

TRACECA Project
Trade Facilitation (TNREG 9308)
Customs Border Post
Report - Appendix 1
October 1996

Armenia

Surface Transport Customs Control Points

Country: ARMENIA
Name of Crossing: MEGHRI
From: ARMENIA
To: IRAN
Mode: ROAD
Status: OPEN - 24 HOURS
Classification: NON-TRACECA - MAJOR CROSSING

Annual Traffic Levels

Imports:	Tonnage	Approx. 250,000 tonnes per annum, including transit. Main commodities are electrical goods, food, flour and sugar.
	Vehicles/Wagons	Approx. 30,000 trucks per annum.
	Main origins	Iran and Iranian ports(Bandar Abbas) and Turkey for Armenia.
Export:	Tonnage	Approx. 100,000 tonnes per annum. Main commodity is scrap metal.
	Vehicles/Wagons	Approx. 30,000 trucks per annum, including empties.
	Main origins	Armenia for Iran.
Transit:	Tonnage	Relatively small, though all Iranian trucks tranship cargoes for Georgia and Russia in Armenia for oncarriage.
	Vehicles/Wagons	Limited numbers.
Nationality of main transporters:		Mainly Armenian with some Iranian.

Infrastructure

General Description: This is the busiest border crossing in Armenia controlling the important southern access corridor. The border is located at the bridge across the Araks river with the border posts placed at either end of the bridge. The north bank is mountainous and the river valley is not wide on the Armenian side, thus limiting space for the road and rail infrastructure and the border facilities.

Buildings No and Condition: Three temporary customs buildings are in place following a recent fire. One for the manager, one for accounts/administration and one for document processing.

Parking Areas: Approx. 6,000 sq. metres of secure wire fenced compound, close to border post to the west of the bridge. Other vehicles wait/park along main road.

Site Access: Restricted by terrain with a 180 degree bend from main road down to the border compound. Situation is made worse by large numbers of empty vehicles blocking the roadway while waiting for loads.

Site Security:	On Armenian side a wire gate restricts access to the checking and processing areas. Border Guards control a drop pole barrier on the northern end of the bridge.
Adjacent Road Conditions:	Due to the closure of the border with Nakhichevan, the route to the north is now through mountains with 3 high passes (2,000 Metres +) and a deep gorge at the Hagari river. Roads passable with potholing limiting transit speeds. Roads in immediate area in reasonable condition, but severe surface cracking on approach to the border post where vehicles park and manoeuvre.
Bonded Warehousing:	None available at border or immediate vicinity. Cargo transfers made in the open air within the secure compound.

<u>Human Resources</u>	
Manning Levels:	40 staff.
Experience:	Limited availability of experienced personnel due to high staff turnover, partly caused by the harsh environment.
Shift Patterns:	4 Shifts each of 12 hours with 7 officers.
Training:	Some courses in Yerevan but mostly on-the-job training.

<u>Equipment</u>	
Office Equipment:	Furniture only
Data Processing:	None
Communication Equipment:	One radio is used as the main communications system. 2 telephones both unreliable.
Power:	Reliable 220 v system.
Control /Detecting Equipment:	None.

<u>Procedures</u>	
Imports:	Standard import procedures for private and registered companies.
Exports:	Standard export procedures for private and registered companies.
Transit:	Standard procedure but Customs also collect transit fees.

Performance

Dwell time: - Imports :	40-60 mins	average	Up to 6 hours	peak
Exports	30 min	average	Up to 2 hours	peak

The system of local drivers collecting loads from the Iranian side results in early morning peak southbound and late afternoon northbound with most vehicles waiting until next day to move north into Armenia.

Other processes undertaken at Border

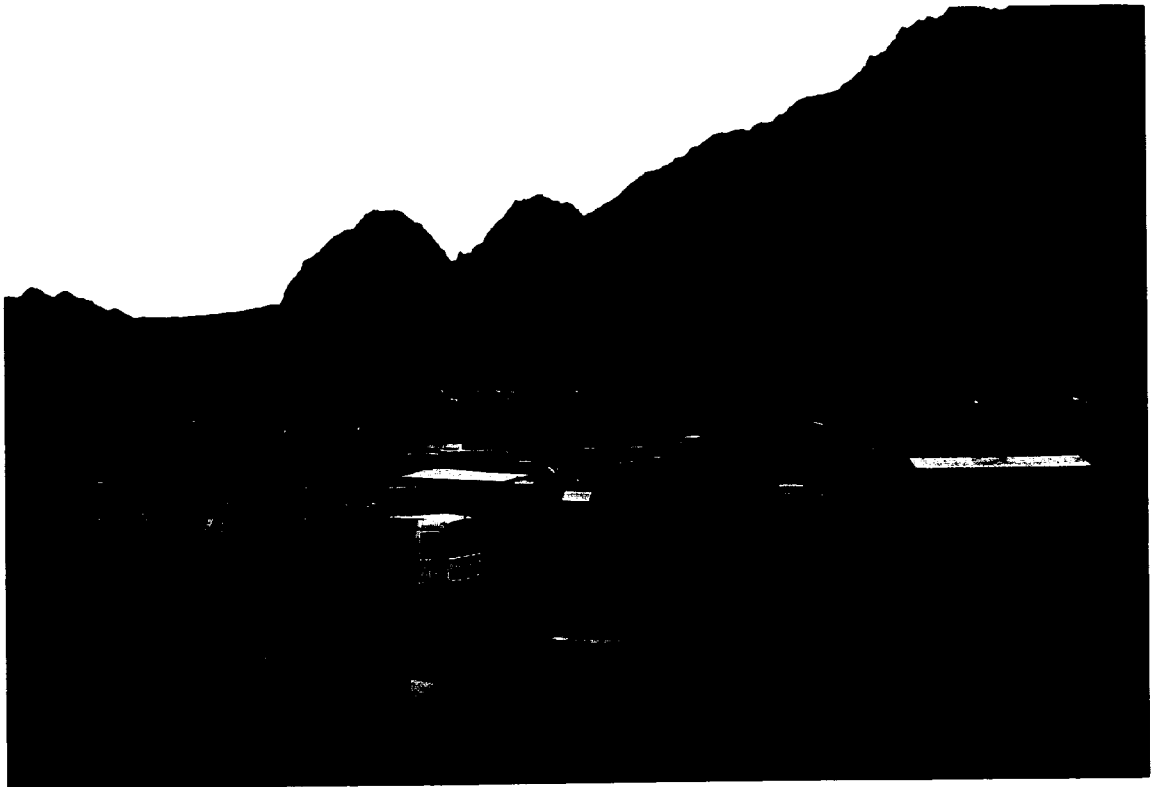
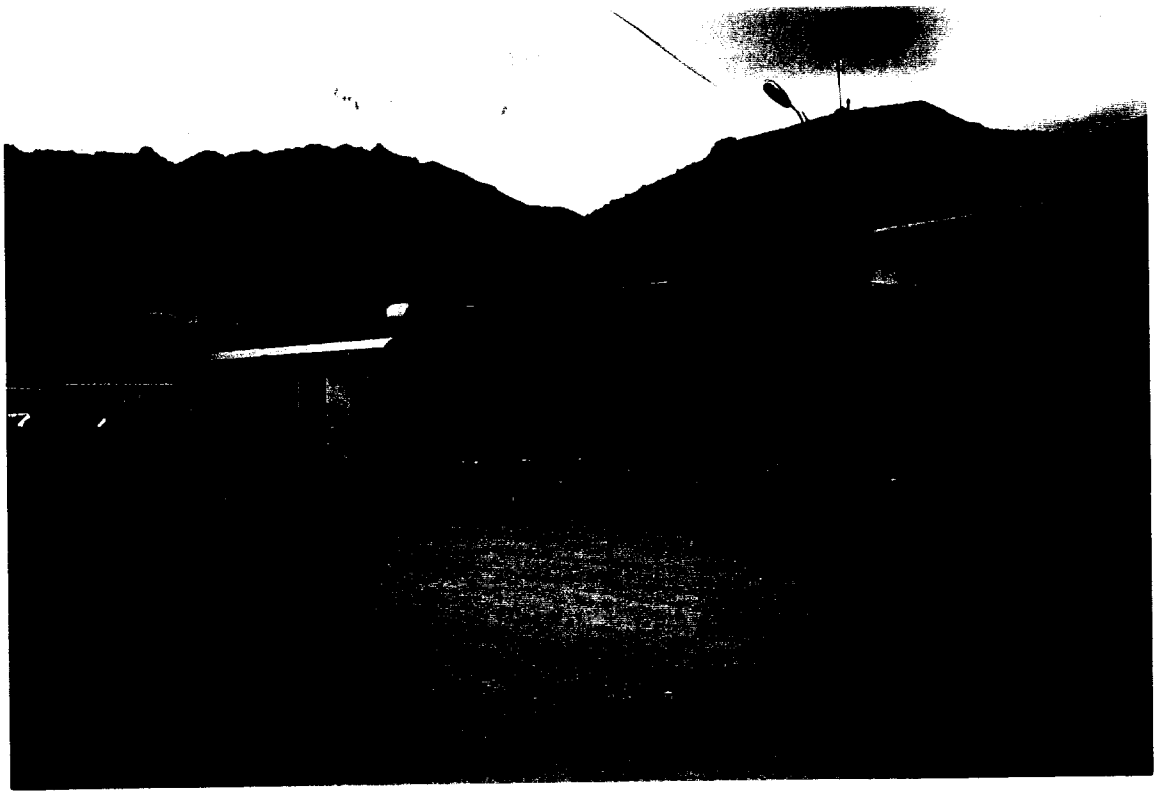
Immigration:	Performed by Border Guards, all drivers require visas in advance.
Security:	Undertaken by Border Guards.
Transshipment:	Undertaken at 3 locations: <ul style="list-style-type: none">a) Local drivers from Meghri are allowed to take trucks to Iran to collect transshipment loads;b) Transshipment takes place within the border compound; andc) Transshipment takes place within a compound adjacent to the Trading Centre approx. 2 kms from border.
Trading market:	Compound approx. 2 km from border comprises 2-3,000 sq. metre fenced area. It is used to sell products purchased from local Iranian traders. The level of activity is low compared to the corresponding market on Iranian side. This is because the Armenian side is basically a retail operation whilst the Iranian is a wholesale activity.
Other:	Clearing house operations provided by drivers to obtain back loads.

Constraints/ Problems

Location:	Cramped site with poor road layout. This is in part due to the placement of the new bridge which replaced the old pontoon structure. The need for a 180 degree turn at the point where the road is already severely congested by empty vehicles parking adds to the site congestion. Roads close to and within the facility have poor surfacing. Lack of parking management within the bonded areas and the adjacent roads results in severe traffic congestion, particularly at peak periods.
Infrastructure:	Existing offices are of poor quality and temporary in nature.
Human Resources:	Limited level of expertise due to high staff turnover.
Equipment:	No office equipment, reliable telephone links or checking equipment.
Procedures:	Adequate.
Performance:	System of local drivers crossing early morning to return loaded late evening causes peaking, leading to some delays in clearance.
Other:	None.

Recommendations

- 1) Development of a transport plan to separate the 3 functions (processing, transshipment and parking of empty vehicles) into separate areas and management control of the same.
- 2) Completion of new access road with enhanced turning circles (under construction).
- 3) In conjunction with above, a new customs building is needed, capable of housing all customs activities. Plans have been completed and fees raised to finance new facility, perhaps late 96.
- 4) Develop the compound with hard standing and a traffic movement scheme.
- 5) Provision of office equipment including computers, copier and fax.
- 6) Improve telecommunication services to enable better control and possible computerisation linkages with regional offices.
- 7) Provision of checking equipment, metal detectors, X-ray equipment etc.
- 8) Provision of a small bonded warehouse to store delayed transshipment loads.
- 9) Review of the transshipment arrangements with Iran to allow a more even flow throughout the day to minimise peaking.



ARMENIA - Meghri

Surface Transport Customs Control Points

Country: ARMENIA
Name of Crossing: NYUVADI
From: ARMENIA
To: AZERBAIJAN
Mode: ROAD & RAIL
Status: CLOSED
Classification: TRACECA - MINOR CROSSING

Annual Traffic Levels

Imports:	Tonnage	None.
	Vehicles/Wagons	None.
	Main origins	None.
Exports:	Tonnage	None.
	Vehicles/Wagons	None.
	Main origins	None.
Transit:	Tonnage	None.
	Vehicles/Wagons	None.
Nationality of main transporters:		N/A.

Infrastructure

General Description:	The road from Nyuvadi village into Azerbaijan was indicated as being in good condition. The road between Meghri and Nyuvadi - 35 kms - is unsuitable for heavy transport. The section between Shvanidzor and Nyuvadi was under construction, but work has been suspended due to funding problems. The rail link is open and in operation between Meghri into the "sterile" zone in Azerbaijan.
Buildings No and Condition:	There are currently no border facilities.
Parking Areas:	N/A.
Site Access:	N/A.
Site Security:	N/A.
Adjacent Road/Rail Conditions:	As indicated above
Bonded Warehousing:	None.

Human Resources

Manning Levels: None.
Experience: None.
Shift Patterns: None.
Training: None.

Equipment

Office Equipment: None.
Date Processing: None.
Communication Equipment: None.
Power: None.
Control / Detecting Equipment: None.

Procedures

Imports: None.

Exports : None.

Transit: None.

Performance

Dwell time: - Imports	-	average	-	peak
Exports	-	average	-	peak

Other processes undertaken at Border

Immigration: None.
Security: None.
Transshipment: None.
Trading market: None.
Other: None.

Constraints/ Problems

Location: Inaccessible by road for heavy transport. The existing road from Meghri follows

the river Araks valley. The mountains on the Armenian side come up to the river's edge. Any limited area that is available, is taken by the railway. The existing road is less than 3 metres wide with no barriers and accessible to 4 wheel drive vehicles only with extreme care.

Traffic between Nakhichevan and Azerbaijan has been transferred across to the Iranian side. The crossing in Nakhichevan is at Julfa and in Azerbaijan at Belasuar. The Iranians have invested in a new road and construction work was noted near Meghri. The mountains on the south side are further from the river, thus allowing easier construction. Substantial traffic was noted on this road.

Infrastructure: -

Human Resources: -

Equipment: -

Procedures: -

Performance: -

Other: -

Recommendations

- 1) Road access between Nyuvadi and Meghri. This will require a new routing from Meghri away from the river direct to Aldara and Shvanidzor and completion of the link to Nyuvadi.
- 2) Construction of new border post facilities with office, communication and checking equipment when the border is re-opened.

Surface Transport Customs Control Points

Country: ARMENIA
Name of Crossing: AGARAK
From: ARMENIA
To: AZERBAIJAN (NAKHICHEVAN)
Mode: ROAD & RAIL
Status: CLOSED
Classification: TRACECA - MINOR CROSSING

Annual Traffic Levels

Imports:	Tonnage	None.
	Vehicles/Wagons	None.
	Main origins	None.
Exports:	Tonnage	None.
	Vehicles/Wagons	None.
	Main destinations	None.
Transit:	Tonnage	None.
	Vehicles/Wagons	None.
Nationality of main transporters:		N/A.

Infrastructure

General Description: Traditionally a busy crossing handling both domestic traffic down from Yerevan to Meghri and international transit traffic to Iran.

Buildings No and Condition: There are currently no border facilities.

Parking Areas: N/A.

Site Access: N/A.

Site Security: N/A.

Adjacent Road/Rail Conditions: The road from Meghri to the border line was indicated as being in good condition. The rail link from Meghri to Nakhichevan is not being used west of the Meghri Customs post.

Bonded Warehousing: None.

Human Resources

Manning Levels: None.

Experience: None.

Shift Patterns: None.

Training: None.

Equipment

Office Equipment: None.
Data Processing: None.
Communication Equipment: None.
Power: None.
Control/ Detecting Equipment: None.

Procedures

Imports: -
Exports: -
Transit: -

Performance

Dwell time: - Imports - average - peak
Exports - average - peak

Other processes undertaken at Border

Immigration: None.
Security: None.
Transshipment: None.
Trading market: None.
Other: None.

Constraints/ Problems

Location: Traffic between Nakhichevan and Azerbaijan has now been transferred across to the Iranian side. The crossing in Nakhichevan is at Julfa and in Azerbaijan at Belasuvar. The Iranians have invested in a new road running along the south bank of the river and construction work was noted near Meghri. The mountains on the south side are further from the river, thus allowing easier construction. Substantial traffic was noted on this road.

Infrastructure:	-
Human Resources:	-
Equipment:	-
Procedures:	-
Performance:	-
Other:	-

Recommendations

- 1) Possible construction of new border post facilities with office, communication and checking equipment when the border is re-opened. However, it may be possible to use the existing Meghri border post as it is a short distance from Agarak. Some minor road works may be required to use the Meghri post as the entry/exit to Nakhichevan.

Surface Transport Customs Control Points

Country: ARMENIA
Name of Crossing: EJAVAN
From: ARMENIA
To: AZERBAIJAN (QASAK)
Mode: ROAD & RAIL
Status: CLOSED
Classification: TRACECA - MINOR CROSSING

Annual Traffic Levels

Imports:	Tonnage	None.
	Vehicles/Wagons	None.
	Main origins	None.
Exports:	Tonnage	None.
	Vehicles/Wagons	None.
	Main destinations	None.
Transit:	Tonnage	None.
	Vehicles/Wagons	None.
Nationality of main transporters:		N/A.

Infrastructure

General Description: This was traditionally the main border between Armenia and Azerbaijan thus bypassing Georgia. This post interfaces with Qasak in Azerbaijan.

Buildings No and Condition: There are currently no border facilities but accommodation for Customs would be available in a double storey stone building located at the road border. Buildings may be available in Azalamut for the rail customs post.

Parking Areas: The road is wide in the proximity of the border so that adequate parking should be available.

Site Access: Good access with straight road, though some road surface damage.

Site Security: Provided by the Border police and military.

Adjacent Road/Rail Conditions: The road from Dilijan to the border is in reasonable condition but with some potholing, especially closer to the border. The rail line is closed.

Bonded Warehousing: None.

Human Resources

Manning Levels:	None.
Experience:	None.
Shift Patterns:	None.
Training:	None.

Equipment

Office Equipment:	None.
Date Processing:	None.
Communication Equipment:	None.
Power:	None.
Control /Detecting Equipment:	None.

Procedures

Imports:	-
Exports:	-
Transit:	-

Performance

Dwell time: - Imports	-	average	-	peak
Exports	-	average	-	peak

Other processes undertaken at Border

Immigration:	None.
Security:	None.
Transshipment:	None.
Trading market:	None.
Other:	None.

Constraints/ Problems

Location:	Although the border is closed and there is damage to buildings in the surrounding
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area from the conflict, the road border appears to be in reasonable condition and could be reopened with only minor works. The same was indicated for the rail activity, though there may be more substantial problems with the rail infrastructure as it has been out of operation for some time.

Infrastructure: -

Human Resources: -

Equipment: -

Procedures: -

Performance: -

Other: -

Recommendations

- 1) Refurbishment of building at road border and supply of office, communication and checking equipment.
- 2) Provision of a building for the railway customs unit and supply of office and communication equipment.

Surface Transport Customs Control Points

Country: ARMENIA
Name of Crossing: BAGRATASHEN
From: ARMENIA
To: GEORGIA (SADAKHLO)
Mode: ROAD
Status: OPEN - 24 HOURS
Classification: TRACECA - MINOR CROSSING

Annual Traffic Levels

Imports:	Tonnage	Approx. 25,000 tonnes per annum, including transit. Main commodities are tyres, alcohol, food and car parts.
	Vehicles/Wagons	Approx. 2,500 trucks per annum.
	Main origins	Russia, Turkey, Georgia and the Georgian ports for Armenia.
Export:	Tonnage	Approx. 15,000 tonnes per annum including transit . Main commodities are textiles, chemicals and electrical goods.
	Vehicles/Wagons	Approx. 2,500 trucks per annum, including empties.
	Main origins	Armenia and shipments from Iran to Georgia and Georgian ports.
Transit:	Tonnage	N/A, but not considered significant percentage of overall tonnage.
	Vehicles/Wagons	N/A.
Nationality of main transporters:		Mainly Armenian or Georgian with some Russian and Bulgarian.

Infrastructure

General Description: This border is the second largest road crossing in Armenia and is the main road link into Georgia. The border post is at the east end of the bridge over the Debed river. This border interfaces with the Sadakhlo border post in Georgia.

Buildings No and Condition: One stone building in poor condition, but with new building under construction an adjacent site.

Parking Areas: Only parking areas are along the road which is wider at this point. However, the use of the convoy system in Georgia leads to some roadside congestion on Tuesdays and Fridays.

Site Access: Road near border post in good condition with straight level approach.

Site Security: East end of bridge manned by Border Guards, who are responsible for

Site Security: East end of bridge manned by Border Guards, who are responsible for immigration issues. Control is with standard drop pole system.

Adjacent Road Conditions: Road from Vanadzor in variable condition with major roadworks in Debed valley, near Alaverdi. Road suitable for heavy vehicles, though average driving speed low due to some potholing.

Bonded Warehousing: None.

Human Resources

Manning Levels: 30 staff.

Experience: Only 3 experienced personnel.

Shift Patterns: 4 shifts of 12 hours with 6 officers per shift.

Training: Recognised as a problem. Covered mainly by on-the-job training , with occasional training in Yerevan. 3 year testing programme in operation.

Equipment

Office Equipment: Furniture only. 1 broken copier.

Date Processing: None.

Communication Equipment: Mainly use radio. Telephones are unreliable.

Power: Satisfactory.

Control /Detecting Equipment: None.

Procedures

Imports : Standard import procedure. High percentage of private rather than registered corporate declarations.

Exports : Standard export procedure. 70% were estimated to be private declarations

Transit: Standard transit procedure.

Performance

Dwell time: - Imports	15 - 60 mins	average	2 hours	peak
Exports	15 - 60 mins	average	2 hours	peak

This excludes any waiting times for convoys to form. This is a security rather than a Customs problem.

Other processes undertaken at Border

Immigration:	Undertaken by Border Guards. Drivers required to have visas in advance.
Security:	Performed by Frontier Guards.
Transshipment:	None at border.
Trading market:	Located approximately 5 kms from border at Latvar. Two local trading markets either side of connecting footbridge. Customs in attendance to collect VAT on trader sales.
Other	None.

Constraints/ Problems

Location:	None, though connecting roads are in variable condition.
Infrastructure:	Current office has no facilities and is in poor condition, but this should partly be remedied by new structure under construction.
Human Resources:	Lack of trained staff forces more reliance on a few key men, especially at busy periods.
Equipment:	No equipment present. The lack of reliable telecommunications would limit potential to extend ASYCUDA network to this location.
Procedures:	No significant problem with customs aspects.
Performance:	Adequate.
Other:	Due to security problems on the Georgian side, many transporters travel in convoys on a Tuesday and Friday. This leads to artificial peaking at the border and some congestion. There is also some evidence to indicate a growing market penetration by Georgian hauliers as Armenian forwarders consider that Georgian trucks are less susceptible to problems within Georgian territory.

Recommendations

- 1) Completion of new border post and supply of appropriate office and checking equipment.
- 2) Resolution of some of the security/payments problems in Georgia.



ARMENIA - Bagratashen

Surface Transport Customs Control Points

Country: ARMENIA
Name of Crossing: AYRUM
From: ARMENIA
To: GEORGIA (SADAKHLO)
Mode: RAIL
Status: OPEN - 24 HOURS
Classification: TRACECA - MINOR CROSSING

Annual Traffic Levels

Imports:	Tonnage	Approx. 500,000 tonnes per annum. Main commodities are fuel, wheat, flour and relief goods.
	Vehicles/Wagons	Approx. 4,000 rail wagons per annum.
	Main origins	From Poti/Batumi ports to Armenia.
Export:	Tonnage	Approx. 60,000 tonnes per annum. Main commodities are scrap, cement, salt and mineral concentrates.
	Vehicles/Wagons	Approx. 4000 rail wagons per annum, including empties.
	Main origins	Armenia for Georgia and Georgian ports.
Transit:	Tonnage	None.
	Vehicles/Wagons	None.
Nationality of main transporters:		N/A.

Infrastructure

General Description: Only Armenian international rail link still open and is for freight only. The wagons are in a closed circuit between Armenia and the Georgian ports of Poti and Batumi. Goods carried are mainly bulk or semi-bulk cargoes with no general or containerised movements. Customs facility is located at the Ayrum main railway station.

Buildings No and Condition: Single separate office rented from Armenian Railways.

Parking Areas: Ample sidings available.

Site Access: Adequate.

Site Security: None as open station area.

Adjacent Rail Conditions: Track appears in working condition.

Bonded Warehousing: None.

Human Resources

Manning Levels: 35 staff, including coverage for small road border crossing.
Experience: Adequate.
Shift Patterns: 4 shifts of 12 hours with 4/5 officers per shift.
Training: On-the-job training only.

Equipment

Office Equipment: None.
Data Processing: None.
Communication Equipment: Telephone broken . Use radio.
Power: Not reliable. Have installed battery system.
Control /Detecting Equipment: Metal detectors only (for passenger work).

Procedures

Imports: Standard rail export procedures.
Exports: Standard rail import procedures.
Transit: None.

Performance

Dwell time: - Imports	90 mins	average	90 mins	peak
Exports	90 mins	average	90 mins	peak

With rail, traffic clearance times are usually less critical. This is because goods are usually cleared as a block consignment and there are delays in the physical rail activity due to the need to change locomotives or shunt.

Other processes undertaken at Border

Immigration: None.
Security: None.
Transshipment: None.
Trading market: None.
Other: Passenger train service, which does not cross the border.

Constraints/ Problems

Location:	Adequate.
Infrastructure:	Lack of own office is considered by local staff to be detrimental as in poor condition with unreliable power supply.
Human Resources:	Adequate.
Equipment:	No equipment with particular problem of inability to copy railway consignment notes.
Procedures:	None.
Performance:	Whilst clearance times are adequate, trains can be delayed by 2-7 days because of problems within the rail network.
Other:	None.

Recommendations

- 1) Improvements in office facilities by either refurbishing existing offices, based on long term lease arrangement or provision of own facilities.
- 2) Provision of office equipment, especially copier, telephone and possibly a fax.



ARMENIA - Ayrum

Surface Transport Customs Control Points

Country: ARMENIA
Name of Crossing: GOGAVAN
From: ARMENIA
To: GEORGIA (GUGUTI)
Mode: ROAD
Status: OPEN - 24 HOURS
Classification: TRACECA - MINOR CROSSING

Annual Traffic Levels

Import:	Tonnage	Approx. 10,000 tonnes per annum, including transit. Main commodities are fuel, foodstuffs and alcohol.
	Vehicles/Wagons	Approx. 1,000 trucks per annum.,
	Main origins	Georgia, Russia and Bulgaria for Armenia.
Export:	Tonnage	Approx. 5,000 tonnes per annum, including transit. Main commodities are scrap metals and textiles.
	Vehicles/Wagons	Approx. 1,000 trucks per annum, including empties.
	Main origins	Armenia for Russia and Georgia.
Transit:	Tonnage	Believed to be small but some through traffic from Iran with transshipment.
	Vehicles/Wagons	N/A.
Nationality of main transporters:		Armenian, Georgian, Bulgarian and Russian.

Infrastructure

General Description: Remote mountain border crossing acts as alternative to busier Bagratashen crossing. This border post interfaces with the Guguti crossing in Georgia.

Buildings No and Condition: Single temporary building in poor condition.

Parking Areas: Only area available is on roadside.

Site Access: Road from Vanadzor includes 2km tunnel and road in variable condition with surface damage. It is very exposed in winter, so subject to temporary closure in bad weather.

Site Security: Provided by Border Guard.

Adjacent Road Conditions: Road passable with care but potholing and loss of surfacing. Conditions on the Georgian side are more difficult, with steep narrow mountain roads.

Bonded Warehousing: None.

Human Resources

Manning Levels: 30 staff covering this post, local airport and another small crossing.
Experience: Adequate with low staff turnover.
Shift Patterns: 4 shifts of 12 hours with 5 officers per shift.
Training: On-the-job training.

Equipment

Office Equipment: Furniture and safe.
Data Processing: None.
Communication Equipment: Radio only.
Power: Unreliable.
Control /Detecting Equipment: None.

Procedures

Imports: Standard import procedures.
Exports: Standard export procedures.
Transit: Standard transit procedures.

Performance

Dwell time: - Imports	15-20 mins	average	1-2 hours	peak
Exports	15-20 mins	average	1-2 hours	peak

Other processes undertaken at Border

Immigration: Undertaken by Border Guards. All drivers must have visas in advance.
Security: Performed by Border Guards.
Transshipment: None.
Trading market: None.
Other: None.

Constraints/ Problems

Location: Sometimes closed in winter, with difficult road especially on Georgian side.

Infrastructure:	Temporary building only. Adjacent stone building used by Border Guards has been abandoned due to water coming down hillside.
Human Resources:	Adequate.
Equipment:	Poor furniture and lack of checking equipment, copiers and computers.
Procedures:	Adequate.
Performance:	Adequate.
Other:	None.

Recommendations

- 1) Provision of new border facilities with office and communication equipment.
- 2) Some hostel facilities requested for stranded drivers in winter.



ARMENIA - Gogavan

Surface Transport Customs Control Points

Country: ARMENIA
Name of Crossing: BAVRA
From: ARMENIA
To: GEORGIA (NINOTSMINDA)
Mode: ROAD
Status: OPEN - 24 HOURS
Classification: TRACECA - MINOR CROSSING

Annual Traffic Levels

Imports:	Tonnage	Approx. 30,000 tonnes per annum. Main commodities are confectionery, soft drinks and alcohol.
	Vehicles/Wagons	Approx. 2,000 trucks per annum excluding Russian military.
	Main origins	Poti port, Turkey and Bulgaria for Armenia.
Exports:	Tonnage	Approx. 20,000 tonnes per annum including transit. Main commodities consist of scrap metal, machine tools and gloves.
	Vehicles/Wagons	Approx. 2,000 trucks per annum, including empties but excluding Russian military.
	Main origins	Russia, for Armenia.
Transit:	Tonnage	N/A, mainly scrap to Russia.
	Vehicles/Wagons	N/A.
Nationality of main transporters:		Armenian, Georgian, Turkish, Russian and Bulgarian.

Infrastructure

General Description: This crossing is the more direct route to Poti/Batumi on a high plateau in a mountainous area. It interfaces with the Ninotsiminda crossing in Georgia. Due to the poor road conditions and perceived security problems, this route is not favoured by some carriers. Opening up of border crossing near Ninotsminda into Turkey (Ochoshani) may stimulate volumes.

Buildings No and Condition: 4 huts in poor condition: one for Manager and private customers, one for officers, one for 2 deputies and one canteen/resthouse.

Parking Areas: Parking is on the verges of main road.

Site Access: Good access on straight road with slight incline.

Site Security: Provided by Police

Adjacent Road Conditions: Road from Gyumri in variable condition with potholing and occasional loss of surfacing. However, conditions are more difficult on the Georgian side of the border.

Bonded Warehousing: None.

Human Resources

Manning Levels: 23 staff
Experience: Limited due to high staff turnover.
Shift Patterns: 4 shifts of 24 hours each with 5 officers per shift.
Training: Training problems due to loss of staff. Reliance on use of on-the-job training.

Equipment

Office Equipment: Some office furniture and typewriter.
Data Processing: None.
Communication Equipment: Telephone not reliable but have radio.
Power: 6-8 hours per day but have own generator (broken).
Control /Detecting Equipment: Metal detector and dollar checker.

Procedures

Imports: Standard import procedures.
Exports: Standard export procedures.
Transit: Standard transit procedures.

Performance

Dwell time: - Imports	10-15 mins	average	1-2 hours	peak
Exports	10-15 mins	average	1-2 hours	peak

Other processes undertaken at Border

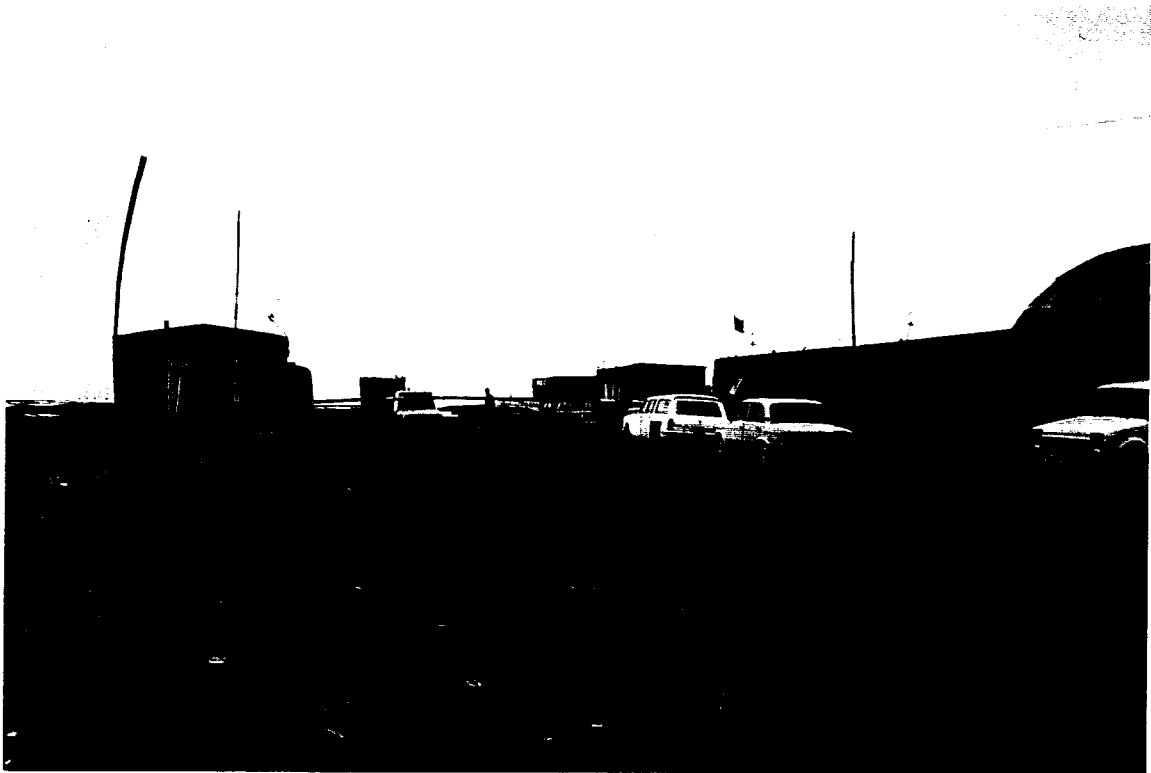
Immigration: Only Armenian land border where immigration officials are based to provide visas.
Security: Provided by Police.
Transshipment: None.
Trading market: None.
Other: Veterinary and agricultural officials to check loads.

Constraints/ Problems

Location:	Remote location with good road Yerevan to Gyumri but poor up to the border. Major problems are adverse road conditions and security concerns on the Georgian side of the border. This is resulting in low volume and reduction in numbers of Armenian trucks in favour of Georgian. There is a proposal to rebuild the road with a World Bank loan.
Infrastructure:	Temporary huts split into different activities makes co-ordination more difficult.
Human Resources:	High staff turnover results in lack of trained personnel. Loss is partly due to harsh environment in winter.
Equipment:	None available so all manual process.
Procedures:	Adequate.
Performance:	Adequate.
Other:	This is the only border manned by the police, whereas all others are manned by Border Guards. Police are stopping vehicles for checks including breaking the customs seals. The reasons for this action was not clear and seems a duplication of customs responsibility. It can lead to significant delays of up to 3 weeks, particularly for export scrap to Russia.

Recommendations

- 1) Resolution of the problems regarding checking of vehicles by the police.
- 2) Provision of new office with appropriate facilities.
- 3) Supply of a reliable telephone link.
- 4) Consideration of provision of accommodation to put up stranded drivers in winter.



ARMENIA - Bavra

Surface Transport Customs Control Points

Country: ARMENIA
Name of Crossing: AKUZIK
From: ARMENIA
To: TURKEY
Mode: ROAD & RAIL
Status: CLOSED
Classification: NON-TRACECA - MINOR CROSSING

Annual Traffic Levels

Imports:	Tonnage	None.
	Vehicles/Wagons	None.
	Main origins	None.
Exports:	Tonnage	None.
	Vehicles/Wagons	None.
	Main origins	None.
Transit:	Tonnage	None.
	Vehicles/Wagons	None.
Nationality of main transporters:		N/A.

Infrastructure

General Description:	Traditionally one of the busiest borders prior to closure due to dispute with Azerbaijan. Would be expected to become a major crossing again on resolution of conflict with Azerbaijan.
Buildings No and Condition:	Ex-Meat processing office expected to be refurbished for the rail customs point. Plans to construct major road border facility.
Parking Areas:	Understood to be adequate parking and sidings (Akhurian 1)
Site Access:	Both road and rail access indicated as in reasonable condition.
Site Security:	Border manned by Russian Frontier Guard Units only.
Adjacent Road/Rail Conditions:	Both road and rail links indicated as in good condition.
Bonded Warehousing:	None.

Human Resources

Manning Levels:	None.
Experience:	None.
Shift Patterns:	None.

Training: None.

Equipment

Office Equipment: None.
Data Processing: None.
Communication Equipment: None.
Power: Good with powerline take-off.
Control /Detecting Equipment: None.

Procedures

Imports: -
Exports: -
Transit: -

Performance

Dwell time: - Imports	-	average	-	peak
Exports	-	average	-	peak

Other processes undertaken at Border

Immigration: None.
Security: Performed by Frontier Guard.
Transshipment: None.
Trading market: None.
Other: None.

Constraints/ Problems

Location: Border Closure.
Infrastructure: Need to change rail gauge between Russian and Turkish system. This process takes up to 4 hours. Indication that all equipment is being maintained.
Human Resources: -
Equipment: -

Procedures:	-
Performance:	-
Other:	-

Recommendations

- 1) When border re-opens completion of the refurbishment of rail post will be required and office equipment will need to be supplied.
- 2) Construct road border facility and provide office equipment. Plans to build a similar complex to that at Meghri are under consideration.

Surface Transport Customs Control Points

Country: ARMENIA
Name of Crossing: YERASKH
From: ARMENIA
To: AXERBAIJAN (NAKHICHEVAN)
Mode: ROAD & RAIL
Status: CLOSED
Classification: TRACECA - MINOR CROSSING

Annual Traffic Levels

Import:	Tonnage	None.
	Vehicles/Wagons	None.
	Main origins	None.
Export:	Tonnage	None.
	Vehicles/Wagons	None.
	Main destinations	None.
Transit:	Tonnage	None.
	Vehicles/Wagons	None.
Nationality of main transporters:		N/A.

Infrastructure

General Description: Traditionally was a busy crossing as the main through route from Yerevan to the south and Iran via the Araks valley.

Buildings No and Condition: N/A.

Parking Areas: N/A.

Site Access: N/A.

Site Security: N/A.

Adjacent Road/Rail Conditions: Both road and rail links appear in reasonable condition. The road is still the main route to the south until branching off near the border. The rail line is also in use for local movements between Yerevan and Yeraskh.

Bonded Warehousing: None.

Human Resources

Manning Levels: None.
Experience: None.
Shift Patterns: None.
Training: None.

Equipment

Office Equipment: None.
Data Processing: None.
Communication Equipment: None.
Power: None.
Control /Detecting Equipment: None.

Procedures

Imports : -

Exports : -

Transit: -

Performance

Dwell time: - Imports - average - peak
 Exports - average - peak

Other processes undertaken at Border

Immigration: None.
Security: None.
Transshipment: None.
Trading market: None.
Other: None.

Constraints/ Problems

Location:

Closed border. Armenian and Iranian traffic has to detour through the mountains instead of along the Araks valley, thus significantly increasing transport costs. The closure of the rail line through Nakhichevan also represents loss of transit earnings on traffic from Azerbaijan and central Asia through to Turkey.

Infrastructure: -

Human Resources: -

Equipment: -

Procedures: -

Performance: -

Other: -

Recommendations

- 1) Opening of the border would require the provision of new facilities with office and communications equipment.

Azerbaijan

Surface Transport Customs Control Points

Country: AZERBAIJAN
Name of Crossing: BAKU - FERRY TERMINAL
From: AZERBAIJAN
To: TURKMENISTAN (TURKMENBASHI)
Mode: ROAD & RAIL
Status: OPEN - 24 HOURS
Classification: TRACECA - MINOR CROSSING

Annual Traffic Levels

Import:	Tonnage	Approx. 200,000 tonnes per annum, including transit. Main commodities by rail are cotton and construction materials and by road are food products, clothing, machinery and construction materials.
	Vehicles/Wagons	Approx. 3,500 rail wagons and 6,500 road trucks per annum, including empties.
	Main origins	Rail - Central Asia, mainly Uzbekistan, through to Georgian ports and by road - Russia to Azerbaijan and Georgia.
Export:	Tonnage	Approx. 200,000 tonnes per annum, including transit. Main commodities by rail are wheat, construction materials and steel pipes and by road are food products, drinks, consumer goods, agricultural goods and construction materials.
	Vehicles/Wagons	Approx. 3,500 rail wagons and 6,500 road trucks per annum, including empties.
	Main origins	Rail - Georgian ports to Uzbekistan and Azerbaijan to Turkmenistan and by road - to Central Asia from Turkey (alcohol), and Azerbaijan and Georgia to Russia.
Transit:	Tonnage	Approx. 350,000 tonnes per annum or 85% of traffic.
	Vehicles/Wagons	Approx. 6,500 rail wagons and 11,000 road trucks per annum.
Nationality of main transporters:		Russian, Turkish, and Azerbaijan.

Infrastructure

General Description: This is the largest Customs control point in the port and is the TRACECA link, with only limited other traffic moving through the port. The nominal closure of the Russian border to the north has resulted in a diversion of traffic across the Caspian Sea. A high percentage of the road traffic is therefore north-south rather than east-west. The rail traffic is east-west between Central Asia and

Buildings No and Condition:	the Georgian ports. Main office consists of a two room building adjacent to the loading ramps. The Chief has a separate office building approx. 50 metres to the north. Plans are underway to purchase/rent an additional two storey building adjacent to the terminal area as rest facilities.
Parking Areas:	There is limited parking available in the terminal area for approx. 20 trucks. In practice, export vehicles are held in the adjacent port road system until a sailing is programmed.
Site Access:	Access to the ferry terminal is off one of the main roads in the city.
Site Security:	Undertaken by both border guard and Police with gates and pole barriers.
Adjacent Road/Rail Conditions:	The immediate access roads to the terminal are narrow and in poor condition with loss of surfacing. These roads are used for parking and transfer of goods resulting in significant congestion.
Bonded Warehousing:	None in immediate area, although ICD/TIR park is nearby.

Human Resources

Manning Levels:	45 staff.
Experience:	Experienced personnel with 2-3 years experience and low staff turnover.
Shift Patterns:	4 shifts of 24 hours with 10 officers per shift.
Training:	Head office course followed by certification and on-the-job training.

Equipment

Office Equipment:	Office furniture only.
Data Processing:	No computers.
Communication Equipment:	3 telephones, all reasonably reliable.
Power:	Reliable 220v and 380v from port system.
Control/Detecting/Testing Equipment:	Metal detector only.

Procedures

Imports:	Standard road and rail import procedure.
Exports:	Standard road and rail export procedure.
Transit:	Standard road and rail transit procedure.

For rail traffic only the seals are checked before sending on to central rail facility 10 kms away.

Performance

Dwell time:	Imports	1 hour	average	3 hours	peak
	Exports	1 hour	average	3 hours	peak

It should be noted that export goods require pre-clearance from the control port office before coming to the ferry terminal. The indicated dwell times are not regarded as reliable as import traffic will arrive in batches from the vessel and therefore 3-4 hours may be more realistic. For export, the goods are precleared but may have to wait up to two days for a vessel, as the ferry only sails when there is a full maindeck cargo (2,000 tonnes) awaiting shipment.

Other processes undertaken at Border

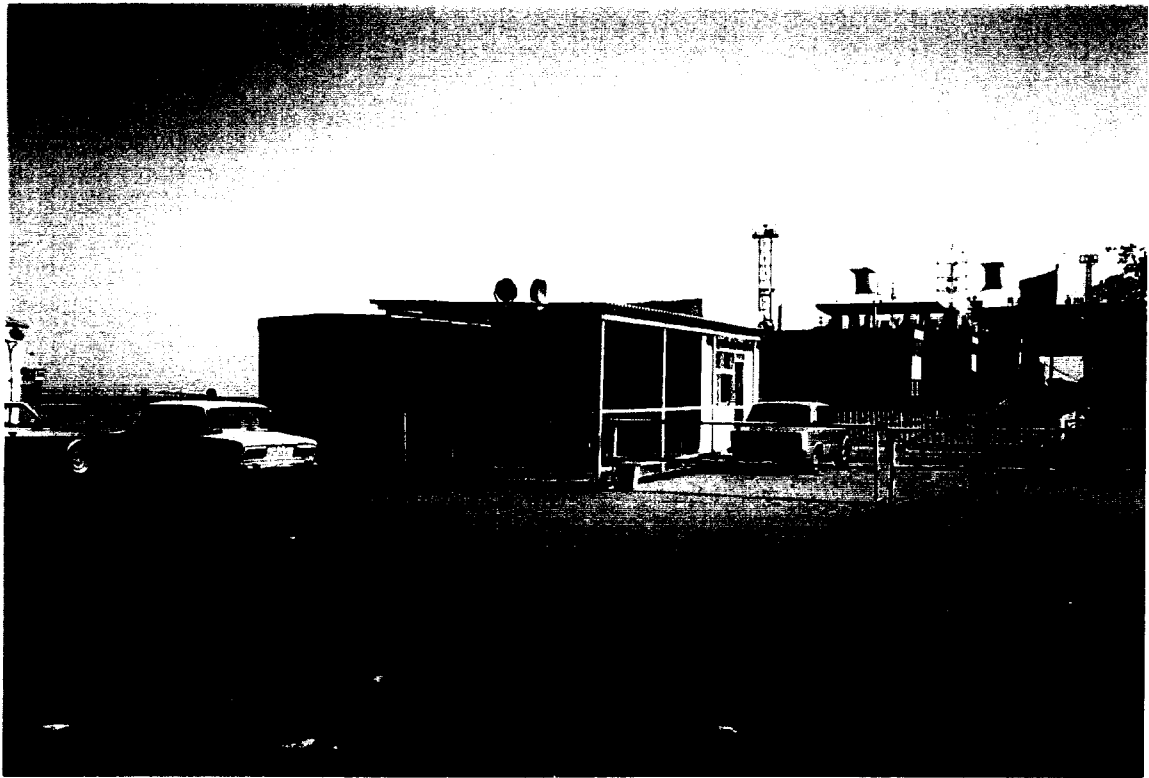
Immigration:	Performed by Border Guard.
Security:	Undertaken by Border Guard.
Transshipment:	None.
Trading market:	None.
Other:	Police, Veterinary, Quarantine, Sanitary and Fiscal Inspectorate (Road Tax).

Constraints/ Problems

Location:	The location in relation to the loading ramps is ideal. The ferry terminal may need some re-construction due to rising water levels.
Infrastructure:	The layout of the ferry terminal facilities is confused and poorly planned leading to congestion and difficult working conditions to undertake effective customs work. It is assumed that the Traceca port project is addressing this issue. The terminal was originally designed as a rail facility and is therefore not ideal for a dual mode function. There are inadequate holding areas for road vehicles, both on site and on the approach roads.
Human Resources:	Adequate. On-demand sailings require 24 hour cover.
Equipment:	Lack of data collection and detection equipment.
Procedures:	Adequate, though dual role with the port customs office may be confusing to users.
Performance:	Adequate under conditions. Problem is more related to on-demand nature of service rather than on Customs performance.
Other:	Lack of scheduling results in extra costs and manning in order to provide 24 hour cover, which is often not required.

Recommendations

- 1) A total redesign of the ferry terminal is required. This could involve provision of new Customs facilities with all facilities being housed in a single building. Inspection areas would also be required with a traffic management system within the site.
- 2) Supply of office equipment, including computers.
- 3) Provision of additional detection equipment.



AZERBAIJAN - Baku

Surface Transport Customs Control Points

Country: AZERBAIJAN
Name of Crossing: SAMUR
From: AZERBAIJAN
To: RUSSIA
Mode: ROAD
Status: OPEN - 24 HOURS
Classification: NON-TRACECA - MINOR CROSSING

Annual Traffic Levels

Import:	Tonnage	Approx. 3,500 tonnes per annum. Main commodities are machinery, wheat and skins.
	Vehicles/Wagons	Approx. 350 trucks per annum.
	Main origins	Russia for Azerbaijan.
Export:	Tonnage	Approx. 15,000 tonnes per annum. Main commodities are agricultural produce.
	Vehicles/Wagons	Approx. 1,500 trucks per annum.
	Main origins	Azerbaijan for Russia.
Transit:	Tonnage	Approx. 6,000 tonnes per annum. Main commodities are consumer and foodstuffs routed up from Iran.
	Vehicles/Wagons	Approx. 500-700 trucks per annum.
Nationality of main transporters:		Russian vehicles only.

Infrastructure

General Description: Traditionally a busy border but technically closed due to problems in Chechnya, which is near. As a result most of the traffic has been diverted to the trans-Caspian ferry but some movements are still taking place, mainly localised traffic and transshipments at the border.

Buildings No and Condition: Single building with 4 rooms and hallway including canteen and rest room. Structure in moderate condition.

Parking Areas: Adequate parking for current volumes of traffic.

Site Access: Reasonable as on straight road.

Site Security: Provided by Border Guard.

Adjacent Road/Rail Conditions: Road from Baku in reasonable condition.

Bonded Warehousing: None.

Human Resources

Manning Levels: 40 staff.
Experience: Most personnel have been present for more than 2 years.
Shift Patterns: 4 shifts of 24 hours with 10 officers per shift.
Training: Courses in Baku and certification followed by on-the-job training.
Additional courses for computer specialist.

Equipment

Office Equipment: Office furniture only.
Data Processing: Computer with stabiliser for registration work. No printer.
Communication Equipment: Telephone to regional office only.
Power: Not reliable in winter.
Control/Detecting/Testing Equipment: Metal detector.

Procedures

Imports: Standard import procedure.
Exports: Standard export procedure.
Transit: Standard transit procedure.

Performance

Dwell time:	Imports	1 hour	average	2 hours	peak
	Exports	30 mins	average	2 hours	peak

Goods being transhipped within the customs zone normally take 4-5 hours.

Other processes undertaken at Border

Immigration: Performed by Border Guard.
Security: Provided by Border Guard.
Transshipment: Undertaken on hard-standing area within Customs zone by drivers and casual labour, under Customs supervision.
Trading market: None.
Other: Veterinary, Quarantine, Sanitary, Police and Fiscal Inspectorate (Road Tax)

Constraints/ Problems

Location:

Infrastructure: Office in need of refurbishment.

Human Resources: Adequate.

Equipment: Lack of detection equipment and good communication system.

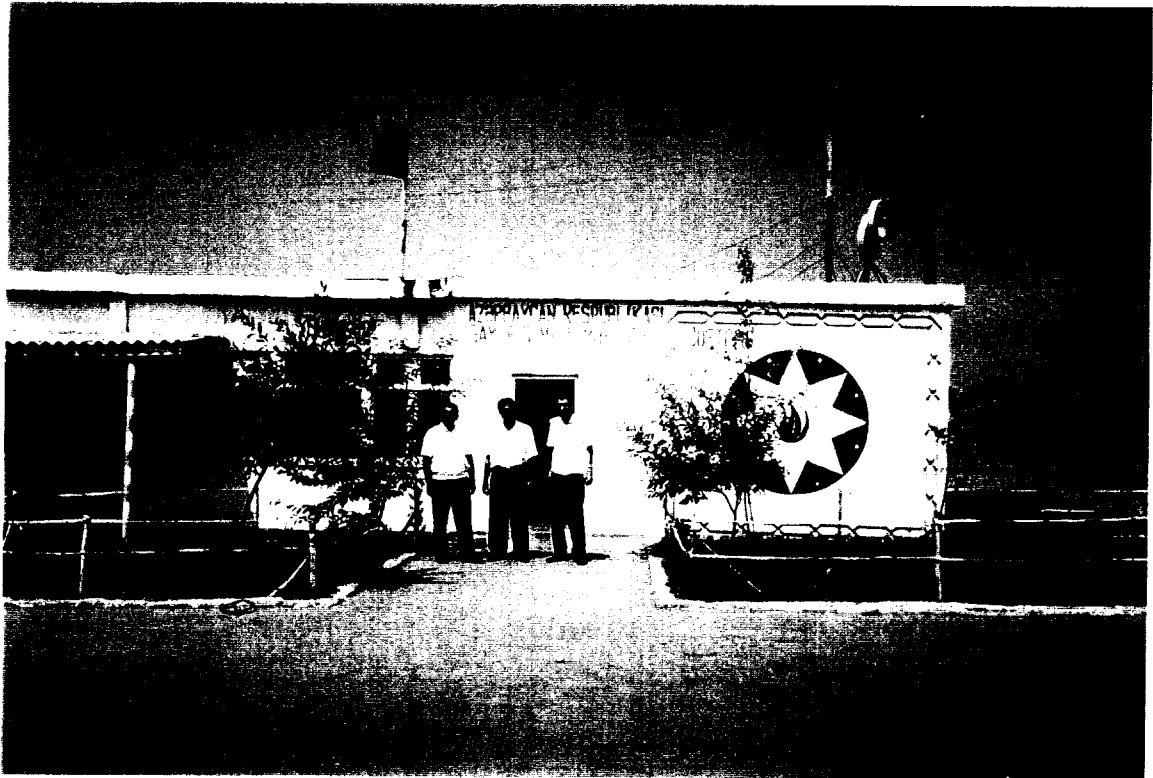
Procedures: Adequate, under current conditions.

Performance: Adequate, under current conditions.

Other: Major constraint is the restrictions placed on the border operation by the Russian Authorities due to the current problems in Chechnya.

Recommendations

- 1) Provision of more modern office facilities or up-grading of the existing structure.
- 2) Supply of improved communications with telephone communication to Baku and regional offices.
- 3) Provision of additional detection equipment.
- 4) Supply of portable generator for winter usage.



AZERBAIJAN - Samur

Surface Transport Customs Control Points

Country: AZERBAIJAN
Name of Crossing: YALAMA
From: AZERBAIJAN
To: RUSSIA
Mode: RAIL
Status: OPEN - 24 HOURS
Classification: NON - TRACECA - MINOR CROSSING

Annual Traffic Levels

Import:	Tonnage	Approx. 200,000 tonnes per annum. Main commodities are food products.
	Vehicles/Wagons	Approx. 6,500 full rail wagons per annum.
	Main origins	Europe, Russia and Ukraine to Azerbaijan.
Export:	Tonnage	Approx. 85,000 tonnes per annum. Main commodities are oil products, tobacco, electrical and agricultural goods.
	Vehicles/Wagons	Approx. 4,200 full rail wagons per annum.
	Main origins	Azerbaijan to Russia.
Transit:	Tonnage	None.
	Vehicles/Wagons	None.
Nationality of main transporters:		N/A.

Infrastructure

General Description:	Main rail border to the north. Indications were that this border is technically closed due to conflict in Chetchnia. Current movements have dropped from ten trains per day to only one but limited traffic is still moving despite the problems.
Buildings No and Condition:	Temporary building with 2 rooms positioned at end of passenger platform. Office in poor condition.
Parking Areas:	Adequate sidings.
Site Access:	Reasonable along platform on station.
Site Security:	Provided by Border Guard.
Adjacent Road/Rail Conditions:	Rail network indicated as being in reasonable order but some infrastructure problems resulting in speed limits.
Bonded Warehousing:	None.

Human Resources

Manning Levels: 6 staff.
Experience: Mainly staffed with experienced personnel.
Shift Patterns: 3 shifts of 24 hours with 1 officer per shift.
Training: Induction course and certification followed by on-the-job training.

Equipment

Office Equipment: Office furniture and safe only.
Data Processing: Computer present but not in use.
Communication Equipment: Rail telephone and link to regional office only. Also 2 mobile radios.
Power: Reliable supply as linked to rail system.
Control/Detecting/Testing Equipment: None.

Procedures

Imports: Standard rail import procedure.
Exports: Standard rail export procedure.
Transit: None.

Performance

Dwell time:	Imports	2 hours	average	N/A	peak
	Exports	2 hours	average	N/A	peak

Train can wait for up to 8 hours for permission to move so Customs time not affecting overall cargo transit times.

Other processes undertaken at Border

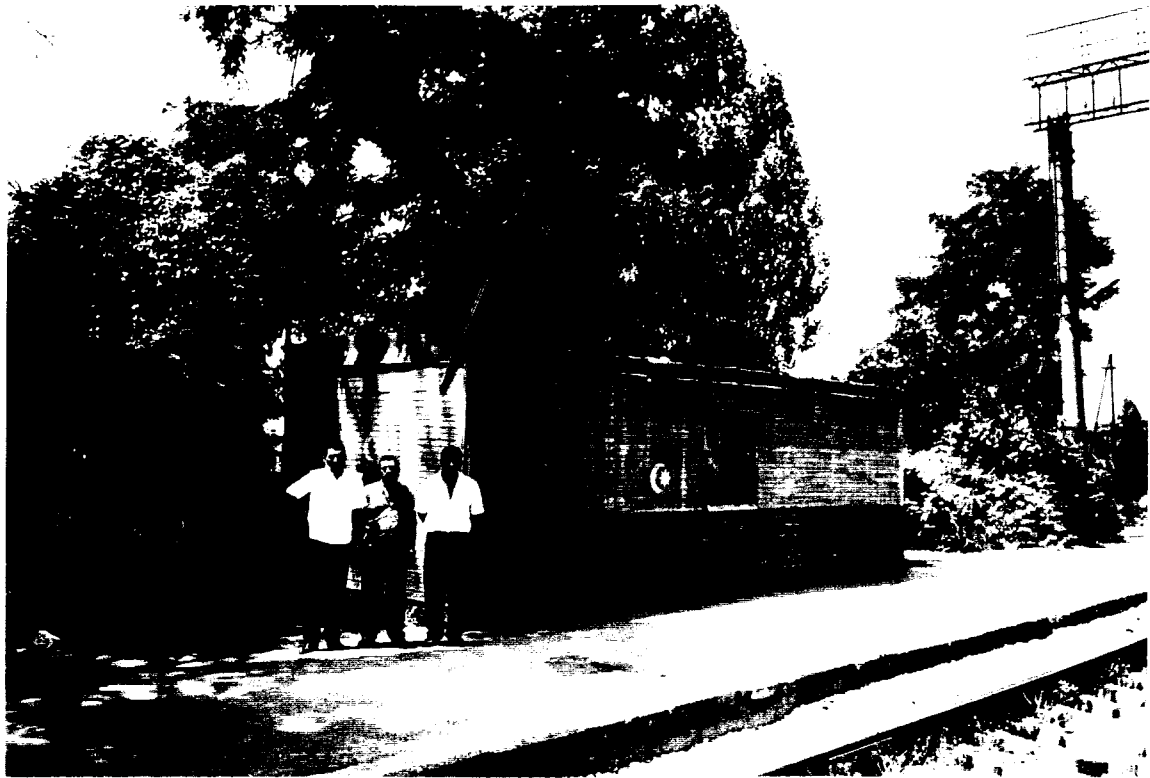
Immigration: Performed by Border Guard.
Security: Provided by Border Guard.
Transshipment: None.
Trading market: None.
Other: Police, Quarantine, rail workers and Russian Railways liaison officer.

Constraints/ Problems

Location:	Adequate, but remote position at end of platform.
Infrastructure:	Building in poor condition.
Human Resources:	Adequate.
Equipment:	Shortage of technical equipment, particularly communications and detection.
Procedures:	Adequate.
Performance:	Adequate.
Other:	Public access to sidings presents cargo security concerns.

Recommendations

- 1) Provision of a modern office building or unit.
- 2) Supply of an improved communication system.
- 3) Provision of additional detection equipment.
- 4) Supply of a printer for computer.



AZERBAIJAN - Yalama

Surface Transport Customs Control Points

Country: AZERBAIJAN
Name of Crossing: BELASUVAR
From: AZERBAIJAN
To: IRAN
Mode: ROAD
Status: OPEN - 0900-1800 HRS ONLY
Classification: NON - TRACECA - MINOR CROSSING

Annual Traffic Levels

Import:	Tonnage	Approx. 250,000 tonnes per annum, including transit. Main commodities are consumer and food products.
	Vehicles/Wagons	Approx. 17,500 trucks per annum, excluding Nachicevan services.
	Main origins	Iran and Turkey for Azerbaijan and Georgia.
Export:	Tonnage	None, as only empty vehicles allowed.
	Vehicles/Wagons	Approx. 17,500 trucks per annum, excluding Nachicevan.
	Main origins	Azerbaijan.
Transit:	Tonnage	Special arrangements for shipments of fuel and commodities to Nachicevan, estimated at around 50 Azeri trucks per day. Mainly empty on return journey.
	Vehicles/Wagons	Approx. 35,000 trucks per annum.
Nationality of main transporters:		Iranian with occasional Turkish. Azeri for Nachicevan traffic.

Infrastructure

General Description:	Main border for movement of traffic between Nachicevan and Azerbaijan. This border has queues of traffic waiting to cross in both directions.
Buildings No and Condition:	Offices on either side of the road consisting of 4 offices and restroom. Overhead canopy on each side of the road.
Parking Areas:	No parking area, so rely on using road leading to border resulting in congestion.
Site Access:	Congested due to queuing vehicles.
Site Security:	Provided by Border Guard.
Adjacent Road/Rail Conditions:	Road in reasonable condition from Baku to Belasuvar town but connection to border in very poor condition with corrugation, rutting and loss of surface.
Bonded Warehousing:	None.

Human Resources

Manning Levels: 30 staff.
Experience: Mainly long term personnel.
Shift Patterns: 2 shifts based on one week on/one week off as daywork only.
Training: Induction course followed by certification and on-the-job training.

Equipment

Office Equipment: No office furniture.
Data Processing: None.
Communication Equipment: 1 mobile radio.
Power: Unreliable, especially in winter.
Control/Detecting/Testing Equipment: None.

Procedures

Imports: Standard import procedure.
Exports: Standard export procedure.
Transit: Standard transit procedure. Domestic carriage notes only required for Nakhichevan.

Performance

Dwell time:	Imports	3-4 hours	average	1 day	peak
	Exports	3-4 hours	average	1 day	peak

Delays caused waiting to reach front of queue to be processed (10 mins) and by decision of Iranian Authorities to allow only single direction work at any time and daywork only.

Other processes undertaken at Border

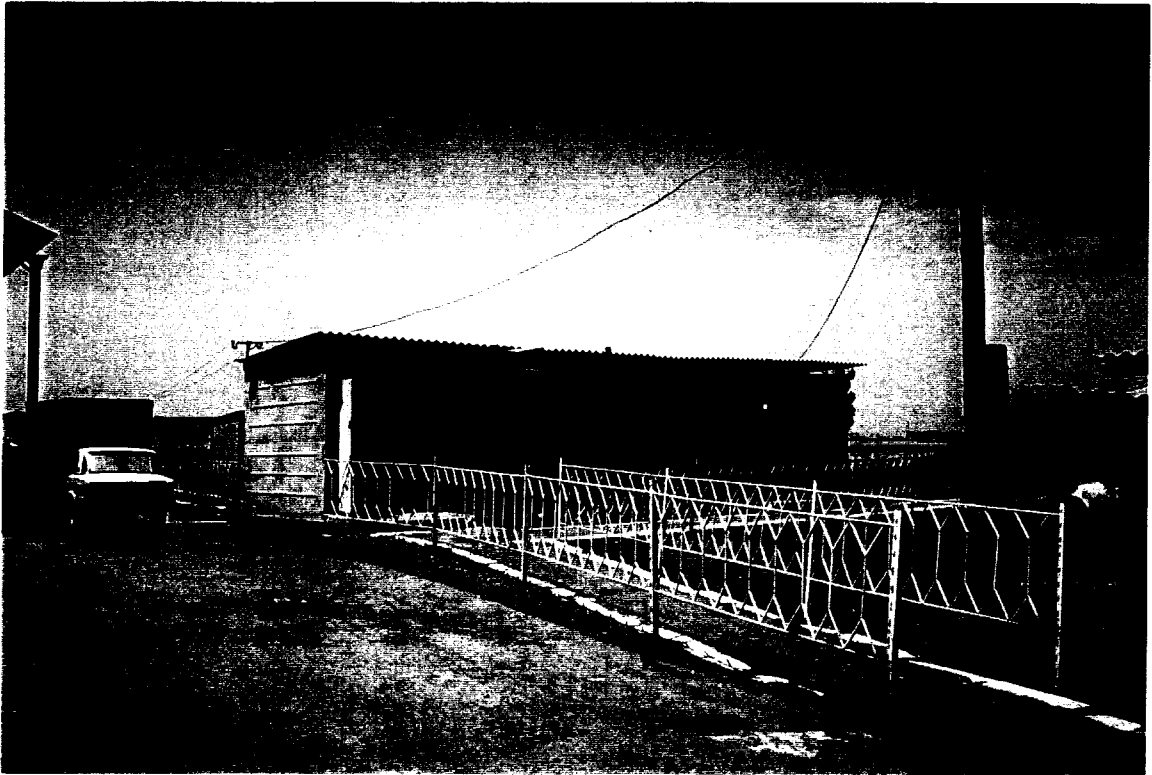
Immigration: Performed by Border Guard.
Security: Provided by Border Guard.
Transshipment: None.
Trading market: None.
Other: Doctor, Veterinary, Quarantine, Sanitary, Fiscal department (Road Tax) and Police.

Constraints/ Problems

Location:	Remote location with poor road connection.
Infrastructure:	Buildings in poor condition but plans are advanced for new facility 300 metres closer to Iran.
Human Resources:	Adequate.
Equipment:	Shortage of all basic equipment.
Procedures:	Adequate.
Performance:	Unsatisfactory mainly due to constraints placed on system by Iranian Authorities, but also scope for improvement in Azerbaijan operation .
Other:	None.

Recommendations

- 1) Lifting of restrictions in Iran to allow two-way simultaneous processing and 24 hour working.
- 2) Construction of the new office complex and to be provided with appropriate office equipment.
- 3) Improvement in traffic scheme to allow vehicles to be cleared whilst in the queue. This will involve planning of road system to give more parking.
- 4) Improvement in power with provision for a portable generator.
- 5) Provision of an enhanced communication and some detection equipment.
- 6) Supply of computer and printer.



AZERBAIJAN - Belasuvär

Surface Transport Customs Control Points

Country: AZERBAIJAN
Name of Crossing: ASTARA
From: AZERBAIJAN
To: IRAN
Mode: ROAD
Status: OPEN - 0900-2300 HRS ONLY
Classification: NON - TRACECA - MINOR CROSSING

Annual Traffic Levels

Import:	Tonnage	Approx. 480,000 tonnes per annum including transit. Main commodities are food, consumer goods, construction materials and industrial goods.
	Vehicles/Wagons	Approx. 25,000 trucks per annum.
	Main origins	Iran and shipments from Bandar Abbas with some Turkish traffic to Azerbaijan.
Export:	Tonnage	Approx. 100,000 tonnes per annum including transit. Main commodities are agricultural goods, skins and leather.
	Vehicles/Wagons	Approx. 20,000 trucks per annum including empties.
	Main origins	Azerbaijan, Georgia and Russia to Iran and Turkey.
Transit:	Tonnage	50,000 tonnes per annum, mainly for Georgia.
	Vehicles/Wagons	Approx. 3,000 trucks per annum.
Nationality of main transporters:		Iranian with occasional Turkish.

Infrastructure

General Description: This is the largest and busiest border post in Azerbaijan handling most of the traffic to/from Iran. Some traffic has recently been transferred to Belasvar in the north by the Iranians, who route all road transport. The border post includes a regional office, but the main freight control point is separate.

Buildings No and Condition: Modern border complex reconstructed recently. Consists of central office structure and canopies either side with inspection pits. Whole complex in reasonable condition.

Parking Areas: Adequate parking areas within the compound.

Site Access: Constrained with narrow road and congestion due to parked vehicles.

Site Security: Enclosed compound manned by Border Guards.

Adjacent Road/Rail Conditions: Road from Baku in good condition, though gradual deterioration towards Astara.

Bonded Warehousing: None.

Human Resources

Manning Levels: 18 staff in freight section (86 on site)
Experience: Mainly experienced personnel.
Shift Patterns: 3 shifts working 0700-2300 with 6 officers per shift.
Training: New officers sent for training and certification in Baku followed by on-the-job training.

Equipment

Office Equipment: Office furniture and safes(8). Copier broken so use fax machine.
Data Processing: 2 computers - no printers.
Communication Equipment: Alcatel system but not working effectively. Fax out of order.
Power: Unreliable, especially in winter.
Control/Detecting/Testing Equipment: Metal detectors (5). X-ray broken.

Procedures

Imports: Standard import procedure.
Exports: Standard export procedure.
Transit: Standard transit procedure.

Performance

Dwell time:	Imports	30 mins	average	1 hour	peak
	Exports	40 mins	average	1-2 hours	peak

Additional delays are caused by night closure of the Iranian Border. These can be 3-4 days on Iranian side. Some queuing can also occur on the Azerbaijan side in seasons of peak movements of agricultural goods, but these relatively infrequent.

Other processes undertaken at Border

Immigration: Undertaken by the Immigration Service.

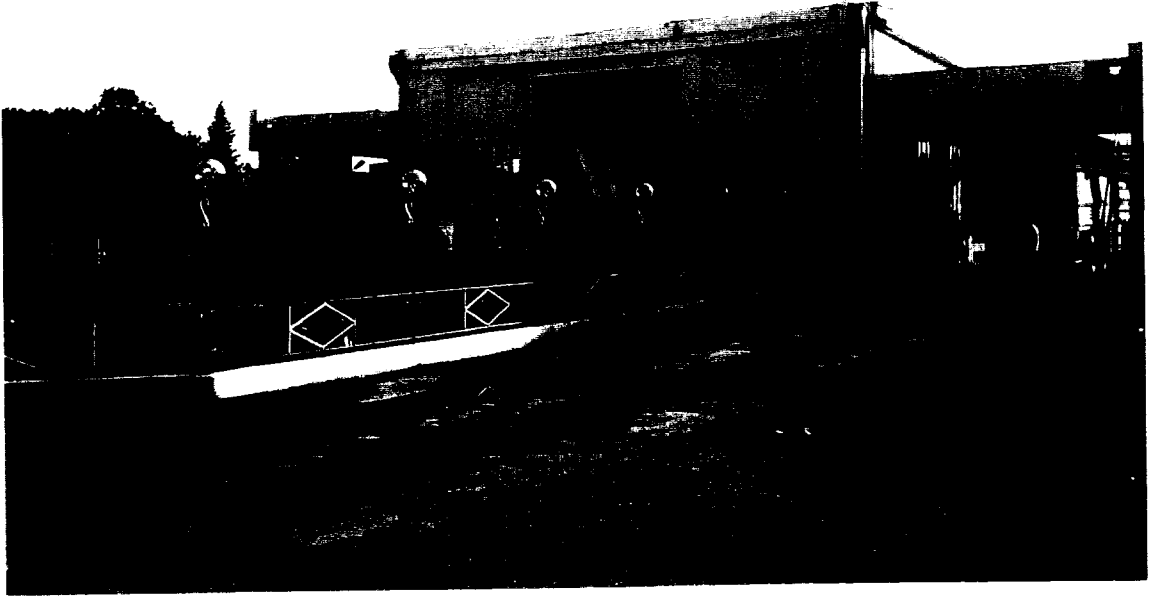
Security:	Provided by Border Guard.
Transshipment:	None.
Trading market:	None, but active local trade across border.
Other:	Veterinary, Quarantine, and Sanitary.

Constraints/ Problems

Location:	Suitable location, though poorly signed in Astarra.
Infrastructure:	Good building and compound, though internal planning could be improved to aid flows.
Human Resources:	Adequate.
Equipment:	Lack of communication and testing equipment.
Procedures:	Adequate.
Performance:	Adequate.
Other:	None.

Recommendations

- 1) Provision of an improved communication equipment - telephones, fax and radios.
- 2) Supply of detection equipment - metal detectors, x-ray, mirrors etc.



AZERBAIJAN - Astara

Surface Transport Customs Control Points

Country: AZERBAIJAN
Name of Crossing: BOUK KASEK
From: AZERBAIJAN
To: GEORGIA (GARDABANI)
Mode: RAIL
Status: OPEN - 24 HOURS
Classification: TRACECA - MAJOR CROSSING

Annual Traffic Levels

Import:	Tonnage	Approx. 900,000 tonnes per annum including transits. Main commodities are vegetable oils, pipes, wheat and fibres.
	Vehicles/Wagons	Approx. 50,000 wagons per annum including returned empties.
	Main origins	Poti and Batumi ports for Azerbaijan and Central Asia.
Export:	Tonnage	Approx. 900,000 tonnes per annum including transits. Main commodities are fuel, chemicals and cotton.
	Vehicles/Wagons	Approx. 50,000 wagons per annum including returned empties.
	Main origins	Azerbaijan, Uzbekistan, Kazakhstan and Russia to Georgia and Georgian ports.
Transit:	Tonnage	Through transit tonnage using Traceca is relatively small. Current classification system does not identify this traffic.
	Vehicles/Wagons	N/A.
Nationality of main transporters:		N/A.

Infrastructure

General Description:	Major Azerbaijan rail border as northern link into Russia restricted and no rail link into Iran. This is therefore only link to the seaports for export of fuel and import of pipeline /drilling materials. Some through movements of wheat to Central Asia and cotton in return.
Buildings No and Condition:	Railway building in poor condition. Customs rent single office.
Parking Areas:	Adequate sidings at station and down line.
Site Access:	Poor by road but reasonable by rail.
Site Security:	Provided by Border Guard.
Adjacent Road/Rail Conditions:	Rail line in working order with 5-6 freight trains per day in each direction.
Bonded Warehousing:	None.

Human Resources

Manning Levels: 8 staff.
Experience: Mainly experienced personnel.
Shift Patterns: 3 shifts of 24 hours with 2 officers per shift.
Training: New personnel sent to Baku for training and certification and then provided with on-the-job training.

Equipment

Office Equipment: Office furniture only.
Data Processing: 1 computer used for registration, but no printer.
Communication Equipment: 2 telephones - one rail system and one to regional office.
Power: Reliable as supply is taken off rail system.
Control/Detecting/Testing Equipment: None.

Procedures

Imports: Standard rail import procedure.
Exports: Standard rail export procedure.
Transit: Standard rail transit procedure.

Performance

Dwell time:	Imports	1 hour	average	3 hours	peak
	Exports	1 hour	average	3 hours	peak

Some cargoes returned to Georgia due incorrect documentation or lack of transit stamps.

Other processes undertaken at Border

Immigration: Performed by Border Guard
Security: Provided by Border Guard and Rail Authorities.
Transshipment: None.
Trading market: None.
Other: Police, Quarantine, Sanitary, Veterinary and rail staff.

Constraints/ Problems

Location:	Good location, but poor road access from Akstafa.
Infrastructure:	Building in need of extensive refurbishment but Customs area only rented.
Human Resources:	Adequate.
Equipment:	Adequate.
Procedures:	Adequate, but improved communications could resolve some of clearance difficulties without need to return wagons.
Performance:	Adequate.
Other:	None.

Recommendations

- 1) Supply of improved facilities with rest areas as 24 hour operation.
- 2) Provision of enhanced communication services, especially with link to regional office in Tauz.



AZERBAIJAN - Bouk Kasek

Surface Transport Customs Control Points

Country: AZERBAIJAN
Name of Crossing: QIRMIZI KORPU - (RED BRIDGE)
From: AZERBAIJAN
To: GEORGIA - (KRASNI MOST)
Mode: ROAD
Status: OPEN - 24 HOURS
Classification: TRACECA - MINOR CROSSING

Annual Traffic Levels

Import:	Tonnage	Approx. 300,000 tonnes per annum including transit. Main commodities are food, agricultural goods, cigarettes, drinks and cars.
	Vehicles/Wagons	Approx. 17,500 trucks per annum.
Export:	Main origins	Turkey and traffic from Georgian ports for Azerbaijan.
	Tonnage	Approx. 10,000 tonnes per annum, including transit. Main commodities are agricultural goods.
Transit:	Vehicles/Wagons	Approx. 17,500 trucks per annum, including mostly empties.
	Main origins	Azerbaijan for Georgia and Georgian ports.
Nationality of main transporters:	Tonnage	N/A, but limited. Some movements from Iran to Georgia.
	Vehicles/Wagons	N/A.

Nationality of main transporters: Mainly Turkish with occasional Iranian and Bulgarian.

Infrastructure

General Description: Second largest road crossing in Azerbaijan. Most of traffic is Turkish traffic to Azerbaijan returning empty and some Iranian movements into Georgia. Other main freight traffic is local trucks to/from the border market which have been excluded from survey.

Buildings No and Condition: New building which is only 6 months old having 6 rooms.

Parking Areas: Restricted parking in border zone but vehicles held in two parks outside zone.

Site Access: Restricted as road narrow coming from Azerbaijan. Red Bridge is on Georgian side of zone and is single lane, has a weight restriction and is used for parking by users of the border market.

Site Security: Border Guard.

Adjacent Road/Rail Conditions: Road from Baku in reasonable condition but with gradual deterioration towards Georgia.

Bonded Warehousing: None.

Human Resources

Manning Levels: 30 staff.
Experience: All experienced personnel.
Shift Patterns: 4 shifts of 24 hours with 7 officers per shift. Shift system linked with another smaller local crossing.
Training: New staff sent for training in Baku with certification and return for on-the-job training.

Equipment

Office Equipment: Office furniture.
Data Processing: 1 computer used for registration but no printer.
Communication Equipment: Internal telephone only.
Power: Unreliable in winter but have access to stand-by generator.
Control/Detecting/Testing Equipment: None.

Procedures

Imports: Standard import procedure.
Exports: Standard export procedure.
Transit: Standard transit procedure.

Performance

Dwell time:	Imports	20-30 mins	average	1 hour	peak
	Exports	30 mins	average	1 hour	peak

Trucks wait in park outside the border and walk back with their documents because of limited parking within the border zone.

Other processes undertaken at Border

Immigration: Performed by Border Guard.
Security: Provided by Border Guard.
Transshipment: None.
Trading market: A local market is located on the far side of the bridge between the borders. It is in

Other:

effect a duty free trading market with restrictions on volume of trade. This provides substantial local traffic volumes through the border post.
Police, Veterinary, Quarantine, Quarantine Police, Sanitary and Fiscal Department (Road Tax).

Constraints/ Problems

Location: Location not ideal as restricted width available for working. Major problem is constraints caused by the bridge leading to weight restrictions and congestion.

Infrastructure: Adequate.

Human Resources: Adequate.

Equipment: Lack of communication and detection equipment.

Procedures: Adequate.

Performance: Need to use external parking system slows down handling times.

Other: None.

Recommendations

- 1) Consideration of new bridge as any significant damage to existing structure would lead to major problems, as well as closure of the Traceca road route.
- 2) Provision for a modern external communication system with links to regional office as minimum.
- 3) Provision of detection equipment - metal detectors, x-rays etc.
- 4) Expansion of site to give additional on-site parking so that processes can be undertaken within the Customs Zone, rather than using external parks.



AZERBAIJAN - Qirmizi Korpu (Red Bridge)

Surface Transport Customs Control Points

Country: AZERBAIJAN (NAKHICHEVAN)
Name of Crossing: SADERAK
From: NAKHICHEVAN
To: TURKEY
Mode: ROAD
Status: OPEN - 1000-1800 HRS
Classification: TRACECA - MINOR CROSSING

Annual Traffic Levels

Import:	Tonnage	Approx. 15,000 tonnes per annum. Main commodities are food products.
	Vehicles/Wagons	Approx. 1,000 large trucks per annum.
	Main origins	Turkey for Nakhichevan.
Export:	Tonnage	Approx. 2,000 tonnes per annum. Main commodities are fruits, nuts and skins.
	Vehicles/Wagons	Approx. 1,000 large trucks per annum.
	Main origins	Nachicevan for Turkey - localised trade.
Transit:	Tonnage	None. Turkish trucks for Azerbaijan cannot transit Nakhichevan.
	Vehicles/Wagons	None.
Nationality of main transporters:		Turkish.

Infrastructure

General Description:	Second largest crossing in Nachicevan gives access to Turkey. Limited numbers of large vehicles but much local trade using cars, vans etc. Border post is linked with two smaller posts - Shahtahti and Nehrab into Iran. This border post is expected to cover rail traffic when the rail link is re-opened.
Buildings No and Condition:	Large modern border complex recently completed. Facility has inspection canopies.
Parking Areas:	N/A.
Site Access:	Roads indicated as being in reasonable condition.
Site Security:	Provided by Border Guard.
Adjacent Road/Rail Conditions:	Roads in Turkey indicated as being in poor condition..
Bonded Warehousing:	None.

Human Resources

Manning Levels: 30 staff in Freight Section (110 on site).
Experience: Mainly experienced personnel.
Shift Patterns: Daywork only.
Training: N/A.

Equipment

Office Equipment: Office furniture.
Data Processing: No computer.
Communication Equipment: Telephone link to Turkish Customs only.
Power: Unreliable supply from Turkey.
Control/Detecting Equipment: N/A.

Procedures

Imports: Standard import procedure.
Exports: Standard export procedure.
Transit: None.

Performance

Dwell time:	Imports	N/A	average	N/A	peak
	Exports	N/A	average	N/A	peak

Other processes undertaken at Border

Immigration: Undertaken by Border Guard.
Security: Provided by Border Guard.
Transshipment: None.
Trading market: None.
Other: Sanitary and Quarantine.

Constraints/ Problems

Location:	Critical strategic location as only 13 kms of border with Turkey and vital access to western goods.
Infrastructure:	Good facilities on low volume border. Investment partly based on political aspects.
Human Resources:	Adequate.
Equipment:	No communication link with Azerbaijan.
Procedures:	Adequate.
Performance:	Adequate.
Other:	None.

Recommendations

- 1) Provision of enhanced communication systems.
- 2) Supply of computers for registration and statistical work.

Surface Transport Customs Control Points

Country: AZERBAIJAN (NACHICEVAN)
Name of Crossing: JULFA
From: NACHICEVAN
To: IRAN
Mode: ROAD
Status: OPEN - 0900-1800 HRS ONLY
Classification: NON -TRACECA - MINOR CROSSING

Annual Traffic Levels

Import:	Tonnage	Approx. 200,000 tonnes per annum. Main commodities are fuel and food products.
	Vehicles/Wagons	Approx. 17,500 trucks per annum.
	Main origins	Mainly ex Azerbaijan (Belasovar crossing) for Nachicevan.
Export:	Tonnage	Approx. 5,000 tonnes per annum. Main commodities are mineral water and salt.
	Vehicles/Wagons	Approx. 17,500 trucks per annum including empties.
	Main origins	Nachicevan.
Transit:	Tonnage	None.
	Vehicles/Wagons	None.
Nationality of main transporters:		Azerbaijan.

Infrastructure

General Description:	Main crossing handling corridor traffic to Azerbaijan. Iranians have constructed new road along southern bank of the Araks river for this traffic between Julfa and Belasovar. Iranian Authorities only allow border to be open for 3 hours per day.
Buildings No and Condition:	Single floor building. Condition not known.
Parking Areas:	N/A
Site Access:	Indicated as poor.
Site Security:	Provided by the Border Guard.
Adjacent Road/Rail Conditions:	Road indicated as poor either side of the border but construction work is being undertaken.
Bonded Warehousing:	None.

Human Resources

Manning Levels: N/A.
Experience: N/A.
Shift Patterns: N/A.
Training: N/A.

Equipment

Office Equipment: Office furniture only.
Data Processing: No computers.
Communication Equipment: No telephones.
Power: Poor supply from Iran.
Control/Detecting Equipment: None.

Procedures

Imports: Standard import procedure, but special arrangements for domestic traffic from Azerbaijan.
Exports: Standard export procedure, but special arrangement for domestic traffic to Azerbaijan.
Transit: None.

Performance

Dwell time:	Imports	20 mins	average	1 hour	peak
	Exports	20 mins	average	1 hour	peak

Above times exclude delays waiting for Iranian 3 hour period when crossings allowed.

Other processes undertaken at Border

Immigration: Performed by Border Guard.
Security: Provided by Border Guard.
Transshipment: None.
Trading market: None.
Other: N/A.

Constraints/ Problems

Location:	Adequate.
Infrastructure:	Adequate.
Human Resources:	Adequate.
Equipment:	No communication or detection equipment or reliable power.
Procedures:	Adequate.
Performance:	Poor due to limited access imposed by Iranian authorities.
Other:	None.

Recommendations

- 1) Extension of operating hours by Iranian Customs.
- 2) Provision of communication system with connection to Azerbaijan.
- 3) Supply generator to provide independent power source.
- 4) Introduction of computers for registration/ recording.
- 5) Supply of basic detection equipment.

Georgia

Surface Transport Customs Control Points

Country: GEORGIA
Name of Crossing: POTI - (PORT)
From: GEORGIA
To: TURKMENISTAN (TURKMENBASHI) & KAZAKHSTAN (AKTAU)
Mode: SEAPORT - ROAD & RAIL
Status: OPEN - 24 HOURS
Classification: TRACECA - MAJOR CROSSING

Annual Traffic Levels

Imports:	Tonnage	Approx. 1,360,000 tonnes per annum. Main commodities are flour, grain, sugar, bauxite, petrol, humanitarian aid and general cargo.
	Vehicles/Wagons	N/A. Both road and rail.
	Main origins	Worldwide to Georgia, Azerbaijan, Armenia and Central Asia.
Exports	Tonnage	Approx. 350,000 tonnes per annum. Main commodities are diesel oil, cotton, scrap, manganese and timber.
	Vehicles/Wagons	N/A. Both road and rail.
	Main origins	Azerbaijan, Armenia, Georgia and Uzbekistan to worldwide destinations.
Transit:	Tonnage	N/A, but significant percentage of traffic.
	Vehicles/Wagons	N/A.
Nationality of main transporters:		Georgian.

Infrastructure

General Description: Poti is the main general cargo port for Georgia being strategically placed at the western end of the Traceca corridor. There are 15 berths, although only 11 are in current operation. These include the only container berth in Georgia, servicing regular feeder ships from Istanbul. There is also weekly ro-ro service to Varna, Bulgaria. Agreed port developments include refurbishing the grain berth and oil storage facilities are planned.

Buildings No and Condition: Customs are located in the Port Authority building. They also have 6/7 operating units within the port area.

Parking Areas: Adequate parking is available for trucks, both within the port and around the dock gates.

Site Access: Good access through main gates from large central square.

Site Security: Provided by Port Police.

Adjacent Road/Rail Conditions: Rail service indicated as adequate although there are known to be signalling problems. The roads are in reasonable condition as compared to Batumi but there is significant potholing on adjacent roads which limits driving speeds.

Bonded Warehousing: Limited warehousing available in port transit sheds.

Human Resources

Manning Levels : 96 staff.

Experience: Mainly qualified personnel.

Shift Patterns: Port (waterguard) available 24 hours, but the 7 cargo clearance personnel work 0900-1800 hrs only, but up to 2000 hrs if required.

Training: 6 month local training courses, supplemented by courses in Tbilisi.

Equipment

Office Equipment: Furniture only.

Data Processing: 1 Computer used for registry.

Communication Equipment: 4 reliable telephone lines and mobile radios.

Power: Unreliable.

Control /Detecting Equipment: Limited to metal detectors.

Procedures

Imports: Standard import procedures. Ecology fee paid to Customs, rather than traffic dept.

Exports: Standard export procedures.

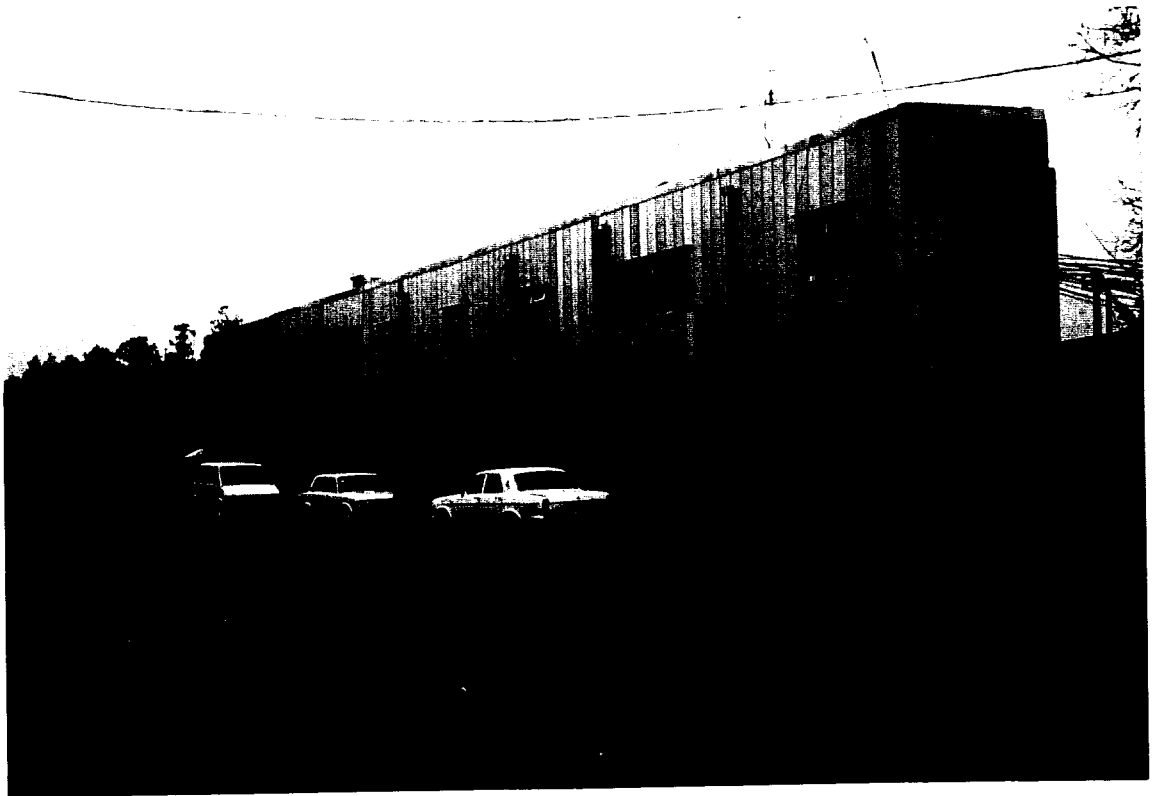
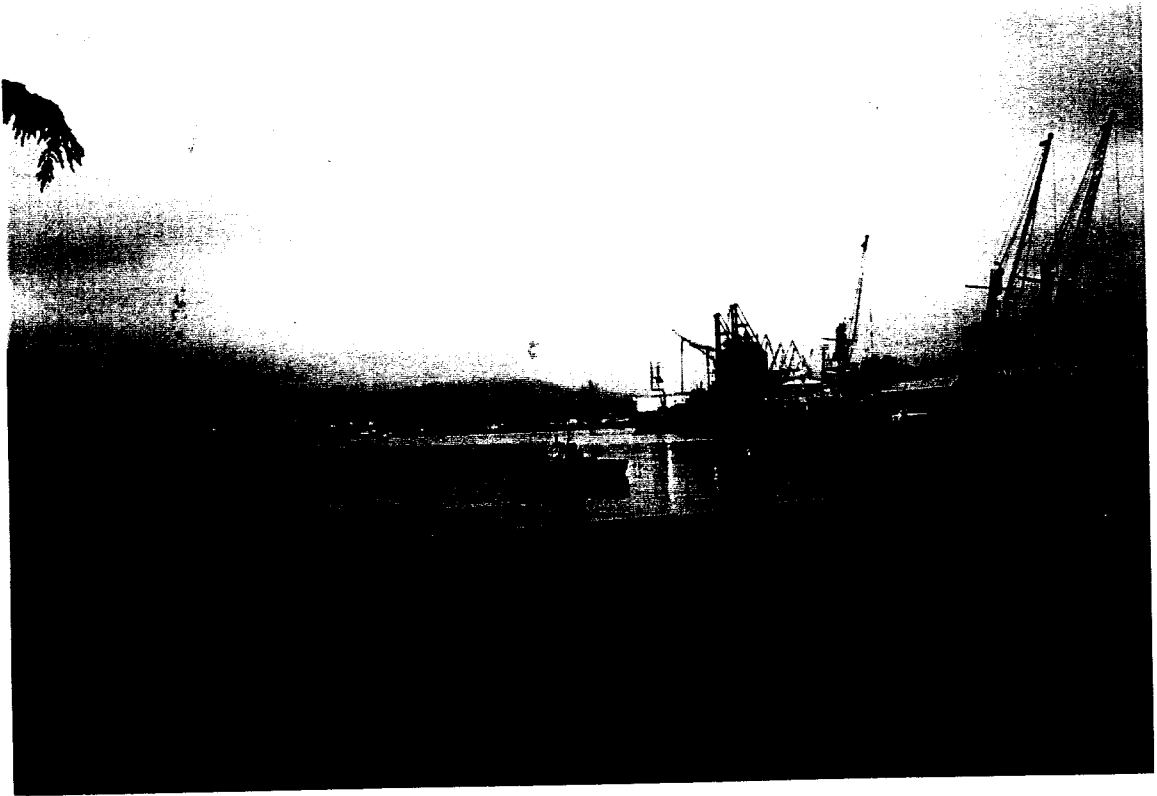
Transit: Standard transit procedures.

Performance

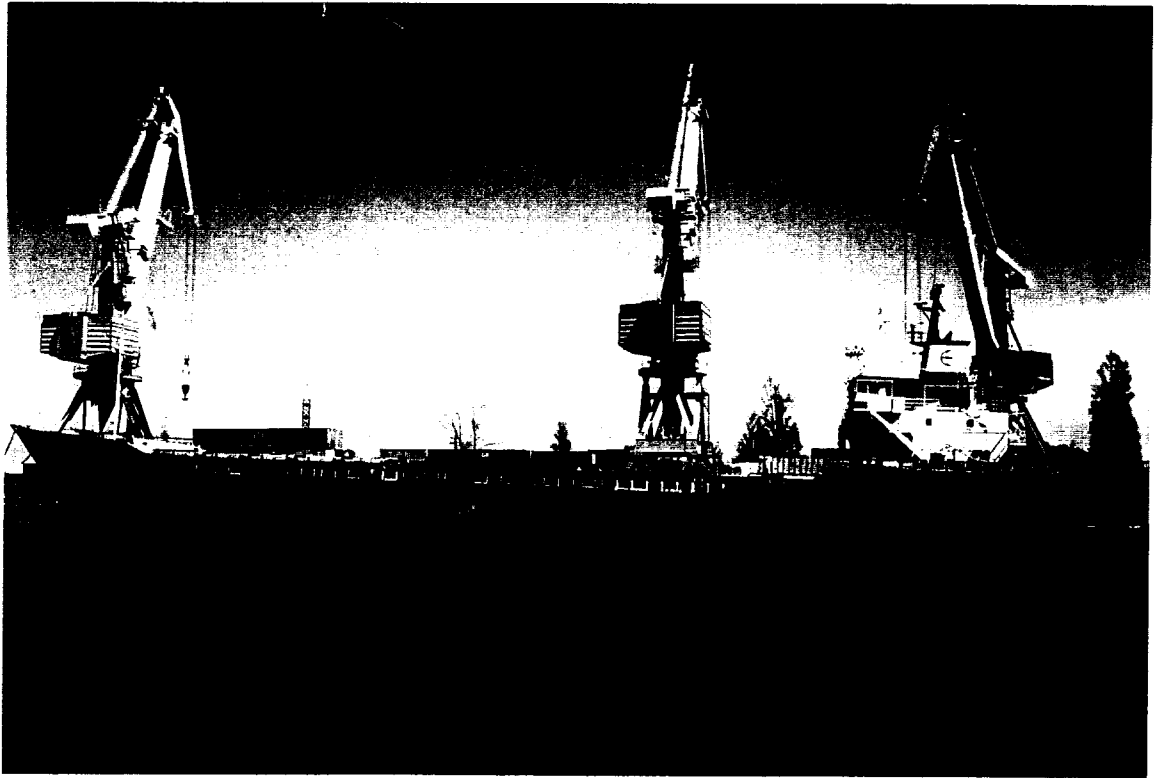
(based on ro-ro service)

Dwell time: - Imports	1 day	average	1 day	peak
Exports	1 day	average	1 day	peak

Customs documentation takes around 3 hours and associated banking another 3 hours.



GEORGIA - Batumi



GEORGIA - Poti

Surface Transport Customs Control Points

Country: **GEORGIA**
Name of Crossing: **BATUMI - (PORT)**
From: **GEORGIA**
To: **-**
Mode: **SEAPORT - MAINLY RAIL**
Status: **OPEN - 24 HOURS**
Classification: **TRACECA - MAJOR CROSSING**

Annual Traffic Levels

Imports:	Tonnage	Approx. 1,300,00 tonnes per annum, of which 640,000 tonnes is oil
	Vehicles/Wagons	Almost all traffic leaves the port by rail.
	Main origins	Various for Georgia, Armenia and Azerbaijan.
Exports:	Tonnage	Approx. 40,000 tonnes per annum. Main commodity is scrap metal.
	Vehicles/Wagons	Almost all traffic arrives at the port by rail
	Main origins	Azerbaijan , Armenia, and Georgia.
Transit:	Tonnage	Approx. 25,000 tonnes to Armenia and approx. 200,000 tonnes to Azerbaijan of dry bulk cargoes, mainly grain, plus oil traffic.
	Vehicles/Wagons	Rail only.
Nationality of main transporters:		N/A.

Infrastructure

General Description: Batumi is the second largest port in Georgia and is also strategically located at the western end of the Traceca corridor. It has a deeper draft than Poti and is almost exclusively handling bulk cargoes. As a result, rail is the dominant inland transportation mode, with almost no road traffic.

Buildings No and Condition: One office block located within the port complex. This is rented from the Port Authority and has 8-10 rooms. It is in reasonable structural condition.

Parking Areas: Adequate for both road and rail.

Site Access: Reasonable as on northern edge of city.

Site Security: Port Authority Police, supplemented by military.

Adjacent Road/Rail Conditions: Reported as adequate with good supply of wagons, though it is known that there are wagon exchange and wagon location problems.

Bonded Warehousing: Limited to standard port transit sheds.

Human Resources

Manning Levels : 32 staff.
Experience: Mainly experienced personnel with low staff turnover.
Shift Patterns: Customs service 24 hours with 12 hour shifts of 4 officers per shift.
Training: Local training courses of 2-3 month duration.

Equipment

Office Equipment Office furniture and safe only.
Data Processing: 1 computer used for registration .
Communication Equipment: Telephone available but not reliable.
Power: Reliable supply from port system.
Control/Detecting Equipment: Metal detector only.

Procedures

Imports: Standard import procedures using rail
Exports: Standard export procedures using rail
Transit: Standard transit procedures using rail

Performance

Dwell time: - Imports	3 hours	average	-	peak
Exports	3 hours	average	-	peak

Performance is less significant aspect with regard to bulk rail movements. This is because all cargo is cleared by the time the trainload is ready to move. The 3 hour clearance time is the time following vessel arrival to permission to commence discharge and also involves processes performed by other parties.

Other processes undertaken at Border

Immigration: Full Immigration Service.
Security: Port Authority Police and Military.
Transshipment: None.

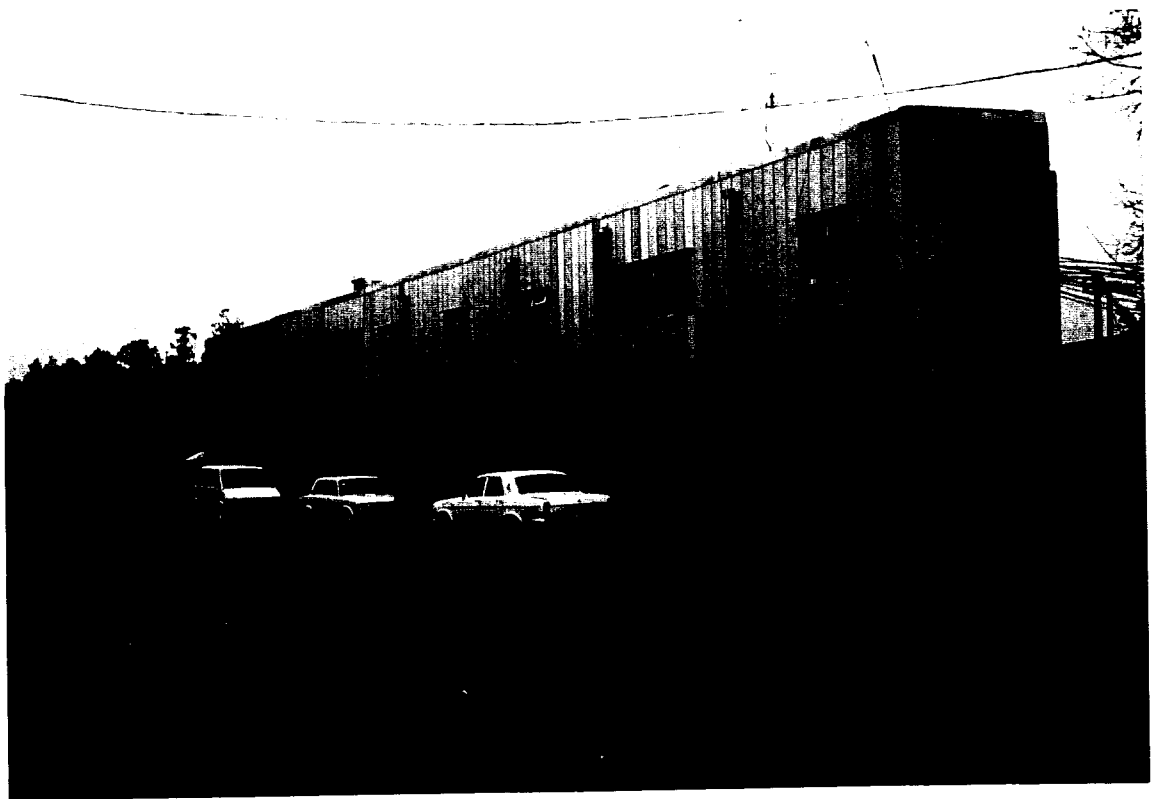
Trading market:	None.
Other:	Normal port related activities including Banking, Veterinary, Health, Sanitary and Quality Inspectorate.

Constraints/ Problems

Location:	Adequate location within port for rail traffic. However, additional facility would be required if road traffic increased as this would require port gate activity and access by shipping agents and transporters.
Infrastructure:	Building in reasonable condition.
Human Resources:	Adequate.
Equipment:	Lack of computers, copiers and fax results in a mainly manual activity.
Procedures:	Adequate. Staff indicated concern at lack of control over warehousing within port as a potential problem.
Performance:	Reasonable as rail only activity.
Other:	None.

Recommendations

- 1) Refurbishment of existing offices, possibly backed by longer term lease arrangement.
- 2) Provision of improved communication systems, especially telephones and possibly mobile radios. The communications between the unit and the regional office could be enhanced for later introduction of Asycuda.
- 3) Provision of office equipment, including computers, copiers and a fax.



GEORGIA - Batumi

Surface Transport Customs Control Points

Country:	GEORGIA
Name of Crossing:	SARPI
From:	GEORGIA
To:	TURKEY
Mode:	ROAD
Status:	OPEN - 24 HOURS
Classification:	NON - TRACECA - MAJOR CROSSING

Annual Traffic Levels

Imports:	Tonnage	Approx. 500,000 tonnes per annum, including transit. Main commodities are food, clothing, alcohol and consumer goods.
	Vehicles/Wagons	Approx. 35,000 trucks per annum, including transit movements.
	Main origins	Turkey and Bulgaria for Georgia and Azerbaijan.
Export:	Tonnage	Approx. 70,000 tonnes per annum, including transit. Main commodities are leather and fertiliser. Note that trade is imbalanced and that most trucks return empty.
	Vehicles/Wagons	Approx. 29,000 trucks per annum, including transit movements and empties.
	Main origins	Armenia and Azerbaijan.
Transit:	Tonnage	Approx. 200,000 tonnes per annum.
	Vehicles/Wagons	Approx. 15,000 trucks per annum.
Nationality of main transporters:		Turkish and Bulgarian.

Infrastructure

General Description:	Large modern border complex exists at this major surface crossing, which is the largest road entry point in Georgia for both import, export and transit traffics. Through movements account for over 40% of total volumes.
Buildings No and Condition:	Two large office blocks within an enclosed compound, although only one in use. Additional structures consist of import and export checking sheds and service booths for ancillary services. All buildings completed within last few years and in good condition.
Parking Areas:	Limited parking on external approach but sufficient within the compound walls. No paving on the large import parking area.
Site Access:	Good access along straight road, though exit constrained by local service facilities. Turkish border post only 100 metres distant.
Site Security:	Combined Russian and Georgian Frontier Guards
Adjacent Road/Rail Conditions:	Road from Batumi in good condition. However, the road from

Bonded Warehousing:

Batumi along coast and inland to Samtredia in poor condition with heavy potholing and extensive loss of surfacing.
Limited warehousing in local clearance centre, which is located approx. 5 kms from border.

Human Resources

Manning Levels : 100 staff, of which 20 are engaged in freight activities.
Experience: Trained personnel available with low staff turnover. Some staff have legal and economics backgrounds.
Shift Patterns: Theoretically 4 shifts of 24 hours with 5 officers per shift. However, the Turkish border is closed for freight from 1900 hrs so normal work consists of an extended day shift.
Training: Staff trained on 20 day specialist courses in Tbilisi.

Equipment

Office Equipment: Office Furniture, copier and safes.
Data Processing: 3 computers.
Communication Equipment: Satellite phone link plus other phones
Power: Own generator to supplement local supply.
Control/ Detecting Equipment: Metal detectors, mirrors and probes.

Procedures

Imports: Standard import procedures for transfer traffics.
Exports: Standard export procedures for transfer traffics.
Transit: Standard transit procedures

This border facility only checks and processes transfer and transit traffics. A freight facility located approx. 5 kms towards Batumi clears inward traffics for the Batumi area and all export traffic is routed to this location first. An escort service is provided for all loaded vehicles between Sarpi, the freight station and the Ajaria provincial border.

Performance

Dwell time: - Imports	2 hours	average	1 day	peak
Exports	1 hour	average	2-3 hours	peak

Current performance is dictated by the speed of the military checking process and the need to reseal inward loads. Export procedures are faster because most trucks are empty.

Other processes undertaken at Border

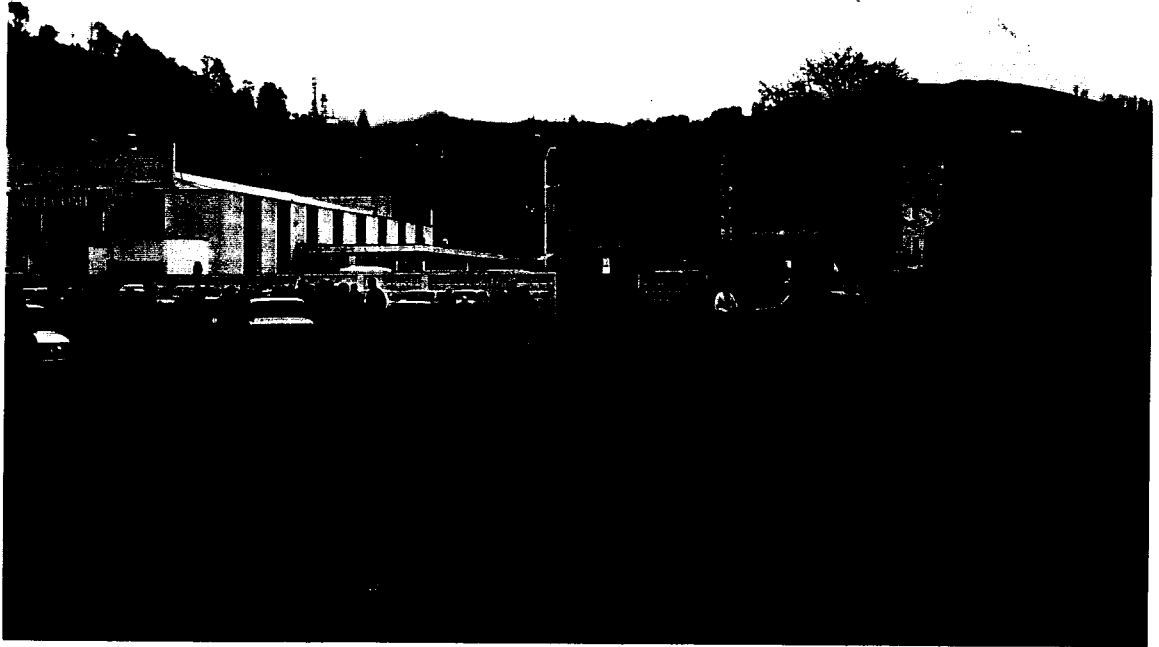
Immigration: Full service on site.
Security: Undertaken by Russian and Georgian Frontier Guard.
Transshipment: Conducted at nearby terminal.
Trading market: None.
Other: International driver, Banking, Veterinary and Agriculture services.

Constraints/ Problems

Location: Minor constraint on site exit due to local services impinging on road.
Infrastructure: Good.
Human Resources: Adequate.
Equipment: Adequate.
Procedures: Adequate.
Performance: Adequate.
Other:
1) Russian military are currently enforcing checks on both vehicles and cargoes. This dictates the dwell time and leads to queuing back into the Turkish border post. The physical cargo checking, in particular, can be lengthy. The breaking of seals results in Customs needing to be present during the inspection and resealing of the load for onward movement. The situation in Chechnya is cited as a reason for these extra procedures. The export checks are less restrictive as most vehicles are empty.
2) The system of convoying in Ajaria results in delayed movement until the convoys are formed. It is also understood to involve additional charges to transporters. There is also some concern that this system creates road safety problems due to conflict between car and truck drivers as cars are delayed. This is a particular problem in the hilly road section north of Batumi where overtaking is difficult.
3) The closure of the Turkish border after 1900 hrs restricts the performance of the Georgian Customs and results in trucks having to park-up either side of the border until reopening next day.
4) Adverse road conditions between Samtredia and the Ajaria border result in slow transit speeds and traffic bunching.

Recommendations

- 1) Reduced involvement of the Frontier Guard to levels such as those on other external CIS borders, such as the Armenia/Iran border, thus effectively leaving more site control to Customs. This may not be possible in the short term given the adverse situation in both Chechnya and Abkasia.
- 2) Reduced requirements for convoying through Ajaria. which increases transport costs by creating delays and causing bunching of traffic.
- 3) Encouragement of the Turkish Customs to offer a 24 hour service.
- 4) Improvements in the coastal road north of the Ajaria border.



GEORGIA - Sarpi

Surface Transport Customs Control Points

Country: **GEORGIA**
Name of Crossing: **OCHOSHANI**
From: **GEORGIA**
To: **TURKEY**
Mode: **ROAD**
Status: **OPEN - 1000 - 1800 HOURS ONLY**
Classification: **NON - TRACECA - MINOR CROSSING**

Annual Traffic Levels

Imports:	Tonnage	Approx. 30,000 tonnes per annum, including transit. Main commodities are food products, drinks and consumer goods.
	Vehicles/Wagons	Approx. 2,000 trucks per annum, including transit.
	Main origins	Turkey for Azerbaijan and Armenia.
Exports:	Tonnage	Approx. 3,000 tonnes per annum. Main commodities are agricultural products. Note that the trade is imbalanced and most trucks return empty.
	Vehicles/Wagons	Approx. 10,000 trucks per annum, including empties.
	Main origins	Armenia and Azerbaijan for Turkey.
Transit:	Tonnage	Approx. 27,000 tonnes per annum.
	Vehicles/Wagons	Approx. 1700 vehicles per annum.
Nationality of main transporters:		Turkish, with occasional Armenian.

Infrastructure

General Description: New border crossing opened in December 1995. This is essentially a secondary crossing into Turkey giving improved access into eastern Turkey and close linkage to the nearby Ninotsminda crossing into Armenia. Approx. \$2m has been invested in large compound and central covered building. Full services are on offer, although trucks are still being processed in temporary buildings outside the main checking halls.

Buildings No and Condition: New warehouse type structure with offices located in the centre of the building and checking halls either side. All in good condition but not all offices fitted out.

Parking Areas: Adequate parking areas within compound but not yet paved.

Site Access: Outer road gate manned by Russian and Georgian Frontier Guards and inner gate into the compound. Trucks and cars have to wait on the road outside the outer gate on the Georgian side until called in. The road is narrow and in poor condition at this point with no parking lane. The Turkish border post forms the southern entry to the compound.

Site Security:	Provided by Russian and Georgian Frontier Guard.
Adjacent Road/Rail Conditions:	\$1m has been invested in new approach road but this appears to be breaking up. Road in poor condition around Vale with heavy potholing and loss of surface.
Bonded Warehousing:	None.

Human Resources

Manning Levels : 15 staff.

Experience: Experienced personnel have been drawn from other locations, supplemented by additional locally recruited personnel.

Shift Patterns: Daywork only as Turkish border closed at night.

Training: Staff sent to Sarpi crossing and to Ankara for training courses.

Equipment

Office Equipment: Office furniture only.

Data Processing: None.

Communication Equipment: None.

Power: Reliable supply from Turkey.

Control/Detecting Equipment: None.

Procedures

Imports: Standard import procedures.

Exports: Standard export procedures

Transit: Standard transit procedures

Almost all traffic is transit, either coming in full for Azerbaijan or occasionally Armenia and mainly empty trucks returning to Turkey. Very limited demand for full clearance procedures.

Performance

Dwell time: - Imports	2 hours	average	12 hours	peak
Exports	1-2 hours	average	12 hours	peak

The peak is created by the night closure rather than Customs processing times. The main delays are caused by the extra inspections being undertaken by the Russian Border Guard because of the conflict in Chechnya.

Other processes undertaken at Border

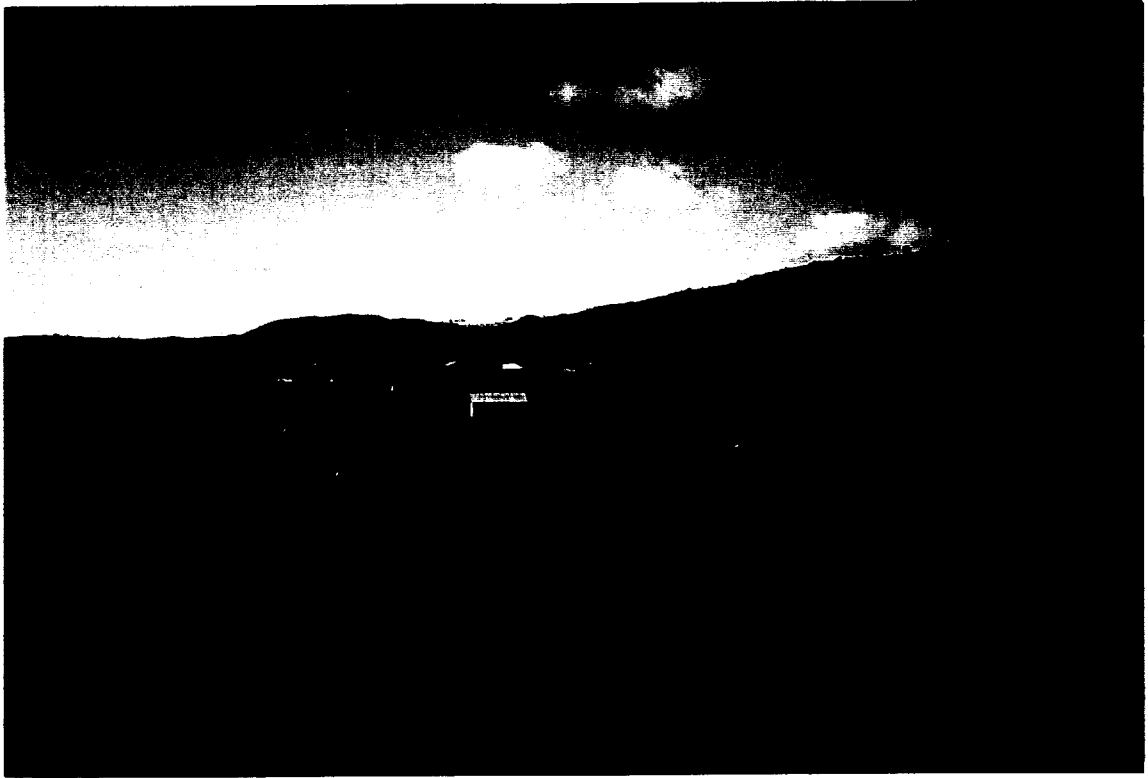
Immigration:	Full service available.
Security:	Performed by Russian and Georgian Frontier Guard.
Transshipment:	None.
Trading market:	None.
Other:	Traffic, Veterinary, Sanitary, Quarantine , International Driver and Bank.

Constraints/ Problems

Location:	This is the back route into Turkey. Theoretically the ideal road for traffic ex the nearby Ninotsminda crossing into Armenia. However, the road conditions on that route are not good and traffic levels are therefore low. The road conditions inside Turkey are also poor compared to the coastal route using Sarpi. It was noted that this crossing is used mainly by smaller sized Turkish trucks returning home and has yet to attract significant full load transit traffics. Some units had entered Georgia full using Sarpi but considered this more direct route suitable only in unladen condition.
Infrastructure:	Building not completed and no paving on areas within the compound.
Human Resources:	Adequate.
Equipment:	Lack of all basic communication equipment, including telephones.
Procedures	Adequate.
Performance	Limited by lack of 24 hour service and restricted hours of Turkish border unit.
Other	Problems created by the checking and control procedures of the Russian Frontier Guard. Customs have to be in attendance for resealing the loads after examination. These additional control procedures lead to queuing on the approach road and into the Turkish border post.

Recommendations

- 1) Completion of the existing building and some paving of approach and parking/ checking areas.
- 2) Fitting out of offices and supply of office equipment including telephone, computers, fax and copier.
- 3) Improvements in the surrounding road network.
- 4) Relaxation of the procedures and controls applied by the Frontier Guard so as to return control of the operation to Customs. This may be difficult in the short term given the instability in Chechnya and Abkasia.



GEORGIA - Ochoshani

Surface Transport Customs Control Points

Country: **GEORGIA**
Name of Crossing: **NINOTSMINDA**
From: **GEORGIA**
To: **ARMENIA (BAVRA)**
Mode: **ROAD**
Status: **OPEN - 24 HOURS**
Classification: **TRACECA - MINOR CROSSING**

Annual Traffic Levels

Imports:	Tonnage	Approx. 20,000 tonnes per annum, including transit. Main commodities are scrap metal, machine tools and gloves.
	Vehicles/Wagons	Approx. 2,000 trucks per annum.
	Main origins	Armenia for Russia.
Outward:	Tonnage	Approx. 30,000 tonnes per annum including transit. Main commodities are food, alcohol and confectionery.
	Vehicles/Wagons	Approx. 2,000 trucks per annum
	Main origins	Armenia to Turkey, Bulgaria and Poti port.
Transit:	Tonnage	N/A.
	Vehicles/Wagons	N/A.
Nationality of main transporters:		Armenian , Russian, Bulgarian, Georgian and Turkish.

Infrastructure

General Description:	Remote mountainous border crossing connecting with Bavra border crossing in Armenia. Subject to adverse weather conditions as over 2000 metres ASL. This crossing not favoured by some carriers due to poor road conditions and security concerns. New border crossing into Turkey (Ochoshani) may stimulate growth.
Buildings No and Condition:	3 temporary buildings - 2 offices and rest room. All in poor condition.
Parking Areas:	None.
Site Access:	Poor. with potholing and loss of surfacing.
Site Security:	None.
Adjacent Road/Rail Conditions:	Adjacent roads are in very poor condition with complete loss of surfacing. Last 50 kms up to border especially bad. Vehicles leave road and use mud road when weather conditions permit.
Bonded Warehousing:	None.

Human Resources

Manning Levels : 18 staff.
Experience: All experienced personnel with low staff turnover.
Shift Patterns: 4 shifts of 24 hours with 4-5 men per shift.
Training: Attend training courses in Tbilisi.

Equipment

Office Equipment: None.
Data Processing: None.
Communication Equipment: Telephone only, but unreliable due to power problems.
Power: Unreliable. Stand-by generator broken.
Control/Detecting Equipment: None.

Procedures

Imports: Standard import procedures.
Exports: Standard export procedures.
Transit: Standard transit procedures.

Performance

Dwell time: - Imports	1 hour	average	4 hours	peak
Exports	1 hour	average	4 hours	peak

Other processes undertaken at Border

Immigration: None
Security: None
Transshipment: None
Trading market: None
Other: Veterinary, Sanitary, Police and Bank(FX).

Constraints/ Problems

Location:	Low traffic flows mainly due to poor road condition in mountainous area, especially on the Georgian side.
Infrastructure:	Poor condition of accommodation units.
Human Resources:	Adequate.
Equipment:	Lack of basic communication services.
Procedures:	Adequate.
Performance:	Adequate.
Other:	None.

Recommendations

- 1) Major repairs to the road from the border to Akhaltiske to make this route viable for larger vehicles, especially to connect with the Ochoshani crossing into Turkey. This routing would be considered beneficial to Armenia given the good road between Yerevan and Gyumri.
- 2) Replacement of temporary units with a single building equipped with basic office and communication equipment and a generator.



GEORGIA - Ninotsminda

Surface Transport Customs Control Points

Country: **GEORGIA**
Name of Crossing: **KRASNI MOST (RED BRIDGE)**
From: **GEORGIA**
To: **AZERBAIJAN (QIRMIZI KORPU)**
Mode: **ROAD**
Status: **OPEN - 24 HOURS**
Classification: **TRACECA - MINOR CROSSING**

Annual Traffic Levels

Imports:	Tonnage	Approx. 10,000 tonnes per annum including transit. Main commodities are agricultural goods but most vehicles empty.
	Vehicles/Wagons	Approx. 17,500 trucks per annum including transit and empties.
	Main origins	Azerbaijan for Georgia and ports.
Export:	Tonnage	Approx. 300,000 tonnes per annum including transit. Main commodities cars, food and alcohol.
	Vehicles/Wagons	Approx. 17,500 trucks per annum including transit
	Main origins	Turkey and Georgian ports to Azerbaijan.
Transit:	Tonnage	Approx. 200,000 tonnes per annum.
	Vehicles/Wagons	Approx. 35,000 trucks per annum
Nationality of main transporters:		Turkish with limited numbers of Bulgarian, Iranian and Georgian.

Infrastructure

General Description:	Second largest road border crossing in Georgia. It interfaces with Qirmizi Korpu in Azerbaijan. Main traffic comprises loads on Turkish trucks which enter using the Sarpi crossing and Bulgarian and Georgian trucks ex Poti port with the same units returning empty.
Buildings No and Condition:	Single storey building with 4 offices. Canopy structure with raised walkways completed in 1995.
Parking Areas:	No parking areas but road is wider at the border area.
Site Access:	Reasonable but with some loss of surfacing, especially at entry point to crossing.
Site Security:	Provided by Customs and Police.
Adjacent Road/Rail Conditions:	Road conditions reasonable but in variable condition in hilly area above Rustavi with potholing and loss of surfacing.
Bonded Warehousing:	None.

Human Resources

Manning Levels: 40 staff.
Experience: Experienced personnel with most on site since opening.
Shift Patterns: 3 shifts of 24 hours with 10/12 officers per shift.
Training: Courses in Tbilisi with 6 monthly checks.

Equipment

Office Equipment: Office furniture only.
Data Processing: None.
Communication Equipment: Telephone, but unreliable.
Power: Unreliable.
Control/Detecting Equipment: Metal detectors only.

Procedures

Imports: Standard import procedures.
Exports: Standard export procedures.
Transit: Standard transit procedures.

Performance

Dwell time: - Imports	15 - 30 mins	average	2 hours	peak
Exports	15 mins	average	2 hours	peak

Other processes undertaken at Border

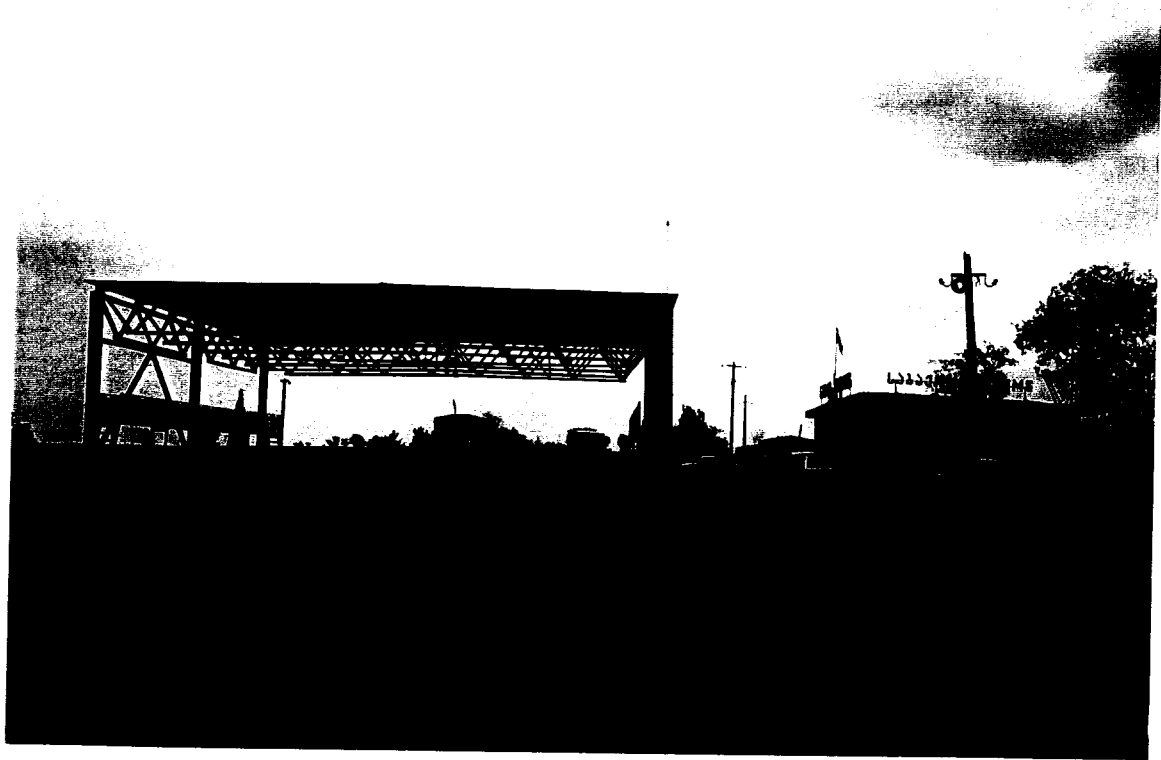
Immigration: None.
Security: Provided by Customs Police.
Transshipment: None.
Trading market: None.
Other: Traffic Police and Veterinary.

Constraints/ Problems

Location:	None.
Infrastructure:	Poor condition of office building.
Human Resources:	Adequate.
Equipment:	Poor communication and no office equipment.
Procedures:	Adequate.
Performance:	Adequate.
Other:	None.

Recommendations

- 1) Provision of new office building supplied with independent power source.
- 2) Supply of office equipment including copier, computer, fax and telephones.



GEORGIA - Krasni Most (Red Bridge)

Surface Transport Customs Control Points

Country: **GEORGIA**
Name of Crossing: **GUGUTI**
From: **GEORGIA**
To: **ARMENIA (GOGAVAN)**
Mode: **ROAD**
Status: **OPEN - 24 HOURS**
Classification: **TRACECA - MINOR CROSSING**

Annual Traffic Levels

Import:	Tonnage	Approx. 5,000 tonnes per annum, including transit. Main commodities are scrap metals and textiles.
	Vehicles/Wagons	Approx. 1,000 trucks per annum, including empties.
	Main origins	Armenia for Russia and Georgia.
Export:	Tonnage	Approx. 10,000 tonnes per annum, including transit. Main commodities are fuel, foodstuffs and alcohol.
	Vehicles/Wagons	Approx. 1,000 trucks per annum, including transit.
	Main origins	Georgia, Russia and Bulgaria for Armenia.
Transit:	Tonnage	Approx. 12,000 tonnes per annum.
	Vehicles/Wagons	Approx. 1,700 trucks per annum.
Nationality of main transporters:		Armenian, Georgian, Bulgarian and Russian.

Infrastructure

General Description:	Isolated mountain crossing acting as the alternative to the larger Sadakhlo crossing. This border interfaces with the Gogovan crossing in Armenia.
Buildings No and Condition:	One single storey unit with 3-4 rooms in poor condition.
Parking Areas:	Vehicles park on roadside.
Site Access:	Road damaged in immediate vicinity with rutting and potholes.
Site Security:	Provided by Police.
Adjacent Road/Rail Conditions:	Roads in poor condition with rutting and potholes with steep inclines and sharp bends.
Bonded Warehousing:	None.

Human Resources

Manning Levels: 18 staff.
Experience: Mainly experienced personnel.
Shift Patterns: 3 shifts of 24 hours with 6 officers per shift.
Training: Mainly on-the-job training.

Equipment

Office Equipment: Office furniture only.
Data Processing: None.
Communication Equipment: None.
Power: Unreliable.
Control/Detecting Equipment: Metal detector.

Procedures

Imports: Standard import procedure.
Exports: Standard export procedure.
Transit: Standard transit procedure.

Performance

Dwell time:	Imports	15 mins	average	30 mins	peak
	Exports	15 mins	average	30 mins	peak

Other processes undertaken at Border

Immigration: Performed by both Customs and Police.
Security: Undertaken by Police and Border Guard.
Transshipment: None.
Trading market: None.
Other: None.

Constraints/ Problems

Location: Difficult road conditions both sides of the border but more difficult in Georgia.

Infrastructure:	Existing building in poor condition.
Human Resources:	Adequate.
Equipment:	No communication equipment.
Procedures:	Adequate.
Performance:	Adequate
Other:	None.

Recommendations

- 1) Provision of a new office building and fittings.
- 2) Supply of communication equipment.
- 3) Provision of a standby generator.

Surface Transport Customs Control Points

Country: GEORGIA
Name of Crossing: SADAKHLO
From: GEORGIA
To: ARMENIA (BAGRATASHEN)
Mode: ROAD
Status: OPEN - 24 HOURS
Classification: TRACECA - MINOR CROSSING

Annual Traffic Levels

Import:	Tonnage	Approx. 15,000 tonnes per annum, including transit. Main commodities are textiles, chemicals and electrical products.
	Vehicles/Wagons	Approx. 2,500 trucks per annum, including empties.
	Main origins	Armenia and shipments from Iran for Georgia and Georgian ports.
Export:	Tonnage	Approx. 25,000 tonnes per annum, including transit. Main commodities are tyres, alcohol, food products and car parts.
	Vehicles/Wagons	Approx. 2,500 trucks per annum, including empties.
	Main origins	Russia, Turkey, Georgia and Georgian ports for Armenia
Transit:	Tonnage	N/A, but significant percentage of traffic.
	Vehicles/Wagons	N/A.
Nationality of main transports:		Mainly Armenian or Georgian with some Russian and Bulgarian.

Infrastructure

General Description:	This is the main border crossing between Georgia and Armenia. The Border post is close to the Debed river. This border interfaces with the Bagratashen border post in Armenia.
Buildings No and Condition:	One building made from 6 metre shipping container in poor condition.
Parking Areas:	There is no specific parking areas so trucks use roadside.
Site Access:	Straight level road from Georgian side and bridge from Armenian side.
Site Security:	Provided by Border Guard.
Adjacent Road/Rail Conditions:	Road between Tbilisi and border is in poor condition with rutting and potholes.
Bonded Warehousing:	None.

Human Resources

Manning Levels: 18 staff.
Experience: Mainly experienced officers.
Shift Patterns: 3 shifts of 24 hours with 6 officers per shift.
Training: On-the-job training only.

Equipment

Office Equipment: Office furniture only.
Data Processing: None.
Communication Equipment: None.
Power: Reasonably reliable.
Control/Detecting Equipment: None.

Procedures

Imports: Standard import procedure.
Exports: Standard export procedure.
Transit: Standard transit procedure.

Performance

Dwell time:	Imports	15 mins	average	60 mins	peak
	Exports	15 mins	average	60 mins	peak

Other processes undertaken at Border

Immigration: Undertaken by Border Guard.
Security: Provided by Border Guard.
Transshipment: None.
Trading market: Located approx. 5 kms from border at Latvar. Two markets placed either side of footbridge over the river.
Other: None.

Constraints/ Problems

Location:	Good location close to actual border point.
Infrastructure:	Poor condition of office and lack of inspection facilities.
Human Resources:	Adequate.
Equipment:	Lack of communication, data processing and detection equipment.
Procedures:	Adequate.
Performance:	Adequate.
Other:	Use of convoy system for security purposes causes bunched arrival for processing with consequent delays.

Recommendations

- 1) Provision of new office facility with appropriate fittings.
- 2) Supply of a communication system with telephone linkage to regional office.
- 3) Provision of basic detection kit.
- 4) Supply of data processing equipment to be able to link into Asycuda at later stage.

Surface Transport Customs Control Points

Country: GEORGIA
Name of Crossing: KAZBEGI
From: GEORGIA
To: RUSSIA
Mode: ROAD
Status: OPEN - 24 HOURS
Classification: NON - TRACECA - MAJOR CROSSING

Annual Traffic Levels

Import:	Tonnage	N/A.
	Vehicles/Wagons	Indicated as approx. 35,000 trucks per annum, including transit.
	Main origins	Russia.
Export:	Tonnage	N/A.
	Vehicles/Wagons	Indicated as approx. 35,000 trucks per annum, including empties.
	Main origins	Georgia, Armenia and Azerbaijan.
Transit:	Tonnage	N/A.
	Vehicles/Wagons	N/A.
Nationality of main transporters:		Russian.

Infrastructure

General Description:	Second largest border crossing in Georgia servicing the northern corridor. Crossing is in narrow defile in mountainous area. Detailed inspection not possible due lack of security clearance within time available. This required due to the sensitivity of Chechnya situation.
Buildings No and Condition:	Customs have separate building but condition not known.
Parking Areas:	Sufficient parking areas available.
Site Access:	Road from Kazbegi in reasonable condition.
Site Security:	Provided by both Police and Border Guard.
Adjacent Road/Rail Conditions:	Military Highway from Tbilisi is generally in reasonable condition and suitable for heavy transport.
Bonded Warehousing:	None.

Human Resources

Manning Levels: 76 in region.
Experience: N/A.
Shift Patterns: N/A. Georgian Customs have a shift system to offer 24 hour service but Russian Customs only open 0700-2300.
Training: N/A.

Equipment

Office Equipment: N/A.
Data Processing: N/A.
Communication Equipment: N/A.
Power: N/A.
Control/Detecting Equipment: N/A.

Procedures

Imports: Standard import procedure.
Exports: Standard export procedure.
Transit: Standard transit procedure.

Performance

Dwell time:	Imports	N/A	average	N/A	peak
	Exports	N/A	average	N/A	peak

Other processes undertaken at Border

Immigration: Undertaken by Border Guard.
Security: Provided by Border Guard and Police.
Transshipment: None. However, transshipment is taking place on the Russian side for all vehicles not registered in either Georgia or Russia.
Trading market: None.
Other: None.

Constraints/ Problems

Location:	N/A.
Infrastructure:	N/A.
Human Resources:	N/A.
Equipment:	N/A.
Procedures:	N/A.
Performance:	N/A.
Other:	N/A.

Recommendations

None without more detailed inspection of overall facility.

Surface Transport Customs Control Points

Country: **GEORGIA**
Name of Crossing: **GARDABANI**
From: **GEORGIA**
To: **AZERBAIJAN (BOUK KASEK)**
Mode: **RAIL**
Status: **OPEN - 24 HOURS**
Classification: **TRACECA - MAJOR CROSSING**

Annual Traffic Levels

Import:	Tonnage	Approx. 900,000 tonnes per annum, including transit. Main commodities are fuel, chemicals and cotton.
	Vehicles/Wagons	Approx. 50,000 wagons per annum, including returned empties.
	Main origins	Azerbaijan, Uzbekistan, Kazakhstan and Russia for Georgia and Georgian ports.
Export:	Tonnage	Approx. 900,000 tonnes per annum, including transit. Main commodities are vegetable oils, pipes, wheat and fibres.
	Vehicles/Wagons	Approx. 50,000 tonnes per annum, including returned empties.
	Main origins	Poti and Batumi ports for Azerbaijan and Central Asia.
Transit:	Tonnage	Through transit tonnage for Traceca relatively small. Over 50% of cargo is to/from Georgian ports, so is classified as transit.
	Vehicles/Wagons	N/A.
Nationality of main transporters:		N/A.

Infrastructure

General Description:	Border crossing located on passenger station on main line railway station which is on edge of an industrial zone. The marshalling yard
Buildings No and Condition:	Single building with 4 rooms. Structurally sound but in need of repair.
Parking Areas:	5 sidings off main up and down lines.
Site Access:	Good as also passenger station.
Site Security:	None.
Adjacent Road/Rail Conditions:	Rail system in area working but with some constraints. Road access reasonable but some potholing.
Bonded Warehousing:	None.

Human Resources

Manning Levels: 20 staff.
Experience: Mainly experienced personnel.
Shift Patterns: 3 shifts of 24 hours with 5 officers per shift.
Training: Courses in Tbilisi followed by on-the-job training.

Equipment

Office Equipment: Office furniture only.
Data Processing: None.
Communication Equipment: Connected to rail telephone. New mobile radios expected soon.
Power: Reliable supply as close to power station.
Control/Detecting Equipment: None.

Procedures

Imports: Standard rail import procedure.
Exports: Standard rail export procedure.
Transit: Standard rail transit procedure.

Performance

Dwell time:	Imports	10-15 mins	average	1 hour	peak
	Exports	10-15 mins	average	1 hour	peak

Other processes undertaken at Border

Immigration: None.
Security: None.
Transshipment: None.
Trading market: None.
Other: None.

Constraints/ Problems

Location:	Suitable location close to border and rail offices.
Infrastructure:	Office in poor condition and in need of repair, though plenty of room to extend premises.
Human Resources:	Adequate.
Equipment:	Lack of data processing and communication equipment.
Procedures:	Adequate.
Performance:	Adequate, any problems are dealt with by Poti or Tbilisi.
Other:	None.

Recommendations

- 1) Refurbish existing offices.
- 2) Provision of computer for registration and statistical work.
- 3) Supply of an independent telephone connection.

Surface Transport Customs Control Points

Country: **GEORGIA**
Name of Crossing: **SADAKHLO**
From: **GEORGIA**
To: **ARMENIA (AYRUM)**
Mode: **RAIL**
Status: **OPEN - 24 HOURS**
Classification: **TRACECA - MINOR CROSSING**

Annual Traffic Levels

Import:	Tonnage	Approx. 60,000 tonnes per annum, including transit. Main commodities are scrap, cement, salt and mineral concentrates.
	Vehicles/Wagons	Approx. 4,000 rail wagons per annum, including empties.
	Main origins	Armenia for Georgia and the Georgian ports.
Export:	Tonnage	Approx. 500,000 tonnes per annum, including transit. Main commodities are fuel, wheat, flour and relief goods.
	Vehicles/Wagons	Approx. 4,000 rail wagons per annum, including empties.
	Main origins	From Poti and Batumi for Armenia.
Transit:	Tonnage	Mainly transit cargoes to/from the ports
	Vehicles/Wagons	N/A.
Nationality of main transporters:		N/A.

Infrastructure

General Description: Located close to the border near the road crossing close to the trading market. This border interfaces with the Ayrum border in Armenia.

Buildings No and Condition: Single building with 4 rooms, which are structurally sound.

Parking Areas: 5 sidings available for rail traffic.

Site Access: Good access but congested due to activities at adjacent market.

Site Security: Provided by Transport Police.

Adjacent Road/Rail Conditions: Rail condition moderate and road condition from Tbilisi is poor.

Bonded Warehousing: None.

Human Resources

Manning Levels: 21 staff.

Experience: Mainly experienced personnel.

Shift Patterns: 3 shifts of 24 hours with 7 officers per shift.

Training: Training courses in Tbilisi followed by on-the-job training.

Equipment

Office Equipment: Office furniture only.
Data Processing: None.
Communication Equipment: None. Access to fax in railway station.
Power: Variable, but EU funded generator available.
Control/Detecting Equipment: None.

Procedures

Imports: Standard rail import procedure.
Exports: Standard rail export procedure.
Transit: Standard rail transit procedure.

Performance

Dwell time:	Imports	30 mins	average	60 mins	peak
	Exports	30 mins	average	60 mins	peak

Other processes undertaken at Border

Immigration: None.
Security: Provided by Transport Police. Trains are escorted by Police.
Transshipment: None.
Trading market: Adjacent market in Sadakhlo.
Other: None.

Constraints/ Problems

Location: Location suitable but problems with congestion due to activities of the market.
Infrastructure: Rail infrastructure in poor condition. Office in need of refurbishment.
Human Resources: Adequate.
Equipment: Lack of data processing and communication equipment.
Procedures: Adequate.
Performance: Adequate.
Other: Delays to trains because of need to balance flows to ensure sufficient wagons in the "loop" system.

Recommendations

- 1) Refurbishment of existing office facilities.
- 2) Planning of traffic system outside office to reduce congestion.
- 3) Provision of computer for registration and statistical work.
- 4) Supply of external communication system.

Surface Transport Customs Control Points

Country: GEORGIA
Name of Crossing: LAGODEKHI
From: GEORGIA
To: AZERBAIJAN
Mode: ROAD
Status: OPEN 24 HOURS
Classification: NON - TRACECA - MINOR CROSSING

Annual Traffic Levels

Import:	Tonnage	N/A.
	Vehicles/Wagons	N/A.
	Main origins	Local traffic only.
Export:	Tonnage	N/A.
	Vehicles/Wagons	N/A.
	Main origins	Local traffic only.
Transit:	Tonnage	None.
	Vehicles/Wagons	None.
Nationality of main transporters:		Georgian and Azeri.

Infrastructure

General Description: Located in a flat productive rural area, this crossing now only used for local traffics. Railhead at Bakurtsikhe now closed for international traffic. This is the alternative crossing to Krasni Most but is not being used by the major transporters.

Buildings No and Condition: both Two buildings - one old railway carriage and one old container - in poor condition.

Parking Areas: On roadside only.

Site Access: Reasonable in flat level area.

Site Security: Provided by Border Guard.

Adjacent Road/Rail Conditions: Road from Tbilisi in poor condition, especially from Sagarejo with potholing and narrow in Ivri Highlands.

Bonded Warehousing: None.

Human Resources

Manning Levels: 21 staff.
Experience: Mainly experienced personnel.
Shift Patterns: 3 shifts of 24 hours with 7 officers per shift.
Training: Training courses in Tbilisi followed by on-the-job training.

Equipment

Office Equipment: Office furniture only.
Data Processing: None.
Communication Equipment: None.
Power: Unreliable supply.
Control/Detecting Equipment: None.

Procedures

Imports: Standard import procedure.
Exports: Standard export procedure.
Transit: Standard transit procedure.

Performance

Dwell time:	Imports	10 mins	average	20 mins	peak
	Exports	10 mins	average	20 mins	peak

Other processes undertaken at Border

Immigration: None.
Security: Provided by Border Guard.
Transshipment: None.
Trading market: Under construction.
Other: Transport Department (Road Tax).

Constraints/ Problems

Location: Suitable location but off-route for international traffics.

Infrastructure:	Offices in poor condition.
Human Resources:	Adequate.
Equipment:	Lack of any equipment.
Procedures:	Adequate.
Performance:	Adequate.
Other:	None.

Recommendations

- 1) Consideration be given to developing this crossing as emergency alternative to Krasni Most if Red Bridge damaged.
- 2) New buildings required.
- 3) Provision of communication equipment, standby generator and detection equipment.

Kazakhstan

Surface Transport Customs Control Points

Country: KAZAKHSTAN
Name of Crossing: KORDAY
From: KAZAKHSTAN
To: KYRGHYZSTAN (AKZHOL)
Mode: ROAD
Status: OPEN - 24 HOURS
Classification: TRACECA - MAJOR CROSSING

Annual Traffic Levels

Import:	Tonnage	Approx. 700,000 tonnes per annum including transit. Main commodities are drinks, sugar and construction materials.
	Vehicles/Wagons	Approx. 70,000 trucks per annum including approx. 20,000 empties.
	Main origins	Kyrgyzstan for Kazakhstan and Russia and through traffic.
Export:	Tonnage	Approx. 600,000 tonnes per annum including transit. Main commodities are raw materials, consumer goods, clothing and timber.
	Vehicles/Wagons	Approx. 55,000 trucks per annum including through traffic.
	Main origins	Kazakhstan to Russia, Iran and Turkey.
Transit:	Tonnage	N/A.
	Vehicles/Wagons	N/A.
Nationality of main transporters:		Kazak, Russian, Iranian, Turkish and Kyrgyz.

Infrastructure

General Description:	This is the main road entry border into Kyrgyzstan. It is used for local traffics as well as international movements. Some vehicles use the crossing on the transit between Almaty and Tashkent whilst others use the ring road around Kyrgyzstan.
Buildings No and Condition:	1 temporary building with two rooms, one used by police. Structure in poor condition.
Parking Areas:	None but road wider at this point with concrete barriers used as a traffic control system.
Site Access:	Reasonable on straight and level road.
Site Security:	Provided by Police.
Adjacent Road/Rail Conditions:	Roads either side of border in reasonable condition.
Bonded Warehousing:	None.

Human Resources

Manning Levels: 9 staff.
Experience: Experienced personnel on rota basis with other smaller border units.
Shift Patterns: 3 shifts of 24 hours with 3 officers per shift.
Training: No formal training but on-the-job training followed by 6 monthly testing.

Equipment

Office Equipment: Office furniture only.
Data Processing: None.
Communication Equipment: Local phone only which is unreliable. No radio but access to police radio
Power: Power during daytime but not available after 2200 hrs.
Control /Detecting Equipment: Probe, torches and metal detector.

Procedures

Imports: Standard import procedure.
Exports: Standard export procedure.
Transit: Standard transit procedure.

Performance

Dwell time:	Imports	15-20 mins	average	40 mins	peak
	Exports	15-20 mins	average	40 mins	peak

Other processes undertaken at Border

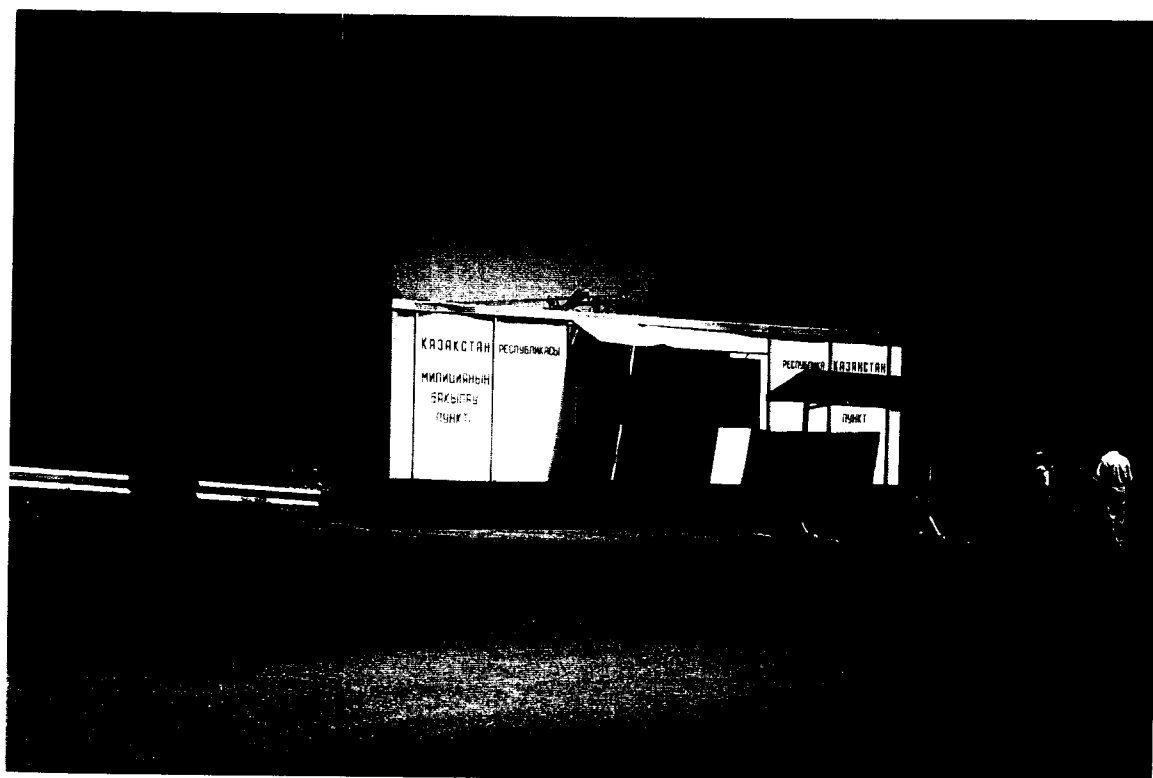
Immigration: None.
Security: Provided by the Police.
Transshipment: None.
Trading market: None.
Other: Veterinary.

Constraints/ Problems

Location:	Ideal location on main road. Customs area not a secure compound.
Infrastructure:	Building in poor condition and temporary in nature with no heaters/coolers.
Human Resources:	Adequate.
Equipment:	No communication equipment.
Procedures:	Adequate.
Performance:	Adequate.
Other:	None.

Recommendations

- 1) Construction of a more substantial border post with appropriate equipment.
- 2) Provision of communication system.
- 3) Supply of independent power, possibly via generator.
- 4) Supply of computer for registration.



KAZAKHSTAN - Korday

Surface Transport Customs Control Points

Country: **KAZAKHSTAN**
Name of Crossing: **MERKE**
From: **KAZAKHSTAN**
To: **KYRGHYZSTAN (CHADOVAR)**
Mode: **ROAD**
Status: **OPEN - 24 HOURS**
Classification: **TRACECA - MINOR CROSSING**

Annual Traffic Levels

Import:	Tonnage	Approx. 80,000 tonnes per annum, including transit. Main commodities are fresh foods and metal goods.
	Vehicles/Wagons	Approx. 5,000 trucks per annum, including empties.
	Main origins	Kyrgyzstan for Iran and Turkey.
Export:	Tonnage	Approx. 100,000 tonnes per annum, including transit. Main commodities are consumer goods, food, drink and humanitarian aid.
	Vehicles/Wagons	Approx. 7,000 trucks per annum.
	Main origins	Iran and Turkey for Kyrgyzstan.
Transit:	Tonnage	Approx. 170,000 tonnes per annum.
	Vehicles/Wagons	Approx. 11,500 trucks per annum.
Nationality of main transports:		Iranian, Turkish, Krghyz and Kazakh.

Infrastructure

General Description:	The main entry point into northern Kyrgyzstan from the Traceca route via Tashkent. Most of the inward vehicles are either going to Bishkek or transiting through into Kazakhstan rather than using the longer distance by-pass around northern Kyrgyzstan. In practice this is virtually an open border.
Buildings No and Condition:	One temporary office shared with Police.
Parking Areas:	Road wider at border point to allow parking.
Site Access:	Straight road with good visibility.
Site Security:	Provided by Police.
Adjacent Road/Rail Conditions:	All surrounding roads in reasonable condition both sides of the border.
Bonded Warehousing:	None.

Human Resources

Manning Levels: 8 staff.
Experience: Experienced personnel.
Shift Patterns: 3 shifts of 24 hours with 2 officers per shift.
Training: On-the-job training with periodic testing.

Equipment

Office Equipment: Office furniture only.
Data Processing: None.
Communication Equipment: None.
Power: Not reliable.
Control/Detecting Equipment: Torch only.

Procedures

Imports: Standard import procedure.
Exports: Standard export procedure.
Transit: Standard transit procedure.

Performance

Dwell time:	Imports	10-15 mins	average	30 mins	peak
	Exports	10-15 mins	average	30 mins	peak

Other processes undertaken at Border

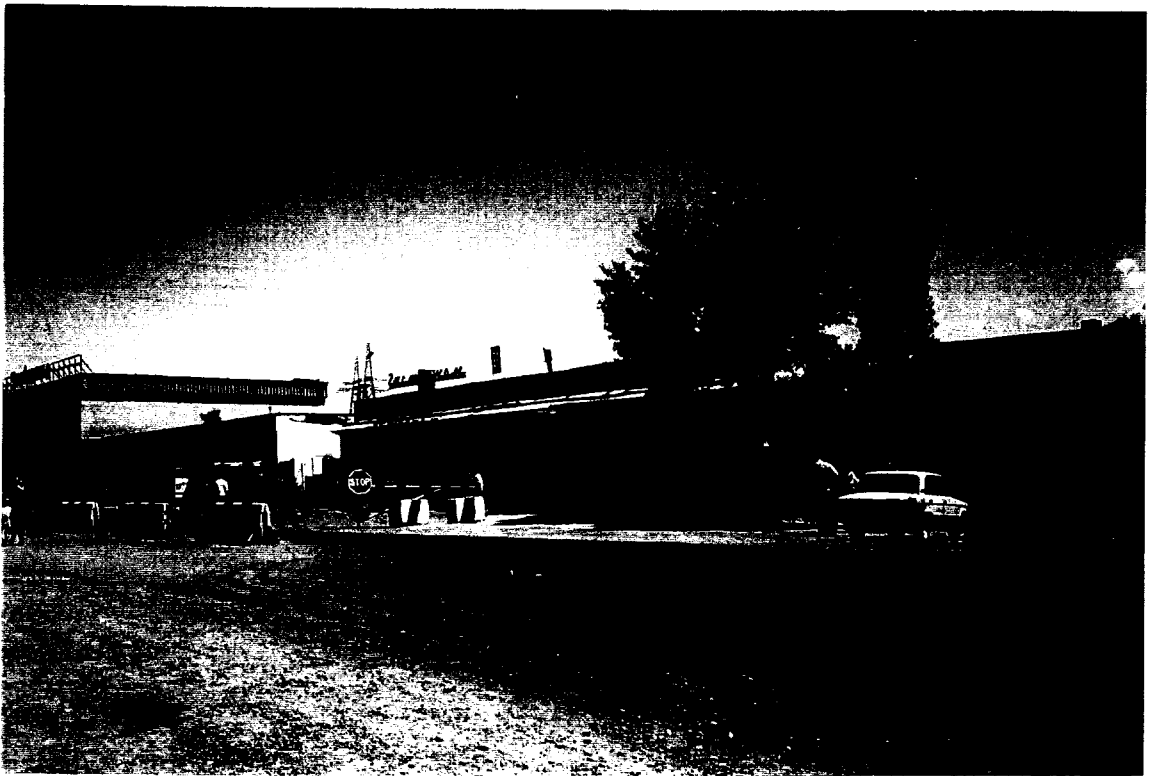
Immigration: None.
Security: Provided by Police.
Transshipment: None.
Trading market: None.
Other: Veterinary and Road Inspectorate.

Constraints/ Problems

Location:	Good location on main road.
Infrastructure:	Existing building small and in poor condition. No rest facilities.
Human Resources:	Adequate.
Equipment:	No communication or office equipment.
Procedures:	Adequate.
Performance:	Adequate.
Other:	None.

Recommendations

- 1) Provision of a small Customs control office with office furniture.
- 2) Supply of a communication system.
- 3) Provision of additional detection equipment.



KAZAKHSTAN - Merke

Surface Transport Customs Control Points

Country: **KAZAKHSTAN**
Name of Crossing: **DRUZHBA**
From: **KAZAKHSTAN**
To: **PEOPLES REPUBLIC OF CHINA**
Mode: **ROAD**
Status: **OPEN - 0800-1800 HRS WEEKDAYS ONLY**
Classification: **TRACECA - MINOR CROSSING**

Annual Traffic Levels

Import:	Tonnage	Approx. 5,000 tonnes per annum, including transit. Main commodities are consumer goods.
	Vehicles/Wagons	Approx. 500 trucks per annum.
	Main origins	China for CIS, mainly Russia.
Export:	Tonnage	Approx. 1,000 tonnes per annum, including transit. Main commodities are leather and wool.
	Vehicles/Wagons	Approx. 100 trucks per annum.
	Main origins	Russia and Kazakhstan for China.
Transit:	Tonnage	Approx. 4,5000 tonnes per annum.
	Vehicles/Wagons	Approx. 450 trucks per annum.
Nationality of main transporters:		Russian and Kazak.

Infrastructure

General Description: Third largest road border crossing into China after Khorguz and Bahty. The border was closed for sometime and has not been re-established as an international border post. Border subject to closure in winter as winds funnel through "Dzungars Gate" causing drifting snow.

Buildings No and Condition: One modern customs complex, part finished, with 8 rooms. Upper level used by Border Guard.

Parking Areas: Adequate for current levels of traffic.

Site Access: Poor with some unmade roads.

Site Security: Provided by Border Guard with first post 90 kms from border.

Adjacent Road/Rail Conditions: Roads from Almaty in reasonable condition but with some potholing and corrugation.

Bonded Warehousing: Local bonded warehouse used for detailed inspection of trucks and traffic.

Human Resources

Manning Levels: 15 staff.
Experience: Mainly experienced personnel.
Shift Patterns: Daywork only and closed weekends and holidays.
Training: Mainly on-the-job training with local testing.

Equipment

Office Equipment: Office furniture only.
Data Processing: None.
Communication Equipment: Telephone connected to rail system, which not reliable.
Power: Not reliable with problems in winter.
Control/Detecting Equipment: X-ray machine.

Procedures

Imports: Standard import procedure.
Exports: Standard export procedure.
Transit: Standard transit procedure.

Performance

Dwell time:	Imports	20-30 mins	average	2 hours if outturn	peak
	Exports	20-30 mins	average	2 hours if outturn	peak

Note that overall dwell times can be higher because border only open eastbound in morning and westbound in afternoon and closed weekends and holidays.

Other processes undertaken at Border

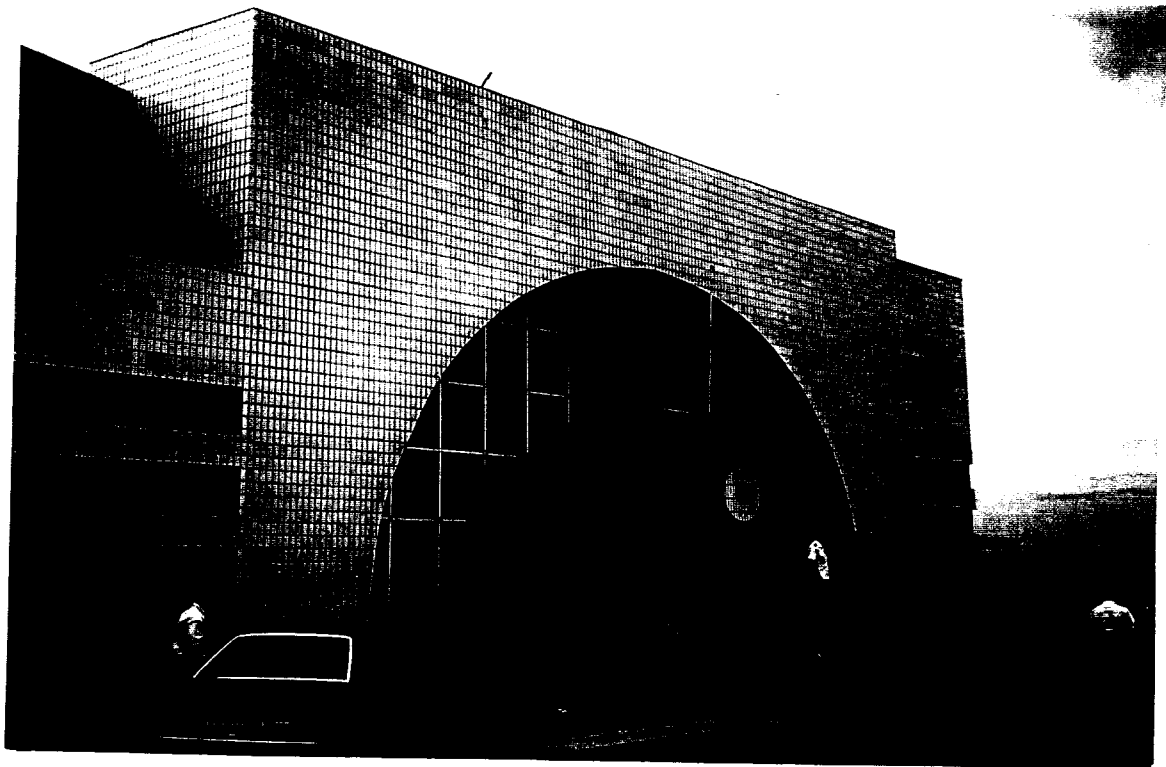
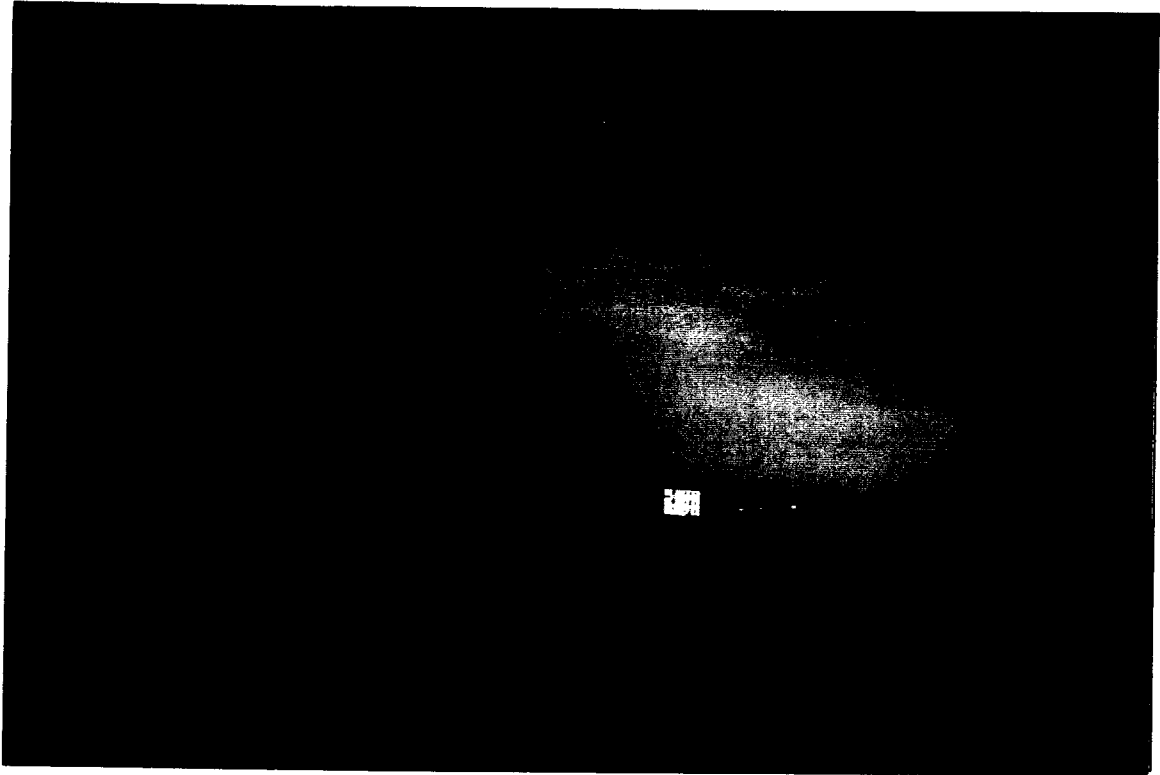
Immigration: Performed by Border Guard.
Security: Undertaken by Border Guard.
Transshipment: None.
Trading market: None.
Other: Veterinary, Quarantine and Health. Customs collect road user charges.

Constraints/ Problems

Location:	Remote location with limited potential as traffic to/from the south uses Khorguz and to/from north uses Bahty. Site very exposed and far from centres of population.
Infrastructure:	Modern facility but incomplete as construction suspended.
Human Resources:	Adequate but difficulty of recruitment of personnel for this remote location.
Equipment:	Lack communication and detection equipment.
Procedures:	Inadequate, as use system of preliminary inspection at border control point and then move to bonded depot, thus duplicating workload.
Performance:	Adequate for existing work only.
Other:	Lack of service level due limited hours and duplication within system.

Recommendations

- 1) A decision is required on whether this is to be developed as an international crossing. Its potential lies in the fact that it already has a new border office and has staff interchangeability with major rail activity. The disadvantage is its geographical location which favours use of the other two borders depending on whether the traffic is coming from the north or south.
- 2) No new investment should be made without a review of procedures designed to stop current duplication of processes.
- 3) Following the above, the border post should be completed and fitted out with office equipment including computers.
- 4) Clarification is required on areas of responsibility between the various organisations on site, particularly between the Customs and Border Guards
- 5) Agreement with Chinese Customs to enable two way flow of traffic during opening hours.



KAZAKHSTAN - Druzbha (Road)

Surface Transport Customs Control Points

Country: KAZAKHSTAN
Name of Crossing: DRUZHBA
From: KAZAKHSTAN
To: PEOPLES REPUBLIC OF CHINA
Mode: RAIL
Status: OPEN - 24 HOURS
Classification: TRACECA - MAJOR CROSSING

Annual Traffic Levels

Import:	Tonnage	27,000 tonnes in 1995, including transit. Main commodities are consumer goods and containers of car parts.
	Vehicles/Wagons	Approx. 1,000 loaded rail wagons per annum plus approx. 19,000 empty rail wagons.
	Main origins	China for Russia and CIS, particularly Uzbekistan.
Export:	Tonnage	921,000 tonnes in 1995, including transit. Main commodities are iron ore, metals, fertiliser and agricultural goods.
	Vehicles/Wagons	Approx. 20,000 rail wagons per annum.
	Main origins	Kazakhstan and Uzbekistan for China.
Transit:	Tonnage	N/A.
	Vehicles/Wagons	N/A.
Nationality of main transporters:		N/A.

Infrastructure

General Description: This is the only rail crossing from the Traceca corridor into China. During the visit, the Foreign Ministries were present to sign a new agreement to increase traffic levels. 1996 is expected to show an increase of 100% over 1995.

Buildings No and Condition: Customs rent bottom floor of a railway building adjacent to the marshalling yard with 3 rooms. Office appears structurally sound but in poor internal condition.

Parking Areas: Adequate sidings in marshalling yard on Kazak side where bogie changing takes place. Indications that Chinese side lacks adequate sidings.

Site Access: Reasonable access by road but no asphalt.

Site Security: Provided by Border Guard.

Adjacent Road/Rail Conditions: Road from Almaty in reasonable condition and rail in good working order.

Bonded Warehousing: Facilities available near-by also used by road border.

Human Resources

Manning Levels: 20 staff.
Experience: Mainly experienced personnel.
Shift Patterns: 2 shifts of 48 hours with 9 officers per shift.
Training: On-the-job training with local testing.

Equipment

Office Equipment: Office furniture, TV, refrigerator and safe.
Data Processing: None.
Communication Equipment: Telephone connected to rail system but not reliable. 3 mobile radios.
Power: Not reliable especially in winter.
Control/Detecting Equipment: None.

Procedures

Imports: Standard rail import procedure.
Exports: Standard rail export procedure.
Transit: Standard rail transit procedure.

Performance

Dwell time:	Imports	5 hours	average	N/A	peak
	Exports	5 hours	average	N/A	peak

Other processes undertaken at Border

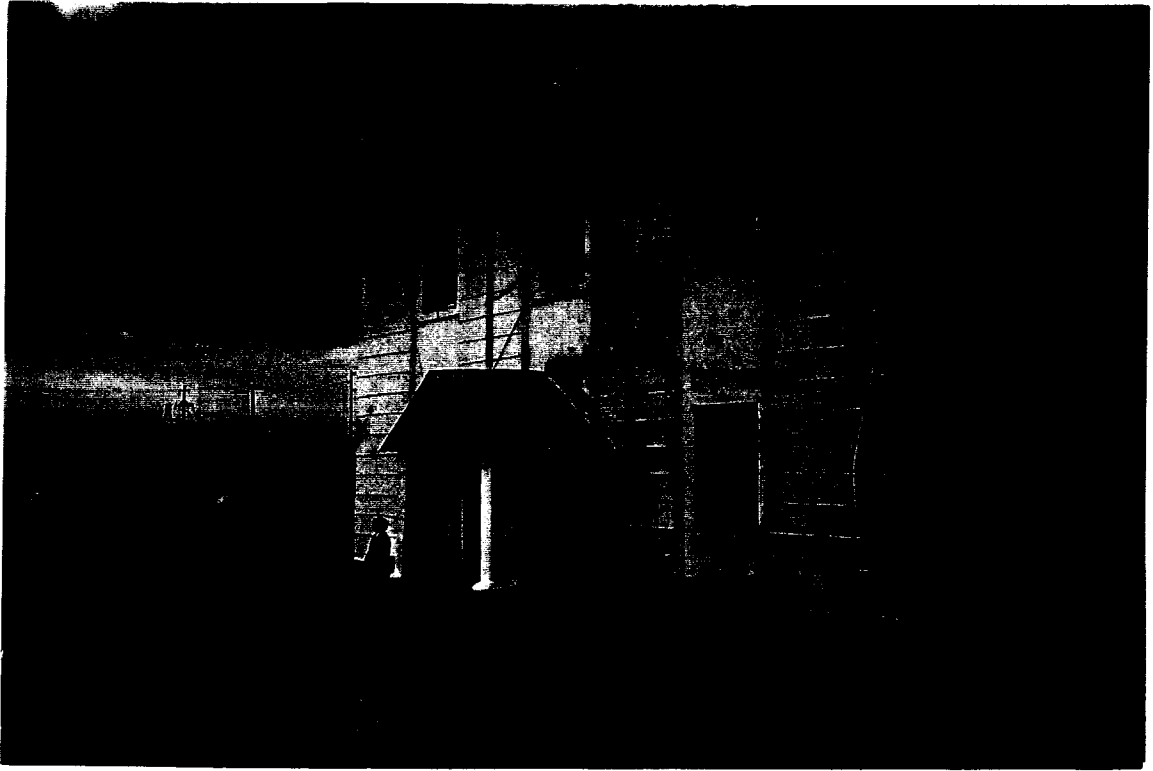
Immigration: Undertaken by Border Guard for passenger services.
Security: Provided by Border Guard.
Transshipment: None.
Trading market: None.
Other: None.

Constraints/ Problems

Location:	Suitable position close to marshalling area but in remote location .
Infrastructure:	Office in poor internal condition and not fitted out.
Human Resources:	Adequate considering staffing problems with remote location.
Equipment:	Lack of communication, data processing and detection equipment.
Procedures:	Unsatisfactory due to duplication with border rechecking.
Performance:	Excessive clearance times.
Other:	Lack of housing for Customs as remote location.

Recommendations

- 1) No investment until the procedures are simplified to reduce the duplication.
- 2) Refurbishment of existing offices or provision of new building.
- 3) Investigation into provision of an independent communication system - telephone or radio.
- 4) Supply of basic detection equipment.
- 5) Provision of computers for registration purposes.
- 6) Supply of stand-by generator.



KAZAKHSTAN - Druzbha (Rail)

Surface Transport Customs Control Points

Country: KAZAKHSTAN
Name of Crossing: KHORGUS
From: KAZAKHSTAN
To: PEOPLES REPUBLIC OF CHINA
Mode: ROAD
Status: OPEN - 0800-1800 HOURS ONLY
Classification: TRACECA - MINOR CROSSING

Annual Traffic Levels

Import:	Tonnage	Approx. 40,000 tonnes per annum including transit. Main commodities are consumer goods.
	Vehicles/Wagons	Approx. 3,000 trucks per annum.
	Main origins	China for Russia and Kryghyzstan.
Export:	Tonnage	Approx. 42,000 tonnes per annum including transit. Main commodities are aluminium, ferrous metals and cotton.
	Vehicles/Wagons	Approx. 3,000 trucks per annum.
	Main origins	Kazakhstan and Kyrghyzstan for China.
Transit:	Tonnage	Approx. 48,000 tonnes per annum.
	Vehicles/Wagons	Approx. 3,000 trucks per annum.
Nationality of main transporters:		Kazak, Kyrgh , Uzbek and Chinese.

Infrastructure

General Description: Main road border into China on Traceca route, covering traffics to/from the south of Kazakhstan, as opposed to Bahty which covers the north and traffics to/from Russia. This is also a busy border for passenger traffic.

Buildings No and Condition: Modern border complex with adjacent freight compound with offices and inward and outward covered inspection areas. All facilities in good condition.

Parking Areas: Adequate parking in freight compound.

Site Access: Reasonable, but some loss of surfacing between control points.

Site Security: Provided by Border Police with first checkpoints approx. 60-90 kms from border.

Adjacent Road/Rail Conditions: Reasonable condition from Almaty with occasional potholing.

Bonded Warehousing: Bonded warehousing is available in the border area. Many Chinese vehicles tranship their traffics in these facilities.

Human Resources

Manning Levels: 200 staff.
Experience: Mainly experienced personnel.
Shift Patterns: 2 shifts working 0800-2000 hrs on 48 hour rota. Border closed Sunday.
Training: On-the-job training with testing and special seminars.

Equipment

Office Equipment: Fully furnished offices.
Data Processing: 2 Computers used for statistical purposes.
Communication Equipment: Telephone system but not reliable.
Power: Unreliable supply in winter.
Control/Detecting Equipment: X-ray scanners, Geiger counters, metal detectors and probes.

Procedures

Imports: Standard import procedure.
Exports: Standard export procedure.
Transit: Standard transit procedure.

Performance

Dwell time:	Imports	30 mins	average	1 hour	peak
	Exports	30 mins	average	1 hour	peak

These times exclude loads with incorrect documentation and delays caused by night closure.

Other processes undertaken at Border

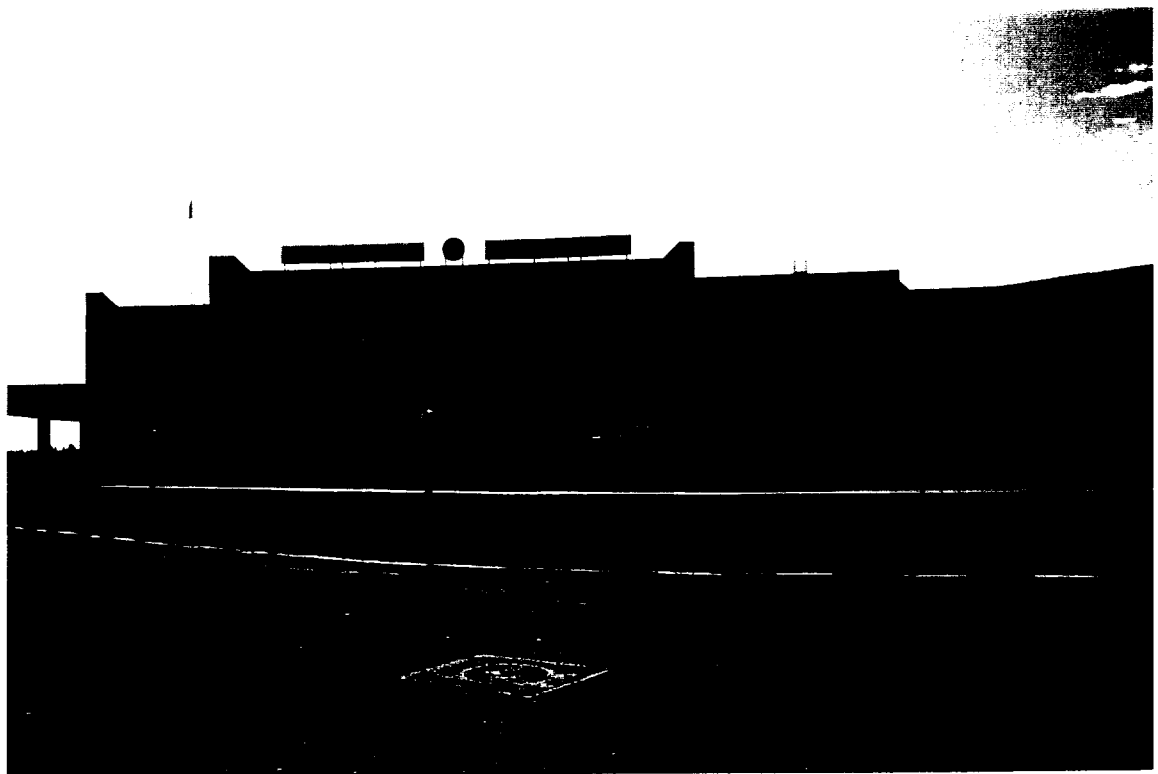
Immigration: Immigration officers present.
Security: Provided by Border Guard.
Transshipment: Available in nearby bonded warehouses.
Trading market: None at border but at towns near border with special regulations in force.
Other: Veterinary, Quarantine, Sanitary and virus station.

Constraints/ Problems

Location:	Good location close to Sharkent in flat area. However, it is within border control zone which extends approx. 65kms, thus restricting access.
Infrastructure:	All structures in good condition.
Human Resources:	Adequate.
Equipment:	Adequate.
Procedures:	Adequate. Most vehicles are accompanied resulting in convoying, extra costs and delays.
Performance:	Adequate.
Other:	Night closure causes delays to trucks.

Recommendations

- 1) Review of the control procedures in order to limit need for accompanying vehicles to/from the border.
- 2) Supply of some additional communication and data processing equipment.
- 3) Extend the operating hours, if could be agreed with Chinese. This will be required if volumes increase as expected.



KAZAKHSTAN - Khorgus

Surface Transport Customs Control Points

Country: **KAZAKHSTAN**
Name of Crossing: **LUGOVOYE**
From: **KAZAKHSTAN**
To: **KYRGHYZSTAN (BISHKEK)**
Mode: **RAIL**
Status: **OPEN - 24 HOURS**
Classification: **TRACECA - MAJOR CROSSING**

Annual Traffic Levels

Import:	Tonnage	Approx. 250,000 tonnes per annum, including transit. Main commodities are cement, construction materials, tiles, alcohol and agricultural goods.
	Vehicles/Wagons	Approx. 6,000 loaded rail wagons and 14,000 empty rail wagons per annum.
	Main origins	Kyrgyzstan to Kazakhstan, Uzbekistan, Russia and Afghanistan.
Export:	Tonnage	Approx. 900,000 tonnes per annum, including transit. Main commodities are fuel oil, grain, metals and coal.
	Vehicles/Wagons	Approx. 20,000 loaded rail wagons per annum.
	Main origins	Kazakhstan and Russia for Kyrgyzstan.
Transit:	Tonnage	N/A, but significant proportion of cargo.
	Vehicles/Wagons	N/A.
Nationality of main transporters:		N/A.

Infrastructure

General Description: and is	This is the main rail border post from Kazakhstan into Kyrgyzstan located on the branch of the railway leading to Bishkek. The facility is in rented accommodation on the main platform of Lugovoye station. Whilst it is some distance from the actual border, the control of the railway does not correlate with the physical border in that the system at Merke is under the control of Kyrgyzstan, although the town is in Kazakhstan.
Buildings No and Condition:	Double storey building owned by the railway in good structural condition. Customs rent 4 rooms on upper floor.
Parking Areas:	Rail sidings adjacent to the passenger platform.
Site Access:	Good road access from main Almaty - Tashkent road.
Site Security:	Minimal as in passenger area.
Adjacent Road/Rail Conditions:	Rail line indicated as being in reasonable working order with no major problems.
Bonded Warehousing:	None.

Human Resources

Manning Levels: 11 staff.
Experience: Mainly experienced personnel, but some new officers.
Shift Patterns: 4 shifts of 24 hours with 1 officer per shift. Remainder work on-demand.
Training: On-the-job training and local testing.

Equipment

Office Equipment: Office furniture, safe, copier and typewriter.
Data Processing: None.
Communication Equipment: Reliable telephone connection to rail system. 2 mobile radios.
Power: Normally reliable but occasional problems in winter.
Control/Detecting Equipment: None.

Procedures

Imports: Standard rail import procedure.
Exports: Standard rail export procedure.
Transit: Standard rail transit procedure.

Performance

Dwell time:	Imports	20 mins	average	60 mins	peak
	Exports	20 mins	average	60 mins	peak

Other processes undertaken at Border

Immigration: None.
Security: Provided by Police.
Transshipment: None.
Trading market: None.
Other: Veterinary and State Investigation Committee.

Constraints/ Problems

Location:	Reasonable location on main line to Bishkek in small town.
Infrastructure:	Structurally sound but poorly fitted out.
Human Resources:	Adequate, though local request for extra personnel.
Equipment:	Lack of external communication system and data processing equipment.
Procedures:	Adequate.
Performance:	Adequate.
Other:	None.

Recommendations

- 1) Refurbishing of offices, backed by lease agreement.
- 2) Provision of computer equipment for registration purposes. It was noted that the rail authorities (Kazak and Krygh) have basic computerised wagon control system in operation on the station. Linkage into the rail system or an interface would be beneficial to Customs.
- 3) Appraisal to be made of independent telephone connection to regional office.



KAZAKHSTAN - Lugovoye

Surface Transport Customs Control Points

Country: KAZAKHSTAN
Name of Crossing: ZHIVEK ZHOLY
From: KAZAKHSTAN
To: UZBEKISTAN (GISHT-KOPRIK)
Mode: ROAD
Status: OPEN - 24 HOURS
Classification: TRACECA - MAJOR CROSSING

Annual Traffic Levels

Import:	Tonnage	Approx. 650,000 tonnes per annum, including transit. Main commodities are agricultural products, foods, consumer goods and machinery.
	Vehicles/Wagons	Approx. 35,000 trucks per annum.
	Main origins	Turkey , Iran and Iranian ports, Kryghyzstan and Uzbekistan for Kazakhstan, Kryghyzstan and Russia.
Export:	Tonnage	Approx. 350,000 tonnes per annum, including transit. Main commodities are timber, machinery, flour, food products and construction materials.
	Vehicles/Wagons	Approx. 35,000 trucks per annum, of which approx. 40% are empty.
	Main origins	Kazakhstan, Russia and Kryghyzstan for Uzbekistan, Tadjikistan and Kryghyzstan.
Transit:	Tonnage	Approx. 250,000 tonnes per annum.
	Vehicles/Wagons	Approx. 20,000 trucks per annum.
Nationality of main transporters:		Turkish, Iranian, Kazak, Russian, Uzbek and Kyrgh.

Infrastructure

General Description:	Largest road border post in Kazakhstan on the Traceca route. Located close to Tashkent, it is in the main street of a small town. It interfaces with Gisht-Koprik in Uzbekistan. The two border posts are approximately 500 metres apart. Plans have been developed to move to a new site 1 km north to a less congested area.
Buildings No and Condition:	1 temporary building with two offices in poor condition.
Parking Areas:	Vehicles park along roadside creating significant congestion.
Site Access:	Straight level road but very congested with parked vehicles and market activities.
Site Security:	Provided by Police.

Adjacent Road/Rail Conditions: Road from Almaty to Chimkent in moderate condition but with rutting and some potholes. Road from Chimkent to border has significant corrugation thus limiting travelling speeds.

Bonded Warehousing: None.

Human Resources

Manning Levels: 18 staff.

Experience: Mainly experienced personnel.

Shift Patterns: 3 shifts of 24 hours with 6 officers per shift.

Training: On-the-job training with periodic testing.

Equipment

Office Equipment: Office furniture and 2 safes.

Data Processing: None.

Communication Equipment: None.

Power: None, as supply from Uzbekistan cut-off.

Control/Detecting Equipment: None.

Procedures

Imports: Standard import procedure.

Exports: Standard export procedure.

Transit: Standard transit procedure.

Performance

Dwell time:	Imports	1 hour	average	4 hours	peak
	Exports	1 hour	average	4 hours	peak

Significant delays can occur at this border during the periods when agricultural goods are being moved, although these are less than at the interfacing Uzbek border. Queues can extend back into the Kazak post.

Other processes undertaken at Border

Immigration:	Undertaken by Police.
Security:	Provided by Police.
Transshipment:	None.
Trading market:	Area between borders is used as a local trading market.
Other:	Veterinary, Road Inspectorate (Road Tax), Sanitary, Quarantine and Bank (FX).

Constraints/ Problems

Location:	Border post located in centre of town leading to significant congestion and inability to operate a traffic control system. Trucks are parked both sides of the border awaiting clearance or parked up for rest periods within the same area.
Infrastructure:	Existing building in poor condition and poor layout for documentation process.
Human Resources:	Shortage when compared with Uzbek interfacing border.
Equipment:	Lack of almost all equipment and electricity.
Procedures:	Current procedures are inadequate with confused checking system and waiting either side of the border post in each direction.
Performance:	Poor, but delays not yet critical.
Other:	Total area of the border is congested with public access.

Recommendations

- 1) New border facility is required at the selected location out of the town. this should be a secure area and the market activities should be excluded from the area.
- 2) A review should be conducted of the procedures and a traffic management system developed so that only trucks with checked documentation can pass through the border - i.e. outward traffic remains within the Kazak sector until cleared and inward traffic in the area between the borders until cleared. It is accepted that there may be a shortage of personnel but the procedures should be reviewed to ascertain whether the shortage would still remain with a simplified system.
- 3) Provision of a generator until power restored.
- 4) Supply of data processing equipment for registration.
- 5) Provision of a communication system.
- 7) Supply of basic detection equipment.



KAZAKHSTAN - Zhivek Zholy

Surface Transport Customs Control Points

Country: KAZAKHSTAN
Name of Crossing: AKTAU - PORT
From: KAZAKHSTAN
To: AZERBAIJAN (BAKU)
Mode: RAIL AND ROAD
Status: OPEN - 24 HOURS
Classification: TRACECA - MINOR CROSSING

Annual Traffic Levels

Import:	Tonnage	Approx. 15,000 tonnes per annum, including transit. Main commodities are foods and mineral concentrates.
	Vehicles/Wagons	Less than 1,000 rail wagons and road trucks for inland delivery.
	Main origins	From Iran for Kazakhstan.
Export:	Tonnage	Approx. 235,000 tonnes per annum, including transit. Main commodity is steel but with small shipments of grain and oil products.
	Vehicles/Wagons	Approx. 4,000 rail wagon per annum.
	Main origins	Kazakhstan, Ukraine and Russia for Iran.
Transit:	Tonnage	N/A.
	Vehicles/Wagons	N/A.

Nationality of main transporters: Almost all transport to/from port is rail.

Infrastructure

General Description: Largest port in Kazakhstan but has suffered significant loss of traffic down to current levels. It is now basically a bulk cargo port. The European Bank is providing funds for a major redevelopment of the port, though this does not include rehabilitation of the ferry terminal which would handle a Traceca ferry service connection with Baku. Current traffic is mainly steel shipments to Iran with occasional shipments to Europe via the Volga-Don canal.

Buildings No and Condition: Single storey building rented from Port Authority with 2 offices and a rest room. Building in poor condition.

Parking Areas: Adequate parking areas within the port for road traffic but virtually all traffic is conveyed by rail. Sidings are several kilometres away in town, rather than adjacent to the port.

Site Access: The port is located approximately 5 kilometres to the south of the town. Road and rail access is reasonable.

Site Security: Provided by Port and Border Guard.

Adjacent Road/Rail Conditions: Rail connection in need of rehabilitation especially between port and Bejneu - subject of another Traceca study - but in operation.
Road conditions very poor condition from port to north of Benjeu and on stretch north of the Aral Sea making road transport difficult.

Bonded Warehousing: Transit sheds in the port.

Human Resources

Manning Levels: 14 staff.

Experience: Mix of experience following staff reduction from 27 personnel.

Shift Patterns: 4 shifts of 24 hours with 2 officers per shift. Remainder of staff provide on-demand service.

Training: On-the-job training with local examinations.

Equipment

Office Equipment: Office furniture and safe.

Data Processing: None.

Communication Equipment: Telephone connected to port system which not reliable. 4 mobile radios.

Power: Reliable supply from port.

Control/Detecting Equipment: Metal detector and drug dog.

Procedures

Imports: Standard rail import procedure.

Exports: Standard rail export procedure.

Transit: Standard rail transit procedure.

Performance

Dwell time:	Imports	60 mins	average	-	peak
	Exports	60 mins	average	-	peak

Other processes undertaken at Border

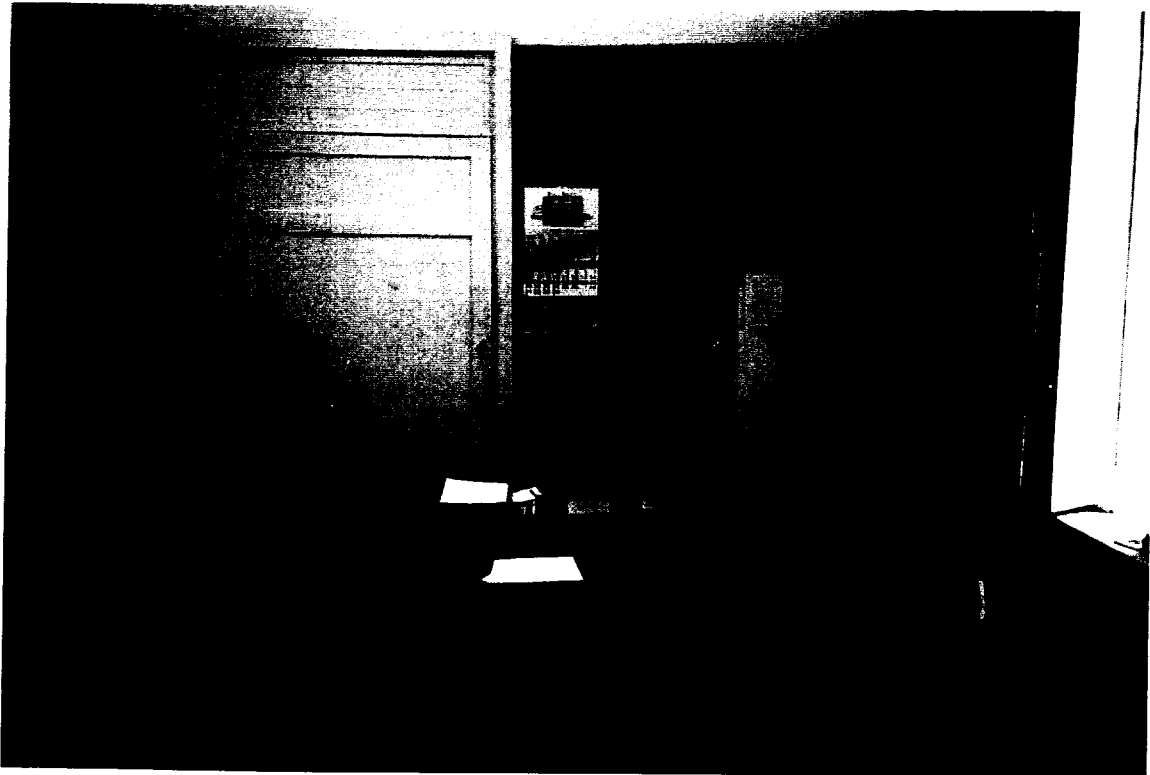
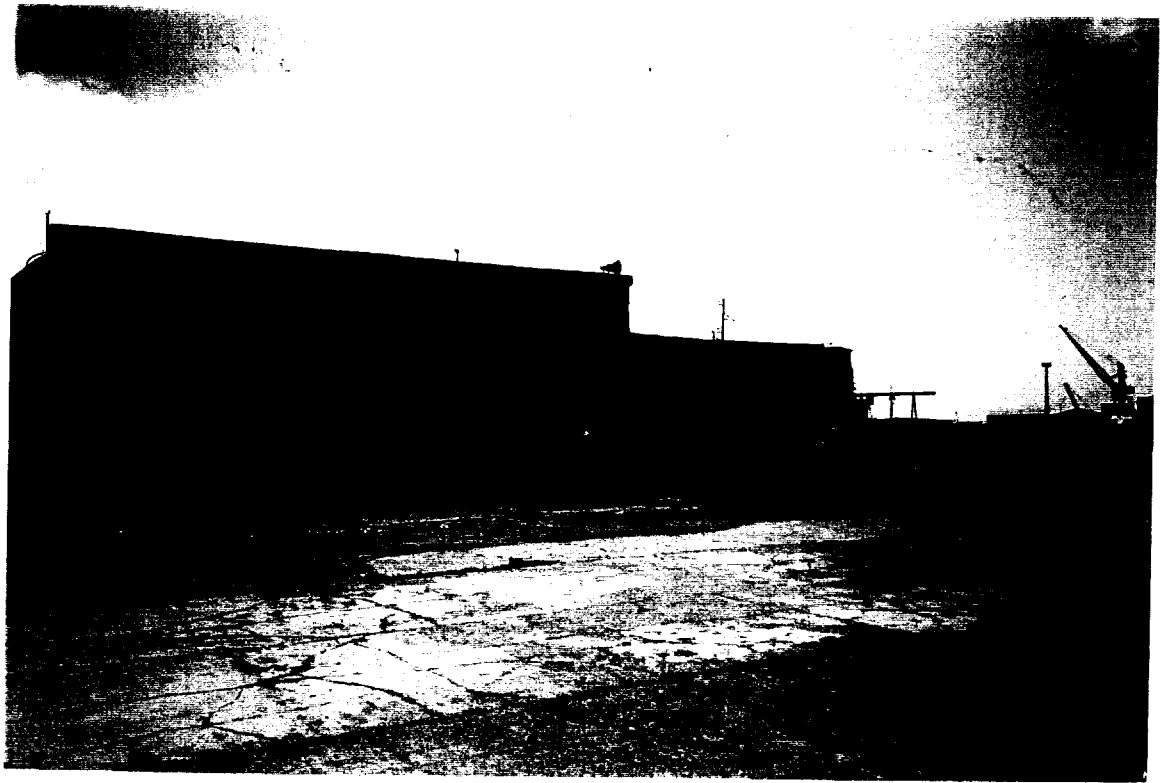
Immigration:	Undertaken by Border Guard.
Security:	Provided by Border Guard and port personnel.
Transshipment:	None.
Trading market:	None.
Other:	Veterinary, Quarantine and Sanitary.

Constraints/ Problems

Location:	Current location of Customs within the port is distant from either the entry point to the port or from the berths thus leading to transport problems around port.
Infrastructure:	Current building in poor condition and shared with port garage.
Human Resources:	Adequate though recent reduction is perceived as resulting in shortage of staff.
Equipment:	Limited communication and detection equipment and no computer.
Procedures:	Adequate.
Performance:	Adequate.
Other:	Port is experiencing problems due to the rising sea level. This results in need to rebuild the port. Operational problems are expected within the reconstruction period. There are significant problems in the interfacing road and rail networks, especially the roads.

Recommendations

- 1) Plans for reconstruction of the port should include provision of office facilities for Customs.
- 2) Supply of a computer for registration purposes.
- 3) Provision of an independent telephone system connection to regional office in town.
- 4) Possible supply of transport to enable visits to berths. Current system reliant on use of own cars.



KAZAKHSTAN - Aktau

Surface Transport Customs Control Points

Country: **KAZAKHSTAN**
Name of Crossing: **FETISOVO**
From: **KAZAKHSTAN**
To: **TURKMENISTAN**
Mode: **ROAD**
Status: **OPEN - 24 HOURS**
Classification: **NON - TRACECA - MINOR CROSSING**

Annual Traffic Levels

Import:	Tonnage	Approx. 150,000 tonnes per annum, including transit. Main commodities are food products, consumer goods and construction materials.
	Vehicles/Wagons	Approx. 15,000 trucks per annum.
	Main origins	Turkmenistan, Iran and Azerbaijan for Kazakhstan and Russia.
Export:	Tonnage	Approx. 150,000 tonnes per annum, including transit. Main commodities are food and construction materials.
	Vehicles/Wagons	Approx. 15,000 trucks per annum.
	Main origins	Russia and Kazakhstan for Azerbaijan, Iran and Turkmenistan.
Transit:	Tonnage	N/A but considered to be significant proportion.
	Vehicles/Wagons	N/A
Nationality of main transporters:		Russian, Iranian, Azeri and Kazak.

Infrastructure

General Description:	This is the only border crossing on the east side of the Caspian Sea between Kazakhstan and Turkmenistan. Traffic between Russia and the Caucasus is being diverted to this routing using the Baku-Turkmenbashi ferry.
Buildings No and Condition:	Currently using two empty rail carriages providing 4 offices. Facilities are shared with Police. The building of the new office block has been suspended.
Parking Areas:	Indications that sufficient for current volumes.
Site Access:	Bad road conditions in immediate area but with asphalt at the crossing.
Site Security:	Provided by Police.
Adjacent Road/Rail Conditions:	There is no road connection between Aktau and Turkmenbashi with trucks using desert tracks.
Bonded Warehousing:	None.

Human Resources

Manning Levels: 14 staff, including those covering neighbouring posts.
Experience: Mainly experienced personnel from Aktau.
Shift Patterns: 4 shifts of 24 hours with 2 officers per shift.
Training: On-the-job training with local examination.

Equipment

Office Equipment: Office furniture, refrigerator, A/C and safe.
Data Processing: None.
Communication Equipment: No telephone but 1 mobile radio.
Power: Reliable supply.
Control/Detecting Equipment: Metal detector.

Procedures

Imports: Standard import procedure.
Exports: Standard export procedure.
Transit: Standard transit procedure.

Performance

Dwell time:	Imports	2 hours	average	3-4 hours	peak
	Exports	2 hours	average	3-4 hours	peak

Problems are being encountered in respect of duty and road tax payments at the border which can lead to delays of 3-4 days.

Other processes undertaken at Border

Immigration: Undertaken by Police.
Security: Provided by Police.
Transshipment: None.
Trading market: None.
Other: Veterinary, Quarantine and Bank(FX). Customs collect Road Tax.

Constraints/ Problems

Location:	Remote location with very poor road connections. Border difficult to control as open semi-desert.
Infrastructure:	Current buildings unsatisfactory and work on the new building suspended.
Human Resources:	Adequate, though indicated as understaffed.
Equipment:	Lack of communication, detection and data processing equipment.
Procedures:	Adequate.
Performance:	Indications of slow clearance times but road conditions result in convoys thus causing bunching of arrivals for processing.
Other:	Lack of road infrastructure.

Recommendations

- 1) Complete new building and fit out.
- 2) Provision of a communication system, either radio or alternative.
- 3) Supply additional basic detection equipment.
- 4) Provision of computer for recording of registrations.

Kyrgyzstan

Surface Transport Customs Control Points

Country: KYRGHYZSTAN
Name of Crossing: AKZHOL
From: KYRGHYZSTAN
To: KAZAKHSTAN (KORDAY)
Mode: OPEN - 24 HOURS
Status: ROAD
Classification: TRACECA - MAJOR CROSSING

Annual Traffic Levels

Import:	Tonnage	Approx. 600,000 tonnes per annum, including transit. Main commodities are raw materials, fuel, timber, construction materials, food, drink and consumer goods.
	Vehicles/Wagons	Approx. 55,000 trucks per annum.
	Main origins	Russia, Kazakhstan, Iran and Turkey for Kyrghyzstan.
Export:	Tonnage	Approx. 700,000 tonnes per annum, including transit. Main commodities are drinks, sugar and metals.
	Vehicles/Wagons	Approx. 70,000 trucks per annum.
	Main origins	Kyrghyzstan for Kazakhstan and Russia.
Transit:	Tonnage	N/A. The above traffic includes domestic movements between the north and the south of the country when the central route through the mountains is closed.
	Vehicles/Wagons	N/A.
Nationality of main transporters:		Kazak, Kyrgh, Russian, Iranian and Turkish.

Infrastructure

General Description: Main northern border crossing in Kyrghyzstan near Bishkek. This also handles some cargoes transiting the country rather than using the longer by-pass route which remains all within Kazakhstan. It interfaces with the Korday post in Kazakhstan.

Buildings No and Condition: New border complex provided under an aid agreement with France with technical assistance being provided by Dassault. It consists of an office block with 6 rooms, an overhead canopy, inspection pits and a weighbridge.

Parking Areas: Adequate parking on widened road.

Site Access: Good straight road.

Site Security: Provided by Police.

Adjacent Road/Rail Conditions: All roads in reasonable condition.

Bonded Warehousing: None. Small warehouse below the building for confiscated traffic.

Human Resources

Manning Levels: 19 staff.
Experience: All experienced personnel.
Shift Patterns: 3 shifts of 24 hours with 6 officers per shift. The shift includes 2 inspectors who also cover nearby Free Trade Zone.
Training: Courses held in Bishkek with regular testing.

Equipment

Office Equipment: Basic furniture and safe only.
Data Processing: None.
Communication Equipment: Fixed radio only.
Power: Unreliable with power cuts in winter.
Control/Detecting Equipment: Metal detectors, Geiger counter and torches.

Procedures

Imports: Standard import procedure.
Exports: Standard export procedure.
Transit: Standard transit procedure.

Performance

Dwell time:	Imports	15 mins	average	40 mins	peak
	Exports	15 mins	average	40 mins	peak

Most of the local traffic passes through without any delays. The CIS vehicles also require minimal attention.

Other processes undertaken at Border

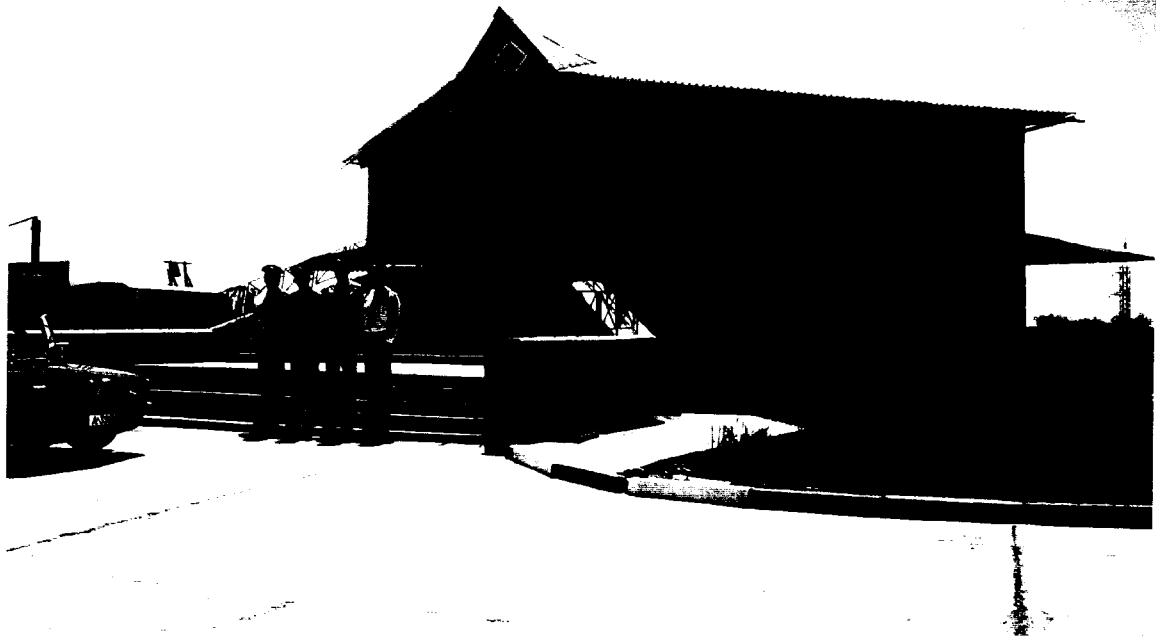
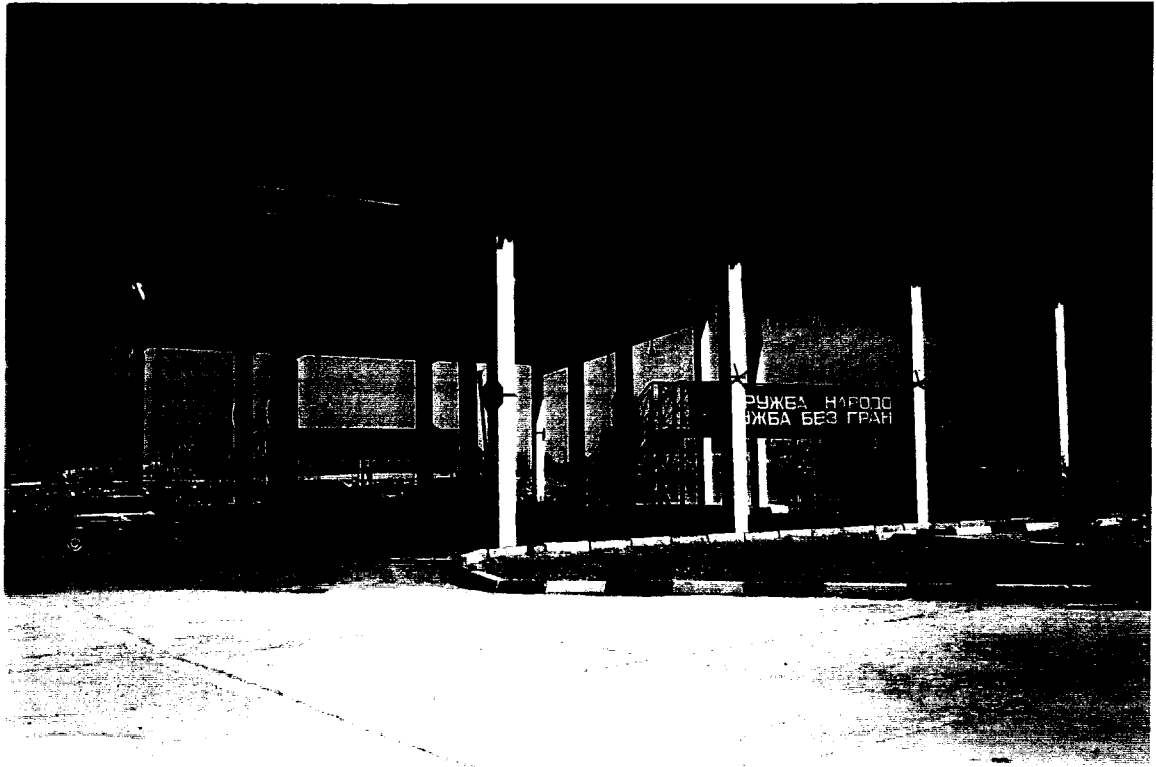
Immigration: None.
Security: Provided by Police.
Transshipment: None.
Trading market: None, but Free Trade Zone in vicinity.
Other: Veterinary and Quarantine.

Constraints/ Problems

Location:	Good location close to Bishkek.
Infrastructure:	Excellent facilities completed in May 1996.
Human Resources:	Adequate.
Equipment:	None provided as included within 2nd agreement with Dassault. This is awaiting signature and confirmation of funding by the French Government.
Procedures:	Adequate.
Performance:	Adequate.
Other:	None.

Recommendations

- 1) Fitting out of the building with office furniture.
- 2) Provision of computers for registration and possible linkage to main clearance system proposed in aid package. This will require installation of telephones and standby generator.
- 3) Supply of additional detection equipment.



KYRGYSZTAN - Akzhol

Surface Transport Customs Control Points

Country: **KYRGHZYSTAN**
Name of Crossing: **BISHKEK**
From: **KYRGHZYSTAN**
To: **KAZAKHSTAN (LUGOVOYE)**
Mode: **RAIL**
Status: **OPEN - 24 HOURS**
Classification: **TRACECA - MAJOR CROSSING**

Annual Traffic Levels

Import:	Tonnage	Approx. 900,000 tonnes per annum. Main commodities are fuel, grain, construction materials, metals and coal.
	Vehicles/Wagons	Approx. 14,000 wagons per annum.
	Main origins	Russia and Kazakhstan for Kyrgyzstan.
Export:	Tonnage	Approx 250,000 tonnes per annum. Main commodities are cement construction materials, tiles, alcohol and agricultural goods.
	Vehicles/Wagons	Approx. 6,000 loaded wagons per annum
	Main origins	Kyrgyzstan to Russia, Kazakhstan and Uzbekistan.
Transit:	Tonnage	N/A.
	Vehicles/Wagons	N/A.
Nationality of main transporters:		N/A

Infrastructure

General Description: The rail clearance system differs in Kyrgyzstan in that there are no border checkpoints. The system is that wagons are sent direct to/from one of 12 stations which have customs staff present - thus each is in effect a mini-border post but undertaking full clearance, rather than transit. Rail Customs are a separate part of the Customs organisation and are based in Bishkek adjacent to the main marshalling yard.

Buildings No and Condition: One main office complex with upper floors for rail customs and offices at each of 12 stations.

Parking Areas: -

Site Access: -

Site Security: -

Adjacent Road/Rail Conditions: No indications of problems on immediate rail network.

Bonded Warehousing: Bonded warehouses in road next to offices.

Human Resources

Manning Levels: 159 staff.
Experience: Mostly experienced personnel.
Shift Patterns: 3 shifts of 24 hours with 16 officers per shift.
Training: On-the job training and rotation of staff around the stations. Testing held on a regular basis.

Equipment

Office Equipment: Office furniture only.
Data Processing: 4 Computers in central office used for statistical work only.
Communication Equipment: Telephone and access to rail radio. Telephone unreliable at some of the other stations.
Power: Reliable except in winter.
Control/Detecting Equipment: None.

Procedures

Imports: Standard rail import procedure.
Exports: Standard rail export procedure.
Transit: Standard rail transit procedure.

Performance

Dwell time:	Imports	20-30 mins	average	1 hour	peak
	Exports	20-30 mins	average	1 hour	peak

Since this is final clearance, these dwell times appear low.

Other processes undertaken at Border

Immigration: None.
Security: None.
Transshipment: None.
Trading market: None.
Other: None.

Constraints/ Problems

Location:	Devolved system requires good central control. Bishkek is obvious control point and its location adjacent to the rail facilities is ideal.
Infrastructure:	It is assumed that some of the office locations may be in need of refurbishment.
Human Resources:	Adequate.
Equipment:	Additional office equipment required, some may be available under Dassault assistance project.
Procedures:	Adequate.
Performance:	Adequate.
Other:	None.

Recommendations

- 1) Provision for upgrading the facilities in the stations.
- 2) Supply of computers for registration and clearance purposes.

Surface Transport Customs Control Points

Country: **KYRGHYZSTAN**
Name of Crossing: **CHALDOVAR**
From: **KYRGHYZSTAN**
To: **KAZAKHSTAN (MERKE)**
Mode: **ROAD**
Status: **OPEN - 24 HOURS**
Classification: **TRACECA - MINOR CROSSING**

Annual Traffic Levels

Import:	Tonnage	Approx. 100,000 tonnes per annum, including transit. Main commodities are consumer goods, food and drink.
	Vehicles/Wagons	Approx. 7,000 trucks per annum.
	Main origins	Iran and Turkey for Kyrgyzstan.
Export:	Tonnage	Approx. 80,000 tonnes per annum, including transit. Main commodities are fresh foods and metal goods, including scrap.
	Vehicles/Wagons	Approx. 5,000 trucks per annum.
	Main origins	Kyrgyzstan for Iran, Turkey, Kazakhstan and Russia.
Transit:	Tonnage	Approx. 80,000 tonnes per annum.
	Vehicles/Wagons	Approx. 6,000 trucks per annum.
Nationality of main transporters:		Iranian, Turkish, Kyrg and Kazak.

Infrastructure

General Description:	Main entry point for traffic coming up through Uzbekistan. There are limited volumes of trucks moving through this border and out through Akzhol crossing as most prefer to use the detour round northern Kyrgyzstan. In practice this is almost an open border interfacing with Merke in Kazakhstan.
Buildings No and Condition:	2 temporary buildings consisting of an office and restrooms, both in poor condition. New office partly constructed under aid project but this now deteriorating.
Parking Areas:	Road widens at this point with adequate parking area.
Site Access:	Good level straight road but with stalls in between borders.
Site Security:	Provided by Customs.
Adjacent Road/Rail Conditions:	Road from Bishkek in good condition but busy with local traffic.
Bonded Warehousing:	None.

Human Resources

Manning Levels: 10 staff.
Experience: Mainly experienced personnel.
Shift Patterns: 3 shifts of 48 hours with 3 officers per shift.
Training: On-the-job training following initial course in regional office.

Equipment

Office Equipment: Office furniture and safe.
Data Processing: None.
Communication Equipment: Radio link with regional office but currently broken. No telephone.
Power: Problems especially in winter.
Control/Detecting Equipment: None.

Procedures

Imports: Standard import procedure.
Exports: Standard export procedure.
Transit: Standard transit procedure.

Performance

Dwell time:	Imports	1 hour	average	2 hours	peak
	Exports	1 hour	average	2 hours	peak

Goods are registered at the border and proceed to the regional office for full clearance. Vehicles are accompanied and the above times allow for the formation of a convoy if required.

Other processes undertaken at Border

Immigration: Undertaken by Customs.
Security: Performed by Customs.
Transshipment: None.
Trading market: None.
Other: Quarantine, Veterinary, Road Ministry (Road Tax).

Constraints/ Problems

Location:	Suitable location on main road in built-up area but no traffic problems.
Infrastructure:	Poor offices with no heating and unreliable power.
Human Resources:	Adequate.
Equipment:	Lack of data processing, communication and detection equipment.
Procedures:	Adequate.
Performance:	Poor, given the need for convoys.
Other:	None.

Recommendations

- 1) Completion of the newly built facility. This will require some refurbishment as deteriorating due to lack of maintenance.
- 2) Fitting out of new office with office furniture, a computer and reliable communication system.
- 3) Provision of a standby generator.
- 4) Supply of basic detection equipment.



KYRGYSZTAN - Chaldovar

Surface Transport Customs Control Points

Country: **KYRGHYZSTAN**
Name of Crossing: **IRKESHTAN**
From: **KYRGHYZSTAN**
To: **PEOPLES REPUBLIC OF CHINA**
Mode: **ROAD**
Status: **CLOSED**
Classification: **NON - TRACECA - MINOR CROSSING**

Annual Traffic Levels

Import:	Tonnage	None.
	Vehicles/Wagons	None.
	Main origins	None.
Export:	Tonnage	None.
	Vehicles/Wagons	None.
	Main origins	None.
Transit:	Tonnage	None.
	Vehicles/Wagons	None.
Nationality of main transporters:		None.

Infrastructure

General Description: This border is being developed by Kyrgyzstan and China as a new southern route into China via Osh. Part of the traffic is expected to be transferred from the high border crossing at Torougart but one of the main objectives is to attract additional traffic off the Traceca route which currently has to travel further north to Khorguz in Kazakhstan. Agreements have been signed by both countries to rebuild the roads on each side of the border.

Buildings No and Condition: Under construction for opening in late 1996.

Parking Areas: N/A.

Site Access: Under development.

Site Security: Provided by Border Guard.

Adjacent Road/Rail Conditions: Poor but expected to improve.

Bonded Warehousing: None.

Human Resources

Manning Levels: Expected to be 25-30.
Experience: Mixture of experienced and new personnel.
Shift Patterns: Expected to be working shifts. However, it is noted that the Chinese Customs do not work 24 hours at any of the other borders. The remote location will mean that some shift arrangement will be required.
Training: Transfers from other borders and on-the-job training.

Equipment

Office Equipment: None.
Data Processing: None.
Communication Equipment: None.
Power: None.
Control/Detecting Equipment: None.

Procedures

Imports: Standard import procedure.
Exports: Standard export procedure.
Transit: Standard transit procedure.

Performance

Dwell time:	Imports	-	average	-	peak
	Exports	-	average	-	peak

Other processes undertaken at Border

Immigration: None.
Security: Provide by Border Guard.
Transshipment: None.
Trading market: None.
Other: None.

Constraints/ Problems

Location:	Better location than current border crossings but still involves crossing Taldyk Pass 3619 metres. There will need to be substantial investment to enable the route to have the reliability of Khorguz.
Infrastructure:	To be completed.
Human Resources:	Adequate.
Equipment:	To be agreed.
Procedures:	Adequate.
Performance:	-
Other:	-

Recommendations

- 1) Complete and open border with appropriate resources and road infrastructure.
- 2) Establish a review procedure to identify problems/constraints and apply remedies.

Surface Transport Customs Control Points

Country: **KYRGHYZSTAN**
Name of Crossing: OSH 1&2
From: KYRGHYZSTAN
To: UZBEKISTAN (SAVAY)
Mode: RAIL
Status: OPEN - 0800-1730 ONLY
Classification: TRACECA - MINOR CROSSING

Annual Traffic Levels

Import:	Tonnage	Approx. 40,000 tonnes per annum, including transit. Main commodities are fuel, grain, cement and construction materials.
	Vehicles/Wagons	Approx. 1,000 rail wagons per annum.
	Main origins	Russia, Kazakhstan and Uzbekistan for Kyrgyzstan.
Export:	Tonnage	Approx. 10,000 tonnes per annum, including transit. Main commodities are cotton and tobacco.
	Vehicles/Wagons	Approx. 1,000 rail wagons per annum.
	Main origins	Kyrgyzstan to Russia, Ukraine and Turkey.
Transit:	Tonnage	N/A, but limited to some humanitarian grain through to Tadjikistan by road.
	Vehicles/Wagons	N/A.
Nationality of main transporters:		N/A.

Infrastructure

General Description:	Main rail clearance facility for southern Kyrgyzstan. All traffic is cleared in the sidings adjacent to the Customs building with no facility closer to the border (approx. 10 kms). Border interfaces with Savay crossing in Uzbekistan.
Buildings No and Condition:	2 rooms rented from rail authorities on the upper level of their freight building.
Parking Areas:	Ample sidings and parking area for trucks/cars.
Site Access:	Adequate as in central Osh.
Site Security:	None.
Adjacent Road/Rail Conditions:	Rail infrastructure understood to be in reasonable condition.
Bonded Warehousing:	None.

Human Resources

Manning Levels: 8 staff covering both posts.
Experience: Mainly experienced personnel.
Shift Patterns: Daywork only.
Training: On-the-job training.

Equipment

Office Equipment: Office furniture and safe.
Data Processing: None.
Communication Equipment: Radio connection to local office and rail telephone.
Power: Reliable supply.
Control/Detecting Equipment: None.

Procedures

Imports: Standard import procedure.
Exports: Standard export procedure.
Transit: Standard transit procedure.

Performance

Dwell time:	Imports	30 mins	average	60 mins	peak
	Exports	30 mins	average	60 mins	peak

Other processes undertaken at Border

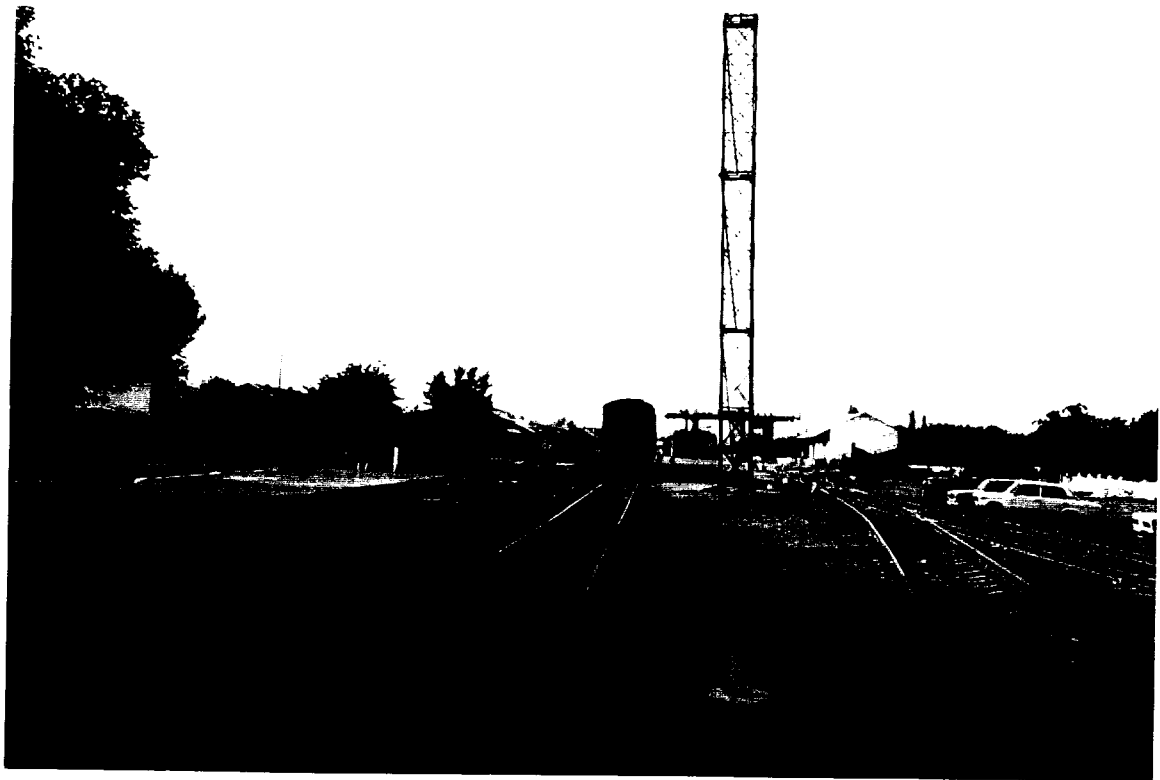
Immigration: None.
Security: None.
Transshipment: None.
Trading market: None.
Other: None.

Constraints/ Problems

Location:	Good location in main freight yard.
Infrastructure:	Building in reasonable condition but poor furnishing.
Human Resources:	Adequate.
Equipment:	Lack of data processing and detection equipment.
Procedures:	Adequate.
Performance:	Adequate.
Other:	None.

Recommendations

- 1) Refurbishment of office with additional room for meeting importers/exporters/forwarders.
- 2) Supply of independent communication system, rather than total reliance on rail system.
- 3) Provision of computer for registration purposes.
- 4) Supply of basic detection kit.



KYRGYSZTAN - Osh

Surface Transport Customs Control Points

Country: **KYRGHYZSTAN**
Name of Crossing: **DOSTUK**
From: **KYRGHYZSTAN**
To: **UZBEKISTAN (DUSTLIC)**
Mode: **ROAD**
Status: **OPEN - 24 HOURS**
Classification: **TRACECA - MINOR CROSSING**

Annual Traffic Levels

Import:	Tonnage	Approx. 150,000 tonnes per annum, including transit. Main commodities are fuel, paper, construction materials, flour and humanitarian aid.
	Vehicles/Wagons	Approx. 10,000 trucks per annum.
	Main origins	Russia, Kazakhstan, Iran, Turkey and northern Kyrghyzstan for southern Kyrghyzstan.
Export:	Tonnage	Approx. 150,000 tonnes per annum, including transit. Main commodities are agricultural goods, scrap metals and salt.
	Vehicles/Wagons	Approx. 10,000 trucks per annum.
	Main origins	Kyrghyzstan to Russia, Iran and northern Kyrghyzstan.
Transit:	Tonnage	Approx. 150,000 tonnes per annum to/from eastern Tadjikistan and China.
	Vehicles/Wagons	Approx. 5,000 trucks per annum.
Nationality of main transporters:		Iranian, Turkish, Uzbek and Kyrgh.

Infrastructure

General Description:	Main border crossing into southern Kyrghyzstan. This covers international movements and almost all traffic between north and south Kyrghyzstan which routes via Andijan in Uzbekistan. Border Interfaces with Dustlic in Uzbekistan.
Buildings No and Condition:	2 temporary office buildings and 1 rest room building.
Parking Areas:	Road wider at this point to provide parking.
Site Access:	Good access on straight and level road.
Site Security:	Provided by Police.
Adjacent Road/Rail Conditions:	Road from Osh in reasonable condition.
Bonded Warehousing:	None.

Human Resources

Manning Levels: 12 staff.
Experience: Mainly experienced officers.
Shift Patterns: 3 shifts of 24 hours with 4 officers per shift.
Training: On-the-job training following induction course in Osh.

Equipment

Office Equipment: Office furniture and safe.
Data Processing: None.
Communication Equipment: Radio connection to Head Office but not reliable. No telephone.
Power: Supply not reliable.
Control/Detecting Equipment: None.

Procedures

Imports: Standard import procedure.
Exports: Standard export procedure.
Transit: Standard transit procedure.

This crossing also has a Cargo department so that full clearances are made at the border.

Performance

Dwell time:	Imports	1 hour	average	2 hours	peak
	Exports	1 hour	average	2 hours	peak

These times include full clearance and awaiting escort to end receiver.

Other processes undertaken at Border

Immigration: Undertaken by Police.
Security: Provided by Police.
Transshipment: None. Vehicles wait approx. 4 kms inside border to pick up transfer cargo.
Trading market: None.
Other: Sanitary, Quarantine and Ministry of Transport (Road Tax).

Constraints/ Problems

Location:	Good location on main road.
Infrastructure:	Buildings all in poor condition.
Human Resources:	Adequate.
Equipment:	Lack of data processing, communication and detection equipment.
Procedures:	Adequate. Placing of clearance facility can delay trucks at the border but this is not major problem with current volumes.
Performance:	Adequate.
Other:	None.

Recommendations

- 1) Provision of new modern facilities.
- 2) Supply of reliable telephone link.
- 3) Provision of computer for registration and statistical work.
- 4) Supply of standby generator.
- 5) Provision of basic detection kit.



KYRGYSZTAN - Dostuk

Tajikistan

Surface Transport Customs Control Points

Country: TADJIKISTAN
Name of Crossing: AIVAJ
From: TADJIKISTAN
To: UZBEKISTAN (GULBAKOR)
Mode: ROAD
Status: OPEN - 0800 - 1800 HRS ONLY
Classification: TRACECA - MINOR CROSSING

Annual Traffic Levels

Import:	Tonnage	Approx 20,000 tonnes per annum. Main commodities are flour, fuel, construction materials and humanitarian aid.
	Vehicles/Wagons	Approx. 2,000 trucks per annum.
	Main origins	Kazakhstan, Uzbekistan and Russia for southern Tadjikistan.
Export:	Tonnage	Approx 15,000 tonnes per annum. Main commodities are fresh fruit and vegetables and yarn. Empty vehicles crossing out of season.
	Vehicles/Wagons	Approx. 2,000 trucks per annum, including empties.
	Main origins	Southern Tadjikistan for Uzbekistan, Kazakhstan and Russia.
Transit:	Tonnage	None.
	Vehicles/Wagons	None.
Nationality of main transporters:		Kazak, Uzbek and Russian.

Infrastructure

General Description: This is a remote crossing in the south-west of the country connecting through to Termez. The volumes are low due to the limited catchment area. Conditions are particularly harsh at this location with cold winters and very hot summers(over 50 C) with a desert - like vegetation. Plans were advanced for a new border post but defered in favour of concentrating resources on busier borders. The border interfaces with the Gulbakor crossing in Uzbekistan.

Buildings No and Condition: Two temporary structures, one of which is metal-clad and raised on wheels. Each building contains two main rooms used as both offices and dormitories. The units are placed at right angles to catch breezes. Both buildings in poor condition.

Parking Areas: None, so vehicles park on the road. The road is of sufficient width to allow passing of parked vehicles.

Site Access: Road conditions reasonable with limited damage.

Site Security: Customs armed for own protection. Border guards man post closer to actual border.

Adjacent Road/Rail Conditions:	Roads in reasonable condition with limited potholing and rutting. Access road runs alongside Afghanistan border for last 20-30 kms which is patrolled by Russian Border Guard Units with single road block. However, this is not affecting traffic flows and no physical checks are conducted on vehicles.
Bonded Warehousing:	None.

Human Resources

Manning Levels:	8 staff.
Experience:	Mainly experienced personnel who rotate with other crossings in Shartruz district.
Shift Patterns:	2 shifts of 72 hours with 4 officers per shift. Border used to be open 24 hours but now reduced due to low traffic levels arising from civil problems within the country.
Training:	Regular 1 month courses in Dushambe. Shift not working meet in regional office for discussions/training. Staff rotated to other crossings to increase experience.

Equipment

Office Equipment:	Basic furniture and beds only.
Data Processing:	None.
Communication Equipment:	Radio only with no telephone.
Power:	Poor electricity supply and no water. Use batteries or vehicle alternators for radio. Electricity supply less reliable in winter. No heaters or A/Cs.
Control/Detecting Equipment:	Metal detector only.

Procedures

Imports:	Standard import procedures.
Exports:	Standard export procedures.
Transit:	No transit traffic.

Performance

Dwell time:	Imports	25-30 mins	average	2 hours	peak
	Exports	20-35 mins	average	2 hours	peak

Other processes undertaken at Border

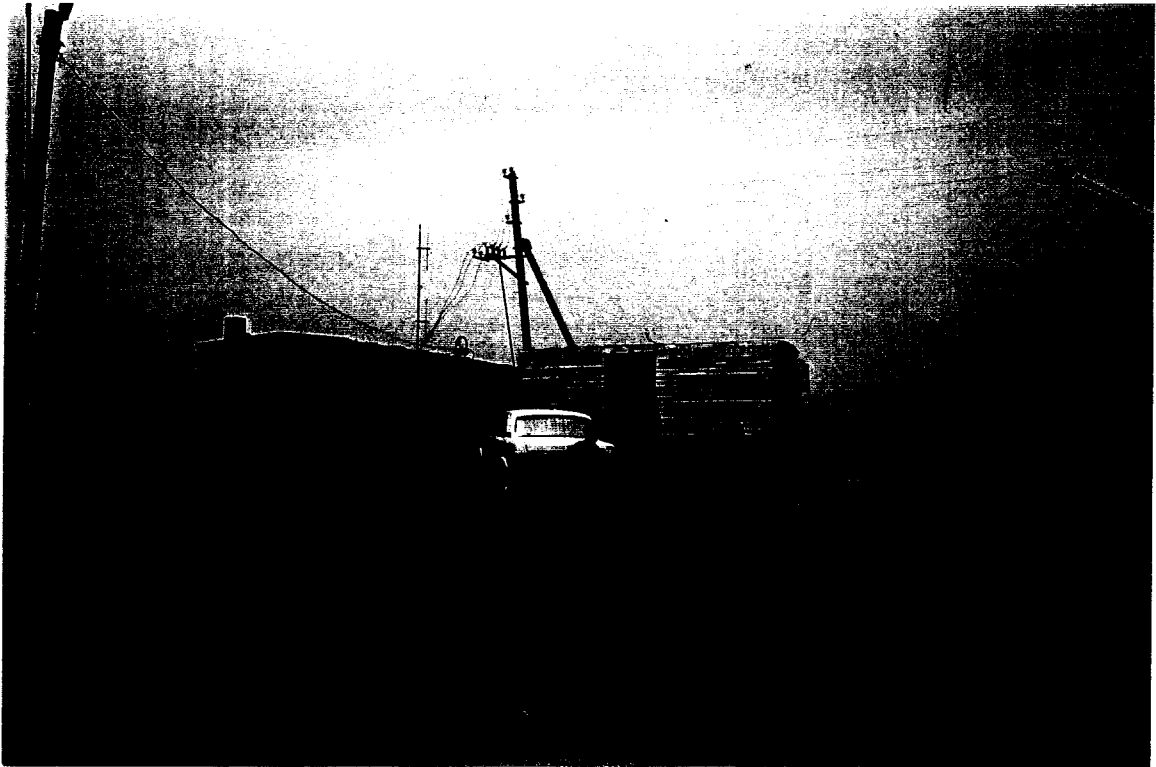
Immigration:	Undertaken by Tadjik Frontier Guard at adjacent control.
Security:	Provided by Customs and Frontier Guard.
Transshipment:	None.
Trading market:	None.
Other:	Collection of road user charges - \$1 CIS vehicles \$70 non-CIS - by Customs with some FX facilities.

Constraints/ Problems

Location:	Location has low traffic volumes to justify replacement with more modern facilities.
Infrastructure:	Buildings and office furniture in poor condition making working conditions poor.
Human Resources:	Adequate.
Equipment:	No recording or detection equipment.
Procedures:	Adequate.
Performance:	Adequate.
Other:	None.

Recommendations

- 1) Provision of better furniture and some basic office and detection equipment. Emergency generator to service heater and air conditioning units.
- 2) Consideration on fixed structure suitable for low traffic volumes but capable of withstanding difficult climatic conditions.
- 3) Provision of more reliable communication system.



TAJIKISTAN - Aivaj

Surface Transport Customs Control Points

Country: **TADJIKISTAN**
Name of Crossing: **HOSKADI**
From: **TADJIKISTAN**
To: **UZBEKISTAN (GAGABA)**
Mode: **RAIL**
Status: **OPEN - 24 HOURS**
Classification: **TRACECA - MINOR CROSSING**

Annual Traffic Levels

Import:	Tonnage	Approx. 120,000 tonnes per annum. Main commodities are flour, humanitarian aid, construction materials and clothing.
	Vehicles/Wagons	Approx. 2500 loaded wagons per annum.
	Main origins	Russia and Kazakhstan to southern Tadjikistan.
Export:	Tonnage	Approx. 60,000 tonnes per year. Main commodities are cotton, dried fruit, leather and wool.
	Vehicles/Wagons	Approx. 1,200 loaded wagons.
	Main origins	Southern Tadjikistan for Russia and Europe.
Transit:	Tonnage	None.
	Vehicles/Wagons	None.
Nationality of main transporters:		-

Infrastructure

General Description: Rail customs post is located in a compound owned by the cotton industry. The transit station is approximately 200 metres to the west of the depot which itself is positioned approx. 10 kms from the actual border. This border crossing interfaces with Gagaba in Uzbekistan.

Buildings No and Condition: One room rented from owners of rail depot. Structure sound but in need of refurbishment.

Parking Areas: Ample parking for road trucks within the depot and sufficient rail sidings. Through rail traffic is checked in the station.

Site Access: Adequate road access off main road. No problems indicated on rail system.

Site Security: Provided by depot owners and Customs.

Adjacent Road/Rail Conditions: Indicated as in reasonable working order.

Bonded Warehousing: Rail depot contains both open and covered storage areas. The compound is walled with checkpoint, so is in effect a bonded area as all goods are for export (there is export duty on cotton).

Human Resources

Manning Levels: 6 staff.
Experience: Experienced personnel with low staff turnover. They are rotated with other crossings in the area..
Shift Patterns: 2 shifts of 72 hours with 3 officers per shift.
Training: One month course in Dushambe. Off duty personnel attend briefing and training.

Equipment

Office Equipment: Office furniture and mattresses.
Data Processing: None.
Communication Equipment: Radio only with no telephone.
Power: Electricity unreliable, especially in winter.
Control/Detecting Equipment: None. No battery for metal detector.

Procedures

Imports: Standard rail import procedure.
Exports: Standard rail import procedure.
Transit: None.

Performance

Dwell time:	Imports	30-40 mins	average	1 hour	peak
	Exports	50-60 mins	average	1.5 hours	peak

Other processes undertaken at Border

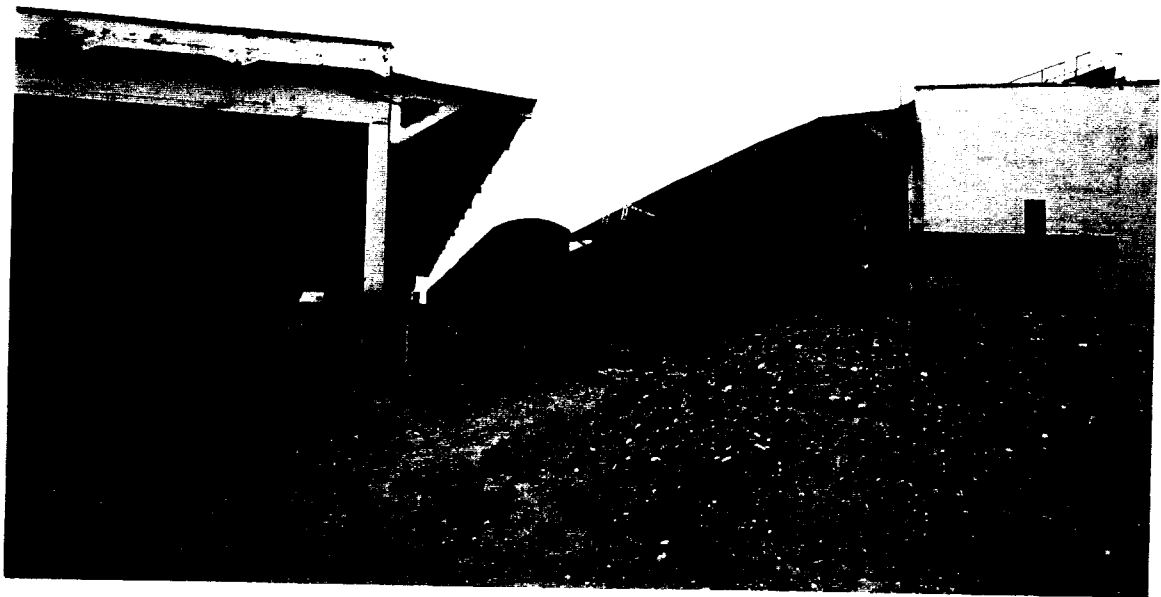
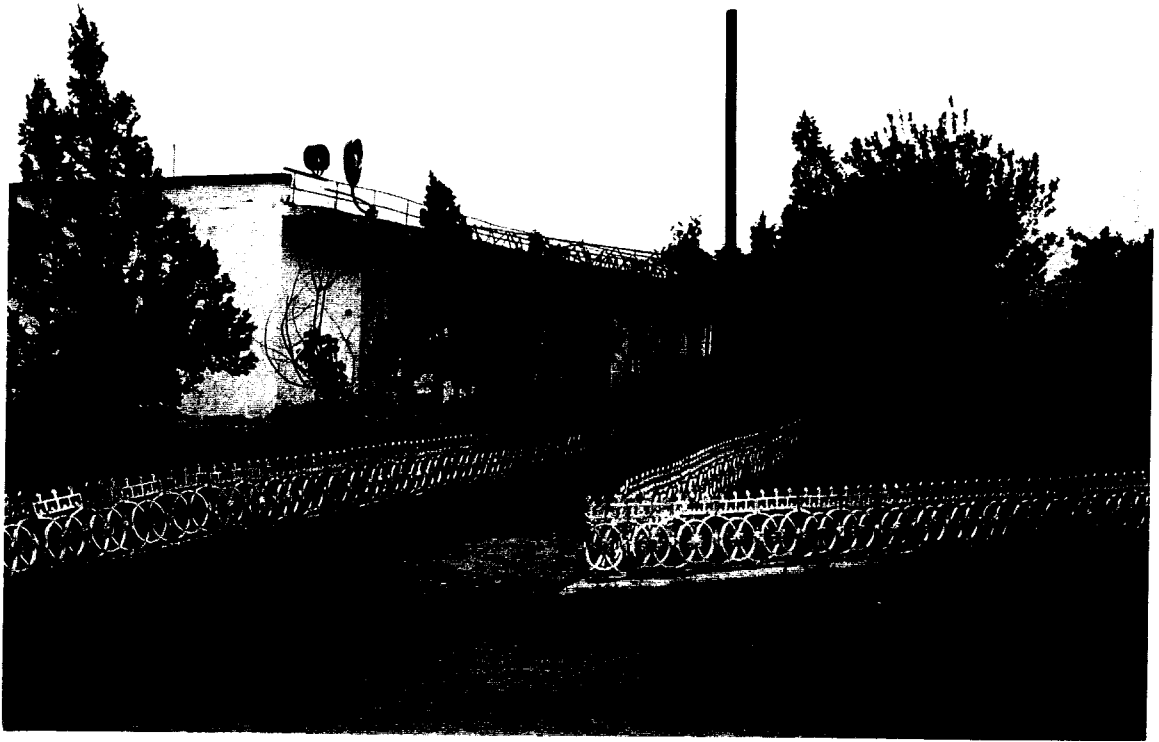
Immigration: None.
Security: Provided by Customs and cotton organisation guards.
Transshipment: Depot is transfer point from road vehicles to rail for cotton shipments.
Trading market: None.
Other: None.

Constraints/ Problems

Location:	Depot is located in area with harsh climatic conditions. It is in a rail consolidation depot for cotton shipments with rail sidings. It is 200 metres away from the main line.
Infrastructure:	All services are undertaken in the single room, thus it is necessary to undertake office work in the sleeping quarters.
Human Resources:	Adequate.
Equipment:	No office or detection equipment.
Procedures:	Adequate.
Performance:	Adequate.
Other:	None.

Recommendations

- 1) Rented area should be refurbished to present better image and improve living conditions. Office area should be partitioned to provide separate office and rest areas.
- 2) Provision of basic office furniture and equipment.
- 3) Consideration should be given to supply of a generator and heating/air conditioning equipment.
- 4) Installation of a more reliable communication system.



TAJIKISTAN - Hoskadi

Surface Transport Customs Control Points

Country: TADJIKISTAN
Name of Crossing: ISKRA
From: TADJIKISTAN
To: UZBEKISTAN
Mode: ROAD
Status: OPEN - 0800-1800 HOURS ONLY
Classification: NON - TRACECA - MINOR CROSSING

Annual Traffic Levels

Import:	Tonnage	Approx. 1000 tonnes per annum. Main commodities are food, drink and personal effects.
	Vehicles/Wagons	Approx. 100 trucks per annum.
	Main origins	Uzbekistan for southern Tadjikistan.
Export:	Tonnage	Approx. 1000 tonnes per annum. Main commodities are fruit and vegetables.
	Vehicles/Wagons	Approx. 100 trucks per annum.
	Main origins	Southern Tadjikistan for Uzbekistan.
Transit:	Tonnage	None.
	Vehicles/Wagons	None.
Nationality of main transporters:		Uzbekistan .

Infrastructure

General Description: This border crossing is the mountain crossing north of the Aivaj crossing. Due to the bad condition of the road, it is not generally used for commercial traffic and is used mainly for localised trade.

Buildings No and Condition: Two temporary caravan units with two rooms in each in poor condition.

Parking Areas: None.

Site Access: Poor.

Site Security: Customs.

Adjacent Road/Rail Conditions: Road conditions indicated as very poor and unsuitable for heavy transport. Road conditions also indicated as difficult on Uzbek side.

Bonded Warehousing: None.

Human Resources

Manning Levels: 8 staff.
Experience: Experienced personnel with low staff turnover. Rotated with other border crossings in Shartuz area.
Shift Patterns: 2 shifts of 72 hours with 3 men per shift, although border open for clearances between 0800-1800 hrs.
Training: One month course in Dushambe and meetings/training when off duty.

Equipment

Office Equipment: Basic furniture and beds.
Data Processing: None.
Communication Equipment: Radio only.
Power: No electricity or water.
Control/ Detecting Equipment: None.

Procedures

Imports: Standard import procedures.
Exports: Standard export procedures.
Transit: None.

Performance

Dwell time:	Imports	N/A	average	N/A	peak
	Exports	N/A	average	N/A	peak

Other processes undertaken at Border

Immigration: Undertaken by Frontier Guards.
Security: Provided by Frontier Guards and Customs.
Transshipment: None.
Trading market: None.
Other: None.

Constraints/ Problems

Location:	Very difficult location to access. Closure was considered last year but not enacted.
Infrastructure:	Poor condition of facilities.
Human Resources:	Adequate.
Equipment:	No office or detection equipment.
Procedures:	Adequate.
Performance:	Adequate.
Other:	None.

Recommendations

- 1) Consideration should be given to closure and coverage by a modern mobile unit as occurs on the Uzbek side. It is recognised that such remote border crossings represent a risk in relation to import and export of prohibited goods or avoidance of duties.

Surface Transport Customs Control Points

Country: TADJIKISTAN
Name of Crossing: POST No 1 - TURSUN-ZADE
From: TADJIKISTAN
To: UZBEKISTAN (SARASY)
Mode: ROAD
Status: OPEN - 24 HOURS
Classification: TRACECA - MINOR CROSSING

Annual Traffic Levels

Import:	Tonnage	Approx. 60,000 tonnes per annum. Main commodities are food drink and humanitarian aid.
	Vehicles/Wagons	Approx. 5,000 trucks per annum
	Main origins	Russia, Uzbekistan, Turkey and Iran for central Tadjikistan.
Export:	Tonnage	Approx. 40,000 tonnes per annum. Main commodities are fresh food and vegetables, cotton and cloth.
	Vehicles/Wagons	Approx. 5,000 trucks per annum.
	Main origins	Central Tadjikistan to Russia and Uzbekistan.
Transit:	Tonnage	Approx. 80,000 tonnes to northern Tadjikistan in winter when passes are closed.
	Vehicles/Wagons	Approx. 9,000 trucks per annum.
Nationality of main transporters:		Uzbek, Iranian, Russian, Tadjik, Turkish and Iranian.

Infrastructure

General Description: This is the main road crossing handling import and export movements for Tadjikistan (whereas the northern crossings are mainly transit). It covers movements to the central region including Dushambe. It interfaces with the Sarasy crossing in Uzbekistan.

Buildings No and Condition: Two office blocks with four rooms in each, all of which are in reasonable condition. They are located within a walled compound. There is an additional service booth used for registration work.

Parking Areas: Road wider in crossing point area with adequate parking area.

Site Access: Good straight level road.

Site Security: Provided by Border Guard at separate post.

Adjacent Road/Rail Conditions: Reasonable but with some damage to bridges.

Bonded Warehousing: Small area for storage of confiscated goods in office complex.

Human Resources

Manning Levels: 12 staff.
Experience: Experienced personnel with low turnover. Rotate staff with other border crossings in area.
Shift Patterns: 3 shifts of 24 hours with 3 officers per shift supplemented by daywork staff.
Training: One month course in Dushambe.

Equipment

Office Equipment: Basic office furniture and safe.
Data Processing: None.
Communication Equipment: Radio only with batteries and no telephone.
Power: Reasonably reliable except in winter.
Control/Detecting Equipment: None.

Procedures

Imports: Standard import procedures.
Exports: Standard export procedures.
Transit: Special transit procedures for traffic between north and south/central Tadjikistan via Uzbekistan.

Performance

Dwell time:	Imports	10-15 mins	average	1 hour	peak
	Exports	20-25 mins	average	1 hour	peak

Other processes undertaken at Border

Immigration: Undertaken by Border Guard.
Security: Provided by Border Guard.
Transshipment: None.
Trading market: None.
Other: Bank (FX). Customs collect Road user Charges of \$1 for CIS and \$70 other nationalities.

Constraints/ Problems

Location:	Good location on main road 66 kms from Dushambe.
Infrastructure:	Some building work needs to be completed.
Human Resources:	Adequate..
Equipment:	Lack of office and detection equipment.
Procedures:	Adequate.
Performance:	Adequate.
Other:	None.

Recommendations

- 1) Complete existing building programme and fit out.
- 2) Supply office equipment including computer for registration work.
- 3) Evaluate the possibility of installing direct telephone link to Dushambe Head Office.
- 4) Provision of basic detection kits.



TAJKISTAN - Tursun-zade (Post No.1)

Surface Transport Customs Control Points

Country: **TADJIKISTAN**
Name of Crossing: **PAKHTBAD**
From: **TADJIKISTAN**
To: **UZBEKISTAN (SARASY -UZUN)**
Mode: **RAIL**
Status: **OPEN - 24 HOURS**
Classification: **TRACECA - MINOR CROSSING**

Annual Traffic Levels

Import:	Tonnage	Approx. 700,000 tonnes per annum. Main commodities are bauxite, mineral sands, fuel, wheat and flour.
	Vehicles/Wagons	Approx. 20,000 wagons per annum.
	Main origins	Russia and Kazakhstan for Tadjikistan.
Export:	Tonnage	Approx. 350,000 tonnes per annum. Main commodities are aluminium and agricultural goods.
	Vehicles/Wagons	Approx. 10,000 wagons, including returned empties.
	Main origins	Central Tadjikistan for Russia and Europe.
Transit:	Tonnage	None.
	Vehicles/Wagons	None.
Nationality of main transporters:		N/A.

Infrastructure

General Description:	Customs unit located within railyards in Turzen-Zade. There is also another unit at the aluminium factory which is the main source of traffic in both directions. The crossing interfaces with Sarasy in Uzbekistan.
Buildings No and Condition:	One temporary wheeled caravan unit with two offices. Container office is available nearby if required.
Parking Areas:	Adequate sidings in railyard.
Site Access:	Poor with narrow road entrance.
Site Security:	Provided by rail authorities.
Adjacent Road/Rail Conditions:	No significant rail problems indicated.
Bonded Warehousing:	None.

Human Resources

Manning Levels: 8 staff.
Experience: Experienced personnel rotating with other Customs offices in area.
Shift Patterns: 3 shifts of 24 hours with 2 officers, supplemented by daywork personnel.
Training: One month training course in Dushambe with additional training at local level.

Equipment

Office Equipment: Basic furniture only.
Data Processing: None.
Communication Equipment: Radio and telephone, but both unreliable.
Power: Electricity generally reliable but occasional problems in winter.
Control/Detecting Equipment: None.

Procedures

Imports: Standard import rail procedures.
Exports: Standard rail export procedures.
Transit: None.

Performance

Dwell time:	Imports	30 mins	average	1 hour	peak
	Exports	2 hours	average	2 hours	peak

Other processes undertaken at Border

Immigration: None.
Security: Provided by the Rail Authority.
Transshipment: None.
Trading market: None.
Other: None.

Constraints/ Problems

Location:	Located in middle of city in main marshalling yard but with poor customer access.
Infrastructure:	Inadequate temporary facilities. Plans are to rent office in new rail building on completion.
Human Resources:	Adequate.
Equipment:	Lack of both office and detection equipment.
Procedures:	Adequate.
Performance:	Export clearance could be improved but may not be significant factor.
Other:	None.

Recommendations

- 1) Move to new offices in rail building when they are completed.
- 2) Provide computer for registration purposes.
- 3) Supply more reliable communication system.
- 4) Provision of basic detection kits.



TAJIKISTAN - Pakhtbad

Surface Transport Customs Control Points

Country: TADJIKISTAN
Name of Crossing: SARAZM
From: TADJIKISTAN
To: UZBEKISTAN (JAPARTA)
Mode: ROAD
Status: OPEN - 24 HOURS
Classification: TRACECA - MINOR CROSSING

Annual Traffic Levels

Import:	Tonnage	Approx. 20,000 tonnes per annum. Main commodities are machinery, consumer goods, food and drink.
	Vehicles/Wagons	Approx. 1,500 trucks per annum.
	Main origins	Turkey, Iran and Europe for Tadjikistan.
Export:	Tonnage	20,000 tons per annum. Main commodities are agricultural goods and drinks
	Vehicles/Wagons	Approx. 1,500 trucks per annum.
	Main origins	Tadjikistan for Uzbekistan, Kazakhstan and Russia.
Transit:	Tonnage	None.
	Vehicles/Wagons	None.

Nationality of main transporters: Uzbek, Iranian and Turkish.

Infrastructure

General Description: This border is the main crossing into central Tajikistan in the summer. In winter volumes are very low being restricted to traffic for the gold mine and the immediate valley. There are large volumes of local traffic also using this route, especially in the harvest season. The border interfaces with the Japarta crossing in Uzbekistan.

Buildings No and Condition: Two storey detached building with 8 rooms scheduled for completion in Sept 1996.

Parking Areas: Only parking on the roadside.

Site Access: Road near border post in good condition, straight and level.

Site Security: Provided by Frontier Guards operating a gate control system.

Adjacent Road/Rail Conditions: Roads throughout the region are good for heavy vehicles except between Anzob and Dushanbe where two passes over 3,300 m have to be crossed. Snow closes these passes from Mid November to Mid May and landslides are possible at any time.

Bonded Warehousing: None.

Human Resources

Manning Levels: 20 Staff.
Experience: Mainly experienced personnel.
Shift Patterns: 3 shifts of 24 hours with 5 officers per shift.
Training: Trained and tested through Leninabad Central Customs Committee with regular updating and testing.

Equipment

Office Equipment: Office furniture only.
Data Processing: None.
Communication Equipment: Telephone via landline which is unreliable but radio phone system works well.
Power: In winter electricity only by day, generator being installed. Gas fired central heating system installed but unreliable.
Control/ Detecting Equipment: None.

Procedures

Imports: Standard import procedure.
Exports: Standard export procedure.
Transit: None.

Performance

Dwell time - Imports	20 mins	average	N/A	peak
Exports	20 mins	average	N/A	peak

Other processes undertaken at Border

Immigration: Undertaken by Frontier Guard.
Security: Performed by Frontier Guards.
Transshipment: None
Trading market: None
Other: Customs collect Road Tax.

Constraints/ Problems

Location: Lack of road to Dushanbe all year. 15 km tunnel started to avoid high passes, 7 km dug but work now stopped.
Infrastructure: New facility should resolve existing constraints.
Human Resources: Adequate.
Equipment: Lack of power and heating supplies.
Procedures: Adequate.
Performance: Adequate.
Other: Temporary closures of the border due to weather.

Recommendations

- 1) Completion of new building and fitting out of same.
- 2) Supply of computer for registration and records.

Surface Transport Customs Control Points

Country: **TADJIKISTAN**
Name of Crossing: **PLATINUM**
From: **TADJIKISTAN**
To: **UZBEKISTAN (FARKHOD - BEKABAD)**
Mode: **ROAD**
Status: **OPEN - 24 HOURS**
Classification: **TRACECA - MINOR CROSSING**

Annual Traffic Levels

Import:	Tonnage	Approx. 500,000 tonnes per annum, including transit and local. Main commodities are food, drinks and construction materials.
	Vehicles/Wagons	Approx. 55,000 trucks per annum, of which approx. 7,000 are transit international vehicles.
	Main origins	Central Uzbekistan to eastern Uzbekistan, northern Kyrgyzstan to southern Kyrgyzstan (winter), southern Tadjikistan to northern Tadjikistan (winter). International traffics are from Turkey, Iran, Kazakhstan and Russia to northern Tadjikistan, southern Kyrgyzstan and eastern Uzbekistan.
Export:	Tonnage	Approx. 500,000 tonnes per annum, including transit and local. Main commodities are agricultural goods, cotton and metal products.
	Vehicles/Wagons	Approx. 55,000 trucks per annum, of which approx. 7,000 are transit international vehicles.
	Main origins	Eastern Uzbekistan to central Uzbekistan, southern Kyrgyzstan to northern Kyrgyzstan (winter) and northern Tadjikistan to central and southern Tadjikistan (winter). International traffics from eastern Uzbekistan, southern Kyrgyzstan and northern Tadjikistan to Uzbekistan, and Russia.
Transit:	Tonnage	Approx. 150,000 tonnes per annum international transit.
	Vehicles/Wagons	Approx. 14,000 trucks per annum, including empties.
Nationality of main transporters:		Uzbek, Tadjik and Kyrgyz and transit trucks Turkish and Iranian.

Infrastructure

General Description: This is a busy entry point for traffic travelling to and across Hodjent region of Tadjikistan. It is predominantly handling domestic movements between the various countries rather than international traffics and therefore the Traceca minor classification. This border interfaces with Farkod-Bekabad in Uzbekistan.

Buildings No and Condition: Single brick building in reasonable structural condition.

Parking Areas: Roadside parking only available.

Site Access: Good level road.

Site Security:	Provided by the Border Guards.
Adjacent Road/Rail Conditions:	Through route to Kokand and Fergana is in moderate condition with occasional potholing, especially close to the border.
Bonded Warehousing:	None.

Human Resources

Manning Levels:	12 staff.
Experience:	Mostly experienced personnel.
Shift Patterns:	3 shifts of 24 hours with 4 officers per shift.
Training:	Induction courses at Hodjent Regional Committee with 6 monthly testing and updating.

Equipment

Office Equipment:	Office furniture only.
Data Processing:	None.
Communication Equipment:	Telephone and radio telephone.
Power:	Reliable supply.
Control/ Detecting Equipment:	None.

Procedures

Imports:	Standard import procedure.
Exports:	Standard export procedure.
Transit:	Standard transit procedure

Performance

Dwell time - Imports	10 - 25 mins	average	60 mins	peak
Exports	10 - 25 mins	average	60 mins	peak

Other processes undertaken at Border

Immigration:	None.
Security:	Provided by Border Guards
Transshipment:	None
Trading market:	None
Other:	None

Constraints/ Problems

Location:	Good location on main road into/from Hodjent region.
Infrastructure:	Buildings in reasonable condition but need internal refurbishment.
Human Resources:	Adequate.
Equipment:	Lack of data processing and detection equipment.
Procedures:	Adequate.
Performance:	Adequate.
Other:	None.

Recommendations

- 1) Refurbishment of existing building.
- 2) Provision of detection kit.
- 3) Supply of computer and printer for registration purposes.

Surface Transport Customs Control Points

Country: TADJIKISTAN
Name of Crossing: PATAR
From: TADJIKISTAN
To: UZBEKISTAN (RAVOT)
Mode: ROAD
Status: OPEN 24 HOURS
Classification: TRACECA - MINOR CROSSING

Annual Traffic Levels

Import:	Tonnage	Approx. 25,000 tonnes per annum, including transit. Main commodities are agricultural goods and food.
	Vehicles/Wagons	Approx. 5,000 trucks per annum, including empties.
	Main origins	Southern Kyrghyzstan and eastern Uzbekistan for central Uzbekistan and Russia.
Export:	Tonnage	Approx. 25,000 tonnes per annum, including transit. Main commodities are food, agricultural goods and construction materials.
	Vehicles/Wagons	Approx. 5,000 trucks per annum.
	Main origins	Central Uzbekistan, northern Kyrghyzstan, Kazakhstan and Russia for southern Kyrghyzstan and eastern Uzbekistan.
Transit:	Tonnage	Approx. 40,000 tonnes per annum.
	Vehicles/Wagons	Approx. 3,000 trucks per annum.
Nationality of main transporters:		Tadjik, Uzbek, Kyrgh and Russian.

Infrastructure

General Description:	Smaller of the two borders from northern Tadjikistan to Uzbekistan and on to Osh. There is considerable local traffic in addition to the above volumes. This border interfaces with the Ravot border in Uzbekistan.
Buildings No and Condition:	Two temporary metal portable offices in poor condition
Parking Areas:	Roadside parking only.
Site Access:	Good position on straight level road
Site Security:	Provided by the Border Guards
Adjacent Road/Rail Conditions:	As part of the through route to Kokand and Fergana, the road is in reasonable condition.
Bonded Warehousing:	None

Human Resources

Manning Levels: 12 staff
Experience: Mainly experienced personnel.
Shift Patterns: 3 shifts of 24 hours with 4 officers per shift.
Training: Induction course at Kanibadan Regional Committee with 6 monthly testing and updating.

Equipment

Office Equipment: Office furniture only.
Data Processing: None.
Communication Equipment: Telephone and radio telephone.
Power: Unreliable supply.
Control/ Detecting Equipment: None.

Procedures

Imports: Standard import procedure.
Exports: Standard export procedure.
Transit: Standard transit procedure

Performance

Dwell time - Imports	10-20 mins	average	60 mins	peak
Exports	10-20 mins	average	60 mins	peak

Other processes undertaken at Border

Immigration: None.
Security: Provided by the Border Guards.
Transshipment: None.
Trading market: None.
Other: None.

Constraints/ Problems

Location:	Suitable position on main road.
Infrastructure:	Buildings in poor condition but plans are in hand to rebuild and consolidate the crossings.
Human Resources:	Adequate
Equipment:	Lack of data processing and detection equipment. Suspect loads checked at Kanibadan where there is a warehouse.
Procedures:	Adequate.
Performance:	Adequate.
Other:	None.

Recommendations

- 1) Provision of a new building and fitting out with office furniture.
- 2) Supply of detection kit.
- 3) Provision of a computer and printer for registration work.

Turkmenistan

Surface Transport Customs Control Points

Country: **TURKMENISTAN**
Name of Crossing: **ARTYK**
From: **TURKMENISTAN**
To: **IRAN**
Mode: **ROAD**
Status: **OPEN - 0900-1800 HRS ONLY**
Classification: **NON - TRACECA - MINOR CROSSING**

Annual Traffic Levels

Import:	Tonnage	Approx. 200,000 tonnes per annum, including transit traffic. Main commodities are drinks, food, consumer goods, car parts and construction materials.
	Vehicles/Wagons	Approx. 12,000 trucks per annum.
Export:	Main origins	Turkey, Iran and traffic from Bandar Abbas to Central Asia.
	Tonnage	Approx. 100,000 tonnes per annum, including transit traffic. Main commodities are cotton, construction materials, paper, skins and metals.
Transit:	Vehicles/Wagons	Approx. 12,000 trucks per annum, including about 20% empties.
	Main origins	Uzbekistan, Kazakhstan and Russia to Iran and Turkey.
Nationality of main transporters:	Tonnage	Approx. 130,000 tonnes per annum or 80% is transit traffic to/from Central Asia and Russia.
	Vehicles/Wagons	Approx. 16,000 trucks per annum.

Infrastructure

General Description: Second largest crossing into Iran is only 90 kms from Ashgabat. It currently handles extra traffic due to the temporary closure of the Gaudan border immediately south of the city (closed for road re-construction). This border is less attractive to transit traffic than the more westerly crossings but traffic is routed by the Iranian Authorities and foreign trucks cannot use Sarakhs crossing .

Buildings No and Condition: Modern border complex with central office block built 3 years ago. Facility has covered inspection lanes with pits, three each side of the building. All facilities in reasonable condition.

Parking Areas: Limited parking within zone but use two parks on Turkmen side and ample roadside on Iran side of the post.

Site Access: Poor access from main road, approx. 5 kms away, with loss of surface and substantial road damage.

Site Security:	Provided by Border Guard.
Adjacent Road/Rail Conditions:	Main road in variable condition with corrugation and rutting. Some evidence of repairs being conducted.
Bonded Warehousing:	None.

<u>Human Resources</u>	
Manning Levels:	33 staff (+ 15 service personnel).
Experience:	Mainly experienced personnel but 25% less than 1 year.
Shift Patterns:	Daywork only.
Training:	On-the-job training.

<u>Equipment</u>	
Office Equipment:	Office furniture and safes. Copier out of order as no toner available.
Data Processing:	1 Computer and printer used for word processing and recording of transfer traffic.
Communication Equipment:	Telephone and fax which are reasonably reliable.
Power:	Reliable with only occasional power cuts.
Control/Detecting Equipment:	Metal detectors and x-ray (broken). They also have testing equipment provided by previous assistance programme but unused as have no instruction manuals or training guides.

<u>Procedures</u>	
Imports:	Standard import procedure.
Exports:	Standard export procedure.
Transit:	Standard transit procedure.

<u>Performance</u>					
Dwell time:	Imports	1 hour	average	3 hours	peak
	Exports	1 hour	average	3 hours	peak
<p>These times exclude delays caused by borders only being open during day. Some evidence of long delays on Iranian side. Some delays can occur with seasonal movements of traffic due to fluctuations in volumes of trucks for processing.</p>					

Other processes undertaken at Border

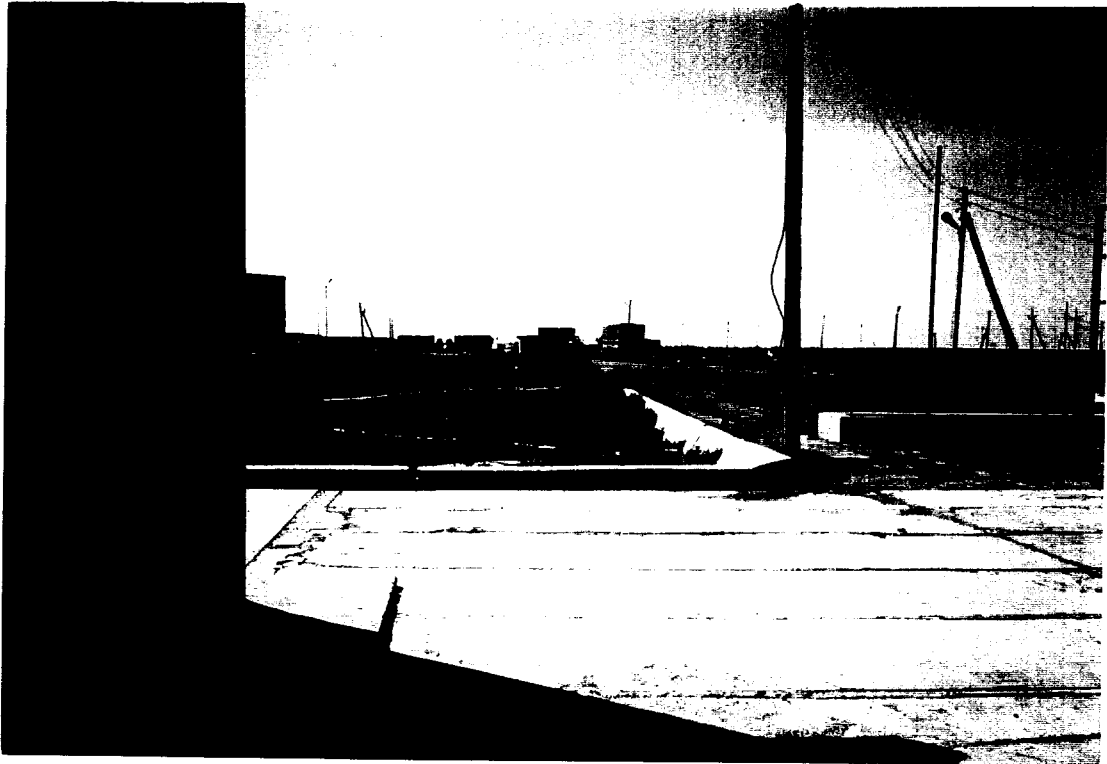
Immigration:	Undertaken by Border Guard.
Security:	Provided by Border Guard.
Transshipment:	None.
Trading market:	None.
Other:	Quarantine, Veterinary, Transport Inspectorate (Road tax), Medical and Bank(FX).

Constraints/ Problems

Location:	Less attractive than Sarakhs to the west for transit traffic and to Gaudan for Ashgabat traffic but appears an efficient border point.
Infrastructure:	Modern office with inward and outward streaming. Some confusion in layout of the offices in relation to the document flow.
Human Resources:	Adequate.
Equipment:	Lack quality communications for modem. Need repairs to existing equipment and training.
Procedures:	Adequate.
Performance:	Adequate, though partially dictated by Iranian authorities.
Other:	No mains water.

Recommendations

- 1) Provision of mains waters for toilets, showers etc.
- 2) Enhance the communication system to give direct computer linkage to Ashgabat.



TURKMENISTAN - Artyk

Surface Transport Customs Control Points

Country: **TURKMENISTAN**
Name of Crossing: **TURKMENBASHI**
From: **TURKMENISTAN**
To: **AZERBAIJAN (BAKU)**
Mode: **ROAD & RAIL**
Status: **OPEN - 24 HOURS**
Classification: **TRACECA - MINOR CROSSING**

Annual Traffic Levels

Import:	Tonnage	Approx. 200, 000 tonnes per annum including transit. Main commodities by rail are wheat, construction materials and steel pipes and by road are food products, drinks, consumer goods, agricultural goods and construction materials.
	Vehicles/Wagons	Approx. 3,500 rail wagons and 6,500 road trucks per annum, including empties.
	Main origins	By rail from the Georgian ports to Uzbekistan and from Azerbaijan to Turkmenistan and by road from Turkey to Central Asia (alcohol) and from Georgia and Azerbaijan to Russia.
Export:	Tonnage	Approx. 200,000 tonnes per annum including transit. Main commodities by rail are cotton and construction materials and by road are food, clothing, machinery and construction materials.
	Vehicles/Wagons	Approx. 3,500 rail wagons and 6,500 road trucks per annum, including empties.
	Main origins	By rail from Central Asia, mainly Uzbekistan to Azerbaijan, Georgia and the Georgian ports and by road from Russia to Azerbaijan and Georgia.
Transit:	Tonnage	Approx. 350,000 tonnes per annum or 85% of traffic.
	Vehicles/Wagons	Approx. 6,000 rail wagons and approx. 11,000 road trucks per annum.
Nationality of main transporters:		Azeri, Russian and Turkish.

Infrastructure

General Description: Joint rail/road Customs control point located on the ferry terminal in Turkmenbashi adjacent to the ramp. This is the Traceca control post. There are currently approx. 5 vessels per week from Baku. The closure of the Russian border due to the Chechnya situation has resulted in traffic being diverted to the east side of the Caspian Sea thus producing increased road traffic on this ferry service.

Buildings No and Condition: Steel structured shed with 8 rooms in reasonable condition externally but in need of refurbishment internally.

Parking Areas:	Adequate sidings behind berth and parking areas for waiting trucks.
Site Access:	Good for both rail and road.
Site Security:	Provided by Police.
Adjacent Road/Rail Conditions:	Rail is single track with speed restriction limiting performance. Road from Ashgabat in variable condition with substantial corrugation and some rutting. Repairs are being undertaken but section approx. 150 kms west of Ashgabat in poor condition.

<u>Human Resources</u>	
Manning Levels:	16 staff.
Experience:	Most personnel have at least 2 years experience.
Shift Patterns:	3 shifts of 24 hours with 4 officers per shift.
Training:	On-the -job training and some instruction in the regional office.

<u>Equipment</u>	
Office Equipment:	Office furniture only.
Data Processing:	No computer.
Communication Equipment:	Telephone connected to port system but not considered to be reliable.
Power:	Reliable supply from port.
Control/Detecting Equipment:	Metal detectors only.

<u>Procedures</u>	
Imports:	Standard rail and road import procedure.
Exports:	Standard rail and road export procedure.
Transit:	Standard rail and road transit procedure.

<u>Performance</u>					
Dwell time:	Imports	45 - 60 mins	average	2 hour	peak
	Exports	45 - 60 mins	average	2 hour	peak
<p>These times exclude both waiting time for a vessel and for cargo handling. Current road delays are about 2 days. Trucks cannot discharge until rail wagons taken off. This can delay their exit from the vessel for up to 6 hours until shunting locomotives available. The sailings are dictated by whether a full cargo is available in Baku, rather than at Turkmenbashi.</p>					

Other processes undertaken at Border

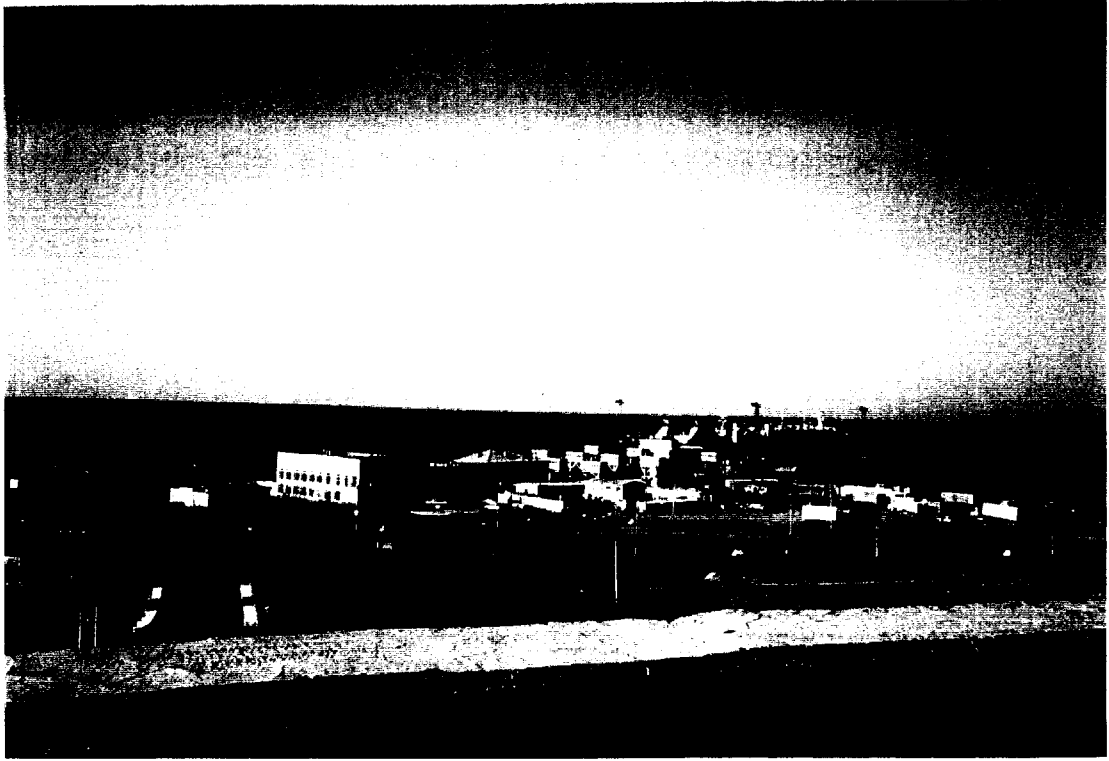
Immigration:	Undertaken by Border Guard.
Security:	Police man gate into Ferry Terminal.
Transshipment:	None.
Trading market:	None.
Other:	Bank (FX) and Fiscal Inspectorate (Road Tax) sharing facilities with Customs. Veterinary, Sanitary and Quarantine also present on site.

Constraints/ Problems

Location:	Good location with adequate access.
Infrastructure:	Poor terminal layout in respect of road vehicles with interrupted flow system. However, this not currently a major problem due to the slow vessel turnround and small quantity of road trucks.
Human Resources:	Adequate.
Equipment:	Lack of basic communications equipment and no computerisation.
Procedures:	Adequate.
Performance:	Performance of Customs reasonable, especially given consolidation of clearances when vessel arrives or sails.
Other:	Major performance problems are poor vessel cargo handling with slow turnround and on-demand nature of service. These result in cargo delays and extra costs, thus affecting the viability of Traceca.

Recommendations

- 1) Re-furbishment of office with improved internal layout based on documentation flow.
- 2) Provision of communication system with phones, fax and if necessary radio.
- 3) Supply of computer and printer for registration work.
- 4) Provision of office furniture.
- 5) Supply of more detection equipment.



TURKMENISTAN - Turkmenbashi

Surface Transport Customs Control Points

Country: TURKMENISTAN
Name of Crossing: SARAKHS
From: TURKMENISTAN
To: IRAN
Mode: ROAD & RAIL
Status: OPEN - 0900-2000 HRS ONLY
Classification: NON-TRACECA - MAJOR CROSSING

Annual Traffic Levels

Import:	Tonnage	Approx. 500,000 tonnes per annum by road, including transit. Main commodities are consumer goods, food products, rice and construction materials. Approx. 150,000 tonnes flour by rail.
	Vehicles/Wagons	Approx. 35,000 road trucks per annum and approx. 3,000 rail wagons.
	Main origins	Iran and Iranian ports for eastern Central Asia. All rail Iran to Turkmenistan.
Export:	Tonnage	Approx. 200,000 tonnes per annum by road, including transit. Main commodities are steel and cotton. No rail traffic.
	Vehicles/Wagons	Approx. 30,000 trucks per annum, including empties.
	Main origins	Uzbekistan for Iran, Iranian Ports and Pakistan.
Transit:	Tonnage	Approx. 650,000 tonnes per annum.
	Vehicles/Wagons	Approx. 60,000 trucks per annum.
Nationality of main transporters:		Outwards Iranian only. Inwards almost all Iranian but occasional empty Uzbek.

Infrastructure

General Description: Main road entry border from Iran to eastern section of Traceca route. Iran only allows it to be used for their own vehicles and empty CIS units returning. It is also border point for new rail link with Iran. Despite official opening in May 1996, the Iranian section is not yet completed. Only traffic moving is flour which is loaded at the Iranian border station and sent to Turkmenistan. Expected to become a major rail border in 1997.

Buildings No and Condition: 2 storey building completed in 1994 which is in reasonable condition but in need of some refurbishment. Canopies and inspection pits either side of building. New rail border post still to be built.

Parking Areas: Vehicles park on road either side of border but there are large parking areas within the compound for processing.

Site Access:	Constrained due to parked vehicles.
Site Security:	Performed by Border Guard.
Adjacent Road/Rail Conditions:	Road from Ashgabat in moderate condition with some rutting and corrugation. Spur road from Tedzen in good condition. Spur road towards Mary in bad condition with loss of surfacing and major rutting. Main road north in reasonable condition but narrow and subject to drifting sand between Mary and Chardzhou.
Bonded Warehousing:	None.

Human Resources

Manning Levels:	30 staff for road and 10 staff for rail.
Experience:	Mainly experienced but recruiting for expanding role.
Shift Patterns:	Daywork only.
Training:	On-the-job training.

Equipment

Office Equipment:	Office furniture, TV monitoring system, TV, Video, copier and safes.
Data Processing:	Computer with printer, mainly used for word processing.
Communication Equipment:	Telephone but needs to use manual exchange. Fax not working as Iskra system out of order.
Power:	Not reliable.
Control/Detecting Equipment:	Full detection kits including mirrors, screwdrivers, drug and metal testers and metal detectors.

Procedures

Imports:	Standard import procedure.
Exports:	Standard export procedure.
Transit:	Standard transit procedure.

Performance

Dwell time:	Imports	25 - 30 mins	average	3-4 hours	peak
	Exports	30 mins	average	1-2 hours	peak

These peaks are created by sending of batches of trucks from Iran, rather than an even flow. These times exclude waiting time for border to open as not 24 hour service.

Other processes undertaken at Border

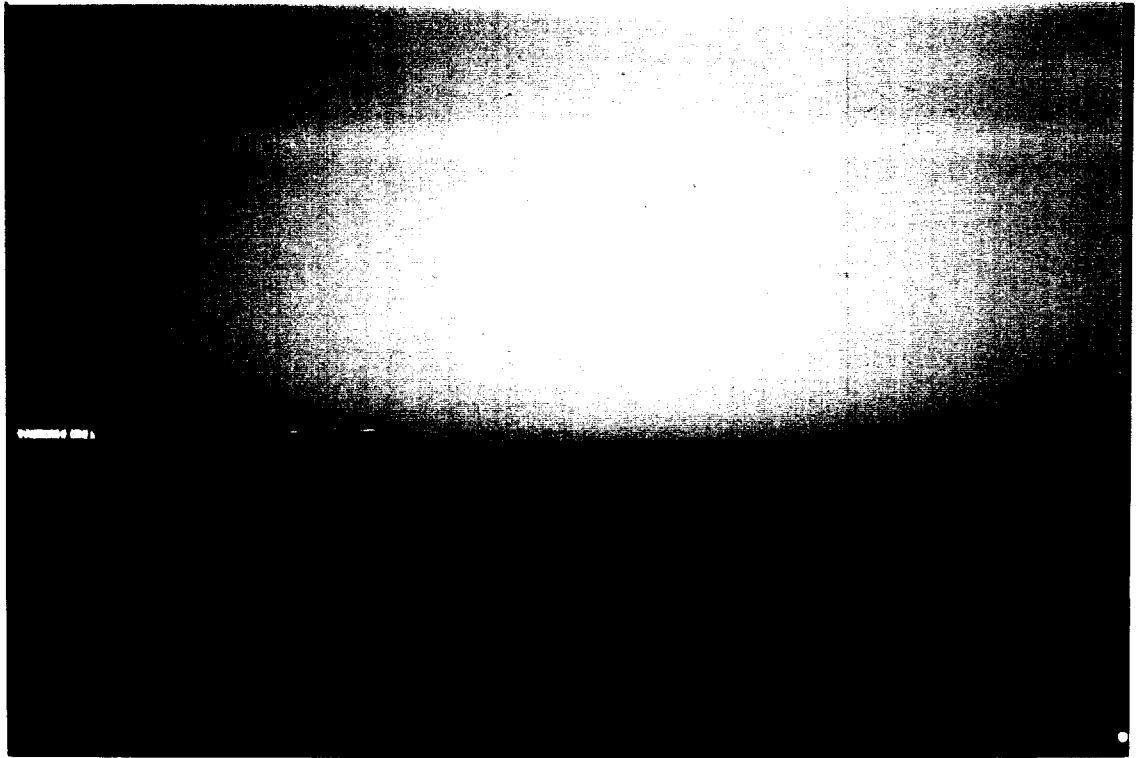
Immigration:	Undertaken by Border Guard.
Security:	Performed by Border Guard.
Transshipment:	None.
Trading market:	None.
Other:	Veterinary, Sanitary, Quarantine, Road Inspectorate (Road Tax), Bank (FX) and Cargo Insurance. No Police present.

Constraints/ Problems

Location:	Best location for traffic to/from Central Asia and the Iranian ports but restricted to Iranian trucks only. Rail line yet to open.
Infrastructure:	Building structurally sound but need completion of internal decorating. Road too narrow leading to traffic congestion.
Human Resources:	Adequate but indications were given that more training was required.
Equipment:	Poor communications system causes some problems, especially liaison with other offices.
Procedures:	Adequate.
Performance:	Adequate but batching system creates delays resulting in queues.
Other:	None.

Recommendations

- 1) Refurbish existing building with improved decor. Examine layout of rooms to reflect procedures.
- 2) Build new offices for rail border post. Expected to be undertaken in 1997.
- 3) Provision of an additional computer and printer for rail unit.
- 4) Examine possibility of enhanced communication system.



TURKMENISTAN - Sarakhs

Surface Transport Customs Control Points

Country: **TURKMENISTAN**
Name of Crossing: **FARAP**
From: **TURKMENISTAN**
To: **UZBEKISTAN (KAGGAN)**
Mode: **RAIL**
Status: **OPEN - 24 HOURS**
Classification: **TRACECA - MAJOR CROSSING**

Annual Traffic Levels

Import:	Tonnage	Approx. 5,000,000 tonnes per annum, including transit. Main commodities are cotton, agricultural and consumer goods.
	Vehicles/Wagons	Approx. 140,000 rail wagons per annum, including empties.
	Main origins	Uzbekistan, Kazakhstan and Tadjikistan for Russia and Europe via north Turkmen rail link. Minor tonnages routed via Traceca.
Export:	Tonnage	Approx. 5,000,000 tonnes per annum, including transit. Main commodities are fuel, cotton, construction materials, grain and tea.
	Vehicles/Wagons	Approx. 140,000 rail wagons per annum, including empties.
	Main origins	Europe to eastern Central Asia via north Turkmen rail link.
Transit:	Tonnage	Approx. 9,500,000 tonnes per annum.
	Vehicles/Wagons	Approx. 230,000 rail wagons
Nationality of main transporters:		N/A.

Infrastructure

General Description:	Main rail border on Traceca route. However, Chardzou is rail hub where Traceca meets northern Turkmen rail line passing south of Aral Sea. This is the busiest line rather than the Ashgabat line, though the Iran link when open could result in increased traffic on this section. Post interfaces with Kaggan post in Uzbekistan.
Buildings No and Condition:	2 room building adjacent to rail station and marshalling yards. It was built by Customs officers and is in poor condition.
Parking Areas:	Sidings congested given the traffic flows.
Site Access:	Road access good but no modal change takes place on site.
Site Security:	None.
Adjacent Road/Rail Conditions:	Rail network restrictions and problems with bridge over Amu - Darya river.
Bonded Warehousing:	Customs has bonded storage for confiscated goods.

Human Resources

Manning Levels: 20 staff on freight work.
Experience: Mainly experienced personnel.
Shift Patterns: 3 shifts of 24 hours with 6 officers per shift.
Training: On-the-job training.

Equipment

Office Equipment: Office furniture and safe.
Data Processing: None.
Communication Equipment: Telephone and 2 mobile radios and internal announcer connected to railway system. Indication that communication system reliable.
Power: Reliable.
Control/Detecting Equipment: Torch.

Procedures

Imports: Standard rail import procedure.
Exports: Standard rail export procedure.
Transit: Standard rail transit procedure.

Performance

Dwell time:	Imports	30- 40 mins	average	1-2 hours	peak
	Exports	30 - 40 mins	average	1-2 hours	peak

Railways usually delay movement by 3-4 hours for processing and shunting so Customs clearance does not affect overall train transit times.

Other processes undertaken at Border

Immigration: None.
Security: None.
Transshipment: None.
Trading market: None.
Other: None.

Constraints/ Problems

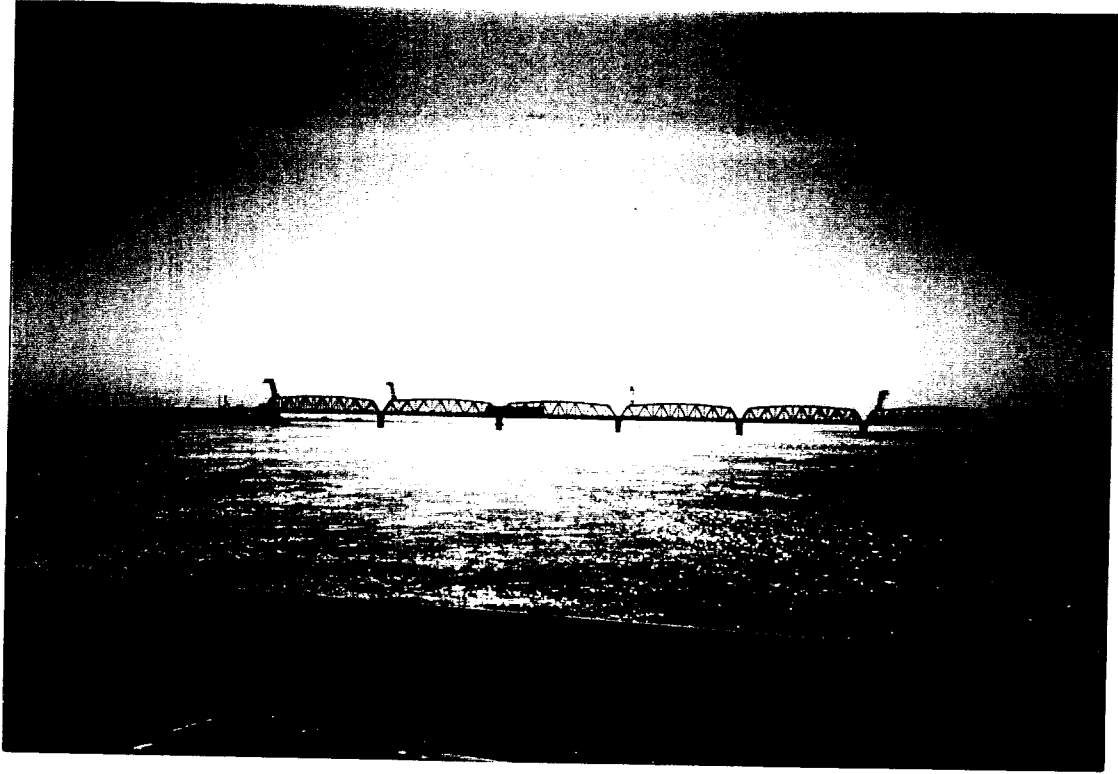
Location:	Ideally situated adjacent to marshalling yard. Main constraints imposed by rail system due infrastructure problems.
Infrastructure:	Building in poor condition and not well suited for role as major rail clearance point.
Human Resources:	Adequate, though more training requested.
Equipment:	Lack of computer for records and registration.
Procedures:	Adequate.
Performance:	Adequate.
Other:	None.

Recommendations

- 1) Provision of a new building.
- 2) Supply of computer and printer.
- 3) Provision of detection equipment.



TURKMENISTAN - Farap (Rail)



TURKMENISTAN - Farap (Rail Bridge)

Surface Transport Customs Control Points

Country: **TURKMENISTAN**
Name of Crossing: **FARAP**
From: **TURKMENISTAN**
To: **UZBEKISTAN (ALAT)**
Mode: **ROAD**
Status: **OPEN - 24 HOURS**
Classification: **TRACECA - MAJOR CROSSING**

Annual Traffic Levels

Import:	Tonnage	Approx. 200,000 tonnes per annum, including transit. Main commodities are consumer goods, metal products, construction materials and cotton.
	Vehicles/Wagons	Approx. 45,000 trucks per annum, including empties (50%)
	Main origins	Kazakhstan, Uzbekistan, Kyrgyzstan and Tadjikistan to Iran and Turkey .
Export:	Tonnage	Approx. 750,000 tonnes per annum, including transit. Main commodities are consumer goods, drinks, food products, cars and construction materials.
	Vehicles/Wagons	Approx. 45,000 trucks per annum.
	Main origins	Iran and Iranian ports and Turkey to Uzbekistan, Kazakhstan and Kyrgyzstan.
Transit:	Tonnage	Approx. 800,000 tonnes per annum.
	Vehicles/Wagons	Approx. 80,000 trucks per annum.
Nationality of main transporters:		Iranian and Turkish.

Infrastructure

General Description: Main road border in Turkmenistan processing movements from Iran and Turkey into Central Asia and returning vehicles. This is the busiest road border on the Traceca corridor. Interfaces with Alat border in Uzbekistan.

Buildings No and Condition: Two storey building with 10 offices built recently but still requiring completion, so with poor finish.

Parking Areas: Limited parking on road.

Site Access: Road in reasonable condition but congested by waiting traffic.

Site Security: Provided by Police.

Adjacent Road/Rail Conditions: Road from Chardzhou heavily rutted with some corrugation but otherwise in moderate condition. Major constraint is pontoon bridge over Amu-Darya river which becomes congested and is in

Bonded Warehousing: poor structural condition.
None.

Human Resources

Manning Levels: 21 staff.
Experience: Only 4 inspectors have several years experience, remainder recently trained personnel.
Shift Patterns: 3 shifts of 24 hours with 6 officers per shift.
Training: Mainly on-the-job training with supplementary courses in Chardzhou.

Equipment

Office Equipment: Office furniture and safe.
Data Processing: None.
Communication Equipment: One radio and mobile system with 2 fixed stations and 10 hand sets. No telephone.
Power: Reliable.
Control/Detecting Equipment: Full detection sets provided by US Customs with mirrors, torches, metal detectors and drug kits. Some equipment unused, others lack batteries.

Procedures

Imports: Standard import procedure.
Exports: Standard export procedure.
Transit: Standard transit procedure.

Performance

Dwell time:	Imports	30 mins	average	2-3 hours	peak
	Exports	20 mins	average	2-3 hours	peak

Peak timing include waiting times in queue to cross. Major problem is northbound into Uzbekistan where queues can reach back to Farap post - approx. 60 trucks - so no further vehicles can cross.

Other processes undertaken at Border

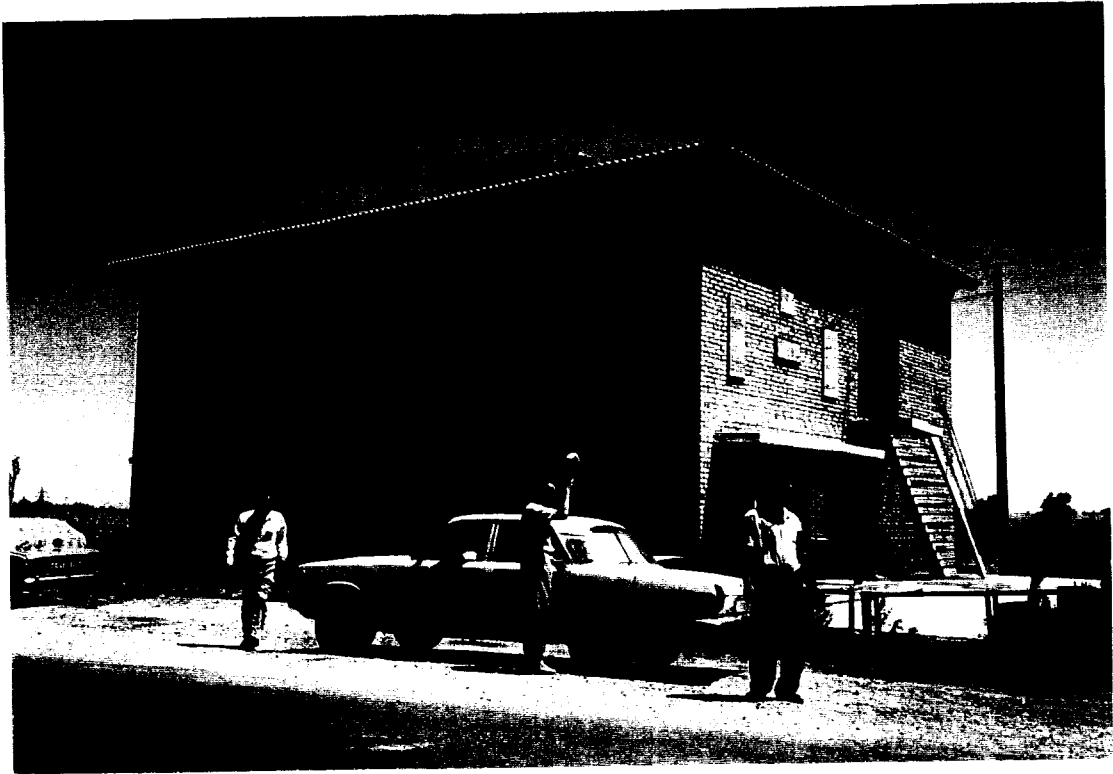
Immigration:	Performed by Police.
Security:	Undertaken by Police.
Transshipment:	None.
Trading market:	None.
Other:	None.

Constraints/ Problems

Location:	Location suitable in open terrain at border. Major constraints are the pontoon bridge over the Amu-Darya river, poor approach roads and the lack of parking areas for trucks leading to considerable congestion. The distance between posts appears insufficient northbound to accommodate all waiting vehicles.
Infrastructure:	Office building awaits completion. Planning of internal layout not aligned with processes. No inspection facilities or lane separation system.
Human Resources:	Adequate, but lack experienced personnel.
Equipment:	No computers or telephones.
Procedures:	Adequate.
Performance:	Adequate, given volume and congestion.
Other:	None.

Recommendations

- 1) Complete existing building.
- 2) Consider provision of lane separation system with overhead canopies and inspection pits.
- 3) Provision of computers and printers to record traffic movements and registration.
- 4) Investigate whether telephone system can be extended to post in order to give linkages to other borders.
- 5) Replacement of the Amu-Darya pontoon bridge with fixed structure (under other Traceca study) to allow night crossing of the river and hence a more even traffic flow arriving at the border.



TURKMENISTAN - Farap (Road)



TURKMENISTAN - Farap (Road Bridge)

Uzbekistan

Surface Transport Customs Control Points

Country: **UZBEKISTAN**
Name of Crossing: **GISHT-KOPRIK**
From: **UZBEKISTAN**
To: **KAZAKHSTAN (ZHIVEK-ZHOLY)**
Mode: **ROAD**
Status: **OPEN - 24 hours**
Classification: **TRACECA - MAJOR CROSSING**

Annual Traffic Levels

Import:	Tonnage	Approx. 350,000 tonnes per annum., including transit. Main commodities are timber, flour, tyres, spare parts, machinery, construction materials and food products.
	Vehicles/Wagons	Approx. 35,000 trucks per annum of which approx. 40% are empty.
	Main origins	Kazakstan, Russia and Kryghyzstan for Uzbekistan, Tadjikistan and Kryghyzstan.
Export:	Tonnage	Approx. 650,000 tonnes per annum, including transit. Main commodities are consumer goods, foods, machinery and agricultural products.
	Vehicles/Wagons	Approx. 35,000 trucks per annum
	Main origins	Uzbekistan, Turkey, Iran and the Iranian ports and Kryghyzstan to Russia, Kazakhstan and Kryghyzstan.
Transit:	Tonnage	Approx. 250,000 tonnes per annum
	Vehicles/Wagons	Approx. 20,000 trucks per annum.
Nationality of main transporters:		Iranian, Turkish, Russian, Kazak, Uzbek and Kyrggh.

Infrastructure

General Description: This is the second largest road border crossing in Uzbekistan. It is the major northern border and therefore handles all imports and exports to/from Russia and northern Europe as well as through traffic from Turkey and Iran for Kazakhstan and Kryghyzstan. It therefore has a key role in both domestic and the international trade. It interfaces with Zhivek Zholy in Kazakhstan.

Buildings No and Condition: Modern border complex with one large office block with 8 offices and separate export office with one room, all in reasonable condition.

Parking Areas: Vehicles park on the road which is wider at the border area. However, due to congestion the roadway becomes restricted, especially between the two border points.

Site Access: Good except in area of border. In customs zone, there are concrete barriers to direct passenger and freight traffic flows.

Site Security:	None. Customs direct traffic.
Adjacent Road/Rail Conditions:	Reasonable condition as border is located only 20 kms from Tashkent.
Bonded Warehousing:	None.

Human Resources

Manning Levels:	39 staff.
Experience:	Most personnel experienced with low staff turnover.
Shift Patterns:	3 shifts of 24 hours with 12 staff on 72 hour rota.
Training:	Training at training centre in Tashkent with various courses.

Equipment

Office Equipment:	Office furniture and safes.
Data Processing:	2 computers used for statistics and transfer slip tracking.
Communication Equipment:	Telephone but not reliable as not on city cables. Radio system is reliable.
Power:	Reliable but also have stand-by generator.
Control/Detecting Equipment:	Endoscope, metal detectors and special lights.

Procedures

Imports:	Standard import procedure.
Exports:	Standard export procedure.
Transit:	Standard transit procedure.

Performance

Dwell time:	Imports	15-20 mins	average	12 hours	peak
	Exports	15-20 mins	average	4 hours	peak

This border can be subject to significant delays especially on entry into Uzbekistan. Whilst there are delays caused by incorrect documentation and lack of visas, the major cause is waiting time to reach the customs control zone which only processes 1-2 trucks at a time. Indications are that in some seasons delays exceed 24 hours.

Other processes undertaken at Border

Immigration:	Immigration department present to check passports but cannot issue visas. This requires visit to Ministry in Tashkent with consequent delays.
Security:	None.
Transshipment:	None.
Trading market:	None.
Other:	Banking. Customs check payment of \$150 road user charges paid by non-CIS carriers.

Constraints/ Problems

Location:	The facility is located in a busy built up area with consequent congestion and lack of control. The post is scheduled to move to a new location approximately 500 metres north into new complex under construction.
Infrastructure:	Building in reasonable condition but being replaced as border post moving to new location. Present parking areas are inadequate for handling queuing. Plans do not allow for increased parking areas within customs zone.
Human Resources:	Indications that more qualified specialist required - lawyers, economists etc.
Equipment:	Request for more detection equipment and computers to be linked by modem to regional HQ using extended city telephone cabling.
Procedures:	Adequate, but may need streamlining in view of congestion and potential growth in volumes of traffic.
Performance:	Actual process performance is reasonable but problem in context of volumes.
Other:	None.

Recommendations

- 1) A review of the operating procedures should be undertaken to address how the overall border crossing times can be significantly reduced and cope with fluctuations in traffic levels. This needs to be undertaken in conjunction with proposals for a new border complex and installation of computerisation.
- 2) Connection to city telephone line to give direct link to Head Office in Tashkent.
- 3) Supply of additional detection equipment request may be required.



UZBEKISTAN - Gisht Koprik

Surface Transport Customs Control Points

Country: UZBEKISTAN
Name of Crossing: SHUMILOVA
From: UZBEKISTAN
To: KAZAKHSTAN (ARYS)
Mode: RAIL
Status: OPEN - 24 HOURS
Classification: TRACECA - MAJOR CROSSING

Annual Traffic Levels

Import:	Tonnage	Approx. 650,000 tonnes per annum. Main commodities are consumer goods, general cargo, grain and fuel.
	Vehicles/Wagons	Approx. 25,000 containers and 12,000 wagons per annum.
	Main origins	Europe, Russia and Kazakhstan for Uzbekistan.
Export:	Tonnage	Approx. 350,000 tonnes per annum. Main commodities are cotton and yarns.
	Vehicles/Wagons	Approx. 13,000 containers and 10,000 wagons per annum.
	Main origins	Uzbekistan to CIS and Europe.
Transit:	Tonnage	Approx. 400,000 tonnes per annum.
	Vehicles/Wagons	Approx. 15,000 wagons.
Nationality of main transporters:		N/A.

Infrastructure

General Description:	Main rail border crossing located within the northern suburbs of Tashkent. The facility is adjacent to a major container freight terminal and shunting yard on main line. The office is therefore concerned with local clearances as well as through traffic.
Buildings No and Condition:	One office block, including flats, owned by the railways. Offices for Customs rented on the ground floor. New building under construction for Customs on adjacent site.
Parking Areas:	Large compound for truck parking with access to container terminal. Indications of ample sidings for clearing wagons.
Site Access:	Relatively poor road access for a terminal of this size. No indications of problems with rail access.
Site Security:	None, as offices outside rail yard.
Adjacent Road/Rail Conditions:	Relatively close to main ring road around north of city. Rail access direct off main line.
Bonded Warehousing:	None.

Human Resources

Manning Levels: 6 staff.
Experience: All experienced personnel with low staff turnover.
Shift Patterns: 3 shifts of 24 hours with 2 men per shift on 72 hour rota.
Training: Regular training courses held in Tashkent.

Equipment

Office Equipment: Office furniture only.
Data Processing: 3 computers and 1 copier.
Communication Equipment: Telephone and radio both reliable.
Power: Reliable supply.
Control/Detecting Equipment: Metal detectors.

Procedures

Imports: Standard import rail procedure.
Exports: Standard export rail procedure.
Transit: Standard rail transit procedure.

Performance

Dwell time:	Imports	20 mins	average	1-2 hour	peak
	Exports	20 mins	average	1-2 hours	peak
	Transit	1 hour per trainload.			

Other processes undertaken at Border

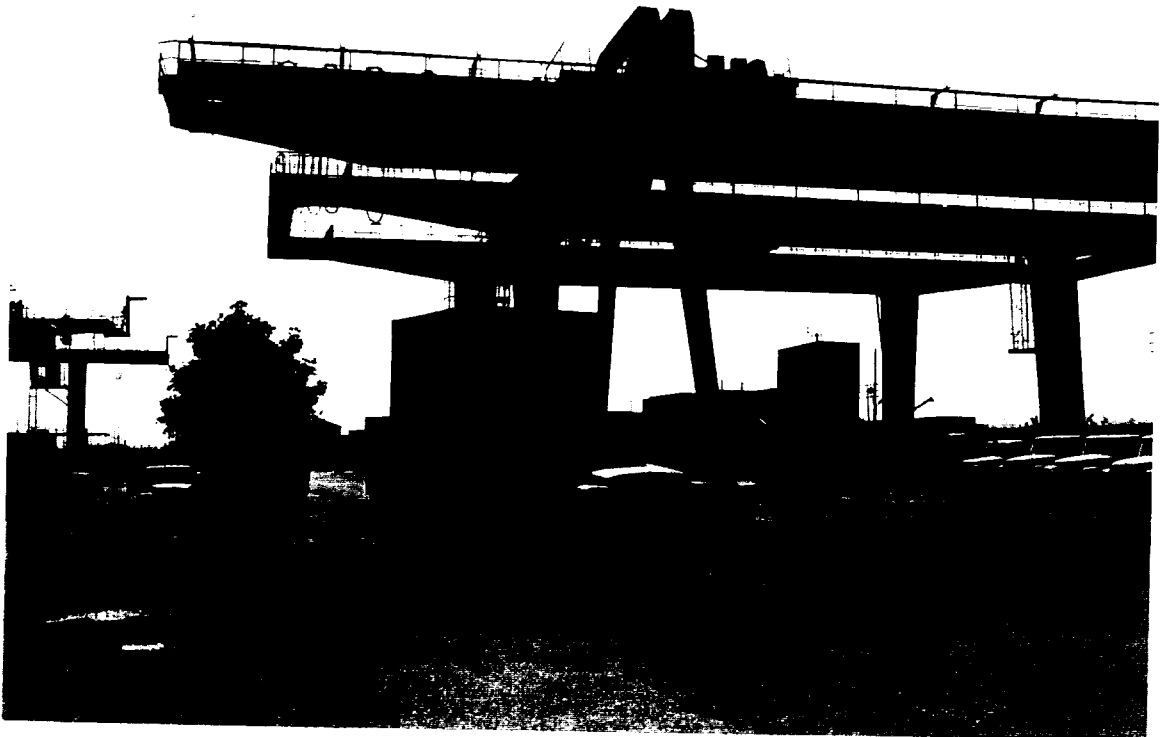
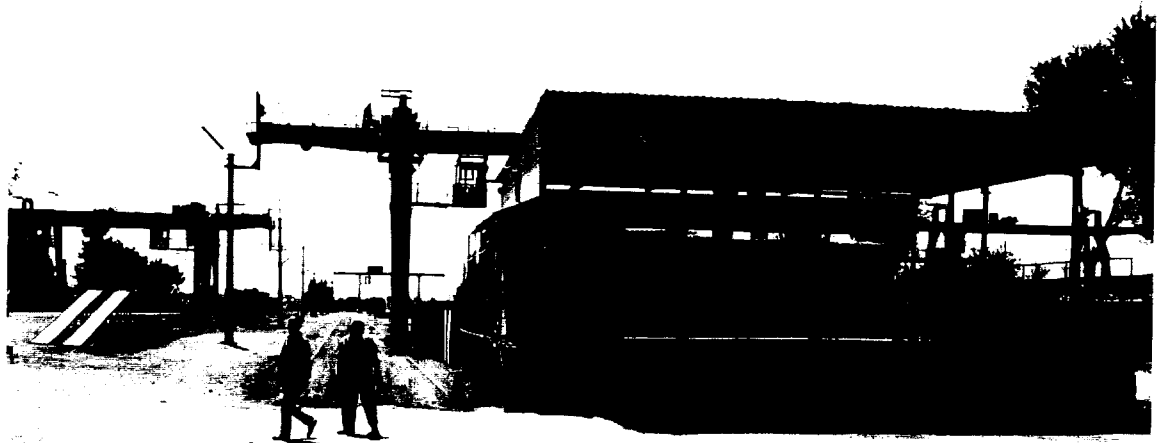
Immigration: None.
Security: None.
Transshipment: None.
Trading market: None.
Other: None.

Constraints/ Problems

Location:	No problem with overall location, though immediate site access poor for large volumes of heavy transport. Site ideal for both clearance of trains and the container depot (ICD).
Infrastructure:	Existing offices in poor condition.
Human Resources:	Adequate.
Equipment:	Adequate.
Procedures:	Problems were indicated as to lack of ancillary documentation which results in delayed clearance.
Performance:	Adequate.
Other:	None.

Recommendations

- 1) Completion of new offices under construction.
- 2) Improvement in communication systems to provide either telephone or radio modem to regional office.



UZBEKISTAN - Shumilova

Surface Transport Customs Control Points

Country: **UZBEKISTAN**
Name of Crossing: **ALAT**
From: **UZBEKISTAN**
To: **TURKMENISTAN (FARAP)**
Mode: **ROAD**
Status: **OPEN - 24 HOURS**
Classification: **TRACECA - MAJOR CROSSING**

Annual Traffic Levels

Import:	Tonnage	Approx. 750,000 tonnes per annum including transit. Main commodities are consumer goods, drinks, food products, cars, and construction materials.
	Vehicles/Wagons	Approx. 45,000 trucks per annum.
	Main origins	Turkey, Iran and the Iranian ports to Uzbekistan, Kazakstan and Kryghyzstan.
Export:	Tonnage	Approx. 200,000 tonnes including transit. Main commodities are cotton, yarns, metal products and construction materials. Note major imbalance with most trucks travelling southbound empty.
	Vehicles/Wagons	Approx. 45,000 trucks per annum, including empties.
	Main origins	Kazakhstan, Kyrghyzstan and Uzbekistan for Iran and Turkey.
Transit:	Tonnage	Approx. 500,000 tonnes per annum.
	Vehicles/Wagons	Approx. 40,000 trucks per annum.
Nationality of main transporters:		Iranian and Turkish

Infrastructure

General Description: Estimates of traffic levels suggest that this is the busiest road border in Uzbekistan and is the only border crossing on the transport corridor via Turkmenistan. The main traffics are the movements from Turkey and Iran going to Uzbekistan or through to Kazakhstan or Kyrghyzstan and returning empty. It therefore has a key role in both domestic and international trade. It interfaces with the Farap border in Turkmenistan.

Buildings No and Condition: Major new border complex under construction. Part of the office block has been partially completed and is being used as temporary accommodation.

Parking Areas: None. Road heavily congested with parked trucks awaiting processing.

Site Access: Currently vehicles pass to the east of the construction site along an unmade road.

Site Security:	Provided by Border Guard.
Adjacent Road/Rail Conditions:	Generally in good condition from Tashkent with some reconstruction work around Norvoi. Problems on the Turkmenistan side due to condition and overnight closure of the Amu-Darya pontoon bridge.
Bonded Warehousing:	None.

<u>Human Resources</u>	
Manning Levels:	40 staff.
Experience:	Experienced personnel but number is increasing with development of facility.
Shift Patterns:	3 shifts of 24 hours with 13 officers per shift on a 72 hour rota.
Training:	Attendance at training courses in Tashkent with plans for additional training facilities in Samarkand.

<u>Equipment</u>	
Office Equipment:	Office furniture and safe.
Data Processing:	3 computers.
Communication Equipment:	Telephone and fixed and mobile radios. Telephone not considered sufficiently reliable for modem link.
Power:	Reliable but back-up generator is available.
Control/Detecting Equipment:	Metal detectors, mirrors and torches.

<u>Procedures</u>	
Imports:	Standard import procedure.
Exports:	Standard export procedure.
Transit:	Standard transit procedure.

Performance

Dwell time:	Imports	25/30 mins	average	3 hours	peak
	Exports	10-30 mins	average	8-10 hours	peak

This border can be subject to significant delays both on entry and exit. Whilst there are delays in incorrect documentation and lack of visas, the major cause is waiting time to reach the documentation processing area which can only process 1 truck in each direction at a time. Indications are that at times these delays can extend into several days.

Other processes undertaken at Border

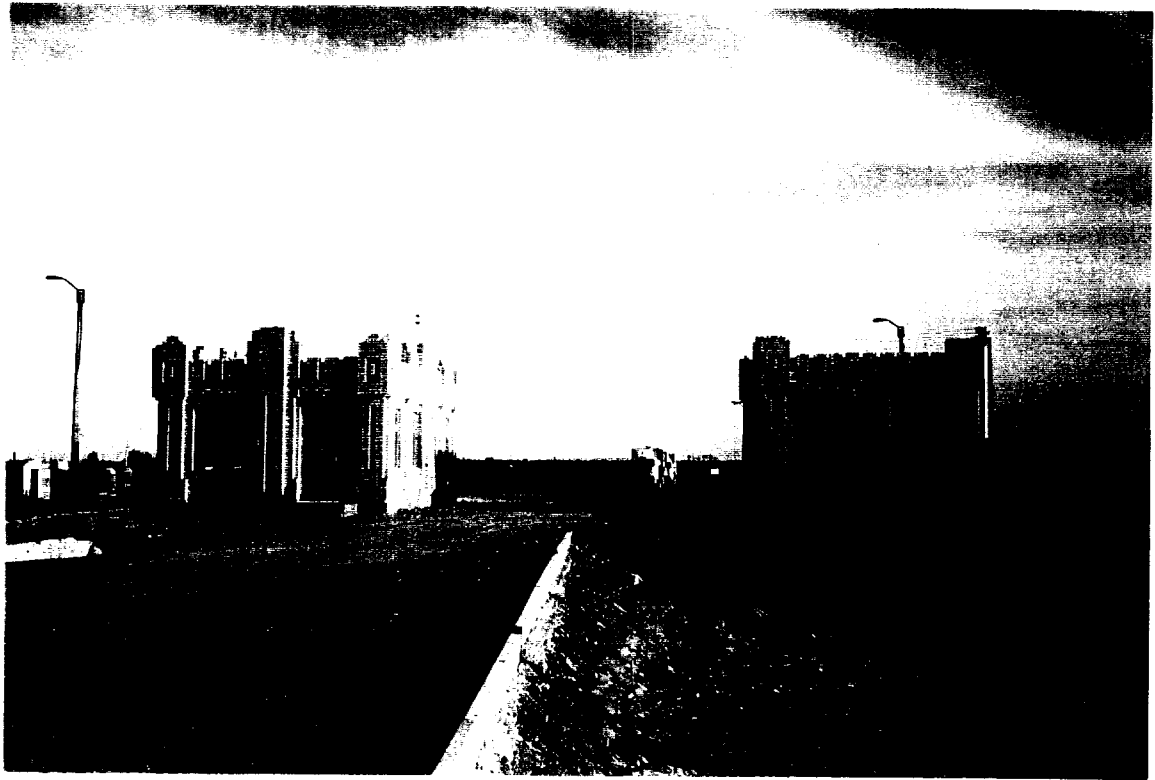
Immigration:	Undertaken by immigration/visa section.
Security:	Provided by Border Guard
Transshipment:	None.
Trading market:	None.
Other:	Health, Quarantine, Insurance, Banking (FX), Police. Customs check payment of road user charges.

Constraints/ Problems

Location:	Relatively remote location on main road with poor signage from Bukara.
Infrastructure:	Currently experiencing problems with working on a construction site and having to use earth road by-pass with appreciable walking distances to lanes of waiting vehicles. This will theoretically be resolved with completion of the terminal in late 1996.
Human Resources:	Training programme sufficient to provide for influx of additional personnel.
Equipment:	Shortage of computers and copiers.
Procedures:	Adequate, but will need to be streamlined to avoid increase in congestion.
Performance:	Actual customs process procedure reasonable but with 7 other organisations on site overall processing flow inadequate.
Other:	None.

Recommendations

- 1) A review of the operating procedures should be undertaken to address how the overall border times can be reduced. The provision of a new facility in itself is unlikely to substantially reduce congestion. Consideration should be given to rationalisation of activities by the various organisations and simplification of the procedures in order that the new complex realises its service objectives.
- 2) Investigation into provision of a communication system capable of linking into computers in main office in Bukara.



UZBEKISTAN - Alat

Surface Transport Customs Control Points

Country: **UZBEKISTAN**
Name of Crossing: **GAGABA**
From: **UZBEKISTAN**
To: **TADJIKISTAN (HOSKADI)**
Mode: **RAIL**
Status: **OPEN - 24 HOURS**
Classification: **TRACECA - MINOR CROSSING**

Annual Traffic Levels

Import:	Tonnage	Approx. 60,000 tonnes per annum, including transit. Main commodities are cotton, dried fruit, leather and wool.
	Vehicles/Wagons	Approx. 1200 loaded wagons per annum.
	Main origins	Southern Tadjikistan for Russia and Europe.
Export:	Tonnage	Approx. 120,000 tonnes per annum, including transit. Main commodities are humanitarian aid, cement, construction materials and clothing.
	Vehicles/Wagons	Approx 2,500 loaded wagons per annum.
	Main origins	Russia, Kazakhstan from Tadjikistan.
Transit:	Tonnage	In addition to over 180,000 tonnes of the above traffic to/from Tadjikistan, this border also processes 165,000 tonnes to and 25,000 tonnes from Afghanistan per annum.
	Vehicles/Wagons	5100 wagons to/from Afghanistan in addition to Tadjik traffic.
Nationality of main transporters:		N/A.

Infrastructure

General Description:	Office is located on rail sidings near to Termez servicing the rail spurs to Afghanistan and across to southern Tadjikistan. Tonnages based on 1995. Traffic has declined with the civil unrest in both countries but there are now signs of an improvement in flows.
Buildings No and Condition:	2 room office rented from the railways in reasonable condition.
Parking Areas:	No parking areas and limited sidings but facility is purely a customs documentation point on a through line.
Site Access:	Not suitable for access by heavy transport.
Site Security:	None.
Adjacent Road/Rail Conditions:	No indications of rail access problems.
Bonded Warehousing:	None.

Human Resources

Manning Levels: 4 staff.
Experience: Mainly experienced personnel.
Shift Patterns: 3 shifts of 24 hours with 1 officer.
Training: Attendance at training courses in Tashkent.

Equipment

Office Equipment: Office furniture, safe and A/C units.
Data Processing: 1 Computer for registration work.
Communication Equipment: Radio only. Access to rail phone network.
Power: Unreliable.
Control/Detecting Equipment: Torches only.

Procedures

Imports: Standard rail import procedure.
Exports: Standard rail export procedure.
Transit: Standard rail transit procedure.

Performance

Dwell time:	Imports	20 mins	average	1 hour	peak
	Exports	20 mins	average	1 hour	peak

Note that this office is essentially a documentation registration point with no detailed inspection of wagons.

Other processes undertaken at Border

Immigration: None.
Security: None.
Transshipment: None.
Trading market: None.
Other: None.

Constraints/ Problems

Location:	Reasonable location close to Termez.
Infrastructure:	Rented office in need of refurbishment.
Human Resources:	Adequate.
Equipment:	Lack of adequate communication equipment.
Procedures:	Adequate.
Performance:	Adequate.
Other:	None.

Recommendations

- 1) Refurbishment of the rooms used by Customs.
- 2) Provision of additional office equipment and furniture.
- 3) Installation of better communication system - direct telephone link.

Surface Transport Customs Control Points

Country: UZBEKISTAN
Name of Crossing: GULBAKOR
From: UZBEKISTAN
To: TADJIKISTAN (AIVAJ)
Mode: ROAD
Status: OPEN - 24 HOURS
Classification: TRACECA - MINOR CROSSING

Annual Traffic Levels

Import:	Tonnage	Approx. 15,000 tonnes per annum, including transit. Main commodities are agricultural goods and yarn.
	Vehicles/Wagons	Approx. 2,000 trucks per annum, including empties.
	Main origins	Southern Tadjikistan for Kazakhstan, Uzbekistan and Russia.
Export:	Tonnage	Approx. 20,000 tonnes per annum, including transits. Main commodities are agricultural products, construction materials and humanitarian aid.
	Vehicles/Wagons	Approx. 2,000 trucks per annum.
	Main origins	Uzbekistan, Kazakhstan and Russia for southern Tadjikistan.
Transit:	Tonnage	Approx. 25,000 tonnes per annum.
	Vehicles/Wagons	Approx. 3,000 trucks per annum.
Nationality of main transporters:		Kazak, Russian and Uzbek.

Infrastructure

General Description: Remote location in SE corner of Uzbekistan alongside the Afghan border subject to harsh climatic conditions. Back route into southern Tadjikistan used by smaller transport vehicles. Border interfaces with Aivaj in Tadjikistan.

Buildings No and Condition: 1 temporary building with sleeping accommodation in poor condition.

Parking Areas: None, so use roadside.

Site Access: Reasonable in line with adjacent road conditions but more suited for use by rigid, rather than articulated vehicles.

Site Security: Provided by Border Guard.

Adjacent Road/Rail Conditions: Reasonable from Tashkent to Termez but with major reconstruction work in mountain section. Road from Termez to border narrow but otherwise reasonable.

Bonded Warehousing: None.

Human Resources

Manning Levels: 7 staff.
Experience: Experienced personnel who rotate around other regional border posts.
Shift Patterns: 3 shifts of 24 hours with 2 officers per shift.
Training: Attend training courses in Tashkent.

Equipment

Office Equipment: Office furniture and 2 safes.
Data Processing: None.
Communication Equipment: Radio only.
Power: Unreliable supply.
Control/Detecting Equipment: Metal detector and torches.

Procedures

Imports: Standard import procedure.
Exports: Standard export procedure.
Transit: Standard transit procedure.

Performance

Dwell time:	Imports	20-25 mins	average	3 hours	peak
	Exports	20-25 mins	average	3 hours	peak

Other processes undertaken at Border

Immigration: Undertaken by Border Guard.
Security: Provided by Border Guard
Transshipment: None.
Trading market: None.
Other: Sanitary. Customs collect road user charges.

Constraints/ Problems

Location:	Remote location with low traffic volumes with harsh climatic conditions.
Infrastructure:	Poor condition of building.
Human Resources:	Adequate.
Equipment:	Lack of communication, heating/cooling equipment and uniforms.
Procedures:	Adequate.
Performance:	Adequate
Other:	None.

Recommendations

- 1) New low cost office facilities suitable for climate with office furniture and equipment.
- 2) Clarification of the role between the Border Guard and the Customs. The current confused situation is assumed to be due to the difficult political situation between the countries.

Surface Transport Customs Control Points

Country: UZBEKISTAN
Name of Crossing: SARASY
From: UZBEKISTAN
To: TADJISTAN (POST No 1 - TURSUN-ZADE)
Mode: ROAD
Status: OPEN - 24 HOURS
Classification: TRACECA - MINOR CROSSING

Annual Traffic Levels

Import:	Tonnage	Approx. 40,000 tonnes per annum, including transit. Main commodities are agricultural goods, cotton and cloth.
	Vehicles/Wagons	Approx. 5,000 trucks per annum.
Export:	Main origins	Central Tajikistan for Uzbekistan and Russia.
	Tonnage	Approx. 60,000 tonnes per annum, including transit. Main commodities are humanitarian aid, food and drink.
Transit:	Vehicles/Wagons	Approx. 5,000 trucks per annum.
	Main origins	Kazakhstan, Russia and Uzbekistan for central Tadjikistan.
Nationality of main transporters:	Tonnage	Approx. 80,000 tonnes including winter movements between central and southern Tadjikistan due closure of passes.
	Vehicles/Wagons	Approx. 9,000 trucks per annum.

Infrastructure

General Description: This is the main road border into Tadjikistan but involves a significant diversion down south to Termez before turning north up to this border. Tonnages have declined significantly due to the civil unrest in Tadjikistan. It interfaces with Post No1 in Tadjikistan.

Buildings No and Condition: Small two storey office block with two offices set back from the road. In reasonable condition with adjacent wagons for rest and eating.

Parking Areas: Road wider at this point with parking areas within the Customs zone capable of parking current volumes of traffic.

Site Access: Reasonable road conditions in the area.

Site Security: Provided by the Border Guard.

Adjacent Road/Rail Conditions: Road generally in reasonable condition with only minor damage.

Bonded Warehousing: None.

Human Resources

Manning Levels: 20 staff.
Experience: Experienced personnel as on rota with other Termez regional border posts and offices.
Shift Patterns: 3 shifts of 24 hours with 6 officers per shift.
Training: Attendance at training courses in Tashkent.

Equipment

Office Equipment: Office furniture, 1 safe, cash register and air conditioning.
Data Processing: Computer with UPS.
Communication Equipment: Telephone and fixed and mobile radios.
Power: Electricity supply reliable, except in adverse weather.
Control/Detecting Equipment: Metal detector and torches.

Procedures

Imports: Standard import procedure.
Exports: Standard export procedure.
Transit: Standard transit procedure.

Performance

Dwell time:	Imports	15-20 mins	average	1 hour	peak
	Exports	15-20 mins	average	1 hour	peak

Other processes undertaken at Border

Immigration: Undertaken by the Border Guard.
Security: Provided by the Border Guard.
Transshipment: None.
Trading market: None.
Other: Police, Quarantine, Sanitary and Bank for payment road user charges.

Constraints/ Problems

Location:	Good location on main road.
Infrastructure:	Building too small to accommodate all Customs activity and therefore split activity on site.
Human Resources:	Adequate.
Equipment:	Lack of computers and detection equipment.
Procedures:	Adequate.
Performance:	Adequate.
Other:	None.

Recommendations

- 1) Provision of a single integrated facility covering all border services.
- 2) Supply of computers and enhanced communication systems.
- 3) Clarification of the roles and responsibilities of the various organisations working on the border.

Surface Transport Customs Control Points

Country: **UZBEKISTAN**
Name of Crossing: **SARASY(UZUN)**
From: **UZBEKISTAN**
To: **TADJIKISTAN (PAKHTBAD)**
Mode: **RAIL**
Status: **OPEN - 24 HOURS**
Classification: **TRACECA - MINOR CROSSING**

Annual Traffic Levels

Import:	Tonnage	Approx. 350,000 tonnes per annum including transit. Main commodities are aluminium and agricultural goods.
	Vehicles/Wagons	Approx. 10,000 rail wagons per annum, including returned empties.
	Main origins	Central Tajikistan to Russia and Europe
Export:	Tonnage	Approx. 700,000 tonnes per annum including transit. Main commodities are raw materials for the aluminium factory - bauxite and mineral sands - fuel and humanitarian aid.
	Vehicles/Wagons	Approx. 20,000 wagons per annum.
	Main origins	Russia and Kazakhstan for Central Tadjikistan.
Transit:	Tonnage	Approx. 950,000 tonnes per annum.
	Vehicles/Wagons	Approx. 28,000 wagons per annum.
Nationality of main transporters:		N/A.

Infrastructure

General Description: This is the main rail border crossing into Tadjikistan and is located approx. 10 kms from the border at the first town . The facility also processes the passenger trains between Dushambe and Termez. The border interfaces with Pakhtbad in Tadjikistan.

Buildings No and Condition: 3 rooms rented from railways in main station complex adjacent to passenger platforms.

Parking Areas: No rail/road transfer activity so parking not required. No indication of shortage of sidings.

Site Access: Reasonably sited off main street.

Site Security: None.

Adjacent Road/Rail Conditions: Rail indicated as reasonable and all roads satisfactory.

Bonded Warehousing: None.

Human Resources

Manning Levels: 10 staff.
Experience: Experienced personnel who rota with other Termez regional offices.
Shift Patterns: 2 shifts of 24 hours with 1 person. Remainder of personnel on stand-by to assist when trains are scheduled to arrive.
Training: Attend training courses in Tashkent.

Equipment

Office Equipment: Basic office furniture and safe only.
Data Processing: None.
Communication Equipment: Telephone reasonably reliable. Radio broken.
Power: Reliable
Control/Detecting Equipment: None.

Procedures

Imports: Standard rail import procedure.
Exports: Standard rail export procedure.
Transit: Standard rail transit procedure.

Performance

Dwell time:	Imports	1 hour	average	2 hour	peak
	Exports	1 hour	average	2 hour	peak

Other processes undertaken at Border

Immigration: Takes place on station for passenger traffic.
Security: None.
Transshipment: None.
Trading market: None.
Other: None.

Constraints/ Problems

Location:	Good location in town although parking close to building difficult.
Infrastructure:	Office in need of refurbishment but otherwise adequate.
Human Resources:	Adequate.
Equipment:	Lack of data processing and detection equipment.
Procedures:	Adequate.
Performance:	Adequate.
Other:	None.

Recommendations

- 1) Provision of detection equipment as this is a busy passenger facility as well as handling freight.
- 2) Provision of data processing equipment to register traffic.
- 3) Refurbishment of office area with new furniture.

Surface Transport Customs Control Points

Country: UZBEKISTAN
Name of Crossing: KAGGAN (POSTS 2&4)
From: UZBEKISTAN
To: TURKMENISTAN (FARAP)
Mode: RAIL
Status: OPEN - 24 HOURS
Classification: TRACECA - MAJOR CROSSING

Annual Traffic Levels

Import:	Tonnage	Approx. 5,000, 000 tonnes per annum, including transit. Main commodities are fuel, construction materials, timber, grain and tea.
	Vehicles/Wagons	Approx. 140,000 rail wagons per annum, including empties.
	Main origins	Europe to eastern Central Asia via the north Turkmen /south Uzbek rail link. Minor tonnages routed by Traceca.
Export:	Tonnage	Approx. 5,000,000 tonnes per annum, including transit. Main commodities are cotton, agricultural and consumer goods.
	Vehicles/Wagons	Approx. 140,000 rail wagons per annum, including empties.
	Main origins	Uzbekistan, Kyrghyzstan and Tadjikistan for Russia and Europe via the north Turkmen/south Uzbek rail link.
Transit:	Tonnage	Approx. 9,500,000 tonnes per annum.
	Vehicles/Wagons	Approx. 230,000 rail wagons.
Nationality of main transporters:		N/A.

Infrastructure

General Description:	Busiest rail border on the Traceca route. However, Chardzou in Turkmenistan is major rail hub and most of the traffic is to/from the rail line crossing southern Uzbekistan /northern Turkmenistan rather than along Traceca towards Ashgabat. Opening of Iran rail link may increase tonnages at expense of road traffic. Border interfaces with Farap post in Turkmenistan.
Buildings No and Condition:	Two separate posts dealing with imports/exports and transits. No 2 post is the larger with four offices. All are rented from the railways within the Buchara station complex and are in reasonable condition.
Parking Areas:	Indications of ample sidings for inspection processes.
Site Access:	Limited access via station. No 4 post not accessible without special permission.
Site Security:	Provided by Railway Authorities, Police and Security Guard.
Adjacent Road/Rail Conditions:	Indications that rail infrastructure in reasonable condition.

Bonded Warehousing: None.

Human Resources

Manning Levels: 8 staff (no 2) and 6 staff (no 4)
Experience: Mainly experienced personnel with rotation system with other border posts.
Shift Patterns: 2 shifts of 24 hours with 4 and 3 officers per shift.
Training: Training courses held in Tashkent at Academy.

Equipment

Office Equipment: Office furniture only.
Data Processing: Computer and printer used for registration.
Communication Equipment: Telephones with links to 4 networks including rail. 8 mobile radios.
Power: Reliable as off rail system.
Control/Detecting Equipment: Metal detectors, torches and arms.

Procedures

Imports: Standard rail import procedure.
Exports: Standard rail export procedure.
Transit: Standard rail transit procedure.

Performance

Dwell time:	Imports	1-2 hours	average	N/A	peak
	Exports	1-2 hours	average	N/A	peak

Other processes undertaken at Border

Immigration: None
Security: Provided by Railways, Police and Security Committee.
Transshipment: None.
Trading market: None.
Other: Sanitary, Quarantine, Veterinary and Fire Authorities.

Constraints/ Problems

Location:	Ideal location as at main station close to Buchara, therefore good access for staff.
Infrastructure:	Split office structure complicates clearance processes.
Human Resources:	Adequate but request for additional training in international systems.
Equipment:	Shortage of some detection equipment.
Procedures:	Adequate.
Performance:	Adequate.
Other:	None.

Recommendations

- 1) Operations split between two posts on same location. This appears to function but longer term may be some benefits in combined operation, especially as more sophisticated technology is introduced such as linkage to rail wagon tracking systems.
- 2) Improved public access for importers and exporters is constrained by location of offices.
- 3) Provision of additional checking systems x-ray and dogs for drug detection.
- 4) Establishment of a modem link to the regional office.

Surface Transport Customs Control Points

Country: **UZBEKISTAN**
Name of Crossing: **JARTEPA**
From: **UZBEKISTAN**
To: **TADJIKISTAN (SARAZM)**
Mode: **ROAD**
Status: **OPEN - 24 HOURS**
Classification: **TRACECA - MINOR CROSSING**

Annual Traffic Levels

Import:	Tonnage	Approx. 20,000 tonnes per annum. Main commodities are agricultural goods and alcohol.
	Vehicles/Wagons	Approx. 1,500 trucks per annum.
	Main origins	Central Tadjistan to Uzbekistan, Kazakhstan and Russia.
Export:	Tonnage	Approx. 20,000 tonnes per annum. Main commodities are mining supplies, consumer goods, food and drink.
	Vehicles/Wagons	Approx. 1,500 trucks per annum.
	Main origins	Mainly from Europe, Turkey and Iranian ports for the mining complex and central Tadjikistan.
Transit:	Tonnage	Most traffic is transit.
	Vehicles/Wagons	Approx. 1,800 trucks per annum, including returning empties.
Nationality of main transporters:		Uzbek, Turkish and Iranian with occasional European.

Infrastructure

General Description:	Crossing into central Tadjikistan has much local traffic but only small quantities on international movements. It is mainly a passenger and small truck control point with up to 600 units per day. Road through to Dushambe or north Tadjikistan only open in summer. Freight traffic in winter confined to movements to/from gold mining operations in the valley to the east of the post.
Buildings No and Condition:	Two temporary buildings each with two offices. Large office block and inspection processing area under construction.
Parking Areas:	Sufficient for current traffic levels with widening of road around post.
Site Access:	Reasonable with new road under construction to provide traffic management system in connection with new buildings.
Site Security:	Provided by police with single gate system.
Adjacent Road/Rail Conditions:	Road from Samarkand in reasonable condition as limited heavy vehicle traffic. There is a 10 tonne weight limit on a bridge close to the border but this appears to be being ignored.
Bonded Warehousing:	None.

Human Resources

Manning Levels: 19 staff.
Experience: Senior inspectors experienced personnel with others completing training.
Shift Patterns: 2 shifts of 24 hours with 6/7 officers per shift.
Training: On-the-job training following attendance at courses in Tashkent or Samarkand.

Equipment

Office Equipment: Office equipment and safe.
Data Processing: None.
Communication Equipment: Radio which is only connected to regional office.
Power: Some problems of supply, especially in windy conditions.
Control/Detecting Equipment: Full detection kit including metal detectors, torches, truncheons and drug kits. No batteries so some equipment out of use.

Procedures

Imports: Standard import procedure.
Exports: Standard export procedure.
Transit: Standard transit procedure.

Performance

Dwell time:	Imports	15 -30 mins	average	-	peak
	Exports	30 mins	average	5-6 hours	peak

Peak time assumes full outturn due to broken seal or suspicion of under-declaration.

Other processes undertaken at Border

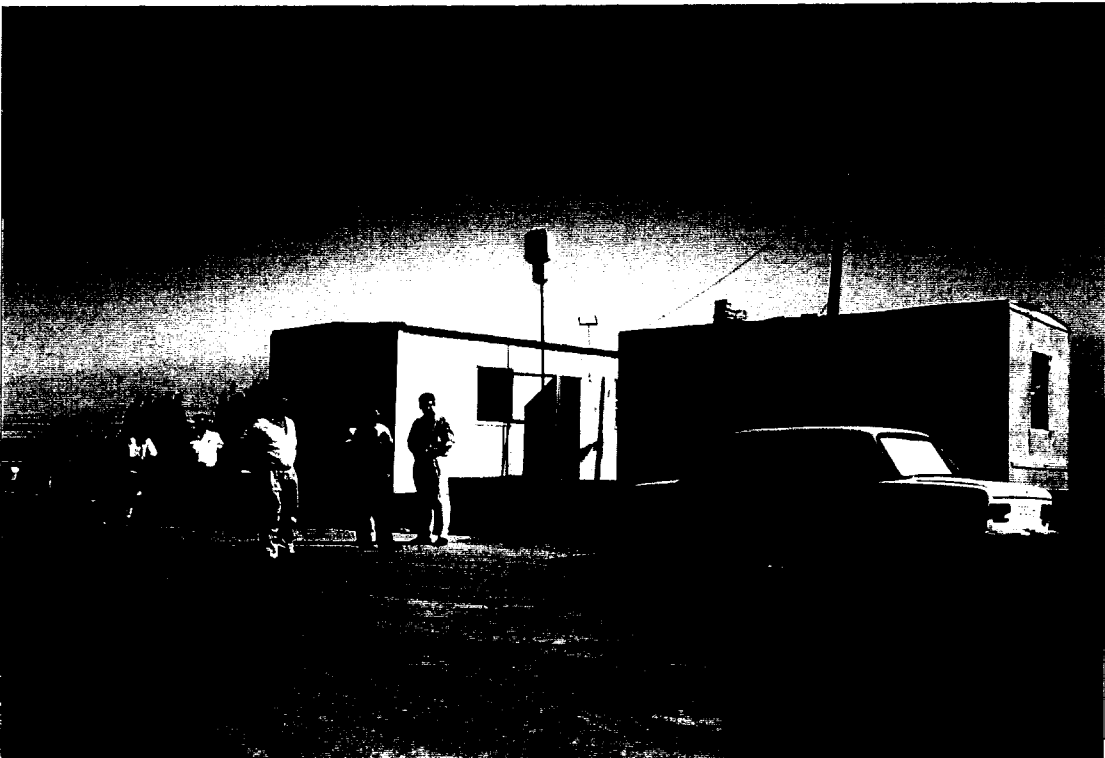
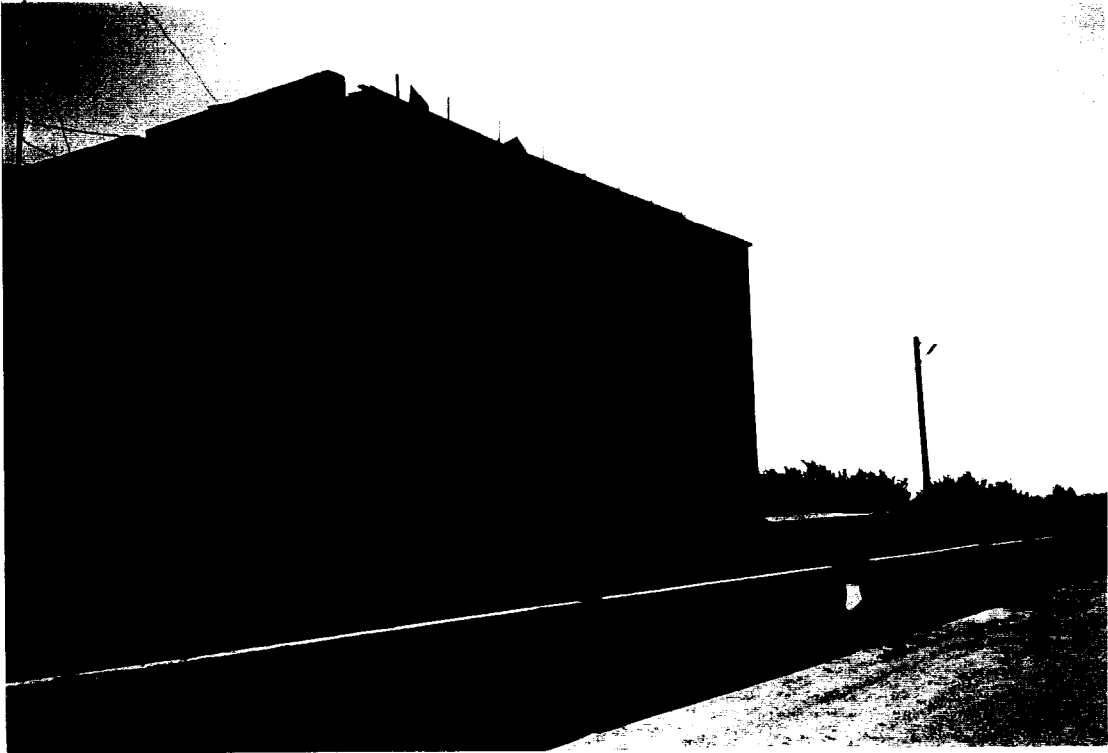
Immigration: Undertaken by Police.
Security: Provided by Security Committee/ Border Guard.
Transshipment: None.
Trading market: None.
Other: Veterinary, Sanitary, Quarantine, Bank(FX), and Road Inspectorate (Road Tax)

Constraints/ Problems

Location:	Location is on main road but in wide valley. This results in concerns over ability to control border area. This may be more a problem regarding local traffic than international movements which use larger trucks.
Infrastructure:	New buildings will provide better accommodation and a more integrated border activity, though present co-operation noted to be good.
Human Resources:	Adequate
Equipment:	Lack data processing and communications equipment thus limiting statistics and control via contact with other border posts.
Procedures:	Adequate.
Performance:	Adequate.
Other:	Difficulties with transportation of staff to Samarkand.

Recommendations

- 1) Completion of new facilities and fitting out.
- 2) Provision of computer and printer for registration and printing of transit documentation.
- 3) Provision of enhanced communication systems with telephone linkages to other exit/entry border posts.
- 4) Supply of batteries for detection equipment.



UZBEKISTAN - Jartepa

Surface Transport Customs Control Points

Country: **UZBEKISTAN**
Name of Crossing: **FARKHOD - BEKABAD**
From: **UZBEKISTAN**
To: **TADJIKISTAN (PLATINUM)**
Mode: **ROAD**
Status: **OPEN - 24 HOURS**
Classification: **TRACECA - MINOR CROSSING**

Annual Traffic Levels

Import:	Tonnage	Approx. 500,000 tonnes per annum, including transit and local. Main commodities are agricultural goods, cotton and metal products.
	Vehicles/Wagons	Approx. 55,000 trucks per annum, including local traffic. Approx. 7,000 of these are transit international vehicles.
	Main origins	Eastern Uzbekistan to central Uzbekistan, southern Kyrgyzstan to northern Kyrgyzstan (winter), and northern Tadjikistan to central and southern Tadjikistan (winter). International traffics are from eastern Uzbekistan, southern Kyrgyzstan and Tadjikistan to Uzbekistan and Russia.
Export:	Tonnage	Approx. 500,000 tonnes per annum, including transit and local. Main commodities are food, drinks and construction materials.
	Vehicles/Wagons	Approx. 55,000 trucks per annum, including local traffic. Approx. 7,000 of these are transit international vehicles, 50% of which are empty.
	Main origins	Central Uzbekistan to eastern Uzbekistan, northern Kyrgyzstan to eastern Kyrgyzstan (winter) and central and southern Tadjikistan to northern Tadjikistan (winter). International traffics are from Turkey, Iran, Kazakhstan and Russia to southern Kyrgyzstan, eastern Uzbekistan and northern Tadjikistan.
Transit:	Tonnage	Approx. 150,000 tonnes per annum international transit.
	Vehicles/Wagons	Approx. 14,000 trucks per annum, including empties.
Nationality of main transporters:		Uzbek, Tadjik and Kryghyz and transit trucks Iranian and Turkish.

Infrastructure

General Description: This is the main entry point for traffic travelling to/from and across the Hodjent region of north Tadjikistan to eastern Uzbekistan and southern Kyrgyzstan. The border has been classified as minor because most of the traffic is local or domestic movements. The border post lies to the east of Bekabad and is located under a flyover. The post has been moved back approx. 300 metres from its previous position close to a dam.

Buildings No and Condition:	There are two buildings consisting of an office block on the adjacent hill and a processing booth at the roadside.
Parking Areas:	Road widens at this point to provide waiting areas for trucks.
Site Access:	Reasonable with curved road from flyover. Road constrained on area between border across dam making passing difficult.
Site Security:	Undertaken by Customs with drop pole. Police post placed 300 metres forward.
Adjacent Road/Rail Conditions:	Roads generally in reasonable condition with only minor surface damage. Uzbek sections in slightly better conditions than Tadjik.
Bonded Warehousing:	None.

Human Resources

Manning Levels:	14 staff.
Experience:	Mostly experienced personnel.
Shift Patterns:	3 shifts of 24 hours with 4 officers per shift.
Training:	Attendance at courses in Tashkent with certification and then on-the-job training.

Equipment

Office Equipment:	Office furniture and safe.
Data Processing:	1 computer and printer used for recording transit movements.
Communication Equipment:	1 radio, no telephone.
Power:	Reliable.
Control/Detecting Equipment:	None.

Procedures

Imports:	Standard import procedure.
Exports:	Standard export procedure.
Transit:	Standard transit procedure.

Performance

Dwell time:	Imports	10-15 mins	average	30 mins	peak
	Exports	10-15 mins	average	30 mins	peak

Other processes undertaken at Border

Immigration:	Undertaken by Police.
Security:	Provided by Police.
Transshipment:	None.
Trading market:	None.
Other:	Sanitary, Veterinary and Bank.

Constraints/ Problems

Location:	Position dictated by dam but poor signage from Bekabad.
Infrastructure:	Building in reasonable condition but with poor internal requires finish.
Human Resources:	Adequate.
Equipment:	Lack of suitable communication system, particularly telephone link.
Procedures:	Adequate.
Performance:	Adequate.
Other:	None.

Recommendations

- 1) Complete internal fitting out of the office building.
- 2) Examination of installation of telephone link to network with other borders in area.



UZBEKISTAN - Farkhod Bekabad

Surface Transport Customs Control Points

Country: **UZBEKISTAN**
Name of Crossing: **RAVOT**
From: **UZBEKISTAN**
To: **TADJIKISTAN (PATAR)**
Mode: **ROAD**
Status: **OPEN - 24 HOURS**
Classification: **TRACECA - MINOR CROSSING**

Annual Traffic Levels

Import:	Tonnage	Approx. 25,000 tonnes per annum including transit. Main commodities are food, agricultural goods and construction materials.
	Vehicles/Wagons	Approx. 5,000 trucks per annum, including empties.
	Main origins	Tadjikistan, Uzbekistan, Kazakhstan and Russia for eastern Uzbekistan and Kyrgyzstan.
Export:	Tonnage	Approx. 25,000 tonnes per annum including transit. Main commodities are agricultural goods and food.
	Vehicles/Wagons	Approx. 5,000 trucks per annum.
	Main origins	Kyrgyzstan and eastern Uzbekistan for Uzbekistan and Russia.
Transit:	Tonnage	Approx. 40,000 tonnes per annum.
	Vehicles/Wagons	Approx. 3,000 trucks per annum
Nationality of main transporters:		Tajik, Uzbek, Kyrgyz and Russian. Border open only to CIS carriers.

Infrastructure

General Description: This is the smaller of the two borders from the Hodjent region of Tajikistan into eastern Uzbekistan. The traffic flows are split at Kakand into CIS traffic only via this border and other traffic to larger crossing at Anderhan, 22 kms away.

Buildings No and Condition: One two storey office block in poor condition.

Parking Areas: Road widens at this point to allow adequate parking area.

Site Access: Approach roads on each side in reasonable condition.

Site Security: Provided by Security Committee.

Adjacent Road/Rail Conditions: Roads in both countries in moderate conditions with some minor surface damage and cracking.

Bonded Warehousing: None.

Human Resources

Manning Levels: 9 staff.
Experience: Mainly experienced personnel.
Shift Patterns: 2 shifts of 24 hours with 4 officers per shift.
Training: Training courses in Tashkent followed by on-the-job training

Equipment

Office Equipment: Office furniture, refrigerator and 2 safes.
Data Processing: None.
Communication Equipment: Radio to local posts within 50 kms. No telephone.
Power: Reliable.
Control/Detecting Equipment: Torches.

Procedures

Imports: Standard import procedure.
Exports: Standard export procedure.
Transit: Standard transit procedure.

Performance

Dwell time:	Imports	15 mins	average	30 mins	peak
	Exports	15 mins	average	30 mins	peak

Other processes undertaken at Border

Immigration: Undertaken by Police.
Security: Provided by Security Committee.
Transshipment: None.
Trading market: None.
Other: Traffic and regional Police, Quarantine and Sanitary.

Constraints/ Problems

Location:	Suitable but only available to CIS trucks. Split operation may raise control concerns.
Infrastructure:	Building in poor condition.
Human Resources:	Adequate.
Equipment:	Lack of data processing, communication and detection equipment.
Procedures:	Adequate.
Performance:	Adequate.
Other:	None.

Recommendations

- 1) Border should be available to all nationalities of carriers.
- 2) Building should be refurbished.
- 3) Examination should be made into the provision of telephone communications.
- 4) Provision of computer and printer for registration and statistics.
- 5) Supply of detection equipment.

Surface Transport Customs Control Points

Country: UZBEKISTAN
Name of Crossing: DUSTLIC
From: UZBEKISTAN
To: KYRGHYZSTAN (DOSTIC)
Mode: ROAD
Status: OPEN - 24 HOURS
Classification: TRACECA - MINOR CROSSING

Annual Traffic Levels

Import:	Tonnage	Approx. 150,000 tonnes per annum including transit. Main commodities are agricultural goods, leather and wool.
	Vehicles/Wagons	Approx. 10,000 trucks per annum.
	Main origins	Southern Kyrghyzstan to Northern Kyrghyzstan, Russia and Iran.
Export:	Tonnage	Approx. 150,000 tonnes per annum including transit. Main commodities are food, drinks and construction materials.
	Vehicles/Wagons	Approx. 10,000 trucks per annum.
	Main origins	Northern Kyrghystan, Russia, Iran and Turkey to southern Kyrghyzstan.
Transit:	Tonnage	Approx. 60,000 tonnes per annum.
	Vehicles/Wagons	Approx. 5,000 trucks per annum.
Nationality of main transporters:		Kyrghyz, Iranian, Turkish and Uzbek.

Infrastructure

General Description: This is the main border crossing into southern Kyrghyzstan. There are three main traffic flows - international, local and domestic. The domestic traffic routes via Andijan up to the M41 north to Bishkek through the mountains.

Buildings No and Condition: The office consists of one mobile office unit with two rooms in poor condition. A new office block is under construction on an adjacent site.

Parking Areas: Road widens at this point providing adequate parking area.

Site Access: Straight road in reasonable condition.

Site Security: Undertaken by Customs. No Police on border.

Adjacent Road/Rail Conditions: Road from Andijan and from Osh in reasonable condition.

Bonded Warehousing: None. Warehouse under construction at rear of new office block.

Human Resources

Manning Levels: 16 staff.
Experience: Mainly experienced personnel.
Shift Patterns: 3 shifts of 24 hours with 7-8 officers per shift.
Training: Attendance at training courses in Tashkent followed by on-the-job training.

Equipment

Office Equipment: Office furniture.
Data Processing: 1 computer and printer used for recording non-CIS transit traffic.
Communication Equipment: Telephone but not reliable in winter in windy conditions. Also have radio linked to other local border posts.
Power: Usually reliable but also subject problems in windy conditions in winter.
Control/Detecting Equipment: Metal Detector and Drug Testing kits (not used).

Procedures

Imports: Standard import procedure.
Exports: Standard export procedure.
Transit: Standard transit procedure.

Performance

Dwell time:	Imports	15-20 mins	average	30 mins	peak
	Exports	15-20 mins	average	30 mins	peak

These times are for international traffics. Local and domestic traffics are less.

Other processes undertaken at Border

Immigration: Undertaken by Customs.
Security: Performed by Customs.
Transshipment: None.
Trading market: None.
Other: Sanitary, Veterinary, Quarantine, Bank (FX) and Insurance.

Constraints/ Problems

Location: Suitable location on main road to Osh.

Infrastructure: Current unit in poor condition. Work on the new office block and associated warehouse has recommenced.

Human Resources: Adequate.

Equipment: Poor communication systems.

Procedures: Adequate.

Performance: Adequate.

Other: Request for specifications of foreign vehicles to improve effectiveness of inspections.

Recommendations

- 1) Complete the office block to accommodate all border services.
- 2) Investigate potential to improve telecommunications system.



UZBEKISTAN - Dustlic

Surface Transport Customs Control Points

Country: UZBEKISTAN
Name of Crossing: SAVAY
From: UZBEKISTAN
To: KYRGHYZSTAN (OSH 1&2)
Mode: RAIL
Status: OPEN - 24 HOURS
Classification: TRACECA - MINOR CROSSING

Annual Traffic Levels

Import:	Tonnage	Approx. 10,000 tonnes per annum including transit. Main commodities are cotton and tobacco.
	Vehicles/Wagons	Approx. 1,000 rail wagons per annum, including empties.
	Main origins	Southern Kyrghyzstan to Russia, Ukraine and Turkey.
Export:	Tonnage	Approx. 40, 000 tonnes per annum including transit. Main commodities are fuel, grain, construction materials and cement.
	Vehicles/Wagons	Approx. 1,000 rail wagons per annum, including empties.
	Main origins	Russia, Kazakhstan and Uzbekistan for southern Kyrghyzstan.
Transit:	Tonnage	Approx. 60, 000 tonnes per annum.
	Vehicles/Wagons	Approx. 1,500 rail wagons per annum.
Nationality of main transporters:		N/A.

Infrastructure

General Description: This is the main border office located on the central railway station in Andijan. It does have a number of subsidiary check points, including one closer to the border, but documents for international movements and wagons are checked here.

Buildings No and Condition: Top floor in separate office block owned by the Railways. 3 rooms are rented and are in moderate condition.

Parking Areas: Sufficient sidings available.

Site Access: Good access via the station.

Site Security: None.

Adjacent Road/Rail Conditions: Indicated as in reasonable order.

Bonded Warehousing: None.

Human Resources

Manning Levels: 13 staff.

Experience:	50% experienced personnel and 50% new under training.
Shift Patterns:	2 shifts of 26 hours with 6 officers per shift.
Training:	Training courses in Tashkent and on-the-job training.

Equipment

Office Equipment:	Office furniture and safe.
Data Processing:	None.
Communication Equipment:	Reliable telephone system and radios - fixed and mobile.
Power:	Reliable.
Control/Detecting Equipment:	Metal detectors, mirrors and access to drug dogs.

Procedures

Imports:	Standard import procedure.
Exports:	Standard export procedure.
Transit:	Standard transit procedure.

Performance

Dwell time:	Imports	N/A	average	N/A	peak
	Exports	N/A	average	N/A	peak

No evidence of any delays in rail movements. Checks are also undertaken at the other subsidiary posts so minimal checks at central point.

Other processes undertaken at Border

Immigration:	None.
Security:	None.
Transshipment:	None.
Trading market:	None.
Other:	None.

Constraints/ Problems

Location:	Good location in central station.
Infrastructure:	Building in reasonable condition.
Human Resources:	Adequate.
Equipment:	No computer and shortage of communication equipment.
Procedures:	Adequate.
Performance:	Adequate.
Other:	Concern was expressed as to the open access to wagon in the sidings.

Recommendations

- 1) Provision of computer and printers for recording of traffic movements.
- 2) Supply of additional checking equipment - metal detectors.



UZBEKISTAN - Savay

Surface Transport Customs Control Points

Country: **UZBEKISTAN**
Name of Crossing: **ANDERHAN**
From: **UZBEKISTAN**
To: **TADJIKISTAN**
Mode: **ROAD**
Status: **OPEN - 24 HOURS**
Classification: **TRACECA - MINOR CROSSING**

Annual Traffic Levels

Import:	Tonnage	Approx. 40,000 tonnes per annum including transit. Main commodities are food, consumer goods and construction materials.
	Vehicles/Wagons	Approx. 3,000 trucks per annum excluding local traffic.
	Main origins	Western Uzbekistan, Iran and Turkey to eastern Uzbekistan and Kryghyzstan.
Export:	Tonnage	Approx. 20,000 tonnes per annum including transit. Main commodities are cotton, leather and wool.
	Vehicles/Wagons	Approx. 3,000 trucks per annum, excluding local traffic but including empties.
	Main origins	Kryghyzstan and eastern Uzbekistan to western Uzbekistan, Iran and Turkey.
Transit:	Tonnage	Approx. 20,000 tonnes per annum.
	Vehicles/Wagons	Approx. 2,000 trucks per annum, including empties.
Nationality of main transporters:		Uzbek, Kyrgh, Iranian and Turkish.

Infrastructure

General Description: This is the larger alternative border to Ravot (22 kms away) near Kakand. All non-CIS vehicles must use this border. Main traffic flows are local traffic.

Buildings No and Condition: 1 mobile office with 2 rooms. New office block under construction.

Parking Areas: Road widened at this point. Further widening will be needed due to the location of the new facility.

Site Access: Good access on straight road.

Site Security: Provided by Police.

Adjacent Road/Rail Conditions: Roads on either side of the border in reasonable condition.

Bonded Warehousing: None.

Human Resources

Manning Levels: 15 staff.
Experience: 50% experienced personnel.
Shift Patterns: 2 shifts of 24 hours with 6 officers per shift.
Training: Attendance at training course in Tashkent followed by on-the-job training.

Equipment

Office Equipment: Office furniture and safe.
Data Processing: 1 computer and printer used for recording of non-CIS movements.
Communication Equipment: Radios - mobile and fixed but no telephone.
Power: Reliable as available from two separate sources.
Control/Detecting Equipment: Metal detector, drug testing kits and mirrors.

Procedures

Imports: Standard import procedure.
Exports: Standard export procedure.
Transit: Standard transit procedure.

Performance

Dwell time:	Imports	15-20 mins	average	30 mins	peak
	Exports	15-20 mins	average	30 mins	peak

Other processes undertaken at Border

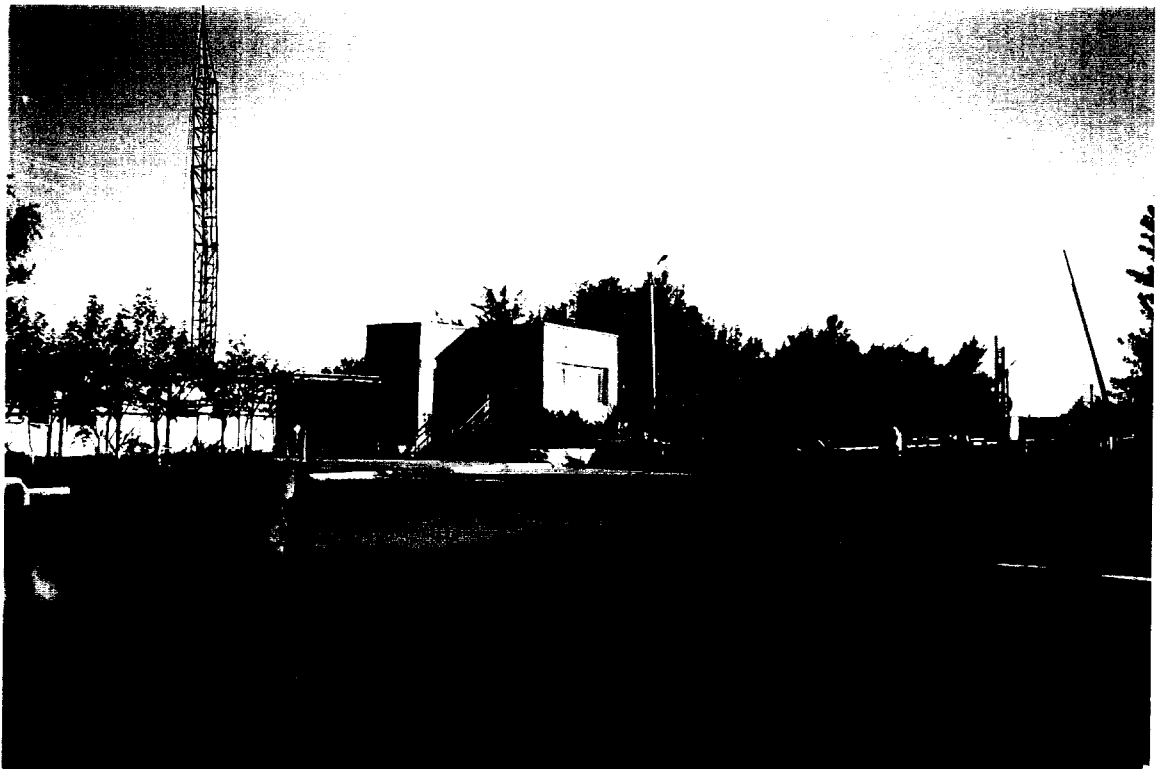
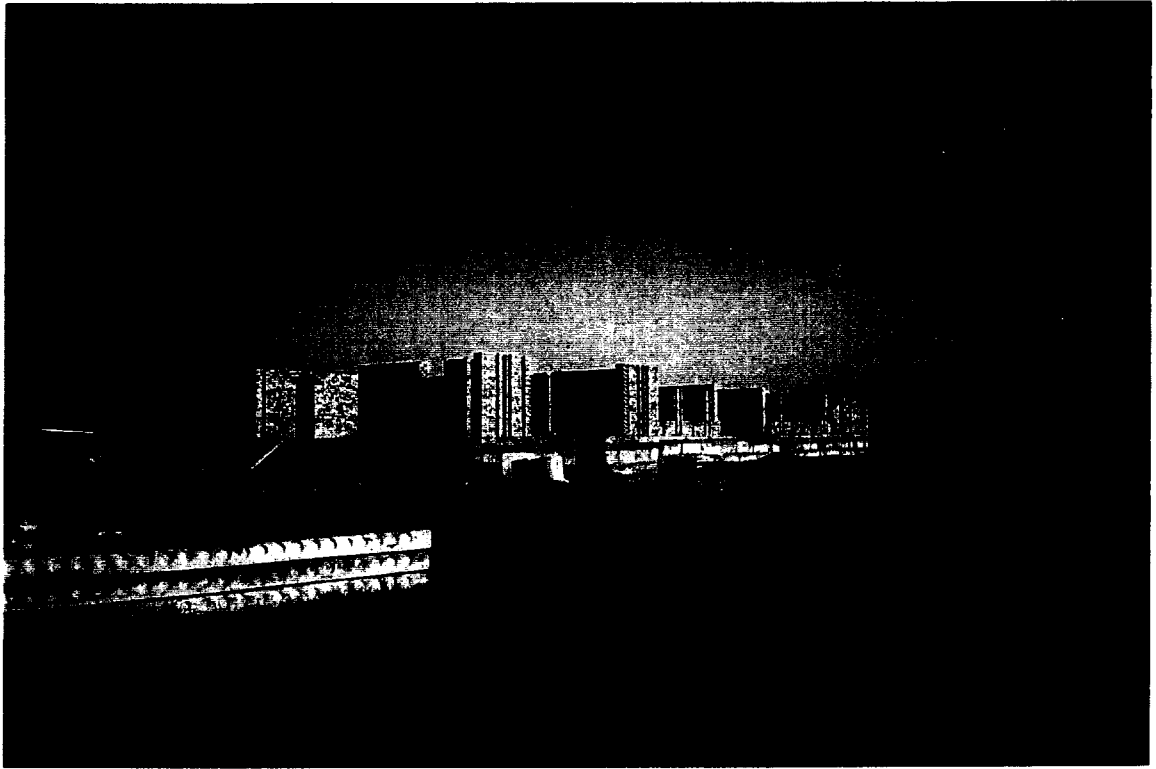
Immigration: Performed by Police.
Security: Undertaken by Police.
Transshipment: None.
Trading market: None.
Other: Sanitary, Veterinary, Quarantine, road Tax Committee (Road Tax) and Bank (FX).

Constraints/ Problems

Location:	Suitable location but very poorly signed making difficult to find for inexperienced drivers.
Infrastructure:	Existing unit in poor condition. New office block under construction but work suspended.
Human Resources:	Adequate.
Equipment:	Lack of communication and data processing equipment.
Procedures:	Adequate.
Performance:	Adequate.
Other:	None.

Recommendations

- 1) Improvements in road signage.
- 2) Completion on new facilities.
- 3) Installation of a reliable telephone system.



UZBEKISTAN - Anderhan

