adversely affect the operable level of the fleet and will result in continuing erosion of the carrying capacity of the fleets.

3.4 The Model Type Profile

Reliable information concerning the composition of the fleet was obtained from Kazakstan, Kyrgyzstan and Turkmenistan. This is summarised in Table A1-4 and extrapolated to Tajikistan and Uzbekistan to give a view for Central Asia as a whole.

Table A1-4 The composition of the Central Asia Fleet

	Total Trucks	Flatbeds	Tippers	Boxvans	Tankers	Refrig-erated	Tractor Units
Kazakstan	325,789	97,737	136,273	35,837	35,387	3,258	19,547
Kyrgyzstan	38,983	16,373	13,644	3,119	3,898	390	1,949
Tajikistan	45,145	20,171	14,971	4,422	3,488	349	1,744
Turkmenistan	65,841	30,436	19,318	5,257	7,217	539	3,079
Uzbekistan	170,318	51,095	69,830	18,735	18,735	1,703	10,219
TOTAL	646,076	21,581 33%	254,390 39%	66,920 10%	68,275 11%	6,239 1%	36,538 6%

Note: Figures for Tajikistan for the supply 'other' category (5,581 trucks) have been split amongst 'tankers', 'refrigerated' and 'tractor units' following the Kyrgyz pattern. Figures for Uzbekistan have been extrapolated from the Kazak pattern.

Table A1-4 shows a type profile heavily skewed to flatbeds and tippers (72%). This profile differs considerably from that found in Europe. Table A1-5 compares the national fleet profile for the UK as an example.

Table A1-5 A Comparison of Fleet Profiles

	Total Trucks	Flatbeds	Tippers	Boxvans	Tankers	Refrig-erated	Tractor Units
Central Asia	646,076	21,581 33%	254,036 39%	66,920 10%	68,275 11%	6,239 1%	36,538 6%
United Kingdom	418,000	46,300 11%	54,600 13%	116,900 28%	7,200 2%	11,300 3%	107,400 26%

The data for the United Kingdom includes 75,000 'other' truck types not included in the Central Asian figures. These include refuse disposal trucks, concrete mixers and skip loaders.

The Central Asian fleet profile is not, in the main, suitable for transporting goods to European standards. Limited use may be made of the flatbed fleet for some industrial goods with suitable standard of 'sheets and ropes'.

However, it must be noted that such methods offer little protection against theft or the elements and are used very little for consumer goods transportation in Europe. Concern for such protection in Europe is shown by the relatively high proportion of Boxvans (28% compared to 10% in Europe).

The tipper fleet can only be of use for bulk transportation and their relatively low payloads render even that use un-economic in most cases. Visits to the Republics confirm the use of tippers for the transportation of many packaged goods, a practice which would not be condoned by western customers.

A big difference between the profiles is the number of tractor units. Central Asia only has 6% of its fleet articulated whilst in the UK, 26% of the fleet are tractor units. This allows for much greater flexibility of operation and hence a much more cost-effective operation.

3.5 Carrying Capacity

Another important aspect of cost-effectiveness is carrying capacity. As discussed above, the average carrying capacity for trucks in Central Asia is as low as 5 tonnes. The reason for this can be seen by examining the capacity profile for Kazakstan as shown in Table A1-6.

Table A1-6 The Truck Capacity Profile of the Kazakstan Fleet

Vehicle capacity (mT)	<1.5	1.5 -5	5.1-10	10.1-15	15>
Group %	7.1	48.2	32.6	10.8	1.4
Vehicle capacity (mT)	<1.5	1.5 -5	5.1-10	10.1-15	15>
Cumulative %	7.1	55.3	87.9	98.6	100

Reference to Table A1-6 shows that more than 50% of the trucks have capacities of less than 5 tonnes and nearly 90% less than 10 tonnes. Once again, this works against commercial effectiveness for an operation.

3.6 Truck Utilisation

Figures relating to cargo transported by road are extremely unreliable and inconsistent. Table A1-7 shows volumes moved by road in 1994 in Kazakstan, Turkmenistan and Uzbekistan.

Table A1-7 Volumes Moved by Road in 1994

Republic	Cargo moved (million tonnes)
Kazakstan	839
Turkmenistan	214
Uzbekistan	568
Kyrgyzstan	100
Tajikistan	24
TOTAL	1745

Tonnage's for Kyrgyzstan and Tajikistan were pro-rated from the figures for Kazakstan according to operable vehicle fleet.

If these figures are correct, it means that the operable fleet of 453,675 trucks has to carry, on average, 3,844 tonnes/year or 12 tonnes/day. If the whole registered fleet were operable then the tonnage per vehicle would reduce to 2,602 tonnes/year or 8 tonnes/day.

It can be seen therefore that a penalty of having such a large proportion of the fleet out of commission is that the existing trucks have to work 50% harder. This, of course, is a vicious circle as that additional pressure on the remaining fleet will lead to its accelerated depreciation.

3.7 Trucks of Foreign Manufacture

It has not been possible to obtain full, reliable information concerning the fleet of foreign trucks in each Republic. Information is not generally held centrally by the Republics and a full survey in each Republic would have proved prohibitive. Interviews with European manufacturers reveal that even they have no effective way of knowing the number of their trucks in each Republic.

We have obtained, from the NIIAT Institute, a list of foreign trucks in Kazakstan and this is shown in Table A1-8 below.

Table A1-8 The foreign truck fleet of Kazakstan 1996

Truck Manufacturer	Country of Origin	No. of Trucks	% Foreign Truck Fleet
Avia	Czech Republic	469	41.69
IFA	Germany	77	6.84
Skoda	Czech Republic	224	19.91
MAN	Germany	40	3.56
Mercedes	Germany	112	9.96
Volvo	Sweden	65	5.78
Tatra	Czech Republic	66	5.87
SAA	Sweden	8	0.71
Khanvtiar	South Korea	1	0.09
Magirus	Germany	8	0.71
Alka	Czech Republic	1	0.09
Sungary	Hungary	9	0.80
DAF	Netherlands	4	0.36
Renault	France	7	0.62
Daimler	Germany	3	0.27
Star	Czech Republic	2	0.18
Liaz-100	Czech Republic	1	0.09
Scania	Sweden	8	0.71
Iveco	Italy	20	1.78
Total for Kazakstan		1125	100.00

It has not been possible to corroborate this information from other sources.

It may be seen that the non-CIS truck fleet is dominated by trucks from the Czech Republic with almost 70% of the total (Avia 42% and Skoda 20%). Trucks from EU countries represent only around 30%, with German trucks dominating with a total of 21% (Mercedes 10%).

In overall terms, however, the current foreign manufactured truck fleet is extremely small at 1,125 compared to the CIS manufactured fleet of 325,789. Its economic performance will be more important than that and foreign trucks will have to play an increasingly important role in Central Asian road transport during the next decade and beyond as discussed in Chapter A3.

ANNEXES

ANNEX A1-1
KAZAKSTAN DATA

Table 1 All Vehicles
Availability of Transport Vehicles according to type of ownership

	State Ownership	Mixed Ownership	Private Ownership	Total
Republic Kazakstan	171627	57862	96300	325789
of which				
Akmola	14519	739	2150	17408
Aktubinsk	7048	5144	3649	15841
Almaty Region	8922	3656	7138	19716
Almaty City	7469	4514	3426	15409
Atyrau	4589	1855	2575	9019
East Kazakstan	6060	6196	7272	19528
Jambyl	8954	3232	5170	17356
Zhezkazgan	2771	3197	1358	7326
West Kazakstan	3543	3791	1400	8734
Karaganda	14837	3903	2973	21713
Kzyl-Orda	7418	1649	847	9914
Kokchetav	16270	1974	4297	22541
Kustanai	9753	6472	13876	30101
Leninsk Town	275	49	100	424
Mangistau	2756	1814	1052	5622
Pavlodar	17145	571	2622	20338
North Kazakstan	5522	4106	7976	17604
Semipalatinsk	4865	2689	7961	15515
Taldy-Korgan	7068	398	2602	10068
Turgai	3514	1857	5846	11217
South Kazakstan	18329	56	12010	30395
Total	**171627**	**57862**	**96300**	**325789**

Table 1 Analysis
Analysis of Ownership Pattern by Region

	State Ownershp	Mixed Ownershp	Private Ownership	Total
	%	%	%	
	52.7	17.8	29.6	100.0
Akmola	83.4	4.2	12.4	100.0
Aktubinsk	44.5	32.5	23.0	100.0
Almaty Region	45.3	18.5	36.2	100.0
Almaty City	48.5	29.3	22.2	100.0
Atyrau	50.9	20.6	28.6	100.0
East Kazakstan	31.0	31.7	37.2	100.0
Jambyl	51.6	18.6	29.8	100.0
Zhezkazgan	37.8	43.6	18.5	100.0
West Kazakstan	40.6	43.4	16.0	100.0
Karaganda	68.3	18.0	13.7	100.0
Kzyl-Orda	74.8	16.6	8.5	100.0
Kokchetav	72.2	8.8	19.1	100.0
Kustanai	32.4	21.5	46.1	100.0
Leninsk Town	64.9	11.6	23.6	100.0
Mangistau	49.0	32.3	18.7	100.0
Pavlodar	84.3	2.8	12.9	100.0
North Kazakstan	31.4	23.3	45.3	100.0
Semipalatinsk	31.4	17.3	51.3	100.0
Taldy-Korgan	70.2	4.0	25.8	100.0
Turgai	31.3	16.6	52.1	100.0
South Kazakstan	60.3	0.2	39.5	100.0
Total	**52.7**	**17.8**	**29.6**	**100.0**

Table 1 Analysis
Distribution of Vehicles in Kazakhstan by Oblast

	Total	State Ownership	Mixed Ownership	Private Ownership
Percentage of total	100.0	52.7	17.8	29.6
Total Vehicles	325789	171627	57862	96300
	%	%	%	%
Akmola	5.34	8.46	1.28	2.23
Aktubinsk	4.86	4.11	8.89	3.79
Almaty Region	6.05	5.20	6.32	7.41
Almaty City	4.73	4.35	7.80	3.56
Atyrau	2.77	2.67	3.21	2.67
East Kazakstan	5.99	3.53	10.71	7.55
Jambyl	5.33	5.22	5.59	5.37
Zhezkazgan	2.25	1.61	5.53	1.41
West Kazakstan	2.68	2.06	6.55	1.45
Karaganda	6.66	8.64	6.75	3.09
Kzyl-Orda	3.04	4.32	2.85	0.88
Kokchetav	6.92	9.48	3.41	4.46
Kustanai	9.24	5.68	11.19	14.41
Leninsk Town	0.13	0.16	0.08	0.10
Mangistau	1.73	1.61	3.14	1.09
Pavlodar	6.24	9.99	0.99	2.72
North Kazakstan	5.40	3.22	7.10	8.28
Semipalatinsk	4.76	2.83	4.65	8.27
Taldy-Korgan	3.09	4.12	0.69	2.70
Turgai	3.44	2.05	3.21	6.07
South Kazakstan	9.33	10.68	0.10	12.47
Total	100.0	100.0	100.0	100.0

Table 2
Number of Transport Businesses and Vehicles According to Type of Ownership

	State Ownership		Mixed Ownership		Private Ownership	
	No of Businesses	No of Vehicles	No of Businesses	No of Vehicles	No of Businesses	No of Vehicles
Republic Kazakstan of which	480	72774	200	22666	63	6632
Akmola	54	5143	3	390	3	205
Aktubinsk	11	912	30	3164	1	235
Almaty Region	33	4223	6	607		
Almaty City	41	7090	19	3145		
Atyrau	6	969	6	752		
East Kazakstan	5	894	34	3965	11	957
Jambyl	36	5352	6	637		
Zhezkazgan	15	1411	3	507	2	161
West Kazakstan	8	1188	24	2447	1	120
Karaganda	46	8866	4	1352	7	944
Kzyl-Orda	27	2700	1	46		
Kokchetav	34	3855	7	659	6	885
Kustanai	15	7730	14	1160	1	33
Leninsk Town	1	121	1	74		
Mangistau	4	732	7	946		
Pavlodar	27	9156	1	194	2	49
North Kazakstan	6	636	25	1509	9	895
Semipalatinsk	14	1617	7	984	19	2092
Taldy-Korgan	25	3060	1	17		
Turgai	13	848	1	111	1	56
South Kazakstan	55	6271				
Total	**476**	**72774**	**200**	**22666**	**63**	**6632**

Table 2 Analysis
Average Fleet Size by Ownership

	State Ownership	Mixed Ownership	Private Ownership
Republic Kazakstan	152	113	105
of which			
Akmola	95	130	68
Aktubinsk	83	105	235
Almaty Region	128	101	
Almaty City	173	166	
Atyrau	162	125	
East Kazakstan	179	117	87
Jambyl	149	106	
Zhezkazgan	94	169	81
West Kazakstan	149	102	120
Karaganda	193	338	135
Kzyl-Orda	100	46	
Kokchetav	113	94	148
Kustanai	515	83	33
Leninsk Town	121	74	
Mangistau	183	135	
Pavlodar	339	194	25
North Kazakstan	106	60	99
Semipalatinsk	116	141	110
Taldy-Korgan	122	17	
Turgai	65	111	56
South Kazakstan	114		
Total	**157**	**121**	**100**

Table 3a (I)

Trucks by Make and Model in Kazakstan in 1992

Open Case/Drop side, TOTAL

		National Total	Akmola Region	Aktubinsk Region	Almaty Region	Almaty City	Atyrau region	East Kazakstan	Jambyl	Zhezkazgan	West Kazakstan
		Total	Total	Total	Total	Total	Total	Total	Total	Total	Total
Total Trucks			19426	13034	14128	11309	7100	16188	15326	5452	12894
Open Case/Drop side		106975	6561	4477	5354	4727	3453	5633	6415	1744	5129
	Total of which	1262	69	41	65	45	25	35	116	10	21
UAZ	451D, DM	7433	671	447	356	522	124	443	404	13	519
UAZ	452D	16645	948	550	896	634	513	680	1009	224	1058
GAZ	52-03, 52-04, 52-05, 52-07, 52-09	4221	287	150	233	389	202	364	240	26	201
GAZ	66-01, 66-02	14145	851	582	886	427	401	711	1037	126	773
GAZ	53A, 53-07	4975	243	252	418	220	204	254	326	17	212
GAZ	53-12	12807	984	557	544	731	456	823	527	332	451
ZIL	130, 130G	4117	221	170	215	169	235	319	163	7	188
ZIL	131	3252	177	149	163	92	255	223	157	1	171
ZIL	157K, KD	636	23	61	32	11	111	44	16	1	28
URAL	4320	581	35	8	56	14	41	69	23	2	25
URAL	375D	198	7	16	17	4	13	34	2	6	6
URAL	375H	190	2	14	8	1	19	10	2	1	9
URAL	377	671	31	20	15	9	23	13	15	9	28
ZIL	133r, ry	1167	104	28	52	23	16	58	55	102	72
ZIL	133G2, ryar	183	8	3	1	5	19	13	3	25	14
KRAZ	255b	317	11	7	7	31	5	40	17	1	2
MAZ	500	489	20	18	27	31	13	78	33	1	11
MAZ	500A, 5335	1232	56	79	35	41	100	57	31	216	32
KAMAZ	4310	644	16	47	30	6	20	19	30	117	7
KAMAZ	43105	16528	1091	806	565	382	419	812	1076	138	618
KAMAZ	5320	1165	69	75	42	38	26	37	43	47	40
KAMAZ	53212	147		8	1	13	10	16		36	7
KRAZ	250A	151	5	7	6	2	3	3	2	46	3
KRAZ	260, 255b1	126	1	4	5	3	3	11	3	14	3
KRAZ	257, B1	1535	18	33	137	301	5	75	393	49	217
ZIL	138A	339		1	16	44	0	0	3	24	18
ZIL	138EE	1027	39	6	62	30	9	20	132	37	42
GAZ	52-27	645	12	7	56	45	4	19	151	10	81
GAZ	53-27	9647	562	331	408	464	179	353	406	106	272
	Other	**106475**	**6561**	**4477**	**5354**	**4727**	**3453**	**5633**	**6415**	**1744**	**5129**
	Total Open Case/Drop Side										

Table 3a (II)

Trucks by Make and Model in Kazakstan in 1992

Open Case/Drop side, TOTAL

		Karaganda	Kzyl-Orda	Kokchetov	Kustani	Leninsk Town	Mangistau	Pavlodar	North Kazakstan	Semipalatinsk	Taldy-Korgan	Turgai	South Kazakstan
		Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total
Total Trucks		17040	9015	18774	26387	190	4920	19295	13408	12001	16471	8254	21047
Open Case/Drop side													
	Total of whi	6031	4207	6476	9041	80	2344	7253	4507	4421	7638	2624	8860
UAZ	451D, DM	41	0	65	96	0	18	55	30	44	392	24	69
UAZ	452D	489	142	488	617	10	96	587	360	312	302	169	362
GAZ	52-03, 52-	849	440	1077	1099	12	268	1230	683	639	1659	464	1713
GAZ	66-01, 66-	201	12	228	348	0	142	187	165	176	276	115	279
GAZ	53A, 53-07	743	596	1209	905	29	266	425	483	775	892	553	1475
GAZ	53-12	258	0	280	256	1	93	299	420	129	390	117	586
ZIL	130, 130G	717	900	735	773	17	440	706	650	442	720	212	1090
ZIL	131	191	720	158	283	1	121	149	179	118	177	107	226
ZIL	157K, KD	156	186	140	323	2	128	195	200	121	150	81	182
URAL	4320	31	0	9	104	1	30	13	37	3	18	26	37
URAL	375D	51	0	40	68	0	22	42	26	8	19	21	11
URAL	375H	8	0	11	18	0	16	7	2	1	11	5	14
URAL	377	16	0	7	22	0	13	27	17	1	7	10	4
ZIL	133r, ry	13	260	28	28	0	24	32	35	16	32	16	24
ZIL	133G2, rya	52	0	82	182	0	13	88	45	53	39	26	77
KRAZ	255b	12	0	3	6	0	13	12	9	12	7	7	11
MAZ	500	34	50	9	19	0	9	7	2	15	25	2	24
MAZ	500A, 533	26	0	27	28	0	15	34	14	9	14	10	80
KAMAZ	4310	35	142	84	43	4	27	37	53	35	28	34	63
KAMAZ	43105	11	156	33	27	0	60	20	5	10	4	8	18
KAMAZ	5320	1112	140	968	2443	1	189	1595	810	1005	1248	371	739
KAMAZ	53212	142	148	46	55	1	42	30	40	39	29	68	108
KRAZ	250A	13	0	4	6	0	5	3	11	0	1	0	13
KRAZ	260, 255b1	12	20	6	6	0	16	4	2	0	1	0	7
KRAZ	257, B1	5	39	2	7	0	11	6	0	2	1	0	6
ZIL	138A	40	0	14	48	0	48	30	15	47	7	2	56
ZIL	138EE	9	0	6	13	0	5	1	0	0	1	3	195
GAZ	52-27	47	256	19	64	0	6	41	27	14	21	5	150
GAZ	53-27	15	0	18	34	0	12	33	4	5	32	5	101
	Other	702	0	680	1120	0	196	858	183	389	1135	163	1140
	Total Ope	**6031**	**4207**	**6476**	**9041**	**79**	**2344**	**6753**	**4507**	**4420**	**7638**	**2624**	**8860**

Table 3b (I)

Trucks by Make and Model in Kazakstan in 1992

Open Case/Drop side, OPERABLE

		National Total	Akmola Region	Aktubinsk Region	Almaty Region	Almaty City	Atyrau region	East Kazakstan	Jambyl	Zhezkazgan	West Kazakstan
		Operable	Operable	Operable	Operable	Operable	Operable	Operable	Operable	Operable	Operable
Total Trucks			16248	10401	11844	9521	5689	12753	13142	4488	10511
Open Case/Drop side											
	Total of which	87043	5429	3548	4486	3894	2699	4630	5498	1403	4137
UAZ	451D, DM	1074	62	37	62	38	22	29	108	7	13
UAZ	452D	6126	584	333	262	431	117	349	343	11	424
GAZ	52-03, 52-04, 52-05, 52-07, 52-09	13809	782	417	801	554	404	545	842	114	823
GAZ	66-01, 66-02	3382	251	110	108	274	185	299	213	18	168
GAZ	53A, 53-07	11825	707	465	816	349	326	568	898	87	602
GAZ	53-12	4073	211	202	333	195	142	210	285	14	180
ZIL	130, 130G	10762	835	465	444	616	370	717	467	303	382
ZIL	131	3435	181	141	183	127	189	277	152	7	158
ZIL	157K, KD	2510	127	106	133	74	215	170	128	0	140
URAL	4320	522	20	54	21	9	58	41	16	1	21
URAL	375D	420	23	7	43	8	33	48	17	1	19
URAL	375H	139	7	13	15	1	9	21	2	3	6
URAL	377	126	1	9	3		12	4	2	1	4
ZIL	133r, ry	426	24	10	11	7	15	11	14	4	23
ZIL	133G2, ryar	880	85	17	40	20	12	51	46	86	47
KRAZ	255b	145	6	1	2	4	14	11	3	20	10
MAZ	500	254	9	5	7	26	4	32	15	1	1
MAZ	500A, 5335	403	14	16	24	27	11	68	33	1	8
KAMAZ	4310	1086	46	64	32	36	74	54	31	196	28
KAMAZ	43105	586	14	63	24	3	19	14	27	107	7
KAMAZ	5320	13469	866	663	489	333	327	678	928	137	514
KAMAZ	53212	978	55	59	36	28	19	33	41	33	36
KRAZ	250A	124		6	1	8	7	14		32	7
KRAZ	260, 255b1	104	2	5	5	2	3	3	2	12	3
KRAZ	257, B1	87	1	3	3	2	2	8	3	9	2
ZIL	138A	1267	14	25	103	252	5	66	315	42	178
ZIL	138EE	230			19	44	0	0	3	22	16
GAZ	52-27	772	31	6	52	24	6	15	90	27	30
GAZ	53-27	498	9	7	45	38	3	17	109	7	64
	Other	7531	462	239	369	364	96	277	365	100	223
	Total Open Case/Drop Side	**87043**	**5429**	**3548**	**4486**	**3894**	**2699**	**4630**	**5498**	**1403**	**4137**

Table 3b (II)

Trucks by Make and Model in Kazakstan in 1992

Open Case/Drop side, OPERABLE

		Karaganda	Kzyl-Orda	Kokchetov	Kustani	Leninsk Town	Mangistau	Pavlodar	North Kazakstan	Semipalatinsk	Taldy-Korgan	Turgai	South Kazakstan
		Operable	Operable	Operable	Operable	Operable	Operable	Operable	Operable	Operable	Operable	Operable	Operable
Total Trucks		14282	7008	15806	21396	160	3965	15612	11285	9651	14014	6361	16783
Open Case/Drop side													
	Total of which	4915	3265	5519	7241	70	1877	5800	3680	3469	6370	1947	7166
UAZ	451D, DM	36	0	54	73	0	16	42	24	37	340	16	58
UAZ	452D	398	138	411	527	9	78	483	300	256	238	128	306
GAZ	52-03, 52-04, 52-05, 52-07, 52-09	676	416	920	885	9	206	993	597	532	1574	318	1401
GAZ	66-01, 66-02	169	9	246	274	0	126	102	160	149	208	79	234
GAZ	53A, 53-07	614	382	1028	725	28	215	672	403	590	731	397	1222
GAZ	53-12	217	0	232	212	1	77	215	335	115	332	96	469
ZIL	130, 130G	612	800	627	627	14	351	652	452	361	601	164	902
ZIL	131	157	540	142	243	1	98	130	170	101	153	88	197
ZIL	157K, KD	122	108	119	241	2	99	128	177	95	132	55	139
URAL	4320	29	0	8	101	1	28	12	35	3	12	23	29
URAL	375D	41	0	36	54	0	17	12	22	8	15	7	9
URAL	375H	5	0	8	16	0	5	5	1	1	8	4	9
URAL	377	8	0	6	17	0	11	14	15	0	6	9	4
ZIL	133r, ry	12	108	23	25	0	24	22	25	12	27	10	19
ZIL	133G2, ryar	35	0	70	128	0	10	61	34	34	31	15	58
KRAZ	255b	12	0	3	4	0	13	8	6	11	6	3	8
MAZ	500	27	28	8	16	0	8	6	2	15	22	2	20
MAZ	500A, 5335	21	0	27	23	0	15	33	9	8	13	7	45
KAMAZ	4310	33	125	84	38	4	22	33	46	31	22	32	53
KAMAZ	43105	10	120	31	27	0	60	17	5	9	4	8	17
KAMAZ	5320	884	110	805	1903	0	146	1406	640	759	971	290	620
KAMAZ	53212	130	140	36	42	1	31	22	30	29	24	59	94
KRAZ	250A	11	0	3	5	0	4	2	11	0	1	0	12
KRAZ	260, 255b1	10	20	4	6	0	15	4	1	0	1	0	6
KRAZ	257, B1	4	22	1	5	0	9	6	0	2	1	0	4
ZIL	138A	33	0	14	41	0	40	24	15	43	7	2	48
ZIL	138EE	9	0	6	9	0	4	1	0	0	1	3	93
GAZ	52-27	33	199	18	46	0	4	7	24	13	21	4	122
GAZ	53-27	13	0	16	30	0	7	24	4	6	28	3	69
	Other	554	0	531	898	0	138	664	137	250	840	125	899
	Total Open Case/Drop Side	**4915**	**3265**	**5517**	**7241**	**70**	**1877**	**5800**	**3680**	**3470**	**6370**	**1947**	**7166**

Table 3c (I)
Trucks by Make and Model in Kazakstan in 1992
Tipper Trucks, TOTAL

		National Total	Akmola Region	Aktubinsk Region	Almaty Region	Almaty City	Atyrau region	East Kazakstan	Jambyl	Zhezkazgan	West Kazakstan
		Total	Total	Total	Total	Total	Total	Total	Total	Total	Total
	Total	147512	10618	7429	7617	4971	3072	7850	7908	3286	6926
GAZ	93A, b	2426	141	90	63	18	31	80	67	236	80
GAZ	CA3-3503	7038	596	296	389	118	90	218	724	127	173
GAZ	CA3-3502	4659	314	210	247	86	70	246	357	136	81
GAZ	CA3-53b	33408	2996	2204	1951	182	461	2086	1771	197	1003
ZIL	MM3-555, 555H, K, A, G, GA	6987	577	299	221	561	240	546	466	267	204
ZIL	MM3-4502, 45021, 45022, 45023	25275	2148	1342	1058	1616	594	1477	1114	54	992
ZIL	MM3-554M	12573	924	714	807	203	191	547	788	102	723
MAZ	503A, 5549, 5334, 5335	4042	148	180	162	431	162	277	271	157	85
KAMAZ	55102	7098	411	225	360	98	102	227	210	447	293
KAMAZ	5511	21779	1412	1142	769	892	682	1260	1188	562	958
KRAZ	256, 256b, 256b1	4060	334	114	154	231	122	305	277	207	55
BELAZ	540A, 540C, 7510	844	27	22	3	3	3	18	38	344	10
BELAZ	548A, 548C, 7525	966		61	4	2	33	113	28	322	0
BELAZ	75191	436			7	0	13	18	50	67	0
BELAZ	7521	371	25	1	15	6	7	46	13	47	0
	Other	15550	565	529	1407	623	234	386	546	14	2264
Total Tippers		**147512**	**10618**	**7429**	**7617**	**5070**	**3035**	**7850**	**7908**	**3286**	**6921**

Table 3c (II)
Trucks by Make and Model in Kazakstan in 1992
Tipper Trucks, TOTAL

		Karaganda	Kzyl-Orda	Kokchetov	Kustani	Leninsk Town	Mangistau	Pavlodar	North Kazakstan	Semipalatinsk	Taldy-Korgan	Turgai	South Kazakstan
		Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total
	Total	9285	4123	10312	15656	18	2198	9633	8100	6558	6003	5332	10617
GAZ	93A, b	126	0	208	310	0	8	363	131	99	102	123	150
GAZ	CA3-3503	349	710	269	791	0	45	456	635	257	311	212	272
GAZ	CA3-3502	182	315	370	605	1	42	496	283	163	175	127	153
GAZ	CA3-53b	1350	192	3533	3047	0	196	2218	1848	2500	1095	1619	2959
ZIL	MM3-555,	563	142	320	556	0	111	489	167	282	191	92	693
ZIL	MM3-	1667	142	2166	3145	14	343	1495	1913	979	768	940	1408
ZIL	MM3-	488	150	1100	1783	0	195	768	1006	447	407	669	561
MAZ	503A,	238	140	137	149	1	153	182	157	166	247	32	566
KAMAZ	55102	449	1040	417	807	0	34	363	386	218	230	463	318
KAMAZ	5511	1733	490	1065	2036	0	392	1546	1243	731	1141	672	1865
KRAZ	256, 256b,	396	144	122	184	0	240	529	19	143	64	44	376
BELAZ	540A,	45	29	14	32	0	6	145	0	36	4	2	30
BELAZ	548A,	164	30	24	29	0	49	39	0	3	0	65	0
BELAZ	75191	73	0	0	44	0	161	0	0	0	0	0	3
BELAZ	7521	53	0	15	71	0	37	7	0	22	5	0	1
	Other	1409	603	552	2067	2	186	537	312	512	1263	272	1262
Total Tippers		**9285**	**4127**	**10312**	**15656**	**18**	**2198**	**9633**	**8100**	**6558**	**6003**	**5332**	**10617**

Table 3d (I)
Trucks by Make and Model in Kazakstan in 1992
Tipper, OPERABLE

		National Total	Akmola Region	Aktubinsk Region	Almaty Region	Almaty City	Atyrau region	East Kazakstan	Jambyl	Zhezkazgan	West Kazakstan
		Operable	Operable	Operable	Operable	Operable	Operable	Operable	Operable	Operable	Operable
	Total	121588	8865	5924	6496	4289	2536	6540	6779	2722	5679
GAZ	93A, b	1924	122	60	55	14	17	61	56	187	63
GAZ	CA3-3503	5699	511	229	321	101	78	175	597	86	150
GAZ	CA3-3502	3858	277	181	216	57	55	194	312	107	68
GAZ	CA3-53b	27184	2455	1682	1640	160	365	1642	1500	149	820
ZIL	MM3-555, 555H, K, A, G, GA	5897	514	244	228	518	167	476	405	266	173
ZIL	MM3-4502, 45021, 45022, 45023	21481	1829	1134	900	1394	455	1278	967	34	799
ZIL	MM3-554M	10765	775	606	706	171	170	470	686	87	594
MAZ	503A, 5549, 5334, 5335	3164	132	143	131	218	135	223	228	113	67
KAMAZ	55102	6006	360	194	286	88	94	210	185	377	258
KAMAZ	5511	17439	1103	834	646	784	609	1100	1003	488	814
KRAZ	256, 256b, 256b1	3244	265	88	133	193	102	237	210	187	44
BELAZ	540A, 540C, 7510	692	23	21	3	3	3	14	37	276	10
BELAZ	548A, 548C, 7525	829		58	4	2	32	92	26	268	0
BELAZ	75191	389			5	0	13	13	50	57	0
BELAZ	7521	300	22	1	15	4	4	45	13	27	0
	Other	12717	477	429	1207	582	202	310	504	13	1814
Total Tippers		**121588**	**8865**	**5904**	**6496**	**4289**	**2501**	**6540**	**6779**	**2722**	**5674**

Table 3d (II)
Trucks by Make and Model in Kazakstan in 1992
Tipper, OPERABLE

		Karaganda	Kzyl-Orda	Kokchetov	Kustani	Leninsk Town	Mangistau	Pavlodar	North Kazakstan	Semipalatinsk	Taldy-Korgan	Turgai	South Kazakstan
		Operable	Operable	Operable	Operable	Operable	Operable	Operable	Operable	Operable	Operable	Operable	Operable
	Total	7800	3174	8741	12851	15	1767	7674	6923	5330	5001	4177	8305
GAZ	93A, b	95	95	184	232	0	7	274	101	88	91	99	118
GAZ	CA3-3503	299	490	237	626	0	39	323	545	213	255	179	245
GAZ	CA3-3502	157	210	369	511	1	33	367	226	146	143	87	141
GAZ	CA3-53b	1084	184	2923	2440	0	173	1750	1680	1975	871	1207	2484
ZIL	MM3-555, 555H, K, A, G, GA	478	112	279	424	0	95	419	127	215	156	74	527
ZIL	MM3-4502, 45021, 45022, 45023	1426	138	1860	2730	13	289	1243	1622	812	639	734	1185
ZIL	MM3-554M	416	139	983	1544	0	174	666	870	378	328	536	476
MAZ	503A, 5549, 5334, 5335	206	135	112	112	0	119	138	130	137	222	22	441
KAMAZ	55102	405	827	363	688	0	34	288	340	189	202	366	252
KAMAZ	5511	1411	380	833	1566	0	236	1261	1003	578	778	578	1414
KRAZ	256, 256b, 256b1	311	144	99	168	0	197	394	14	128	48	32	250
BELAZ	540A, 540C, 7510	44	29	12	22	0	5	84	0	36	4	2	29
BELAZ	548A, 548C, 7525	159	29	21	22	0	48	5	0	3	0	60	0
BELAZ	75191	70	0	0	31	0	147	0	0	0	0	0	3
BELAZ	7521	44	0	9	55	0	30	6	0	20	4	0	1
	Other	1195	367	457	1680	1	141	456	265	412	1260	201	739
Total Tippers		**7800**	**3279**	**8741**	**12851**	**15**	**1767**	**7674**	**6923**	**5330**	**5001**	**4177**	**8305**

Table 3e (I)
Trucks by Make and Model in Kazakstan in 1992
Tractor Units, TOTAL

		National Total	Akmola Region	Aktubinsk Region	Almaty Region	Almaty City	Atyrau region	East Kazakstan	Jambyl	Zhezkazgan	West Kazakstan
Total		19169	1233	635	828	1605	258	1183	1003	366	839
GAZ	52-06	182	2	1	10	1	0	10	8	4	3
ZIL	130B1, 130B, KA3-608B	5586	443	193	283	563	64	307	192	102	302
ZIL	157B, 157KB	342	4	2	14	25	24	13	50	67	3
URAL	375C, 377C	150	4	2	4	9	11	13	0	16	3
URAL	4420	136	3	3	17	0	4	13	0	12	4
MAZ	504A, B, G	642	31	17	17	50	7	36	32	27	14
KRAZ	258, 255B, 260B	400	21	14	15	52	18	50	20	14	10
KAMAZ	4410	357	13	6	1	8	6	45	4	57	4
KAMAZ	5410, 54112, 54101	8243	545	321	367	591	161	511	508	62	397
MAZ	5428, 5429, 5430, 5432, 6422	872	66	16	20	93	11	83	41	2	13
	Other	2259	101	60	80	213	51	102	148	3	86
	Total tractor units	**19169**	**1233**	**635**	**828**	**1605**	**357**	**1183**	**1003**	**366**	**839**
	Private trucks		1015	493			217	1522			
	Total	273656	19427	13034	13799	11303	7000	16188	15326	5396	12894

Table 3e (II)
Trucks by Make and Model in Kazakstan in 1992
Tractor Units, TOTAL

		Karaganda	Kzyl-Orda	Kokchetov	Kustani	Leninsk Town	Mangistau	Pavlodar	North Kazakstan	Semipalatinsk	Taldy-Korgan	Turgai	South Kazakstan
Total		1679	370	969	1690	15	378	1282	803	1025	1044	298	1566
GAZ	52-06	11	0	7	9	0	3	45	1	9	51	1	6
ZIL	130B1, 13	436	24	379	506	0	132	298	203	402	161	63	533
ZIL	157B, 157	7	29	2	14	0	1	14	6	6	9	3	49
URAL	375C, 377	6	40	5	10	0	5	1	14	2	0	0	5
URAL	4420	4	29	2	15	0	5	1	8	6	3	1	6
MAZ	504A, B,	62	90	13	29	0	43	38	5	18	35	3	75
KRAZ	258, 255B,	30	22	11	13	0	23	26	14	16	2	2	27
KAMAZ	4410	14	45	18	17	0	12	5	16	33	1	13	38
KAMAZ	5410, 541	838	32	380	801	10	102	668	414	450	295	188	602
MAZ	5428, 542	50	54	33	35	3	27	38	17	15	173	6	76
	Other	221	5	119	241	2	25	148	105	68	314	18	149
	Total tract	**1679**	**370**	**969**	**1690**	**15**	**378**	**1282**	**803**	**1025**	**1044**	**298**	**1566**
	Private tru	45	315	1017	1329			1127	1598		1876		
	Total	17040	9015	18774	27716	113	4920	19295	15008	12004	16561	8254	21043

Table 3f (I)
Trucks by Make and Model in Kazakstan in 1992
Tractor Units, OPERABLE

		National Total	Akmola Region	Aktubinsk Region	Almaty Region	Almaty City	Atyrau region	East Kazakstan	Jambyl	Zhezkazgan	West Kazakstan
Total		15951	1047	538	717	1336	277	1020	865	317	695
GAZ	52-06	153	1	1	12	1	0	10	8	3	1
ZIL	130B1, 130B, KA3-608B	4666	371	172	244	478	63	260	163	97	235
ZIL	157B, 157KB	277	3	1	11	20	5	10	46	59	2
URAL	375C, 377C	127	4	1	4	7	7	11	0	14	3
URAL	4420	119	3	3	10	0	4	12	0	9	4
MAZ	504A, B, G	532	28	11	15	38	6	28	26	21	9
KRAZ	258, 255B, 260B	333	20	12	13	43	11	45	19	12	5
KAMAZ	4410	298	12	6	1	6	7	39	2	52	4
KAMAZ	5410, 54112, 54101	6910	465	267	312	474	134	448	421	49	346
MAZ	5428, 5429, 5430, 5432, 6422	747	51	12	20	82	7	68	34	1	13
	Other	1792	89	52	71	187	36	89	146	0	73
	Total tractor units	**15954**	**1047**	**538**	**713**	**1336**	**280**	**1020**	**865**	**317**	**695**
	Private trucks		914	391			177	563			
	Total	224582	16255	10401	11699	9519	5689	12753	13142	4442	10511

Table 3f (II)
Trucks by Make and Model in Kazakstan in 1992
Tractor Units, OPERABLE

		Karaganda	Kzyl-Orda	Kokchetov	Kustani	Leninsk Town	Mangistau	Pavlodar	North Kazakstan	Semipalatinsk	Taldy-Korgan	Turgai	South Kazakstan
Total		1393	287	843	1304	15	321	1018	684	853	880	237	1308
GAZ	52-06	10	0	4	5	0	3	27	1	8	51	1	6
ZIL	130B1, 130B, KA3-608B	373	22	322	357	0	109	237	185	332	159	48	439
ZIL	157B, 157KB	5	28	2	12	0	1	11	6	6	7	2	35
URAL	375C, 377C	6	32	4	9	0	4	1	14	2	0	0	4
URAL	4420	4	28	2	14	0	5	1	5	6	3	1	5
MAZ	504A, B, G	55	79	9	23	0	37	36	4	17	29	1	66
KRAZ	258, 255B, 260B	20	20	11	11	0	21	21	12	13	1	2	21
KAMAZ	4410	11	26	15	13	0	11	2	15	33	1	13	32
KAMAZ	5410, 54112, 54101	726	24	335	645	10	81	535	332	370	288	150	498
MAZ	5428, 5429, 5430, 5432, 6422	39	32	29	25	3	24	26	14	14	173	4	76
	Other	144	2	168	190	2	25	121	96	52	168	15	126
	Total tractor units	**1393**	**293**	**901**	**1304**	**15**	**321**	**1018**	**684**	**853**	**880**	**237**	**1308**
	Private trucks	30	282	703				1120	946		1707		
	Total	14138	7008	15806	21396	100	3965	15612	12233	9652	13958	6361	16779

Table 3g (I)

MARKET SHARES (TOTAL)

	National Total Total	Akmola Region Total	Aktubinsk Region Total	Almaty Region Total	Almaty City Total	Atyrau region Total	East Kazakstan Total	Jambyl Total	Zhezkazgan Total	West Kazakstan Total
Belaz	1.0	0.3	0.6	0.2	0.1	0.8	1.2	0.8	14.5	0.1
Gaz	32.8	33.1	33.4	37.8	18.9	28.1	29.0	38.0	21.1	28.8
Kamaz	20.8	18.6	20.7	15.7	18.0	21.5	18.3	20.2	30.5	18.2
Kraz	1.9	1.9	1.2	1.3	2.7	2.5	2.5	2.0	6.3	0.7
Maz	2.3	1.4	1.8	1.7	5.6	2.8	3.2	2.6	3.5	1.0
Uaz	3.2	3.8	3.7	3.1	5.0	2.1	3.0	3.4	0.4	4.2
Ural	0.7	0.4	0.8	1.0	0.3	2.8	1.1	0.3	0.7	0.6
Zil	27.3	29.0	26.9	25.5	38.0	29.8	27.2	25.6	20.7	26.1
Other	10.0	6.3	7.1	13.7	11.4	6.6	5.2	7.2	2.3	20.3
Private	0.0	5.2	3.8	0.0	0.0	3.1	9.4	0.0	0.0	0.0
TOTAL	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**

Table 3g (II)

MARKET SHARES (TOTAL)

	Karaganda Total	Kzyl-Orda Total	Kokchetov Total	Kustani Total	Leninsk Town Total	Mangistau Total	Pavlodar Total	North Kazakstan Total	Semipalatinsk Total	Taldy-Korgan Total	Turgai Total	South Kazakstan Total
Belaz	2.0	0.7	0.3	0.6	0.0	5.1	1.0	0.0	0.5	0.1	0.8	0.2
Gaz	24.2	28.0	38.4	26.9	38.4	22.0	30.8	31.2	39.7	30.2	40.5	37.3
Kamaz	25.4	24.3	16.0	22.5	14.3	17.4	22.7	19.8	21.0	18.0	22.0	17.8
Kraz	2.7	2.5	0.8	0.8	0.0	6.3	3.1	0.4	1.4	0.5	0.6	2.1
Maz	2.4	3.7	1.2	0.9	3.6	5.0	1.6	1.3	1.9	3.0	0.6	3.9
Uaz	3.1	1.6	2.9	2.6	8.9	2.3	3.4	2.6	3.0	4.2	2.3	2.0
Ural	0.7	0.8	0.4	0.9	0.9	1.8	0.5	0.7	0.2	0.4	0.8	0.4
Zil	25.5	28.3	27.3	27.6	30.4	31.7	22.7	29.4	24.3	16.1	26.8	24.2
Other	13.7	6.7	7.2	12.4	3.6	8.3	8.2	4.0	8.1	16.4	5.5	12.1
Private	0.3	3.5	5.4	4.8	0.0	0.0	6.0	10.6	0.0	11.3	0.0	0.0
TOTAL	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**

Table 4a
Availability of Trucks by Load Capacity

	Total	Operable	Total load capacity	Vehicles in use						
				Up to 1499kg	1500 to 4999kg	5000 to 6999 kg	7000 to 9999 kg	10000 to 14999 kg	15000 kg and over	Total in use
Republic Kazakstan	352,765	256,377	1,614,107	21,117	143,693	61,018	36,043	32,075	4,289	298,235
of which	0	0	0							
	0	0	0							
Akmola	21,919	16,607	100,582	1,546	10,340	4,287	2,257	1,952	126	20,508
Aktubinsk	16,955	11,584	92,074	1,104	7,337	3,458	1,667	1,444	254	15,264
Almaty Region	20,759	14,044	80,605	1,184	8,755	3,320	1,880	1,516	85	16,741
Almaty City	15,874	12,033	71,713	1,496	4,755	3,170	1,495	1,809	340	13,065
Atyrau	9,526	5,255	40,825	301	3,551	1,806	878	930	93	7,559
East Kazakstan	19,544	14,834	98,048	1,186	7,829	3,619	1,867	2,151	385	17,037
Jambyl	20,954	16,444	84,736	972	8,351	3,032	1,724	1,797	336	16,213
Zhezkazgan	7,341	5,352	46,623	399	2,280	1,320	806	1,156	336	6,296
West Kazakstan	15,872	11,296	71,136	956	8,313	2,915	1,534	1,181	72	14,971
Karaganda	21,776	17,293	131,754	1,480	8,305	4,309	2,913	3,273	660	20,940
Kzyl-Orda	9,923	6,320	46,168	436	4,729	1,962	966	1,094	71	9,258
Kokchetav	22,599	17,873	102,604	1,725	11,557	4,676	2,308	1,473	82	21,822
Kustanai	31,252	23,046	164,826	2,510	12,954	6,574	4,321	2,734	463	29,557
Leninsk Town	434	349	1,843	13	86	147	60	22	11	339
Mangistau	5,622	4,310	30,600	168	1,562	1,282	678	965	67	4,721
Pavlodar	22,241	17,073	105,214	1,626	9,494	3,490	2,632	2,498	235	19,976
North Kazakstan	18,073	14,552	73,228	1,062	7,589	3,331	1,780	1,304	60	15,127
Semipalatinsk	15,864	10,516	70,382	903	7,406	2,160	1,784	1,283	174	13,710
Taldy-Korgan	14,178	10,800	64,039	555	5,947	2,029	1,916	1,454	252	12,154
Turgai	11,664	6,777	42,458	469	2,064	1,047	634	75	0	4,289
South Kazakstan	30,395	20,019	94,638	1,026	10,489	3,081	1,944	1,962	185	18,687
Total	**352,765**	**256,377**	**1,614,096**	**21,117**	**143,693**	**61,018**	**36,043**	**32,075**	**4,289**	**298,235**

Table 4b

Vehicle fleet by load capacity in % of region

	Up to 1499kg	1500 to 4999kg	5000 to 6999 kg	7000 to 9999 kg	10000 to 14999 kg	15000 kg and over	Total in use
Republic Kazakstan	7.1%	48.2%	20.5%	12.1%	10.8%	1.4%	100.0%
of which							
Akmola	7.5%	50.4%	20.9%	11.0%	9.5%	0.6%	100.0%
Aktubinsk	7.2%	48.1%	22.7%	10.9%	9.5%	1.7%	100.0%
Almaty Region	7.1%	52.3%	19.8%	11.2%	9.1%	0.5%	100.0%
Almaty City	11.5%	36.4%	24.3%	11.4%	13.8%	2.6%	100.0%
Atyrau	4.0%	47.0%	23.9%	11.6%	12.3%	1.2%	100.0%
East Kazakstan	7.0%	46.0%	21.2%	11.0%	12.6%	2.3%	100.0%
Jambyl	6.0%	51.5%	18.7%	10.6%	11.1%	2.1%	100.0%
Zhezkazgan	6.3%	36.2%	21.0%	12.8%	18.4%	5.3%	100.0%
West Kazakstan	6.4%	55.5%	19.5%	10.2%	7.9%	0.5%	100.0%
Karaganda	7.1%	39.7%	20.6%	13.9%	15.6%	3.2%	100.0%
Kzyl-Orda	4.7%	51.1%	21.2%	10.4%	11.8%	0.8%	100.0%
Kokchetav	7.9%	53.0%	21.4%	10.6%	6.8%	0.4%	100.0%
Kustanai	8.5%	43.8%	22.2%	14.6%	9.3%	1.6%	100.0%
Leninsk Town	3.8%	25.2%	43.5%	17.6%	6.6%	3.3%	100.0%
Mangistau	3.6%	33.1%	27.2%	14.4%	20.4%	1.4%	100.0%
Pavlodar	8.1%	47.5%	17.5%	13.2%	12.5%	1.2%	100.0%
North Kazakstan	7.0%	50.2%	22.0%	11.8%	8.6%	0.4%	100.0%
Semipalatinsk	6.6%	54.0%	15.8%	13.0%	9.4%	1.3%	100.0%
Taldy-Korgan	4.6%	48.9%	16.7%	15.8%	12.0%	2.1%	100.0%
Turgai	10.9%	48.1%	24.4%	14.8%	1.8%	0.0%	100.0%
South Kazakstan	5.5%	56.1%	16.5%	10.4%	10.5%	1.0%	100.0%

Table 5a (I)
Vehicles According to Type of Body Construction

	Dropside	Dropside	Dropside	Tippers	Tippers	Tippers	Vans	Vans	Vans	Refrigerators	Refrigerators	Refrigerators
	Total No	Operable	Total Load Capacity	Total No	Operable	Total Load Capacity	Total No	Operable	Total Load Capacity	Total No	Operable	Total Load Capacity
Republic Kazakstan	91,345	66,865	474,411	125,590	93,683	798,402	32,782	24,710	81,817	2,412	1,874	14,690
of which												
Akmola	6,026	4,463	29,969	8,963	6,706	50,878	1,854	1,428	4,164	105	74	540
Aktubinsk	4,256	2,941	20,679	6,657	4,446	47,642	1,461	955	3,739	107	71	549
Almaty Region	4,975	3,543	24,100	6,708	4,962	37,383	1,879	1,386	4,474	148	108	679
Almaty City	4,132	3,121	21,945	4,151	3,266	28,550	2,752	2,101	7,240	140	102	1,418
Atyrau	2,725	1,938	13,989	2,403	1,770	15,824	666	436	1,799	89	61	437
East Kazakstan	5,183	4,002	27,687	7,023	5,526	49,640	2,273	1,707	5,899	230	201	1,295
Jambyl	5,100	3,972	27,165	6,507	4,983	41,144	2,035	1,547	4,945	137	127	1,110
Zhezkazgan	1,947	1,466	11,315	2,553	1,891	26,676	736	551	2,348	52	38	359
West Kazakstan	4,867	3,288	22,814	6,181	4,330	33,423	1,187	827	3,111	89	66	353
Karaganda	6,225	4,832	35,392	8,439	6,695	68,918	2,885	2,183	9,146	217	178	1,477
Kzyl-Orda	3,362	2,157	15,404	3,503	2,223	21,858	589	405	1,517	53	34	346
Kokchetav	6,300	4,701	29,823	9,587	7,603	52,010	2,074	1,634	4,900	125	105	856
Kustanai	7,822	5,722	42,240	13,832	10,298	93,785	3,208	2,446	6,947	177	139	825
Leninsk Town	121	95	708	93	56	611	31	26	86	14	10	114
Mangistau	1,747	1,281	10,594	1,597	1,101	11,584	276	223	698	53	38	267
Pavlodar	5,954	4,494	32,071	8,368	6,196	52,518	2,421	1,941	5,359	127	100	756
North Kazakstan	3,947	2,929	20,291	7,055	5,546	38,482	1,630	1,301	3,855	75	65	258
Semipalatinsk	4,371	2,941	24,786	5,568	3,901	31,528	1,270	966	3,107	182	129	1,052
Taldy-Korgan	3,939	2,755	23,037	5,072	3,618	29,376	1,010	784	1,746	64	41	484
Turgai	2,275	1,527	10,349	4,232	3,085	23,779	522	335	1,224	45	38	301
South Kazakstan	6,071	4,697	30,073	7,078	5,481	42,785	2,023	1,528	5,504	183	149	1,206
Total	**91,345**	**66,865**	**474,431**	**125,570**	**93,683**	**798,394**	**32,782**	**24,710**	**81,808**	**2,412**	**1,874**	**14,682**

Table 5a (II)
Vehicles According to Type of Body Construction

	Tankers	Tankers	Tankers	Lumber Trucks	Lumber Trucks	Lumber Trucks	Other	Other		
	Total No	Operable	Total Load Capacity	Total No	Operable	Total Load Capacity	Total No.	Operable	Total no. Trucks	Total operable trucks
Republic Kazakstan	33,809	25,186	140,641	809	595	7,929	66,018	43,464	352,765	256,377
of which										
Akmola	2,360	1,811	8,964	27	22	214	2,584	2,103	21,919	16,607
Aktubinsk	1,895	1,278	7,878	21	17	172	2,558	1,876	16,955	11,584
Almaty Region	1,812	1,386	7,211	56	41	179	5,181	2,618	20,759	14,044
Almaty City	849	720	4,626	10	5	59	3,840	2,718	15,874	12,033
Atyrau	1,195	828	5,071	59	31	533	2,389	191	9,526	5,255
East Kazakstan	1,509	1,182	6,521	208	147	2,638	3,118	2,069	19,544	14,834
Jambyl	1,660	1,291	7,213	12	11	72	5,503	4,513	20,954	16,444
Zhezkazgan	561	413	2,446	20	17	216	1,472	976	7,341	5,352
West Kazakstan	1,939	1,302	7,527	16	13	179	1,593	1,470	15,872	11,296
Karaganda	1,914	1,546	9,049	27	19	309	2,069	1,840	21,776	17,293
Kzyl-Orda	1,202	738	4,531	41	31	473	1,173	732	9,923	6,320
Kokchetav	2,692	2,154	9,845	43	34	329	1,778	1,642	22,599	17,873
Kustanai	3,074	2,394	12,602	54	40	445	3,085	2,007	31,252	23,046
Leninsk Town	24	16	97	0	0	0	151	146	434	349
Mangistau	739	538	4,425	6	5	111	1,204	1,124	5,622	4,310
Pavlodar	1,987	1,440	8,291	58	49	426	3,326	2,853	22,241	17,073
North Kazakstan	1,743	1,359	6,832	19	17	208	3,604	3,335	18,073	14,552
Semipalatinsk	1,714	1,130	7,019	58	51	370	2,701	1,398	15,864	10,516
Taldy-Korgan	1,389	1,012	6,041	5	4	32	2,699	2,586	14,178	10,800
Turgai	1,323	935	5,195	15	7	118	3,252	850	11,664	6,777
South Kazakstan	2,228	1,713	9,248	55	34	846	12,757	6,417	30,395	20,019
Total	**33,809**	**25,186**	**140,632**	**810**	**595**	**7,929**	**66,037**	**43,464**	**352,765**	**256,377**

Table 5 b (I)
Vehicles According to Type of Body Construction
% of that type of vehicle

	Dropside	Dropside	Dropside	Tippers	Tippers	Tippers	Vans	Vans	Vans	Refrigerators	Refrigerators	Refrigerators
	Total No	Operable	Total Load	Total No	Operable	Total Load	Total No	Operable	Total Load	Total No	Operable	Total Load
Republic Kazakstan	91345	66865	474411	125590	93683	798402	32782	24710	81817	2412	1874	14690
of which												
	%	%	%	%	%	%	%	%	%	%	%	%
Akmola	6.6	6.7	6.3	7.1	7.2	6.4	5.7	5.8	5.1	4.4	3.9	3.7
Aktubinsk	4.7	4.4	4.4	5.3	4.7	6.0	4.5	3.9	4.6	4.4	3.8	3.7
Almaty Region	5.4	5.3	5.1	5.3	5.3	4.7	5.7	5.6	5.5	6.1	5.8	4.6
Almaty City	4.5	4.7	4.6	3.3	3.5	3.6	8.4	8.5	8.8	5.8	5.4	9.7
Atyrau	3.0	2.9	2.9	1.9	1.9	2.0	2.0	1.8	2.2	3.7	3.3	3.0
East Kazakstan	5.7	6.0	5.8	5.6	5.9	6.2	6.9	6.9	7.2	9.5	10.7	8.8
Jambyl	5.6	5.9	5.7	5.2	5.3	5.2	6.2	6.3	6.0	5.7	6.8	7.6
Zhezkazgan	2.1	2.2	2.4	2.0	2.0	3.3	2.2	2.2	2.9	2.2	2.0	2.4
West Kazakstan	5.3	4.9	4.8	4.9	4.6	4.2	3.6	3.3	3.8	3.7	3.5	2.4
Karaganda	6.8	7.2	7.5	6.7	7.1	8.6	8.8	8.8	11.2	9.0	9.5	10.1
Kzyl-Orda	3.7	3.2	3.2	2.8	2.4	2.7	1.8	1.6	1.9	2.2	1.8	2.4
Kokchetav	6.9	7.0	6.3	7.6	8.1	6.5	6.3	6.6	6.0	5.2	5.6	5.8
Kustanai	8.6	8.6	8.9	11.0	11.0	11.7	9.8	9.9	8.5	7.3	7.4	5.6
Leninsk Town	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.6	0.5	0.8
Mangistau	1.9	1.9	2.2	1.3	1.2	1.5	0.8	0.9	0.9	2.2	2.0	1.8
Pavlodar	6.5	6.7	6.8	6.7	6.6	6.6	7.4	7.9	6.5	5.3	5.3	5.1
North Kazakstan	4.3	4.4	4.3	5.6	5.9	4.8	5.0	5.3	4.7	3.1	3.5	1.8
Semipalatinsk	4.8	4.4	5.2	4.4	4.2	3.9	3.9	3.9	3.8	7.5	6.9	7.2
Taldy-Korgan	4.3	4.1	4.9	4.0	3.9	3.7	3.1	3.2	2.1	2.7	2.2	3.3
Turgai	2.5	2.3	2.2	3.4	3.3	3.0	1.6	1.4	1.5	1.9	2.0	2.0
South Kazakstan	6.6	7.0	6.3	5.6	5.9	5.4	6.2	6.2	6.7	7.6	8.0	8.2
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	99.9

Table 5b (II)
Vehicles According to Type of Body Construction
% of that type of vehicle

	Tankers	Tankers	Tankers	Lumber Trucks	Lumber Trucks	Lumber Trucks	Other	Other		
	Total No	Operable	Total Load	Total No	Operable	Total Load	Total No.	Operable	Total no.	Total operable
Republic Kazakstan of which	33809	25186	140641	809	595	7929	66018	43464	352765	256377
0	%	%	%	%	%	%	%	%	%	%
Akmola	7.0	7.2	6.4	3.3	3.7	2.7	3.9	4.8	6.2	6.5
Aktubinsk	5.6	5.1	5.6	2.6	2.9	2.2	3.9	4.3	4.8	4.5
Almaty Region	5.4	5.5	5.1	6.9	6.9	2.3	7.8	6.0	5.9	5.5
Almaty City	2.5	2.9	3.3	1.2	0.8	0.7	5.8	6.3	4.5	4.7
Atyrau	3.5	3.3	3.6	7.3	5.2	6.7	3.6	0.4	2.7	2.0
East Kazakstan	4.5	4.7	4.6	25.7	24.7	33.3	4.7	4.8	5.5	5.8
Jambyl	4.9	5.1	5.1	1.5	1.8	0.9	8.3	10.4	5.9	6.4
Zhezkazgan	1.7	1.6	1.7	2.5	2.9	2.7	2.2	2.2	2.1	2.1
West Kazakstan	5.7	5.2	5.4	2.0	2.2	2.3	2.4	3.4	4.5	4.4
Karaganda	5.7	6.1	6.4	3.3	3.2	3.9	3.1	4.2	6.2	6.7
Kzyl-Orda	3.6	2.9	3.2	5.1	5.2	6.0	1.8	1.7	2.8	2.5
Kokchetav	8.0	8.6	7.0	5.3	5.7	4.1	2.7	3.8	6.4	7.0
Kustanai	9.1	9.5	9.0	6.7	6.7	5.6	4.7	4.6	8.9	9.0
Leninsk Town	0.1	0.1	0.1	0.0	0.0	0.0	0.2	0.3	0.1	0.1
Mangistau	2.2	2.1	3.1	0.7	0.8	1.4	1.8	2.6	1.6	1.7
Pavlodar	5.9	5.7	5.9	7.2	8.2	5.4	5.0	6.6	6.3	6.7
North Kazakstan	5.2	5.4	4.9	2.3	2.9	2.6	5.5	7.7	5.1	5.7
Semipalatinsk	5.1	4.5	5.0	7.2	8.6	4.7	4.1	3.2	4.5	4.1
Taldy-Korgan	4.1	4.0	4.3	0.6	0.7	0.4	4.1	5.9	4.0	4.2
Turgai	3.9	3.7	3.7	1.9	1.2	1.5	4.9	2.0	3.3	2.6
South Kazakstan	6.6	6.8	6.6	6.8	5.7	10.7	19.3	14.8	8.6	7.8
Total	100.0	100.0	100.0	100.1	100.0	100.0	100.0	100.0	100.0	100.0

Table 5c
Vehicles According to Type of Body Construction
% of that regions total vehicles

	Dropside	Dropside	Tippers	Tippers	Vans	Vans	Refrigerators	Refrigerators	Tankers	Tankers	Lumber Trucks	Lumber Trucks	Other	Other		
	Total No	Operable	Total No	Operable	Total No	Operable	Total No	Operable	Total No	Operable	Total No	Operable	Total No.	Operable	Total no. Trucks	Total operable trucks
Republic Kazakstan of which	25.9	26.1	35.6	36.5	9.3	9.6	0.7	0.7	9.6	9.8	0.2	0.2	18.7	17.0	100.0	100.0
Akmola	27.5	26.9	40.9	40.4	8.5	8.6	0.5	0.4	10.8	10.9	0.1	0.1	11.8	12.7	100.0	100.0
Aktubinsk	25.1	25.4	39.3	38.4	8.6	8.2	0.6	0.6	11.2	11.0	0.1	0.1	15.1	16.2	100.0	100.0
Almaty Region	24.0	25.2	32.3	35.3	9.1	9.9	0.7	0.8	8.7	9.9	0.3	0.3	25.0	18.6	100.0	100.0
Almaty City	26.0	25.9	26.1	27.1	17.3	17.5	0.9	0.8	5.3	6.0	0.1	0.0	24.2	22.6	100.0	100.0
Atyrau	28.6	36.9	25.2	33.7	7.0	8.3	0.9	1.2	12.5	15.8	0.6	0.6	25.1	3.6	100.0	100.0
East Kazakstan	26.5	27.0	35.9	37.3	11.6	11.5	1.2	1.4	7.7	8.0	1.1	1.0	16.0	13.9	100.0	100.0
Jambyl	24.3	24.2	31.1	30.3	9.7	9.4	0.7	0.8	7.9	7.9	0.1	0.1	26.3	27.4	100.0	100.0
Zhezkazgan	26.5	27.4	34.8	35.3	10.0	10.3	0.7	0.7	7.6	7.7	0.3	0.3	20.1	18.2	100.0	100.0
West Kazakstan	30.7	29.1	38.9	38.3	7.5	7.3	0.6	0.6	12.2	11.5	0.1	0.1	10.0	13.0	100.0	100.0
Karaganda	28.6	27.9	38.8	38.7	13.2	12.6	1.0	1.0	8.8	8.9	0.1	0.1	9.5	10.6	100.0	100.0
Kzyl-Orda	33.9	34.1	35.3	35.2	5.9	6.4	0.5	0.5	12.1	11.7	0.4	0.5	11.8	11.6	100.0	100.0
Kokchetav	27.9	26.3	42.4	42.5	9.2	9.1	0.6	0.6	11.9	12.1	0.2	0.2	7.9	9.2	100.0	100.0
Kustanai	25.0	24.8	44.3	44.7	10.3	10.6	0.6	0.6	9.8	10.4	0.2	0.2	9.9	8.7	100.0	100.0
Leninsk Town	27.9	27.2	21.4	16.0	7.1	7.4	3.2	2.9	5.5	4.6	0.0	0.0	34.8	41.8	100.0	100.0
Mangistau	31.1	29.7	28.4	25.5	4.9	5.2	0.9	0.9	13.1	12.5	0.1	0.1	21.4	26.1	100.0	100.0
Pavlodar	26.8	26.3	37.6	36.3	10.9	11.4	0.6	0.6	8.9	8.4	0.3	0.3	15.0	16.7	100.0	100.0
North Kazakstan	21.8	20.1	39.0	38.1	9.0	8.9	0.4	0.4	9.6	9.3	0.1	0.1	19.9	22.9	100.0	100.0
Semipalatinsk	27.6	28.0	35.1	37.1	8.0	9.2	1.1	1.2	10.8	10.7	0.4	0.5	17.0	13.3	100.0	100.0
Taldy-Korgan	27.8	25.5	35.8	33.5	7.1	7.3	0.5	0.4	9.8	9.4	0.0	0.0	19.0	23.9	100.0	100.0
Turgai	19.5	22.5	36.3	45.5	4.5	4.9	0.4	0.6	11.3	13.8	0.1	0.1	27.9	12.5	100.0	100.0
South Kazakstan	20.0	23.5	23.3	27.4	6.7	7.6	0.6	0.7	7.3	8.6	0.2	0.2	42.0	32.1	100.0	100.0
Total	25.9	26.1	35.6	36.5	9.3	9.6	0.7	0.7	9.6	9.8	0.2	0.2	18.7	17.0	100.0	100.0

Table 6a
Vehicle fleet by Region by Age (%)

	Up to 3 yrs old	3.1 to 8 yrs	8.1 to 10 yrs	10.1 to 13 yrs	13.1 yrs and over	Total of Vehicles
	%	%	%	%	%	%
Republic Kazakstan of which	17.6	45.6	16.8	10.2	9.7	100.0
Akmola	19.0	47.4	14.9	8.9	9.8	100.0
Aktubinsk	20.4	48.8	15.8	8.6	6.4	100.0
Almaty Region	14.1	50.0	17.8	10.7	7.4	100.0
Almaty City	35.2	7.5	23.9	15.8	17.5	100.0
Atyrau	16.9	51.3	16.2	9.2	6.4	100.0
East Kazakstan	15.6	45.4	16.3	10.8	11.9	100.0
Jambyl	13.2	47.3	17.2	11.1	11.2	100.0
Zhezkazgan	22.1	43.7	15.2	8.9	10.0	100.0
West Kazakstan	16.5	51.9	16.4	8.4	6.9	100.0
Karaganda	14.8	48.2	14.8	9.9	12.3	100.0
Kzyl-Orda	12.1	49.0	20.2	10.8	7.9	100.0
Kokchetav	19.7	44.7	15.6	9.4	10.6	100.0
Kustanai	22.0	44.0	15.7	9.3	9.0	100.0
Leninsk Town	10.2	72.9	7.9	5.4	3.6	100.0
Mangistau	15.8	39.8	19.7	14.5	10.1	100.0
Pavlodar	17.1	42.7	17.2	11.8	11.1	100.0
North Kazakstan	20.0	49.0	14.9	8.4	7.7	100.0
Semipalatinsk	11.6	49.4	18.9	10.7	9.5	100.0
Taldy-Korgan	13.0	51.0	19.2	9.5	7.4	100.0
Turgai	26.1	50.1	13.0	6.8	4.0	100.0
South Kazakstan	12.9	42.4	18.7	13.4	12.6	100.0
Total	17.6	45.6	16.8	10.2	9.7	100.0

Table 6b
Cumulative Age of Fleet %

Up to 3 yrs old	Up to 8 yrs	Up to 10 yrs	Up to 13 yrs	13.1 yrs and over
%	%	%	%	%
17.6	63.3	80.0	90.3	100.0
19.0	66.4	81.3	90.2	9.8
20.4	69.2	85.0	93.6	6.4
14.1	64.1	81.9	92.6	7.4
35.2	42.7	66.7	82.5	17.5
16.9	68.1	84.3	93.6	6.4
15.6	61.0	77.3	88.1	11.9
13.2	60.5	77.7	88.8	11.2
22.1	65.8	81.0	90.0	10.0
16.5	68.4	84.7	93.1	6.9
14.8	63.0	77.8	87.7	12.3
12.1	61.2	81.3	92.1	7.9
19.7	64.4	80.1	89.4	10.6
22.0	66.1	81.7	91.0	9.0
10.2	83.2	91.0	96.4	3.6
15.8	55.6	75.4	89.9	10.1
17.1	59.9	77.1	88.9	11.1
20.0	69.0	84.0	92.3	7.7
11.6	60.9	79.9	90.5	9.5
13.0	63.9	83.1	92.6	7.4
26.1	76.2	89.2	96.0	4.0
12.9	55.2	74.0	87.4	12.6
17.6	63.3	80.0	90.3	9.7

ANNEX A1-2
KYRGYZSTAN DATA

VEHICLES AND TRAILERS AVAILABLE IN MINISTRIES AND DEPARTMENTS OF REPUBLIC OF KYRGYZSTAN /01.01.95

	Number of businesses having vehicles	Number of businesses having trucks	Total amount of vehicles	Trucks including light vans	Total capacity	Number of vehicles with the following body constructions			
						open case trucks	capacity	tipper trucks	capacity
Oblast state administration of Kyrgyzstan Republic	25	19	542	198	871.2	43	178.3	116	512.4
Regional (within the city), municipal state administration of Republic of Kyrgyzstan	68	6	599	17	72.5	1	6.0	7	34.5
Village, rural administration of Kyrgyzstan Republic	166	21	565	128	528.5	62	230.9	47	224.3
Kyrgyzstani State Joint Stock Holding Energy Company	31	30	1513	652	3151.0	393	1768.2	155	900.5
State commission on extreme situations and civil defence under the Kyrgyzstani government	4	4	68	40	288.5	12	74.2	18	135.1
Union of the Consumer Companies of Republic of Kyrgyzstan	74	62	2071	1646	5506.1	242	924.7	234	974.9
State agency on geodezy and cartografhy under the Kyrgyzstani government	1	1	80	56	159.8	47	114.2	6	33.0
State agency on hydrometerology under the Kyrgyzstani government	1	1	31	15	74.0	11	55.0	3	14.0
State material supplies' fund under the Kyrgyzstan government	1	1	9	4	12.0	-	-	1	3.0
Kyrgyzstani Trade-Union Federation	28	20	288	92	334.2	48	157.4	21	98.0

	Number of vehicles with the following body constructions						Number of vehicles from the following types of trucks	
	truck vans	capacity	tankers	capacity	refrigerators	capacity	tractor units	capacity
Oblast state administration of Kyrgyzstan Republic	9	16.0	25	150.0	-	-	3	21.8
Regional (within the city), municipal state administration of Republic of Kyrgyzstan	5	17.0	2	8.0	-	-	-	-
Village, rural administration of Kyrgyzstan Republic	4	4.3	12	51.0	-	-	-	-
Kyrgyzstani State Joint Stock Holding Energy Company	23	36.8	54	264.8	2	6.0	44	544.7
State commission on extreme situations and civil defence under the Kyrgyzstani government	3	10.0	1	2.5	-	-	7	87.0
Union of the Consumer Companies of Republic of Kyrgyzstan	983	2685.3	88	224.6	38	332.4	33	390.8
State agency on geodezy and cartografhy under the Kyrgyzstani government	-	-	3	12.6	-	-	-	-
State agency on hydrometerology under the Kyrgyzstani government	-	-	1	5.0	-	-	-	-
State material supplies' fund under the Kyrgyzstani government	3	9.0	-	-	-	-	-	-
Kyrgyzstani Trade-Union Federation	7	12.9	7	32.5	8	31.9	1	7.5

	Number of businesses having vehicles	Number of businesses having trucks	Total amount of vehicles	Trucks including light vans	Total capacity	Number of vehicles with the following body constructions			
						open case trucks	capacity	tipper trucks	capacity
Central Defence-Sports-Technical Council	42	33	638	404	2133.5	355	1880.7	22	11.5
Joint Stock Commercial Bank "Kurulush-bank"	2	-	2	-	-	-	-	-	-
National Bank of Republic of Kyrgyzstan	11	3	86	4	13.9	1	4.6	2	8.5
Joint Stock Commercial *Promstroibank* of Kyrgyzstan Republic	10	1	20	1	4.5	-	-	1	4.5
Joint Stock Commercial agro-industrial bank of Kyrgyzstan Republic	22	1	28	1	0.4	-	-	-	-
'Kyrgyzstan" Joint Stock Bank	7	3	22	3	10.5	1	3.5	2	7.0
Kyrgyzstani Commercial Bank "Kyrgyzavtobank"	1	-	1	-	-	-	-	-	-
Commercial Bank "Kyrgyzelbank"	31	4	54	5	14.5	4	11.0	-	-
"Kyrgyzkhabar" State Information Agency under the Kyrgyzstani government	1	-	8	-	-	-	-	-	-
Kyrgyzstan Republic's State Arbitration	1	-	2	-	-	-	-	-	-
The Prosecution of Kyrgyzstan Republic	17	-	59	-	-	-	-	-	-
Foreign investments based enterprises	1	-	2	-	-	-	-	-	-
Kyrgyzstan Republic's farmer businesses	30	30	640	511	1901.1	231	894.8	178	707.5

	Number of vehicles with the following types of body construction						Number of vehicles of the following type	
	truck vans	capacity	tankers	capacity	refrigerators	capacity	tractor units	capacity
Central Defence-Sports-Technical Council	18	112.8	6	24.5	-	-	10	122.2
Joint Stock Commercial Bank "Kurulush-bank"	-	-	-	-	-	-	-	-
National Bank of Republic of Kyrgyzstan	1	0.8	-	-	-	-	-	-
Joint Stock Commercial *Promstroibank* of Kyrgyzstan Republic	-	-	-	-	-	-	-	-
Joint Stock Commercial Agro-industrial bank of Kyrgyzstan Republic	1	0.4	-	-	-	-	--	--
'Kyrgyzstan" Joint Stock Bank	-	-	-	-	-	-	-	-
Kyrgyzstani Commercial Bank "Kyrgyzavtobank"	-	-	-	-	-	-	-	-
Commercial Bank "Kyrgyzelbank"	1	-	-	-	-	-	-	-
"Kyrgyzkhabar" State Information Agency under the Kyrgyzstani government	-	3.5	-	-	-	-	-	-
Kyrgyzstan Republic's State Arbitration	-	-	-	-	-	-	-	-
The Prosecution of Kyrgyzstan Republic	-	-	-	-	-	-	-	-
Foreign investments based enterprises	-	-	-	-	-	-	-	-
Kyrgyzstan Republic's farmer businesses	16	27.0	76	235.8	1	4.0	1	8.0

	Number of businesses having vehicles	Number of businesses having trucks	Total amount of vehicles	Trucks including light vans	Total capacity	Number of vehicles with the following body constructions			
						open trucks	capacity	tipper trucks	capacity
Ministry of Finance of Kyrgyzstan Republic	38	3	67	3	9.0	3	9.0	-	-
State Custom Inspection under the Ministry of Finance	4	-	15	-	-	-	-	-	-
Ministry of Trade and Industry of Kyrgyzstan Republic	216	205	3749	2104	11877.5	870	5081.3	552	3654.3
State Concern "Kyrgyzaltyn"	11	11	598	378	2251.8	117	639.7	177	1196.6
Ministry of Culture of Kyrgyzstan Republic	85	32	394	58	215.1	37	131.2	15	60.0
Kyrgyzstan Republic's State Committee on Sport and Tourism	6	3	18	6	13.2	4	7.7	1	3.0
Joint Stock Company "Kyrgyzkurulushmaterialy"	23	22	435	284	1975.1	85	356.0	156	1394.1
State Joint Stock Corporation "Kyrgyzmunaiazat"	22	21	261	98	432.2	23	119.8	29	115.5
Open Stock Company "Kyrgyzkurulush"	66	57	2049	1489	10454.2	390	2550.2	826	5520.7
Ministry of Health of Kirgizstan Republic	182	107	2634	392	1407.6	189	689.5	108	471.0
Kyrgyzbytsoyuz	29	24	186	108	411.5	58	208.2	22	101.3
Ministry of Labour and Social Protection of Kyrgyzstan Republic	47	14	127	49	154.4	26	79.5	12	38.5
State Union of Enterprises, Organisations, and Associations of House-Hold Businesses	120	102	1548	670	2700.0	220	836.0	203	930.0

	Number of vehicles with the following body constructions				Number of vehicles from the following types of trucks			
	truck vans	capacity	tankers	capacity	refrigerators	capacity	tractor units	capacity
Ministry of Finance of Kyrgyzstan Republic	-	-	-	-	-	-	-	-
State Custom Inspection under the Ministry of Finance	-	-	-	-	-	-	-	-
Ministry of Trade and Industry of Kyrgyzstan Republic	333	993.1	192	1042.4	13	92.7	149	1777.0
State concern "Kyrgyzaltyn"	20	34.8	26	157.5	27	67.5	17	233.6
Ministry of Culture of Kyrgyzstan Republic	2	1.6	-	-	1	6.4	3	26.0
Kyrgyzstan Republic's State Committee on Sport and Tourism	-	-	-	-	1	2.5	-	-
Joint Stock Company "Kyrgyzkurulushmaterialy"	5	20.7	24	98.3	-	-	11	123.5
State Joint Stock Corporation "Kyrgyzmunaiazat"	5	12.0	40	182.4	-	-	1	10.0
Open Joint Stock Company "Kyrgyzkurulush"	55	197.9	87	530.2	1	4.5	208	2565.8
Ministry of Health of Kirgizstan Republic	46	74.8	26	103.3	6	26.0	4	40.0
Kyrgyzbytsoyuz	18	45.8	1	4.2	-	-	-	-
Ministry of Labour and Social Protection of Kyrgyzstan	6	8.4	1	7.0	-	-	-	-
State Union of Enterprises, Organisations House-Hold Businesses	34	97.1	130	515.9	-	-	7	62.5

	Number of businesses having vehicles	Number of businesses having trucks	Total amount of vehicles	Trucks including light vans	Total capacity	Number of vehicles with the following body constructions			
						open case trucks	capacity	tipper trucks	capacity
Ministry of Justice of Kyrgyzstan Republic	7	1	39	1	3.0	-	-	1	3.0
State Archive Agency under the Kyrgyzstani government	1	1	2	1	1.0	1	1.0	-	-
State Inspection on Standards and Metrology under the Kyrgyzstani Government	7	3	53	5	16.5	3	8.0	2	8.5
State Inspection on Work and Production Safety in National Economy and Mining	2	-	7	-	-	-	-	-	-
Kyrgyzstani President's Administration	2	2	189	29	155.0	12	46.0	13	90.0
Supreme Court of Kyrgyzstan Republic	1	-	3	-	-	-	-	-	-
National Academy of Sciences of Kyrgyzstan Republic	14	10	139	34	132.4	20	79.2	7	44.1
Zhogorku Kenesh Presidium of Kyrgyzstan Republic	1	1	18	12	25.5	5	11.9	1	3.5
Agricultural Collective Businesses (*kolkhozy*)	170	168	6706	5233	19649.2	1897	6823.0	2227	9123.3
Cooperative Businesses of Kyrgyzstan Republic	19	17	1293	808	3476.4	418	1961.3	257	985.3
Privatised Enterprises of Kyrgyzstan Republic	5	5	56	39	124.0	16	34.5	8	33.0
Kyrgyzstani Exhibition and Commercial Centre	1	1	14	4	21.5	3	16.0	1	5.5

	Number of vehicles with the following body constructions						Number of vehicles from the following types of trucks	
	truck vans	**capacity**	**tankers**	**capacity**	**refrigerators**	**capacity**	**tractor units**	**capacity**
Ministry of Justice of Kyrgyzstan Republic	-	-	-	-	-	-	-	-
State Archive Agency under the Kyrgyzstani government	-	-	-	-	-	-	-	-
State Inspection on Standards and Metrology under the Kyrgyzstani Government	-	-	-	-	-	-	-	-
State Inspection on Work and Production Safety in National Economy and Mining	-	-	-	-	-	-	-	-
Kyrgyzstani President's Administration	-	-	4	19.0	-	-	-	-
Supreme Court of Kyrgyzstan Republic	-	-	-	-	-	-	-	-
National Academy of Sciences of Kyrgyzstan Republic	6	3.9	1	5.2	-	-	-	-
Zhogorku Kenesh Presidium of Kyrgyzstan Republic	5	5.1	-	-	-	-	-	-
Agricultural Collective Businesses (*kolkhozy*)	150	244.5	789	2799.4	12	53.9	24	200.7
Cooperative Businesses of Kyrgyzstan Republic	42	75.2	45	250.2	10	37.4	103	743.2
Privatised Enterprises of Kyrgyzstan Republic	2	4.5	1	4.0	-	-	1	10.0
Kyrgyzstani Exhibition and Commercial Centre	-	-	-	-	-	-	-	-

	Number of businesses having vehicles	Number of businesses having trucks	Total amount of vehicles	Trucks including light vans	Total capacity	Number of vehicles with the following body constructions			
						open case trucks	capacity	tipper trucks	capacity
Auto/Moto-Amateurs' Society	9	6	148	64	390.0	52	328.3	2	12.5
Enterprises founded by individuals	33	24	1776	1110	5009.4	506	2337.3	350	1463.7
Interbranch associations, joint stock companies, unions and other organisations voluntary established	26	26	670	508	2629.3	131	550.9	253	1510.8
Kyrgyzstan Republic's Society of Voluntary Fire Brigades	14	11	58	13	42.6	8	24.8	5	17.8
Kyrgyzstani Republican Society of Deaf and Blind People	8	8	57	28	89.0	16	49.6	6	24.5
Other Public Organisations of Kyrgyzstan Republic (societies, funds, unions)	49	32	417	213	1119.5	73	290.9	115	746.7
Ministry of Agriculture and Food Industry of Kyrgyzstan Republic	669	578	15718	11379	52011.1	3766	17183.2	5162	24727.4
Ministry of Water Resources	112	107	2711	1895	12201.5	724	4924.1	823	5658.1
Joint Stock Company "Kyrgyz-Dan-Azyk"	31	28	402	273	1032.3	97	429.7	128	494.1
"Kyrgyzaiylkurulush" Open Joint Stock Corporation	111	108	2258	1579	10195.9	447	2516.7	776	5093.3
"Chuiaiylkurulush" Joint Stock-Production-Commercial Building Company	1	1	85	74	719.6	36	400.6	37	318.6
Kyrgyzstan Republic's State Committee on Economy	10	2	17	2	5.0	2	5.0	-	-

	Number of vehicles with the following body constructions						Number of vehicles from the following types of trucks	
	truck vans	capacity	tankers	capacity	refrigerators	capacity	tractor units	capacity
Auto/Moto-Amateurs' Society	3	5.2	5	34.0	-	-	1	14.0
Enterprises founded by individuals	114	382.0	74	373.5	11	49.0	132	1101.8
Interbranch associations, joint stock companies, unions and other organisations voluntary established	55	125.7	37	221.9	6	23.5	26	208.0
Kyrgyzstan Republic's Society of Voluntary Fire Brigades	-	-	-	-	-	-	-	-
Kyrgyzstani Republican Society of Deaf and Blind People	3	1.9	1	3.0	-	-	-	-
Other Public Organisations of Kyrgyzstan Republic (societies, funds, unions)	6	5.5	17	72.3	2	4.1	6	60.0
Ministry of Agriculture and Food Industry of Kyrgyzstan Republic	605	1319.5	1248	5033.7	74	368.7	478	5276.9
Ministry of Water Resources	67	147.3	206	859.9	4	22.0	118	1421.2
Joint Stock Company "Kyrgyz-Dan-Azyk"	28	29.7	6	21.8	1	3.0	6	82.6
"Kyrgyzaiylkurulush" Open Joint Stock Corporation	59	232.8	155	940.0	-	-	171	2151.4
"Chuiaiylkurulush" Joint Stock-Production-Commercial Building Company	1	0.4	-	-	-	-	25	427.8
Kyrgyzstan Republic's State Committee on Economy	-	-	-	-	-	-	-	-

	Number of businesses having vehicles	Number of businesses having trucks	Total amount of vehicles	Trucks including light vans	Total capacity	Number of vehicles with the following body constructions			
						open case trucks	capacity	tipper trucks	capacity
"Azat" Corporation's Joint Stock Company	1	1	163.	114	458.0	-	-	79	320.0
"Kyrgyzbalygy" Joint Stock Corporation	4	3	32	25	104.9	2	7.0	17	73.4
Food and Processing Industries' Holding Company "Kyrgyztamakaskholding"	74	72	2007	1599	7533.4	431	2016.6	326	1506.6
State Periodical-Book Publishing Concern "Uchkun"	1	1	26	11	63.8	6	36.0	3	27.0
"Kyrgyzkino" State Concern	41	7	169	22	50.7	9	30.5	3	12.0
State Book Publishing Concern "Akyl"	39	15	108	41	121.9	19	59.1	3	11.5
Kyrgyzstan Republic's State Commission on Foreign Investments and Economic Assistance	1	-	3	-	-	-	-	-	
Kyrgyzstani State Insurance Control	17	3	34	11	37.8	6	16.8	3	13.0
Ministry of Transport of Kyrgyzstan Republic	232	223	14977	9379	63088.8	4270	30423.7	3137	21162.2
Transport for General Use	56	56	7472	4680	33851.0	2516	19603.5	1422	9883
Road Organisations' Transport	108	107	1765	963	4477.6	392	1357.0	279	1623.2
Other Organisations of Ministry of Transport	30	24	363	210	1173.3	135	825.1	49	238.9
Ministry of Transport's Joint Stock Enterprises	33	31	4943	3360	22600.9	1168	8260.2	1324	9149.9

	Number of vehicles with the following body constructions						Number of vehicles from the following types of trucks	
	truck vans	capacity	tankers	capacity	refrigerators	capacity	tractor units	capacity
"Azat" Corporation's Joint Stock Company	25	88.0	10	50.0	-	-	26	169.0
"Kyrgyzbalygy" Joint Stock Corporation	1	0.5	5	24.0	-	-	-	-
Food and Processing Industries' Holding Company "Kyrgyztamakaskholding"	282	832.2	366	1606.6	145	1228.2	137	1431.2
State Periodical-Book Publishing Concern "Uchkun"	2	0.8	-	-	-	-	2	22
"Kyrgyzkino" State Concern	10	8.2	-	-	-	-	-	-
State Book Publishing Concern "Akyl"	15	39.8	1	3.5	-	-	-	-
Kyrgyzstan Republic's State Commission on Foreign Investments and Economic Assistance	-	-	-	-	-	-	-	-
Kyrgyzstani State Insurance Control	-	-	2	8.0	-	-	-	-
Ministry of Transport of Kyrgyzstan Republic	648	1898.2	665	3792.2	150	1219.2	1144	12739.4
Transport for General Use	191	497.4	282	1368.6	37	198.1	532	6056.5
Road organisations' transport	70	168.4	151	754.9	4	19.8	43	379.0
Other Organisations of Ministry of Transport's	8	12.3	13	61.0	2	9.0	17	167.0
Ministry of Transport's Joint Stock Enterprises	378	1218.6	181	1334.0	106	984.3	535	5895.5

	Number of businesses having vehicles	Number of businesses having trucks	Total amount of vehicles	Trucks including light vans	Total capacity	Number of vehicles with the following body constructions			
						open case trucks	capacity	tipper trucks	capacity
"Kyrgyzstan Aba Zholdory" National Air Company	3	3	264	74	511.5	30	176.1	6	23.5
Department of Kyrgyzstani Railways	2	2	170	92	474.5	29	201.8	57	241.0
Kyrgyzstan Republic's State National Broadcasting Company	3	2	71	15	32.9	6	8.9	2	7.0
Kyrgyzstan Republic's State Committee on Geology and Natural Resources' use and protection	15	15	546	357	1625.2	220	1018.9	65	325.5
Bishkek Department of Transport	8	7	1368	461	1590.4	110	435.7	20	86.5
Kyrgyzstan Republic's Ministry of Education and Science	97	78	688	405	1301.6	288	922.6	67	274.4
Kyrgyzstan Republic's Fund of State Property	1	-	4	-	-	-	-	-	-
Kyrgyzstan State Committee on Training of Labour Workers and Entrepreneurs	86	82	546	352	1187.3	170	539.0	114	470.4
Kyrgyzstan State Committee on Architecture and Construction	7	4	132	54	230.5	35	173.7	4	21.0
Kyrgyzstan Republic's Committee on Physical Culture, Sports and Support to the National Olympic Movement	14	9	61	19	56.5	10	29.5	5	18.5
Kyrgyzstan Republic's State Committee on Protection of Nature	34	29	500	326	1264.4	217	828.1	72	300.5
National Statistics Committee of Kyrgyzstan	21	3	36	3	5.1	3	5.1	-	-

	Number of vehicles with the following body constructions						Number of vehicles from the following types of trucks	
	truck vans	capacity	tankers	capacity	refrigerators	capacity	tractor units	capacity
"Kyrgyzstan Aba Zholdory" National Air Company	1	1.5	32	242.0	1	8.0	13	137.4
Kyrgyzstan Railway Department	-	-	6	31.7	-	-	4	104.0
State National Broadcasting Company of Kyrgyzstan Republic	7	17.0	-	-	-	-	-	-
Kyrgyzstan Republic's State Committee on Geology and Natural Resources' use and protection	34	63.2	30	144.1	3	7.5	10	126.9
Bishkek Department of Transport	298	917.3	31	147.9	2	3.0	34	245.8
Kyrgyzstan Republic's Ministry of Education and Science	43	87.0	3	9.0	-	-	-	-
Kyrgyzstan Republic's Fund of State Property	-	-	-	-	-	-	-	-
Kyrgyzstan State Committee on Training of Labour Workers and Entrepreneurs	34	59.2	26	94.2	-	-	1	7.0
Kyrgyzstan State Committee on Architecture and Building	8	9.8	1	3.7	-	-	5	55.3
Kyrgyzstan Republic's Committee on Physical Culture, Sport and Support to the National Olimpic Movement	3	3.5	1	5.0	-	-	-	-
Kyrgyzstan Republic's State Committee on Protection of Nature	5	6.1	30	119.7	-	-	-	-
National Statistics Committee of Kyrgyzstan	-	-	-	-	-	-	-	-

This

	Number of businesses having vehicles	Number of businesses having trucks	Total amount of vehicles	Trucks including light vans	Total capacity	Number of vehicles with the following body constructions			
						open case trucks	capacity	tipper trucks	capacity
Kyrgyzstani State Committee on Science and New Technologies	2	1	4	1	2.5	1	2.5	-	-
State Tax Inspection under the Kyrgyzstan Republic's Ministry of Finance	23	1	45	1	4.0	1	4.0	-	-
Tax Police under the Kyrgyzstani Government	1	-	1	-	-	-	-	-	-
Kyrgyzstan Republic's State Commission (Agency) on Reorganisation and Liquidation of Enterprises	27	27	1509	1074	8637.7	343	1664.5	458	5480.6
Enterprises and ministerial organisations of other CIS republics placed in Kyrgyzstan	11	11	713	647	3687.9	444	2639.5	17	49.1
Private Ownership Cars	60	51	139857	5503	23079.6	3969	16703.3	894	4749.5

T1h(i

	Number of vehicles with the following body constructions						Number of vehicles from the following types of trucks	
	truck vans	**capacity**	**tankers**	**capacity**	**refrigerators**	**capacity**	**tractor units**	**capacity**
Kyrgyzstani State Committee on Science and New Technologies	-	-	-	-	-	-	-	-
State Tax Inspection under the Kyrgyzstan Republic's Ministry of Finance	-	-	-	-	-	-	-	-
Tax Police under the Kyrgyzstani Government	-	-	-	-	-	-	-	-
Kyrgyzstan Republic's State Commission (Agency) on Reorganisation and Liquidation of Enterprises	115	349.5	81	455.7	10	23.0	64	626.0
Enterprises and ministerial organisations of other CIS republics placed in Kyrgyzstan	4	22.0	161	734.8	6	40.0	15	202.5
Private Ownership Cars	342	240.6	69	361.5	-	-	-	-

	Number of vehicles according to types of fuel					Semitrailers for tractor units	Trailers	Buses	Bus Capacity (places)	Light vehicles	Special vehicles	pickups
	petrol	diesel	LPG	CNG	diesel and CNG							
Oblast state administration of Kyrgyzstan Republic	170	12	8	8	-	6	12	42	814	118	175	9
Regional (within the city), municipal state administration of Republic of Kyrgyzstan	17	-	-	-	-	-	14	137	3316	210	227	8
Village administration of Kyrgyzstan Republic	122	6	-	-	-	-	1	6	151	40	25	3
Kyrgyzstani State Joint Stock Holding Energy Company	464	166	3	14	5	56	80	123	2366	54	646	38
State commission on extreme situations and civil defence under the Kyrgyzstani government	17	23	-	-	-	7	6	7	130	14	6	1
Union of the Consumer Companies of Republic of Kyrgyzstan	1499	77	42	28	-	52	40	98	2015	97	124	106
State agency on geodezy and cartografhy under the Kyrgyzstani government	55	1	-	-	-	-	-	10	201	3	11	-
State agency on hydrometerology under the Kyrgyzstani government	15	-	-	-	-	-	-	-	-	2	14	-
State material supplies' fund under the Kyrgyzstani government	4	-	-	-	-	-	-	1	21	3	1	-
Kyrgyzstani Trade-Union Federation	86	6	-	-	-	-	1	118	4127	49	27	2

T29

	Number of vehicles according to types of fuel					Semitrailers for tractor units	Trailers	Buses	Bus Capacity (places)	Light vehicles	Special vehicles	pickups
	petrol	diesel	LPG	CNG	diesel and CNG							
Central Defence-Sports-Technical Council	222	182	-	-	-	13	12	36	925	43	152	3
Joint Stock Commercial Bank "Kurulush-bank"	-	-	-	-	-	-	-	-	-	2	-	-
National Bank of Republic of Kyrgyzstan	4	-	-	-	-	-	-	3	63	13	66	-
Joint Stock Commercial *Promstroibank* of Kyrgyzstan	1	-	-	-	-	-	-	2	36	17	-	-
Joint Stock Commercial agro-industrial bank of Kyrgyzstan	1	-	-	-	-	-	-	-	-	17	10	-
'Kyrgyzstan" Joint Stock Bank	3	-	-	-	-	-	-	2	4	11	4	2
Kyrgyzstani Commercial Bank "Kyrgyzavtobank"	-	-	-	-	-	-	-	-	-	1	-	-
Commercial Bank "Kyrgyzelbank"	5	-	-	-	-	-	-	1	20	21	27	-
"Kyrgyzkhabar" State Information Agency under the Kyrgyzstani government	-	-	-	-	-	-	-	1	10	3	4	-
Kyrgyzstan Republic's State Arbitration	-	-	-	-	-	-	-	-	-	2	-	-
The Prosecution of Kyrgyzstan Republic	-	-	-	-	-	-	-	2	31	48	8	1
Foreign investments based enterprises	-	-	-	-	-	-	-	-	-	1	-	1
Kyrgyzstan Republic's farmer businesses	502	9	-	-	-	11	9	39	815	53	35	2

	Number of vehicles according to types of fuel					Semitrailers for tractor units	Trailers	Buses	Bus Capacity (places)	Light vehicles	Special vehicles	Pickups
	petrol	diesel	LPG	CNG	diesel & CNG							
Ministry of Finance of Kyrgyzstan Republic	3	-	-	-	-	-	-	6	69	42	16	-
State Custom Inspection under the Ministry of Finance	-	-	-	-	-	-	-	-	-	14	-	-
Ministry of Trade and Industry of Kyrgyzstan Republic	1440	476	141	47	-	190	116	501	10475	290	736	118
State concern "Kyrgyzaltyn"	247	131	-	-	-	42	44	73	1585	30	112	5
Ministry of Culture of Kyrgyzstan Republic	57	-	-	1	-	4	-	89	1965	32	206	9
Kyrgyzstan Republic's State Committee on Sport and Tourism	6	-	-	-	-	-	-	8	124	3	1	-
Joint Stock Company "Kyrgyzkurulushmaterialy"	157	127	-	-	-	11	12	51	1095	33	62	5
State Joint Stock Corporation "Kyrgyzmunaiazat"	91	7	-	-	-	5	12	26	462	57	71	9
Open Joint Stock Company "Kyrgyzkurulush"	952	533	-	3	1	323	154	155	3279	108	284	13
Ministry of Health of Kyrgyzstan Republic	380	12	-	-	-	5	6	56	1092	92	2068	26
Kyrgyzbytsoyuz	102	6	-	-	-	-	1	11	247	13	43	11
Ministry of Labour and Social Protection of Kyrgyzstan Republic	49	-	-	-	-	-	-	6	144	32	40	-
State Union of Enterprises, Organisations, and Associations of House-Hold Businesses	601	41	23	5	-	12	7	82	1882	57	711	28

T2C

	Number of vehicles according to types of fuel					Semitrailers for tractor units	Trailers	Buses	Bus Capacity (places)	Light vehicles	Special vehicles	Pickups
	petrol	diesel	LPG	CNG	diesel and CNG							
Ministry of Justice of Kyrgyzstan Republic	1	-	-	-	-	-	-	1	10	32	5	-
State Archive Agency under the Kyrgyzstani government	1	-	-	-	-	-	-	1	11	-	-	-
State Inspection on Standards and Metrology under the Kyrgyzstani Government	5	-	-	-	-	-	-	3	64	5	40	-
State Inspection on Work and Production Safety in National Economy and Mining	-	-	-	-	-	-	-	-	-	3	4	-
Kyrgyzstani President's Administration	23	6	-	-	-	-	-	18	375	126	12	4
Supreme Court of Kyrgyzstan Republic	-	-	-	-	-	-	-	2	26	1	-	-
National Academy of Sciences of Kyrgyzstan Republic	28	6	-	-	-	-	-	21	407	15	68	1
Zhogorku Kenesh Presidium of Kyrgyzstan Republic	12	-	-	-	-	-	2	3	101	3	707	-
Agricultural Collective Businesses (*kolkhozy*)	5029	199	4	-	1	51	167	313	6878	387	74	66
Cooperative Businesses of Kyrgyzstan Republic	704	104	-	-	-	66	49	126	2626	248	71	40
Privatised Enterprises of Kyrgyzstan Republic	38	1	-	-	-	1	-	5	108	1	4	7
Kyrgyzstani Exhibition and Commercial Centre	4	-	-	-	-	-	-	2	48	2	4	2

	Number of vehicles according to types of fuel					Semitrailers for tractor units	Trailers	Buses	Bus Capacity (places)	Light vehicles	Special vehicles	pickups
	petrol	diesel	LPG	CNG	diesel and CNG							
Auto/Moto-Amateurs' Society	35	29	-	-	-	1	5	4	114	11	69	-
Enterprises founded by individuals	917	187	6	-	-	98	73	216	4424	310	94	46
Interbranch associations, joint stock companies, unions and other organisations voluntary established	378	119	10	-	1	38	42	36	765	51	67	8
Kyrgyzstan Republic's Society of Voluntary Fire Brigades	13	-	-	-	-	-	-	1	22	5	39	-
Kyrgyzstani Republican Society of Deaf and Blind People	27	1	-	-	-	-	-	18	398	9	1	1
Other Public Organisations of Kyrgyzstan Republic (societies, funds, unions)	155	57	1	-	-	10	3	37	748	45	111	11
Ministry of Agriculture and Food Industry of Kyrgyzstan Republic	9635	1564	135	45	-	781	1094	971	20835	744	2337	287
Ministry of Water Resources	1178	708	-	8	1	191	127	273	5473	138	362	43
Joint Stock Company "Kyrgyz-Dan-Azyk"	237	14	22	-	-	21	14	38	763	47	36	8
"Kyrgyzaiylkurulush" Open Joint Stock Corporation	1002	548	5	24	-	198	133	230	5052	115	301	33
"Chuiaiylkurulush" Joint Stock-Production-Commercial Building Company	17	53	1	3	-	29	15	9	192	-	2	-
Kyrgyzstan Republic's State Committee on Economy	2	-	-	-	-	0	-	2	22	12	1	-

T2e

	Number of vehicles according to types of fuel					Semitrailers for tractor units	Trailers	Buses	Bus Capacity (places)	Light vehicles	Special vehicles	Pick ups
	petrol	diesel	LPG	CNG	diesel and CNG							
"Azat" Corporation's Joint Stock Company	102	12	-	-	-	26	-	14	391	11	24	-
"Kyrgyzbalygy" Joint Stock Corporation	20	5	-	-	-	-	-	2	41	4	-	1
Food and processing Industries' Holding Company "Kyrgyztamakaskholding"	1275	254	24	46	-	217	34	135	2989	106	133	34
State Periodical-Book Publishing Concern "Uchkun"	8	3	-	-	-	2	-	6	180	8	1	-
"Kyrgyzkino" State Concern	22	-	-	-	-	-	-	18	390	18	110	1
State Book Publishing Concern "Akyl"	39	-	-	-	-	2	-	16	321	36	7	8
Kyrgyzstan Republic's State Commission on Foreign Investments and Economic Assistance	-	-	-	-	-	-	-	1	11	2	-	-
Kyrgyzstani State Insurance Control	11	-	-	-	-	-	-	3	63	16	4	-
Ministry of Transport of Kyrgyzstan Republic	4997	3397	566	419	-	1668	2415	3284	85128	1417	821	76
Transport for General Use	2181	1896	307	296	-	884	1553	2283	62361	343	150	16
Road Organisations' transport	823	134	3	3	-	57	28	244	5260	110	412	36
Other Organisations of Ministry of Transport's	124	56	18	12	-	24	34	68	1435	41	34	10
Ministry of Transport's JointStock Enterprises	1753	1262	237	108	-	691	792	648	15080	897	28	10

	Number of vehicles according to types of fuel					Semitrailers for tractor units	Trailers	Buses	Bus Capacity (places)	Light vehicles	Special vehicles	Pickups
	petrol	diesel	LPG	CNG	diesel and CNG							
"Kyrgyzstan Aba Zholdory" National Air Company	41	33	-	-		8	8	25	612	16	149	-
Department of Kyrgyzstani Railways	75	16	1	-	-	4	-	16	380	10	48	4
Kyrgyzstan Republic's State National Broadcasting Company	15	-	-	-	-	-	-	10	146	8	38	-
Kyrgyzstan Republic's State Committee on Geology and Natural Resources' use and protection	276	80	-	1	-	11	26	44	970	22	118	5
Bishkek Department of Transport	273	18	49	121	-	43	8	782	18310	18	44	63
Kyrgyzstan Republic's Ministry of Education and Science	397	2	2	4	-	1	4	123	2457	78	48	34
Kyrgyzstan Republic's Fund of State Property	-	-	-	-	-	-	-	-	-	4	-	-
Kyrgyzstan State Committee on Training of Labour Workers and Entrepreneurs	336	12	4	-	-	3	3	64	1294	27	71	32
Kyrgyzstan State Committee on Architecture and Construction	45	9	-	-	-	5	6	11	227	7	58	2
Kyrgyzstan Republic's Committee on Physical Culture, Sports and Support to the National Olympic Movement	19	-	-	-	-	-	1	28	695	8	2	4
Kyrgyzstan Republic's State Committee on Protection of Nature	306	20	-	-	-	2	1	53	1047	17	99	5
National Statistics Committee of Kyrgyzstan	3	-	-	-	-	-	-	1	11	21	10	1

	Number of vehicles according to types of fuel					Semitrailers for tractor units	Trailers	Buses	Bus capacity (places)	Light vehicles	Special vehicles	Pick ups
	petrol	diesel	LPG	CNG	diesel and CNG							
Kyrgyzstani State Committee on Science and New Technologies	1	-	-	-	-	-	-	1	8	2	-	-
State Tax Inspection under the Kyrgyzstan Republic's Ministry of Finance	1	-	-	-	-	-	-	1	23	35	6	2
Tax Police under the Kyrgyzstani Government	-	-	-	-	-	-	-	-	-	1	-	-
Kyrgyzstan Republic's State Commission (Agency) on Reorganisation and Liquidation of Enterprises	704	367	-	3	-	126	84	149	3314	105	160	21
Enterprises and ministerial organisations of other CIS republics placed in Kyrgyzstan	632	15	-	-	-	17	157	18	390	22	26	-
Private Ownership Cars	-	-	-	-	-	153	6752	963	19317	133391	-	-

	Number of vehicles with the following body constructions						Number of vehicles from the following types of trucks	
	truck vans	capacity	tankers	capacity	refrigerators	capacity	tractor units	capacity
Oblast state administration of Kyrgyzstan Republic	9	16.0	25	150.0	-	-	3	21.8
Regional (within the city), municipal state administration of Republic of Kyrgyzstan	5	17.0	2	8.0	-	-	-	-
Village, rural administration of Kyrgyzstan Republic	4	4.3	12	51.0	-	-	-	-
Kyrgyzstani State Joint Stock Holding Energy Company	23	36.8	54	264.8	2	6.0	44	544.7
State commission on extreme situations and civil defence under the Kyrgyzstani government	3	10.0	1	2.5	-	-	7	87.0
Union of the Consumer Companies of Republic of Kyrgyzstan	983	2685.3	88	224.6	38	332.4	33	390.8
State agency on geodezy and cartografhy under the Kyrgyzstani government	-	-	3	12.6	-	-	-	-
State agency on hydrometerology under the Kyrgyzstani government	-	-	1	5.0	-	-	-	-
State material supplies' fund under the Kyrgyzstani government	3	9.0	-	-	-	-	-	-
Kyrgyzstani Trade-Union Federation	7	12.9	7	32.5	8	31.9	1	7.5

T3c

	Number of vehicles of the amount of trucks with capacity (kg)					
	up to 1499	**1500-4999**	**5000-6999**	**7000-9999**	**10000-14999**	**15000 and more**
Ministry of Finance of Kyrgyzstan Republic	-	3	-	-	-	-
State Custom Inspection under the Ministry of Finance	-	-	-	-	-	-
Ministry of Trade and Industry of Kyrgyzstan Republic	223	886	455	280	202	58
State Concern "Kyrgyzaltyn"	27	126	101	52	66	6
Ministry of Culture of Kyrgyzstan Republic	9	31	15	2	1	-
Kyrgyzstan Republic's State Committee on Sport and Tourism	1	5	-	-	-	-
Joint Stock Company "Kyrgyzkurulushmaterialy"	20	111	32	43	75	3
State Joint Stock Corporation "Kyrgyzmunaiazat"	4	59	31	1	3	-
Open Stock Company "Kyrgyzkurulush"	51	538	345	204	331	20
Ministry of Health of Kyrgyzstan Republic	80	234	70	3	5	-
Kyrgyzbytsoyuz	16	74	6	6	6	-
Ministry of Labour and Social Protection of Kyrgyzstan Republic	5	34	3	6	1	-
State Union of Enterprises, Organisations, and Associations of House-Hold Businesses	99	376	140	42	13	-

T 3d

	Number of vehicles of the amount of trucks with capacity (kg)					
	up to 1499	**1500-4999**	**5000-6999**	**7000-9999**	**10000-14999**	**15000 and more**
Ministry of Justice of Kyrgyzstan Republic	-	1	-	-	-	-
State Archive Agency under the Kyrgyzstani government	1	-	-	-	-	-
State Inspection on Standards and Metrology under the Kyrgyzstani Government	-	4	1	-	-	-
State Inspection on Work and Production Safety in National Economy and Mining	-	-	-	-	-	-
Kyrgyzstani President's Administration	1	16	10	-	2	-
Supreme Court of Kyrgyzstan Republic	-	-	-	-	-	-
National Academy of Sciences of Kyrgyzstan Republic	13	13	2	3	3	-
Zhogorku Kenesh Presidium of Kyrgyzstan Republic	7	3	2	-	-	-
Agricultural Collective Businesses (*kolkhozy*)	304	4050	573	246	57	3
Cooperative Businesses of Kyrgyzstan Republic	35	568	113	71	21	-
Privatised Enterprises of Kyrgyzstan Republic	4	30	4	-	1	-
Kyrgyzstani Exhibition and Commercial Centre	-	-	4	-	-	-

	Number of vehicles of the amount of trucks with capacity (kg)					
	up to 1499	**1500-4999**	**5000-6999**	**7000-9999**	**10000-14999**	**15000 and more**
Auto/Moto-Amateurs' Society	1	16	34	10	3	-
Enterprises founded by individuals	32	626	258	130	62	2
Interbranch associations, joint stock companies, unions and other organisations voluntary established	27	193	149	49	87	3
Kyrgyzstan Republic's Society of Voluntary Fire Brigades	-	13	-	-	-	-
Kyrgyzstani Republican Society of Deaf and Blind People	7	16	5	-	-	-
Other Public Organisations of Kyrgyzstan Republic (societies, funds, unions)	21	64	39	9	74	6
Ministry of Agriculture and Food Industry of Kyrgyzstan Republic	943	6408	2166	1205	629	28
Ministry of Water Resources	100	819	287	328	342	19
Joint Stock Company "Kyrgyz-Dan-Azyk"	40	167	47	10	8	1
"Kyrgyzaiylkurulush" Open Joint Stock Corporation	67	488	425	276	302	21
"Chuiaiylkurulush" Joint Stock-Production-Commercial Building Company	1	4	15	6	48	-
Kyrgyzstan Republic's State Committee on Economy	-	2	-	-	-	-

	Number of vehicles of the amount of trucks with capacity (kg)					
	up to 1499	**1500-4999**	**5000-6999**	**7000-9999**	**10000-14999**	**15000 and more**
"Azat" Corporation's Joint Stock Company	4	84	26	-	-	-
"Kyrgyzbalygy" Joint Stock Corporation	1	19	-	4	1	-
Food and Processing Industries' Holding Company "Kyrgyztamakaskholding"	89	1040	176	142	151	1
State News Periodical-Book Publishing Concern "Uchkun"	2	1	3	3	2	-
"Kyrgyzkino" State Concern	3	18	1	-	-	-
State Book Publishing Concern "Akyl"	5	28	8	-	-	-
Kyrgyzstan Republic's State Commission on Foreign Investments and Economic Assistance	-	-	-	-	-	-
Kyrgyzstani State Insurance Control	2	7	2	-	-	-
Ministry of Transport of Kyrgyzstan Republic	289	2008	3252	2441	1281	108
Transport for General Use	66	616	1992	1304	620	82
Road Organisations' transport	115	493	165	116	63	11
Other Organisations of Ministry of Transport's	15	78	57	44	15	1
Ministry of Transport's JointStock Enterprises	91	750	994	940	575	10

T 39

	Number of vehicles of the amount of trucks with capacity (kg)					
	up to 1499	**1500-4999**	**5000-6999**	**7000-9999**	**10000-14999**	**15000 and more**
"Kyrgyzstan Aba Zholdory" National Air Company	2	8	26	35	-	3
Department of Kyrgyzstani Railways	-	63	18	2	8	1
Kyrgyzstan Republic's State National Broadcasting Company	8	5	1	-	1	-
Kyrgyzstan Republic's State Committee on Geology and Natural Resources' use and protection	33	164	94	43	23	-
Bishkek Department of Transport	29	360	45	23	3	1
Kyrgyzstan Republic's Ministry of Education and Science	42	298	61	3	1	-
Kyrgyzstan Republic's Fund of State Property	-	-	-	-	-	-
Kyrgyzstan State Committee on Training of Labour Workers and Entrepreneurs	73	229	34	11	5	-
Kyrgyzstan State Committee on Architecture and Construction	6	34	8	2	4	-
Kyrgyzstan Republic's Committee on Physical Culture, Sport and Support to the National Olympic Movement	3	14	2	-	-	-
Kyrgyzstan Republic's State Committee on Protection of Nature	26	247	28	20	5	-
National Statistics Committee of Kyrgyzstan	2	1	-	-	-	-

T3h

	Number of vehicles of the amount of trucks with capacity (kg)					
	up to 1499	**1500-4999**	**5000-6999**	**7000-9999**	**10000-14999**	**15000 and more**
Kyrgyzstani State Committee on Science and New Technologies	-	1	-	-	-	-
State Tax Inspection under the Kyrgyzstan Republic's Ministry of Finance	-	1	-	-	-	-
Tax Police under the Kyrgyzstani Government	-	-	-	-	-	-
Kyrgyzstan Republic's State Commission (Agency) on Reorganisation and Liquidation of Enterprises	50	403	215	125	197	84
Enterprises and ministerial organisations of other CIS republics placed in Kyrgyzstan	2	146	484	-	15	-
Private Ownership Cars	-	-	-	-	-	-

AVAILABILITY OF LPG-USING VEHICLES ACCORDING TO THE BODY CONSTRUCTION IN DIFFERENT REGIONS OF REPUBLIC OF KYRGYZSTAN / 01.01.95

	Republic	Regions of the Republic						
		Bishkek (city)	Issyk-Kul	Osh	Chu	Dzhala l-Abad	Talas	Naryn
Total Amount of Vehicles	1722	357	71	926	208	46	42	72
Total Amount of Trucks	1050	281	24	548	101	39	6	51
Amount of Trucks in the Following Organisations:								
- Oblast State Administration of Kyrgyzstan Republic	8	8	-	-	-	-	-	-
- Kyrgyzstani State-Joint-Stock Holding Energy Company	3	-	-	1	2	-	-	-
- Union of Consumer Societies of Kyrgyzstan Republic	42	-	-	22	20	-	-	-
- Kyrgyzstan Republic's Ministry of Industry and Trade	141	15	24	48	28	2	6	18
- State Union of Enterprises, Organisations, Departments and Associations of House-Holding Businesses	23	-	-	10	13	-	-	-
- Ministry of Communication of Kyrgyzstan Republic	4	-	-	4	-	-	-	-
- Agricultural Collective Businesses (kolkhozy)	4	-	-	3	1	-	-	-
- Enterprises Established by Individuals	6	-	-	6	-	-	-	-
- Interbranch Associations, Joint-Stock Companies,	10	-	-	10	-	-	-	-

AVAILABILITY OF DIESEL AND CNG-USING VEHICLES ACCORDING TO THE BODY CONSTRUCTION

IN DIFFERENT REGIONS OF REPUBLIC OF KYRGYZSTAN / 01.01.95

	Republic	Regions of Republic						
		Bishkek (city)	Issyk-Kul	Osh	Chu	Dzhalal -Abad	Talas	Naryn
Total Amount of Vehicles	10	1	1	-	3	5	-	-
Total Amount of Trucks	9	-	1	-	3	5	-	-
Amount of Trucks in the Following Organisations:								
- Kyrgyzstani State-Joint-Stock Holding Energy Company	5	-	-	-	-	5	-	-
- "Kyrgyzkurulush" Open Joint-Stock Company	1	-	-	-	1	-	-	-
- Agricultural Collective Businesses (kolkhozy)	1	-	1	-	-	-	-	-
- Interbranch Associations, Stock Companies, Firms, and Other Voluntary Established Organisations	1	-	-	-	1	-	-	-
- Kyrgyzstan Republic's Ministry of Water Resources	1	-	-	-	1	-	-	-
Total Amount of Buses	1	1	-	-	-	-	-	-
- Kyrgyzstani State-Joint-Stock Holding Energy Company	1	1	-	-	-	-	-	-

AVAILABILITY OF CNG-USING VEHICLES ACCORDING TO THE BODY CONSTRUCTION

IN DIFFERENT REGIONS OF REPUBLIC OF KYRGYZSTAN / 01.01.95

	Republic	Regions of Republic						
		Bishkek (city)	Issyk-Kul	Osh	Chu	Dzhalal -Abad	Talas	Naryn
Total Amount of Vehicles	870	461	-	92	248	63	6	-
Total Amount of Trucks	782	437	-	87	205	48	5	-
Amount of Trucks in the Following Organisations:								
- Oblast State Administration of Kyrgyzstan Republic	8	8	-	-	-	-	-	-
- Kyrgyzstani State-Joint-Stock Holding Energy Company	14	2	-	-	5	7	-	-
- Union of Consumer Societies of Kyrgyzstan Republic	28	-	-	-	28	-	-	-
- Kyrgyzstan Republic's Ministry of Industry and Trade	47	15	-	-	-	32	-	-
- Kyrgyzstan Republic's Ministry of Culture	1	1	-	-	-	-	-	-
- "Kyrgyzaiylykurulusk" Open Stock Corporation	3	-	-	1	2	-	-	-
- State Union of Enterprises, Organisations, Departments and Associations of House-Hold Businesses	5	-	-	5	-	-	-	-
- Kyrgyzstan Republic's Ministry of Agriculture and Food Stuffs	45	7	-	-	38	-	-	-

- Kyrgyzstan Republic's Ministry of Water Resources	8	-	-	-	3	5	-	-
- "Kyrgyzaiylkurulush" Open Joint Stock Corporation	24	-	-	24	-	-	-	-
- "Chuiaiylkurulush" Joint-Stock-Production Commercial-Building Company	3	-	-	-	3	-	-	-
- "Kyrgyztamakask-holding" Republican Holding Company on Food and Processing Industry	46	46	-	-	-	-	-	-
- State Book-Publishing-Production Concern "Akyl"	2	2	-	-	-	-	-	-
Ministry of Transport of Kyrgyzstan Republic	419	234	-	57	123	-	5	-
- Transport for General Use	296	168	-	50	73	-	5	-
- Transport of Road Organisations	3	-	-	-	3	-	-	-
- Other Organisations of Ministry of Transport	12	8	-	4	-	-	-	-
- Joint Stock Enterprises of Ministry of Transport	108	58	-	3	47	-	-	-
- Kyrgyzstan Republic's State Committee on Geology, and Natural Resources' Usage and Protection	1	1	-	-	-	-	-	-
- Bishkek Department of Transport	121	121	-	-	-	-	-	-
- Kyrgyzstan Republic's Ministry of Education and Sciences	4	-	-	-	3	1	-	-
- Kyrgyzstan Republic's State Committee on Reorganisation and	3	-	-	-	-	3	-	-

Liquidation of Enterprises								
Total Amount of Buses	16	4	-	2	3	7	-	-
- Kyrgyz State-Joint-Stock Holding Energy Company	3	-	-	-	3	-	-	-
- Kyrgyzstan Republic's Ministry of Trade and Industry	3	1	-	-	-	2	-	-
- Kyrgyzstan Republic's Privatised Enterprises	2	-	-	-	-	2	-	-
- Ministry of Water Resources of Kyrgyzstan Republic	1	-	-	-	-	1	-	-
Ministry of Transport of Kyrgyzstan Republic	2	2	-	-	-	-	-	-
- Other Organisations of Ministry of Transport	2	2	-	-	-	-	-	-
- Bishkek Department of Transport	1	1	-	-	-	-	-	-
- Ministry of Education and Science of Kyrgyzstan Republic	1	-	-	-	-	1	-	-
- Kyrgyzstan Republic's State Commission (Agency) on Reorganisation and Liquidation of Enterprises	3	-	-	2	-	1	-	-
Special Vehicles and Special Cars	72	20	-	3	40	8	1	-
- Oblast State Administration of Kyrgyzstan Republic	5	5	-	-	-	-	-	-
- Regional (within the cities), \\municipal State Administration of Kyrgyzstan Republic	15	15	-	-	-	-	-	-

T5.iv

- Kyrgyz State Joint Stock Holding Energy Company	4	-	-	2	2	-	-	-
- Kyrgyzstan Republic's Ministry of Trade and Industry	7	-	-	-	-	7	-	-
- Kyrgyzstan Republic's Ministry of Health	36	-	-	-	36	-	-	-
- State Union of Enterprises, Organisations, Departments and Associations of House-Holding Businesses	1	-	-	-	-	-	1	-
- Kyrgyzstan Republic's Ministry of Agriculture and Food Stuffs	2	-	-	-	-	-	-	-
- Ministry of Water Resources of Kyrgyzstan Republic	1	-	-	-	-	1	-	-
- "Kyrgyztamakash-holding" Republican Holding Company on Food Stuffs and Processing Industry	1	-	-	1	-	-	-	-

CARGO TRANSPORTATION BY ALL VEHICLES AVAILABLE IN REPUBLIC OF KYRGYZSTAN FOR THE YEAR 1994

	Transported Cargo (thousands tons)	Total Capacity (thousands tons per km)	Capacity of Vehicles Using the Following Types of Fuel				
			petrol	diesel	LPG	CNG	Gas-diesel
Total Amount All Over the Republic	31013.2	604048.2	381096.4	199709.3	14147.3	8872.0	223.2
Oblast State Administration of Kyrgyzstan Republic	112.1	1839.2	1516.3	169.0	-	153.9	-
Regional (within the city), Municipal State Administration of Kyrgyzstan Republic	17.5	287.6	287.6	-	-	-	-
Village, Rural Administration of Kyrgyzstan Republic	61.9	1015.0	926.3	88.7	-	-	-
Kyrgyzstani State-Joint-Stock Holding Energy Company	447.1	7331.7	4549.6	2482.8	24.0	157.7	117.6
State Commission on Emergency Situations and Civil Defence under the Kyrgyzstani Government	40.6	665.9	244.9	421.0	-	-	-
Kyrgyzstan republic's Union of Consumer Companies	851.2	13959.5	12222.0	963.5	488.1	285.9	-
State Agency on Geodezy and Cartography under the Kyrgyzstani Government	7.0	114.6	98.1	16.5	-	-	-
State Agency on Hydrometereology under	8.5	139.4	139.4	-	-	-	-

the Kyrgyzstani Government							
Fund of State Material Resources under the Kyrgyzstani Government	1.9	30.6	30.6	-	-	-	-
Federation of Trade-Unions of Kyrgyzstan Republic	62.1	1019.1	984.5	34.6	-	-	-
Central Defence-Sports-Technical Council	317.5	5207.8	2384.5	2823.3	-	-	-
Kyrgyzstan Republic's National Bank	3.8	61.9	61.9	-	-	-	-
Joint-Stock-Commercial *Promstroibank* of Kyrgyzstan Republic	1.6	25.9	25.9	-	-	-	-
"Kyrgyzstan" Joint-Stock-Commercial Bank	1.9	30.6	30.6	-	-		-
Commercial "Kyrgyzelbank"	0.9	14.6	14.6	-	-	-	-
Enterprises Having Foreign Investments (self-governing joint enterprises)	0.2	2.7	2.7	-	-	-	-
Kyrgyzstan Republic's Farm Businesses	498.7	8178.9	8025.2	153.7	-	-	-
Ministry of Finance of Kyrgyzstan Republic	0.1	2.0	2.0	-	-	-	-
Kyrgyzstan Republic's Ministry of Industry and Trade	2197.9	36044.9	18474.4	15176.0	1917.3	477.2	-
"Kyrgyzaltyn" State Concern	219.5	3600.1	2637.4	962.7	-	-	-
Ministry of Culture of Kyrgystan Republic	13.2	216.8	210.1	-	-	6.7	-
State Committee on Tourism and Sports of Kyrgyzstan Republic	3.7	60.6	60.6	-	-	-	-
"Kyrgyzkurulushkaterialy" State Joint-Stock Company	149.3	2448.1	1011.3	1436.8	-	-	-
"Kyrgyzmunaiazat" State	327.6	5373.3	5276.5	96.8	-	-	-

Joint Stock Corporation							
"Kyrgyzkurulush" Open Joint Stock Company	672.7	11031.6	5374.0	5625.4	-	24.4	7.8
Kyrgyzstan Republic's Ministry of Health	338.8	5556.1	5428.9	127.2	-	-	-
Kyrgyzbytsoyuz	27.0	443.6	432.2	11.4	-	-	-
Ministry of Labour and Social Protection	16.3	267.7	267.7	-	-	-	-
State Union of Enterprises, organisations, Departments and Associations of House-Holding Businesses	543.1	8906.8	7952.0	609.3	274.0	71.5	-
Ministry of communications	88.6	1452.7	1367.7	75.0	10	-	-
Kyrgyzstan Republic's Ministry of Justice	1.0	16.4	16.4	-	-	-	-
State Inspection on Standards and Metrology under the Kyrgyzstani Government	3.2	53.0	53.0	-	-	-	-
Administration of President of Kyrgyzstan republic	22.4	367.3	262.5	101.8	-	-	-
National Academy of Sciences of Kyrgyzstan Republic	12.7	208.1	131.5	76.6	-	-	-
Kyrgyzstan Republic's *Zhogorku Kenesh* Presidium	10.0	163.9	163.9	-	-	-	
Agricultural Collective Businesses (kolkhozy)	3949.8	64776.6	59720.3	4843.9	187.5	-	24.9
Co-operative Businesses of Kyrgyzstan Republic	43.3	709.7	597.6	112.1	-	-	-
Kyrgyzstan Republic's Privatised Enterprises	1.9	30.7	30.7	-	-	-	-
Kyrgyzstani Exhibition-Commercial Centre	3.3	54.2	54.2	-	-	-	-

Table

Auto/Moto-Amateurs' Societies of Kyrgyzstan Republic	51.3	842.1	488.0	354.1	-	-	-
Enterprises Established by Individuals	268.4	4402.3	3009.5	1265.8	127.0	-	-
Intersectoral Associations, Joint Stock Companies, Firms and Other Voluntary Established Organisations	327.0	5356.5	4468.6	829.8	-	-	65.1
Kyrgyzstan Republic's Voluntary Fire Brigades Society	5.6	92.1	92.1	-	-	-	-
Kyrgyzstani Republican Society of Deaf and Blind people	39.6	649.9	645.9	3.3	-	-	-
Other Public Organisations of Kyrgyzstan Republic (societies, funds, unions)	63.9	819.9	819.9	222.7	5.6	-	-
Kyrgyzstan Republic's Ministry of Agriculture and Food Stuffs	6583.4	87030.8	87030.8	19340.3	806.8	790.0	-
Kyrgyzstan Republic's Water Ministry	939.8	8763.6	8763.6	6596.4	-	44.4	7.8
"Kyrgyz-Dan-Azyk" Joint Stock Company	286.9	4093.5	4093.5	369.6	241.8	-	-
"Kyrgyzaiylkurulush" Open Joint Stock Corporation	712.4	7365.8	7365.8	4232.0	65.5	19.6	-
Joint Stock-Production Commercial Building Company "Chuiaiylkurulush"	57.4	86.0	86.0	713.4	70.6	70.6	-
Kyrgyzstan Republic's State Committee on Economy	0.4	7.2	7.2	-	-	-	-
"Azat" Joint Stock Corporation	130.8	1664.7	1664.7	480.7	-	-	-
"Kyrgyzbalygy" Joint Stock	7.9	122.1	122.1	6.9	-	-	-

Corporation							
"Kyrgyztamakash-holding" Republican holding Company on Food and Processing Industry	1421.0	17577.2	17577.2	5236.3	120.9	369.4	-
"Uchkun" State Periodic/Book Publishing Concern	10.3	100.5	100.5	68.2	-	-	-
"Kyrgyzkino" State Concern	9.6	158.1	158.1	-	-	-	-
"Akyl" State Book Publishing Concern	17.3	272.4	272.4	-	7.0	4.0	-
Ministry of Internal Affairs of Kyrgyzstan Republic	187.2	3069.5	3046.5	23.0	-	-	-
State Insurance Control of Kyrgyzstan Republic	2.5	40.6	40.6	-	-	-	-
Ministry of Transport of Kyrgyzstan Republic	6825.9	205246.2	74016.0	116600.0	9434.3	5195.9	-
- Road Transport for General Use	2579.6	101300.3	29004.4	59434.1	8221.7	4640.1	-
- Transport of Road Organisations	504.3	8270.1	6179.6	2021.1	38.4	31.0	-
- Other Organisation of Ministry of Transport	81.0	1329.0	828.5	446.6	46.1	7.8	-
- Joint Stock Enterprises of Ministry of Transport	3488.8	91522.2	35967.4	53909.7	1128.1	517.0	-
- "Kyrgyzstan aba zholdoru" National Air Company	71.5	1172.6	566.3	606.3	-	-	-
- Department of Kyrgyzstani Railways	100.7	1652.0	1469.8	182.2	-	-	-
State National Broadcasting Company of Kyrgyzstan Republic	5.5	90.9	90.9	-	-	-	-
Kyrgyzstan Republic's State Committee on Geology, Natural Resources' Usage	198.1	3249.1	1886.2	1362.9	-	-	-

and Protection							
Bishkek Department of Transport	308.3	7187.9	5821.1	27.8	211.0	1128.0	-
Kyrgyzstan Republic's Ministry of Education and Sciences	113.5	1861.5	1772.3	6.1	15.5	67.6	-
Kyrgyzstan Republic's State Committee on Training of Labour Workers and Entrepreneurs	224.0	3674.3	3412.4	127.8	134.1	-	-
Kyrgyzstan Republic's State Committee on Architecture and Construction	22.3	365.9	286.6	73.0	6.3	-	-
Kyrgyzstan Republic's Committee on Physical Culture, Sports and Support to the National Olympic Movement	6.2	102.2	102.2	-	-	-	-
Kyrgyzstan Republic's state Committee on Nature Protection	127.7	2093.6	1741.7	351.9	-	-	-
National Statistics Committee of Kyrgyzstan Republic	1.6	25.6	25.6	-	-	-	-
State Tax inspection under Ministry of Finance	1.2	20.1	20.1	-	-	-	-
Kyrgyzstan Republic's State Committee (Agency) on Reorganisation and Liquidation of Enterprises	649.4	10649.4	5747.9	4896.3	-	5.2	-

T6vi

INDICES OF USING THE BUSES BY MINISTRIES AND DEPARTMENTS OF KYRGYZSTAN REPUBLIC FOR THE YEAR 1994

	Bus Capacity	Total Run (in thousands km.)	Passengers transported (in thousands)	Turnover of Bus Passengers (in thousands)	Turnover of Buses Using the Following Types of Fuel					Bus Maintenance Incomes (in thousands soms)	Bus Maintenance Costs (in thousands soms)
					petrol	diesel	LPG	CNG	diesel and CNG		
Total Amount All Over the Republic	23	265212.7	197924.1	1816565.5	1396666.1	415979.8	2672.4	1247.2	-	139949.4	197307.4
Oblast State Administration of Kyrgyzstan Republic	19	686.6	-	-	-	-	-	-	-	367.9	524.7
Regional (within the city), Municipal State Administration of Kyrgyzstan Republic	24	1239.0	1776.5	10423.0	9957.0	466.0	-	-	-	703.9	819.2
Village, Rural Administration of Kyrgyzstan Republic	25	25.4	-	6116.4	5713.2	-	-	-	-	0.5	9.5
Kyrgyzstani State-Joint-Stock Holding Energy Company	19	2262.2	494.6	582.0	-	-	-	403.2	-	274.4	3793.2
State Commission on Emergency Situations and Civil Defence under the Kyrgyzstani Government	19	145.6	20.0	14794.2	582.0	-	-	-	-	33.2	52.3
Kyrgyzstan republic's Union of Consumer	21	1440.6	405.9	-	14794.2	-	-	-	-	1203.9	704.4

Companies											
State Agency on Geodezy and Cartography under the Kyrgyzstani Government	20	95.5	-	-	-	-	-	-	-	-	76.8
State Agency on Hydrometereology under the Kyrgyzstani Government	-	-	-	-	-	-	-	-	-	-	-
Fund of State Material Resources under the Kyrgyzstani Government	21	4.3	-	-	-	-	-	-	-	-	3.8
Federation of Trade-Unions of Kyrgyzstan Republic	35	1848.2	98.4	4746.0	4464.6	281.4	-	-	-	1121.7	2386
Central Defence-Sports-Technical Council	26	373.5	9.4	344.5	-	-	-	-	-	30.1	115.3
Joint Stock Commercial Bank "Kurulushbank"	-	-	-	-	-	-	-	-	-	-	-
Kyrgyzstan Republic's National Bank	21	64.7	-	-	-	-	-	-	-	-	42.8
Joint-Stock-Commercial *Promstroibank* of Kyrgyzstan Republic	18	12.6	-	-	-	-	-	-	-	-	18.9
Kyrgyzstan Republic's Joint-Stock-Commercial Agro-idustrial Bank	-	-	-	-	-	-	-	-	-	-	-
"Kyrgyzstan" Joint-Stock-Commercial Bank	12	34.0	-	-	-	-	-	-	-	-	36.6
Kyrgyzstani Commercial Bank "Kyrgyzavtobank"	-	-	-	-	-	-	-	-	-	-	9.2
Commercial Bank "Kyrgyzelbank"	20	43.6	-	-	-	-	-	-	-	-	4.8
"Kyrgyzkhabar" State Informational Agency	10	21.0	-	-	-	-	-	-	-	-	5.3

under the Kyrgyzstani Government											
Kyrgyzstan Republic's State Arbitration	-	-	-	-	-	-	-	-	-	-	-
The Prosecution of Kyrgyzstan Republic	16	23.6	-	-	-	-	-	-	-	-	10.4
Enterprises Having Foreign Investments (self-governing joint enterprises)	-	-	-	-	-	-	-	-	-	-	-
Kyrgyzstan Republic's Farm Businesses	21	722.0	16.2	239.2	-	-	-	-	-	13.2	216.7
Ministry of Finance of Kyrgyzstan Republic	12	77.3	-	-	-	-	-	-	-	-	51.4
Ministry of Defence of Kyrgyzstan Republic	24	-	-	-	-	-	-	-	-	-	-
Kyrgyzstan Republic's State Customs Inspection under the Ministry of Finance	-	-	-	-	-	-	-	-	-	-	-
Kyrgyzstan Republic's Ministry of Industry and Trade	21	91891.0	770.3	22789.6	19394.0	1158.0	2211.6	26.0	-	3207	7169.6
"Kyrgyzaltyn" State Concern	22	1955.3	519.2	7340.7	5791.9	1548.8	-	-	-	2306.5	4171.1
Ministry of Culture of Kyrgystan Republic	22	884.6	-	-	-	-	-	-	-	30.9	277.9
State Committee on Tourism and Sports of Kyrgyzstan Republic	16	153.5	2.1	46.0	46.0	-	-	-	-	1.0	68.6
"Kyrgyzkurulushkaterialy" State Joint-Stock Company	21	682.2	108.4	6667.1	6667.1	-	-	-	-	23.0	522.6
"Kyrgyzmunaiazat" State Joint Stock Corporation	18	661.7	22.3	1042.5	1042.5	-	-	-	-	101.1	630.4

"Kyrgyzkurulush" Open Joint Stock Company	21	1553.2	97.1	3616.1	3616.1	-	-	-	-	202.2	1443.5
Kyrgyzstan Republic's Ministry of Health	20	1422.7	3.3	93.5	93.5	-	-	-	-	131.7	539.7
Kyrgyzbytsoyuz	22	114.4	-	-	-	-	-	-	-	1.4	48.7
Ministry of Labour and Social Protection	24	69.8	2.1	78.4	78.4	-	-	-	-	-	49.6
State Union of Enterprises, organisations, Departments and Associations of House-Holding Businesses	23	1475.9	32.1	305.7	305.7	-	-	-	-	44.7	391.6
Ministry of Communications	18	443.5	10.8	759.2	759.2	-	-	-	-	-	432.5
Kyrgyzstan Republic's Ministry of Justice	10	15.7	-	-	-	-	-	-	-	-	7.0
State Archive Agency under the Kyrgyzstani Government	11	18.0	-	-	-	-	-	-	-	1.3	-
State Inspection on Standards and Metrology under the Kyrgyzstani Government	21	164.8	-	-	-	-	-	-	-	0.9	27.7
State Inspection on Work and Production Safety in National Economy and Mining	-	-	--	-	-	-	-	-	-	-	-
Administration of President of Kyrgyzstan Republic	21	559.0	-	-	-	-	-	-		416.4	859.7
Supreme Court of Kyrgyzstan Republic	13	2.3	-	-	-	-	-	-		-	6.8
National Academy of Sciences of Kyrgyzstan	19	375.2	95.3	2917.8	2917.8	-	-	-	-	6.3	1517.8

Republic											
Kyrgyzstan Republic's *Zhogorku Kenesh* Presidium	34	84.4	-	-	-	-	-	-	-	-	78.8
Agricultural Collective Businesses (kolkhozy)	22	6148.5	823.5	1360.5	13160.5	-	-	-	-	866.5	5793.4
Co-operative Businesses of Kyrgyzstan Republic	21	132.4	48.0	1344.0	1344.0	-	-	-	-	-	46.1
Kyrgyzstan Republic's Privatised Enterprises	22	296.3	5.6	-	-	-	-	45.0	-	33.0	31.4
Kyrgyzstani Exhibition-Commercial Centre	24	41.6	-	-	-	-	-	-	-	-	20.0
Auto/Moto-Amateurs' Societies of Kyrgyzstan Republic	29	38.6	4.0	640.0	640.0	-	-	-	-	5.0	19.7
Enterprises Established by Individuals	20	2079.8	13.9	112.4	112.4	-	-	-	-	525.1	433.4.318.5
Intersectoral Associations, Joint Stock Companies, Firms and Other Voluntary Established Organisations	21	927.8	141.9	3694.9	3694.9	-	-	-	-	103.8	318.5
Kyrgyzstan Republic's Voluntary Fire Brigades Society	22	-	-	-	-	-	-	-	-	-	-
Kyrgyzstani Republican Society of Deaf and Blind people	22	227.6	40.4	566.0	566.0	-	-	-	-	3.0	160.2
Other Public Organisations of Kyrgyzstan Republic (societies, funds, unions)	20	301.0	16.9	377.0	377.0	105.0	-	-	-	3.3	259.5
Kyrgyzstan Republic's Ministry of Agriculture	21	17218.8	2337.3	44470.2	44470.2	965.3	-	-	-	3940.6	10105.5

and Food Stuffs											
Kyrgyzstan Republic's Ministry of Water Resources	20	7067.0	229.2	6665.4	6665.4	522.0	-	45.0	-	411.0	2074.8
"Kyrgyz-Dan-Azyk" Joint Stock Company	20	1792.7	87.8	1067.9	1067.9	-	-	-	-	58.2	1392.8
"Kyrgyzaiylkurulush" Open Joint Stock Corporation	22	2458.6	356.7	13534.1	13534.1	-	-	-	-	833.1	1674.3
Joint Stock-Production Commercial Building Company "Chuiaiylkurulush"	21	60.0	21.0	630.0	630.0	-	-	-	-	13.0	31.3
Kyrgyzstan Republic's State Committee on Economy	11	57.2	-	-	-	-	-	-	-	-	48.8
"Azat" Joint Stock Corporation	28	321.0	-	-	-	-	-	-	-	-	240.0
"Kyrgyzbalygy" Joint Stock Corporation	21	-	-	-	-	-	-	-	-	-	-
"Kyrgyztamakash-holding" Republican holding Company on Food and Processing Industry	22	2699.6	469.4	8974.8	8974.8	-	-	-	-	1240.0	2801.5
"Uchkun" State Periodic/Book Publishing Concern	30	89.1	3.0	86.4	86.4	-	-	-	-	0.2	43.2
"Kyrgyzkino" State Concern	22	293.5	-	-	-	-	-	-	-	-	46.7
"Akyl" State Book Publishing Concern	20	101.5	10.2	96.1	96.1	-	-	-	-	3.1	84.9
Kyrgyzstan Republic's State Committee on Foreign Investments and	11	18.9	-	-	-	-	-	-	-	-	19.5

Economic Assistance											
Ministry of Internal Affairs of Kyrgyzstan Republic	32	670.8	44.4	1018.5	1018.5	-	-	-	-	182.4	421.6
State Insurance Control of Kyrgyzstan Republic	21	28.1	-	-	-	-	-	-	-	1.5	23.3
Ministry of Transport of Kyrgyzstan Republic	26	75561.8	108375.0	1225166.3	981798.4	242914.4	453.5	-	-	77804.2	88696.7
- Road Transport for General Use	27	57596.8	90574.5	1064872.9	826577.9	237841.5	453.5	-	-	70270.2	74251.7
- Transport of Road Organisations	22	2566.1	146.7	2420.6	2412.6	18.0	-	-	-	214.9	1529.4
- Other Organisations of Ministry of Transport	21	942.4	76.4	1319.7	1319.7	-	-	-	-	151.4	686.7
- Joint Stock Enterprises of Ministry of Transport	23	13312.8	12164.3	155821.0	150916.1	4904.9	-	-	-	6829.7	11167.3
- "Kyrgyzstan aba zholdoru" National Air Company	24	758.3	26.1	722.1	572.1	150.0	-	-	-	26.0	531.9
- Department of Kyrgyzstani Railways	24	385.4	-	-	-	-	-	-	-	312.0	529.7
State National Broadcasting Company of Kyrgyzstan Republic	15	144.3	12.8	156.0	156.0	-	-	-	-	2.4	100.3
Kyrgyzstan Republic's State Committee on Geology, Natural Resources' Usage and Protection	22	593.4	86.0	3566.8	3316.8	250.0	-	-	-	49.2	489.9
Bishkek Department of Transport	23	27831.6	79773.7	374600.9	207054.8	166821.1	-	725.0	-	43361.5	50106.0
Kyrgyzstan Republic's Ministry of Education and Sciences	20	966.1	33.7	1082.1	1082.1	-	-	-	-	18.3	513.7
Kyrgyzstan Republic's	-	-	-	-	-	-	-	-	-	-	-

Fund of State Property											
Kyrgyzstan Republic's State Committee on Training of Labour Workers and Entrepreneurs	20	942.1	23.3	353.3	353.3	-	-	-	-	12.6	532.1
Kyrgyzstan Republic's State Committee on Architecture and Construction	21	166.0	7.7	225.4	218.1	-	7.3	-	-	1.8	160.1
Kyrgyzstan Republic's Committee on Physical Culture, Sports and Support to the National Olympic Movement	25	174.2	3.7	119.8	112.5	7.3	-	-	-	18.0	104.4
Kyrgyzstan Republic's State Committee on Nature Protection	20	1078.9	55.3913.6	913.6	913.6	-	-	-	-	107.1	475.2
National Statistics Committee of Kyrgyzstan Republic	11	16.9	-	-	-	-	-	-	-	-	23.2
Kyrgyzstan Republic's State Committee on Science and New Technologies	8	-	-	-	-	-	-	-	-	-	-
State Tax Inspection under Ministry of Finance	23	-	-	-	-	-	-	-	-	-	-
Tax Police under the Kyrgyzstani Government	-	-	-	-	-	-	-	-	-	-	-
Kyrgyzstan Republic's State Committee (Agency) on Reorganisation and Liquidation of Enterprises	22	2812.6	415.7	29358.9	28415.4	940.5	-	3.0	-	128.3	2887.1

Enterprises and Organisations of Ministries of Other CIS Republics Placed in Kyrgyzstan	22	413.o	-	-	-	-	-	-	-	3.8	77.2

INDICES OF USING THE CARS AND SPECIAL VEHICLES IN MINISTRIES AND DEPARTMENTS OF KYRGYZSTAN REPUBLIC FOR THE YEAR 1994

	Office Cars and Taxies			
	Vehicles' Run (in thousands kms)			Costs of Vehicles Maintenance (in thousands soms)
	Total Run	Run of Petrol-Using Vehicles	Run of LPG-Using Vehicles	
Oblast State Administration of Kyrgyzstan Republic	1947.1	1947.1	-	867.2
Regional (within the city), Municipal State Administration of Kyrgyzstan Republic	5655.8	5610.6	45.2	1937.1
Village, Rural Administration of Kyrgyzstan Republic	3140.6	2954.7	-	2398.5
Kyrgyzstani State-Joint-Stock Holding Energy Company	1666.4	1666.4	-	1093.7
State Commission on Emergency Situations and Civil Defence under the Kyrgyzstani Government	431.4	431.4	-	278.5
Kyrgyzstan republic's Union of Consumer Companies	2885.8	2885.8	-	928.1
State Agency on Geodezy and Cartography under the Kyrgyzstani Government	51.4	51.4	-	60.3
State Agency on Hydrometereology under the Kyrgyzstani Government	28.8	28.8	-	10.9
Fund of State Material Resources under the Kyrgyzstani Government	58.7	58.7	-	4.7
Federation of Trade-Unions of Kyrgyzstan Republic	906.3	896.0	10.3	368.3
Central Defence-Sports-Technical Council	657.0	657.0	-	126.9
Joint Stock Commercial Bank "Kurulushbank"	36.9	36.9	-	31.8
Kyrgyzstan Republic's National Bank	340.1	340.1	-	160.4
Joint-Stock-Commercial *Promstroibank* of Kyrgyzstan Republic	368.7	368.7	-	250.9
Kyrgyzstan Republic's Joint-Stock-Commercial Agro-idustrial Bank	485.4	485.4	-	145.5
"Kyrgyzstan" Joint-Stock-Commercial Bank	235.2	235.2	-	191.6
Kyrgyzstani Commercial Bank "Kyrgyzavtobank"	62.4	62.4	-	44.5
Commercial Bank	440.6	440.6	-	132.0

"Kyrgyzelbank"				
"Kyrgyzkhabar" State Informational Agency under the Kyrgyzstani Government	-	-	-	-
Kyrgyzstan Republic's State Arbitration	49.2	49.2	-	32.0
The Prosecution of Kyrgyzstan Republic	1437.4	1424.6	12.8	331.9
Enterprises Having Foreign Investments (self-governing joint enterprises)	9.6	9.6	-	3.8
Kyrgyzstan Republic's Farm Businesses	663.8	663.8	-	100.3
Ministry of Finance of Kyrgyzstan Republic	858.1	858.1	-	298.6
Kyrgyzstan Republic's State Customs Inspection under the Ministry of Finance	270.6	270.6	-	82.3
Ministry of Industry and Trade of Kyrgyzstan Republic	52902.2	52501.4	347.8	2776.7
"Kyrgyzaltyn" State Concern	1015.3	1015.3	-	527.7
Ministry of Culture of Kyrgystan Republic	291.7	291.7	-	156.9
State Committee on Tourism and Sports of Kyrgyzstan Republic	96.1	96.1	-	48.5
"Kyrgyzkurulushkaterialy" State Joint-Stock Company	702.9	702.9	-	353.9
"Kyrgyzmunaiazat" State Joint Stock Corporation	2175.7	2175.7	-	1254.1
"Kyrgyzkurulush" Open Joint Stock Company	1724.8	1696.3	28.5	1352.1
Kyrgyzstan Republic's Ministry of Health	1543.2	1543.2	-	743.7
Kyrgyzbytsoyuz	209.6	209.6	-	66.9
Ministry of Labour and Social Protection	999.9	999.9	-	159.2
State Union of Enterprises, Organisations, Departments and Associations of House-Holding Businesses	1008.3	844.3	164.0	345.5
Ministry of Communications	812.5	785.6	26.9	368.9
Kyrgyzstan Republic's Ministry of Justice	394.5	394.5	-	140.9
State Archive Agency under the Kyrgyzstani Government	-	-	-	-
State Inspection on Standards and Metrology under the Kyrgyzstani Government	225.7	225.7	-	40.5
State Inspection on Work and Production Safety in National Economy and Mining	44.1	38.1	6.0	42.2
Administration of President of Kyrgyzstan Republic	837.8	837.8	-	3959.0
Supreme Court of Kyrgyzstan Republic	16.2	16.2	-	8.7

National Academy of Sciences of Kyrgyzstan Republic	104.1	104.1	-	179.2
Kyrgyzstan Republic's *Zhogorku Kenesh* Presidium	63.9	63.9	-	38.4
Agricultural Collective Businesses (kolkhozy)	7779.2	7719.2	-	3311.6
Co-operative Businesses of Kyrgyzstan Republic	152.5	152.5	-	40.9
Kyrgyzstan Republic's Privatised Enterprises	-	-	-	-
Kyrgyzstani Exhibition-Commercial Centre	84.0	84.0	-	36.0
Auto/Moto-Amateurs' Societies of Kyrgyzstan Republic	423.7	423.7	-	136.2
Enterprises Established by Individuals	3087.9	3056.3	31.6	2029.3
Intersectoral Associations, Joint Stock Companies, Firms and Other Voluntary Established Organisations	1495.3	1485.3	-	559.1
Kyrgyzstan Republic's Voluntary Fire Brigades Society	39.9	39.9	-	115.5
Kyrgyzstani Republican Society of Deaf and Blind people	243.8	243.8	-	83.0
Other Public Organisations of Kyrgyzstan Republic (societies, funds, unions)	519.8	489.1	30.7	254.3
Kyrgyzstan Republic's Ministry of Agriculture and Food Stuffs	16639.5	16524.1	114.7	5864.8
Kyrgyzstan Republic's Ministry of Water Resources	2416.5	2416.5	-	1171.8
"Kyrgyz-Dan-Azyk" Joint Stock Company	1544.2	1544.2	-	574.3
"Kyrgyzaiylkurulush" Open Joint Stock Corporation	1762.5	1762.5	-	874.7
Joint Stock-Production Commercial Building Company "Chuiaiylkurulush"	-	-	-	-
Kyrgyzstan Republic's State Committee on Economy	153.2	153.2	-	81.0
"Azat" Joint Stock Corporation	440.8	440.8	-	322.0
"Kyrgyzbalygy" Joint Stock Corporation	27.4	27.4	-	22.3
"Kyrgyztamakash-holding" Republican holding Company on Food and Processing Industry	2590.2	2506.1	84.1	1180.9
"Uchkun" State Periodic/Book Publishing Concern	189.2	189.2	-	140.5
"Kyrgyzkino" State Concern	142.1	142.1	-	19.5
"Akyl" State Book Publishing Concern	1402.7	1402.7	-	178.1

Kyrgyzstan Republic's State Committee on Foreign Investments and Economic Assistance	81.6	81.6	-	51.1
Ministry of Internal Affairs of Kyrgyzstan Republic	1364.5	1364.5	-	509.2
State Insurance Control of Kyrgyzstan Republic	181.3	181.3	-	82.0
Ministry of Transport of Kyrgyzstan Republic	42034.7	29823.3	12211.4	6123.6
- Road Transport for General Use	9236.0	8292.7	1033.3	1414.6
- Transport of Road Organisations	1863.2	1863.2	-	1101.6
- Other Organisations of Ministry of Transport	751.3	727.4	23.9	296.1
- Joint Stock Enterprises of Ministry of Transport	29368.8	18214.6	11154.2	2930.7
- "Kyrgyzstan aba zholdoru" National Air Company	407.2	407.2	-	242.5
- Department of Kyrgyzstani Railways	318.2	318.2	-	138.1
State National Broadcasting Company of Kyrgyzstan Republic	152.8	152.8	-	116.7
Kyrgyzstan Republic's State Committee on Geology, Natural Resources' Usage and Protection	370.8	370.8	-	333.7
Bishkek Department of Transport	560.9	537.9	23.0	468.5
Kyrgyzstan Republic's Ministry of Education and Sciences	901.2	792.1	109.1	440.3
Kyrgyzstan Republic's Fund of State Property	37.0	37.0	-	20.4
Kyrgyzstan Republic's State Committee on Training of Labour Workers and Entrepreneurs	165.5	165.5	-	62.1
Kyrgyzstan Republic's State Committee on Architecture and Construction	188.7	112.7	76.0	66.9
Kyrgyzstan Republic's Committee on Physical Culture, Sports and Support to the National Olympic Movement	106.4	106.4	-	48.5
Kyrgyzstan Republic's State Committee on Nature Protection	336.2	336.2	-	86.8
National Statistics Committee of Kyrgyzstan Republic	160.1	152.8	7.3	97.9
Kyrgyzstan Republic's State Committee on Science and New Technologies	12.0	12.0	-	1.7
State Tax Inspection under Ministry of Finance	1051.4	1051.4	-	2671.4

Tax Police under the Kyrgyzstani Government	37.7	37.7	-	15.1
Kyrgyzstan Republic's State Committee (Agency) on Reorganisation and Liquidation of Enterprises	2323.6	2323.6	-	1641.9
Enterprises and Organisations of Ministries of Other CIS Republics Placed in Kyrgyzstan	250.0	250.0	-	58.8

T8vi

INDICES OF USING THE CARS AND SPECIAL VEHICLES IN MINISTRIES AND DEPARTMENTS OF KYRGYZSTAN REPUBLIC FOR THE YEAR 1994

	Special Vehicles				
	Run of Vehicles (in thousands kms)	Run of Petrol-Using Vehicles	Run of Diesel-Using Vehicles	Run of LPG-Using Vehicles	Costs of Vehicle Exploitation (in thousands soms)
Oblast State Administration of Kyrgyzstan Republic	415.4	415.4	-	-	244.7
Regional (within the city), Municipal State Administration of Kyrgyzstan Republic	195.9	195.9	-	-	81.4
Village, Rural Administration of Kyrgyzstan Republic	203.2	203.2	-	-	75.4
Kyrgyzstani State-Joint-Stock Holding Energy Company	1563.7	1560.5	-	3.2	878.7
State Commission on Emergency Situations and Civil Defence under the Kyrgyzstani Government	71.8	71.8	-	-	39.3
Kyrgyzstan Republic's Union of Consumer Companies	137.1	137.1	-	-	29.8
State Agency on Geodezy and Cartography under the Kyrgyzstani Government	118.0	118.0	-	-	87.6
State Agency on Hydrometereology under the Kyrgyzstani Government	-	-	-	-	-
Fund of State Material Resources under the Kyrgyzstani Government	-	-	-	-	-
Federation of Trade-Unions of Kyrgyzstan Republic	69.6	69.6	-	-	56.5
Central Defence-Sports-Technical Council	1712.3	1712.3	-	-	332.5
Joint Stock Commercial Bank "Kurulushbank"	-	-	-	-	-
Kyrgyzstan Republic's National Bank	680.4	680.4	-	-	363.9
Joint-Stock-Commercial *Promstroibank* of Kyrgyzstan Republic	-	-	-	-	-
Kyrgyzstan Republic's Joint-Stock-Commercial Agro-Idustrial Bank	53.3	53	-	-	47.2
"Kyrgyzstan" Joint-Stock-Commercial Bank	73.6	73.6	-	-	32.8
Kyrgyzstani Commercial Bank "Kyrgyzavtobank"	-	-	-	-	-
Commercial Bank "Kyrgyzelbank"	481.7	481.7	-	-	121.6

T8 vii

"Kyrgyzkhabar" State Informational Agency under the Kyrgyzstani Government	-	-	-	-	-
Kyrgyzstan Republic's State Arbitration	-	-	-	-	-
The Prosecution of Kyrgyzstan Republic	575.6	575.6	-	-	12.3
Enterprises Having Foreign Investments (self-governing joint enterprises)	-	-	-	-	-
Kyrgyzstan Republic's Farm Businesses	875.0	875.0	-	-	37.9
Ministry of Finance of Kyrgyzstan Republic	83.0	83.0	-	-	15.2
Kyrgyzstan Republic's State Customs Inspection under the Ministry of Finance	-	-	-	-	-
Ministry of Industry and Trade of Kyrgyzstan Republic	2202.0	2170.7	-	31.3	883.7
"Kyrgyzaltyn" State Concern	200.8	200.8	-	-	312.3
Ministry of Culture of Kyrgystan Republic	1158.2	1158.2	-	-	160.1
State Committee on Tourism and Sports of Kyrgyzstan Republic	45.5	45.5	-	-	10.5
"Kyrgyzkurulushkaterialy" State Joint-Stock Company	62.8	62.8	-	-	56.1
"Kyrgyzmunaiazat" State Joint Stock Corporation	31.2	31.2	-	-	9.7
"Kyrgyzkurulush" Open Joint Stock Company	530.9	530.9	-	-	132.5
Kyrgyzstan Republic's Ministry of Health	19689.2	19689.2	-	-	9247.7
Kyrgyzbytsoyuz	53.5	53.5	-	-	36.9
Ministry of Labour and Social Protection	312.9	312.9	-	-	124.7
State Union of Enterprises, Organisations, Departments and Associations of House-Holding Businesses	1880.0	1827.5	-	52.5	402.7
Ministry of Communications	579.2	579.2	-	-	443.0
Kyrgyzstan Republic's Ministry of Justice	-	-	-	-	-
State Archive Agency under the Kyrgyzstani Government	-	-	-	-	-
State Inspection on Standards and Metrology under the Kyrgyzstani Government	840.9	840.9	-	-	47.8
State Inspection on Work and Production Safety in National Economy and Mining	-	-	-	-	-
Administration of President of Kyrgyzstan Republic	-	-	-	-	-
Supreme Court of Kyrgyzstan Republic	-	-	-	-	-
National Academy of Sciences of Kyrgyzstan Republic	122.4	122.4	-	-	70.7
Kyrgyzstan Republic's *Zhogorku Kenesh* Presidium	-	-	-	-	-

Agricultural Collective Businesses (kolkhozy)	1775.8	1775.8	-	-	1025.9
Co-operative Businesses of Kyrgyzstan Republic	-	-	-	-	-
Kyrgyzstan Republic's Privatised Enterprises	-	-	-	-	-
Kyrgyzstani Exhibition-Commercial Centre	-	-	-	-	-
Auto/Moto-Amateurs' Societies of Kyrgyzstan Republic	769.1	769.1	-	-	281.9
Enterprises Established by Individuals	13.6	13.6	-	-	15.2
Intersectoral Associations, Joint Stock Companies, Firms and Other Voluntary Established Organisations	145.2	145.2	-	-	86.1
Kyrgyzstan Republic's Voluntary Fire Brigades Society	3.9	3.9	-	-	0.8
Kyrgyzstani Republican Society of Deaf and Blind people	33.5	33.5	-	-	2.5
Other Public Organisations of Kyrgyzstan Republic (societies, funds, unions)	223.3	223.3	-	-	85.6
Kyrgyzstan Republic's Ministry of Agriculture and Food Stuffs	4676.9	4670.9	-	6.0	1780.3
Kyrgyzstan Republic's Water Ministry	1051.9	1051.9	-	-	544.5
"Kyrgyz-Dan-Azyk" Joint Stock Company	131.9	131.9	-	-	37.3
"Kyrgyzaiylkurulush" Open Joint Stock Corporation	115.1	115.1	-	-	58.4
Joint Stock-Production Commercial Building Company "Chuiaiylkurulush"	-	-	-	-	-
Kyrgyzstan Republic's State Committee on Economy	31.0	31.0	-	-	5.4
"Azat" Joint Stock Corporation	-	-	-	-	-
"Kyrgyzbalygy" Joint Stock Corporation	-	-	-	-	-
"Kyrgyztamakash-holding" Republican holding Company on Food and Processing Industry	168.8	168.8	-	-	161.8
"Uchkun" State Periodic/Book Publishing Concern	-	-	-	-	-
"Kyrgyzkino" State Concern	398.1	398.1	-	-	96.7
"Akyl" State Book Publishing Concern	65.5	65.5	-	-	25.7
Kyrgyzstan Republic's State Committee on Foreign Investments and Economic Assistance	-	-	-	-	-
Ministry of Internal Affairs of Kyrgyzstan Republic	5.9	5.9	-	-	46.8
State Insurance Control of Kyrgyzstan Republic	100.2	100.2	-	-	27.6
Ministry of Transport of Kyrgyzstan Republic	4009.7	3965.5	-	44.2	1799.0
- Road Transport for General	2185.3	2141.1	-	44.2	791.3

Usage					
- Transport of Road Organisations	785.0	785.0	-	-	245.1
- Other Organisations of Ministry of Transport	170.5	170.5	-	-	111.1
- Joint Stock Enterprises of Ministry of Transport	415.8	415.8	-	-	244.1
- "Kyrgyzstan aba zholdoru" National Air Company	76.3	76.3	-	-	64.9
- Department of Kyrgyzstani Railways	376.8	376.8	-	-	342.5
State National Broadcasting Company of Kyrgyzstan Republic	265.3	265.3	-	-	198.6
Kyrgyzstan Republic's State Committee on Geology, Natural Resources' Usage and Protection	498.7	498.7	-	-	335.7
Bishkek Department of Transport	362.2	356.1	-	6.1	340.9
Kyrgyzstan Republic's Ministry of Education and Sciences	434.1	434.1	-	-	162.1
Kyrgyzstan Republic's Fund of State Property	-	-	-	-	-
Kyrgyzstan Republic's State Committee on Training of Labour Workers and Entrepreneurs	79.1	79.1	-	-	12.3
Kyrgyzstan Republic's State Committee on Architecture and Construction	152.4	152.4	-	-	93.2
Kyrgyzstan Republic's Committee on Physical Culture, Sports and Support to the National Olympic Movement	29.5	29.5	-	-	9.4
Kyrgyzstan Republic's State Committee on Nature Protection	1008.8	1008.8	-	-	415.3
National Statistics Committee of Kyrgyzstan Republic	59.1	59.1	-	-	4.8
Kyrgyzstan Republic's State Committee on Science and New Technologies	-	-	-	-	-
State Tax Inspection under Ministry of Finance	35.0	35.0	-	-	29.5
Tax Police under the Kyrgyzstani Government	-	-	-	-	-
Kyrgyzstan Republic's State Committee (Agency) on Reorganisation and Liquidation of Enterprises	146.9	146.9	-	-	74.2
Enterprises and Organisations of Ministries of Other CIS Republics Placed in Kyrgyzstan	230.3	230.3	-	-	14.7

AVAILABILITY OF VEHICLES AND AUTOTRAILERS IN DIFFERENT OBLASTS, CITIES, AND REGIONS OF REPUBLIC OF KYRGYZSTAN / 01.01.93

	Total Amount of Vehicles	Total Amount of Trucks	Total Capacity	Amount of Vehicles According to the Body Construction									
				Open Case Trucks	Capacity	Tipper Trucks	Capacity	Truck Vans	Capacity	Tankers	Capacity	Refrigerators	Capacity
DZHALAL-ABAD OBLAST	24244	6031	27439.5	2566	10894.5	1827	9874.6	712	1686.1	638	2612.3	43	197.7
Uch-Terek Region	181	106	434.7	31	95.1	47	218.4	-	-	16	75.2	-	-
Toguz-Torouz Region	529	187	952.4	72	252.4	89	583.7	7	15.4	18	85.9	-	-
Zhalal-Abad	6106	2193	9919.6	902	3959.7	524	3367.0	509	1240.0	188	725.2	15	100.0
Kok-Yangak	597	121	761.1	56	197.5	43	440.3	8	16.5	5	19.8	2	4.5
Maili-Sai	1732	256	1251.9	100	368.9	53	293.7	32	71.0	25	139.5	8	15.5
Tash-Kumyr	1529	173	560.5	57	193.5	98	322.3	1	3.4	15	33.0	1	2.0
Ala-Bukin Region	1138	439	2080.5	193	882.3	153	771.1	17	39.1	68	276.5	-	-
Ak-Syi Region	2091	273	1176.3	147	665.2	75	379.5	15	42.5	33	81.6	3	7.5
Nooken Region	2593	717	3505.5	322	1499.9	216	1083.2	35	64.0	108	560.4	4	32.0
Syuzak Region	3185	528	2397.9	226	889.9	181	966.3	25	50.4	59	186.8	3	16.5
Toktogul Region	406	178	725.4	78	347.8	49	206.7	22	60.9	28	107.0	1	3.0
Kara-Kul	1318	261	1008.3	112	402.8	88	321.8	17	37.2	25	130.3	5	14.2
Bazar-Kurgan Region	2020	475	2214.6	203	886.6	173	787.6	19	33.9	48	181.0	1	2.5
Chatkal Region	815	123	448.3	66	250.4	38	133.0	5	11.8	2	10.1	-	-
NARYN OBLAST	12443	4019	18173.7	1833	7356.1	1450	8048.0	165	415.7	431	1673.6	29	194.4
Naryn	3922	1363	6469.8	592	2765.9	433	2395.7	105	312.7	152	639.8	16	143.8
Ak-Talin Region	1378	547	2506.1	209	984.6	227	1131.4	17	24.0	89	338.6	-	-
At-Bashin Region	2119	785	2698.4	486	1386.4	207	988.1	12	28.9	63	186.5	-	23.5
Dzhumgal Region	2022	727	3966.9	284	1221.3	335	2314.1	18	42.3	73	290.2	8	
Kochkor Region	3002	597	2532.5	262	997.9	248	1218.7	13	7.8	54	218.5	5	27.1
OSH OBLAST	52439	12029	65938.0	5987	31073.3	3663	23443.0	785	2251.0	1066	4625.2	81	470.6
Chon-Alai Region	301	59	331.7	40	236.5	12	70.2	-	-	5	21.0	-	-

Osh	18907	4708	27695	2431	13540.2	1094	7958.2	1543.3	1543.3	396	1924.5	57	337.2
Kyzyl Kiya	2360	641	4918.4	283	1864.0	261	2704.9	110.1	110.1	45	197.4	6	12.4
Sulyukta	938	212	1203.6	95	559.8	66	444.5	66.1	66.1	21	97.2	3	7.0
Alai Region	1384	283	1308.0	185	832.2	64	334.0	0.9	0.9	21	98.2	2	5.5
Aravan region	2426	470	1983.8	306	1357.9	100	414.6	9.3	9.3	38	139.0	-	-
Batken Region	2738	494	2706.0	246	1280.5	181	1055.5	6.5	6.5	47	259.5	1	2.5
Kara-Sui Region	4244	1344	7142.5	562	2728.8	580	3392.6	81.9	81.9	132	486.7	3	22.0
Lailyak Region	2581	517	2537.4	224	1029.2	205	1116.5	19.8	19.8	57	226.9	3	32.0
Nookat Region	4632	697	3110.6	345	1557.8	256	1232.5	19.0	19.0	65	253.0	-	-
Kara-Kuldzhy Region	1874	384	1598.0	260	1077.7	87	389.3	22.5	22.5	25	91.5	1	4.0
Kadamzhai Region	4175	921	4896.3	451	2151.1	309	1929.4	135.9	135.9	73	301.9	3	33.0
Uzgen Region	4513	527	2168.2	254	1207.1	146	613.4	16.4	16.4	68	232.3	1	5.0
Uzgen	553	295	1502.7	97	561.6	110	646.9	45.4	45.4	55	208.8	-	-
Kara-Suu	821	480	2846.9	170	1094.9	193	1145.7	173.9	173.9	18	87.5	1	10.0
TALAS OBLAST	12795	2871	13427.1	1180	5692.5	896	5098.8	301	359.9	299	1249.2	14	115.0
Kara-Buurinsk Region	2953	626	2810.8	260	1282.9	163	841.1	63	50.6	67	256.1	5	47.0
Talas Region	2404	527	2609.0	155	762.1	241	1422.1	46.6	46.6	74	289.1	1	5.0
Bakai-Aty Region	2765	544	2273.9	199	824.6	206	968.6	93.3	93.3	65	260.9	2	8.0
Talas	3656	897	4331.1	445	2195.4	202	1359.6	107.4	107.4	59	296.3	6	55.0
Manas Region	1017	277	1402.3	121	627.5	84	507.4	62.0	62.0	34	146.8	-	-
CHU OBLAST	56394	14033	71115.6	4971	25948.9	5845	31815.0	1061	2388.3	1356	6337.9	114	477.2
Alamedy Region	7355	1965	9837.5	733	4083.3	754	3739.4	167	402.3	169	657.7	19	132.2
Kemin Region	2453	795	3824.4	294	1416.4	331	1770.8	45	113.5	84	348.2	3	9.5
Tokmak	12383	1952	9057.0	699	3520.0	715	3739.4	282	720.4	154	595.5	30	108.8
Kant Region	5477	1728	9962.6	514	2526.3	815	5400.8	123	289.4	214	1458.8	2	11.8
Sokuluk Region	7218	2214	10817.6	713	3628.6	994	5002.7	124	252.3	213	936.0	12	66.5
Moscow Region	8794	1638	8092.1	582	2822.4	713	3785.7	105	244.8	166	676.1	13	56.4
Zhaiyl Region	2883	1025	5314.8	448	2728.5	421	2044.1	38	62.9	86	360.3	-	-
Kara-Balta	4413	1054	5722.1	439	2404.0	335	2242.7	120	213.0	77	341.8	29	68.0
Issyk-Aty Region	2977	952	4950.5	302	1565.6	409	2245.7	55	109.5	128	691.2	5	19.0
Panfilov Region	2665	852	4140.3	295	1467.4	405	2091.5	21	352.7	87	352.7	1	5.0

T9.1.1

			Vehicles Using the Following Types of Fuel										
	Tractor Units	**Capacity**	**Petrol**	**Diesel**	**LPG**	**CNG**	**Diesel and CNG**	**Semi-Trailers for Tractor Units**	**Autotrailers**	**Buses**	**Bus capacity (places)**	**Passengers Transporting Cars**	**Special Vehicles**
DZHALAL-ABAD OBLAST	324	3358.1	4684	1069	39	48	5	491	971	1102	25254	15673	1320
Uch-Terek Region	-	-	103	3	-	-	-	3	4	14	306	58	3
Toguz-Torouz Region	5	72.0	129	58	-	-	-	6	4	30	648	272	40
Zhalal-Abad	106	1080.5	1514	460	39	40	-	207	542	375	7964	3045	425
Kok-Yangak	11	115.0	84	29	-	-	-	11	7	40	972	425	11
Maili-Sai	38	374.0	189	54	-	-	-	53	148	51	1374	1377	43
Tash-Kumyr	17	121.0	120	53	-	-	-	19	5	12	144	1335	7
Ala-Bukin Region	15	139.5	388	51	-	-	-	21	20	51	1239	520	127
Ak-Syi Region	-	-	240	24	-		-	10	24	64	1608	1702	51
Nooken Region	45	46.0	573	121	-	-	-	51	62	129	3104	1409	321
Syuzak Region	20	259.0	425	100	-	1	-	34	35	122	2788	2434	89
Toktogul Region	7	54.0	155	23	-	-	-	8	11	35	834	183	9
Kara-Kul	23	280.0	210	39	-	7	5	27	33	94	2319	858	95
Bazar-Kurgan Region	37	403.1	429	46	-	-	-	41	66	71	1758	1402	72
Chatkal Region	-	-	115	8	-	-	-	-	10	14	196	651	26
NARYN OBLAST	55	579.1	2700	678	51	-	-	198	351	461	10302	7063	856
Naryn	40	390.6	962	264	46	-	-	45	108	209	4675	2004	320
Ak-Talin Region	5	40.5	432	97	-	-	-	35	48	47	1009	654	127
At-Bashin Region	1	38.0	362	83	-	-	-	7	60	54	1184	1157	121
Dzhumgal Region	8	100.0	520	136	-	-	-	14	12	77	1772	1068	149
Kochkor Region	1	10.0	424	98	5	-	-	97	123	74	1662	2180	139
OSH OBLAST	659	7245.7	8103	2394	548	87	-	980	1777	2215	51195	35544	2363
Chon-Alai Region	-	-	41	4	-	-	-	-	-	18	375	219	5
Osh	331	3859.8	2818	1073	367	83	-	397	942	1049	23809	11992	1025

Kyzyl Kiya	45	542.2	291	278	38	-	-	48	49	185	4733	1394	130
Sulyukta	-	-	172	28	-	-	-	12	15	58	1426	631	32
Alai Region	-	-	219	25	-	-	-	3	1	20	441	988	88
Aravan region	1	17.0	398	18	-	-	-	6	76	52	1199	1838	59
Batken Region	12	135.0	400	56	-	-	-	42	43	99	2360	2064	68
Kara-Sui Region	94	886.5	902	329	75	-	-	140	209	93	1878	2610	167
Lailyak Region	5	26.0	417	82	-	-	-	32	32	51	1115	1847	158
Nookat Region	-	-	530	58	18	-	-	14	41	107	2421	3743	68
Kara-Kuldzhy Region	8	84.6	293	11	-	-	-	9	22	45	1020	1367	65
Kadamzhai Region	55	742.5	641	208	-	-	-	70	98	143	3427	2883	202
Uzgen Region	14	179.5	450	37	-	-	-	42	42	61	1132	3851	69
Uzgen	13	168.5	245	45	5	-	-	33	58	124	3184	54	78
Kara-Suu	81	604.1	289	142	45	4	-	132	149	112	2717	64	151
TALAS OBLAST	112	918.2	1892	382	6	5	-	169	782	351	8616	8882	666
Kara-Buurinsk Region	19	229.2	352	83	-	-	-	26	84	81	1876	2123	122
Talas Region	2	15.0	442	41	-	-	-	7	38	37	752	1674	163
Bakai-Aty Region	18	151.6	446	47	-	-	-	34	141	51	1229	2062	97
Talas	64	435.7	443	174	6	5	-	93	473	148	3997	2378	225
Manas Region	9	86.7	209	37	-	-	-	9	46	34	762	645	59
CHU OBLAST	664	7693.7	9530	2293	101	205	3	1021	4135	2399	55173	36367	3286
Alamedy Region	132	1641.8	1329	401	50	71	1	166	473	394	8042	4280	654
Kemin Region	25	231.5	607	94	-	-	-	40	90	128	2841	1345	162
Tokmak	94	829.9	1143	236	17	103	-	197	822	472	11463	9459	454
Kant Region	154	1916.9	1204	355	5	2	-	176	461	267	6397	3096	346
Sokuluk Region	111	1322.6	1545	304	24	26	1	141	608	363	8047	4019	585
Moscow Region	11	109.2	1092	219	-	2	-	34	733	209	4874	6606	323
Zhaiyl Region	10	104.5	777	90	-	1	-	20	195	82	1901	1593	166
Kara-Balta	24	263.6	647	278	4	-	-	86	473	254	6106	2787	297
Issyk-Aty Region	73	832.2	708	221	-	-	1	124	287	130	2902	1696	160
Panfilov Region	32	449.5	604	111	1	-	-	39	17	118	2985	1514	169

INDICES OF USING CARGO TRANSPORT IN DIFFERENT OBLASTS, CITIES, AND REGIONS OF REPUBLIC OF KYRGYZSTAN FOR THE YEAR 1994

	Transported Cargo (thousands tons)	Total Capacity (thousands tons-km)	Capacity of Vehicles Using the Following Types of Fuel					Total Run of Vehicles (in thousands kms)	Capacity of Vehicles Using the Following Types of Fuel				
			petrol	diesel	LPG	CNG	Gas-diesel		petrol	diesel	LPG	CNG	Gas-diesel
Bishkek	4073.4	108003.5	49973.8	44537.5	8010.5	5481.7	-	81100.7	50971.8	23673.5	3061.3	3394.1	-
ISSYK-KUL OBLAST	3011.4	49385.6	35867.6	13431.1	62.0	-	24.9	63328.9	44086.6	17131.4	79.1	-	31.8
Karakol	636.3	10435.9	6135.8	4302.1	-	-	-	13311.1	7823.7	5487.4	-	-	-
Issyk-Kul Region	270.3	4433.0	3717.3	690.8	-	-	24.9	5654.4	4741.5	881.1	-	-	31.8
Tyup Region	417.9	6853.9	6458.9	395.0	-	-	-	8742.2	8238.4	503.8	-	-	-
Balykchy	591.4	9699.2	4255.6	5381.6	62.0	-	-	12371.5	5428.1	6864.3	79.1	-	-
Zhety-Oguz Region	229.4	3762	2638.4	1123.6	-	-	-	4798.5	3365.3	1433.2	-	-	-
Ton Region	190.5	3123.4	2382.3	741.1	-	-	-	3984.0	3038.7	945.3	-	-	-
Ak-Sui Region	618.8	10147.8	9422.1	725.7	-	-	-	12943.6	12018.0	925.6	-	-	-
Cholpon-Ata	70.0	1147.8	1076.7	71.1	-	-	-	1464.0	1373.3	90.7	-	-	-
DZHALAL-ABAD OBLAST	3520.6	58288.9	43189.3	14034.1	381.1	566.8	117.6	69466.3	53114.2	15173.6	305.6	722.9	150.0
Uch-Terek Region	56.2	921.2	827.1	94.1	-	-	-	1175.0	1055.2	120.0	-	-	-
Toguz-Torouz Region	65.5	1074.6	885.5	189.1	-	447.6	-	1370.7	1129.5	241.2	-	-	-
Zhalal-Abad	971.6	15934.6	9822.2	5425.2	239.6	-	-	20324.7	12528.3	6919.9	305.6	570.9	-
Kok-Yangak	35.9	589.4	426.3	163.1	-	-	-	751.7	543.7	208.0	-	-	-
Maili-Sai	128.6	2109.1	1136	972.9	-	-	-	2690.1	1449.2	1240.9	-	-	-
Tash-Kumyr	22.3	365.2	282.9	82.3	-	-	-	465.9	360.9	105.0	-	-	-
Ala-Bukin Region	317.3	5203.7	4527.0	676.7	-	-	-	6637.4	5774..2	863.2	-	-	-
Ak-Syi Region	375.2	6152.5	5985.3	167.2	-	-	-	7847.6	7634.3	213.3	-	-	-

Nooken Region	513.2	8416.7	6083.4	2333.3	-	-	-	10735.6	7759.5	2976.1	-	-	-
Syuzak Region	323.0	5296.6	4394.1	900.9	-	1.6	-	6755.8	5604.7	1149.1	-	2.0	-
Toktogul Region	44.6	731.1	594.4	136.7	-	-	-	932.5	758.1	174.4	-	-	-
Kara-Kul	150.2	2462.8	1951.5	276.1	-	117.6	117.6	3141.4	2489.2	352.2	-	150.0	150.0
Bazar-Kurgan Region	293.6	4814.8	4357.2	457.6	-	-	-	6141.4	5557.7	583.7	-	-	-
Chatkal Region	23.3	381.8	360.9	20.9	-	-	-	486.9	460.3	26.6	-	-	-
NARYN OBLAST	1507.8	24724.0	18416.4	6187.8	119.8	-	-	31535.9	23490.5	7892.6	152.8	-	-
Naryn	464.1	7611.6	5715.2	1786.9	109.5	-	-	9708.7	7289.8	2279	139.7	-	-
Ak-Talin Region	185.6	3043.4	2100.3	943.1	-	-	-	3881.8	2678.9	1202.9	-	-	-
At-Bashin Region	261.5	4288.6	2853.8	1434.8	-	-	-	5470.2	3640.1	1830.1	-	-	-
Dzhumgal Region	406.7	6669.5	5193.5	1476.0	-	-	-	8507.1	6624.4	1882.7	-	-	-
Kochkor Region	189.7	3111.0	2553.7	547.0	10.3	-	-	3968.1	3257.3	697.7	13.1	-	-
OSH OBLAST	9720.8	172419.8	98614.2	69359.7	3609.8	836.1	-	153309.5	97720.5	50326.7	4850.0	412.3	-
Chon-Alai Region	52.5	860.8	689.1	171.7	-	-	-	1098.0	879.0	219.7	-	-	-
Osh	2760.0	45263.2	26726.6	15559.3	2657.1	320.2	-	57733.7	34090.1	19846.1	3389.1	408.4	-
Kyzyl Kiya	527.4	8650.0	2708.9	5705.9	235.2	-	-	11033.1	3455.2	7277.9	300.0	-	-
Sulyukta	69.5	1139.0	873.1	265.9	-	-	-	1452.8	1113.7	339.1	-	-	-
Alai Region	171.2	2807.3	2432.8	374.5	-	-	-	3580.8	3103.1	477.7	-	-	-
Aravan region	213.3	3498.7	3300.5	198.2	-	-	-	4462.6	4209.8	252.8	-	-	-
Batken Region	237.6	3896.9	3275.8	621.1	-	-	-	4970.5	4178.3	792.2	-	-	-
Kara-Sui Region	728.5	11947.1	6668.0	4512.2	766.9	-	-	15238.6	8505.1	5755.3	978.2	-	-
Lailyak Region	317.6	5208.1	4182.3	1025.8	-	-	-	6643.0	5334.6	1308.4	-	-	-
Nookat Region	342.6	5618.3	5089.9	404.6	123.8	-	-	7166.2	6492.2	516.1	157.9	-	-
Kara-Kuldzhy Region	226.5	3714.7	3665.2	49.5	-	-	-	4738.1	4675.0	63.1	-	-	-
Kadamzhai Region	1197.8	19643.9	10572.9	9071.0	-	-	-	25056.1	13485.9	11570.2	-	-	-
Uzgen Region	229.0	3756.3	3332.7	423.6	-	-	-	4791.2	4250.9	540.3	-	-	-
Uzgen	111.4	1826.5	1286.5	528.4	123.8	-	-	2329.8	1641.0	674.0	14.8	-	-
Kara-Suu	145.6	2387.3	1831.9	544.5	7.8	3.1	-	3045.0	2336.6	694.5	10.0	3.9	-
TALAS OBLAST	1938.2	33903.4	26170.8	7390.7	341.9	-	-	38790.2	30707.9	7791.6	250.0	40.7	-
Kara-Buurinsk Region	251.7	4128.0	3168.1	959.9	-	-	-	5265.4	4041.0	1224.4	-	-	-
Talas Region	605.3	9926.8	9285.9	640.9	-	-	-	12661.7	11844.2	817.5	-	-	-

Bakai-Aty Region	301.7	4947.9	3938.0	1009.9	-	-	-	6311.1	5022.9	1288.2	-	-	-
Talas	549.2	9006.5	5816.4	2962.2	196.0	31.9	-	11487.9	7418.9	3778.3	250.0	40.7	-
Manas Region	146.5	2402.2	1866.6	535.6	-	-	-	3064.1	2380.9	683.2	-	-	-
CHU OBLAST	8225.4	157057.9	108599.4	44768.1	1622.2	1987.5	80.7	169856.6	131369.1	34220.0	2069.1	2095.4	103.0
Alamedy Region	1256.5	20607.3	13751.2	4866.1	838.8	1086.1	65.1	26284.8	17539.8	6206.8	1069.9	1383.3	83.3
Kemin Region	491.5	8061.2	6698.1	1363.1	-	-	-	10282.2	8543.5	1738.7	-	-	-
Tokmak	980.8	16085.0	10959.5	4501.9	206.0	417.6	-	20516.4	13978.9	5742.2	262.7	532.6	-
Kant Region	1101.8	18069.0	14454.5	3446.8	144.2	23.5	-	23047.1	18436.8	4396.4	183.7	30.0	-
Sokuluk Region	1085.5	17802.0	15061.3	2332.5	294.6	105.8	7.8	22706.7	19210.9	2975.1	375.8	134.9	10.0
Moscow Region	680.0	11151.6	9432.6	1717.0	-	2.0	-	14224.0	12031.4	2190.0	-	2.6	-
Zhaiyl Region	592.5	9717.8	7815.9	1894.1	-	7.8	-	12395.1	9969.2	2415.9	-	10.0	-
Kara-Balta	638.5	10471.7	7123.7	3213.9	134.1	-	-	13356.8	9086.4	4099.4	171.0	-	-
Issyk-Aty Region	975.9	16004.8	13645.2	2351.8	-	-	7.8	20414.4	17404.6	2999.8	-	-	10.0
Panfilov Region	412.3	6761.1	5519.1	1237.5	4.5	-	-	8624.0	7039.7	1578.5	5.8	-	-

INDICES OF USING THE BUSES IN DIGGERENT OBLASTS, CITIES AND REGIONS OF REPUBLIC OF KYRGYZSTAN FOR THE YEAR 1994

	Average Bus Capacity	Total Run of Buses (in thousands kms)	Number of Transported Passengers (in thousands)	Total Turnover of Passenger Buses (in thousands passengers per km)	Turnover of Buses Using the Following Types of Fuel					Bus Exploitation Profits (in thousands soms)	Bus Exploitation Costs (in thousands soms)
					Petrol	Diesel	LPG	CNG	Diesel and CNG		
Bishkek	23	52193.0	89540.8	538561.2	277512.2	260275.7	43.3	730.0	-	61971.9	75797.7
ISSYK-KUL OBLAST	23	11172.2	6262.7	128755.9	126966.4	1789.5	-	-	-	5180.0	11298.9
Karakol	24	2726.3	1884.8	14047.9	13581.9	466.0	-	-	-	1172.0	1604.3
Issyk-Kul Region	19	1223.0	12.8	570.7	570.7	-	-	-	-	24.5	1095.3
Tyup Region	20	363.0	-	-	-	-	-	-	-	17.4	298.6
Balykchy	24	3469.6	2644.4	29504.8	28181.3	1323.5	-	-	-	2699.4	2405.9
Zhety-Oguz Region	23	1158.2	135.5	4186.2	4186.2	-	-	-	-	95.2	817.4
Ton Region	21	1165.1	123.1	13259.7	13259.7	-	-	-	-	148.3	2541.8
Ak-Sui Region	20	675.0	37.0	886.0	886.0	-	-	-	-	24.9	327.2
Cholpon-Ata	26	361.2	1425.1	66300.6	66300.6	-	-	-	-	998.1	2282.0
DZHALAL-ABAD OBLAST	23	94076.5	1390.2	15856.6	14350.3	1392.3	-	114.0	-	6904.7	10848.1
Uch-Terek Region	22	111.0	4.0	29.7	29.7	-	-	-	-	10.5	22.8
Toguz-Torouz Region	22	430.6	166.7	1416.1	354.5	1061.6	-	-	-	147.4	1270.2
Zhalal-Abad	21	82154.3	177.2	1683.2	1440.5	128.7	-	114.0	-	2075.4	1291.0
Kok-Yangak	24	714.2	35.6	285.3	285.3	-	-	-	-	130.7	154.3

Maili-Sai	27	710.5	18.4	260.2	197.2	63.0	-	-	-	334.8	203.1
Tash-Kumyr	12	336.9	2.4	85.0	85.0	-	-	-	-	493.1	58.1
Ala-Bukin Region	24	866.6	65.4	645.4	645.4	-	-	-	-	258.9	423.2
Ak-Syi Region	25	609.2	80.5	814.7	5814.7	-	-	-	-	0.9	625.4
Nooken Region	24	2826.6	169.1	4631.2	4608.2	23.0	-	-	-	2479.0	2528.2
Syuzak Region	23	1720.3	95.8	1043.4	994.4	49.0	-	-	-	28.4	744.5
Toktogul Region	24	383.4	61.3	512.0	450.0	62.0	-	-	-	275.2	306.2
Kara-Kul	25	1843.5	378.6	3053.2	3048.2	5.0	-	-	-	-	2179.8
Bazar-Kurgan Region	25	1335.9	132.1	1372.2	1372.2	-	-	-	-	670.4	1030.2
Chatkal Region	14	33.5	3.1	25.0	25.0	-	-	-	-	-	21
NARYN OBLAST	22	4283.8	2514.3	28942.2	28162.6	675.6	14.0	-	-	2401.1	13760.7
Naryn	22	2145.2	1865.2	12848.4	12807.5	26.9	14.0	-	-	1378.2	10349.6
Ak-Talin Region	21	281.3	28.4	1690.7	1600.0	90.7	-	-	-	13.1	277.7
At-Bashin Region	22	474.4	328.4	7978.9	-	-	-	-	-	336.4	1800.1
Dzhumgal Region	23	935.4	250.5	5729.0	5081.0	648.0	-	-	-	603.8	1038.4
Kochkor Region	22	447.5	41.6	695.2	695.2	-	-	-	-	69.6	294.9
OSH OBLAST	23	49622.3	60433.6	627566.2	494458.3	131148.6	1959.3	-	-	31238.4	35081.7
Chon-Alai Region	21	296.0	36.5	2493.8	2493.8	-	-	-	-	332.7	392.5
Osh	23	24341.8	40373.8	356962.8	241135.4	113925.1	1902.3	-	-	18713.8	20880.2
Kyzyl Kiya	26	4558.6	10779.6	105103.3	94785.7	10317.6	-	-	-	3108.6	3324.3
Sulyukta	25	610.5	1679.4	18493.6	18165.1	328.5	-	-	-	787.9	662.1
Alai Region	22	40.5	-	-	-	-	-	-	-	3.0	17.2
Aravan region	23	697.4	166.4	2616.2	2616.2	-	-	-	-	313.1	416.4
Batken Region	24	2099.7	1235.9	30418.5	30418.5	-	-	-	-	1632.2	1402.5
Kara-Sui Region	20	1028.2	103.5	2624.2	2624.2	-	-	-	-	132.6	328.9
Lailyak Region	22	865.2	80.2	1350.0	1224.0	126.0	-	-	-	55.4	187.6
Nookat Region	23	1053.0	588.6	11464.9	9407.9	2000.0	57.0	-	-	211.5	374.3
Kara-Kuldzhy Region	23	896.6	188.0	10484.0	10484.0	-	-	-	-	458.8	461.5

T12.1

Kadamzhai Region	24	9122.3	838.0	22527.3	22527.3	-	-	-	-	1830.4	2704.8
Uzgen Region	19	784.3	87.3	1634.7	1634.7	-	-	-	-	269.4	438.6
Uzgen	26	1602.8	2145.4	34720.8	32777.2	-	-	-	-	1245.6	1117.1
Kara-Suu	24	1685.4	2131.0	26672.1	24164.3	2507.8	-	-	-	-	2147.2
TALAS OBLAST	25	11690.0	3758.6	62821.8	59599.7	2825.6	396.5	-	-	5372.0	8165.6
Kara-Buurinsk Region	23	1439.9	700.0	6150.3	6147.3	3.0	-	-	-	198.5	2419.9
Talas Region	20	4602.9	25.8	431.4	426.1	5.3	-	-	-	37.3	343.7
Bakai-Aty Region	24	1339.3	39.8	380.4	380.4	-	-	-	-	125.8	229.5
Talas	27	3941.5	2945.3	55475.3	52261.5	2817.3	396.5	-	-	4885.4	4930.8
Manas Region	22	366.4	47.7	384.4	384.4	-	-	-	-	125.0	241.7
CHU OBLAST	23	42174.9	34023.9	414061.6	395589.7	7809.4	259.3	403.2	-	26881.3	42354.9
Alamedy Region	20	6315.6	1624.8	35675.3	35520.0	151.0	7.3	-	-	250.3	4695.7
Kemin Region	22	1920.0	499.4	5466.7	4858.6	608.1	-	-	-	66.4	1999.7
Tokmak	24	7140.3	7493.9	73008.8	65104.5	7863.5	40.8	-	-	6197.5	6603.1
Kant Region	24	5774.1	2939.8	43357.7	42824.5	533.2	-	-	-	2672.7	4307.1
Sokuluk Region	22	6203.4	5493.0	83334.3	82460.0	259.9	211.2	403.2	-	5227.4	6861.5
Moscow Region	23	4245.2	5532.7	66394.6	66394.6	-	-	-	-	4217.3	4893.5
Zhaiyl Region	23	1440.5	287.5	8902.2	8413.1	489.1	-	-	-	5.6	1239.6
Kara-Balta	24	5905.9	9577.0	86968.1	79057.6	7910.5	-	-	-	7618.0	8296.9
Issyk-Aty Region	22	1755.7	170.7	5777.4	5777.4	-	-	-	-	173.4	2436.4
Panfilov Region	25	1699.4	408.0	5435.1	5320.1	115.0	-	-	-	452.7	1237.2

T12cc

INDICES OF USING THE CARS AND SPECIAL VEHICLES IN MINISTRIES AND DEPARTMENTS OF KYRGYZSTAN REPUBLIC FOR THE YEAR 1994

	Office Cars and Taxies				
	Vehicles' Run (in thousands kms)				Costs on Vehicles Exploitation (in thousands roubles)
	Total Run	Run of Petrol-Using Vehicles	Run of LPG-Using Vehicles	Run of Diesel-Using Vehicles	
Bishkek	39216.0	38717.4	445.6	53.0	18922.5
ISSYK-KUL OBLAST	8410.4	8322.8	87.6	-	3548.0
Karakol	2094.3	2073.7	20.6	-	802.4
Issyk-Kul Region	936.4	936.0	-	-	792.2
Tyup Region	699.8	699.8	-	-	269.5
Balykchy	2084.6	2050.1	34.5	-	767.7
Zhety-Oguz Region	531.5	531.5	-	-	258.2
Ton Region	736.3	736.3	-	-	273.3
Ak-Sui Region	1003.8	1003.8	-	-	358.2
Cholpon-Ata	293.3	260.8	32.5	-	79.7
DZHALAL-ABAD OBLAST	55947.5	55929.2	18.3	-	3592.0
Uch-Terek Region	-	-	-	-	-
Toguz-Torouz Region	507.2	507.2	-	-	30.6
Zhalal-Abad	47784.7	47766.4	18.3	-	1266.5
Kok-Yangak	260.2	260.2	-	-	44.2
Maili-Sai	680.7	680.7	-	-	321.8

Tash-Kumyr	217.3	217.3	-	-	54.9
Ala-Bukin Region	848.4	848.4	-	-	214.1
Ak-Syi Region	691.8	691.8	-	-	149.2
Nooken Region	2608.6	2608.6	-	-	705.1
Syuzak Region	706.1	706.1	-	-	120.1
Toktogul Region	302.1	302.1	-	-	144.8
Kara-Kul	670.7	670.7	-	-	227.1
Bazar-Kurgan Region	412.0	412.0	-	-	127.4
Chatkal Region	212.1	212.1	-	-	167.7
NARYN OBLAST	6206.8	6022.6	124.2	60.0	5396.0
Naryn	2427.8	2427.8	-	-	1507.8
Ak-Talin Region	1165.7	1105.7	-	60.0	810.3
At-Bashin Region	722.9	631.7	91.2	-	219.3
Dzhumgal Region	1274.2	1274.2	-	-	2381.0
Kochkor Region	616.2	583.2	33.0	-	477.6
OSH OBLAST	37558.2	25263.9	12294.3	-	6615.7
Chon-Alai Region	176.7	176.7	-	-	45.5
Osh	19583.8	7992.2	11591.6	-	3305.9
Kyzyl Kiya	3054.6	3023.0	31.6	-	804.6
Sulyukta	606.5	606.5	-	-	177.8
Alai Region	130.0	130.0	-	-	55.5
Aravan region	556.4	556.4	-	-	106.8
Batken Region	943.3	943.5	-	-	143.2
Kara-Sui Region	1462.3	1462.3	-	-	344.2
Lailyak Region	1026.9	1026.9	-	-	166.3
Nookat Region	1877.5	1206.4	671.1	-	159.9
Kara-Kuldzhy Region	723.5	723.5	-	-	110.5
Kadamzhai Region	3936.7	3936.7	-	-	676.3
Uzgen Region	851.7	851.7	-	-	199.5
Uzgen	1027.1	1027.1	-	-	156.1
Kara-Suu	1601.0	1601.0	-	-	163.8

TALAS OBLAST	4038.6	3983.1	55.5	-	1294.3
Kara-Buurinsk Region	687.9	687.9	-	-	229.8
Talas Region	484.9	484.9	-	-	160.9
Bakai-Aty Region	519.8	474.6	45.2	-	113.9
Talas	1913.9	1903.6	10.3	-	672.2
Manas Region	432.1	432.1	-	-	117.5
CHU OBLAST	27834.9	27344.4	303.9	186.6	12913.5
Alamedy Region	5684.4	5497.3	0.5	186.6	1989.5
Kemin Region	1652.8	1652.8	-	-	625.4
Tokmak	4033.2	3933.2	100.0	-	1196.7
Kant Region	3227.6	3227.6	-	-	4053.4
Sokuluk Region	4285.7	4095.1	190.6	-	1455.5
Moscow Region	2936.8	2936.8	-	-	1180.0
Zhaiyl Region	1125.3	1112.5	12.8	-	557.5
Kara-Balta	2497.6	2493.6	-	4.0	1172.2
Issyk-Aty Region	1791.1	1791.1	-	-	620.9
Panfilov Region	1352.7	1352.7	-	-	436.0

	Special Vehicles and Special Cars				
	Vehicles' Run (in thousands kms)				**Costs on Vehicles Exploitation (in thousands roubles)**
	Total Run	**Run of Petrol-Using Vehicles**	**Run of LPG-Using Vehicles**	**Run of Diesel-Using Vehicles**	
Bishkek	9552.3	9546.2	6.1	-	5797.7
ISSYK-KUL OBLAST	6039.9	5987.4	52.5	-	2779.3

Karakol	2269.2	2269.2	-	-	981.6
Issyk-Kul Region	392.2	392.2	-	-	324.1
Tyup Region	32.0	32.0	-	-	61.0
Balykchy	2046.9	1994.4	-	-	631.7
Zhety-Oguz Region	148.7	148.7	-	-	194.2
Ton Region	453.8	453.8	-	-	284.1
Ak-Sui Region	476.3	476.3	-	-	216.2
Cholpon-Ata	220.8	220.8	-	-	98.9
DZHALAL-ABAD OBLAST	7132.9	7132.9	-	-	2192.3
Uch-Terek Region	-	-	-	-	-
Toguz-Torouz Region	648.2	648.2	-	-	41.5
Zhalal-Abad	2614.0	2614.0	-	-	567.1
Kok-Yangak	57.0	57.0	-	-	15.2
Maili-Sai	198.1	198.1	-	-	89.7
Tash-Kumyr	-	-	-	-	-
Ala-Bukin Region	971.5	971.5	-	-	373.8
Ak-Syi Region	1221.2	1221.2	-	-	121.9
Nooken Region	814.7	814.7	-	-	687.4
Syuzak Region	229.3	229.3	-	-	159.4
Toktogul Region	82.1	87.1	-	-	35.0
Kara-Kul	270.6	270.6	-	-	92.0
Bazar-Kurgan Region	-	-	-	-	-
Chatkal Region	26.2	26.2	-	-	9.3
NARYN OBLAST	1811.8	1811.8	-	-	772.7
Naryn	1502.5	1502.5	-	-	650.7
Ak-Talin Region	-	-	-	-	-
At-Bashin Region	69.0	69.0	-	-	32.9
Dzhumgal Region	149.4	149.4	-	-	42.6
Kochkor Region	90.9	90.9	-	-	46.5
OSH OBLAST	13993.6	13993.6	49.0	-	5017.2
Chon-Alai Region	-	-	-	-	-

T13.V

Osh	9310.7	9310.7	49.0	-	4225.7
Kyzyl Kiya	546.1	546.1	-	-	261.4
Sulyukta	75.8	75.8	-	-	46.9
Alai Region	197.0	197.0	-	-	74.2
Aravan region	219.8	219.8	-	-	13.7
Batken Region	53.5	53.5	-	-	11.3
Kara-Sui Region	181.6	181.6	-	-	20.4
Lailyak Region	1192.4	1192.4	-	-	46.9
Nookat Region	18.4	18.4	-	-	3.2
Kara-Kuldzhy Region	428.5	428.5	-	-	111.2
Kadamzhai Region	1166.0	1166.0	-	-	42.5
Uzgen Region	-	-	-	-	-
Uzgen	49.4	49.4	-	-	5.2
Kara-Suu	554.2	554.2	-	-	154.4
TALAS OBLAST	2738.4	2738.4	-	-	498.0
Kara-Buurinsk Region	178.8	178.8	-	-	57.1
Talas Region	177.6	177.6	-	-	107.8
Bakai-Aty Region	11.5	11.5	-	-	44.3
Talas	2139.1	2139.1	-	-	261.8
Manas Region	131.4	131.4	-	-	27.0
CHU OBLAST	10746.2	10710.5	35.7	-	5097.9
Alamedy Region	2025.2	2025.2	-	-	1200.7
Kemin Region	652.3	652.3	-	-	345.7
Tokmak	499.0	499.0	-	-	135.9
Kant Region	1562.5	1562.5	-	-	632.9
Sokuluk Region	1496.7	1461.0	35.7	-	781.2
Moscow Region	872.4	872.4	-	-	315.4
Zhaiyl Region	905.8	905.8	-	-	328.1
Kara-Balta	1576.7	1576.7	-	-	893.1
Issyk-Aty Region	1027.0	1027.0	-	-	458.2
Panfilov Region	168.9	168.9	-	-	73.9

T14i

AVAILABILITY OF CARS AND TRUCKS OF PRIVATE OWNERSHIP IN DIFFERENT OBLASTS, CITIES, AND REGIONS OF REPUBLIC OF KYRGYZSTAN / 01.01.95

	Total Amount of Cars	In Urban Areas	In Rural Areas	Total Amount of Trucks	In Urban Areas	In Rural Areas
KYRGYZSTAN REPUBLIC	133391	62488	70903	5503	3210	3193
Bishkek	19986	19986	0	690	690	0
ISSYK-KUL OBLAST	13661	6230	7431	653	108	545
Karakol	3749	3749	-	29	29	-
Issyk-Kul Region	1582	-	1582	40	-	40
Tyup Region	403	-	403	20	-	20
Balykchy	1905	1905	-	51	51	-
Zhety-Oguz Region	1562	-	1562	75	-	75
Ton Region	936	-	936	34	-	34
Ak-Sui Region	2948	-	2948	376	-	376
Cholpon-Ata	576	576	-	28	28	-
DZHALAL-ABAD OBLAST	14965	6815	8150	186	161	25
Uch-Terek Region	55	-	55	0	-	0
Toguz-Torouz Region	260	-	260	0	-	0
Zhalal-Abad	2907	2907	-	140	140	-
Kok-Yangak	409	409	-	8	8	-
Maili-Sai	1353	1353	-	13	13	-
Tash-Kumyr	1326	1326	-	0	0	-
Ala-Bukin Region	489	-	489	0	-	0
Ak-Syi Region	1661	-	1661	0	-	0
Nooken Region	1331	-	1331	23	-	23
Syuzak Region	2400	-	2400	2	-	2
Toktogul Region	172	-	172	0	-	0
Kara-Kul	820	820	-	0	0	-
Bazar-Kurgan Region	1384	-	1384	0	-	0
Chatkal Region	398	-	398	0	-	0
NARYN OBLAST	6707	1849	4858	590	91	499
Naryn	1849	1849	-	91	91	-
Ak-Talin Region	599	-	599	18	-	18
At-Bashin Region	1124	-	1124	340	-	340
Dzhumgal Region	1008	-	1008	71	-	71
Kochkor Region	2127	-	2127	70	-	70
OSH OBLAST	34247	13343	20904	897	413	484
Chon-Alai Region	210	-	210	14	-	14
Osh	11450	11450	-	367	367	-
Kyzyl Kiya	1290	1290	-	34	34	-
Sulyukta	603	603	-	12	12	-
Alai Region	968	-	968	39	-	39
Aravan region	1792	-	1792	54	-	54
Batken Region	2006	-	2006	38	-	38
Kara-Sui Region	2519	-	2519	38	-	38
Lailyak Region	1806	-	1806	18	-	18
Nookat Region	3670	-	3670	91	-	91

Kara-Kuldzhy Region	1331	-	1331	80	-	80
Kadamzhai Region	2789	-	2789	72	-	72
Uzgen Region	3813	-	3813	40	-	40
TALAS OBLAST	8656	2289	6367	586	269	317
Kara-Buurinsk Region	2089	-	2089	191	-	191
Talas Region	1648	-	1648	44	-	44
Bakai-Aty Region	2006	-	2006	51	-	51
Talas	2289	2289	-	269	269	-
Manas Region	624	-	624	31	-	31
CHU OBLAST	35169	11976	23193	1901	578	1323
Alamedy Region	4047	-	4047	113	-	113
Kemin Region	1269	-	1269	94	-	94
Tokmak	9312	9312	-	453	453	-
Kant Region	2942	-	2942	162	-	162
Sokuluk Region	3869	-	3869	314	-	314
Moscow Region	6491	-	6491	325	-	325
Zhaiyl Region	1530	-	1530	157	-	157
Kara-Balta	2664	2664	-	125	125	-
Issyk-Aty Region	1607	-	1607	22	-	22
Panfilov Region	1438	-	1438	136	-	136

PRODUCTION AND SERVICES OF AUTO-TRANSPORT FOR GENERAL USE FOR THE YEAR 1994

Description of Indices	Volume/ Quantity of Indices
Income from Passengers' Transportation (Buses, Route Taxies, Taxicabs, Office Cars) In All Directions / in thousands soms	128143.9
- International Transportation	574.2
- Intercity Transportation	29920.6
- Suburb Transportation	37740.7
- Transportation within the cities, including transportation by cars (except taxicabs)	53814.1
-- Transportation by Cars	-
-- Transportation by Taxies	6094.3
Income from Cargo Delivery by Vehicles (including Pickups, and Light Vans), Auto-Semitrailers, and Auto-Trailers - In All Directions / in thousands soms	105618.5
- International Transportation	26508.5
- Intercity Transportation	34060.2
- Suburb Transportation	28300.3
- Transportation within the cities	16749.5
Total Amount of Passengers Transported by Vehicles (Buses, Route Taxies, Taxicabs, Office Cars) In All Directions / in thousands	211318.5
- International Transportation	64.7
- Intercity Transportation	36690.6
- Suburb Transportation	44442.5
- Transportation within the cities, including transportation by cars (except taxicabs)	129745.7
-- Transportation by Cars	69.9
-- Transportation by Taxies	2602.3
Cargo Delivered by Vehicles (including Pickups, and light Vans), auto-Semitrailers, and Auto-Trailers - In All Directions / in thousands tons	6134.9
- International Transportation	163.7
-- Export	64.7
-- Import	24.1
- Intercity Transportation	1289.6
- Suburb Transportation	3383.9
- Transportation within the cities	1297.7
Passengers' Transportation Turnover by Buses, Route Taxies, Taxicabs, Office Cars - Ina All Directions / in thousands passengers per km	19900514.2
- International Transportation	4251.1
- Intercity Transportation	47512.9
- Suburb Transportation	743165.6
- Transportation within the cities, including transportation by cars (except taxicabs)	638417.8
-- Transportation by Cars	1492.9
-- Transportation by Taxies	39566.8
Capacity of Vehicles (including Pickups, and Light Vans), Auto-Semitrailers, and Auto-Trailers - In All Directions / in thousands tons per km	263553.1
- International Transportation	56716.2
- Intercity Transportation	84442.5
- Suburb Transportation	97315.6
- Transportation within the cities	25078.8

REPAIR AND COSTS ON MAINTENANCE OF ROADS OF GENERAL USE IN KYRGYZSTAN REPUBLIC FOR THE YEAR 1994

	General and Medium Repair of Roads					Costs for Road Repair and Maintenance						
		Medium Repair of Roads										
	General Repair of Roads with Rigid Pavements	Total Amount	Repair of Roads with Rigid Pavements	General Repair of Bridges (units per meter)	Medium Repair of Bridges (units per meter)	Total Amount of Costs	General Repair	Medium Repair	Current Repair	Road Maintenance	Maintenance of Road Sectors and Line Service	Other Costs
Total Amount	255.1	510.7	510.7	3/24.5	1/32	90883	28522	17064	29208	10094	945	500
Republican Roads	294.4	437.9	437.9	2/18.5	1/32	75106	25924	14429	21980	7463	795	4515
Highways	146.0	183.9	183.9	-	-	41354	15629	6572	11455	2731	452	4515
Local Roads	5.7	72.8	72.8	1/6.0	-	15727	2598	2635	7228	2631	150	485

ANNEX A1-3
TAJIKSTAN DATA

TAJIKISTAN, Truck numbers and availability

	Total	In Oblasts			
		Gornyi Bakhshan	Khatlon	Regions of Republic of significance	Leninabad
1.Commercial transport	71,369	2,595	19,390	30,861	18,868
2. Number of vehicles	219,147	5,698	61,552	56,428	95,469
3. Registered owners					
a. Ministry of Transport	11,516	1,012	2,397	4,493	3,226
b. Joint ventures	3,489				
c. Independent haulage	8,662				
d. Other Ministries	29,848				
e. Independent operators	17,854				
4. Type of road transport					
a. Draw side	20,171	852	7,109	4,185	8,025
b. Tippers	14,971	707	6,331	3,375	4,558
c. Containers	4,422	189	2,084	807	1,342
d. Buses	7,220	207	1,913	2,746	2,352
e. Office cars	19,004	71	624	17,462	1,194
f. others	5,581	569	1,329	2,286	1,397
5. Fleet Age					
a. from 0 to 8 years		1,557	8,273	18,490	6,470
b. from 8 to 10 years		468	4,417	4,749	3,891
c. from 10 to 13 years		314	3,334	3,696	3,250
d. 13 years and more		256	3,366	3,926	5,257
Total		**2,595**	**19,390**	**30,861**	**18,868**

6. Vehicles' distributors
   a. Name & location
      BELAZ service centre
      Avtovaz service centre
   b. Producer's name and location
      Chkalovskiyi bus assembling enterprise
   c. Name and assembling enterprise
      Tajikselkhozcomplect: spare parts for different makes of truck, cars and agricultural vehicles.
      Avtotechobsluzhivanie: spare parts for all CIS produced cars (Moskcich, fzh, VAZ, ZAZ, GAZ, UAZ.

7. Distribution of spare parts
   a. Name & location of truck spare parts, specialised according to producer:
      AVTOVAZ: Service centre, KAMAZ and BELAZ service centres
      Locations: Dushanbe, Khudzhant, Kurgan-Tyube, Kofarnikhon, Khorog.
      Tajikselkhozcomplect:
      Service centres: KAMAZ and BELAZ
      Locations: all major cities
      AvtoGAZ: Location: Khudzhant
      AvtoZIL: Location: Khudzhant
      KAMAZ service centre:
      Location: Dushanbe
      BELAZ service centre:
      Location: Kofarnikhon

ANNEX A1-4
TURKMENISTAN DATA

MOTOR TRANSPORT AVAILABILITY
TURKMENISTAN

VEHICLES IN USE AT THE END 1995			
	Number of units	Useable	Total carrying capacity (mT)
Automobiles Total	331592	308400	218.2
Trucks in Total	65841	50558	311159.1
DETAILED ANALYSIS OF TRUCKS			
Lorries	30436	23931	119737.6
Tippers	19193	14399	11623.7
Freight wagons	5257	4328	10693.2
Refrigerators	539	428	2457.7
Tankers	7217	5322	29725
Timber carriers	125	79	1363.1
Others	3074	2071	30358.8
TRUCKS BY ENGINE TYPE			
Petrol	54111	42584	202333.3
Diesel	11130	7509	106427.6
Liquid oil gas	290	228	871.9
Natural gas	288	244	1351.3
Diesel & Natural gas	22	13	175
SEMI-TRAILERS AND TRAILERS			
Semitrailers	3538	2328	39315.1
Trailers	4671	3302	24232.8
Pickups and station wagons	1824	1332	13.7
SPECIAL AUTOMOBILES			
Trucks & cars	19954	16193	161
Cleaning & sewage	2553	2009	0
Fire	506	398	0
Mobile cranes	2952	2275	175
Others and special	13943	11511	5
SPECIAL VEHICLES BY ENGINE TYPE			
Petrol	17039	13892	6
Diesel	2901	2288	0
Liquid natural gas	17	15	0

FOREIGN MADE AUTOMOBILES			
Trucks	215	142	0
Pickups & station wagons	4	3	0
Special vehicles	218	189	0
FOREIGN VEHICLES BY ENGINE TYPE			
Petrol	5115	5079	
Diesel	463	350	

VEHICLE AGE ANALYSIS BY TYPE

Age analysis of vehicles

	All Ages	Under 3 yrs	3.1 to 8.0 yrs	8.1 to 10.0 yr.	10.1 to 13.0 yrs	13.1 & over
Total Vehicles	331592	60055	161032	77,850.0	17970	14685
Including:						
Trucks	65841	8719	24597	11,747.0	10532	10246
Pickups & Stationwagons	1824	195	781	456.0	245	147
Special automobiles	19954	3765	7951	3,465.0	2697	2076
Foreign vehicles	5578	3638	1749	144.0	31	16

% of own category

	All Ages	Under 3 yrs	3.1 to 8.0 yrs	8.1 to 10.0 yr.	10.1 to 13.0 yrs	13.1 & over
Total Vehicles		18.1%	48.6%	23.5%	5.4%	4.4%
Trucks		13.2%	37.4%	17.8%	16.0%	15.6%
Pickups & Stationwagons		10.7%	42.8%	25.0%	13.4%	8.1%
Special automobiles		18.9%	39.8%	17.4%	13.5%	10.4%
Foreign vehicles		65.2%	31.4%	2.6%	0.6%	0.3%

% of total vehicles

	All Trucks	Under 3 yrs	3.1 to 8.0 yrs	8.1 to 10.0 yr.	10.1 to 13.0 yrs	13.1 & over
Trucks	19.9%	2.6%	7.4%	3.5%	3.2%	3.1%
Pickups & Stationwagons	0.6%	0.1%	0.2%	0.1%	0.1%	0.0%
Special automobiles	6.0%	1.1%	2.4%	1.0%	0.8%	0.6%
Foreign vehicles	1.7%	1.1%	0.5%	0.0%	0.0%	0.0%

ANNEX A1-5
UZBEKISTAN DATA

USAGE OF CARGO TRUCKS AND TRAILERS

Table 1

	Rate of Run Use (%)	Average Distance of Cargo Transportation (km)	
		for Trucks	for Trailers
Uzbekistan Republic	48.4	15.5	24.8
Tashkent	46.2	11.8	18.0
Tashkent oblast	58.4	11.6	29.5
Syrdaria oblast	48.3	17.2	42.1
Dzhizak oblast	47.5	23.8	25.4
Fergana oblast	49.3	15.4	28.2
Andizhan oblast	49.4	20.4	26.0
Namangan oblast	47.8	15.6	28.1
Samarkand oblast	50.5	16.7	19.4
Navoyi oblast	46.4	9.0	16.4
Bukhara oblast	49.4	19.9	19.8
Surhandaria oblast	47.5	23.4	21.6
Kashkandaria oblast	45.7	24.8	46.9
Horesm oblast	47.3	13.8	26.3
Karakalpakstan Republic	41.3	20.9	37.3

Table 2

	Cargo Transportation Costs (in thousands sums)		
	Total Amount of Costs	Drivers' Salary and Extra Earnings	Oil-Fuel and other maintenance materials
Uzbekistan Republic	5644083.3	1472309.4	2740550.0
Tashkent	345914.4	105606.2	154866.0
Tashkent oblast	404339.5	117157.1	195680.0
Syrdaria oblast	118210.0	25091.3	81359.6
Dzhizak oblast	352857.8	98018.9	109477.2
Fergana oblast	1700590.7	583432.1	833383.2
Andizhan oblast	356247.7	76790.0	178529.9
Namangan oblast	164187.8	34570.8	86419.8
Samarkand oblast	589353.4	84729.1	285188.2
Navoyi oblast	377753.4	77333.7	153625.5
Bukhara oblast	276558.9	55466.3	149935.1
Surhandaria oblast	228720.0	46000.8	116325.3
Kashkandaria oblast	369172.2	102084.1	216021.2
Horesm oblast	147927.0	26308.4	84587.8
Karakalpakstan Republic	212250.5	39720.6	95151.2

PRODUCTION OF CARGO TRANSPORTATION

Table 3

	Cargo Transported (in thousands tons)		Capacity (mln./t/km)	
	Total amount	By Trailers	Total Amount	By Trailers
Uzbekistan Republic	965208.9		18039.7	
	544120.4	22535.4	8439.1	558.8
Tashkent	62797.4	4852.7	742.8	87.1
Tashkent oblast	23691.1	2258.4	274.4	66.7
Syrdaria oblast	13480.6	296.8	231.4	20.8
Dzhizak oblast	30427.8	1264.5	723.8	40.5
Fergana oblast	39425.2	1525.5	607.5	43.1
Andizhan oblast	23444.6	1534.2	479.1	39.8
Namangan oblast	32229.0	856.5	504.2	32.4
Samarkand oblast	32930.4	1969.5	548.5	38.2
Navoyi oblast	139080.4	1735.7	1255.8	28.5
Bukhara oblast	23505.0	751.4	467.5	23.2
Surhandaria oblast	32504.0	1428.2	760.9	30.8
Kashkandaria oblast	31779.5	926.1	788.5	43.5
Horesm oblast	24789.4	694.4	343.0	26.5
Karakalpakstan Republic	34036.0	1020.9	711.3	38.1

Table 4

	Capacity (mT) by the Following Types of Fuel				
	Petrol	Diesel	LPG	CNG	Diesel or CNG
Uzbekistan Republic	8760.2 3223.4	8400.1 4778.8	242.0 33.4	667.7 403.4	3.1 0.1
Tashkent	226.1	473.8	0.2	42.7	
Tashkent oblast	102.5	143.9	0.1	28.2	
Syrdaria oblast	93.1	115.0		23.3	
Dzhizak oblast	306.9	393.2	3.0	20.8	
Fergana oblast	336.2	247.9	5.1	18.2	
Andizhan oblast	186.2	280.4	0.6	11.9	
Namangan oblast	258.8	200.9	2.7	41.8	
Samarkand oblast	239.6	288.3	0.3	20.3	
Navoyi oblast	355.2	900.0	--	0.6	
Bukhara oblast	229.4	210.5	3.2	24.3	
Surhandaria oblast	218.3	490.8	5.8	46.0	
Kashkandaria oblast	372.0	386.7	5.8	24.0	
Horesm oblast	119.6	207.8	2.6	13.0	
Karakalpakstan Republic	179.7	439.6	3.8	88.1	0.1

USAGE OF CARGO VEHICLES AND TRAILERS
(thousands units/km)

Table 5

	Total Run	Run of Trailers	Capacity (mln/t/km)	
			Total	Trailers
Uzbekistan Republic	11685777.2/2192863.0	129970.6	18039.7/8439.1	558.8
Tashkent	412653.2/144043.7	17221.2	742.8	87.1
Tashkent oblast	436227.9/52148.2	10910.1	274.7	66.7
Syrdaria oblast	201958.1/85507.0	3506.2	231.4	20.8
Dzhizak oblast	245182.5/125906.8	13091.9	723.8	40.5
Fergana oblast	414965.7/186220.1	12469.5	607.5	43.1
Andizhan oblast	304909.9/135703.3	7305.1	479.1	39.4
Namangan oblast	348513.8/211126.0	7134.7	504.2	32.4
Samarkand oblast	426954.8/197119.9	13077.7	548.5	38.2
Navoyi oblast	221994.9/147120.2	6549.6	1255.8	28.5
Bukhara oblast	332088.7/190118.9	4679.3	467.5	23.2
Surhandaria oblast	316258.6/192198.9	9552.8	760.9	30.8
Kashkandaria oblast	7422279.7/208308.0	8282.4	788.5	43.5
Horesm oblast	241313.5/129364.0	5631.5	343.0	26.5
Karakalpakstan Republic	360475.8/187978.0	10558.6	711.3	38.1

BUSINESSES ACCORDING TO NUMBER OF VEHICLES BY THE END OF 1994

Table 6

	Total Number of Businesses (units)	Number of Businesses Having Trucks, Pickups, and Light Vans
All Businesses	9332	7622
Businesses with 1-9 vehicles	3777	3566
10-24 vehicles	2689	2363
25-49 vehicles	1769	1041
50-99 vehicles	514	320
100 and more vehicles	587	332

AVAILABILITY OF VEHICLES IN PRIVATE BUSINESSES

Table 7

	Private Ownership
Uzbekistan Republic	865390
Tashkent	140222
Tashkent oblast	89131
Syrdaria oblast	16261
Dzhizak oblast	26592
Fergana oblast	121450
Andizhan oblast	60124
Namangan oblast	68518
Samarkand oblast	77899
Navoyi oblast	30777
Bukhara oblast	50192
Surhandaria oblast	82825
Kashkandaria oblast	13968
Horesm oblast	42853
Karakalpakstan Republic	44578

CHAPTER A2
COMMERCIAL CARRIERS MARKET SEGMENTATION

COMMERCIAL CARRIERS MARKET SEGMENTATION

CONTENTS

1 INTRODUCTION

The purpose of this document is to analyse the demand and supply for commercial vehicles within Central Asia and analyse how this can be adapted to increase market segmentation.

For this purpose the first part of the document summarises the macro-economic situation within the five Republics giving evidence to support the micro-economic nature of the trucking industry.

1.1 Demand

The demand for transport services is a derived demand. It is derived from the demand to move goods from one location to another. This movement of goods is correlated with the economic performance of the country. The mode type used to move these goods is related to the type of terrain and geography of the country and also the type of goods that need to be moved.

The macro-economic areas of concern are those that have a large demand on transportation. In the Central Asian economies the main sectors are:

- energy - oil and gas production
- metals and mining
- agriculture

There is an indication for each sector as to the market segmentation of each industry and in which regions the demands for trucking services lie.

The manufacturing sectors within these economies have suffered greatly from the collapse of the FSU, however, some opportunities are emerging and this sector's demand on the trucking industry will increase.

The direction of trade is explored for each of the five Republics and how the reorientation of trade has increased the demand on the trucking industry.

1.2 Supply

Once the demand for trucking services has been identified it will be possible to examine how this demand matches supply. The supply of trucking services can face various constraints ranging from poor quality of roads to under-utilisation of the vehicle stock.

A macro view of the transport industry is given which outlines the main constraints that are emphasised in detail in the micro-economic section of the document. These constraints are also divided into market segments and supply constraints within these identified segments.

1.3 Market Segmentation

In order to satisfy the customer, the trucking industry has to be responsive to the customer's requirements which range from low value, high volume items through to specialist retailers. Hauliers may be required to undertake local delivery or to provide international haulage.

This requires the stock of vehicles to be highly flexible to varying types of products and their destinations. This is paramount in Central Asia where agriculture is dominant, vehicles for livestock, liquids and food are needed. As the economies develop markets will segment increasing demand for specialised hauliers. The perception of these segments by the haulier are fundamental and have been address in Chapter D3.

This part of the study examines the potential segmentation of the market and the need for specialisation. The market is examined in such a way as to pinpoint mismatches between demand and supply where the demand in the market will outstrip the current supply.

2 MACRO OVERVIEW

2.1 Current Situation

For the past five years, GDP has fallen throughout the CIS except for Kyrgyzstan which experienced positive growth last year. Overall, Kyrgyzstan appears to be making the most progress of all the Central Asian economies with Uzbekistan performing the worst.

Price liberalisation and deep recessions within these transition economies reduced enterprise profitability and their savings. Structural shifts caused unemployment to grow cutting Government tax revenue and increasing social security payments. An underdeveloped banking system has undermined domestic savings. Since savings overall have fallen, funding for investment has been restricted relying on foreign investment to spur economic recovery.

Table 2.1.1 GDP at constant prices in the five Central Asian Republics (Percentage Change)

Country	1989	1990	1991	1992	1993	1994	1995	1996*	1997
Kazakstan	-0.4	-0.4	-13	-13	-12	-25	-8.9	0.9	3.2
Kyrgyzstan	4	3	-5	-19	-16	-26.5	1.3	3.2	5.6
Tajikistan	-2.9	-1.6	-7.1	-29	-11.1	-21.5	-12.5	-5.9	-1.6
Turkmenistan	-6.9	2.0	-4.7	-5.3	-10	-20	-10	3.9	3.7
Uzbekistan	3.7	1.6	-0.5	-11.1	-2.3	-4.2	-1.2	1.2	2.7

Source: EBRD 'Transition Report 1996'

*Average of forecasts from various sources

2.2 Future Situation

Recession is now reaching its trough and the Central Asian economies are expected to experience positive economic growth in 1997 except for Tajikistan which has experienced political problems.

The future growth of the region is heavily reliant on the recovery in Russia which has a heavy contribution to trade within Central Asia. Intra Central Asian trade will also spur economic recovery although there may be a capacity constraint if infrastructure in not developed and resources are not managed more efficiently. Also there must be a continued stream of foreign investment to fund new capital investment.

2.3 Country Analysis

2.3.1 Kazakstan

2.3.1.1 Economic Overview

Economic indicators for Kazakstan are not very encouraging, but are consistent with an economy undergoing transition. During the past three years, there has been a steady decline

in GDP, employment, industrial and agricultural production, and capital investment. Over the same period, however, trade increased substantially, and continued to increase through 1995.

Kazakstan's trade has traditionally been orientated towards Russia This trade has been geared towards raw materials, both agricultural and mineral. The country's main reserves are of petroleum and natural gas. Kazakstan also produces 20 percent of the coal of the former Soviet Union. The agricultural sector is centred around grain and livestock; Kazakstan historically is the only former republic with an exportable grain surplus.

2.3.1.2 Energy

About 50 oil companies from all over the world are taking part in joint ventures in Kazakstan. In 1993 Chevron announced that is was taking a 50% share with the government in Tengizchevroil, which exploits the Tengiz field. Production is expected to eventually reach 700,000 barrels a day. Agip and British Gas are putting US $8 billion into developing the Karachaganak field. Another major focus for the oil companies is the exploitation of the Caspian Sea. The government of Kazakstan has also signed an oil swapping agreement with Iran which will permit another route for oil exports.

2.3.1.3 Metals and Mining

Kazakstan's mining and metals sector saw its output stabilise in 1995, after a 48% decline in output between 1990 and 1994. Although enterprises are still facing a number of economic problems, the overall situation in the industry has started to slowly improve. Among the many challenges which the industry faces are the increasingly obsolete plant and equipment, lack of available funds for reinvestment, shortage of working capital, and increased costs for electricity, transportation, and raw materials.

2.3.1.4 Agriculture

Kazakstan exports significant amounts of meat to other regions of the former Soviet Union. Kazakstan is also a leading wool producer, accounting for a quarter of the CIS total. The food industry is fairly evenly distributed across Kazakstan. Almaty accounts for more than one-tenth of the total production. Other regions with relatively large production include Karaganda in the north-central portion, Kustanai in the north, and Zhambul and Chymkent in the south.

2.3.1.5 Manufacturing

The country's manufacturing base was orientated to supplying the FSU with machinery and some steel. Kazakstan also has the most significant light industrial base in Central Asia. This sector has become increasingly uncompetitive due to lack of investment and increased energy prices.

2.3.1.6 Trade

Kazakstan appears to be moving away from its traditional trading partner, Russia, which used to account for 90% of external trading. Trade with China has increase dramatically since 1990 and Germany, Netherlands, UK and Sweden are its most prominent European trading partners.

2.3.1.7 Transport Sector

Due to the nature of the country's geography and its economy most freight has been transported by rail. The trucking industry has served an auxiliary role, trucks mainly being used in cities and within industrial enterprises. However, rail travel is slow and inefficient and the rolling stock is in a poor state of repair. As a direct result, private haulage companies have cashed in on the railway's rigidity. Road travel also has problems with general security in some parts of Kazakstan and roads that are generally in a poor state of repair. Although the

extraction industry would benefit most from trucking operations, this industry is situated in areas of low density population and so roads lack hard surfaces.

2.3.2 Kyrgyzstan

2.3.2.1 Economic Overview

The Kyrgyz Republic has been a leader among former Soviet republics in instituting market-based reforms. After three years of sharply declining production, the economy showed signs of revival in 1995, and preliminary data suggest 2 to 3 percent gross domestic product (GDP) growth for 1996. Recovery reflects the wide range of stabilisation and adjustment measures the government has undertaken, including introducing a national currency (the som) bringing inflation to low monthly rates, liberalising the trade regime, and removing controls on current and capital account transactions.

2.3.2.2 Energy

The Republic has very little gas or petroleum but has considerable underdeveloped hydroelectric potential. The excess electricity produced is sold to China, Uzbekistan and Kazakstan sometimes in return for oil and gas.

2.3.2.3 Mining and Metals

Non-ferrous metals and ores account for more than a third of Kyrgyz exports. Foreign investment in gold mining by Cameco of Canada and MK Gold have expanded capacity. The Kyrgyz Republic also has deposits of coal, mercury and uranium.

2.3.2.4 Agriculture

In Kyrgyzstan, agriculture is the mainstay of the economy. The most important products are derived from livestock: wool, meat and leather. Silk and cotton are grown in the southern part of the country. Currently the World Bank is helping the government to initiate agricultural reform which will improve sheep and wool production. By the end of this year, the markets for agricultural produce and land are expected to be operating in a significantly liberalised environment.

2.3.2.5 Manufacturing

The main manufacturing is in Bishkek and large towns where agricultural products are mainly processed.

2.3.2.6 Trade

The Kyrgyz Republic exports non-ferrous metals to China and Germany, and nearly all its antimony to Great Britain. Kyrgyzstan exports automotive spare parts, electrical power and electro-technical equipment to the CIS countries and receives fuel and refined petroleum products. Between 20-25% of total exports are sent to non CIS importers, with about three quarters of that share going to Asia (about half to China). The other group of trade partners are in Europe, mainly Germany and Great Britain, but also Turkey and Switzerland. Germany and Great Britain supply about one third of Kyrgyzstan's imported alcoholic and non-alcoholic beverages, electric machines and equipment and land based transport.

2.3.2.7 Transportation

In the absence of a North-South rail link and mountainous terrain road transport provides a faster and more extensive service than the railways in Kyrgyzstan. Some 92% of domestic freight and 89% of international freight traffic is carried by road in Kyrgyzstan.

In 1992 the Kyrgyzstan Republic embarked on an ambitious programme to privatise its trucking and bus operations. By 1994 50% of the truck and bus operations of the Ministry of Transport had been privatised.

2.3.3 Tajikistan

2.3.3.1 Economic Overview

Difficulties of economic reform abound with the disruption of established trade routes, civil war, natural disasters and an absence of the traditional Soviet-era inputs. The government, however, has established a three-stage plan for economic reform designed to carry the country into the next century. The first stage focuses on reforms in agriculture, privatisation, fiscal policy, the national budget, on reinvigorating the moribund industrial sectors, and on attracting foreign investment. There appears to be a good degree of political will behind the reforms and their implementation. Progress has been steady, albeit slow. Partially to reward the government's implementation of some economic reforms and to encourage more, international financial organisations such as the IMF and the World Bank have begun an infusion of credit to Tajikistan which should straighten the path of economic reform.

2.3.3.2 Energy

Three-quarters of the country's power comes from hydroelectric power stations situated in central Tajikistan on the River Vakhsh. However, this dam was damaged beyond repair during heavy floods in the summer of 1994 due to lack of maintenance. The country now has an electricity shortage.

2.3.3.3 Mining and Metals

Underneath Tajikistan's mountains lie a wide array of natural resources, many of which have not yet been exploited because of their geographical location or geological depth. For its size, Tajikistan has relatively high deposits of silver and gold deposits. Total silver ore deposits are estimated at 60,000 tonnes and the largest, in Bolshoi Kanemansur, is around 38,000 tonnes. There are more than 30 known gold deposits, of which only a few have been prospected. Several potentially important coal deposits have been identified but have not yet been exploited.

Many of the mineral deposits are suitable for relatively inexpensive open-pit mining, but they are found in mountainous regions where extreme weather conditions prevail and transportation routes are difficult or non-existent.

During the Soviet era, Tajikistan was renowned for its aluminium smelter. The largest enterprise in Tajikistan, the Tursunzade Aluminium Smelter (Tadaz) is in the south-west of the country. It has an overall capacity of 514,000 tonnes a year, making it one of the largest in the world. Aluminium is one of the two main exports.

2.3.3.4 Agriculture

Although the agricultural sector is one of the most modernised in the NIS, total output has been declining sharply during the last five years. The agricultural sector is the major employer (45% of the work force) and the most important economic activity in Tajikistan. Agricultural production makes a significant contribution to the balance of payments. Agriculture and agribusiness have helped lead the way towards economic recovery for the country since independence.

The main crop production areas lie in the irrigated valleys of the tributaries of the Amu and Syr Darya rivers. Cotton, which is the major cash crop accounting for about two thirds of the gross production value of the agriculture sector.

2.3.3.5 Manufacturing

Despite the difficulties in 1995, production is declining at a slower rate. The decline of production in the first half of 1995 was 23 percent, though for the entire year it was only 5.1 percent, demonstrating a great reduction in the average decline in production. The first quarter of 1996, the volume of industrial trade production was valued at 56.4 billion Tajik Roubles (US$202 million), 75.7 percent of the level of the first quarter in 1995. The low rate of production of main industrial enterprises remains.

In the agribusiness sector, there exist excellent opportunities in the food processing and packaging industry, particularly for packaging of tomato paste and dried fruit, as well as bottling of juices and wine. The first loan signed by the Dushanbe office of the Central Asian-American Enterprise Fund was for a cannery on the outskirts of Dushanbe.

2.3.3.6 Trade

Within the very small amount of trade outside the CIS Europe is the dominant partner lead by Germany and east European countries. Exports of cotton fibre in 1995 earned US$225 million, of which 70% was from exports to the CIS. Currently trade links are being developed with Iran, Pakistan, Afghanistan and China.

2.3.3.7 Transport

Most transport is by road or air. High mountain ranges make road travel very difficult in winter. Table 3.1.1 shows the transport sector is the least privatised sector. This is due to difficult entry and exit rules, lack of finance, limited access to business information, strict labour regulations and an incomplete legal framework.

Table 2.3.1 Breakdown of properties privatised

Properties to be privatised	Percentage of Total
Consumer services	56.6%
Industry	3.9%
Trade and catering	28.3%
Construction	2.9%
Transport	0.9%
Agriculture	1.3%
Others	6.1%

2.3.4 Turkmenistan

2.3.4.1 Economic Overview

For the foreseeable future, oil and gas, energy, agriculture, and light industry will be the principal growth sectors in the Turkmen economy. Turkmenistan has been slow to start economic reforms, but government officials now appear committed to the macro-economic reform process. However, the Turkmen economy remains heavily controlled by the government, led by the President and a few close advisors. A commercial code has not been fully developed, and the numerous rules, decrees and acts which regulate commercial activity are susceptible to change and are sometimes contradictory. These factors create unpredictable and often negative conditions for foreign investors and trade.

2.3.4.2 Economic Overview

Turkmenistan has the world's fourth largest known natural gas reserves. In 1995, Turkmenistan exported 23 billion cubic metres of natural gas, down from a high of 86 billion

cubic metres in 1989, through Russian-controlled pipelines to CIS markets. Turkmenistan is actively pursuing other pipeline options to Turkey, Pakistan and China. Turkmenistan also has 1.4 billion barrels of proven oil reserves. Many of the known reserves were undeveloped during the Soviet period due to limitations in technology and export routes.

2.3.4.3 Agriculture

Turkmenistan's most important agricultural product is cotton. The country is also a major producer of lamb products and has an expanding fruit and vegetable sector. Nearly a quarter of gross agricultural output comes from the livestock sector.

2.3.4.4 Manufacturing

This sector's development has been dominated by the country's natural resources - gas, oil, minerals and cotton.

2.3.4.5 Trade

Exports from Turkmenistan are dominated by natural gas and oil (62%), with cotton fibre also being a major export. Imports mainly consist of capital goods, including consumer durables and electronic equipment.

2.3.4.6 Transport

In recognition of its strategic location at the cross-roads of Eurasia, the Government of Turkmenistan has embarked on a large-scale program to upgrade its air, rail and road transportation network. Since independence, Turkmenistan has built and opened a world-class international airport and purchased six Boeing aircraft to service international routes. It is currently constructing a second, longer runway. In 1996, the Tedjen-Serakhs-Meshed railroad opened linking the Central Asian states by rail to the Persian Gulf. The governments of Turkmenistan, Uzbekistan, Azerbaijan, and Georgia have signed an agreement to upgrade a rail link to the Black Sea. Work is ongoing to upgrade the road system. The government is also actively pursuing plans to construct a rail/road transport and communication corridor through Afghanistan to Pakistan and the Arabian Sea.

After agriculture, the government has designated transportation as the next sector to be privatised. This will include privatisation of the distribution networks which transport goods throughout Turkmenistan and abroad. Besides investment in the infrastructure side of transportation, sales of rolling stock, locomotives, aircraft, trucks, and cars will increase into the next century. Although inherently risky due to questions about government commitment to privatisation, good opportunities exist for American companies which get into this market in the early stages.

2.3.5 Uzbekistan

2.3.5.1 Economic Overview

Unequivocally opposed to the "shock therapy" approach to economic reform, the Uzbek government has laid initial emphasis on supporting inefficient state enterprises and shielding consumers from inflation through a combination of state subsidies, strict price controls and periodic wage increases. These policies became increasingly untenable, eventually leading to a severe economic crisis in early 1994 after Russia forced Uzbekistan out of the rouble zone. Now some of the most significant hindrances to private sector development in Uzbekistan are problems associated with the inconvertibility of the som.

According to official statistics announced in March 1995, Uzbekistan's GDP in 1994 fell only 3.5% compared with an average drop of 20% in other CIS states. Moreover, the same

statistics contrast a 2% fall in industrial production from 1991 to 1994 with a CIS average drop of 40%. Hence, the economy appears to be on the road to recovery.

2.3.5.2 Energy

Most notable among Uzbekistan's oil and gas fields are the giant Mingbulak and Kokdumalak fields currently yielding approximately 43 billion cubic metres of natural gas.

2.3.5.3 Mining and Metals

Uzbekistan's non-ferrous metals, particularly gold, already make a strong contribution to its export earnings. Currently producing approximately 70 tonnes of gold per year, Uzbekistan is the seventh largest producer in the world (with only 25 percent of proven fields in production) and contains the world's fourth largest reserves. Uzbekistan also controls 8% of the world's annual uranium production is a significant copper producer and has sizeable reserves of zinc, lead, silver and tungsten.

Other minerals which play an important role in Uzbekistan's economy include uranium, copper, tungsten, silver, molybdenum, lead and zinc. Currently the world's fourth largest uranium producer, Uzbekistan exported nearly $15 million in uranium concentrate to the U.S. in 1995. Copper production is also highly developed. The Almalyk mining and metallurgical works, near Tashkent, processes most of Uzbekistan's copper and zinc, currently generating approximately $300 million in copper and $10 million in zinc exports per year.

2.3.5.4 Agriculture

At approximately 40 percent of GDP, agriculture continues to be one of Uzbekistan's highest development priorities. Within this sector, cotton production is predominant, making Uzbekistan the world's fifth largest cotton producer and second largest exporter. The relative stability of Uzbekistan's agricultural performance since the dissolution of the Soviet Union has proved a primary underpinning for the country's economic development. Grain and animal husbandry are also major activities though 75 percent of grain and a large portion of meat must be imported. The major share of the country's cotton and grain is produced East from the main body of the country in the Ferghana Valley. Consideration should be made of future trends in cotton production, especially with respect to the very high volume of water required to sustain current levels of output. Ecological pressures and the problems related to the decline in the level of the water sources (i.e. the Aral sea) will require changes to be made to reduce wastage of water and/or reduce the level of cotton out-put.

2.3.5.5 Mining and Metals

Uzbekistan's non-ferrous metals, particularly gold, already make a strong contribution to its export earnings. Currently producing approximately 70 tonnes of gold per year, Uzbekistan is the seventh largest producer in the world and

2.3.5.6 Manufacturing

Uzbekistan's manufacturing sector is focused on agriculture-related products such as cotton farming and processing machinery, irrigation equipment, textile machinery, and fertilisers. The Chkalov aircraft plant in Tashkent is also a major producer of the Il-76 civilian aircraft, additionally it produces components for military transporter, tanker and other aircraft.

The cornerstone of Uzbekistan's automotive industry is the Uzbek Association of Automobile Enterprises (Uzavtosanoat), which has been most successful in developing joint ventures with Daimler-Benz of Germany and South Korea's Daewoo. The Daimler-Benz plant assembled its first 400 Mercedes trucks in 1995, many of which will be sold via Asaka Bank, a leasing company established by Uzavtosanoat. The $658 million Daewoo-Uzavtosanoat (UzDaewoo-

Avto) plant located in Andizhan will begin production in 1996 with the goal of reaching production levels of 200,000 units by the year 2000 consisting of 16 percent local parts.

2.3.5.7 Trade

A major determining factor in Uzbekistan's economic stability has been its ability, to increase its domestic oil production in the face of Russia's moves to bring its prices to world market levels. Uzbekistan's exports of cotton and gold on world markets have also provided a stabilising influence. The current high price of cotton on the world market should provide for continued stability in this respect.

2.3.5.8 Transport

Uzbekistan's transport connections, though still inadequate, are the best in the region. The trucking industry has not yet been privatised with a few government owned enterprises dominating the market. Extensive improvements are planned at Tashkent Airport including an enhancement of the air traffic control system and the resurfacing of the runways to accommodate bad-weather take-off and landings.

3 MICRO OVERVIEW

3.1 Overview

A survey was conducted in four of the five Central Asian Republics (excluding Turkmenistan) in six cities on 22 businesses involving 166 trucks tracing 1,456 movements. Although this survey is by no means extensive it does reconfirm the main axioms of the report. Samples of this survey are given in the Inception report. It is recommended that these surveys are used for the future collection of data as in the UK, since the current methods for demand data collection are inadequate.

The evidence presented above suggests that an efficient transport system is fundamental to the long-term growth of the Central Asian economies. This is apparent for two reasons:

- **Diversification of trade patterns**. During the transition period, orientation towards Russia as the main trading partner has diminished. Europe, China, Iran and Turkey have displaced Russian trade. Historically, trade was predominantly within the Soviet Union and thus the railway network was developed accordingly. However, with the recent economic developments with other countries, road transport has become increasing important to enable demand to these new trading partners to be satisfied.
- **Nature of traded goods.** Although most of the economies are dominated by raw material production, manufacturing industries are re-emerging and they demand flexible transport systems.

3.2 Restrictions

3.2.1 Organisational

In the FSU there were two different types of organisation in the trucking system. These are the republic-level motor transport ministries (which operate as common carriers) and the industrial ministries and factories, or 'sectoral carriers' (which operate their own fleets). This old system is still predominant today in all the Republics. Even in Kazakstan, where privatisation of the trucking fleet is most advanced, ministries still achieve preferential treatment (i.e. import tax relief on foreign trucks).

This division between private and state owned trucking generates unfair competition within the market. This has been identified as a major problem in the Almaty railheads. Here, a single trucking company has exclusive rights to enter the government owned railhead. This company charges excessive prices which inflates prices of delivery to foreign companies investing in the country.

A solution to this problem is to introduce a simple regulatory system. Privatisation would not necessarily solve the problem since the rail head has a monopoly until further investment opens up other railheads.

3.2.2 Roads

The greatest restraint on the trucking industry is the underdevelopment of the road system. Many highways and bridges cannot support the heavy loads. In fact, the survey shows that 29% of hauliers think that bad roads affect their efficiency (see Figure 4.2.1). Companies operating in Central Asia who wish to haul goods to Europe must use trucks that operate to

European standards. These trucks tend to have a larger carrying capacity than indigenous trucks and so can only be used on certain routes. This causes an inefficiency due to re-routing and utilisation of capacity. Vast stretches of roads are dirt or gravel surfaced bringing the trucking industry to a halt during the winter and spring thaw.

This general disruption to the trucking industry has a macro-economic impact. The unpredictable nature of shipments to industry due to bad planning, poor roads etc., frequently results in serious disruptions to production and food shipments are often spoiled.

3.2.3 Services

From Figure 4.2.2. it is apparent that four vehicle types dominate the market: Zil; Maz; Gaz; and Kamaz - together taking 76% of the market. The macro data in Table A3-1 in Chapter A suggests a larger monopolisation of the market with Gaz, Zil and Kamaz sharing 81% of the market. This obviously hinders new entrants since servicing facilities need to be developed. However, there is a move to build service stations to serve international traffic with a wider range of vehicles which are mainly Western. Hence, the domestic solution may come from a move to satisfy international demand.

Facilities for refuelling, servicing and repair are inadequate. Petrol stations are sparsely distributed on older routes and in less densely populated areas. The lack of repair seriously reduces the lifetime of the trucks. Incidences of trucks being inoperable are high. Figure 4.2.3 shows some of the reasons for trucks being off the road and highlights the fact that 38% of the trucks surveyed were inoperable due to the need for repair.

However, the survey seems to suggest that rather than a lack of fuel and spares it is quality that is a major problem. Figure 4.2.1 demonstrates this concern with quality of fuel as being identified as a problem by 27% of those surveyed and quality of spares 25%.

The small size of most truck firms impedes the use of in-house repair facilities. This is a particular problem during and after periods of privatisation when the market becomes very fragmented as Ministries sell their excess capacity.

3.2.4 Vehicle Design

The current stock of trucks is biased towards large trucks used to move bulk cargoes. This is clear from Figure 4.2.4 where 33% of the goods moved are crude materials and mineral fuels. Flexibility of the market is also prohibited by the lack of serving facilities as discussed in Section 4.2.3. These trucks have a limited flexibility and will become vestigial as the market becomes more segmented.

Vehicles designed for specific functions are rare. As a result, shortages of refrigerated trailers, livestock trucks and milk tankers inhibit the distribution of food supplies. The dearth of refrigerated vehicles is particularly serious where food preservatives are used sparingly. This lack of diversity also contributes to the under-utilisation of capacity in truck transport. This was apparent in two particular cases in Kazakstan where there appeared to be a large demand for refrigerated trucks and specialised 30,000 litre plus compartmentalised oil tankers for local petrol stations.

Table A 1-4 in Chapter A shows the skew of trucks toward flatbeds and tippers. Obviously this current composition is inadequate to meet future demands. As well as not being able to satisfy local demands, the current fleet cannot meet specifications needed to enter Europe. This causes European freight forwarders, i.e. Danzas based in Bishkek, to use European trucking companies to deliver to Central Asia. It is evident that local haulage companies would have considerable cost advantages over European hauliers but are restricted by their access to adequate trucks. The lack of international trips by local trucking companies is given in Figure 2.4.6.- only 5% of trucks surveyed made intentional trips.

3.2.5 Utilisation

There is a lack of small trucks especially for local delivery - Coca Cola have set up their own local delivery fleet. This inadequate supply of small trucks generates a mismatch between trucks and loads. This is particularly apparent in the level of empty running partially caused by lack of demand but also due to this mismatch between trucks and loads. This mis-match causes large trucks to be under-loaded and smaller trucks to be overloaded. This causes operating costs to rise as trucks are either over utilised, causing increased maintenance costs and higher incidence of break-down, or under utilisation where fuel costs are high.

As the analysis in Chapter A1 shows, actual freight carried on average is only 4.91 tonnes. The survey shows (Table 3.2.1) that the average carrying capacity of trucks is much higher than the utilised capacity in most countries.

Table 3.2.1 Average Carrying Capacity (Kg)

	Average Carrying Capacity (Kg)
Kazakstan	11,908
Kyrgyzstan	13,179
Tajikistan	5,933
Uzbekistan	18,160

One solution to this problem is increased containerisation. However, government owned container terminals tend to be inefficient due to inadequate load and unloading systems and very expensive.

Local trucking companies will find it difficult to compete with Western companies until they can become more reliable as a result of the reasons explained above.

The trucking industry must adapt to the structural changes taking place in the Central Asian economies. This is characterised by a shift away from moving low value bulk commodities to higher value commodities.

4 CONCLUSION

The trucking industries in Central Asia traditionally served in an auxiliary role in the overall transportation network. This auxiliary role has now turned into a primary role and the road network, trucks and servicing facilities are ill prepared. This is allowing foreign trucking companies to dominate the market suppressing the development of the local market.

Clearly, as the economies develop and the range of goods produced diversifies the demand on the transport sector increases. This is particularly apparent in the food and agricultural business where quality local distribution is required by companies such as Coca Cola in Almaty and the food processing and packaging industry in Tajikistan.

The level of mismatch between supply and demand is difficult to quantify. But as the number of foreign trucks entering Central Asia increases it is becoming obvious that the local stock of vehicles cannot adapt to the changing economy.

CHAPTER A3

THE FUTURE EVOLUTION OF THE COMMERCIAL VEHICLE FLEET

THE FUTURE EVOLUTION OF THE COMMERCIAL VEHICLE FLEET

CONTENTS

1 THE FUTURE EVOLUTION OF THE COMMERCIAL VEHICLE FLEET

1.1 Introduction

The market for commercial vehicles in the Central Asian Republics will inevitably undergo changes over the next 10 years. This paper attempts to broadly predict some of those changes.

The predictions are limited in scope and sophistication due to the lack of reliable data in all sectors and all Republics.

1.2 The Market for Commercial Vehicles

The following components may be identified in the commercial vehicle market:

- New 'Commonwealth of Independent States' (CIS) vehicles.
- Used CIS vehicles.
- New European vehicles.
- Used European vehicles.

Vehicles of other origins are relatively uncommon. There are limited numbers of Chinese and Pakistani trucks which are similar to the FSU trucks and Iranian registered trucks in the area are principally European. Some American trucks are being introduced but not on a commercial basis.

1.2.1 CIS Vehicles

Reference to Chapter A1 will show that there are 646,076 trucks registered in Central Asia.

Table A3-1 below shows the trucks manufactured in CIS for 1991 and 1992. The market is dominated by Gaz, Zil and Kamaz who between them have around 60% of the market. Market shares broadly follow these output trends with, for instance, Gaz and Zil having total market shares in Kazakstan of 33% and 21% respectively compared with CIS output shares of 30% and 22%.

Table A3-1 Commercial Vehicle production in the Commonwealth of Independent States

Manufacturer	1991 (000's)	(%)	1992 (000's)	Trucks Produced (%)
GAZ	245.4	33	197.4	30
ZIL	158.1	21	146.9	22
KAMAZ	92.8	12	53.6	8
IZMACH	45.1	6	68.9	10
MAZ	33.1	4	25.4	4
URALAZ	28.5	4	20.6	3
KRAZ	25.1	3	22.2	3
UAZ	24.9	3	42.0	6
OTHERS	91.9	13	85.0	13
TOTAL	744.9		662.9	

Kamaz, on the other hand have a much higher than expected market share in the region, a share in Kazakstan of 27% compared with a CIS output share of only 8%.

The reason for this imbalance is not to be found in the fleet composition. Kamaz performs consistently across the full model range. Again using Kazakstan as an example, Table A3-2 shows the market share according to the vehicle type.

Table A3-2 Market share by vehicle type in Kazakstan

Vehicle Type	Gaz	Zil	Kamaz	Total
Flatbed/Dropside	39%	22%	18%	106,975
Tippers	32%	30%	20%	147,512
Tractor Units	1%	30%	44%	1,967

The relative dominance of Kamaz is also evident in other Republics with the Ministry of Transport in Tajikistan following a current policy of only using Kamaz trucks.

In overall terms, the Central Asian CIS truck market is more heavily dominated by the main three manufacturers than the rest of CIS. In 1992, Gaz, Zil and Kamaz accounted for 60% of the CIS truck output whilst, in Kazakstan, the three manufacturers account for 81% of the fleet. This means that, understandably, the smaller manufacturers, many of whom produce specialist vehicles have found it more difficult to penetrate the Central Asian market.

The infrastructure of each of the three main manufacturers in Central Asia was examined and this helps to explain the imbalance of market share towards Kamaz. Collection of data from the CIS manufacturers has proved to be extremely difficult due to a combination of their refusing to give out 'confidential and commercially sensitive information' and their desire to earn disproportionate amounts of money to supply the information.

Gaz

The main Gaz production facility is in Nizhny Novgorord in Russia. The company has a single representative office in each of the Republics but contacts at both local level in Kazakstan and with the sales office in Nizhny Novgorod have failed to elicit any future sales plans for the area on the basis of commercial sensitivity.

Zil

The main Zil production plant is in Moscow. There is one official Zil dealer listed in Kazakstan and there are some independent dealers selling very small numbers of trucks. In general, however, demand for Zil trucks has collapsed in Central Asia. The sales department of Zil in Moscow report that they have had no orders from Kazakstan during the past three years.

Kamaz

The main Kamaz manufacturing plant is in Kama, in the Russian Republic of Tatarstan. The company has a dealer network in each of the Republics but requests for sales information and forecasts from the Kazak office were met with demands for up-front payments of $500.

The sales department of the Kama plant revealed that Kazakstan and Uzbekistan are the most important republics in sales terms. During the Soviet era, sales in Kazakstan were 5,000 new vehicles per annum but this figure has now reduced to approximately 100 vehicles per annum through the Kamaz network.

Annual sales figures provided for the other republics for Kamaz trucks were as follows:

Kazakstan	100 vehicles per annum
Kyrgyzstan	less than 10 vehicles per annum
Turkmenistan	less than 10 vehicles per annum
Tajikistan	zero
Uzbekistan	figures not available

Additionally, a number of vehicles are supplied by independent dealers and the Kamaz plant estimates these to run at approximately double the level of those supplied through the direct Kamaz network.

Seemingly, the presence of a Kamaz dealership network will explain their improved market share although on the surface, with the reduction in Kazakstan matched elsewhere, the market for new CIS trucks has clearly collapsed in Central Asia.

1.2.2 European Vehicles

The markets of Central Asia are only emerging slowly as far as European truck manufacturers are concerned and their interest in and approach to the area is patchy. Detailed information concerning the size and composition of the foreign fleet in Central Asia has proved difficult.

The information system directly and indirectly used to ascertain the general fleet information shown in Chapter A1 dates back to the Soviet system and effectively represents quantification of the civil contingency fleet. This system does not capture details of foreign vehicles.

The European manufacturers showing some interest in the area are:

- Mercedes
- Iveco
- Volvo
- Scania
- Renault

Mercedes

Mercedes have, in the main limited their interest to Uzbekistan where an assembly plant has been established in Druzhba city in the oblast of Horezmskaya. The plant was established in 1993 and in its first three years produced around 500 trucks.

The plant was closed in early 1996 and was not considered a success as the total cost of assembling the trucks was greater than supplying direct from Germany. The current Mercedes fleet in Uzbekistan is thought to be around 600 units. There is no evidence of a significant Mercedes presence in other Republics.

Iveco

Iveco have long had an interest in the area but prior to this project have not found suitable partners for development in the post-Soviet republics. Previous partners such as Avak in Almaty have not developed to the satisfaction of Iveco. In this project, they have established a relationship with both KIT in Kyrgyzstan and Bayan Aul in Kazakstan.

When these relationships have been consolidated, Iveco will look to develop similar relationships in both Uzbekistan and Turkmenistan. Significantly, Iveco have closed their office in Almaty but are considering the whole of the CIS as one regional market which is being managed from Moscow.

Volvo

Volvo have been active in Kazakstan with cars for some years and have a well developed dealership and servicing presence in Almaty which is starting to be reflected in market share.

Volvo are about to repeat the exercise with trucks. A facility is under construction in Almaty which will combine a Volvo dealership and servicing facility with a tyre re-treading plant. The business plan for this venture is contained in Chapter D1.

The partners in the venture are Volvo and Business Dos of Almaty. The latter were venture partners in the original car facility and have a connection with the transport operators - Mustang Cargo.

We are in discussion with the partners regarding the possibility of the facility being shared as a western truck centre by Scania and Iveco in addition to Volvo.

Scania

Scania have professed an interest in the area but do not have a representative office, the sales activity being covered from Stockholm. We are involved with Scania in investigating the scope for joint operations with Iveco and other organisations in the area.

Renault

Renault have also expressed an interest in the area and plan to establish a full network of dealers around the area. They do not have a full representative office in the area but, unlike the other manufacturers, are managing the sales activity from Turkey although truck production will still be in France.

The Evolving Market

Our research suggests that the market for new CIS manufactured trucks has collapsed in Central Asia. Using Kazakstan as an example, Kamaz annual sales volumes have fallen from 5,000 to around 300 and Zil purport not to have received a single order from Kazakstan for the past three years.

Kazakstan has a truck fleet of 325,789 vehicles. The current age profile is shown in Table A3-3.

Table A3-3 Age Profile of the Kazak Truck Fleet

Age	Number of Trucks	%
0-3 yrs	56,361	17.3
3.1-8 yrs	152,469	46.8
8.1-10 yrs	53,429	16.4
Over 10 yrs	63,528	19.5
Total	325,789	100.0

This produces an average age for the registered fleet of 7.0 years.

However, only 74% of the fleet is listed as operational in the data. For the sake of clarity, it is assumed that the operational 74% are the newer vehicles. This is obviously not going to be strictly true as some more recent vehicles may be out of life.

Making that assumption then the 'bottom' 26% of vehicles in Table A3-3 are considered to be out of life so that the quoted operational levels of 74% (241,084 trucks) are achieved. This produces an average age for the operational fleet of only 5.0 years.

Table A3-4 takes this analysis a stage further. Within Table A3-4, Table i) shows the current situation for 1994 (the latest available information). It may be seen that the registered fleet is 325,789 and the operable fleet 241,085 (see Chapter A1). It has been assumed that annual purchases since 1981 have produced the profile as shown in Table i).

Using the current (1996) sales estimate given by Kamaz (300 trucks) and their known market share of 27%, the total current annual purchases of new CIS trucks for Kazakstan is estimated at 1,111 trucks.

This very low figure is predicted forwards to 1999 in Table ii) within Table A3-4. This trend will produce a registered fleet in 1999 of 233,173, a 29% reduction on 1994. However, if the 1994 operable levels of 74% are to be maintained, then trucks will have to be kept running longer and the average age of the operable fleet will rise from 5 years to 9.21 years.

This trend is even more pronounced when predicted to 2004 as in Table iii). The low projected purchases mean that the registered fleet in 2004 has reduced to 86,258, a reduction of 73% on 1994. Furthermore, in order to maintain the 74% operable level, the average age of the operable fleet will have to become 11.26 years. This is more than double the current average.

This scenario is clearly an extreme one given the very low level of truck purchases. However, even if demand re-establishes itself by a factor of 10, the fleet is still going to experience considerable ageing over the next 10 years.

A critical assumption in this analysis is that operators can maintain 74% availability on a fleet which is getting very much older. An alternative assumption can be made that current vehicle maintenance levels cannot be improved and that vehicles are irredeemably out of life after 10 years.

Under this assumption, the operable fleet reduces to 111,197 trucks in 1999 and only 11,110 in 2004. This represents operable levels of only 48% and 11% respectively.

Clearly, this is an unacceptable situation and one which will need careful monitoring.

These figures are extrapolated to the rest of Central Asia, and shown in Table A3-5.

Table A3-5 The evolving truck fleet for Central Asia

Republic	Operable Truck Fleet 1994	Operable Truck Fleet 1999	Operable Truck Fleet 2004
Kazakstan	241,085	172,641	73,298
Kyrgyzstan	28,847	20,481	7,789
Tajikistan	6,771	4,807	1,828
Turkmenistan	50,698	35,996	13,688
Uzbekistan	126,035	89,485	34,029
TOTAL	453,436	323,410	130,632

Clearly a reduction in the fleet for Central Asia of this proportion cannot be allowed to happen. However, the road transport industry in the area needs to undergo fundamental restructuring during that period of time. Therefore indiscriminate assistance to purchase the trucks would be inappropriate.

A recent report on Kazakstan by the Carana Corporation for the USAID Privatisation Program showed the situation to be even worse than our figures suggest. Their survey, carried out in February 1995, at the lowest point of demand showed that operable trucks in the state-run and joint-stock RTE's (Road Transport Enterprises) were as low as 35% with vehicle utilisation running at 11%-32%.

Until this massive over-supply of resource is rectified and a balanced service supply established, there is little point in establishing a well-balanced fleet. Reference to the vehicle type analysis in Chapter A1 will show that the current fleet mix is totally unsuitable in both its body configuration and its carrying capacity.

If initially cheaper CIS manufactured trucks are not being purchased in appreciable numbers there is little chance of new European trucks being bought. However, there is a need for used European trucks to be introduced into the market in a controlled way.

Currently there is great demand for European trucks for international transportation. CIS manufactured trucks are not allowed into European countries for regulatory reasons. As identified in the Support Services Blueprint (Chapter D1), there are major problems with funding and the generation of bank guarantees.

These are issues which need addressing so that the availability of funds can be improved for relatively small capital requirements. With these improvements in place, there is scope for the controlled introduction of used European vehicles into the Central Asian market.

It is our recommendation that this be given priority, through the European manufacturers currently active in the area. The Carana report identifies a need for long-haul vehicles in Kazakstan. However, there is a wider need than this given the fleet crisis which is appearing to develop over the next 10 years.

In general, European trucks are around twice as efficient as CIS trucks in terms of their payload and design. The predominance of flatbeds and tippers must be changed over the 10 year period to a predominance of boxvans/curtainsiders, both articulated and rigid.

The demand is there for these vehicles although caution is required regarding the necessary restructuring and the early comments should be considered. The European truck manufacturers all have a considerable portfolio of used vehicles and matching these vehicles to the growing demand would be possible. However, this may require a controlled flow of second hand trucks into the Central Asian market.

Furthermore, the creation of a market for used European trucks will have two effects. Firstly, in Central Asia it will inject trucks in at the top end of the market and will allow a cascading of CIS trucks throughout each Republic, resulting in an overall improvement of the dwindling vehicle stock. Secondly, a lively market for used European trucks will improve the domestic European truck markets.

However, none of these can occur without an easing, simplifying and accelerating of the funding process.

SECTION B

CHAPTER B1

THE RETAILING OF VEHICLES AND SPARE PARTS IN CENTRAL ASIA

1 THE RETAILING OF VEHICLES AND SPARE PARTS IN CENTRAL ASIA

1.1 Introduction

Information has been collected regarding vehicle dealers for CIS manufactured trucks and spare parts in 4 of the 5 Republics (the exception being Turkmenistan).

Major studies were commissioned from the NIIAT Institute in Almaty for Kazakstan and the TADI Institute in Tashkent for Uzbekistan. Information was gathered in Kyrgystan by the Bishkek Technical University and in Tajikistan by the Ministry of Transport.

The information is analysed below and the original reports by the institutes and the other data are contained in **Appendices B1-1 to B1-4**.

1.1.1 Vehicle Dealers

Reference to **Chapter A1** shows that the three main CIS manufacturers in Central Asia are Gaz, Zil and Kamaz with a combined market share in excess of 80%.

Unsurprisingly, the main presence for dealerships, parts and servicing was for trucks of these manufacturers. In addition we found a limited presence for Kraz (3% of 1992 CIS output) in Uzbekistan and Belaz (0.6% of 1992 CIS output) in Tajikistan.

A brief summary follows for each Republic on the available data.

(a) Kazakstan

Appendix B1-1 contains a full copy of the report prepared by the NIIAT Institute regarding vehicle dealerships, spare parts and servicing outlets in Kazakstan.

The position for each of the three main manufacturers is summarised below:

Gaz

The GAZ network in Kazakstan is extensive with a location in each Oblast, each in the Oblast 'capital' (see **Appendix B1-1** for details).

A single Joint-Stock enterprise, GAZavtoservis run the whole network. Gazavtoservis specialise exclusively in GAZ trucks although they also work as dealers for Volga cars in Kazakstan. It is believed that GAZ are stockholders in the Joint-Stock enterprise.

In the main, the trucks supplied by GAZ are of the 1.5 - 5.0 tonnes capacity models. This constitutes mainly small boxvans and pick-ups although they also supply some specialist vehicles to the military and emergency services.

The GAZ manufacturing plant is in Gorky, Russia and completed vehicles are transported from there by rail. Current order lead times at the time of the study were 25 days for non-specialist vehicles, providing they are in stock at the plant.

Normal commercial terms for the enterprise are a 30% advance payment with balance paid on delivery. Orders are not placed until the advance payment is received. The enterprise quotes delivery times to be 14-15 days but we understand from interviews that 25 days is more likely.

Manufacturer's warranty given is 12 months or 30,000 km.

Zil

Zil do not have a network of dealers in Kazakstan. The NIIAT research carried out during May 1996 showed a single dealership in Almaty (see **Appendix B1-1**).

Terms quoted in that survey were for the full price of the truck to be paid in advance and delivery was quoted as being 'within one month of order'. A manufacturer's warranty of 12 months or 40,000 km was quoted.

However, our follow-up research carried out in September/October 1996, revealed that the single official Zil dealership in Kazakstan had closed. Interviews with management at Zil's Lihachev manufacturing plant in Moscow revealed that no orders had been placed through their official dealership since 1993, hence the closure.

The plant suggested that a very limited number of new Zil trucks were being sold direct or through independent third parties but they were unable to give us the detailed information.

Zil have moved from an annual sales figure into Kazakstan in the early 1990's of almost 4,000 units to their current negligible figures. One reason for this, apart from the lack of 'dealership' presence is the fact that Zil produce, in the main, trucks in the middle carrying capacity of 5-10 tonnes. This is an area which has been taken over increasingly by both GAZ (from the lighter trucks) and KAMAZ (from the heavier trucks) have moved. Since a relative degree of choice has entered the market following the end of the Soviet period, Zil appear to have been squeezed in the marketplace.

Kamaz

The Kamaz situation in Kazakstan is in complete contrast to that of Zil. As with GAZ, Kamaz have a dealer network, which pre-dates independence and is now managed by the Joint-Stock Enterprise, Kamazavtoservis. The network has a dealership in each Oblast centre.

Kamaz specialise in production of vehicles from 5 tonnes up to, in theory 20 tonnes carrying capacity.

The NIIAT study reveals in general terms that order lead times are 7-15 days in Almaty and Akmola and 12 - 15 days elsewhere in Kazakstan which suggests a full stockholding, at least in Almaty. Terms are full payment for the vehicle in advance and a manufacturer's warranty of 12 months or 40,000klms is offered.

Our follow-up research in Almaty with the Head Office of Kamazavtoservis met with a request for large payments to provide any information and was therefore not pursued.

(b) Kyrgystan

A smaller study was carried out in Kyrgystan on our behalf by the Technical University in Bishkek. The data listing from this study is contained in **Appendix B1-2** and is summarised here.

GAZ

The GAZ organisation are represented in Bishkek by KyrghyzGAZavtoservis. This is a Kyrgyz - Russian Joint Venture and is based in Bishkek. The enterprise has the sole marketing rights for GAZ in the whole Republic and also provides spares and servicing.

ZIL

Zil are also represented in Kyrgystan by a Kyrgyz - Russian Joint Venture called Ziltrade. This organisation has a single base in Bishkek and sells spare parts and carries out services on Zil trucks.

Kamaz

The Kamaz organisation appear to have a weaker network in Kyrgystan than other Republics. The research from the Technical University suggests that the only official Kamaz dealer in Kyrgystan - the Kamaz Centre in Bishkek has ceased trading. However, our follow-up research reveals an individual, Mr Dubashev working in Bishkek on behalf of Kamaz although the current annual sales are less than 10 Kamaz trucks per year in Kyrgystan.

Others

There are a small number of enterprises in Kyrgystan who deal in trucks of a number of manufacturers. It has proved extremely difficult to collect information on these types of organisations in Central Asia as they do not feature in any of the 'public domain' databases and tend, in the main to be very transient organisations with a wide focus.

However, the research in Kyrgystan has revealed the locations of some general traders. For instance, KyrgyzURALAZ service in Bishkek cover sales for Uaz, Ural and Kraz manufacturers, all of whom have small market shares. However, they also sell Kamaz trucks and parts.

A number of traders in Bishkek also sell foreign trucks including Konsul, a Joint Venture purportedly selling Mercedes, Scania, Volvo, DAF, Renault, Iveco and MAN and the KIT company which features in the Support Services Blueprint (see **Chapter D1**).

(c) Tajikistan

A small study was carried out in Tajikistan by the Ministry of Transport but the information available on Vehicle Dealers is very limited. The information is shown in **Appendix B1-3**.

Once again, Kamaz seem to have the most extensive dealer representation in Tajikistan although follow-up research with Kamaz suggests no orders received from Tajikistan during 1995.

There are also 5 BELAZ service centres in Tajikistan and it is understood that these sell new vehicles on behalf of BELAZ but it has not been possible to obtain sales figures.

(d) Uzbekistan

Appendix B1-4 contains a full copy of the report prepared by the TADI Institute in Tashkent regarding vehicle dealerships, spare parts outlets and vehicle servicing in Uzbekistan. As with Kazakstan, the three main CIS manufacturers represented are GAZ, Zil and Kamaz. The situation for each of these is summarised below. The research in Uzbekistan has also revealed a small presence for MAZ, Kraz and Belaz and these are also summarised.

There are very few active vehicle dealerships in Uzbekistan currently. The TADI report lists lack of convertibility of the currency and high import taxes for the lack of sales in the collapsed market.

GAZ

The GAZ organisation have a servicing centre (see **Chapter B2**) in Angren in the Tashkent Oblast but, according to the TADI report, the centre is not currently active in selling new trucks.

Zil

Zil also have servicing centres (see **Chapter B2**) in Tashkent, Samarkand and Urgench. It is understood that in 1995, official Zil dealers in Uzbekistan sold only 3 new trucks.

Kamaz

As in Kazakstan, the Kamaz organisation have been active in Uzbekistan since 1974. The network is now managed by the Joint-Stock Kamaz Centre and is the official dealer for the whole country.

The organisation has centres in :

Tashkent
Dzhizak
Samarkand
Karshi
Bukhara
Termez
Urgench
Nukus
Kokand

We estimate that the existing fleet of 35,000 Kamaz trucks in Uzbekistan is only being added to by approximately 160 per year, even though Kamaz have an extensive dealer network in the Republic.

Other Manufacturers

The TADI research has revealed the limited presence of other CIS manufacturers in Uzbekistan.

In 1991, a Joint Venture was established between Uzbekistan and Belarus - UzbekMAZservis. The enterprise specialises in selling tractors and excavators in Uzbekistan although, in 1995, it also sold 100 MAZ trucks which in the 10-20 tonnes carrying capacity group.

BELAZ, a CIS manufacturer with less than 1% of the CIS truck output has a dealership through a Joint-Stock enterprise called Uzbekugol in Angren. We do not have sales figures for them.

KRAZ, a CIS manufacturer with around 3% of CIS output has a dealership in Yanguil which is a Joint Venture with Georgia. We do not have sales figures for them.

General Dealers

In addition to the official dealers the TADI research has identified 3 dealers in Tashkent who work for a number of manufacturers:

Yulovchi	Kamaz, MAZ and KRAZ
Albaks	Kamaz, MAZ and KRAZ
Ivanovskaya Marka	MAZ and Kamaz

1.1.2 Spare Parts Distribution

Spare parts are in the main produced by the CIS manufacturers at their main production plants in Russia and Belarus. These parts are ordered direct from the manufacturer and sold through their dealer network.

The situation is now summarised for each Republic.

(a) Kazakstan

GAZ

GAZavtoservis provide spare parts through their network of dealers in each Oblast centre.

They purport to be planning to manufacture spare parts in Kazakstan but we could find no evidence to support that claim. Currently, parts are manufactured solely in the main GAZ construction plant in Gorky.

Normal order lead times for parts is 40-45 days. According to GAZavtoservis, this includes manufacturing time at Gorky and transportation to Almaty by rail. For urgent orders, GAZavtoservis will sometimes send a truck to collect the parts from Gorky, thus reducing the lead time to 14 days approximately. We were unable to establish stockholding levels in the GAZavtocentres, it being considered 'commercially sensitive'.

Zil

Zil parts are delivered by rail from Moscow but the fact that the official vehicle dealer has stopped trading means that Zil parts are now only available through general dealers in Kazakstan.

KAMAZ

Kamaz spares are manufactured in the Tatarstan plant in Russia and shipped in by rail. The full network of dealers sell the spares.

'Spares Manufacture' in Central Asia

The research carried out in Kazakstan examined the manufacture of limited parts in the Republic. It appears that a number of the service centres around the Republic (see **Chapter B2)** manufacture a limited range of parts.

These centres generally produce gaskets, drive belts, bushes and other consumables such as clutch plates and brake linings. The centres are also capable of reconditioning engines and gearboxes to a limited degree.

(b) Kyrgystan

Each of the manufacturers dealers sell spare parts for their trucks through their limited network.

In addition, our research has identified a Joint -Stock enterprise in Bishkek called Tumar which sells Kamaz spares and Kyrghyzayilkomok in Bishkek which sells spares for GAZ and MAZ trucks.

(c) Tajikistan

In Tajikistan, spares for Kamaz are sold through service centres in 5 locations (see **Chapter B2**).

The Tajikselkhozcomplect organisation which has its roots in the Ministry of Agriculture sells spare parts for an assortment of manufacturers and has locations in every major city.

In Kanibadam, the Kanibadamskiyi plant produces limited spare parts of the type described above for GAZ and ZIL trucks.

(d) Uzbekistan

Each of the three main manufacturers sell spare parts through their service centres even though there is no demand for new vehicles through those outlets.

In addition, the TADI research has shown 10 independent spares dealers in Tashkent serving a variety of manufacturers. Some of these enterprises are already showing signs of specialisation, for example, Kayrakum who specialise in fuel equipment for GAZ, Zil, Kamaz and MAZ trucks. Others carry a full stock of parts for a number of manufacturers, mainly Kamaz and MAZ.

APPENDIXES B1

Appendix B1-1 The NIIAT report into Vehicle Support Services in Kazakstan

Dealers of Transport Vehicles

In Kazakstan, the dealers of KamAZ Works are: the joint-stock companies KA~ Avtocentre, located in all oblast centres of the Republic; and the representative of GA7Works is the Joint-stock company Kazakstangasavtoservice, which has its branches in each oblast. K-A@Z Avtocentres and the branches of Kazakstangasavtoservice J/S both work independently.

The representative of ZEL Works in Kazakstan is the Centre of Technical Servicing of ZIL Vehicles headquarters in Almaty.

The brief information on dealer businesses in Kazakstan is presented in Table 1.
In addition, the above vehicle manufacturers , ZEL and GAZ directly deliver their vehicles and spare parts for some enterprises and individuals when ordered.

2. Distribution Of Spare Parts

The centres of production of spare parts for GA.Z, ZIL and KANMZ are manufacturers of the corresponding vehicles. In addition to the major manufacturers of spare parts (i.e., GAZ, ZIL and KAMAZ) in Kazakstan the spare parts are manufactured by repair plants and road centralised technical servicing businesses (RCTSBS) (see Table 2).

Distribution of spare parts from the major manufacturers (works) is carried out by dealer businesses (see Table 1). Deliveries of the spare parts manufactured by these works may be performed in any quantities and in any assortment for any vehicle units and parts.

Sales of the spare parts manufactured at repair plants and RCTSBs to local transport operators are carried out by order or through vehicle shops. For example, parts for KANIAZ truck manufactured by Asker J/S, Almaty, are sold by Smat Corporation shop (Tel. 43-43-36).

Besides, Smat Corporation is one of few recently formed private firms in Kazakstan, which is engaged in sales of spare parts for transport vehicles.

Another channel of distribution of spare parts for trucks is the network of businesses for technical and material supply, included in oblast transport associations. At present, most of them are privatised. The list of those businesses is given in Table 4.

3. Technical Servicing Stations

At the KAMAZ Avtocentre and Kazakstan gasavtoservice dealer business, maintenance of KAMA7- and GAZ trucks, as well as their warranty repairs and on-going repairs of units and parts are made (see Table 1).

Maintenance and replacement of units and parts, as well as all on-going repairs of KANIAZ trucks are carried out at RCTSB's operating centres (Table 2),

in maintaining of constant operability of KAMAZ, ZIL and GAZ trucks, the important position is occupied by the Republic's repair plants, information on those is presented in Table 3.

Transport businesses which have GAZ, ZIIL and KAMAZ trucks, carry out their maintenance and on-going repairs, as well as manufacture of rubber parts at their own production facilities.

Such enterprises have specialised facilities for maintenance and repair of vehicles, as well as zones for on-going repairs of units.

The options for maintenance and on-going repairs of vehicles, as well as repairs of units by private owners of vehicles are available.

There are no data on officially registered service stations for ZIL, GAZ and KAMAZ trucks in the Republic.

4. On-Road Service Stations

At present, we have no information on on-road stations for technical maintenance and ongoing repair of ZEL, GAZ and KAMAZ trucks in the Republic. It is thought that they will not be profitable. But in future, it is planned to create on-road service station based on the Kaz, akstangasservice dealers centres. These stations will be organised on main highways and near motels.

Appendix B1-2 Background information on Vehicle Support Services in Kyrgystan

The following information was gathered in Kyrgystan by Mr Abakhirov, of the Kyrgyz Technical University, Bishkek.

Situation before 1992

Before 1992 supply materials and equipment (SME) to transport enterprises in Republic Kyrgyzstan was executed by Associations "Avtodorsnab" and "Kyrghyzselhoztehnika" in a centralised way.

The above associations were planning, purchasing and distributing all kinds of vehicles over entire system of Ministry of Road Transport and Ministry of Agriculture of Kyrgyz SSR.

They had a network of warehouses:

1. "Avtodorsnab" Base- Bishkek, Tolstoy St., 37
2. Karasuyskaya SME Base of "Avtodorsnab"- Kara-su city, Sholohov, 17
3. SME Base "Kyrgyzayil komok" - Bishkek, Chaykovsky str.7, and Sidigaliev St., 6.

The above associations did not execute any technical maintenance of vehicles. Transport enterprises made maintenance themselves.
KAMAZ vehicles and their spare-parts were sold by the only one company in Republic - Avtocentre KAMAZ, which doesn't exist at present.

Current situation

Currently in Kyrgyzstan there are a number of companies which supply and sell vehicles and their spare-parts and plus carry out maintenance of the vehicles:

1. Instrumentation Plant (producing instruments) - Bishkek, Sidigaliev str,3
   Sells spare-parts for vehicle engines.

2. "Konsul" JV - Bishkek, Frunze St., 474-2; Tel: (3312) 228416
   Sells new and second-hand goods vehicles of the brands: "Mercedes", "Scania", "Volvo", "DAF", Renault", "Iveco", "MAN"

3. Kyrgyz-Russian JV "Ziltrade" Ltd - Bishkek, Sovietskaya St., 170;
   Tel: (3312) 267686, fax: (3312) 263400. Sells ZIL vehicles, spare-parts, carries out technical maintenance.

4. Kyrgyz-Russian JV "KyrgyzGAZavtoservice"- Bishkek, Ahunbaeva str., 104a. Sells and makes contracts for supply of GAZ vehicles of all types, their spare-parts, carries out warranty repair and technical maintenance.

5. "Kyrgyzuralazservice" - Bishkek, Patrice Lumumba, 80, Tel: (3312) 257350, 257438. Sells and makes contracts for supply of UAZ, URAL, KRAZ, KAMAZ vehicles of all types, their spare-parts, carries out warranty repair and technical maintenance.

6. KIT COMPANY - Bishkek, Moskovskaya, 172; tel.: (3312) 211856, 247737
   Sells "Iveco" trucks as an official dealer.

7. JS "Tumar", shop No4 "Nasik" - Bishkek, Vasiliev av.
   Sells KAMAZ spare-parts

8. "Kyrghyzayil komok" - Bishkek, Chaykovsky str., 7, tel.: (3312) 251608, 253588
   Sells spare-parts for GAZ-53, MAZ vehicles

Appendix B1-3 Background information on Vehicle Support Services in Tajikistan

Appendix B1-4 The TADI report on Vehicle Support Services in Uzbekistan

INTRODUCTION

The aim of this work is to form a correct estimate of situation of road transport service in Uzbekistan. This investigation was based on the collection of secondary marketing information both by phone interview & by private contacts with directors of companies and firms.

This investigation is including information concerning dealers of vehicles; distribution of spare parts; condition of the service stations; on - road service stations; additional transport centres and freight forwarding companies.

The following market research can be done by our group out of order and on the base of previous information: survey - observation - experiment. Grounding on the analysis of the market's state forecast can be done on region's demand in transport vehicles, spare parts, tires.

2.1. INDEPENDENT SERVICES

2.1.1.DEALERS FOR TRANSPORT VEHICLES

2.1.2. a) JSC ' KAMAZ - Centre' since 1974 is an official dealer of Kamsky plant on the territory of Uzbekistan is located in the following towns: Tashkent, Dzhizak, Samarkand, Karshi, Bukhara, Termez, Urgench, Nukus, Kokand. Today the biggest servicing stations are located in Tashkent and Samarkand (their capacity is 8-10 vehicles per day).

2.1.1. b) JV 'UzbekMAZservice' is also joint Uzbek - Belorus venture. It was established in 1991 in Tashkent. During 1995 by this firm was sold 150 vehicles MAZ, 100 tractors and excavators (type 'Borex').

2.1.2. c) Also was opened the following servicing stations:

Servicing station ZIL is located in Tashkent, Samarkand, Urgench.

Servicing station BELAZ is located in Tashkent region, in Angren town at the transport JSC 'Uzbekugol'.

Servicing station GAZ is located in Tashkent region , in Anrgen town at the centre ATP N:72.

Servicing station KRAZ is located in Tashkent region, in Yangiul town at the centre 2503, is organised together with Republic of Georgia.

Servicing stations ZIL, GAZ, KRAZ, BELAZ, KAZ at this time practically are not dealing with transport vehicles delivery. The main activity of above centres is delivery of spare parts and tyres and also maintenance.

These problems are connected with temporary absence of intergovernmental agreements on problems of convertibility, operations with cash money and high customs taxes for transport vehicles. In this connection both big and small dealers have reduced commercial delivery of vehicles and spare parts on the market of Uzbekistan.

2.11.1. DEFINITIONS

Efficiency of the process of delivery consists in the terms of transport vehicles delivery starting from the day of order till the moment of delivery.
The problem of efficiency depends on precise working out of marketing plan which is based on the demands and offers of the necessary quantity of transport vehicles, definitions of fleet, and also prediction of the future fleet development both commercial and state types. It should be taken into consideration : age of fleet, regional differences, economical situation of the suppliers and clients.
For example, at this moment there are 35 000 units of trucks KAMAZ., 10 % from them belongs to 'Uzautotrans' corporation (3341 units of and trailers, 982 units of trucks MAZ -) 50% belongs to Ministry of Construction etc.
Till the present moment in Uzbekistan there was not organised a market research on macro level, which can permit to definite the following problems:

- technical service and trade network development;
- mastering of potential and export markets
- construction of motorways and service centres;
- organisation of fuel lubricants material industry
- organisation of main branches on the raw materials;
- organisation of research basis
- training;
- financial system of customers' stimulation;

2.1.2. DISTRIBUTION OF SPARE PARTS

The biggest suppliers of spare parts are: Belorus plants, Russian plants, Ukraine plants, for example MAZ, BELAZ, KAMAZ, ZIL, KRAZ.
There are some data concerning main and common dealers for delivery of motorcars, spare parts, and tyres.

Table 1

Joint Uzbek-Belarus venture 'UzbekMAZ-Service'

Name and type	Description	Price in SUM	Pric
Fuel tanker ATZ-10K	Aviation fuel tanker, 10000L.	2,100,000	
Hauler MAZ-54329-020 with semi-trailer MAZ-9330	Engine YAMZ-238-2M, 300 H.P., 2 Axles, cab MAN(luxury), permissible axle load - 25 T.	3,200,000	
Trailer MAZ-83781	Length 8 m, permissible axle load is 14 T., 2 axles, metal doors, curtains	1,100,000	
Excavator 'Borex'on the base of UMZ	Rachyek', 62 HP	1,200,000	
Engine YAMZ-238-2M	KRAZ diesel	350,000	
Engine D-245	ZIL tractor diesel	180,000	
Engine D-243	Tractor diesel	140,000	
Tractors YUMZ	Capacity 62 HP, load capacity 6,1 T	800,000	–

Common Dealers for Delivery for Tyres for Trucks.

Table 2

Main Dealer Name	Type of Tyres
1. PSE* 'Bayram-Hazy' tel. 67 07 76 63 91 11	Tyres of different modification
2. JSC Usautotransbutlash tel 68 84 76 68 84 29	Tyres of all types
3. Private firm 'Fatina' 52, Dagestanskaya str. # 2 tel. 68 71 88 35 20 93	Tyres for trucks MAZ KamAZ
4 Firm 'Hasida' 15, Chilanzarskaya str. Tel. 77 27 98 77 34 17	Tyres 290 x 508
5. Firm Transservice 40, Zhurabek Asanov str. Tel. 90 26 71 90 69 80 92 04 07	Tyres 320 x 508
6. PICE** 'Vesta - N' tel. 41 58 36 41 28 02 41 09 64	Tyres of all modifications
7. Firm 'Ekogeot' tel. 36 00 45 68 56 41 68 16 41	Tyres
8. PE*** Ulmuzied tel. 45 76 60 45 85 56 45 19 57 45 49 52	Radial tyres for KamAZ

* Private Small Enterprise
** Private Industrial - Commercial Enterprise
*** Private Enterprise

Common Dealers for Deliveries of Spare Parts for Trucks

Mane Dealer Name	Type of Spare Parts
1. JSC Uzautotransbutmash tel. 68 84 15 68 84 23 68 84 29	accumulators
2. JSC UzASK 'Yulovchi' tel. 54 93 07	accumulators
3. Firm 'Albaks' 68 A, Mirakilova str. tel. 55 54 37 54 65 81	engine KamAZ, MAZ, KrAZ
4. tel. 50 99 67 90 31 79	spare parts for KamAZ, MAZ, Ural
5 PICE* 'Vesta - N' tel. 41 58 36 41 28 02 41 09 64	engine unit for MAZ - 236, MAZ - 238
6. Firm 'Kayrakum' 11 A, Shevchenko str.	fuel equipment for trucks ZIL, GAZ, MAZ, KamAZ
7. Firm 'Agat' General Petrov str., Institute of Improvement, 8 floor, room 11 tel. 68 26 51 68 04 93	
8. PICE 'Atea' LTD tel. 92 26 47 90 35 18 fax 90 35 18	spare parts for trucks KamAZ, KrAZ
9. SE** TashINZHTEH 11 A, micro district Karasu-4 tel. 65 03 52 65 03 58	triplex wind shield for KamAZ
10. Firm 'Ekogeot' tel. 36 00 45 68 56 41 68 16 41	accumulators

* Private Industrial - Commercial Enterprise
** Small Enterprise

Productive Business Company 'I - VEST - O'
(Private Industrial - Commercial Enterprise)

Spare Parts

1. Synchronizer - 50
2. Synchroniser - 51
3. Block head gasket 238
4. Block head gasket 238
5. Sprayer 26-III2II0
6. Sprayer 26I-III2II0
7. Camshaft 240
8. Camshaft gear 236
9. Nacelle engagement
10. Head of block
11. Plunger pairs 60-III07310

SPECIFICATION OF MAIN SPARE PARTS DELIVERED BY TOPAZ JS COMPANY

N DESCRIPTION

1. Bush-Piston set
   236-1004008B
   238NB-1004008

2. Connecting rod
   236-1004045B2

3. Set of rings
   236-1004002

4. Bent shaft with bushing
   236-1000107B4
   238-1000107B4
   238-1000107A

5. Block head gasket
   236-1003210B2
   238-1003210B2

6. Set of traction steering
   238NB-1118010G
   240N-118010B

7. Gear
   2384-1701129 (5 speed)
   236-1701131 (3 speed)
   236-1701112 (1 speed)

8. Synchroniser
   236-1701150B2
   236-1701151A

9. Gear box
   236P 17000036
   236N 1700003

10. Sprayer
    26-11121110
    261-11121110

11. Feed pump
    236-1106210
    240-1106210

12. Sprayers

13. Oil pump
    236-1002012-23

14. Plunger pairs
    60-111073-01
    60-1111074-01

Main Dealers for Deliveries of Trucks

Dealer Name	Model
1. JSC ASK 'Yulovchi' tel. 54 93 07	Trucks KamAZ, MAZ, KrAZ
2. Firm 'Albaks' 68 A, Mirakilova str. tel. 55 54 37 54 65 81	KamAZ, MAZ, KrAZ
3. Firm 'Ivanovskaya Marka' tel. 53 92 51 55 73 10	MAZ, KamAZ

2.1.3. SERVICING STATIONS FOR VEHICLES

2.1.3.1. Full-working centre in Uzbekistan is JV 'Autocentre - KAMAZ', the official dealer of Kamsky plant in Uzbekistan.
'Autocentre - KAMAZ' is located in the following towns: Tashkent, Nukus, Dzhizak, Samarkand, Karshi, Bukhara, Termez, Urgench, Nukus, Kokand.
The main activity: guaranteed maintenance, spare parts providing, sale and service.
Capacity : 8 - 10 vehicles per day.
This centre is completely automated and mechanised according to the up-date demand.
The total warehouse area, equipped by shelves and lifting machinery is 400,0 sq.m.; it is had open parking area; total amount of employees is 84 persons.
For approach and exit road it is built bridges.
About 35 000 KamAZ trucks in Uzbekistan, main quantity of which are serviced in Tashkent.
In servicing centre KamAZ in Tashkent and Samarkand they have special vehicles for trucks service on the motorways, where is making small repair works and maintenance.

2.1.3.2.For haulage trucks.
At JV 'Shark-Yulduzi', which is located in Tashkent, 'Sergeli' district and which services mainly passenger cars is organised servicing post for haulage trucks Mercedes-Benz.

2.1.3.3.On the firm 'Yurta Osie Trans' is constructing near way servicing station of 20 posts, motel, terminals and secured parking area. At this moment this servicing station is equipped for 30% only.

2.1.3.4.Besides in Tashkent Transport Institute (TTI) is worked out projects for reconstruction of existing transport vehicles companies into on road servicing stations freight forwarding companies functioning on the main motorways to Tadzhikistan, Kyrgyzstan, Turkmenistan, Kazakhstan, in the following towns: Baysun, Dzhizak, Guzil, Karshi, Samarkand, Bukhara, Termez, Baysun, Hujent, Gulistan, Kokand, Fergana, Andizhan.
Also TTI recommends to organise trade network of spare parts and service posts in all on road servicing stations.

2.1.4.On road servicing stations.
On road servicing stations for trucks are absolutely absent in Uzbekistan.
In TTI is worked out technical projects for construction of on road servicing stations, which till this day did not have practical use due to the economical situation of vehicle market in Uzbekistan.

2.1.5. Auxiliary buildings
Some data concerning auxiliary building is given in table N:3.

2.2. COMMERCIAL SERVICING

2.2.1.JSC, JV dealing with trucks and having full private (commercial) form of property are absent.

2.2.2.Expeditionary companies.
Expeditionary companies dealing with expeditionary works are practically absent.
They are making combined works, including transport and freight forwarding service.
Companies, making international transportation:

- 'Urta Osie Trans' (Europe, Asia)
- 'Uzintrans' (Chine, Austria, Afghanistan, Russia)
- 'Covtransauto', Termez (Afghanistan, Iraq, Turkey, Pakistan, CIS countries)
- 'Uzautopromtrans' (at 'Uzautoprom' association, specialised on spare parts transportation for DAEWOO and other companies)
- Joint Uzbek - Afhganistani trading - transport venture 'Uzafghantorgtrans' (establishing)
- Joint Uzbek - Russian - Austrian transport venture 'Uzkamko' (establishing)

From above companies only one - 'Urta Osie Trans' has licence of international transport unit for international transportation.
The rest companies is providing international transportation after receiving single licence from Russian unit.

Main companies providing interstate transportation manly on the territory of CIS countries:

- JSC 'Uzmezhtrans' (includes 3 service posts in Tashkent, Samarkand, Andizhan)
- JSC 'Uzplodovoshtrans'
- 'Uzstroytrans'
- 'Uzvodvneshtrans', at 'Uzvodhoz' corp., Tashkent
- 'Uzselhoztrans' and many others small companies and firms.

Internal transportation is provided by all above companies, except 'Yurta Osie Trans'.

Types of Transported Goods

Export : cotton fibre, cotton, cereals, cable, ferrous metals, mineral fertilisers, agricultural products (fruits, vegetables, cans).
Import : consumer goods, food, tubes, rolled metals, tyres, spare parts, oil products, timber etc.

Former and excising state expeditionary companies 'Uzmezhtrans'

1. Transport - expeditionary company, Tashkent.
2. Transport - freight forwarding complex, ATEC, Bukhara.
3. Transport - freight forwarding complex, ATEC, Andizhan.
4. Transport - freight forwarding complex, ATEC, Samarkand.
5. Transport - freight forwarding complex, ATEC, Tashkent.
6. Transport - freight forwarding complex, ATEC, Angren.
7. Transport - freight forwarding company, Almalyk.

2.1.4.On road service stations

1. At this moment in 15 km. from Samarkand in Navoyi direction is functioning small motel with secured parking and repair shops for repair of transit lorries and trailers.
2. At the approaches to Uzbekistan from Turkmenistan is completing the centre for transit lorries and trailers, carrying cargo to Uzbekistan. This centre includes check-point, motel, secured parking, filling station, service, and wholesale market for purchasing of delivered goods and its further distribution in the towns of Uzbekistan.

To give an exact estimation of above objects it is necessary to make their inspection.

CHAPTER B2

VEHICLE SERVICING

1 VEHICLE SERVICING

1.1 Introduction

Vehicle servicing in the Central Asian republics follows the rigid system laid down everywhere within the Former Soviet Union.

There are 3 levels of servicing laid down within the Republics:

- Technical Maintenance TO-1
- Technical Maintenance TO-2
- Capital Repair.

1.1.1 Technical Maintenance TO-1 is a formal vehicle check carried out every 6,000km and is normally carried out on-site.

1.1.2 Technical Maintenance TO-2 is a full service carried out every 12,000km. The three main manufacturers have differing networks of those service centres. For instance, in Kazakstan, Kamaz have 19 such servicing facilities, Gaz 18 and Zil only one. All of these are attached to vehicle dealerships. The Kamaz and Zil centres are under collective ownership, the Gaz outlets are under a mixture of collective and private ownership.

1.1.3 Capital repairs are undertaken on a vehicle every 350,000kms. Under this service, all major running parts are replaced with reconditioned parts. These major services are carried out at specialist centres independent of the major manufacturers.

This formal system of capital repair explains how fleets in Central Asia have such old age profiles, providing the services are carried out as and when scheduled. Certainly, the purchasing patterns identified in Chapter A3, suggest that in the short and medium term at least, the age profile of CIS manufactured fleets in Central Asia will become significantly older.

As in any country in the world a proportion of truck servicing is carried out by informal means by unlisted organisations. The study has not attempted to quantify this sector of the market.

1.2 Vehicle servicing facilities

The research described in Chapter B1 has also yielded the base information on vehicle servicing facilities in 4 of the 5 Republics. This is now summarised for each of those Republics in turn.

1.2.1 Kazakstan

In Kazakstan, there appear to be three types of formal servicing facility:

- Manufacturer Dealerships
- Road Centralised Technical Servicing Businesses (RCTSB's)
- Repair Plants

(a) Manufacturer Dealerships

Vehicle dealerships have been discussed in Chapter B1 and the discussion is not repeated here. Full details of the dealer networks for each of the 3 main suppliers are contained in Appendix B1-1.

Each of the Kamaz dealerships offer a full servicing and repair facility. The Zil dealership mentioned in the research did not offer any servicing and our follow-up research has revealed that the dealership has since ceased trading.

For KazakstanGAZavtoservis, 4 of the 18 dealership outlets also carry out servicing; 5 outlets do not carry out servicing and no information was available for the remainder.

(b) RCTSB's

In addition to the dealerships, Kamaz trucks are serviced and repaired at the centralised servicing facilities which are a legacy of the old Soviet system. These facilities are able to carry out both current maintenance and the TO-2 technical services. They also carry out a limited amount of parts production such as gaskets and other consumables and recondition some engine and gearboxes.

There are 5 such centres in Kazakstan ranging in size from 22 workshop bays in the Karaganda facility to 7 bays in the Aktobe facility. Full details of these are shown in Appendix B1-1.

(c) Repair Plants

The repair plants in Kazakstan carry out a number of functions, including capital repairs on trucks, chassis repairs and engine reconditioning.

There are 11 such plants in Kazakstan. Five of these carry out work on Kamaz trucks, five on Gaz trucks and eight offer work on Zil trucks. Seven of the plants also carry out limited manufacturing or refurbishment of parts.

Full details of these are shown in Appendix B1-1.

1.2.2 Kyrgystan

In Kyrgystan, there are a number of vehicle dealers who carry out the full range of servicing for trucks including the capital repairs.

No information was available on enterprises running servicing facilities independent of the manufacturers.

1.2.3 Tajikistan

(a) There are two types of formal servicing facilities in Tajikistan:

- those attached to vehicle dealers
- those attached to spare parts dealers
- those working for single manufacturers but independent of dealerships

(b) Vehicle Dealers

It appears that the only outlet offering a combined vehicle dealership and servicing facility in Tajikistan is the BELAZ centre in Kofarnikhon. Other outlets specialising in single manufacturers are listed below.

(c) Spares Dealers

Tajikselkhozcomplect combine the sales of general truck parts with servicing facilities and have a centre in every main city in Tajikistan.

(d) Service Outlets independent of Dealers

There is a Kamaz service centre in Dushanbe and GAZ and Zil servicing facilities in Khudzhant.

1.2.4 Uzbekistan

(a) Each of the main manufacturers have truck servicing outlets around Uzbekistan.

GAZ

Gaz have a relatively limited servicing capability in Uzbekistan with a centre in Anrgen in the Tashkent Oblast.

Zil

There is a more extensive network of Zil service outlets in Uzbekistan, with facilities in Tashkent, Samarkand and Urgench.

Kamaz

The most extensive and best equipped servicing network in Uzbekistan is dedicated to maintaining the 35,000 Kamaz vehicles in the Republic. There are 10 centres in major cities around Uzbekistan, the two main facilities being located in Tashkent and Samarkand, each able to service 8-10 trucks per day. The centres offer the full range of services, including capital repairs.

The latter two centres also have the capacity to run a small breakdown service. Full details of the servicing facilities in Uzbekistan are shown in Appendix B1-1.

(b) Former State Enterprises (RTE's)

We have conducted surveys in Kazakstan and Uzbekistan concerning the location and form facilities operated by former State Transport Enterprises (RTE's).

These facilities were, in the main, built to a standard Russian design in the Soviet era. Most are now in a poor state of repair. They offer large areas of hard-standing for open parking but these areas often display badly deteriorated surfaces.

The buildings available offer storage, offices and often workshops. Concerning their use as modern Transport Facilities we have the following observations.

(c) Storage

The storage buildings on such sites are, in the main unsuitable for modern warehousing. Access is almost exclusively via narrow loading banks and small doors. Even conventional modern warehousing (that is not high bay), demands clearances in excess of 4 metres and there are very few facilities with that height and uninterrupted ground storage space.

In addition, facilities are not insulated or even damp protected and environmental damage to even non-food goods would be unacceptable by European standards.

(d) Offices

In the same way, all of the facilities provide reasonable amounts of office space but they are not of an adequate standard to run a modern transportation facility. Power and communication demands are unlikely to be met by their infrastructure.

(e) Workshops

Most former RTE sites have some workshop bays. However once again, in our experience they are not of the dimensions, layout or quality to adequately meet the demands of servicing modern vehicles.

Kazakstan

For Kazakstan, Appendix B2-1 shows the locations and contact co-ordinates of 104 former State RTE's for the whole Republic. Some of these RTE's will have multiple facilities. Whether still in State hands or in varying degrees of privatisation, it is likely that the majority of these are badly underutilised or completely idle.

This has been supported by the detailed surveys carried out during 1995 and 1996 by the Carana Corporation as part of the USAID programme where they found all state or recently privatised RTE's that they visited to be in 'very poor condition' and financially unstable with no orders current or forthcoming.

Uzbekistan

Appendix B2-2 lists 16 State RTE's in various parts of Uzbekistan and lists 204 separate facilities under their control. Not all of these are the full transport facilities offering storage, offices and servicing facilities. A very few (10) offer overnight accommodation for drivers.

The quality of the 204 facilities is not known but most are still in State ownership.

Visits and discussions with entrepreneurs and potential European customers throughout Central Asia lead us to believe that, in the main, these former State facilities are of very limited use in the future of road transportation. The relatively high cost of converting these facilities to modern complexes means that, almost without exception, future commitments and developments will involve new builds.

These new builds may well be on existing sites where the location is exceptional but, the assets themselves are of little value.

There are two possible exceptions to this. Firstly, in Uzbekistan some such former sites are being given consideration for the 'Caravansari' project. However, given the construction of these, it is once again, the site only that is of interest.

Secondly, into the future, particularly in Uzbekistan given its relatively small size, as national distribution develops, transport operators covering the whole Republic are likely to need secure areas in each major city to enable overnight vehicle exchanges etc. Some of these facilities may be of use for this, providing they can be made sufficiently secure at a reasonable cost.

APPENDIXES B2

Appendix B2-1 Information on Former State Transport Enterprises in Kazakstan

B2-1 Information on Former State Transport Enterprises in Kazakhstan

RTE-1	54, Chekhova str., Kzyl-Orda, 467016	(32422) 41994, 41380
RTE-2	60, Krupskoi str., Kzyl-Orda, 467002	(32422) 51610, 52720
Transagentstvo	1, Narimanova str., Kzyl-Orda, 467004	(32422) 68942, 63007
Kokchetav RTE-1	232, Sakko-Vantsetti str., Kokchetav, 475012	(31622) 71510, 71245
Kokchetav RTE-2	21, Komsomolskaia str., Kokchetav, 475020	(31622) 45430, 44884
Kokchetav RTE-3	183, Valikhanova str., Kokchetav, 475008	(31622) 70321, 70658
RTE 2557	179, Valikhanova str., Kokchetav, 475008	(31622) 71366, 71184
Transagentstvo	183, Valikhanova str., Kokchetav, 475008	(31622) 71197, 70128
Kustanai RTE-1	230, October str., Kustanai, 458018	(3142) 33443, 33454
Kustanai RTE-2	267, October str., Kustanai, 458018	(3142) 33257, 33450
RTE 2556	9, Uzkaia koleya, Kustanai, 458009	(3142) 33296, 34978
Kustanaitransagentstvo	238, Pushkin str., Kustanai 458000	(3142) 41396, 44343
Arkalyk RTE-1	Zapadnaya promzona, Arkalyk, 459830	(33022) 23274, 24762
Arkalyktransagentstvo	Yuzhnaya promzona, Arkalyk, 459830	(33022) 22921, 30182
Aktau RTE	Aktau, 466200	(32922) 93425, 93244
Mangyshlaktransagentstvo	Aktau, 462000	(32922) 21842, 23725
Transagentstvo	131, Balzakova str., Pavlodar, 637000	(3182) 725955, 723226
Pavlodar RTE-1	5, Lesnaya sstr., Pavlodar, 637001	(3182) 452412, 452409
RTE 2564	17, Transportnaya str., Pavlodar, 637040	(3182) 770440, 741822
RTE 2566	26, Transportnaya str., Pavlodar, 637040	(3182) 740595, 741838
RTE 2568	160, Sverdlova str., Pavlodar, 637009	(3182) 450137, 450268
Ekibastuz RTE	14, Urozhainaya str., Ekibastuz, 638710	(31832) 4+C545441, 43700
Petropavlovsk RTE-1	17, Universalnaya str., Petropavlovsk, 642024	(315) 362015, 368415
Petropavlovsk RTE-2	40, Industrialnaya str., Petropavlovsk, 642025	(315) 71885, 73886
Petropavlovsk RTE-3	1, Kirov str., Petropavlovsk, 642027	(315) 362181, 363031
Transagentstvo	2-a, Universlnyi proyezd, Petropavlovsk, 6420	(315) 362592, 3665106
Semipalatinsk RTE-1	Cement plant district, Semipalatinsk, 490011	(3222) 50479, 51693
Semipalatinsk RTE-2	2, Razin str., Semipalatinsk, 490050	(3222) 66390, 67310
Semipalatinsk RTE-3	248, Khalturin str., Semipalatinsk, 490018	(3222) 31231, 30731
Semipalatinsk RTE-4	42, Ippodrommnaya str., Semipalatinsk, 49001	(3222) 31955, 31238
Semtransagentstvo	90, Glinki str., Semipalatinsk, 490050	(3222) 54993, 54879
RTE 2584	15, Krasnyi pilshik, Semipalatinsk, 490015	(3222) 31552, 31667
RTE 2590	35, Selevina str., Semipalatinsk, 490016	(3222) 42626, 45418
RTE-3	20, Promyshlennaya str., Taldy-Kurgan, 48801	(32822) 56740, 56431
Transagentstvo	9, Yaroslavskogo, Taldy-Kurgan, 488016	(32822) 21945, 21216
Uralsk RTE-1	246/2, Gagarina str., Uralsk, 417015	(31122) 44078, 44938
Uralsk RTE-2	Zachagansk, Uralsk, 417901	(31122) 52191
RTE 2555	1, Proizvodstvennaya str., Uralsk 417014	(31122) 33031, 32161
RTE 2592	8, Kutyakova str., Uralsk, 417014	(31122) 32233, 30452
Uralsktransagentstvo	286, Chkalov str., Uralsk, 417800	(31122) 31447, 31429
Akmola RTE-1	46, Lermontov str., Akmola, 473010	(317) 62746, 62366
Akmola RTE-2	30, Ugolnaya str., Akmola, 473009	(317) 31722, 32143
Akmola RTE-3	Ugolnaya str., Akmola, 473009	(317) 31682, 31750
Akmola RTE-4	Ugolnaya str., Akmola, 473009	(317) 49801, 49502
Transagentstvo	67, Sembinova str., Akmola, 473009	(317) 44466, 44535
Chimkent RTE N1	Nephtebazovskoye shosse, Chimkent, 486005	(3252) 31836, 37903
Chimkent RTE N2	62, Temirlanovskoye shosse, Chimkent, 4860(	(3252) 51775, 52775
Chimkent RTE N3	Lengerskoye shosse, Chimkent, 486029	(3252) 46545, 45373
Chimkent RTE N4	Plashadka tsemzavoda, Chimkent, 486022	(3252) 661634, 663358
Chimkent RTE N5	41-a, Khalturina str., Chimkent, 486011	(3252) 665407, 666974
Chimkenttransagentstvo	1, Sairamskaya str., Chimkent, 486009	(3252) 662903, 665493
Tengiz RTE	62, Temirlanovskoye shosse, Chimkent, 4860(	(3252) C8454676, 54706

LIST OF RTES IN KAZAKSTAN

Company	Address	Telephones
RTE N1	7, str.Severnoye koltso, Almaty, 480041	(3272) 406684, 404629, 406615
RTE N2	21, str.Tankereiskaya, Almaty, 480016	(3272) 328754, 328900, 327600
RTE N3	64, Kotelnikov str., Almaty, 480037	(3272) 360833, 3558,26, 360800
RTE N4	72, str.Avrora, Almaty, 480043	(3272) 416903, 416471, 416472
RTE N5	26, str.Pavlodarskaya, Almaty	(3272) 359812, 356841, 357303
RTE N6	72, Ryskulova str., Almaty, 480026	(3272) 357570, 327780, 329437
RTE N7	3, str. Demiana Bednogo, Almaty, 480018	(3272) 304838, 3066,02, 3049,52
RTE N8	143, Krasnogvardeiskiyi tract, Almaty, 480018	(3272) 3048,17, 302889, 302940
RTE 2573	9, Mate Zalki str., Almaty, 480144	(3272) 260229, 260329, 260230
RTE 2574	3rd km, Iliyiskoye shosse, Alamaty, 480031	(3272) 350633, 350701, 350947
RTE 2588	65, Ryskulova str., Almaty, 480025	(3272) 399816, 398607, 399211
RTE 2551	3rd km, Krasnogvardeiskiyi tract, Almaty, 4800	(3272) 357503, 366471, 353366
RTE 2562	Burundai, Iliyiskui region, Almaty oblast, 4831€	357309, 31567, 31569
RTE 2571	159, Issykskaya alleya, Enbekshikazakhskiyi re	(275) 25-75, 25-74, 25-76
Almaty RTE	1, Zimniaya str., Almaty, 480079	(3272) 364943, 364912, 354133
Aksai RTF	Pryamoi Put', Kaskelenskiyi region, 483131	(3272) 279871
Kapchagai RTE	16, Seipfullina str., Kapchagai, 483110	(33132) 23146, 21598, 21172
Kaskelen RTE	10, Chemolganskaya str., Kaskelen, 483110	(37522) 91475, 91754, 91463
Krasnopolskoye RTE	Kolkhozchi, Talgar region, 483320	(274) 42615
Talgar RTE	12, Transportnaya str., Talgar, 483310	(3272) 346909
Tekes RTE	Tekes, Narynkol region, 483464	(279) 21643, 24142
Uzun-Agach RTE	1, Almatinskaya str., Uzun-Agach, Zhambulski	(270) 21310, 21256
Chemolgan RTE	Chemolgan, Kaskelen region, 483040	5+C48311, 58316, 58319
Chilik RTE	14, Transportnaya str., Chilik, Chilik region, 48	(276) 75225, 74296, 75555
Chundzha RTE	Chundzha, Uigurskiyi region, 483470	(38350) 21162, 21362, 21762
"Almatymezhavtotrans" RTI	497, Krasnogvardeiskii tract, Almaty, 480031	(3272) 366635, 366800
Aktyubinsk RTE-1	Balganina str., Aktyubinsk, 463004	(31322) 21638, 21640, 21644
RTE 2577	9, Stepnaya str., Aktyubinsk, 463004	(31322) 23550, 22216, 25841
RTE N1	34, 312 Strelkovoi divisii avenue, Aktyubinsk,	(31322) 31705, 30330, 30285
Aktyubinsk RTE-2	9-a, Stepnaya str., Aktyubinsk, 463022	(31322) 24689
Aktyubtransagentstvo	201, Sovetskaya str., Aktyubinsk, 463004	(31322) 27442, 29496, 27-54
RTE 2578	1, Bazovaia str., Ust'-Kamenogorsk, 492027	(323) 663405, 666979, 663624
Ust'-Kamenogorsk RTE-1	5, Greidemaia str., Ust-Kamenogorsk, 492007	(323) 424633, 448501,448503
Ust'-Kamenogorsk RTE-2	24, Traktornaia str., Ust-Kamenogorsk, 492011	(323) 442795, 443949, 442792
Ust'-Kamenogorsk RTE-3	Samarskoye shosse, Ust'-Kamenogorsk, 4920	(323) 654514, 654505
"Vostoktransagentstvo"	163, Ushanova str., Ust'-Kamenogorsk, 49200	(323) 663269, 640680
Atyrau RTE	113, Chapayev str., Atyrau, 465012	(31222) 32475, 31805
RTE 2553	10, Stroitelnaia str., Atyrau, 465002	(31222) 27596, 24996
Atyrautransagentstvo	21, Valikhanova str., Atyrau, 465002	(31222) 22469, 22358
RTE 2554	93, Nietkaliyeva str., Zhambyl, 484040	(326) 52143, 58669
RTE 2581	2, Avtomobilnaya str., Zhambyl, 484019	(326) 50833, 50941
RTE-1	182-a, Furmanov str., Zhambyl, 484004	(326) 40761, 40766
RTE-2	2, Sakhzavodskaia str., Zhambyl, 484010	(326) 32849, 32887
Transagentstvo	Stroitel' village, Zhezkazgan, 4728810	(3102) 48717, 48389
RTE N1	55, Dzerzhinskogo str., Karaganda, 470032	(3212) 511919, 511172
RTE N2	16, Melitopolskala str., Karaganda, 470067	(3212) 333680, 333380
RTE N3	19, Zavodskaia str., Karaganda, 470021	(3212) 567545, 562157
Temirtau RTE	18, Razin str., Temirtau, 472327	(32135) 2+C283039, 22906
RTE 2576	100, Molokova str., Karaganda, 470073	(3212) 511096, 514017
RTE 2582	Karaganda, 470042	(3212) 572608, 574374
Karagandatransagentstvo	21, Bytovaia str., Karaganda, 470014	(3212) 513081, 513090
Specialised RTE	1, Petrovskogo str., Karaganda, 470026	(3212) 566777, 566664

Table 1

Information on Dealers Enterprises in Kazakstan (ZIL, GAZ and KAMAZ Trucks)

Address of the center Telephone number	Dealers services		Conditions of deliveries of vehicles and spare parts			Technical services		Type of ownership of Service stations
	Vehicles	Spare-parts	Payment	Terms of delivery	Warranty run	Warranty repair	Maintenance and on-going repair	
1	2	3	4	5	6	7	8	9
Almaty, KAMAZ Avtocentre 350835 (W)	All KAMAZ models	Any number and any parts for all units	100% of advance payment	7-15 days upon payment	Within 1 year, not more than 40,000 km of run	yes	yes	Collective
Akmola KAMAZ Avtocentre Tel. 240740	Same as previous	Same as previous	Same as previous	1-15 days upon payment	Same as previous	Same as previous	Same as previous	Same as previous
Aktau KAMAZ Avtocentre Tel. 74236	Same as previous	Same as previous	Same as previous	12-15 days upon payment	Same as previous	Same as previous	Same as previous	Same as previous
Aktyubinsk KAMAZ Avtocentre Tel. 42621	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous

1	2	3	4	5	6	7	8	9
Atyrau, KAMAZ Avtocentre Tel. 33057	All KAMAZ models	Any number and any parts for all units	100% of advance payment	10-15 days upon payment	Within 1 year, not more than 40,000 km of run	yes	yes	Collective
Zhambyl KAMAZ Avtocentre Tel. 52161	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous
Zhezkazgan KAMAZ Avtocentre Tel. 44468	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous
Karaganda KAMAZ Avtocentre Tel. 254181	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous
Kzyl-Orda KAMAZ Avtocentre Tel. 78191	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous
Kokshetau KAMAZ Avtocentre Tel. 65278	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous

Table 1 (continued)

1	2	3	4	5	6	7	8	9
Kotanai, KAMAZ Avtocentre Tel. 232493	All KAMAZ models	Any number and any parts for all units	100% of advance payment	10-15 days upon payment	Within 1 year, not more than 40,000 km of run	yes	yes	Collective
Pavlodar KAMAZ Avtocentre Tel. 737119	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous
Petropavlovsk KAMAZ Avtocentre Tel. 344595	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous
Semipalatinsk KAMAZ Avtocentre Tel. 632215	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous
Taldykorgan KAMAZ Avtocentre Tel. ~~25939~~ 52939	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous
Turgai KAMAZ Avtocentre Tel. 30606	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous

Table 1 (continued)

1	2	3	4	5	6	7	8	9
Uralsk KAMAZ Avtocentre Tel. 31953	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous
Ust-Kamenogorsk KAMAZ Avtocentre Tel. 30100	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous
Shymkent KAMAZ Avtocentre Tel. 667161	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous
88 Rozovaya street, Almaty, Centre for technical maintenance of ZIL vehicles Tel. 395981	All ZIL models	Same as previous	Same as previous	Within 1 month	Same as previous	no	no	Same as previous
Almaty Kazakstangazsevice, J/S Tel. 6-1588	All GAZ models	Any quantity for all units	30% advance payment, the remaining - after completion	14-15 days upon payment	Within 1 year, not more than 20-30 thousand of run	yes	yes	Mixed (collective and private)

Table 1 (continued)

1	2	3	4	5	6	7	8	9
Akmola Akmolagazsevice, J/S Tel. 320329	All GAZ models	Any quantity for all units	30% advance payment, the remaining - after completion	14-15 days upon payment	Within 1 year, not more than 20-30 thousand of run	yes	yes	Mixed (collective and private)
Aktau Aktaugazavtoservice,J/S Tel. 338569	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous
Aktyubinsk Aktyubinskgazavtoservice, J/S Tel. 223558	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Spare parts are available, but no servicing at present		Same as previous
Atyrau Atyraugazavtoservice, J/S No telephone	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous
Pavlodar Pavlodargazavtoservice, J/S Tel. 740905	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous

Table 1 (continued)

1	2	3	4	5	6	7	8	9
Semipalatinsk Semipalatinskgazsevice, J/S Tel. 631626	All GAZ models	Any quantity for all units	30% advance payment, the remaining - after completion	14-15 days upon payment	Within 1 year, not more than 20-30 thousand of run	no information	no information	Mixed (collective and private)
Ushtobe Karatalgazavtoservice,J/S Tel. 25575	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	yes	yes	Same as previous
Arkalyk Arkalykgazavtoservice,J/S Tel. 24061	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	no information	no information	Same as previous
Uralsk Uralskgazavtoservice,J/S Tel. 44501	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous
Ust-Kamenogorsk Vostokgazavtoservice,J/S Tel. 475524	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous

Table 1 (continued)

1	2	3	4	5	6	7	8	9
Makhtaral settlement Makhtaralgazsevice, J/S Tel. 32727	All GAZ models	Any quantity for all units	30% advance payment, the remaining - after completion	14-15 days upon payment	Within 1 year, not more than 20-30 thousand of run	no information	no information	Mixed (collective)
Zhambyl Zhambylgazavtoservice, ATKC Tel. 43690	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	yes	yes	Same as previous
Zhezkazgan Zhezkazgangazavtoservice,J/S Tel. 768736	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	no	no	no
Karaganda Karagandagazavtoservice,J/S Tel. 541061	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	No information	No information	Same as previous
Kzyl-Orda Kzylordagazavtoservice,J/S Tel. 33939	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous
Schuchinsk Agroservice,J/S Tel. 44473	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous
Kostanai Kostanaigazavtoservice,J/S Tel. 278944	Same as previous	Same as previous	Same as previous	Same as previous	Same as previous	no	no	Same as previous

Table 2

Production Characteristics of KAMAZ Technical Service Center

Address of the Center, telephone number	Number of posts		Technical services		Spare parts	
	Maintenance	Repair	Maintenance	Repair	Manufacture	Restoration
41th Razyezd, Aktobe Tel. ~~22968~~ 22962	6	1	TO-2	Replacement and on-going repair of units and parts	yes	yes
Zapadnaya Promzona, Arkalyk Tel. 23274	7	4	TO-2	Same as previous	Same as previous	Same as previous
2, Avtomobilnaya street, Zhambyl Tel. 50833	7	2	TO-2	Same as previous	Same as previous	Same as previous
100 Molokova street, Karaganda Tel. 514017	20	2	TO-2	Same as previous	Same as previous	Same as previous
62 Krupskaya street, Kzyl-Orda Tel. 51711	5	5	TO-2	Same as previous	Same as previous	Same as previous

Table2 (continued)

183 Valikhanova street, Kokshetau Tel. 70381 78321	10	1	TO-2	Replacement and on-going repair of units and parts	yes	yes
Umirzak settlement, Aktau (Shevchenko) Tel. 93447	5	Together with TO	TO-2	Same as previous	Same as previous	Same as previous
13 Transportnaya street, Pavlodar Tel. 740815	28	10	TO-2	Same as previous	Same as previous	Same as previous
7 Gacek street, Petropavlovsk Tel. 73871	9	Together with TO	TO-2	Same as previous	Same as previous	Same as previous
20 Promyshlennaya street, Taldykorgan Tel. 56740	2	Together with TO	TO-2	Same as previous	Same as previous	Same as previous
20 Zheleznodorozhnaya street, Uralsk Tel. 23534	8	2	TO-2	Same as previous	Same as previous	Same as previous
1st km Tashkentski Trakt, Shymkent Tel. 92855	14	5	TO-2	Same as previous	Same as previous	Same as previous

Table 3

Types of Services Provided By Repair Plants for GAZ, ZIL and KAMAZ Trucks

Name of repair plants, address, telephone number	Capital repair of tucks			Repair of units and chassis			Repair of engines			Manufacture of spare parts
	GAZ	ZIL	KAMAZ	GAZ	ZIL	KAMAZ	GAZ	ZIL	KAMAZ	
1. Almaty Vehicle Assembly Plant J/V 3rd km Iliiskoye Shosse, Tel. 520515	yes	-	-	yes	-	-	yes	-	-	yes
2. KP Pavlodarski ARZ 24 Transportnaya street, Pavlodar Tel. 740417	-	-	-	yes	-	yes	yes	yes	-	-
3. KP Semipalatinskoye ARO 31 Ryskulbekova, Semipalatinsk Tel. 442694	yes	-	-	yes	-	-	yes	-	-	yes
4. Shymkentski ASZ J/V 62 Orazbaeva street, Shymkent Tel. 660475	-	-	-	-	-	-	-	yes	-	yes
5. Avtoremontnik J/S 5 Okhotskaya street, Karaganda Tel. 561255	-	-	-	-	-	-	yes	yes	-	yes

Table 3 (continued)

6. AT-Zoly J/S, 1 Logovaya street, Atbasar, Akmola oblast Tel. 43221	-	-	-	-	yes	yes	-	-	-	-
7. Zhalyk J/S 12 Abylai Khana Ave., Aktobe Tel. 50863	-	-	-	-	-	-	yes	yes	-	yes
8. Isker J/S 3 Auezova street, Almaty Tel. 459790	-	-	-	-	-	-	-	yes	yes	yes
9. Remshina J/S 3RD km Iliiskoye Shosse, Almaty Tel. 520515	-	-	-	-	-	-	-	-	-	yes
10. Saimak J/S 1 Promyshlennaya street, Taldykorgan Tel. 84662	-	-	-	-	yes	yes	-	yes	-	-
11. Compressor J/S 1 Polevaya street, Uralsk Tel. 31521	-	-	-	-	yes	yes	-	yes	-	-

Appendix B2-2 Information on Former State Transport Enterprises in Uzbekistan

Table 3

N : Name of Enterprises 'Tashgorgruztrans' concern, Tashkent	Auxiliary buildings				
	Storage	Car Port	Offices	Night Accommodation for drivers	Open parking
1. Transport Enterprise N1, Tashkent	+	+	+	+	+
2. Automobile complex N3, Tashkent	+	+	+	+	+
3. State JSC N127, Tashkent	+	-	+	-	+
4. Transport Enterprise N143, Tashkent	+	-	+	-	+
5. Rented work shop N2502, Tashkent	+	-	+	-	+
6. Work shop N2502, Tashkent	+	-	+	-	+
7. Work shop N2512, Tashkent	+	-	+	-	+
8. Work shop N2515, Tashkent	+	-	+	-	+
9. Work shop N2551, Tashkent	+	-	+	-	+
10.Pioneer camp after Streltsov, Ahangaransky region, Beshkul vlg.					
11.Self-supporting industrial enterprise, Tashkent					
12.Transport Enterprise N142, Tashkent	+	-	+	-	+
13.Transport Enterprise N145, Tashkent	+	-	+	-	+
14.Small Enterprise 'Sharaf'					

N: Name of Enterprise	Auxiliary buildings				
Industrial Enterprise 'Uzmezhautotrans', Tashkent	Storage	Car Port	Offices	Night accommodation for drivers	Open parking
1.Transport - freight forwarding Enterprise, Tashkent	+	-	+	-	+
2. Transport - FF Complex, Bukhara	+	-	+	-	+
3. Transport - FF Complex, Andizhan	+	-	+	-	+
4. Transport - FF Complex, Samerkand	+	-	+	-	+
5. Transport - FF Complex, Tashkent	+	-	+	-	+
6. Transport - FF Complex, Angren	+	-	+	-	+
7. Transport - FF Complex, Almalyk	+	-	+	-	+
8. Small Enterprise 'Madad'	-	-	-	-	-

N: Name of Enterprise 'Tashoblgruztrans' concern, Tashkent	Auxiliary buildings				
	Storage	Car Port	Offices	Night accommodation for drivers	Open parking
1. Transport Enterprise N2, Chirchik	+	-	+	-	+
2. Transport Enterprise N16, Bekabad	+	-	+	-	+
3. Transport Enterprise N46, Alimkent vlg.	+	-	+	-	+
4. Transport Enterprise N72, Angren	+	-	+	-	+
5. Transport Enterprise, N74, Toytepa	+	-	+	-	+
6. Transport Enterprise, N80, Almalyk	+	-	+	-	+
7. Transport Enterprise, N81, Soldatskoye	+	-	+	-	+
8. Transport Enterprise, N82, Pskent	+	-	+	-	+
9. Transport Enterprise, N121, Yangibazar vlg.	+	-	+	-	+
10. Transport Enterprise N122, Buka	+	-	+	-	+
11. Transport Enterprise N125, Gazalkent	+	-	+	-	+
12. Work shop N2503, Yangiyul	+	-	+	-	+
13. JV Tehcentre KRAZ	-	-	+	-	+

N: Name of Enterprise	Auxiliary buildings				
'Tashoblgruztrans' concern, Tashkent	Storage	Car Port	Offices	Night accommodation for drivers	Open parking
1. Work shop N2534, Urgench	+	-	+	-	+
2. Transport Enterprise N43, Hanka	+	-	+	-	+
3. Transport Enterprise N67, Yangiaryk	+	-	+	-	-
4. Transport Enterprise N69, Koshkupyr	+	-	+	-	+
5. Transport Enterprise N79, Khiva	+	-	+	-	+
6. Transport Enterprise N93, Hazarapsky region, Saidlar vlg.	+	-	+	-	+
7. Transport Enterprise N96, Khazarasp	+	-	+	-	+
8. Transport Enterprise N87, Bagat	+	-	+	-	+
9. Transport Enterprise N9, Yangibazar	+	-	+	-	+
10.Fleet N13, Urgench	+	-	+	-	+
11.Taxi fleet, Urgench	+	-	+	-	+
12.Transport Enterprise N68, Gurlen	+	-	+	-	-
13.Transport Enterprise N99, Shavat	+	-	+	-	+
14.Transport Enterprise N126, Tuprakkalinsk	+	-	+	-	+
15.Training-industrial Transport Complex	+	-	+	-	+
16.Bus station, Urgench					
17.Bus-taxi fleet, Khiva					
18.Enterprise 'Khurmat'					

N: Name of Enterprise Industrial Enterprise 'Ferganatrans', Fergana	Auxiliary buildings				
	Storage	Car Port	Offices	Night accommodation for drivers	Open parking
1. Transport Enterprise N3, Fergana	+	-	+	-	+
2. TE N65, Kokand	+	-	+	-	+
3. TE N55, Kokand	+	-	+	-	+
4. TE N75, Tashlak vlg.	+	-	+	-	+
5. TE N78, Bagdad vlg.	+	-	+	-	+
6. Work shop N2504, Fergana	+	-	+	-	+
7. Work shop N2520, Kokand	+	-	+	-	+
8. Fleet N9, Fergana					
9. Fleet N10, Fergana					
10.Taxi fleet, Fergana					
11.Taxi fleet, Kokand					
12.Bus-taxi fleet, Tashlak vlg.					
13.Bus-taxi fleet, Margilan					
14.TE N24, Yaipan					
15.TE N53, Besharyk	+	-	+	-	+
16.TE N54, Rishtan	+	-	+	-	+
17.TE N66, Kuva	+	-	+	-	+
18.TE N73, Kuvasay	+	-	+	-	+
19.TE N11, Altyaryk vlg.	+	-	+	-	+
20.TE N123, Buvaidinsky refion, Yangikurgan vlg.	+	-	+	-	+
21.TE N64, Fergana	+	-	+	-	+
22.Akhunbabaev Transport Enterprise N158					
23.Regional bus stations and parking unit, Fergana					
24.Regional bus stations and parking unit, Kokand					
25.TE N51, Yazyavan vlg.	-	-	+	-	+
26.Ychkuprik Transport Enterprise N51, Yazyavan vlg.	-	-	+	-	+
27.TE N151, Sokhsky region, Sokh vlg	-	-	+	-	-
28.Mindonabadsky fleet, N26	-	-	+	-	+
29.TE N153, Furkatsky region, Gorsky vlg.	+	-	+	-	+

N: Name of Enterprise	Auxiliary buildings				
Industrial Enterprise 'Havoyitrans', Navoyi	Storage	Car Port	Offices	Night accommodation for drivers	Open parking
1. Bus fleet N23, Navoyi					
2. Transport Enterprise N106, Kanimekh vlg.	+	-	+	-	+
3. Transport Enterprise N34, Navoyi	+	-	+	-	+
4. Transport Enterprise N118, Kzyltepa	+	-	+	-	+
5. Bus - taxi fleet, Navoyi	+	-	+	-	+
6. Transport Enterprise N49, Zeravshan	+	-	+	-	+
7. Bus station, Navoyi	+	-	+	-	+
8. Transport Enterprise N18, Nürata					
9. Khatyrchinsky Transport Enterprise N156, Yangibulaj vlg.					
10.Khatyrchinsky bus station					
11.Industrial unit of bus stations and parking, Navoyi					

N: Name of Enterprise	Auxiliary buildings				
Industrial Enterprise 'Syrdaryatrans', Gulistan	Storage	Car Port	Offices	Night accommodation for drivers	Open parking
1. Transport Enterprise N52, Bakht	+	-	+	-	+
2. Transport Enterprise N71, Farkhad	+	-	+	-	+
3. Syrdaryinsky Work Shop N2513, Gulistan	+	-	+	-	+
4.Work Shop N2553, Gulistan	+	-	+	-	+
5. Syrdaryinsky bus-taxi fleet, Gulistan					
6.Rented bus fleet N25, Gulistan					
7.Ilyichezsky Transport Enterprise N60, Ilyichevsky region, research enterprise Nizhnevolynskoye	+	-	+	-	+
8.Saykhunabadsky Transport Enterprise N10	+	-	+	-	+
9. Transport Enterprise N124, Yangier	+	-	+	-	+
10.Transport Enterprise N45, Pakhtaabad vlg.	+	-	+	-	+
11.Regional Industrial Unit of bus stations and parking 'Guliston Autoshokhbekati', Gulistan					
12.Transport Enterprise N150, Bayaut vlg.					
13.Taxi fleet N9, Gulistan					
14.Dekhkanabadsky Transport Enterprise N70	+	-	+	-	+

N: Name of Enterprise	Auxiliary buildings				
Industrial Enterprise 'Uztransuslugi', Tashkent	Storage	Car Port	Offices	Night accommodation for drivers	Open parking
1. Enterprise 'Tashrogtransexpeditsiya', Tashkent	+	-	+	-	+
2. Ent. 'Tashobltransexpeditsiya', Tashkent	+	-	+	-	+
3. Ent. 'Karakalpaktransexpeditsiya', Nukus	+	-	+	-	+
4. Ent. 'Andizhantransexpeditsiya', Andizhan	+	-	+	-	+
5. Ent. 'Bukharatransexpeditsiya', Bukhara	+	-	+	-	+
6. Ent. 'Dzhizaktransexpeditsiya', Dzhizak	+	-	+	-	+
7. Ent. 'Kashkadaryatransexpeditsiya', Karshi	+	-	+	-	+
8. Enterprise 'Namangantransexpeditsiya', Namangan	+	-	+	-	+
9. Ent. 'Samarkandtransexpeditsiya', Samarkand	+	-	+	-	+
10.Ent. Surkhadaryatransexpeditsiya', Termez	+	-	+	-	-
11.Enterprise 'Horezmtransexpeditsiya', Horezm	+	-	+	-	+
12.Ent. 'Syrdaryatransexpeditsiya', Gulistan	+	-	+	-	-
13.Ent. 'Ferganatransexpeditsiya', Fergana	+	-	+	-	+
14.'Bakht' agency, Tashkent	+	-	+	-	+
15.Enterprise Karshinsky	+	-	+	-	+
16.Ent. 'Navoyitransexpeditsiya', Navoyi	+	-	+	-	+
17.Small Enterprise 'Khilol'	-	-	+	-	+
18.SE 'Madadkor' Chustransexpeditsiya, Namangan	+	-	+	-	-

N: Name of Enterprise	Auxiliary buildings				
Industrial Enterprise 'Bukharatrans', Bukhara	Storage	Car Port	Offices	Night accommodation for drivers	Open parking
1. Transport Enterprise N61, Bukhara	+	-	+	+	+
2. Transport Enterprise N139, Karakul	+	-	+	-	+
3. Work Shop N2524, Bukhara	+	-	+	+	+
4. work Shop N2533, Bukhara	+	-	+	+	+
5. Taxi fleet, Bukhara					
6. Transport Enterprise N27, Romitan	+	-	+	+	+
7. Transport Enterprise N97, Kagan	+	-	+	-	+
8. Transport Enterprise N137, Vabkent	+	-	+	-	+
9. Transport Enterprise N33, Gidzhuvan	+	-	+	-	+
10.Transport Enterprise N60, Shafrikan vlg.	+	-	+	-	+
11.Bus station , Bukhara					
12.TE N147, Sverdlovsky region, Zhondor vlg.	+	-	+	-	+
13.Department of management					
14.Self-supporting Small Enterprise 'Peshku'	+	-	+	-	+
15.Alatsky self-supporting Work Shop	+	-	+	-	+

N: Name of Enterprise	Auxiliary buildings				
Industrial Enterprise 'Surkhadaryatrans', Termez	Storage	Car Port	Offices	Night accommodation for drivers	Open parking
1. Transport Enterprise N47, Sherabad	+	-	+	-	+
2. Work Shop N2530, Shurchi	+	-	+	-	+
3. Termezsky Work Shop N2510	+	+	+	-	+
4. Work Shop N2516, Denau	+	+	+	+	+
5. Termezsky TE N8					
6. Bus-taxi fleet, Termez					
7. B-t fleet, Denau					
8. Transport Enterprise N48, Dzharkurgan	+	-	+	-	+
9. TE N104, Shargun	+	-	+	-	+
10.TE N110, Baysun	+	-	+	-	+
11.Angorsky TE N157	+	-	+	-	+
12.Termezsky bus station, Termez					
13.Small Enterprise 'Avtomobilchi'					

N: Name of Enterprise	Auxiliary buildings				
Industrial Enterprise 'Namangantrans', Namangan	Storage	Car Port	Offices	Night accommodation for drivers	Open parking
1. Transport Enterprise N22, Namangan					
2. TE N29, Yangikurgan					
3. TE N90, Turakurgan					
4. Work Shop N2523, Namangan					
5. Fleet N11, Namangan					
6. Fleet N17, Namangan					
7. Taxi fleet, Namangan					
8. Training and industrial complex					
9. Transport Enterprise N12, Pap					
10.TE N38, Uchkurgan					
11.TE N57, Chust					
12.TE N58, Naryn					
13.TE N86, Dzhumashuy vlg.					
14.TE N89, Kasansay					
15.TE N7, Chartak					
16.Bus station, Namangan					
17.Tashbulaksky TE N161					

N: Name of Enterprise Industrial Enterprise 'Dzhizaktrans', Dzhizak	Auxiliary buildings				
	Storage	Car Port	Offices	Night accommodation for drivers	Open parking
1. Work Shop N2517, Dzhizak	+	+	+	+	+
2. Transport Enterprise N28, Dustlik	+	-	+	-	+
3. TE N112, Pakhtakor	+	-	+	-	+
4. Taxi fleet, Dzhizak					
5. Bus-Taxi fleet N20, Dzhizak	+	-	+	-	+
6. Transport Enterprise N21, Gagarin	+	-	+	-	+
7. TE N26, Zaamin vlg.	+	-	+	-	+
8. TE N50, Galyaaral	+	-	+	-	+
9. TE N23, Dzhizak	+	-	+	-	+
10.TE N32, Bakhmalsky region, Usmat vlg.	+	-	+	-	+
11.Farishsky TE N111, Yangikishlak vlg.	+	-	+	-	+
12.Zafarabadsky TE N131					
13.Bus station, Dzhizak					
14.TE N133, Zarbdarsky region	+	-	+	-	+
15.Mardzhanbulaksky TE N149	+	-	+	-	+
16.Arnasaysky TE, N160, after Yulius Fuchik vlg.	+	-	+	-	+

N: Name of Enterprise	Auxiliary buildings				
Industrial Enterprise 'Kashkadaryatrans', Karshi	Storage	Car Port	Offices	Night accommodation for drivers	Open parking
1. Transport Enterprise N35, Shakhrisabz	+	-	+	-	+
2. TE N62, Dehkanabadsky region, Karashina vlg.	+	-	+	-	+
3. TE N76, Kitab	+	-	+	-	+
4. TE N85, Yakkabag	+	-	+	-	+
5. TE N92, Kasansay	+	-	+	-	+
6. TE N88, Kasbiysky region, Ylyanovsk vlg.	+	-	+	-	+
7. TE N98, Kamashi	+	-	+	-	+
8. TE N105, Chirakchi	+	-	+	-	+
9. TE N2529, Karshi	+	-	+	-	+
10.TE N30, Karshi	+	-	+	-	+
11.Fleet, Karshi	+	-	+	-	+
12.Taxi fleet, Karshi	+	-	+	-	+
13.Fleet, N24, Shakhrisabz	+	-	+	-	+
14.Work Shop N2532, Guzar	+	-	+	-	+
15.TE N101, Mubarek	+	-	+	-	+
16.TE N132, Yanginishan	+	-	+	-	+
17.Bus station, Karshi	+	-	+	-	+
18.Taxi fleet N8, Shakhrisabz	+	-	+	-	+
19.Usman-Yusupovsky TE N134, Yangimirishkor vlg.	+	-	+	-	+
20.Kasansky fleet	+	-	+	-	+
21 Training and industrial complex					

N: Name of Enterprise	Auxiliary buildings				
Industrial Enterprise 'Kashkadaryatrans', Karshi	Storage	Car Port	Offices	Night accommodation for drivers	Open parking
1. Work Shop N2528, Nukus	+	-	+	-	+
2. Transport Enterprise N10, Chimbay	+	-	+	-	+
3. TE N41, Shumanay	+	-	+	-	+
4. TE N42, Beruni	+	-	+	-	+
5. TE N44, Mangit	+	-	+	-	+
6. TE N63, Kungrad	+	-	+	+	-
7. TE N91, Karauzyak	+	-	+	-	+
8. TE N109, Takhiatash	+	-	+	-	+
9. TE N115, Turtkul	+	-	+	-	+
10.TE N116, Kegeili	+	-	+	-	+
11.TE N120, Nukus	+	-	+	-	+
12.Ellikalansky TE N20, Buston	+	-	+	-	+
13.TE N15, Muynak	+	-	+	-	+
14.Takhtakupyrsky TE N13, Takhiatash	+	-	+	-	+
15.TE N25, Kodzheyli	+	-	+	-	+
16.Fleet N19, Nukus					
17.Taxi fleet, Nukus					
18.Bus-Taxi fleet, Kodzheyli					
19.Bus station, Nukus					
20.Bozatausky small TE					
21.Kanlykulsky small TE					

N: Name of Enterprise	Auxiliary buildings				
Industrial Enterprise 'Samarkandtrans', Samarkand	Storage	Car Port	Offices	Night accommodation for drivers	Open parking
1. Zirabulaksky Transport Enterprise N31, Narpaysky region, Mirbazar vlg.	+	-	+	-	+
2. Dzhuminsky TE N100, Samarkand	+	-	+	+	+
3. TE N128, Samarkand	+	-	+	-	+
4. TE N129, Samarkand	+	-	+	-	+
5. Narimanovsky TE N130, Payaryksky region, Narimanovka vlg.	+	-	+	-	+
6. Work Shop N2507, Dzhambai	+	-	+	-	+
7. Work Shop N2509, Sanarkand	+	-	+	-	+
8. Work Shop N2514, Samarkand	+	-	+	-	+
9. Work Shop N2518, Kattakurgan	+	-	+	-	+
10.Work Shop N2522, Samarkand	+	-	+	-	+
11.Transport Enterprise N113, Koshrabad vlg.	+	-	+	-	+
12.Akdaryinsky TE N117, Laish vlg.	+	-	+	-	+
13.TE N14, Samarkand	+	-	+	-	+
14.Work Shop N2531, Samarkand	+	-	+	-	+
15.Fleet N22, Samarkand	+	-	+	-	+
16.Taxi fleet (complex), Samarkand	+	-	+	-	+
17.Bus stations unit, Samarkand	+	-	+	-	+
18.Bus-Taxi fleet, Kattakurgan					
19.Bus-Taxi fleet, Aktash					
20.Bus-Taxi fleet, Bulungur					

N: Name of Enterprise Industrial Enterprise 'Andizhantrans', Andizhan	Auxiliary buildings				
	Storage	Car Port	Offices	Night accommodation for drivers	Open parking
1. Transport complex, Andizhan	+	-	+	-	+
2. Transport Enterprise N84, Asaka	+	-	+	-	+
3. Work Shop N2508, Andizhan	+	-	+	-	+
4. Rented Work Shop, N2511, Andizhan	+	-	+	-	+
5. Taxi fleet, Andizhan	+	-	+	-	+
6. Bus-Taxi fleet, Asaka					
7. Transport Enterprise N36, Kurgantepa	+	-	+	-	-
8. TE N37, Shakhrikhan	+	-	+	-	+
9. TE N59, Pakhtaabad	+	-	+	-	+
10.TE N95, Khodzhiabad	+	-	+	-	+
11.TE N102, Chinabad	+	-	+	-	+
12.TE N6, Khanabad	+	-	+	-	+
13.TE N4, Markhamat	+	-	+	-	+
14.Bus station, Andizhan					
15.TE N148, Pakhtaabadsky region, Izbaskan vlg.	+	-	+	-	+
16.Komsomolabadsky TE N154	+	-	+	-	+
17.Bozsky TE N155	+	-	+	-	+
18.Dzhalalkuduksky TE N152	+	-	+	-	+
19.Bus fleet N27, Andizhan	+	-	+	-	+
20. Training and industrial complex, Andizhan	+	-	+	-	+

PRICE LIST FOR SPARE TYRES

DNEPROPETROVSKY PLANT

MODEL	USE	PRICE IN RUBLES	CNT's CAPACITY
6.15/13 I151	ZAZ, VAZ	132 508	1800
165/80 R13 D-67	Moskvich, VAZ	139 931	1800
6.45/13 M-145	Moskvich, VAZ	139 931	1800
165/80 R14	M-2141	148 797	1200
8.40/15 YA-245	UAZ	308 200	800
1200-500-508	Ural-5557 and modif.	1 762 530	100
1300-530-533	KrAZ-214, 253, 255A(BV)	2 036 375	100
18.00-25	BelAZ-540 and others	5 005 253	40
21.00-33 Vf-166A	BelAZ-548M, 548, 7523	8 809 195	30
240R508 U-2	GAZ-5 and others	588 610	450
260R508 I-N142B-1	ZIL, KAMAZ	636 850	350
280-508 D-48	LAZ, LIAZ	562 788	250
280R508 D-2M	LAZ, LIAZ	770 132	250
300R508I111A 1bis	IKARUS	880 253	250
11/70R22,5 D-1M	LIAZ	997 458	250
320R508ID-304 1 bis	MAZ, KrAZ	1 098 607	230
320R508 I-109 B-1	Trolleys	1 194 460	230
720R635	K-702	5 199 800	26(25,38)
720R665 FD-12	K-700, 701	4 236 573	26(25,38)
23,1-26 YA-242Ab	K-700	2 442 143	40
15,5R 38 F-2A	MTZ-50, 52, 80, 82	1 431 672	75(80)

BELOTSERKOVSKY PLANT

MODEL	USE	PRICE IN RULES	CNT's CAPACITY
205/70 R14 0I-297	GAZ 'VOLGA'	231 374	1200
205/70 R1 BTS-1	GAZ 'VOLGA'	220 583	1200
205/70 R14 BTSID-220	GAZ 'VOLGA'	210 353	1200
195/65 R15's' BTS-3	FOREIGN CARS	231 374	1200
185/65 R14 BTS-5	M-2141	187 402	1200
175-16/6,95-16 VLI-5	NIVA'	220 583	1300
175/70 R13 BL-85-1	VAZ	138 050	1800
165/70 R13 BL-85-1	VAZ 2108	132 055	1800
155/70 R13 BL-85-1	TAVRIYA'	132 055	1800
260R508 040 BM-1	ZIL, KAMAZ	638 850	400
280R508 ID-309,D-4	LAZ, LIAZ	770 132	320
300R508 I-111 AM	IKARUS	880 253	300
320R508ID-304 1 bis	MAZ, KrAZ	1 098 607	230 (245)
11,2-20 FBTS-35	MTZ-50, 52, 80, 82	442 904	400

MOSCOW PLANT

MODEL	USE	PRICE IN RUBLES	CNT's CAPACITY
175/70 R13 M-204	VAZ	139 645	1700

CHAPTER B3
Gazavtoservice study of customs procedures for importing vehicles spare parts into Kazakstan.

1 Gazavtoservice study of customs procedures for importing vehicles spare parts into Kazakstan.

1.1 It is necessary to get a Certificate of Compliance issued by "Kazautosertiko" to have spare-parts customs cleared. This Certificate costs 30,000 tenge and is valid for 1 year.

Having received specification from the manufacturer by fax it is necessary to print the list of spare-parts in the consignment and confirm it by the stamp of "Kazautosertico" and register it as an appendix to the Certificate. Time stipulated for this procedure is 2 hours.

1.2 Having received a phone message that the container has arrived one needs to go to container station Almaty II. The rail way-bill and a payment are required to allow entrance & exit from the rail head, storage and warehousing areas.

The waiting period to collect goods fluctuates between a 1/2 and 2 hours and depends on the queue for the cashier. According to the rail-way regulation the procedure of organising documents and unloading the container should take 4 hours. In fact it is not possible to complete the full process in less than 4 or 5 days.

1.3 To get a bill from Zelgorexpeditia to take the goods out of the rail head take 0.5 hour.

1.4 To prepare the documents for Customs declaration in the office, then prepare payment documents, sign them and submit to the bank. Time needed - 1 hour.

1.5 Customs declaration should be completed in the firm "Akcept" within the Customs "Temir Zhol Terminal" (Almaty I), then an its electronic copy should be taken in the firm "Business inform". Normal time spent for that fluctuates between 1 and 4 hours.

1.6 To obtain from the Customs an Act for the Goods Submission and check all documents through the Customs. Time spent for that fluctuates between 0.5 and 3 hours, it depends on the availability of the customs officer and queue to the cashier.

1.7 When submitting the 'Act' for the Goods Submission time taken can be 1 or 2 days. But it is common for the problems to arise with the customs declaration, this can increase the time required to 4 or 5 days.

1.8 To register payments for:

- ✓ access to the railhead (Department of railway)
- ✓ storage of goods (Railway station Almaty 1)
- ✓ lifting goods by crane (Loading/Unloading Jobs Office that is close to the railhead)
- ✓ taking goods out from the railhead (Kaz Zeldorexpeditia).

Time spent for all that: 2-4 hours.

1.9 If you require a private vehicle to move the goods, locating and arranging the collection will take 0.5 or 4 hours.

1.10 Once the container is out of the railhead the customs inspector is required to validate the contents of the container. To find any available customs inspector takes from 0.5 to 5 hours. It is not uncommon to wait the best part of a day. Regulations specify only 45 minutes unloading the container, the remaining time is paid as overtime.

1.11 The inspector must witness the container being opened, unloaded and checked, once this is completed he must be taken back to the customs. Time spent is 1 or 1.5 hours.

To get the goods out of the railheads takes from 4 to 5 days, though with an appropriate organisation of operation it could be done within 1 day.

All above concerns only containers received from CIS republics. For foreign containers the procedure requires the additional services of SGS. This only seems to add another level of bureaucratic to the procedures described for CIS goods. A fees is paid and between 2 and 4 hours are added to the process.

Companies use their own 'bribed' customs officers, who charge $100 per one set of documents. In this way you can minimise time up to 2-3 days.

Improvements could be made to the process if the customs officials worked 24 hour shifts. It would be much more efficient if all payments for the various services could be made at one location rather than the present situation where they are dispersed.

2 Comment

The time stipulated for checking document and unloading containers is to short from those witnessed by GIBB staff. This means that either the procedures have to be simplified or the time allowance (before additional charges are made) has to be increased. Companies have to use the transport services of Kaz Zeldorepeditia which thus has a monopoly position over the customs procedures. With the current procedures the facilities that Kaz Zeldorepeditia offers are not adequate for the numbers of persons collecting goods. The service offered is not constant from one visit to the next and so leads to long waiting periods for companies using their services.

CHAPTER B4

VEHICLE SERVICING

1 VEHICLE SERVICING

1.1 Introduction

Vehicle servicing in the Central Asian republics follows the rigid system laid down everywhere within the Former Soviet Union.

There are 3 levels of servicing laid down within the Republics:

- Technical Maintenance TO-1
- Technical Maintenance TO-2

Capital Repair.

Technical Maintenance TO-1 is a formal vehicle check carried out every 6,000klms and is normally carried out on-site.

Technical Maintenance TO-2 is a full service carried out every 12,000km. The three main manufacturers have differing networks of those service centres. For instance, in Kazakstan, Kamaz have 19 such servicing facilities, Gaz 18 and Zil only one. All of these are attached to vehicle dealerships. The Kamaz and Zil centres are under collective ownership, the Gaz outlets are under a mixture of collective and private ownership.

Capital repairs are undertaken on a vehicle every 350,000km. Under this service, all major running parts are replaced with reconditioned parts. These major services are carried out at specialist centres independent of the major manufacturers. There are 11 such plants operating in Kazakstan. Five of these carry out work on Kamaz trucks, five on Gaz trucks and eight offer work on Zil trucks.

Seven of the plants also carry out limited manufacturing or refurbishment of parts.

This formal system of capital repair explains how fleets in Central Asia have such old age profiles, providing the services are carried out as and when scheduled. Certainly, the purchasing patterns identified in **Chapter A3**, suggest that in the short and medium term at least, the age profile of CIS manufactured fleets in Central Asia will become significantly older.

SECTION C

CHAPTER C
COMMERCIAL SERVICES IN CENTRAL ASIA

COMMERCIAL SERVICES IN CENTRAL ASIA

1 Introduction

In the Progress Report submitted in July 1996, a report was included summarising our investigations into 'Commercial Services' in Central Asia and including our recommendations in that area. This brief report updates our views on the subject with our increased experience in the central Asia.

The first section of the Chapter, contains the report into the services and the final section up-dates that report.

2 Commercial Services in Central Asia

2.1 Introduction

As part of the study into automotive support services, the project terms of reference (3.2.3 p9) require an examination of 'Commercial Services' defined as:

"Freight Brokering Services (FBS), Commercial Transport Centres (CTC) and Vehicle Off Road (VOR)".

This report discusses each of these in turn.

2.2 Freight Brokering Services

We have reviewed the FBS which was established by USAID in the last quarter of 1994. We have obtained copies of original reports and manuals and have discussed the schemes with involved parties.

The FBS was established as a support service for recently privatised truck operations. Two pilots were established in Chimkent and Kustanai oblasts.

At the time, the pilots were deemed a success although the length of pilot (2 ½ months) was probably insufficient to demonstrate stability given the nature of such brokering services. It should also be noted that the driving force behind the project was to serve agricultural business, a highly seasonal industry, which would not aid ongoing stability.

The documents recommended a roll-out of the FBS across Kazakstan during 1995 but USAID funding was withdrawn from the project and the teams moved to other projects. In a short time period following USAID withdrawal, both schemes collapsed.

We consider there to be a number of reasons for this:

- the pilot did not demonstrate that the FBS had reached an ongoing position of stability

- the establishment of an FBS in agricultural areas is unlikely to generate the year round bedrock of business that an FBS needs to generate and maintain credibility with shippers and transport operators
- an FBS is a product of, rather than a route to a developed market

Even in developed Western markets, Freight Brokering Systems normally fail. There are a number of reasons for this:

- it is difficult to establish a regular supply of loads for the brokering system to handle.

- haulage is, at its roots a highly entrepreneurial business and deals are essentially done on individual loads with very low margins.

- this means that as soon as the brokering service establishes a relationship between a shipper and a transport operator, the two parties combine to circumvent the system.

A number of FBS schemes have been attempted in European markets. These schemes have been open to all companies, closed (limited to member companies of associations or interest groups) or hybrids of the two.

One such hybrid system was established in the UK during the 1980's by the British National Freight Company.

By far the largest European transport operator at the time with 25,000 vehicles, the company established Datafreight a computerised brokering system which was offered on the open market to all operators.

Such a system should have had a higher than normal chance of success because the 'in-house' loads gave the system its commercial bedrock. However, the FBS still never reached a sustainable situation and Datafreight was abandoned within 2 years.

Regarding the Traceca project, we have carried out our review and believe that the introduction of an FBS is not tenable at this stage.

We believe that an FBS needs to have something more substantive than pure 'load availability' behind it to be sustainable. The operator quality pilot will eventually produce quality accredited operators in each republic who conform to transport regulations and work to high operational service standards.

These operators will prove to be a group differentiated from other operators in the republic and will provide a good basis for a brokering service as shippers will prefer to make loads available to those operators. However, this will only occur when the market needs it.

2.3 Commercial Transport Centres

Another major aspect of the USAID Kazakstan Trucking Privatisation Project was the establishment, during 1994 and 1995 of a number of commercial transport centres (CTCs). Once again we have reviewed original reports concerning the establishment of these and have reviewed their current situation.

The original project took place within the context of a directive that 20% of state-owned vehicles (including military etc.) be privatised. The procedure followed was the creation of open auctions around the Republic where interested groups bid for the rights to sell groups of state vehicles.

A total of 90 CTC's were established throughout the project, employing more than 400 people. It appears that however that whilst 2175 trucks were sold through 'Regional teams and Terkoms' , only 203 trucks were sold through CTC'S.

We understand that, following the end of the USAID presence and the round of initial auctions, all of the CTC'S, have ceased to function as truck dealerships although two still exist in a freight forwarding capacity within the fledgling NIIAT system.

The failure of the CTC's to become established is a lesson that needs to be leant for this project as well. The CTC's were given a good, and in many ways artificial start with the influx of auctioned vehicles and the auction process gave them a great advantage within their local market.

The fact that even a start like that could not be sustained tells us a lot about the state of the market. Clearly, a free and working truck market is another product of an established market, not a short-cut to achieving one. The fact that CTC's had a one off supply of used trucks was clearly not sufficient to establish a fully functioning second-hand market.

Any used vehicle market needs a constantly working new vehicle market to supply it with vehicles at its top end. Clearly, there has been insufficient growth of this type for the market to take off through the CTC'S.

This is not to say that the market does not exist. Clearly, there is a used car and truck market - at least in Almaty. However, as is often the case as the Republic emerges from the command economy, artificial structures cannot be superimposed on these embryonic markets.

Having completed the review of CTC's in this phase of the project, we believe that the situation should be observed until there appears to be a need for CTC's from the market. In the meantime the support services pilot on this project will help to inject new and used trucks into the top end of the market and will yield results but the market will still take time to develop.

2.4 Vehicle off Road (VOR)

There have been no apparent previous studies into VOR within the Area. The data being collected by our project into spare parts distribution is, as far as we know the first data to be collected on this subject.

In European market economies, one of the most sophisticated supply chains in operation is VOR. This chain allows the guaranteed timely delivery of essential spare parts on a short order lead time.

VOR as a separately defined service has only occurred because of the need to supply an ever increasing range of spare parts from a reducing number of stock-holding points whilst still keeping vehicle off-road (and hence unproductive) time to a minimum-

Once again, VOR as a service is a product of the increased sophistication of the Western markets and should not be considered at this stage.

VOR already exists within each Republic, spare parts for the three main suppliers - Zil, Gaz and Kamaz are relatively easy to purchase at a large number of centres. Owners of these trucks are experts at modifying existing equipment to keep VOR to a minimum and roadside repairs are commonplace.

We do not believe that the pressures to reduce stockholding will be apparent in the area for some years yet. When we have completed the analysis of the location of spares suppliers we will be able to examine the density of coverage for each major manufacturer. This will enable us to review the potential for VOR at a future date.

2.5 Summary

In summary , each of the three services identified in the Terms of Reference (3.2.3) are present in some form in Western market economies, although we believe that Freight Brokering has historically had little success even in those economies.

However, each of the services is a product of advanced markets and has grown accordingly. The USAID experience has shown that artificially imposing them on a growing market which is not yet ready for them is not sustainable.

We believe that our Business Pilots will lay a foundation that will help Freight Brokering (through the Operator Quality Pilot) and CTC's / VOR (through the support services pilot) to become established . However this will only happen if the market demands it. Furthermore, we believe that when it does happen, it will initially be in the capital of each Republic where demand is greatest - not out in the regions.

---

3 Update on Commercial Services

3.1 Introduction

Since compiling the above report, we have gained more exposure to the transportation markets in Central Asia but we have not changed our fundamental views concerning the areas covered in the report.

3.2 Freight Brokering Services

Despite the failure of the two pilot FBS schemes in Kustanai and Chimkent, the USAID project as evidenced by the recent Carana report into the common carrier trucking system is still directing its efforts at the establishment of FBS schemes.

We still believe this to be misjudged for the original reasons given above. The principles of Freight Brokering are understood and fully supported. The fact that local spot markets or Pyataki are becoming an increasingly important player in the transportation markets supports this and is unsurprising.

Every city in the world has an informal and very effective spot-hire market and the slight formalising of this that has always occurred at lorry-parks is an encouraging sign. However, we repeat that in our experience, attempts to over-formalise the system will fail as buyers and sellers circumvent the formal system for the perceived (and actual) lower rates.

The daily spot-hire market is one of the most pure forms of market economies in existence. When there is a lot of unemployed trucking resource in the Pyatak, supply exceeds demand and rates commanded will be low, when the lorry parks are empty, demand exceeds supply and rates are higher.

There is still, we believe, one exception to this and that is the development of an effective brokering system based on guaranteed quality of service as opposed to simple load availability at the cheapest possible price. We agree with the USAID project that the development of transport associations is welcome and is to be encouraged. Membership of these is a possible accreditation that will help to produce an effective closed brokering system.

Other developments needed in parallel to this is the development of quality management and practices in the accredited companies and the demonstration of accepted evidence of professional competence. The blueprints developed in this project will lead towards this.

The commercial world will eventually develop quality based brokering systems as demand increases from Europe. This is already starting with companies such as Whestship, a partner organisation in this project gradually establishing a pan-Central Asian network which will all have to work to IS09002 standards.

3.3 Commercial Transport Centres (CTC's)

Reference to **Chapters AI and A3** will show that the new CIS truck market has collapsed in Central Asia and the European new and used truck inputs are a long way from a sustainable position due to lack of financing.

Within this context, it is not surprising that CTC's have failed and we believe that we should wait until a future influx of (probably used) European trucks pump primes a market for all trucks.

3.4 Vehicle Off Road

There is a major rationalisation underway for the supply of both CIS vehicles and their spare parts. Order lead times quoted were as high as 45 days for parts from the Russian and Belarus plants. With supply chains like this, the surviving enterprises will be those that can afford to hold sufficient buffer stock inside the Republic to provide even a normal service, let alone a sophisticated VOR system.

There is no doubt that a manufacturer such as Kamaz appears to have a sufficiently dense network of servicing and spares outlets to be able to potentially provide a reasonable VOR system providing sufficient stocks are held locally. We repeat our conclusion from the progress report that VOR schemes will naturally emerge from the spares supply situation should the market demand it.

---

4 Commercial Services in Central Asia

4.1 Introduction

As part of the study into automotive support services, the project terms of reference (3.2.3 p9) require an examination of 'Commercial Services' defined as:

"Freight Brokering Services (FBS), Commercial Transport Centres (CTC) and Vehicle Off Road (VOR)".

This report discusses each of these in turn.

4.2 Freight Brokering Services

We have reviewed the FBS which was established by USAID in the last quarter of 1994. We have obtained copies of original reports and manuals and have discussed the schemes with involved parties.

The FBS was established as a support service for recently privatised truck operations. Two pilots were established in Chimkent and Kustanai oblasts.

At the time, the pilots were deemed a success although the length of pilot (2 1/2 months) was probably insufficient to demonstrate stability given the nature of such brokering services. It

should also be noted that the driving force behind the project was to serve agricultural business - a highly seasonal industry - which would not aid ongoing stability.