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Monitoring of CAR Transport Corridors

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List of Abbreviations

CA –	Central Asia
BTP --	Border Transit Point
NLD --	Normative and Legal Documentation
UP --	Unofficial Payments
POST --	is the place of work of each official of a control body located within the border-customs zone
KR –	Kyrgyz Republic
RK –	Republic of Kazakhstan
RT --	Republic of Tajikistan
RU --	Republic of Uzbekistan
TR –	Turkmen Republic
RF –	Russian Federation
FEA -	Foreign economic activities

PART I

1. Introduction

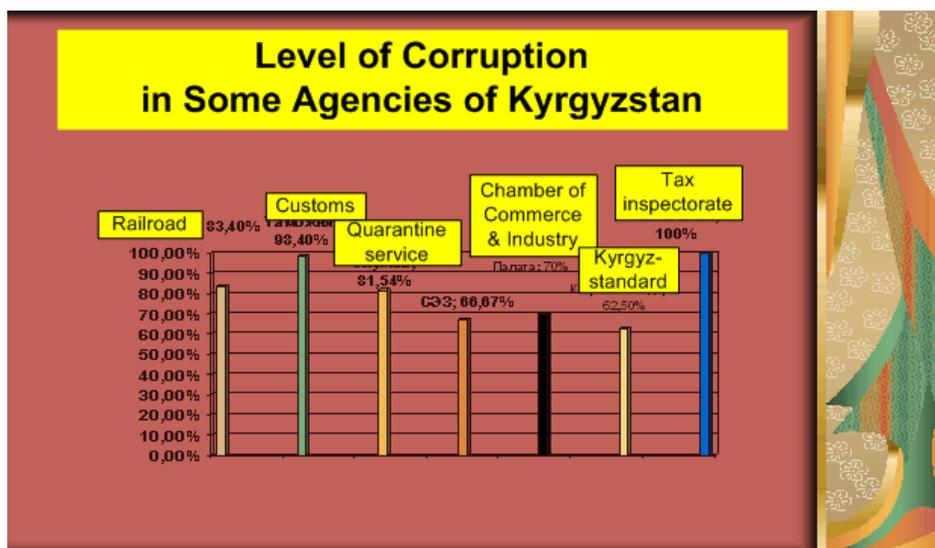
Upon expiration of the totalitarian regime, Kyrgyzstan, as all the republics in the former Soviet Union, began to build a democratic country. This purpose was promoted with support from many countries of developed democratic principles and traditions. The new Government, in spite of free elections of the President of the Republic and adoption of a democratic constitution, failed to establish true mechanisms for free democratic rule in the country. The situation was promoted with the absence of a presidential team and weaknesses in his character, which was used by the old soviet high-ranking bureaucracy that closely surrounded the President and preserved its former power, and, in some cases even increased it through obtained complete freedom of actions (there had existed a strict control in this respect during the soviet times), when these functionaries began to set up their own rule aimed at their personal advantages. Simultaneously, demolition of the planned economy led to economic disorder, disappearance of goods of first priority, which was used by enterprising people. They began to import everything demanded in the country even from remote foreign countries. It was the time when international trade, private business and elements of competition began to appear. A government, devoted to interests of its country and people, would be glad of such development and would create maximum of conditions needed for development of business and trade. But most of the empowered set their personal interests above the state ones that is why they (bureaucrats of corrupt officials) created, through application of governmental levers, various mechanisms to exercise their pressure on representatives of business circles and to launder money. As a result, the Government issued licenses practically for all types of entrepreneur activities if they were issued against corruptive payments to officials, that is, opening and closing of a business cost quite a sum money paid unofficially. Participant in foreign economic activities got under specifically heavy corrupt pressure. Customs procedures were complicated, and participants in FEA were forced to give unofficial bribes to simplify and accelerate them, which was promoted with normative rules that contained many provisions causing corruptive situations. Participants in FEA were uncoordinated, civic society was not organized, and professional unions merely did not exist. It was the situation where corrupted bureaucrats established such schemes for money flows that bypassed the state budget and accumulated finances mainly from FEA when also the family of the President joined the schemes. The family was not satisfied with the above and began to sell all official posts having a slightest significance, when a careerist-bureaucrat, who bought his position, imposed contributions upon his subordinates and created a chain for return of "invested money" that begins with common clerks and covers administrative bosses at the republican level (for example, in road police, tax inspectorate, customs, etc.) Besides, some provisions in the existing tax code directly promote development of "gray economy" and corruption. All the above caused moral degradation of the society and led to wild increase of corruption within all the spheres of life. In 2005, we, that is, the Congress of Business Associations, used the change of power in the country and initiated a survey of problems related to corruption that was conducted through interaction of entrepreneurs with state organs. Kyrgyzstan occupied the 119th place in 2003 (among 163 members) according to the Index of Corruption Perception, it got down to the 134th place in 2005, the 142nd in 2006 – this trend does not demand any comments. Participant of medium and small businesses keep to the opinion that the share of corrupt officials reaches 95%. Surveys among state officials themselves indicate that 56% of them are sure that more than half of officials accept bribes. Businessmen and state officials listed the following among the factors generating corruption:

:

- Corrupted power at “high ranks”;
- Impunity of officials who do not execute their direct official functions;
- Development of normative acts by officials “for themselves”
- Necessity to obtain a lot of permissions and endorsement, etc.

During monitoring, 54 participants in FEA indicated at the following bodies as the most corrupted ones:

1. Tax inspectorate -- 100%
2. Customs committee 98,4%
3. Railway -- 83,4%



Participants in FEA ascribe all these payment, and, especially, the unofficial ones, to the costs of import-export operations (including the cost of transportation) and to the cost price of commodities that means that goods become more expensive namely by the price of corruption. That is the reason why cost of import/export operations (conduct of business) is equal to 3,032\$, that is, it is twice as big in comparison with the average world cost (1,408\$), or almost ten times bigger when the cost in developed countries of the world, for example, in Singapore (3,33\$). Moreover, the number of different documents required for customs clearance is 18, besides, the normative time for their processing reaches 127 days, though the same Tajikistan managed to reduce these norms quite significantly – 10 documents and 44 days when they became very close to the world average statistical numbers (10 and 34, respectively). This high prices and complicated procedures impose a heavy burden on costs of transportation and trade and make them uncompetitive. It is the reason why the transport sector, including the automobile transport, in the economy of Kyrgyzstan is collapsing and falling into decay and cannot compete with transport operators of neighbor countries. Transport operators of neighbor countries, China, Kazakhstan, Uzbekistan, Turkey and Iran, enjoy support of their governments, investors, and use developed infrastructures, modern vehicles, cheap credits, etc. But our Government, represented with the Ministry of transport and communications, does not possess either a plan of activities, or a strategy for development of automobile transport though its share in the cargo turnover reaches the figure of 91% for the country (26.6 million tons).

Kyrgyzstan occupied in 2006 the 94 place in the “Simplicity in conduct of business” rating and dropped far behind Mongolia (52).

All the above and other negative factors in the economy of Kyrgyzstan have forced us to initiate researches so as to determine trade and transport barriers in the ways of commodities, including the ones in the existing transport corridors. The study of the Central Asian Region (CAR) was especially significant in this respect because of close economic ties and integration process of its countries. This study raised interests and led to participation of the Kazakh forum of carriers, the Tajik and the Turkmen associations of international carries. The World Bank provided valuable assistance for development of trade in the region through its support and proposed methodology for examination of transport corridors in the South-Eastern Europe. Monitoring of transport corridors with measurements of functional efficiency of these corridors helped to develop a system of estimates to determine efficiency so as to trace progress in improvements in the spheres of trade and transport. It will also trace trends in data obtained and compare it with the international basic indexes. All these allow exposing existing bottlenecks in trade and transport, to define lines for further cooperation between the private sector and the government, and to improve existing procedures and infrastructures.

Transport is important for the economy of any country, and it is vitally important for such a country as mountainous Kyrgyzstan that has no sea ports. Trucking of cargos obtains the highest level of priority in the Republic because the country is located within the Tien-Shan mountains and far away from the Eurasian transcontinental transport corridors, difficulties of access to many of its inhabited settlements, economic backwardness of its highland districts, weak trade and economic ties between its regions, and because of many other problems. Transport is very sensitive to inflation oscillations not only within its own country, but also in the neighbor countries. Besides, the existing extortions along the transit transport corridors and tariff and non-tariff barriers make national operators of transport services and commodity producers less competitive in their traditional markets located in Russia and Central Asia. This hard situation for the participants in the foreign-economic activities demands changes. But we do not know if the plans of the new Government, of the Ministry of Transport and Communications contain any intentions to modify this situation, apply international mechanisms, -- intergovernmental relations, regional entities, and normative-and-legal levers so as to create an equally competitive environment for national transport operators and commodity producers. Besides, we do not know the direction the transport sector is moving along, and which governmental entity promotes and protects specific interests of transporters and participants in foreign economic activities (FEA). The reason is that there does not exist a strategy for development of the transport sector in the economy, specifically truck transport though namely this latter transport is responsible for 92,2% of the total volume of trucking in the Republic.

Transportation of Cargos with the Break Down by Types of Transport

	2001	2002	2003	2004	2005	% of total
Transport, total, million tons	28,0	29,8	29,8	30,8	29,5	100%
<i>Including:</i>						
Truck	26,5	28,0	27,5	28,3	27,2	92,2
Rail	0,9	1,1	1,7	1,9	1,7	5,7
Pipeline	0,6	0,7	0,6	0,6	0,6	2,1
Aviation	4,2	2,9	1,9	1,3	0,0014	0,0004

Source: "Kyrgyzstan in Figures, 2006".

The above listed and other problems caused us, the Kyrgyz Association of Carriers, to get involved into investigation and classification of existing problems and obstacles in the way for development of the transport sector and, specifically, trucking sub-sector. There have not been conducted a single study of functional efficiency of the transport sector that is the very bases for development of all other economic segments – trade, agriculture, light industry, etc. A study of functional efficiency of transport corridors in CA is a component of this investigation. Evaluation of efficiency demanded to determine and define certain estimation criteria. We began in 2004 with our study of respective existing experience got in other countries. We found descriptions of experience got in monitoring of transport corridors within the South-Eastern Europe, in Balkan countries, and upon its study we got confirmed that this methodology can be applied and adapted in our circumstances. These methods include usage of several tools that allow to determine barriers for trade and transport objectively along a whole corridor studied, and, then, to determine its efficiency. They possess specific applicability namely at the points of border transit that concentrate state control entities of both the countries, and participators in FEA and their representatives, -- carriers, forwarders get in direct contact with these entities. Underdeveloped infrastructure, lack of respective equipment and necessary conditions at the border transit points, and, also, weak control on the side of managing officials create conditions favorable for corruption (quite often created artificially) when some of controlling officials obtain unofficial payments. This corruptive situation is manifested through procrastination of registration time, filling-in of documents, faultfinding in the shipping documentation, in transport vehicles, etc. These are the ways to force carriers, or owners of commodities to make not only the official, but also unofficial payments (frightening the carriers with a lengthy enforced waiting when expenses will become even greater than the unofficial money paid). All such extortions, unavoidably, increase cost of goods and traffic. Because of these high non-transportation (corruptive) expenses, carriers loose their customers and bear losses. Kazakh, Uzbek and Russian carriers face lesser corruptive pressing in comparison with Kyrgyz ones. It is the reason why customers (consignors of goods) in the market of transport services of Kyrgyzstan prefer to hire carriers from those countries that will be passed in transit (for export and import). Kyrgyz carriers, in their own country, began to face unequaled competition with their colleagues from neighbor countries, which negatively affects their profits and ability to renovate their fleet of motor vehicles with replacement of obsolete trucks for more productive cars, and to maintain available trucks technically functional, etc.

2006, we conducted pilot monitoring of the transport corridor along the rout from Bishkek to Almaty connecting Kyrgyzstan with Kazakhstan, when we adapted the European methodology for the Central-Asian conditions. We monitored transport in the corridors of Khoras – Almaty – Bishkek –Osh in autumn of the same year, and, in spring of 2007, we implemented monitoring in the Kyrgyz railway.

Goals of the Monitoring:

1. Measuring of a number of indexes for evaluation of efficiency of transport corridors within Central Asia (CA).
2. Determination of spheres requiring improvements.
3. Development of measures to improve infrastructure, and of respective implementation procedures.

Tasks:

1. Discovery of trade and transport barriers met along the routs of commodities along the corridors in CA;

2. Study in dynamics, modifications of the barriers discovered during the time of examination, and in their effects for the import-export activities, for costs of commodities and services, and for development of trade in CA.

2. Methodology

So as to achieve goals and solve tasks of this monitoring of corridors, we used in this study independent observers who should find physical and non-physical, tariff and non-tariff, and administrative barriers. Besides, several methodologies were used for the purpose to obtain objective data.

- ❖ I) The first technique of the World Bank that has been attested in the South-Eastern Europe and adapted for CA. This methodology possesses the following instruments:
 1. **“Monitoring at Border”**: One observer (investigator) is placed at a point for transit of commodities, vehicles, at all posts of the borderline zone (customs, border-guards, veterinary, transport inspection, etc.) for the whole 24 hours during five (5) working days, who registers times of arrival and departure of commercial vehicles at these posts (“the term “post” in this case means the working place of each official of a controlling body located in this borderline zone). Monitoring results are registered in special aggregate tables and then analyzed. See blank tables in Annex 5.
 2. **“Interview of Drivers”** is an interrogatory method with use of a special questionnaire compiled for the purposes to discover forced demurrages, losses of time and money related to CA countries and control bodies that is applied for anonymous interview of drivers moving along a route studied. Results of this tool might be not fully correct because of drivers’ subjectivity, but it can demonstrate existing regularities and tendencies in a corridor. Blank forms are included into Annex 2.
 3. **“Mobile monitor”** is an alternative method in respect to the previous tool, when an independent observer takes a seat in a commercial vehicle, anonymously surveys activities of officials of control bodies along a corridor and registers results in a special logbook. Besides, he examines road infrastructure, maintenance and service stations, canteens and hotels, condition of pavements, weather, topography, etc. (Blank forms are included into Annex 2.). This method is identical with the technique of ESCATO, but it is improved with the observation made by an independent monitor in respect to the ESCATO method that interviews transport operators and other participants of transportation procedures and of the FEA. Section II describes the ESCATO methodology in detail.
 4. **“Questionnaire for Participants in FEA”** is a sociological method to discover losses of time and money during customs clearance of goods. Its blank form is shown in Annex 4.
 5. **“Questionnaire for Forwarder”** is designed to check times and costs occurred in entry and exit customs clearances.

- ❖ II) **The second methodology of ESCATO** that is similar to the first one, but more valuable in its analytical part. Analysis of data obtained is computerized, its analytical techniques are systematized. It is the reason why results and conclusions are unified and convenient for perception in spite of the fact that studies might be conducted by different persons.

The Kyrgyz Association of Carriers has been involved into investigation of efficiency of transport corridors within the CAR since 2006, and together with the Forum of Entrepreneurs of Kazakhstan has managed to obtain sufficient monitoring experience not only in its own country, but also in neighbor countries, for example, in Kazakhstan, in particular at the borderline points of Korday, Karasuu, and in Tajikistan. Besides, the Association has been capable to establish certain potentials, i.e., a team of independent monitors and analysts. It propagated the experience and knowledge received among professional unions and association of neighbor countries, including Tajikistan, Uzbekistan, Turkmenistan and Afghanistan.

Results of monitoring in the transport corridors of the CAR

Let us list some data from these investigations:

- ❖ Study of 4 objects in the Bishkek – Almaty transport corridor in March 2006:
 - Akjol-Korday customs pass
 - Aktilek-Karasuu customs pass
 - Internal terminal, (FEZ) Bishkek
 - export terminal, Bishkek

where observers registered 294 vehicles, including:

▪ FEZ, Bishkek	87 vehicles
▪ terminal, Bishkek	45 dispatches
▪ interviewed	112 drivers
▪ observers' logbooks issued	35 drivers
▪ max. demurrage (total)	36 h. 10 min.
▪ max. demurrage, customs	4 h. 03 min.
▪ max. demurrage, non-customs	62 days

In this case demurrage of commercial vehicles during customs clearance was:

Ak-Jol customs pass:

max. total demurrage	18 hours
max. customs demurrage	1 hours 10 min.
non-customs demurrage	40 min.

Bishkek customs, registration of export:

max. total demurrage	2 hours 12 min.
max. customs demurrage	2 hours 12 min.

Aktilek customs pass:

max. total demurrage	5 days, 2 hours 5 min.
max. customs demurrage	5 hours 50 min.
max. non-customs demurrage	4 hours 30 min.

FEZ, STF-Service Co., registration of import

max. total demurrage	5 days, 2 hours 5 min.
max. customs demurrage	5 hours 50 min.
max. non-customs demurrage	4 hours 30 min.

Another monitoring tool is interview of drivers, and it covered 112 drivers who passed through registration at the above pass points, at the FEZ, and the ones moving along the Almaty-Bishkek corridor.

Photos below depict some operative moments in questioning of drivers.

The Ak-Jol border pass.



FEZ, STF-Service Co.



Bishkek-Osh corridor.



Almaty- Bishkek corridor.



A special address (text of this address is provided in Annex 2) with explanation of goals and tasks of this polling was distributed among drivers at the time of polling. Drivers fully understood the brunt of the address and supported ideas of this study, were active in their answers for the questionnaire, proposed necessary explanations and their comments. Drivers were unanimous in the opinion that such investigations are necessary, and requested to continue monitoring of transport corridors. We would like to list below some data from our interviews of drivers: Officials of various controlling entities forced 112 drivers to stop 665 times along a single passage of a corridor, including:

- | | |
|--------------------------|---------|
| • Road Police | 256 |
| • Transport Inspectorate | 149 |
| • Customs | 144 |
| • Ecology Inspectorate | 33 |
| • Others | 153, OR |

each driver was stopped at least 6 times with the purpose to force them to make official payments, into the state budget, for the sum of 153\$, and plus to pay unofficially additional 2.018\$. Average amount of unofficial payments reached the sum of 81\$ per a single driver (112-87=25 vehicles), but 87 drivers stated that customs officers enforce them to pay 100 to 150\$ for sham convoying. In this case (and in the following studies), the term “unofficial payments” means all typed of payments when drivers do not receive certificates for payments made. Let compare, for the purposes of our analysis, the official and unofficial payments to see that sums of mercenary interests of certain employees of controlling agencies 13,2 times surpass the one of the state interests, which confirms necessity for modification and reformation of these control entities.

Conclusions of the monitoring are the following:

- - Trade, transport barriers, exposed in the monitoring, are very high;
 - It is necessary to continue systematic investigations and to evaluate them;
 - This study should be expanded to all existing corridors in the CAR;
 - The experience obtained should be propagated among professional entrepreneurs of the CAR countries.

Results of the monitoring:

- A local potential, that of independent observers, has been established;
- The Kyrgyz Association of Carriers has established contacts with state agencies in Kazakhstan and the Kyrgyz Republic operating at customs passes and at transport corridors of the CAR;
- The monitoring got support on the side of drivers, owners of cargos, forwarders and participants in FEA;
- A precedent of investigations is now in place with presence of independent observers within the extraterritorial borderline zones;
- Monitoring begins to collect statistical data to estimate functional efficiencies of the CAR transport corridors;
- Monitoring allowed to find certain flaws in activities of state agencies and dishonest implementation of professional duties by some of their employees at registration of commodities for import and export belonging to members of FEA.

PART II

1. Monitoring of CAR Transport Corridors with Assistance of the CAREC

The Kyrgyz Carriers Association submitted its application for participation in investigations of regional cooperation. When assistance from the CAREC was obtained on the 5th September 2007, the Association, together with its partners, i.e., Association of International Carriers of Tajikistan, and in the frameworks of the CAR Congress of Business Associations, began implementation of the project of “Monitoring of the CAR Transport Corridors” for the purposes to evaluate functional efficiency of transport corridors in the CAR. The Project with the tasks to clarify expenses of finances and time incurred by participants of FEA and carriers when their vehicles loaded with cargos pass across state borders, move along the CAR transit corridors, and during implementation of customs clearance.

2. Tools of Monitoring

The following tools have been used: “Monitoring of borders” at the Kyrgyz-Kazakh border in the passage points of “Ak-Jol” and “Korday”, “Questionnaire and logbook for drivers” at the transit corridors of the CAR (Kyrgyzstan, Kazakhstan, Uzbekistan and Tajikistan).

1. Monitoring of customs transit point at Ak-Jol and Korday.

2. Polling

Drivers in the corridors:

- China – Kyrgyzstan, Import
- China – Kyrgyzstan, Export
- China – Kyrgyzstan – Tajikistan, Transit

Participants of the FEA on their expenses at registration of import and export:

- Finances
- Time

3. Examination of the corridors by mobile monitors:

- Bishkek to Osh and Osh to Bishkek

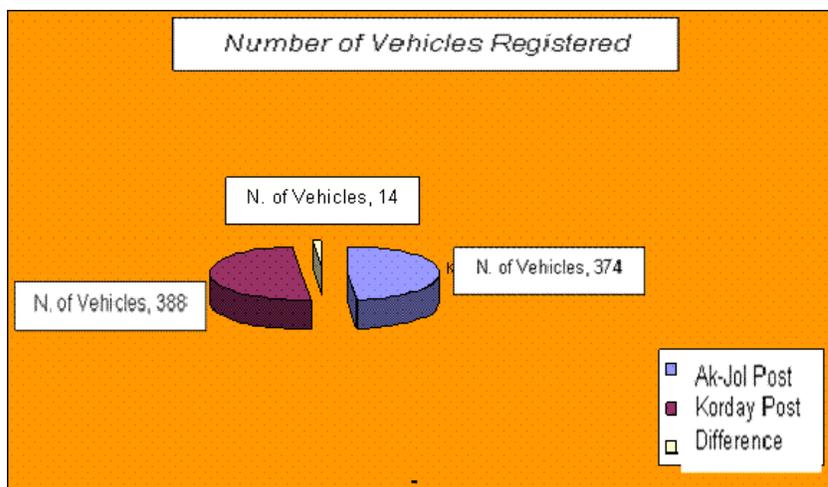
A) Monitoring of Borders

This exercise was conducted at the Kyrgyz-Kazakh border at the Ak-Jol to Korday pass point (PP). Officials/Observers of the Kyrgyz Association of Carriers conduct observations at the both PP simultaneously, when permissions of the Governments of Kyrgyzstan and Kazakhstan had been obtained for the purpose. The first shift of observation was made during 5 working days from 11.10.07 to 15.10.07 at the usual working hours for controlling services from 9 A.M. to 19 P.M. in the first shift, and from 19-00 P.M. to 7-00 A.M. for the second shift during the time span from 17.10.-21 07 to 10.07.

388 vehicles from the Kazakh side and 374 trucks on the Kyrgyz side were registered at the PP during the period of observation. We could not obtain explanations for this difference of 14 vehicles in numbers registered on different sides of the border from the controlling entities. But we unavoidably noted the fact that some vehicles pass the border unloaded, which is the reason why they are not registered. Controlling officers at the PP propose taciturn assistance for passage of loaded vehicles through the border without registration. For example, buses of high carrying capacity loaded with

cargoes passed from Kyrgyzstan to Kazakhstan: 11 buses on the 20.09.07, 7 on the 21.09.07, and 4, plus passage of other vehicles, which we cannot comment.

Monitoring of Borders: The Ak-Jol Pass Point



At the time of our monitoring of the Ak-Jol PP, there were the following posts of border-customs control: 2 border guards , at the beginning and the end, 1 customs, Ministry of transport (weight control and transport inspectorate), and 1 post of road police. Thus, interests and safety of the state were protected by 6 control posts.

Analysis of data obtained:

B) Ak-Jol Border Pass

During the time of the exercise, 374 vehicles passed through the point, including 180 trucks in the first shift and 194 in the second one. In this case:

Total average demurrage at the PP	1 hour 28 min
Total average demurrage during the first shift	1 hour 58 min
Total average demurrage during the second shift	58 min
Average demurrage at customs	21 min
Average demurrage during the first shift	7.8 min
Average demurrage during the second shift	34 min
Average demurrage for non-customs registration (other control bodies)	1 hour 09 min
Average demurrage during the first shift	90 min
Average demurrage during the second shift	47 min

But the record in duration of demurrage was set by the vehicle with the state registration number "№ S 5550 V" that lost 5 hours at different services, though it managed to pass through the customs only in 8 minutes.

Let us analyze the results of monitoring.

Comparison of times of demurrages at the customs demonstrates:

Number of vehicles that passed the PP	First Shift		Second Shift	
	180		194	
Delayed up to 5 minutes	107	59%	14	7%
Delayed up to 10 minutes	153	84%	23	12%
Delayed up to 30 minutes	28	15.5%	41	21%
Over 30 minutes			24	12.3%
Delayed for more than 10 hours after the end of the shift			12	6.1%

Thus, customs officers do not delay vehicles for long times during daytime (59% of vehicles delayed only to 5 minutes), but they drag out time at night. What for?

The monitors unintentionally noted that drivers of 12 vehicles, out of 17 cleared at the customs at nighttime, were forced to bribe officers of the customs house in order to accelerate implementation of clearance procedures..

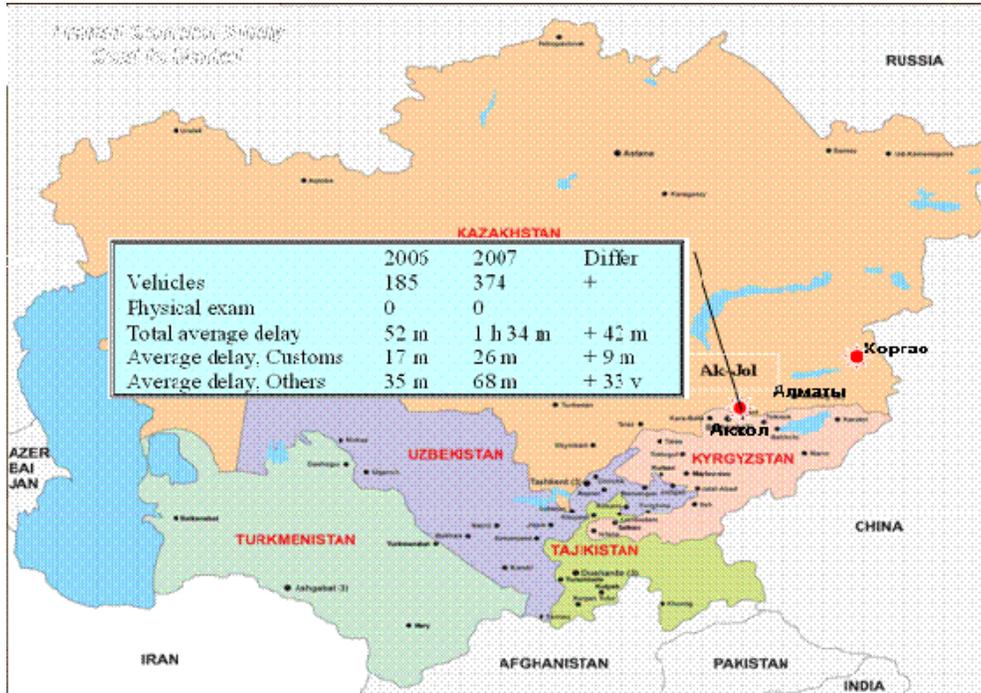
Other controlling entities are also active in their delays of loaded vehicles at their posts.

Number of vehicles that passed the PP	First Shift		Second Shift	
	180		194	
Delayed up to 30 minutes	29	16%	138	71%
Delayed up to 1 hour	152	84%	162	83%
Delayed up to 2 hour	39	21%	179	92.2%
Over 4 hour	0		10	5%

The table above demonstrates that other services, of non-customs registration of documents, delayed at night shift 92.2 % of vehicles up to 2 hours because of different reasons. 84% in the main traffic of vehicles have an average delay about one hour in the both shifts. But there were noted some exceptions in this rule, for example, on 18.09. most of all suffered two vehicles with the state registration numbers of “№ 47 PA 627” and “TEM 12275”. They were delayed for 13 hours, and this demurrage might be even greater, but our observers finished their own shift, thus, we merely do not know the further fate of these two trucks.

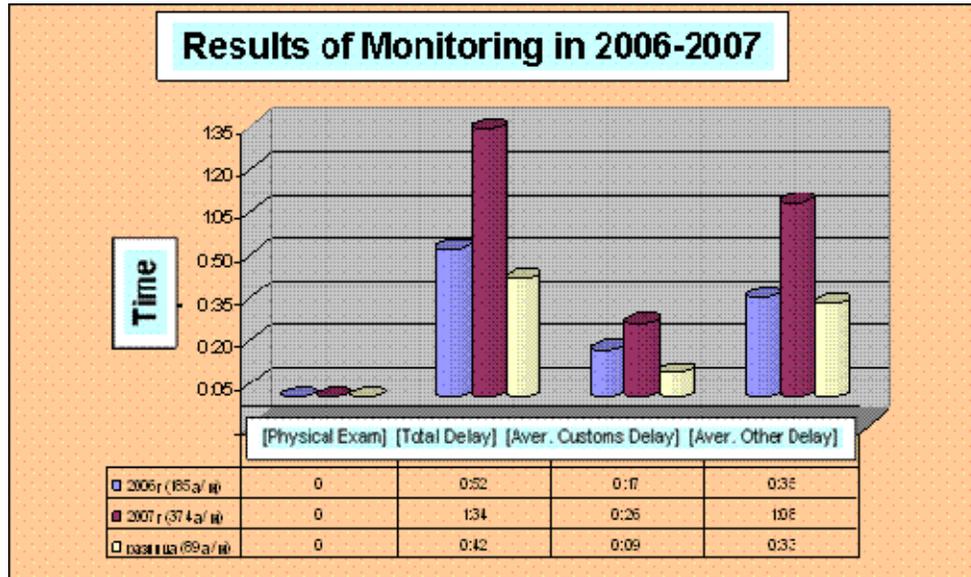
All the controlling entities within the control zone bear no responsibility for demurrage, or for supernormal delays of vehicles. When we asked the question: “What is the normative time for passage of commercial vehicles through the border?”, none of the officers asked could give an answer. Moreover, there is no coordination among different services, and their actions are not agreed and are not aimed at acceleration in procedures of border crossing. There have not been a single case when officers of control entities were made answerable for their excess of powers and for unjustifiable prolongation of time spent for registration of cargo documents at border crossing.

During the time of our survey, 75 cars of Kyrgyzstan (39%) and 119 foreign vehicles crossed this border pass point, and the latter compose more than a half in this market of transport services.



Comparison with the results of the monitoring in the previous year demonstrated that total average demurrage increased by 42 minutes, and it is very much in comparison with reduction of this figure by 6 minutes at the Korday PP. Besides, average delay at other services has also increased, from 35 to 68 minutes, that is, the increase is equal to 33 minutes, when the Kazakh side shows decrease by 9 minutes. Though this increase by 9 minutes at customs clearance is not very big, but demurrage of vehicles reached almost half an hour, which is again too much when compared with the Kazakh figure of delay equal to 8 minutes. This comparative analysis become possible thanks to support of this monitoring in the CAR transport corridors on the side of the CAREC and the ADB.

Comparative Table for the Ak-Jol Post



Conclusions and Barriers Exposed at the Ak-Jol PP

1. Time of delay	At Customs	Non-Customs	Total
Max	10 hours	13 hours	11 hours 3 min
Average	21 min	68 min	1 hour 34 min

2. The multisided Ak-Jol pass point has 6 posts, but there are no veterinary, phyto-sanitary, sanitary and epidemiologic controls.
3. Foreign vehicles occupy more than half of the market of transport services in Kyrgyzstan.
4. Customs officers delay vehicles for longer times at night, than at daytime.
5. Carriers are delayed for longer times by non-customs entities (68 minutes) than by the customs (21 minutes).
6. Other non-customs control agencies should become the target for investigations in future monitoring.
7. Average demurrage of vehicles has increased in comparison with the one in the previous year, besides, at customs and at non-customs control agencies.
8. Carriers are forced to "bribe" official of control services for the purpose to accelerate border procedures.
9. Coordination and agreed actions among control agencies do not exist.
10. During the two years of this monitoring exercise, not a single vehicle was examined physically at the border. It seems that there is no necessity for such a function in duties of control agencies.
11. None of control services within the zone of border control is responsible to anybody for demurrage, or for super-normative demurrage of vehicles.
12. There is no normative time for procedures of border crossing by commercial vehicles.

13. There is no coordination among services, and their actions are not agreed and are not aimed at acceleration in procedures of border crossing.
14. There have not been recorded a single case when an officer of control entities was made answerable for application of excessive powers and for unreasonable delays during filling-in of documents on commodities for crossing of the border.

C) Korday Border Pass

During the time of the exercise, 388 commercial vehicles passed through the point and got registered there, and our monitors discovered:

Total average demurrage at the PP	1 hour 44 min
Total average demurrage during the first shift	2 hours 31 min
Total average demurrage during the second shift	65 min
Average demurrage at customs	7 min
Average demurrage during the first shift	5.3 min
Average demurrage during the second shift	10 min
Average demurrage for non-customs registration (other control bodies)	2 hours 11 min
Average demurrage during the first shift	2 hours 42 min
Average demurrage during the second shift	1 hour

During the time of the exercise 156 trucks in the first shift and 232 vehicles in the second one passed through the point, including 66 vehicles registered as loaded with commodities. Analysis of times of demurrages at the customs demonstrates:

	First Shift		Second Shift	
Number of vehicles that passed the PP	180		194	
Delayed up to 5 minutes	137	87%	29	12,5%)
Delayed up to 10 minutes	148	95%	44	19%
Delayed up to 30 minutes			65	28%
Over 30 minutes	4	3%	1	
Maximum demurrage	1 h 55 m		1 h 13 m	

that most vehicles -- 95% in the first shift and 98% in the second shift -- managed to pass through customs clearance for 10 and for 30 minutes, respectively, which might mean that the customs do not cause lengthy delays for carriers, but there is the common question that always arises in such a situation: "How drivers managed to accelerate customs procedures?". Maybe it is the outcome of high technologies used at the PP, -- satellite convoying of transit cars and scanning of vehicles, -- which allows to accelerate customs clearance for 95% of cars and reduce its time down to 10 minutes. In contrast, the non-customs services delay more than half of vehicle for two hours. It is a very strange regularity: customs incurs minimum delays, non-customs cause maximum demurrage.

Customers caused the maximum delay for the vehicle with the state registration number of "B 931BR" that reached 1 hour 55 minutes, that is, this record loss of time by this car reached 3 hour 45 minutes.

Analysis of Demurrages at Other Services

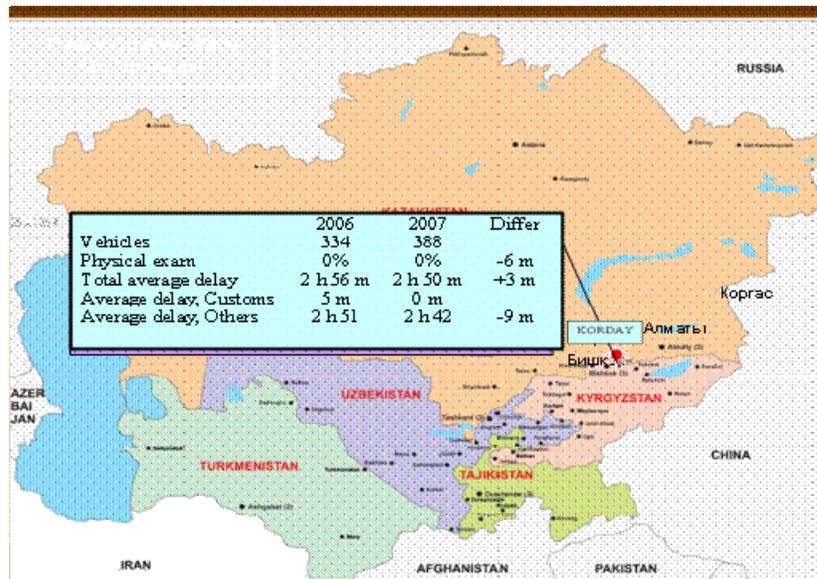
Number of vehicles that passed the PP	First Shift		Second Shift	
	Count	Percentage	Count	Percentage
Delayed up to 30 minutes	13	8%	113	49%
Delayed up to 1 hour	23	15%	142	64%
Delayed up to 2 hour	82	53%	82	35%
Delayed up to 4 hour	25	15%	8	3,4%)
Maximul delay	7 h 34 m		11 h 45 m	

Also here there is a record delay of 7 hours 34 minutes made by the vehicle with the state registration number of "B 2203X", though this car passed the customs in 3 minutes only. The second shift manifests obvious regress, the deeper is the night, the longer are delays of vehicles. The longest delays of 11 hours 45 minutes were for two vehicles with the state registration numbers of "S 3086 F" and "BR 690".

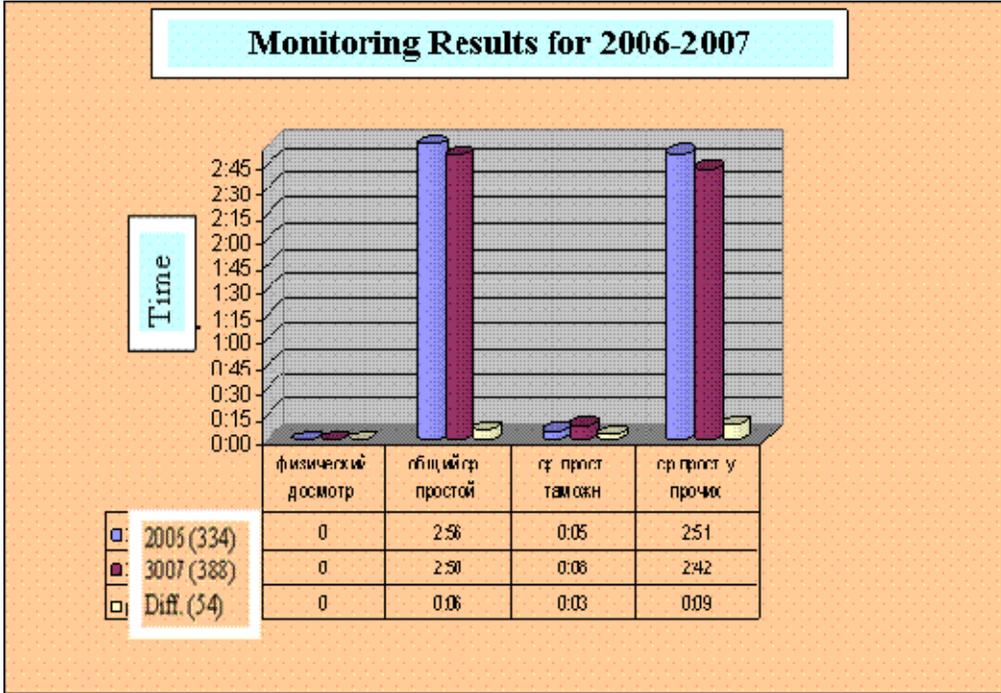
Yet another regularity manifests itself: vehicles with Kyrgyz registration number-plates represent minority share, only 33 cars (29%) in this sector of transport services in contrast with 79 foreign trucks, or 71%. The second shift manifests similar regularity: 153 foreign trucks against 79 local vehicles, which confirms the fact that economy of the Kyrgyz Republic is an open one.

Some peculiarities of the night shift:

- 10 vehicles of the TIR consignments stayed till next morning when the shifts changed, their delays reached from 1 hour to 2 hours and 17 minutes.
- On the 20.09., we involuntarily noted that 9 drivers of out of 11 "bribed" with the following positive result when their times of border crossing were from 3 to 18 minutes.
- 38 vehicles that arrived late at night could not cross the border and remained waiting change of shifts at 9 o'clock in the morning, though the rest of 194 vehicles were crossing the border without lengthy delays during the whole night.



Comparative Table for the Korday Post



In comparison with the results for the previous year, the average demurrage at customs increased by 3 minutes, though delays by other services were reduced by 9 minutes. Besides, average total delay also was decreased by 6 minutes, which is a good tendency for other services, but we would like to remind here that they are in bad positions in respect to other more important indexes.

Conclusions

- | | | | |
|------------------|------------|-------------|----------------|
| 1. Time of delay | At Customs | Non-Customs | Total |
| Max | 1 h 55 m | 7 h 34 m | 8 hours 48 min |
| Average | 8 min | 2 h 42 m | 2 hour 50 min |
2. Customs officers are interested to pass vehicles quickly at night, not at daytime. Other services manifest the reversal interest, to pass trucks rapidly during the day.
 3. More foreign cars pass the border in comparison with the number of the Kyrgyz ones, which confirms openness in the economy of the Kyrgyz Republic.
 4. Lengthy delays of vehicle because the change of shifts in control services.
 5. Lengthy demurrage of vehicles with the TIR because of red-tape and changes of shifts in the customs service.
 6. Most drives pay “recompenses” so as to accelerate border crossing.
 7. The tendency of total average delays in non-customs procedures (other services) manifests a slight decrease, it is the reversal one with the customs, during the two years of our monitoring.
 8. Reforms implemented in the Customs Committee of Kazakhstan have positive outcomes.

Comparison of the two border crossing points with break down by years of monitoring

	Korday			Ak-Jol		
	2006	2007	Difference	2006	2007	Difference
Vehicles	334	388	0	185	374	
Physical exam.	0	0	0	0	0	0
Total average delay	2 h 56 m	2 h 50 m	(-) 6 min	52 min	1 h 34 m	(+) 42 m
Average delay, Customs	5 min	8 min	(+) 3 min	17 min	26 min	(+) 9 min
Average delay, Other Services	2 h 51 m	2 h 42 m	(-) 9 min	35 min	68 min	(+) 33 min

Comparison with indexes of monitoring made in the previous year shows that total average demurrage at the Ak-Jol PP increased by 42 minutes, which is very much against the reduction of this parameter at the Korday PP by 6 minutes. Besides, the average demurrage also increased from 35 to 68 minutes, that is, this growth is by 33 minutes, when it is decreased at the Kazakh side down to 9 minutes. Though delays increased by a small figure of 9 minutes at customs clearance, but demurrage of vehicles increased almost by half an hour, which is very much, especially if this figure is compared with times lost at the Kazakh side where delays of vehicles at customs are only for 8 minutes. This comparative analysis become possible thanks to the support extended by the CAREC and the Asian Development Bank.

D) Polling of Drivers

We conducted interviewing of drivers delivering cargos in/out Kyrgyzstan, Kazakhstan, China, Russia and Tajikistan along the preliminary selected transit corridors in order to discover existing administrative and non-physical barriers for movements of commodities. This polling was anonymous, and it covered drivers of carrier companies of Asatika Co Ltd, Asmi-Trans Co Ltd, Oshtrans Co Ltd, ATP-7 JSC, and individual providers of transport services, i.e., private drivers.

The blank form of the questionnaire is designed so as to detect to a maximum degree forced stoppages of vehicles loaded with cargoes by officials of controlling agencies at their stationary and mobile control posts in the republics of the CAR participating in this project. Plus, it is also designed to discover the amounts of official and non-official payments made by drivers in favor of representatives of control entities, which leads to increases in price of commodities and traffic, reduction of competitiveness and worsening of services provided by transport operators.

We planned to poll drivers operating with the TIR and without it.

1. Corridor Kyrgyzstan – Kazakhstan – Russia

Because of great exactions from vehicles operating without TIR, they have disappeared from the corridor, which stimulated customs guarantees for road haulage with use of TIR. It has become to be more profitable to operate with the TIR in spite of its high initial cost.

We interviewed 16 drivers with TIR, they were 680 times compulsorily stopped along the length of the corridor, or the average number of stoppages for each driver is 42,5 times.

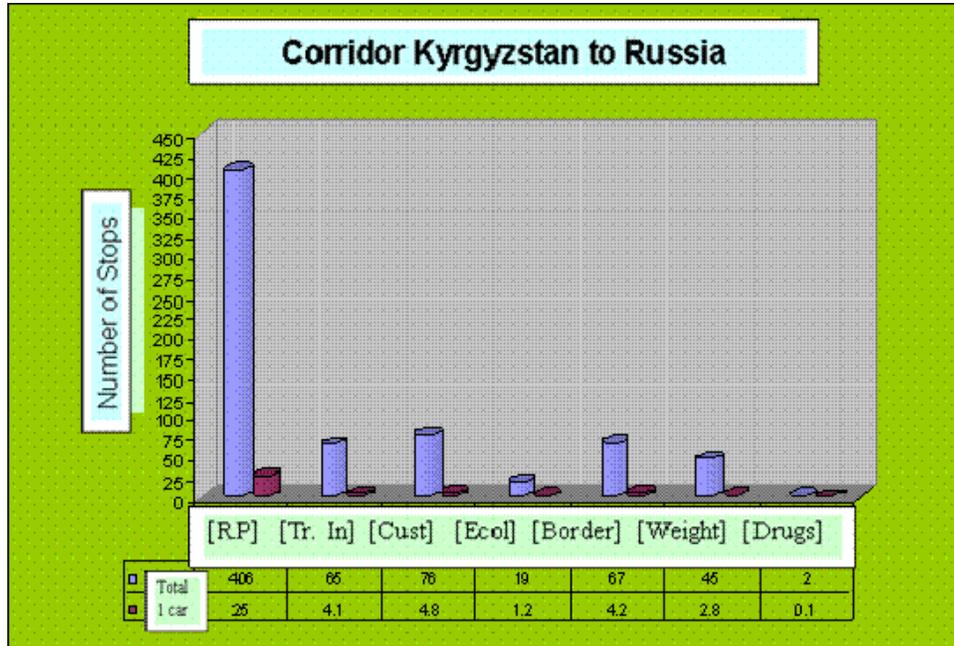


Table 1

	Including:	Stopped	
		Total	1 vehicle
a	Road police	406	25
b	Transport Inspectorate	65	4.1
c	Customs	76	4.8
d	Ecologic service	19	1.2
e	Border guards	67	4.2
f	Weight control	45	2.8
g	Drug control	2	0.1

Total payments of drivers in this case reached the amount:

- Official 0\$
- Unofficial 34, 235.2\$

Or a single driver in this corridor unofficially paid the amount of 2.140 \$.

Everything is obvious with the official payments: bureaucracy and corruption do not allow to arrange for inflow of money into the state budget. Let us analyze shares in participation of various controlling agencies in establishment of such a corruptive scheme of tax collection into "personal pockets" of their officials, and those by countries participating in this sharing.

Table 2

Including	Total	KR	RK	RF
Road police	10443 \$	392 \$	2724 \$	7487 \$
Transport inspectorate	4476 \$	69 \$	3472 \$	975\$
Customs	12211 \$	1077 \$	4851 \$	8010\$
Ecology service	960 \$			
Border guards	2,975.9 \$	177 \$	1,318 \$	1,566 \$

Weight control	3,133 \$			
Drug control	36.3 \$			
Total	34,236 \$	1,715 \$	12,365 \$	18,038 \$
Share per one driver, by countries	2,140 \$	107 \$	773 \$	1,127 \$

Abbreviations: KR = Kyrgyz Republic, RK = Republic of Kazakhstan, RF = Russian Federation.

Thus, transit with the TIR through such a country, as the RF, increases the cost of transport services by 1,127 \$. The same increase in the RK (even with the TIR) is 775 \$. For exit from our own country of Kyrgyzstan, our homemade corruptionists rob drivers for 107 \$. Of course, all these unofficial payments increase prices of commodities, that means, that when we buy the goods we, customers, simultaneously finance corrupt officials.

The figures above clearly demonstrate what artificial barriers increase costs of:

- Tariffs of transport operators, especially of the Kyrgyz and Tajik ones when they lose parity with foreign (Kazakh and Russian) operators of transport services. Which is the reason why their Kyrgyz share in the market decreases and they themselves impoverish;
- Unit costs of commodities and services;
- Undermining of economic stays of the states in the CAR caused with this widespread corruption (taxes are not paid)

2. *The China-Kyrgyzstan Corridor*

We interviewed 8 drivers without TIR in this corridor. China has not signed the TIR-Convention yet, thus, there is no need to use it.

The interviewed drivers were 125 times compulsorily stopped within the KR because of different reasons, or the average number of stoppages for each driver is 16 times. The table below demonstrates that namely officers of the Road police are raging on the roads.

	Including:	Stopped	
		Total	1 vehicle
a	Road police	96	12
b	Transport Inspectorate	2	0.25
c	Customs	10	1.25
d	Ecologic service	0	
e	Border guards	12	1.5
f	Weight control	9	1.1
g	Drug control		

If we analyze official and unofficial payments made by these 8 drivers, then we can see the same picture as in Tables 1 and 2 above. How inspectors of state agencies protect interests of the state through these multiple stoppages of drivers? It turned out to be that their protection of the state equals only 12 US\$, the rest of the amounts paid by carriers, that is, about 300 US\$, does not reach the state budget and is stolen.

PAYMENTS:

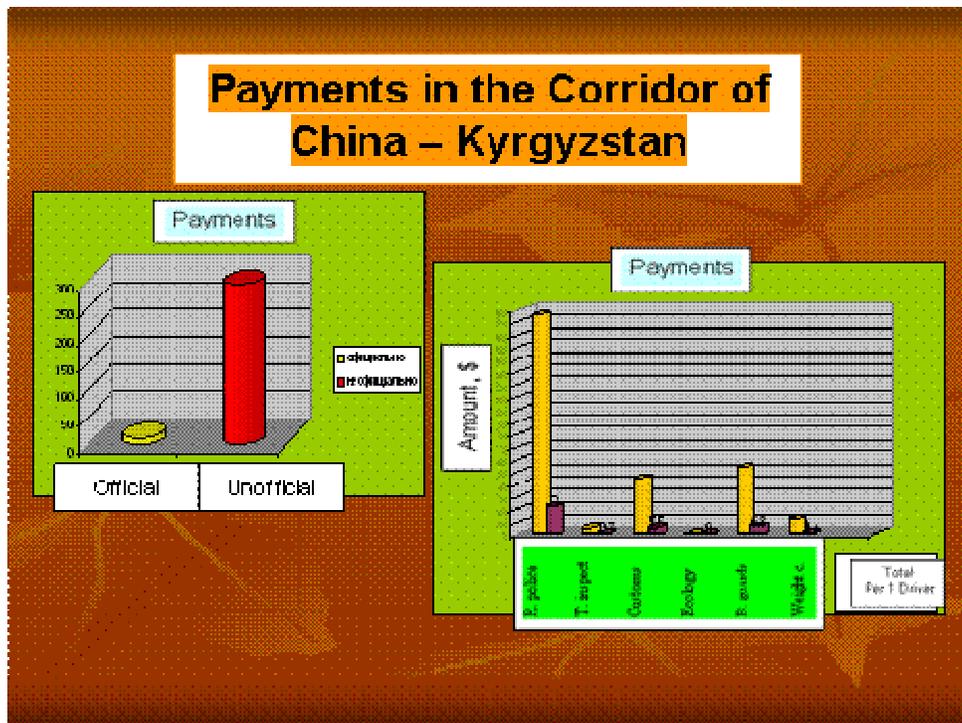
- Official 12\$
- Unofficial 291.5\$

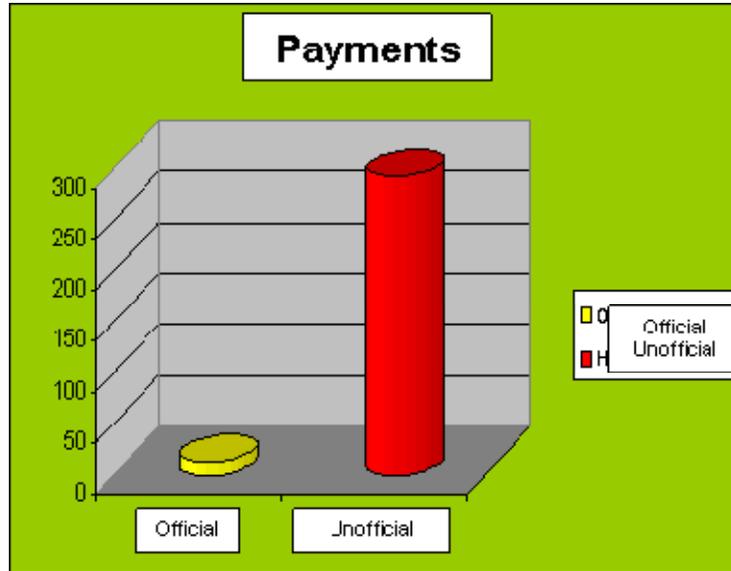
Or a single driver in this corridor unofficially paid the amount of 36.5 \$.

With break down by controlling agencies:

Including		Per 1 driver
Road police	176 \$	9.5 \$
Transport inspectorate	5.5 \$	0.7 \$
Customs	44.5 \$	5.5 \$
Ecology service	0	
Border guards	54 \$	6.8 \$
Weight control	11.5 \$	1.4 \$
Drug control		
Total		
Share per one driver, by countries		

As usual, the Road Police is the leader in the sizes of amounts paid. But it is amazing that border-guards, who do not have specific authorities in respect to crossings of border by commodities, have managed to occupy the second position by bribes received. Customs occupy a honorary (unusual) place in this list. Of course, amounts of bribes are not enormous, nevertheless, they demonstrate existing regularities of the same phenomenon that bears the name of "Corruption".





The charts above ostensibly demonstrate the amounts of official and unofficial payments and interrelations among different controlling agencies in these activities, which in its own turn indicates the level in their corruption.

3. China – Kyrgyzstan – Tajikistan Transport Corridor

It turned out to be extremely difficult to find and interview those drivers who are engaged into delivery of commodities from China into Tajikistan through Kyrgyzstan. Such shipping operations are implemented on a small scale because construction of the Dushanbe –Osh road (through the Erkentash PP) has not been finalized yet. That is why we hardly managed to find seven drivers of vehicles operating without TIR along this corridor, but simultaneously with their passage into the Sogdy region of Tajikistan. TIR is not in demand because there is no transit traffic in its pure form in this corridor. They apply obligatory reloading of cargos in Kyrgyzstan and split it in smaller batches. We have not yet examined the reasons in deep, but we suppose that such scheme is more profitable (cheaper, as there no declaration, plus contraband).

The interviewed drivers were 125 times compulsorily stopped within the KR because of different reasons, or the average number of stoppages for each driver is 16 times. The table below demonstrates that namely officers of the Road police are raging on the roads.

Results of interview are the following:

Payments made by drivers:

- Official 0\$
- Unofficial 798.7 \$
- Average per driver 114.1 \$

	Including:	Total	1 driver
a	Road police	441,5 \$	63 \$
b	Transport Inspectorate	6 \$	0.9 \$
c	Customs	310 \$	44.3 \$
d	Ecologic service	0	
e	Border guards	40 \$	5.7 \$
f	Weight control	1.2 \$	
g	Drug control		

The established regularity is not violated also in this time. The Road police is ahead of all with its amount of 63 \$ paid by each driver, which is quite a big sum for a driver. The Customs does not lag behind and collects 44.3 \$ from each driver. But Border guards reduced their requisitions and capture quite a small amount.

Examination of forced stoppages show that these 7 carriers were stooped because of different reasons 241 times, or each driver was stopped in average 34.4 times, which is very much because each stop is related to waste of time, fuel and wear-and-tear of the vehicle. That is why this enforced 34 stops have a "good price" for each individual driver.

	Including:	Total	1 driver
a	Road police	193	27.6
b	Transport Inspectorate	27	3.8
c	Customs	27	3.8
d	Ecologic service	0	
e	Border guards	19	2.7
f	Weight control	1	

The table above demonstrates that established tradition is preserved: the Road police is ahead of all and enforced interruption in the transportation process almost 28 times, that is, in operations of carriers. Customs officers occupy the second place here.

Our study of the times spent for these stoppages discovered the fact that officers of Road police stop most drivers (63%) for a very short span of time equal only to 3 minutes. There arises a question: what documents they can check during such a short time? We received the answer that road policemen do no check documentation for commodities, of for the vehicles, they merely demand and get "their rated pay", that is, receive their bribes for the amounts of 20 to 50 Som from the local drivers, and of 50 to 150 Soms from foreigners, sometimes even more, when this sum depends on their mood. Drivers are forced to submit to such pressing because they cannot maintain their vehicles in technically repaired condition, or to renew their cars as their incomes are not sufficient for the purposes. Road policemen and others know this poor situation of drivers and use their principle that even a road-post can be blamed and declared guilty, thus, without any checks and any accusations they merely demand their bribes as upfront payments. Profitability of local drivers is low because the market of transport services is an open one, and low costs of services provided by foreign operators. For example, 95% of imports are delivered by Chinese heavy-load vehicles (up to 55 tons) to any point within Kyrgyzstan. Yet another example is this one: Kyrgyz exporters, participating in FEA, find and hire Kazakh, Uzbek, or Russian vehicles for transit deliveries through Kazakhstan and Uzbekistan because of the reason indicated in Tables 1 and 2: "Cheaper Bribes". Besides, Turkish, Iranian and Tajik operators are also active in this transport market, and they possess their modern depots, infrastructure and powerful financial and credit supports in their own countries. The Government represented by the Ministry of Transport and communication does not

solve problems of national carriers, does not protect their interests, and does not possess a strategy for development of the transport sector in the republican economy.

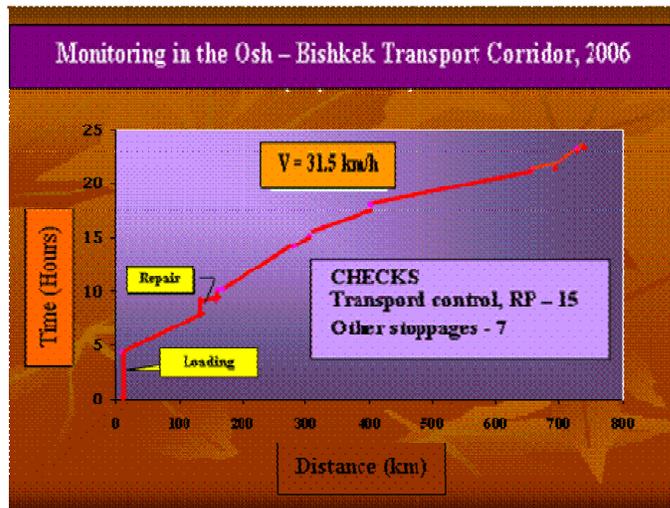
E) Mobile Monitor, or Logbook of Drivers

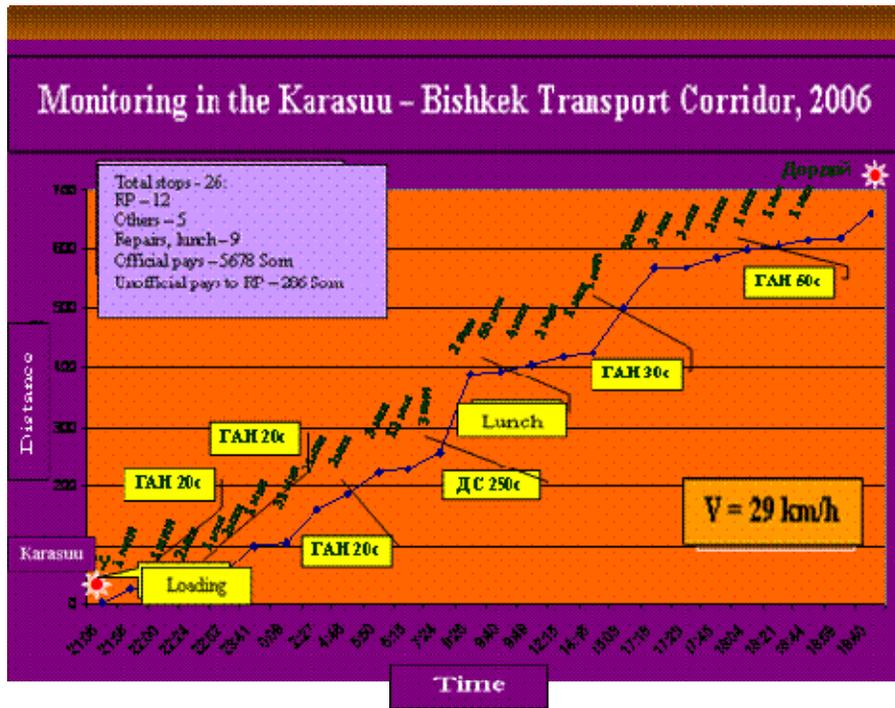
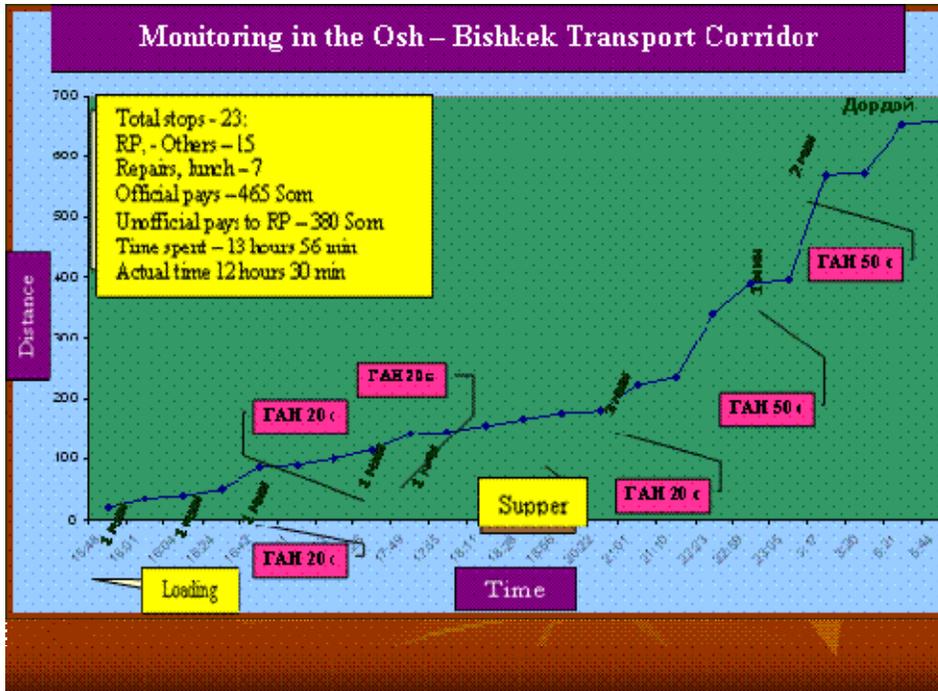
This tool was used as an alternative for “Drivers’ interviews”, because opponents of the latter method state that one should not fully believe drivers because they are interested persons, and it is advantageous for them to overstate the cost of traffic with their fictions about exactions in the rout. Though it is impossible to overstate cost of traffic without the reasons for it because there does exist competition, that is why it is not very profitable for drivers to invent fairytales about corruption along the roads, if there is none whatsoever. But in spite of this fact we agreed with such arguments and proposed this alternative option for our investigation. As it is described in Section 2, Part 1, an independent monitor occupies a seat in the cabin of a commercial road vehicle, and anonymously conducts observations over activities of representatives of control entities and examines road infrastructure. We have sent our observers from Bishkek to Osh in three trucks loaded with consumers’ commodities., building materials and equipment, who returned from Osh in vehicles loaded with agricultural products.

The Studied Corridor of Bishkek to Osh
 11 forced stoppages along the corridor, including:

- Road police 8
 - Others 3
 - Planned time on the rout 31 hours
 - Actual time on the rout 32 hours
 - Speed 21.6 km/hour
 - Official payments:
- For tunnel 250 Som
- Unofficial payments:
- Road police 250 to 400 Soms
 Other services 460 to 750 Soms

We provide also charts and numbers for 2006, because there are some improvements:





We have already described the numbers above, but these charts show obviously how much time was lost in delays caused by the Road police. The time for all enforced stops is very short, 2 to 3 minutes. What documents can be checked by officers of Road police during so short a time? The statements of drivers in our interviewing were

confirmed: the Road policemen do not check documentation either for commodities, or for vehicles, they merely have time to demand and accept their rated payments from drivers, that is, bribes of set amount of 20 to 50 Soms from the local drivers, and of 50 to 150 Soms from foreigners. Drivers, because of their incapability to protect their rights and maintain their vehicles in technically repaired condition give these bribes with no ado whatsoever.

At our discussion of the results obtained in our monitoring of 2006 with the senior officers of the state Road police (the State Automobile Inspection, GAI) they stated there are not so many posts (15) in this corridor, and that not all of these mobile posts belong to the Road police. We requested them to clarify the situation with official status of the existing posts, which might reduce their number in the corridor. Results of our investigation in 2007 confirm that the number of posts has been reduced by 4, which is quite an achievement for carriers. But times of delays and amounts of bribes remain the same, maybe the managerial officers of the Road police have not yet arranged systematic activities along this line.

Road infrastructure

	Petrol Station	Café	Hotel
Os city – Resan-Say vil. (210 km)	13	16	13
Toktogul – Bazar-Korgon vi. (220 km)	7	13	3
Chachkan gorge	No	8	No
Susamur valley	2	13	2
Sosnovka vil. – Bishkek city	13	15	1
Total	32	80	19

Infrastructure for personal services and catering is satisfactory for carriers. Services of technical maintenance and repair of vehicles en rout, specifically speedy assistance for commercial vehicles, are completely absent. The situation demands prompt improvements. Road pavement is good.

F) Polling of Participants in FEA

We arranged our polling along the two lines because “Time and Money” are the very values for business, moreover, for participants in FEA.

1. Financial Expenses

We covered 54 participants in FEA to study this issue, when we analyzed 133 cases of import/export operations for the amount of 2,574,016 \$ in one month, December of 2007. They used all type of transport, with 42 cases of FEA in the railway transport, 56 cases in automobile, and 35 cases in aviation.

The following amounts were paid for procedures of customs clearance:

Officially:

- To customs (budget) 268,897\$
- To customs (brokers) 2 122\$

Unofficially:

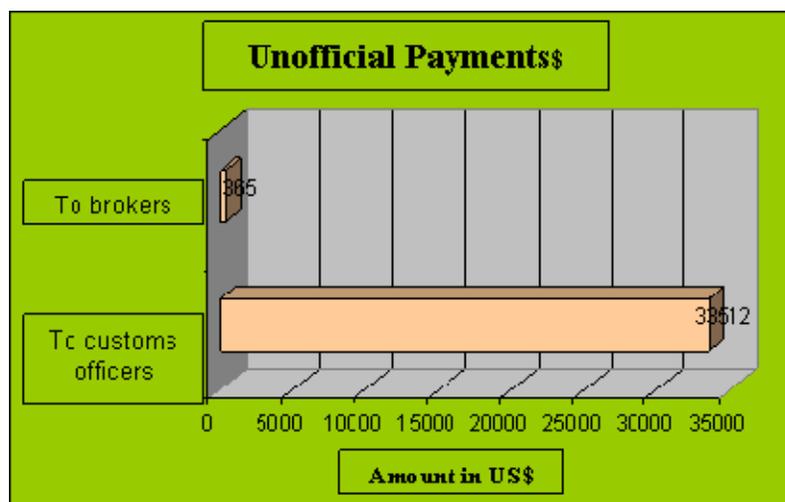
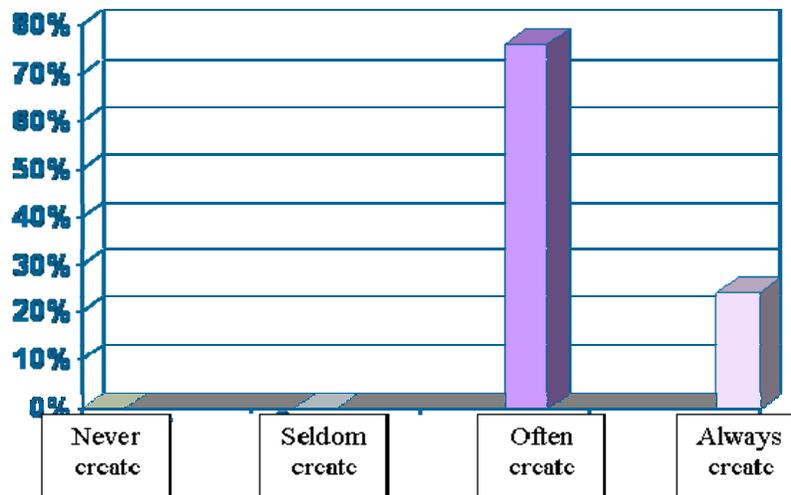
- To customs officers 33,512\$
- To customs brokers 365\$

TOTAL

33,877\$

The participants in FEA noted only 2 cases (i.e., 1.5%) out of the total number of 133 when they did not pay unofficial money to customs officials, and in the rest of 131 cases (98.5%) they were forced to give bribes to accelerate customs procedures, that is, almost always. It is a very bad tendency for businesses that demonstrates that the businessmen do not possess conditions to conduct their activities without resorting to corruption for implementation of their foreign economic activities. The Government should apply serious measures to eliminate such a situation.

Let us analyze: if the amount of unofficial payment is related to the total amount of 2,574,016 \$ for commodity turnover by all 54 participants in FEA, then we get not so big a figure of 1.3% (the spread here is big, from 0.8% to 11%), but the figure in relations between unofficial and official payments is quite significant 13%.



2. Time Spent

Average time for customs clearance of imports is 3 hours 55 minutes, apparently not so great, but we remember “accelerators of procedures”, that is, the unofficial payments, that was not applied only in two cases. That is why the UP accelerated customs procedures for milk and reduced their time down to 30 minutes. Of course, milk is a perishable produce, and there is an agreement with Kazakhstan on simplified customs procedures for it, nevertheless, even in such a case it is unavoidable to bribe with UP. The other case accelerated clearance of medicines down to 15 minutes for UP of 450\$ (0.4%), and yet another case of UF for the amount of 500\$ (0,6%) with the reduction of time down to 30 minutes. We would like to remind that all these cases reached the figure of 98.5%.

Conclusions for Polling of Participants in FEA

If unofficial payments (UP) reached 1.3% of the total amount for the commodity turnover in the period studied (1% in Kazakhstan, but such figures are always bigger in the KR), then this figure can be related to the total amount in commodity circulation in Kyrgyzstan for a whole year, for example, the one in 2005 that is equal to 1,773 million US\$, then UP in relation to this amount reach 23,049 US\$, or 829,8 million Som. The sum gives an obvious demonstration of the greatest damage, of about 1 billion Som per year, that is caused in the Republic by the existing trade and transport barriers and corruption schemes those create huge financial flows bypassing the budget and getting into pockets of corrupt officials within the state controlling agencies that have the sacred mission to protect economic interests of the State, but undermine its mainstays instead. Managers of controlling entities, specifically the fiscal ones that collect the state budget, should decide how to direct money flows into the state budget. It can be naturally done through simplification of trade procedures, by making them simple and transparent, liquidation of trade barriers and conditions favorable for exactions and corruption. All the above will generate a great impulse for development of trade that, in its own turn, will stimulate growth in economy and living standards.

Part III

Conclusions

1. Monitoring Results:

- Local potential of independent monitors has been established;
- The Kyrgyz Association of Carriers established contacts with state agencies in Kazakhstan, Kyrgyzstan and Tajikistan functioning at customs passages and in transport corridors in the CAR;
- Associations of Carriers and Forwarders in Tajikistan, Uzbekistan and Turkmenistan were acquainted with this experience in monitoring;
- Monitoring got support on the side of drivers, owners of cargoes, forwarders and participants in FEA;
- A precedent was established for presence, investigations and work by independent observers in the specialized border zone. We were able to come to understanding with, sometimes even to get support from, managerial officers of control agencies in respect to necessity of such monitoring that allows them to

recognize spheres requiring modifications of the both, the trade and transport barriers, and their own structured units;

- Collection of reliable data and indexes was initiated for evaluation of efficiency in management of customs procedures at the border and inside the country, and for estimation of functional efficiency in the CAR transport corridors;
- Certain drawbacks in the state entities were exposed together with malpractices used by some officials of these entities at registration of commodities belonging to participants in FEA for their import and export;
- Monitoring discovered a whole flow of money facilities bypassing the state budget.

2. Conditions for Corruption are Created by:

- 1) Complicated procedures of import and export in Kyrgyzstan and in the other CAR countries;
- 2) Dragged out demarcation and delimitation of borderlines between Kyrgyzstan and its neighbors;
- 3) Lack of harmonization in laws and regulations used in the CAR countries dealing with customs, borders and other issues;
- 4) High duties, payments for entrance of road vehicles and other measures “apparently” to protect the domestic market in Uzbekistan;
- 5) Weak technical equipment and facilities used by controlling agencies at borderlines;
- 6) Weak control at the Kyrgyz-Uzbek and the Kyrgyz-Tajik borders;
- 7) Existence of the shadowy schemes for implementation of export-import operations at unofficial pass points set up by unknown groupings and their intergrowth with representatives of state agencies.

3. Conclusions

1. Transport corridors in the CAR are characterized with high administrative barriers that create conditions for corruption, increase in tariffs of transport services, in cost of commodities, and magnify economic split and reduce functional efficiency of the CAR transport corridors;
2. The Government of the Kyrgyz Republic has no intentions and makes no practical steps to remove trade and transport barriers that prevent development of trade and economy in the country;
3. An active dialogue between the Government and the businesses does not exist. The Government is to blame for the fact that the National Council for Promotion of Trade and Transport does not function, and it is the very body that can become the forum for cooperation and dialogue, the auditorium for discussions, aimed at simplification of procedures and for transparency in the foreign economic activities of our Republic;
4. There is no coordination between the Governments of the CAR countries for increased efficiency in functioning of transport corridors and in their fight against corruption.

4. Proposals for Simplification of Trade Procedures

1. The Government should begin real fight against corruption for the purposes to increase functional efficiency in the CAR corridors, for growth in economy and living standards. It should be entrusted to managers of controlling agencies: the Customs Committee, Border Guards, Ministry of Transportation and

Communication, Ministry of Economic Development and Trade, Ministry of Agriculture and Ministry of Health.

- a) Initiate combat with corruption among its own governmental employees and describe it in mass media;
 - b) Find ways to redirect corruptive flows of money into the state budget;
2. Experience got in this monitoring should be expanded to cover all countries in the CAR. Periodic investigations in functional efficiency of all the 6 transport corridors within the CAREC should be implemented for the purposes to obtain reliable, systematic and renewable data and for qualitative evaluation of efficiency for investments into development of roads within the CAR, of expected institutional modifications in the CAR countries, and for comparisons with other international transport corridors.
 3. The Government should provide real support to sectoral Associations that promote development of trade, transport and study competitive environment, and finance a part of their investigations on the tender basis;
 4. The Government should examine the results of this monitoring and adopt respective decisions at a session of the National Council for Promotion of Trade and Transport;
 5. The Government of the KR should initiate through the CAREC, Shanghai Cooperation Organization, EurAsEC and other entities the following:
 - a) Activities to increase functional efficiency of the 6 transport corridors in the CAR;
 - b) Development of a strategy of activities to liquidate conditions creating corruption within the CAR transport corridors;
 - c) Closely cooperate with professional Associations of the CAR in order to coordinate activities with business entities, and attract the Congress of Business Associations of the CAR (CARCBA) and the Union of National Carriers and Forwarders those have the mission in development of trade and cooperation in the CAR;
 6. The Government, in order to simplify trade procedures, liquidate contraband and corruptive conditions along the corridors, should:
 - a. Create conditions for national transport operators when they will be able to buy vehicles on the leasing scheme and, thus, establish situation of equal competition;
 - b. Reduce VAT for import of a new vehicle so as to stimulate carriers to buy modern competitive vehicles;
 - c. Accelerate accession of Kyrgyzstan to the "Agreement on international transportation of perishable products, and special transport facilities designed for such transportation".
 - d. Introduce principles of "One stop" and of "One window" (in accord with the Presidential decree # 464) so as to simplify import and export procedures;
 - e. Renew the joint border-and-customs control together with Kazakhstan at the pass points;
 - f. introduce electronic declaration and settlement of payments;
 - g. finalize demarcation and delimitation of state borders;
 - h. eliminate illegal border passages;

- i. Conclude an agreement with Uzbekistan, Turkmenistan and Russia on mutual transit of commercial vehicles through the territory of these countries without permits;
 - j. Create zones of free trade applying simplified procedures in order to develop border trade and on the basis of experience got here in RK and China;
- 7. Because multiple controlling agencies lack coordination in execution of their controlling functions and bear no responsibility for untimely passages of commodities, and in order to divide and efficiently manage risks, stimulate businessmen to be honest and transparent, and for establishment of a favorable environment, honest participants in FEA face time and money losses cause by dishonest participants in FEA, the Government:
 - A. Will appoint the Customs Committee to be among other controlling agencies:
 - 1. The coordinator of control functions at the state border;
 - 2. Responsible for timely passages of commodities, and assigns it the functions for control of times used for registration at all non-customs posts within the border zone when it will define normative times for registration of documentation for crossing of the border by commodities, and if any agency causes non-normative delays then it will be obliged to give grounds for such a demurrage (the experience from the customs of Kazakhstan);
 - B. Introduce methods for use of different corridors:
 - Simplified transit of commodities through the border delivered along the “Green corridor” for honest participants in FEA;
 - Relieved passage through border in the “Yellow corridor” with partial check of documents;
 - Full check of commodities in transit through a PP along the “Red corridor” for dishonest participants of FEA;
 - C. The Customs Committee should establish consultative service with advices on the customs code for importers with the purposes to provide practical legal assistance to participants of FEA;
 - Introduce a system when customs will ensure transit that will be an alternative one in respect to the TIR-Corner;
 - D. Implement, for goals to reduce expenses in transit, non-expensive alternative (to TIR) methods when customs will guarantee payments made in transits within the CAR region (insurance, banking, regional, etc.), including:
 - Warranted ensuring of customs payments through insurance that will be an order of magnitude smaller for participants in FEA (bank insurance, and ready money and special account of the customs are much more expensive, and they freeze turnover capitals for lengthy times). It will stimulate development of insurance business in the KR. This purpose demands to introduce modifications into the Customs Code that will permit insurance warranties.

8. So as to strengthen role played by the business community in decision-making in respect to problems hampering trade, transportation and international cooperation in the CAR and for achievement of equal partnership with governments, it is necessary to:
 - A. Promote association of various societies, professional unions and other interested parties from the state, commercial and non-commercial sectors and international organizations into a Trade Alliance that will provide promotion for development of trade and logistic with its following missions ascribed:
 - Coordination of their activities and strengthening of their capabilities through access to unified resources of their members;
 - Participation in formulation of a governmental unified policy for the sphere of trade and logistic;
 - Protection and promotion of interests shared by members of the Alliance in the legislative, executive, judicial and other entities of the Kyrgyz Republic;
 - Implementation of joint actions and measures aimed at development of trade and logistic within the region together with similar unions in the CAR countries, which will strengthen cooperation among countries in the CAR;
 - B. Enliven activities of entrepreneurs themselves and of their unions through provision of knowledge and experience;
 - Seminars, round tables, training in regions of our country;
 - Establishment and distribution of bulletins, newspapers, magazines, websites;
 - Specialize broadcasts in TV and radio for businessmen;
 - Training in advocacy and lobbyism of corporative interests.

PART IV

Monitoring of Transport Corridors in Tajikistan

I have several negotiations and meetings with representatives of various Associations from Tajikistan, Uzbekistan and Turkmenistan for the purpose to ensure participation of other CAR countries in this monitoring. For example, Tajik Association of Small and Medium Businesses, Association of Entrepreneurs of the Sogdy Region of Tajikistan, Association of International Carriers of Tajikistan and Association of Forwarders of Tajikistan, Associations of International Carriers of Turkmenistan and Uzbekistan, Associations of International Forwarders of Kazakhstan and Uzbekistan. Nevertheless, we were able to begin pilot monitoring only with Association of International Carriers of Tajikistan, though other Associations are ready to cooperate with us in their monitoring of transport corridors in their countries. It is confirmed with the training seminar organized by our Association together with the USAID Office in Bishkek on April 8, 2008 with participation of all Associations specializing in logistic of commodities.

We began monitoring in Tajikistan with training in Dushanbe city for the managers of the Tajik Association of International Carriers and for a group of officials allocated to conduct monitoring in our monitoring methodology and tools. When this theoretical part was completed, we conducted with the chief of the group, Imomoli Zakirov, and his group a certain practical field exercise on usage of monitoring tools. As it is only a pilot project, we defined only a minimum task: to investigate corridors of Tajikistan – Kazakhstan – China and Tajikistan – Russia, and only the tools of drivers' interview and logbook to apply. Besides, we decided to ask drivers to fill-in the logbook by themselves and do not send mobile observers on the routs. Initially our Tajik colleagues had very many questions we were forced to answers and provide explanations during the monitoring exercise. The following are the results of the interviews:

Polling of Carriers

We interviewed 9 drivers in the corridor China – Kazakhstan – Uzbekistant. They were 211 times compulsorily stopped along the length of the corridor because of different reasons, including:.

	Including:	Stopped Total	1 driver
a	Road police	88	10
b	Transport Inspectorate	65	7
c	Customs	33	3.6
d	Ecologic service	25	2.7

Besides, these stops led to lost working time of carriers, total 1.024 hours and 49 minutes, and on average per one driver the loss was 73 hours 18 minutes, or over three days and nights per a singles carrier are wasted on mere bargaining about his unofficial payments. For example:

Payments made:

- Official 4599 \$
- Unofficial 6465 \$

Everything with the official payments is clear: they are a prerogative of the Government and its tariff policy. Thus, let us consider the unofficial payments that are much bigger than the official ones because their average amount per one driver is 479 \$, and it is obvious that this sum is quite a big one for such a corridor. What entities participate in this corruptive activities?

	Including:	Total	1 driver
a	Customs	3900 \$	433 \$
b	Transport Inspectorate	1280 \$	142 \$
c	Road police	768 \$	85 \$
d	Ecologic service	30 \$	3.3 \$

The table above demonstrates that the main time-money barrier is created by the customs (waste of time with it is 1 to 3 days and nights, money paid to them is 100 to 450 US\$), the next one is by the transport inspectorate and the road police. We include the following table for comparison of similar polling in Kyrgyzstan made in the corridor China – Kyrgyzstan – Tajikistan, where:

Average unofficial payment per one carrier is 114 \$, that is the corruption pressure is four time bigger on the carriers in Tajikistan. The Road police and the Customs are raging on the roads.

	Including:	Total	1 driver
a	Road police	442 \$	63 \$
b	Customs	310	44 \$
c	Transport Inspectorate	6 \$	0.9 \$
d	Ecologic service	0	

An obvious question arises: Why so magnificent difference does exist? It turns out to be that the Uzbek customs officers, road policemen and other servicemen play a significant role here. We make the following comparison of the CAR countries to provide an ostensible proof of the fact.

Unofficial payments to customs officers:

		Total	1 driver
a	Uzbekistan	2235\$	248\$
b	Kyrgyzstan	1615\$	179\$
c	Kazakhstan	840\$	93\$
d	Tajikistan	530\$	59\$

Drivers' Logbook

When we began to analyze logbooks for drivers it turned out to be that data from all the five carriers mainly coincide because they moved as a single column of trucks loaded with agricultural products to Novosibirsk city, that is why we will analyze only one of these logbooks, moreover, we should remember that we from the start allowed freedom of actions to the Tajik Association of Carriers. They selected the Dushanbe – Tashkent - Almaty - Novosibirsk corridor for investigation. As usual, carriers do not fill all the cells, for example, how many kilometers they will travel, planned time of arrival, price of load, etc. In spite of this fact we are greatly thankful to them for the filled logbooks returned, because even if we use not complete data, nevertheless, we are capable to make certain conclusions and determine existing transport barriers in the roads of the CAR.

They made 24 forced stops along the length of the above corridor caused by:

a	Road police	4
b	Transport Inspectorate	7
c	Ecologic service	1
d	Border guards	
	Customs	12

The most multiple were stoppages caused by crossing of borders. Let us consider times spent:

This carriers, at the Dosty PP at the border of the TR, lost 21 hour 15 minutes (2 days, that is, he arrived on the 26.11.07 at 1 hour 45 minutes P.M. at this border pass point, and customs procedures were finalized only at 8.00 on the 27.11.07 with the assistance from the unofficial payment for the amount of 142 \$. But on the Uzbek side, the Bratstvo PP, everything was again reproduced one to one (that is, the delay lasted

from 8.30 on the 27.11.07 to 14. 28. on the 28.11.07, besides, the driver was forced to pay the bribe of 505\$ in addition to official payment of 205\$ that had been already paid in. Thus, border crossing of this carrier cost him:

Tajik-Uzbek Border:

a) Time:	
RT	21 hour 15 min
RU	28 hours 30 min
TOTAL	49 hours 45 min, or over 2 days.
b) Money:	
RT	142\$
RU	505 \$, and 205\$ officially
TOTAL	647 + 205 = 852\$

Uzbek-Kazakh Border:

a) Time:	
RU	8 hours 50 min
RK	1 hour 10 min
b) Money:	
RU	350\$
RK	250\$
TOTAL	600\$

Kazakh-Russian Border:

a) Time:	
RK	2 hours 30 min
SCX	3 hours 50 min
RF	2 hours 10 min
SCX	10 hours
TOTAL	18 hours 10 min
b) Money:	
RK	270\$
RF	80\$
TOTAL	350\$

The above data show that is difficult to cross the Uzbek border: two days and nights were spent here, besides, this border turned out to be the most expensive and demanded 852\$. If this issue is discussed in its respect to various countries, then it can be seen that much time, 37 hours 20 minutes, are lost by carriers for crossing the border with Uzbekistan. The Russian border is the second in time, 12 hours 10 minutes, lost for its crossing. Kazakhstan operates best of all, only 2 hours 30 minutes. In financial expenses, Uzbekistan is again ahead of all, a carrier is forced to spent 1051\$ for crossing its border. Kazakhstan is the second in its prices for border crossing with the amount of 520\$, and Tajikistan is only the third as it forces its native carriers to pay 124\$.

These conclusions show the “phenomena” manifested in this transport corridor, and they are yet preliminary ones. Final conclusions will demand a systematized investigation to obtain reliable data.

Conclusions

- The trade and transport barriers existing along the CAR transport corridors are high;

- Tajik carriers are under the strongest corruptive pressing;
- It is necessary to increase monitoring experience and know-how in Tajikistan

Proposal

For Government of Tajikistan:

1. Strengthen the fight against corruption with application of all legal methods, attraction of general public, state entities and mass media;
2. continue monitoring in Tajikistan for the purposes to obtain systematized data required for substantiation of analytical results from monitoring of the situation in the transport corridors; expand the number of criteria used in evaluation of functional efficiency of these corridors;
3. Expand the area of this monitoring to all the CARES countries, and attract for the purpose active sectoral and professional associations in the participating countries; and entrust our Association with the task to transfer experience and methodology of monitoring;
4. establish an efficient dialogue between the Government and the Business in the CAR countries;
5. Activate operations to enhance functional efficiency in the 6 transportation corridors within the CAR;
6. Strengthen cooperation with professional Association in the CAR; and attract the Congress of CAR Business Associations and the Union of the CAR National Carriers and Forwarders those have the mission to develop trade and cooperation in the CAR.

T. M. Shabdanaliev
Kyrgyz Association of Carriers
Congress of the CAR Business Associations

PART V

Annexes

- № 1 Diagram for placements of monitors
- № 2 Application to drivers
- №3 Blank of interview
- №4 Travel logbook (mobile observer)
- №5: “Big extortions on the roads ...”
- № 6 “Road begins with the first step ...”
- № 7 “The road unrolls as a gray band ...”

Articles from Mass Media:

1. “Huge extortions at roadways and transportation costs directly affect prices of commodities is the opinion of the Chairperson of the Kyrgyz Carrier Association”. In Newspaper “Bishkek”, 08/02/2008, 16:40 The Kabar News Agency”
2. “A way begins with the first step made” from the journal “Business and Bishkek”, № 3 (12), March 2008.
3. “ The road weaves as a gray band”, from the governmental newspaper “Slovo (Word) of Kyrgyzstan”, 12 .03. 2008., № 28.
4. “Cargo transport is the artery of economy”, the “Apta” newspaper, 6.03.08., № 08
5. “History of road vultures”, the “Apta” newspaper, 13.03.08., № 09.

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5. Working paper, issue 80: "Central Asia: Planning prospects for the future up to 2015.", ADB.
6. Simplified trade procedures: "Distribution of advantages from the globalization process under the new conditions of security.", EEC-UN.
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9. Articles from newspapers and magazines.

Annex №2 Blank of Drivers' interview

Driver Interview

Date of completion of the survey form: Date: _____ Time: _____

Interviewer: _____

Pilot Site where the survey form is completed: _____

1. Country _____ of _____ vehicle's _____ ownership

2. Is the cargo transported under TIR: Yes ___ No ___

3. Total cost of transporting goods on given corridor (dollar/km)?

Choose a corridor on which you can provide information. Indicate the number ____:
(for each corridor use a separate form)

1. Khorgas - Bishkek 2. Khorgas – Tashkent 3. Khorgas - Dushnabe

4. Please indicate state agencies, which stopped you for inspection and check of your transport mode or cargo (please check the most suitable answer):

On territory of Kazakhstan:

	How many times	Time spent on each stop	Average amount of official payments	Average amount of unofficial payments
Transport Inspection				
Ecological services				
Road traffic police				
Customs				
Other (indication which)				

On territory of Kyrgyz Republic:

	How many times	Time spent on each stop	Average amount of official payments	Average amount of unofficial payments
Transport Inspection				
Ecological services				
Road traffic police				
Customs				
Other (indication which)				

On territory of Uzbekistan:

	How many times	Time spent on each stop	Average amount of official payments	Average amount of unofficial payments
Transport Inspection				
Ecological services				
Road traffic police				
Customs				
Other (indication which)				

On territory of Tajikistan:

	How many times	Time spent on each stop	Average amount of official payments	Average amount of unofficial payments
Transport Inspection				
Ecological services				
Road traffic police				
Customs				
Other (indication which)				

Annex №3 Travel logbook (mobile observer)

Travel logbook, Blank form 3 For cargoes delivered by trucks

I. INFORMATION ON VEHICLE

Type of vehicle: van ____, tank _____,
Side-flap _____, Others _____
Net weight (tons): _____ Number of axes: _____
Country of vehicle's registration: _____
Cargo: _____ In bulk ____ 20 " Container ____
40 " Container ____ Others: _____
Cost: _____ Total freight-carrying capacity: _____
Is cargo sealed: YES ____ NO ____

Place of your economic activities:
City: _____ Country: _____
Country of goods' origin (where cargo was loaded): _____
Destination of cargo: _____
Place where cargo was unloaded and cleared: _____
Will cargo be reloaded to another truck: YES ____ NO ____
Calculated length of voyage (km): _____
Calculated time of voyage (hours): _____
Package of documents for driver's use _____

Is cargo transported in accord with the TIR: YES ____ NO ____

Types of stops: (Number of each stoppage should be selected by its type)

1	Loading	5	Road repairs	9	Delay caused by waiting collection of a column of cars / for Convoy	13	Other checks by state agencies
2	Unloading	6	Closed roads because of weather	10	Checks by R. police		
3	Maintenance of vehicle	7	Internal customs terminal	11	Checks by T. insp.		
4	Lunch and other personal needs		Crossing of customs border	12	Ecology checks		

Product mix

- 1 Foodstuffs (meat and milk products, confectionery and bakery, etc.)
- 2 Consumer goods (domestic electrical equipment, cloths, shoes, etc.)
- 3 Building commodities and equipment (timber, metal, plastic, mini-factories, etc.)
- 4 Agricultural products (vegetables, fruits, grain, etc.)
- 5 Automobile vehicles (cars and trucks, farming machines)
- 6 Industrial raw materials (cotton, leather, wool, etc.)

II. JOURNEY INFORMATION

Journey start time: ____:____ /Day: ____ /Month: _____ /Year: _____

Stop №	Date (day/month)	Location of stop, Name of Post, km	Time of Arrival to the Stop (24:00 format)	Stop Type (choose from list below)	Time of departure (24:00 format)	Amount of legal payments made (with currency)	Amount of illegal payments made (with currency)	Description of road and road conditions	Weather condition	Comments
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Transport corridor _____
 Full name of the observer _____
 Date of observation _____

Annex №4: “Big extortions on the roads ...”

“Big extortions on the roads and costs of transportation have direct influence on the price of commodities”, is the opinion of the Chairperson of the Kyrgyz Association of Carriers.

Bishkek, 08/02/2008, 16:40

Bishkek, 8 February. (KABAR). The situation along transport corridors became worse in comparison with the one in the year before. This conclusion is made by the Chairperson of the Kyrgyz Association of Carriers, Mr. T. Shabdanaliev, at the round table held today on the results of the investigation conducted within the frameworks of a regional project “Monitoring of the transport corridors in Central Asia”.

Mr. T. Shabdanaliev, in his presentation of results obtained in the study to participants of the round table, noted that there do exist high barriers preventing development of trade and transport not only in Kyrgyzstan, but also in the whole region of Central Asia.

He stated: “High barriers, big extortions on the roads and high transportation costs have direct influence on the price of commodities reducing their competitiveness”.

Officers of the Customs and the Road police turned out to be the leaders in extortions from drivers and stoppages of vehicles according to results of this monitoring. The investigation was arranged at the Ak-Jol to Korday border pass point (customs pass) located at the transport corridor along the direction of China – Kyrgyzstan – Kazakhstan – Russia. This monitoring was accomplished by special observers and by drivers themselves.

Customs officers, according to results of the monitoring, are leaders in extortions, or so called “unofficial payments” in the corridor Kyrgyzstan – Russia, where the study covered 16 vehicles. The sum of their extortions reached 1,077 US\$. Officers of the Road police are in the second place – 392 US\$. Then the time is for border guards, 177 US\$, and the fourth position is occupied by the Transport inspectorate, 69 US\$. Each driver among the interviewed 16 paid 107 US\$ to the representatives of the controlling entities.

The same figures are much higher in Russia and Kazakhstan, and they amounted to 1,127 US\$ and 773 US\$ per one driver, respectively.

The above 16 vehicles were stopped in this corridor 680 times because of various reasons. Officers of the Road police were again leaders, and they stopped these trucks 406 times. Officers of the Customs caused 76 stops, border guards – 67, transport inspectorate – 65, ecologic service – 19, and drug controllers – 2 times.

According to the statement of the KCA, the situation is not better in the corridor of China – Kyrgyzstan. Here one driver pays 36.5 US\$ in addition to official payments for the amount of 12 US\$. Officers of the Road police occupy the first place for sums of their extortions also here, the second place is for border guards, and the third position for officials of the customs service. Only employees of the ecology service do not extort bribes.

Road police stops a driver 15 times along the Osh – Bishkek rout (to the Dordoy market). Each time a driver must pay from 20 to 50 Soms. The total amount for a single carrier reaches 380 Soms.

The monitoring also used polling of participants in foreign economic activities (FEA), that is, entrepreneurs involved in exports and imports of commodities. T. Shabdanalyev noted that the monitoring allowed to determine magnitudes of barriers and extortions on the roads, and to confirm abuses and corruption on the side of officers of controlling agencies. According to answers of 54 participants in this polling, the amount of unofficial payments to customs officers reached 33,512 US\$, and 365 US\$ were paid to brokers. It should be noted that these 54 businessmen have preliminary paid their official duties into the state budget with the amount of 268 thousands US dollars, and also paid 2,112 US\$ to brokers.

T. Shabdanalyev stressed: “The results obtained are dispassionate numbers, which allows us to ask certain questions and to perceive that there do exist some problems demanding our joint solution”.

Nevertheless, the chief of a department in the Customs Committee of the KR, Shayloobay Mambetkojoev, expressed his disagreement with the results of the monitoring presented by the head of the Carriers' Association. According to his statement the data in the logbook at the Ak-Jol customs post registered by customs officers do not match the data presented in the monitoring. The reason for lengthy procedures of border crossing, as explained by this representative of the Customs Committee, is that such demurrages are caused by carriers themselves whose documents are quite often incorrect. “A customs officers has only one head for his shoulders. He will not allow a carrier to pass the border if a vehicle has incorrect documentation’, he stated. He admitted that there are certain drawbacks in activities of his agency, and Sh. Mambetkojoev stressed that efforts to eliminate them are being applied. One of the drawbacks is in necessity to equip pass and clearing points in accord with the modern international standards.

Sergey Dyachenko, chief of a department in the Road police, the Mol of the KR, stated that drivers themselves “provoke” officers of the Road police, proposing money to them in those cases when there is something wrong with their documents, when they violate road rules. He proposed statistical data when drivers were themselves guilty for 748 thousand violations of road regulations.

Summarizing these discussions of the regional project of Monitoring of transport corridors in Central Asia, T. Shabdanalyev stressed that all the data collected during this investigation are true and corresponds to existing reality. He informed that the topic for the next round table would be the report on implementation of measures necessary to apply actions aimed at improvements of infrastructure in the transport corridors of the CAR that had been designed at previous round tables (by J. Turusbekov).

Version for print | 08/02/2008, 16:40

“Road begins with the first step ...”

Article in the “Business and Bishkek” Journal, #3 (12) March 2008.

Road begins with the first step

Cooperation in trade and transport is the key to restoration of the “Great Silk Road” and to prosperity in countries of Central Asia. Increase in trade turnover caused with renovated transport corridors might lead to growth of gross domestic product in all the countries of this region, improvement in levels of employment, savings in transport costs and times of travel, promotion of competition and to development of the small and medium businesses. Desirable and profitable motion in the direction of more efficient regional cooperation will demand firm decisions and solutions in treatment of existing barriers in the key areas, as legal barriers, adjusted customs procedures, border relations and transit agreements. How efficiently this issues are dealt with today? We discuss the topic with the General Secretary of the Kyrgyz Association of Carriers, Mr. Temirbek Shabdanaliev.

-- Mr. Shabdanalyev, thanks to efforts applied by your organization, there was organized, in the beginning of February, in Bishkek, a round table on issues of trade and transport in the CAR. What is the purpose of this measure and who participated?

-- Countries of Central Asia are remote from the world markets and have relatively small domestic markets. One of the key purposes of the proposed transport corridors is to ensure access for these into the large markets in South Asia and in other parts of the world. Creation and renovation of transport corridors between the CAR countries will expand interregional trade which will promote economic development and reduction of poverty in this region. That is why we set up the following goals for our investigations:

- Measurements of a number of parameters for evaluation of the efficiency of the CAR transport corridors;
- Revelation of those spheres that demand improvements.
- Designing of measures to improve infrastructure and respective procedures;
- Determination of obstacles for transportation of commodities along the CAR corridors.

Such famous international organizations, as the Asian Development Bank, World Bank, OBSE, etc. participated in discussions of the issues raised at the round table. Besides, representatives of the controlling agencies of the KR were attracted who are the very ones creating barriers for trade and transport, that is why it was very important for us to listen to their opinions how the existing barriers can be reduced. Moreover, number of participants in the round table included participants in foreign economic activities (FEA) from Kyrgyzstan, Kazakhstan, Tajikistan, Uzbekistan and Turkmenistan, and our partners who participated in our monitoring in these countries.

-- What is, in your opinion, the main problem that hampers to increase efficiency in the transport corridors?

-- Huge extortions along the roads and high costs of transportation are the main barriers for development of transit. Our Association together with the CAR Business Congress is implementing the regional project of "Monitoring of the CAR transport corridors". Analyzing a certain number of parameters, we are able to evaluate functional efficiency of these transport corridors. These investigations were conducted during the whole previous year at customs passes, terminals and directly along the corridors. The results are depressing. In comparison with the previous year, the situation in transport corridors of Kyrgyzstan last year became worse. High barriers prevent development of trade and transport, and they exist not only in Kyrgyzstan, but also in all the countries of Central Asia. According to the results of this monitoring, officers of the Customs service and of the Road police are the leaders in extortions and stoppages of vehicles along the internal and external transport corridors. Our study was located at the Ak-Jol to Korday border pass (customs, too) in the Kyrgyz transport corridor along the rout of China – Kyrgyzstan, Kazakhstan – Russia, and Bishkek – Osh. Monitoring was accomplished through drivers and by independent observers, we polled drivers and participants in FEA, that is, entrepreneurs dealing in imports and exports.

-- Is it possible to learn the specific parameters and figures?

Customs officers, according to results of the monitoring, are leaders in extortions, or so called "unofficial payments" in the corridor Kyrgyzstan – Russia, where the study covered 16 vehicles. The sum of their extortions reached 1,077 US\$. Officers of the Road police are in the second place – 392 US\$. Then the time is for border guards, 177 US\$, and the fourth position is occupied by the Transport inspectorate, 69 US\$. Each driver among the interviewed 16 paid 107 US\$ to the representatives of the controlling entities. The same figures are much higher in Russia and Kazakhstan, and they amounted to 1,127 US\$ and 773 US\$ per one driver, respectively. The above 16 vehicles were stopped in this corridor 680 times because of various reasons. Officers of the Road police were again leaders, and they stopped these trucks 406 times. Officers of the Customs caused 76 stops, border guards – 67, transport inspectorate – 65, ecologic service – 19, and drug controllers – 2 times.

Is everything really in such a bad state?

According to the statement of the KCA, the situation is not better in the corridor of China – Kyrgyzstan. Here one driver pays 36.5 US\$ in addition to official payments for the amount of 12 US\$. Officers of the Road police occupy the first place for sums of their extortions also here, the second place is for border guards, and the third position for officials of the customs service. Only employees of the ecology service do not extort bribes. Road police stops a driver 15 times along the Osh – Bishkek rout (to the Dordoy market). Each time a driver must pay from 20 to 50 Soms. The total amount for a single carrier reaches 380 Soms.

-- Have there been organized any polling among businessmen and participants in road transportation?

Of course, the monitoring also used polling of participants in foreign economic activities (FEA), that is, entrepreneurs involved in exports and imports of commodities. T. Shabdanalyev noted that the monitoring allowed to determine magnitudes of barriers and extortions on the roads, and to confirm abuses and corruption on the side of

officers of controlling agencies. According to answers of 54 participants in this polling, the amount of unofficial payments to customs officers reached 33,512 US\$, and 365 US\$ were paid to brokers. It should be noted that these 54 businessmen have preliminarily paid their official duties into the state budget with the amount of 268 thousands US dollars, and also paid 2,112 US\$ to brokers. I would like to stress that the results obtained are dispassionate numbers, which allows us to ask certain questions and to perceive that there do exist some problems demanding our joint solution”.

Thus, what are the results of the meeting held in February? What measures will be applied to solve the existing problems?

-- All the information from our investigation is submitted into the Investment Council under the President of the KR. Besides, on the 31.01.08 a decision of the Government of the Kyrgyz Republic organized the National Council of the Kyrgyz Republic for Promotion in the Sphere of Trade and Transportation that chairperson is the Prime-Minister of the KR, and our Association of Cargo Carriers is one of its members. We intend to use this governmental tribune for promotion of our groundworks for increases in efficiency and elimination of existing barriers along the trade-and-transport corridors of the CAR countries, simplification of trade, import, export procedures, for example, introduction of the principles of “One stop” when commercial vehicles cross borders.

Interview by Zulfia KATAEVA

“The road unrolls as a gray band ...”

Governmental newspaper of “Slovo (Word) of Kyrgyzstan” of 12 .03. 2008, № 28.

The road unrolls as a gray band

The Kyrgyz Association of Carriers has been conducted an impassionate monitoring of transport corridors, including the transit ones, for two years. According to its Chairperson, Mr. Temirbek Shabdaneliev, the purpose of this investigation is to understand the reasons of problems arising at state borders and then jointly eliminate them together with governments of neighbor countries who are our trade partners.

These investigations lasted from October last year to January this year. Representatives of controlling entities of our Republic, that is, officers of the Customs services, the Road police, the Mol, the Ecologic inspectorate are active in their assistance to the Kyrgyz Association of Carriers. Members of the Kazakh Association of Carriers, the Forum of Kazakh Businessmen, and, besides, of the Association of International Forwarders worked together with citizens of Kyrgyzstan. The tasks of the study were to determine obstacles in the ways of commodities moving along transport corridors of the CAR countries; to study dynamics of exposed barriers during the year and a half used in this investigation, their effects on reduction of formalities at border crossings and on development of trade relations.

Blocks in the ways of forwarders are usually set up by many state agencies, for examples, such as border guards, customs, veterinary, sanitary, ecological, migration, plus, road police and inspectorate and road maintenance brigades.

We interviewed drivers operating along the China – Kyrgyzstan – Kazakhstan – Russia, the China – Kyrgyzstan – Tajikistan; and asked these participants in foreign

economic activities how much time and money they had lost in their travel when they were forced to wait for desirable permission to continue their motion.

Officers of the Ak-Jol border pass (Kyrgyzstan) registered 374 vehicles, and employees of the Korday point (Kazakhstan) recorded passage of 388 trucks. The difference is 14 vehicles. It is quite a problem to examine it.

Maximum demurrage for customs clearance of commodities at the Korday post was equal to 1 hour 55 minutes. But other controlling entities may delay vehicles for more than seven hours (all together).

167 vehicles crossed the border at the Ak-Jol post for less than 30 minutes (almost half of their total number, or 45%). They were specifically speedy at night time (one may suppose that the “accelerator” was actively applied – it is the coined name used by long-distance drivers for “lubricant”, that is for a bribe). Observers noted “accelerated crossing” of only 29 vehicles, that is, of 15%, at daytime.

Kyrgyzstan – Russia is another corridor. Here they stopped 16 vehicles moving to many a town and village of the Russian Federation 680 times. Trucks were stopped by officers of the Road police, the Transport inspectorate, the Weight control, and the Drug control services, plus, Border guards and the Ecologists.

China – Kyrgyzstan is the third corridor. Border was crossed by 8 vehicles with no TIR. They were stopped because of various reasons 125 times, thus, each driver had 16 forced stops.

Officially drivers paid 12 US\$, and unofficially each of them bribed with \$291.5.

Stop signal was switched on 241 times, that is, each driver has over 34 stoppages.

Nobody paid money into the state cash-box, and the “acceleration process” functioned superbly and with no failures. Over \$798 was left along this international road, or each driver paid on average \$114.1.

As the saying states: ‘No comments are required’.

Prepared by media-lady, Galina Luneva.

Supplement to the Report of:
 “Monitoring of Transport Corridors”
 Program of Small Investigation Grants
 CAREC

It is really so that our investigations have insufficient statistical data to make representative conclusions. That is why we wrote that our surveys are short of systematicness and periodicity, which is caused with our limited resources, especially financial ones. Another reason for lack of statistical data is in the transparent and unorganized borderlines between Kyrgyzstan, Uzbekistan and Tajikistan. There are multiple unofficial crossings close to the official ones (for example, Dostuk) and the former are used to transit a whole flow of commodities (contraband), for example, goods from China because the Uzbek government introduced the customs duty of 95% for their import. Another example is in payments for entrance of Kyrgyz cars and trucks into Uzbekistan with the amounts of 75-350\$, which becomes the reason why very few cars used official crossing points at the border and leads to little amounts of statistical data.

If we raise the problem of comparison of data from different historical periods, then we possess only the data collected during the recent two years and we are able to compare only delays of trucks at the Ak-Jol border pass.

	In minutes	
Ak-Jol Border Pass	2006	2007
Total average delay at the crossing point	52	94
Average delay at customs clearance	17	26
Average delay at non-customs registration	35	68
Ak-Jol Border Pass	2006	2007
Maximum average delay	18 hours.	11 ч 3 min
Maximum average delay (customs)	1 hour 10 min.	10 hours
Maximum average delay (non-customs)	40 min	13 hours

Comparison of delays at the Korday border crossing

Korday Border Pass	2006	2007
Total average delay	2 hours 56 min	2 hours 50 min
Average delay (customs)	5 min	8 min
Average delay (others)	2 hours 51 min	2 hours 42 min

Comparison with the monitoring results in the previous year at the Ak-Jol border crossing point indicates that the total delay increased by 42 minutes, which is very much in contrast to decrease of this indicator by 6 minutes at the Korday border pass. Besides, average delay at other services increased from 35 minutes to 68 minutes, that is, this growth is 33 minutes in contrast to the decrease at the Kazakh side down to 9 minutes. Sure, delay by 9 minutes at custom clearance is not big, but **increased delay of trucks and cars by almost half an hour** is very much, again, in contrast to the Kazakh indexes of customs delays of automobiles those are equal only to 8 minutes. This comparative analysis has become possible thanks to the support to this study of transport corridors extended by the CAREC and the ADB.

In respect to the data on Tajikistan, then, as it is known to you, we have conducted there only a pilot project, that is, such measurement have not been made before, that is why we have no data for comparison. At present the Tajik Association conducts its own independent monitoring of transport corridors, and they will send us their results obtained and then we will be able to compare and trace existing trends and send to you our results.

We have found a possibility to continue our studies and to obtain representative data. For example, we conducted monitoring of the corridor “the Ak-Jol BP – Bishkek – Os – Batken – the Kyzyl-Bel BP – Tajikistan” in September, and now analyze data obtained. We will supplement this report after this analysis and send it to you.

The Presidential decree of “On development of the state policy in the sphere of external trade and measures to improve export-import procedures”, 23rd of October, # 464, is today a vital legal act determining main lines for development of trade because it defines main directions of the state policy in this sphere, namely:

- Simplification and optimization of procedures used in external trade;
- Introduction of a mechanism of “unified window” that allows to standardize information in documentation that will be used in a single unified data channel ensuring all the regulatory requirements in respect to external trade;
- Implementation of modern informational technologies and new mechanisms in execution of foreign trade activities;
- Introduction of measures aimed at creation of regional transit systems in the sphere of external trade for the purposes to match international standards;

Besides, it also charges the Government of the Kyrgyz Republic with the following assignment:

in order to simplify and optimize administrative procedure of foreign trade:

- in a month, adopt measures for optimization and reduction of the number of existing administrative procedures for import/export;
- In a month, determine and approve the upper limits in expenses made by customs bodies in provision of the state services for customs legalization of commodities and transport vehicles at the moment when customs fees are paid in;
- Define procedures for interaction of state agencies in the above mentioned border points of cargo crossing;
- In two months, formulate proposals of logistic support and organizational provisioning for the above border crossings so as to reflect them in the budget for 2008;

for coordination of measures to promote trade and cargo transportations:

- Establish the National Council for promotion of trade and transport, etc;

The above is the reason why our own proposals in Section 4, Part III, of the report are basically matched with the decree of the President of the Kyrgyz Republic.

We pin our great hopes to the National Council on Trade and Transport established by the Government in respect to reformation and simplification of trade procedures, and, besides, we belong to members of this Council and take very active part in its activities and will promote all the measures proposed in this report by us.

I send you some primary aggregate tables as a supplement in order to prove economic nature of our study.

Sincerely yours

T.M. Shabdanaliev
President of the Association of Cargo Carriers of the KR

I attach below the above Presidential decree.

Bishkek, House of the Government, 23rd of October 2007, # 464

DECREE OF THE PRESIDENT OF THE KYRGYZ REPUBLIC

On Development of State Policy in the Sphere of Foreign Trade and Measures to Improve Export/Import Procedures

For the purposes to develop state policy in the sphere of foreign trade, to improve transparency, quality and orientation of state services at consumer, introduction of the principle of good faith of the businessman, and, besides, for development of partnership and trust between the State and business entities. I RESOLVE:

1. The Government of Kyrgyz Republic, local state administrations, bodies of self-governance and other state organs shall accept as the main lines of the state policy in the above sphere the following:
 - Simplification and optimization in administrative procedures of external trade;
 - Implementation of the principle of the “unified window” that allows to standardize information and documentation through application of a single channel for the purposes to fulfill all the regulatory requirements in respect to foreign trade;
 - Implementation of modern informational technologies and new mechanisms for conduct of foreign trade;
 - Introduction of measures aimed at creation of regional transit systems in the sphere of foreign trade for the purposes to match international standards.
2. The Government of Kyrgyz Republic shall:

For the purposes of simplification and optimization in administrative procedures of external trade;

- In a month, adopt measures to optimize and reduce the number of existing administrative procedures in the sphere of export and import;
- In a month, determine and approve maximum cost of customs bodies for provision of state services of customs clearance of commodities and vehicles in payments of customs fees;
- In a month, determine the list of those border points among all border crossing points that require obligatory availability and application of primary sanitary control at the borderline;
- Determine procedure for interactions of state bodies in the above mentioned points of cargo transit;
- In two months, develop proposals for logistical support of the above crossing points so as to reflect it in the draft state budget for 2008;

for coordination of measures promotion trade and transportation of cargos:

- In a month, organize the National Council for Promotion of Trade and Transport, approve provisions and membership of this National Council according to the legislation of the Kyrgyz Republic;

For the purposes of implementation of principle of the “Unified window” in provision of state services in operations of external trade:

- In four months, develop and approve the Concept on implementation of the “Unified window” principle, and, besides, on new modern informational technologies in accomplishment of foreign trade activities;

For the purposes of implementation of modern informational technologies and new mechanisms in accomplishment of foreign trade activities

- In a month, study the issue on creation of the state Unified data base with entities of economic activities;
- In two months, develop and approve Provisions on the state unified data base with entities of economic activities and Provisions on procedures of information support from the state bodies to the management of the state unified data base with entities of economic activities;
- Assign the Ministry of Economic Development and Trade of the Kyrgyz Republic to be the authorized state body for establishment and technical support of the state unified data base with entities of economic activities and entitle it to the right to attract according to the established procedures respective state managerial bodies to these work.

3. The Government of Kyrgyz Republic shall update its decisions in accord with this decree.
4. Control over implementation of this Decree shall be entrusted to the Department of Economic and Social Policies in the Administration of the President of the Kyrgyz Republic.
5. This Decree shall come in force upon its signature.

President of the Kyrgyz Republic

K. Bakiev

Monitoring at border (customs post)

Name of observer

Suleymanov R., Turgunaliyev A., Altymyshev

Beginning

19:00

Finising

7:00

Place

Ak-Jol

Period

18.10-22.10.07

№ п/п	Номер а/машины, страна	Время прибытия а/м. на таможенный пост /	Время принятия декларации (ГТД/ДКД)	Физический осмотра/м (да, по, минут?)	Нарушения (есть - по) и характер нарушений	Время окончания таможенных процедур	Время убытия, а/м с таможенного	Примечание	Общее время простоя на границе	Время прохождения таможи	Время для других процедур
№ п/п	Vehicle tag number, country	Time of vehicle's arrival to customs post	Time of declaration submission (ГТД/ДКД)	Physical inspection of vehicle (yes, no, minutes?)	Violations (yes/no) and what kind	Time of customs clearance received	Time of vehicle's departue from customs post	Comments	Total time at border	Time at customs	Time for other procedures
1	2	3	4	5	6	7	8	9	10 (8-3)	11 (7-4)	12 (10-11)
			17.10.2007г								
1	S 0043 E	20:25	20:30	no	no	20:40	20:45		20	10	10
2	47 KE 65	21:30	21:45	no	no	22:10	22:15		45	30	15
3	9059 F	21:35	21:50	no	no	22:40	22:40		65	50	15
4	B 823 CEN	21:35	б/г	no	no		22:05				30
5	A 523 XEM	21:45	б/г	no	no		22:20				35
6	B 6628 I	21:59	22:15	no	no	22:30	22:55		55	15	40
7	79 AZ 250	22:12	22:27	no	no	22:55	22:50		38	27	11
8	A 240 XHN	22:17	б/г	no	no		22:30		13	0	13
9	D 662 BF	22:24	б/г	no	no		22:45		21		21
10	A 697 WFM	23:03	б/г	no	no		23:35		32		32

№ п/п	Vehicle tag number, country	Time of vehicle's arrival to customs post	Time of declaration submission (ГТД/ДКД)	Physical inspection of vehicle (yes, no, minutes?)	Violations (yes/no) and what kind	Time of customs clearance received	Time of vehicle's departue from customs post	Comments	Total time at border	Time at customs	Time for other procedures
11	S 7172 F	23:07	23:30	no	no	0:05	0:43		96	35	61
12	S 2041 F	23:07	23:25	no	no	0:10	0:40		93	33	60
13	S 6838 F	23:20	23:30	no	no	0:05	0:05		98	37	61
14	B 0598 BI	23:24	23:45	no	no	0:25	0:54		89	40	49
15	X 891 ZWM	0:43	0:55	no	no	1:50	4:35		132	55	77
16	S 0643 R	0:55	0:58	no	no	1:15	1:40		45	17	28
17	H 523 HNM	0:58	1:10	no	no	1:28	1:58		60	18	42
18	S 8458 F	0:58	1:05	no	no	1:20	1:40		42	15	37
19	S 787 Z	0:59	1:05	no	no	1:20	1:40		41	14	36
20	KGBH 2268	1:02	1:10	no	no	1:20	1:50		48	10	38
21	A 182 WEN	1:02	1:20	no	no	1:45	2:10		68	25	43
22	7974 SCP	1:21	1:34	no	no	1:20	3:56		155	14	141
23	S 8285 F	1:35	1:35	no	no	1:49	2:22		47	14	33
24	A 311 LEN	1:31	1:42	no	no	1:55	2:20		50	13	37
25	KGBM 1906	1:41	1:20	no	no	1:58	2:55		74	38	36
26	X 685 YBM	2:11	2:21	no	no	2:25	2:30		19	4	15
27	A 713 CEM	3:45	3:55	no	no	5:20	5:45		120	84	46
28	A 944 FWN	3:55	4:23	no	no	7:00			185	185	
29	A 184 BON	4:22	4:35	no	no	4:40	5:28		66	5	61
30	M 899 CL	5:15	5:34	no	no	5:39	5:58		43	5	38
31	M 896 CL	5:18	5:35	no	no	5:40	6:10		52	5	47
32	2709 NRM	7:10				8:00			50	50	

№ п/п	Vehicle tag number, country	Time of vehicle's arrival to customs post	18.10.07г.	Physical inspection of vehicle (yes, no, minutes?)	Violations (yes/no) and what kind	Time of customs clearance received	Time of vehicle's departue from customs post	Comments	Total time at border	Time at customs	Time for other procedures
			Time of declaration submission (ГТД/ДКД)								
33	31 RT 428	16:26	17:30	no	no	20:41	21:12		286	191	95
34	31 RS 134	16:26	17:30	no	no	20:41	21:12		286	191	95
35	47 PA 627	18:09		no	no		7:00		771		771
36	TEM 12275	18:09		no	no		7:00		771		771
37	S 5383 F	19:11		no	no		19:16		5		5
38	2306 SC	19:15		no	no		19:16		1		1
39	1022 STP	19:10		no	no		19:41		31		31
40	A 391 CY	19:32		no	no		19:39		7		7
41	H 831 HXM	19:34		no	no		19:42		8		8
42	B 9006 G	19:35		no	no		19:36		1		1
43	A 182 WEN	19:42		no	no		19:46		4		4
45	S 1720 G	19:49		no	no		19:55		6		6
46	H 621 KEM	20:01		no	no		20:07		6		6
47	A 629 BV	20:02		no	no		20:32		30		30
48	S 2021 I	20:05		no	no		20:06		1		1
49	B 5892 G	20:08		no	no		20:12		4		4
50	H 480 HWM	20:15		no	no		20:16		1		1
51	S 7020 U	20:26		no	no		20:33		7		7
52	A 615 XOM	20:34		no	no		20:41		7		7

№ п/п	Vehicle tag number, country	Time of vehicle's arrival to customs post	Time of declaration submission (ГТД/ДКД)	Physical inspection of vehicle (yes, no, minutes?)	Violations (yes/no) and what kind	Time of customs clearance received	Time of vehicle's departue from customs post	Comments	Total time at border	Time at customs	Time for other procedures
53	M 899 CL	21:17		no	no		21:36		19		19
54	5059 MK	21:44		no	no		21:57		13		13
55	M 896 CL	21:45		no	no		22:01		16		16
56	X 899 WXM	22:09		no	no		22:14		5		5
57	B 9508 R	22:27		no	no		22:34		7		7
58	S 0107 E	22:28		no	no		22:53		25	16	9
59	S 9113 O	22:31		no	no		22:58		27	16	11
60	B370 BY	22:36		no	no		22:40		4		4
61	S 9397 O	22:38		no	no		23:00		22	5	17
62	B 367 BY	0:17		no	no		0:20		3		3
63	B 698 BS	0:18		no	no		0:21		3		3
64	A 157 AOM	1:00		no	no		1:06		6		6
65	A 541 FZM	1:02		no	no		1:07		5		5
66	B 323 OH	1:34	1:46	no	no	1:50	1:50		16	4	12
67	A 499 CM	2:13		no	no		2:33		20		20
68	1752 SA	3:26	3:42	no	no	3:55	3:55		29	13	16
69	H 012 KEM	9:00		no	no		3:52		16		16
70	B015 WXM	3:38		no	no		3:52		14		14
71	B 425 CMN	3:53		no	no		4:11		18		18
72	H 939 KXM	5:01		no	no		5:07		6		6
73	B 5242 BI	5:43	6:02	no	no	6:13	6:15		32	11	21

№ п/п	Vehicle tag number, country	Time of vehicle's arrival to customs post	Time of declaration submission (ГТД/ДКД)	Physical inspection of vehicle (yes, no, minutes?)	Violations (yes/no) and what kind	Time of customs clearance received	Time of vehicle's departue from customs post	Comments	Total time at border	Time at customs	Time for other procedures
74	S 9505 O	5:45	5:49	no	no	5:54	6:00		15	5	10
75	S 9620P	5:52	5:59	no	no	6:11	6:15		23	12	11
			19.10.07г								
76	B 246875	19:15	19:20	no	no	19:30	19:37		22	10	12
77	A 776 YAN	19:22		no	no		19:47		25		25
78	KGSM 0590	19:56		no	no		20:02		6		6
79	B 6745 N	20:03	22:30	no	no		7:00		657		657
80	A 413 UTN	20:08		no	no		20:11		3		3
81	A 877 ADM	20:11	20:15	no	no	21:58	22:00		119	108	11
82	S 8909 F	20:15		no	no		20:17		2		2
83	M 285 TKM	20:45		no	no		20:54		9		9
84	A 855 CU	20:46		no	no		20:52		6		6
85	674680	20:48	21:00	no	no	21:48	21:50		62	48	14
86	674715	20:50	21:20	no	no	21:26	21:30		40	6	34
87	S 2206G	21:24	21:35	no	no	22:16	22:25		61	41	20
88	A 297 OWN	22:44		no	no		22:46		2		2
89	27 YY947	23:20		no	no		0:16		56		56
90	A 544 MRN	23:21		no	no		23:23		2		2
91	S 0869 E	0:10		no	no		0:11		1		1
92	A 572 SSN	0:14		no	no		0:15		1		1
93	I 06 52 Z	0:30		no	no		0:31		1		1

№ п/п	Vehicle tag number, country	Time of vehicle's arrival to customs post	Time of declaration submission (ГТД/ДКД)	Physical inspection of vehicle (yes, no, minutes?)	Violations (yes/no) and what kind	Time of customs clearance received	Time of vehicle's departue from customs post	Comments	Total time at border	Time at customs	Time for other procedures
94	KGBH 3161	1:05		no	no		1:19		14		14
95	X 186 AEN	1:44		no	no		1:47		3		3
96	X 891 ZWM	1:48		no	no		1:49		1		1
97	B 7171 BI	1:57		no	no		1:58		1		1
98	S 4837 Z	2:01		no	no		2:02		1		1
99	B 8432 O	2:12		no	no		2:30		18		18
100	A 240 XHM	2:43		no	no		2:45		2		2
101	A 778 HRN	2:49		no	no		2:55		6		6
102	A 847 PTM	2:57		no	no		3:11		14		14
103	A 697 WFM	3:00		no	no		3:01		1		1
104	A 661 WOM	3:14	3:15	no	no		07:00		231		231
105	A 448 CT	3:22	3:34	no	no		7:00		218		218
106	A 044 CX	3:36		no	no		07:00		204		204
107	A 779CX	3:46		no	no		07:00		194		194
108	A 657 XLN	3:50		no	no		4:23		33		33
109	S6975 F	6:23		no	no		6:29		6		6
			20.10.07г.								
110	X 966 TTM	19:00		no	no		07:00		720		720
111	X 056 VVM	19:00		no	no		20:18		78		78
112	X 032 VVM	19:00		no	no		07:00		720		720
113	X 570 OSM	19:00		no	no		21:33		93		93
114	X 471 YWM	19:00		no	no		21:32		92		92

№ п/п	Vehicle tag number, country	Time of vehicle's arrival to customs post	Time of declaration submission (ГТД/ДКД)	Physical inspection of vehicle (yes, no, minutes?)	Violations (yes/no) and what kind	Time of customs clearance received	Time of vehicle's departue from customs post	Comments	Total time at border	Time at customs	Time for other procedures
115	X 573 ONM	19:00		no	no		21:49		109		109
116	X 090 OOM	19:00		no	no		7:00		720		720
117	X 482 OAM	19:15		no	no		7:00		705		705
118	1062 SH	18:51		no	no		18:58		7		7
119	A 062 LLN	19:10		no	no		19:11		1		1
120	B 1122 L	19:22		no	no		19:23		1		1
121	S 8284 F	19:32		no	no		19:33		1		1
122	H 111KOM	19:45	20:43	no	no		7:00		617	617	0
123	H 341 KXM	19:53	20:45	no	no		7:00		657	27	630
124	B 5605 D	20:31		no	no		21:20		49		49
125	A 350 EN	20:36		no	no		20:43		7		7
126	H 521 LEM	20:43		no	no		20:48		5		5
127	S 3538Z	21:22		no	no		21:29		7		7
128	S 0495 G	22:41		no	no		22:45		4		4
129	B 1490X	22:58	23:08	no	no		23:40		42	5	37
130	H 961 CB	23:18		no	no		23:20		2		2
131	B 6514 BI	23:33	0:45	no	no		7:00		447	447	0
132	B 6799 N	0:01		no	no		0:02		1		1
133	KGBH2710	0:07		no	no		0:10		3		3
134	B 5171 F	0:12		no	no		0:15		3		3
135	A 588 YEN	0:42		no	no		0:43		1		1
136	A 304 BXN	2:15	6:13	no	no	6:16	6:20		245	3	242

137	B 067 ZYM	2:19	6:13	no	no	6:16	6:25		245	3	242
№ п/п	Vehicle tag number, country	Time of vehicle's arrival to customs post	Time of declaration submission (ГТД/ДКД)	Physical inspection of vehicle (yes, no, minutes?)	Violations (yes/no) and what kind	Time of customs clearance received	Time of vehicle's departue from customs post	Comments	Total time at border	Time at customs	Time for other procedures
138	B 710 XNM	2:25		no	no		3:01		36		36
139	B 019 POM	2:39		no	no		3:01		22		22
140	B 1867 P	2:53		no	no		3:00		7		7
141	H 006 LAM	3:02		no	no		3:03		1		1
142	B 216 UKM	5:48		no	no		5:50		2		2
143	X 507 WZM	6:45		no	no		6:46		1		1
			21.10.07r								
144	KGBH 2511	19:10	19:15	no	no	19:30	19:30		20	15	5
145	B 30 83 H	19:20	19:35	no	no	20:36	20:36		75	60	15
146	H 467 EO	21:40	21:50	no	no	22:57	22:57		77	67	10
147	46340 BD	22:25	22:30	no	no	23:40	23:40		75	70	5
148	MB/1195B67	22:22	22:30	no	no	23:40	23:40		75	70	5
149	B 569 WHM	21:35		no	no		21:41		6		6
150	B 450 WMM	21:35		no	no		21:41		6		6
152	KGSM 0590	21:42		no	no		21:53		11		11
153	B 2271BI	21:53		no	no		22:01		8		8
154	H 253 HNM	22:00		no	no		22:02		2		2
155	B 6277 BI	22:18		no	no		22:25		7		7
156	H 111KOM	22:25		no	no		22:26		1		1
157	H 341 KXM	22:27		no	no		23:03		35		35
158	I 7213P	22:41	23:00	no	no	23:10	23:10		29	10	19

№ п/п	Vehicle tag number, country	Time of vehicle's arrival to customs post	Time of declaration submission (ГТД/ДКД)	Physical inspection of vehicle (yes, no, minutes?)	Violations (yes/no) and what kind	Time of customs clearance received	Time of vehicle's departue from customs post	Comments	Total time at border	Time at customs	Time for other procedures
159	KGBH 2228	22:51	23:00	no	no	23:10	23:14		25	10	15
160	A 523 XEM	22:51		no	no		22:58		7		7
161	K 945 PE	22:54	23:00	no	no	23:10	23:19		25	10	15
162	B 2960 O	22:58		no	no		22:58		0		0
163	B 8843 N	23:02	23:15	no	no	23:25	23:54		52	10	42
164	D662 BF	23:14		no	no		23:17		3		3
165	B 9982 BI	23:18	23:45	no	no	23:50	23:54		26	5	21
166	B 479 YHM	23:24		no	no		23:25		1		1
167	MB 58739 BO	23:24		no	no	23:25			15		15
168	B 9848 X	23:26	23:32	no	no	23:35	23:40		14	3	11
169	FD 04039	23:30		no	no		23:35		5		5
170	S 6733U	23:35		no	no		23:36		1		1
171	H 968 HUM	0:06		no	no		0:12		6		6
172	A 941 LZN	0:30		no	no		0:31		1		1
173	A 077 XBM	0:31		no	no		0:33		2		2
174	B 3750V	0:39		no	no		0:40		1		1
175	B 7214 G	1:15	1:30	no	no	1:35	1:40		25	5	20
176	A 296 OWN	1:27		no	no		1:28		1		1
177	B 7272 L	1:27		no	no		1:36		9		9
178	B 73 42 X	1:47		no	no		1:49		2		2
179	H 867 KMM	1:47		no	no		1:49		2		2
180	H 831 HXM	1:47		no	no		1:49		2		2

№ п/п	Vehicle tag number, country	Time of vehicle's arrival to customs post	Time of declaration submission (ГТД/ДКД)	Physical inspection of vehicle (yes, no, minutes?)	Violations (yes/no) and what kind	Time of customs clearance received	Time of vehicle's departue from customs post	Comments	Total time at border	Time at customs	Time for other procedures
181	H 040068	1:48		no	no		1:49		1		1
182	A 161 EE	2:09	2:23	no	no	2:30	2:35		24	7	17
183	KGBH 4530	2:26	2:35	no	no	2:40	2:45		21	5	16
184	H 355 OLM	2:27		no	no		2:28		1		1
185	B 6915 H	3:10	3:15	no	no	3:35	3:45		35	20	15
186	S 4862 R	3:14		no	no		4:45		78		78
187	B 3231 R	3:19		no	no		3:38		11		11
188	S 1185 A	3:47		no	no		3:49		2		2
189	S 7972 R	3:49		no	no		4:12		37		37
190	X 077 XBM	4:00		no	no		4:01		1		1
191	S 7299 F	4:05		no	no		4:06		1		1
192	S 5252 R	4:34		no	no		4:35		1		1
193	S 4837 R	4:35		no	no		4:37		2		2
194	B 188 ZUM	5:53		no	no		6:08		15		15
	Totals								13094	2994	10135
									137.10995		
194	Totals			% Inspected	% of violat-s				Average	Average	Average

Average

137.10995

92.1230769 106.43455

Monitoring at border (customs post)

Name of observer **Suleymanov R., Turgunaliyev A., Altymyshev**

Beginning **19:00** Finising **7:00**

Место проведения **Ак-Жол** Period **18.10-22.10.07**

№ п/п	Vehicle tag number, country	Time of vehicle's arrival to customs post	Time of declaration submission (ГТД/ДКД)	Physical inspection of vehicle (yes, no, minutes?)	Violations (yes/no) and what kind	Time of customs clearance received	Time of vehicle's departue from customs post	Comments	Total time at border	Time at customs	Time for other procedures
1	2	3	4	5	6	7	8	9	10 (8-3)	11 (7-4)	12 (10-11)
			20.10.07г.								
110	X 966 TTM	19:00		no	no		delayed to 07:00	Bus cargo	720		720
111	X 056 VVM	19:00		no	no		20:18	Bus cargo	78		78
112	X 032 VVM	19:00		no	no		delayed to 07:00	Bus cargo	720		720
113	X 570 OSM	19:00		no	no		21:33	Bus cargo	93		93
114	X 471 YWM	19:00		no	no		21:32	Bus cargo	92		92
116	X 090 OOM	19:00		no	no		delayed to 07:00	Bus cargo	720		720
117	X 482 OAM	19:15		no	no		delayed to 07:00	Bus cargo	705		705
			21.10.07г								
186	S 4862 R	3:14		no	no			Bus cargo	Passed, time not measured		#VALUE!
187	B 3231 R	3:19		no	no			Bus cargo	Passed, time not measured		#VALUE!

188	S 1185 A	3:47		no	no		3:49		2		2
189	S 7972 R	3:49		no	no			Bus cargo	Passed, time not measured		#VALUE!

Monitoring at border (customs post)

Name of observer

Beginning

9:00

Finising

20:00

Place

Ak Jol

Period

11.10.-15.10.2007

№ п/п	Номер а/машины, страна	Время прибытия а/м. на таможенный пост /	Время принятия декларации (ГТД/ДКД)	Физический осмотра/м (да, no, минут?)	Нарушения (есть - no) и характер нарушений	Время окончания таможенных процедур	Время убытия, а/м с таможенного	Примечание	Общее время простоя на границе	Время прохождения таможи	Время для других процедур
№ п/п	Vehicle tag number, country	Time of vehicle's arrival to customs post	Time of declaration submission (ГТД/ДКД)	Physical inspection of vehicle (yes, no, minutes?)	Violations (yes/no) and what kind	Time of customs clearance received	Time of vehicle's departue from customs post	Comments	Total time at border	Time at customs	Time for other procedures
1	2	3	4	5	6	7	8	9	10 (8-3)	11 (7-4)	12 (10-11)
			11.10.2007г.								
1	S690MK	10:50	11:25	no	no	11:35	12:00		70	10	60
2	A 778 HRW	10:50	11:46	no	no	12:00	12:05		75	16	59
3	31RH 420	11:05	12:07	no	no	12:16	13:05		120	9	111
4	A768 TWM	11:15	11:43	no	no	12:00	12:45		90	17	73
5	S 8250 Z	11:20	12:10	no	no	12:40	13:20		120	30	90
6	31 RS 341	11:22	12:07	no	no	12:16	13:24		122	16	106
7	27 B 5639	11:30	12:04	no	no	12:06	13:25		115	2	113
8	27 Bj 149	11:35	12:00	no	no	12:16	13:03		88	16	72
9	27 BK 711	11:50	12:45	no	no	12:52	16:00		250	7	243

10	A 586 BFN	13:00	13:50	no	no	14:00	15:50		170	10	160
11	A 781 NXN	13:20	13:40	no	no	13:50	16:20		180	10	170
12	B 651 BR	13:35	13:55	no	no	14:05	14:40		65	10	55
№ п/п	Vehicle tag number, country	Time of vehicle's arrival to customs post	Time of declaration submission (ГТД/ДКД)	Physical inspection of vehicle (yes, no, minutes?)	Violations (yes/no) and what kind	Time of customs clearance received	Time of vehicle's departue from customs post	Comments	Total time at border	Time at customs	Time for other procedures
13	B 2508 P	13:45	16:20	no	no	16:24	17:25		220	4	216
14	B 896 BR	15:08	15:40	no	no	15:45	16:13		65	5	60
15	B 238 BN	15:15	15:20	no	no	15:45	16:17		62	25	37
16	B 746 BR	15:20	15:40	no	no	15:45	17:20		120	5	115
17	A 172 CX	15:25	16:35	no	no	16:50	17:30		125	15	110
18	A 504 DR	15:30	15:45	no	no	16:00	16:34		64	15	49
19	A 920 DV	15:33	15:43	no	no	15:50	16:35		122	7	115
20	A 506 DR	15:35	16:00	no	no	16:20	16:37		62	20	42
21	33 HR 747	16:05	16:26	no	no	16:36	17:46		101	10	91
22	T 377 NFM	16:20	16:30	no	no	16:45	17:24		64	15	49
23	B 3210 W	16:55	17:00	no	no	17:15	17:55		60	15	45
24	KGBH 2493	17:00	17:05	no	no	17:25	17:50		50	20	30
25	B 3940 I	17:08	17:20	no	no	17:40	18:12		64	20	44
			12.10.2007г.								
26	S 9124 O	9:40	11:08	no	no	11:12	11:50		130	4	126
27	KGBH 3990	10:17	10:19	no	no	10:25	13:00		197	6	191

28	KGBH 2356	10:22	10:40	no	no	10:45	12:30		128	5	123
29	A 917 DV	10:23	11:24	no	no	11:30	12:05		138	6	132
30	A 714 DV	10:30	11:24	no	no	11:30	12:00		90	6	84
31	A 943 EN	10:40	11:24	no	no	11:30	12:07		87	6	81
№ п/п	Vehicle tag number, country	Time of vehicle's arrival to customs post	Time of declaration submission (ГТД/ДКД)	Physical inspection of vehicle (yes, no, minutes?)	Violations (yes/no) and what kind	Time of customs clearance received	Time of vehicle's departue from customs post	Comments	Total time at border	Time at customs	Time for other procedures
32	A 877 ADM	11:00	17:45	no	no	18:15	18:30		450	30	420
33	B 726 AS	11:05	11:24	no	no	11:30	13:05		120	6	114
34	B 715 AC	11:15	11:30	no	no	11:40	16:15		300	10	290
35	B 719 AC	11:20	11:28	no	no	11:35	14:45		205	7	198
36	B 637 AS	11:35	11:45	no	no	11:55	15:00		275	10	265
37	B 231 BN	11:40	11:40	no	no	12:05	15:30		230	5	225
38	B 931 BR	12:00	12:30	no	no	12:40	15:15		195	10	185
39	B 720 AS	12:05	12:18	no	no	12:20	15:20		195	2	193
40	S 5550 V	12:07	16:45	no	no	16:53	17:00		307	8	299
41	B 403 CYM	12:20	13:00	no	no	13:05	14:00		140	5	135
42	282 SB	12:30	12:40	no	no	12:45	14:30		120	5	115
43	A 825 YRN	12:30	12:45	no	no	12:50	14:00		150	5	145
44	A 564 PTM	12:30	13:07	no	no	13:10	14:05		155	3	152
45	B 092 PNM	12:38	12:50	no	no	12:55	14:07		164	5	159
46	B 258 PCM	13:10	14:00	no	no	14:15	16:10		180	15	165
47	H 893 KXM	15:10	15:17	no	no	15:20	17:10		120	3	117
48	B 9866 X	15:20	16:30	no	no	16:37	17:00		120	3	117
49	B 9966 H	15:40	16:35	no	no	16:50	17:00		140	7	133

50	H 941 KDM	16:25	17:00	no	no	17:10	18:00		160	15	145
51	H 970 LMM	16:27	16:45	no	no	16:50	17:50		145	10	135
52	S 4465 F	16:30	19:00	no	no	19:10	19:15		87	5	82
53	B 485 NYM	16:47	17:35	no	no	17:45	18:00		165	10	155
54	MG 04078	18:10	18:20	no	no	18:30	18:55		45	10	35
№ п/п	Vehicle tag number, country	Time of vehicle's arrival to customs post	Time of declaration submission (ГТД/ДКД)	Physical inspection of vehicle (yes, no, minutes?)	Violations (yes/no) and what kind	Time of customs clearance received	Time of vehicle's departue from customs post	Comments	Total time at border	Time at customs	Time for other procedures
55	31 TD 508	18:20	18:30	no	no	18:35	19:15		65	5	60
56	S 2041 F	18:20	18:30	no	no	18:35	19:00		40	5	35
57	M 053 EK	18:35	18:35	no	no	19:00	20:00		143	25	118
58	B 2008 T	19:43	19:43	no	no	19:45	20:00		40	2	38
			13.10.2007г.								
59	B 633 AS	10:30	11:00	no	no	11:03	12:00		90	3	87
60	B 639 AS	10:42	10:45	no	no	10:50	12:10		93	5	88
61	B 722 AS	10:50	11:10	no	no	11:15	12:50		120	5	115
62	B 951 BR	11:00	11:30	no	no	11:33	14:50		230	3	227
63	A 523 XEM	11:05	11:10	no	no	11:12	14:55		230	2	228
64	B 716 AS	11:09	11:12	no	no	11:15	13:00		110	3	107
65	B 744 BK	11:15	11:16	no	no	11:20	12:30		75	4	71
66	A 664 LTN	11:30	11:30	no	no	11:35	12:55		85	5	80
67	A 944 EN	11:33	11:35	no	no	11:37	13:07		35	2	33
68	B 967 CSM	11:40	11:45	no	no	11:47	15:05		205	2	203
69	A 012 ZMM	11:45	11:50	no	no	11:53	12:50		65	3	62
70	B 960 AON	11:53	11:55	no	no	11:57	14:05		132	2	130

71	A 328 CB	11:57	12:00	no	no	12:05	13:45		108	5	103
72	A 215 NMN	12:00	12:03	no	no	12:05	14:00		120	2	118
73	S 9597 O	12:04	12:10	no	no	12:15	13:00		56	5	51
74	A 313 EP	12:08	13:10	no	no	13:35	14:00		112	25	87
75	34 VSA 99	12:30	12:45	no	no	12:50	14:15		105	5	100
76	A 364 TC	12:38	12:40	no	no	12:45	13:55		77	5	72
№ п/п	Vehicle tag number, country	Time of vehicle's arrival to customs post	Time of declaration submission (ГТД/ДКД)	Physical inspection of vehicle (yes, no, minutes?)	Violations (yes/no) and what kind	Time of customs clearance received	Time of vehicle's departue from customs post	Comments	Total time at border	Time at customs	Time for other procedures
77	A 349 CP	12:46	12:50	no	no	12:55	15:00		134	5	129
78	47 DA 440	12:55	13:00	no	no	13:10	14:00		75	10	65
79	A 510 PR	13:05	13:10	no	no	13:15	15:10		125	5	120
80	A 270 CP	13:05	13:20	no	no	13:25	16:05		180	5	175
81	A 823 EP	13:05	13:25	no	no	13:35	16:00		175	10	165
82	A 501 PR	13:20	13:30	no	no	13:40	15:00		100	10	90
83	LT 36121 BD	13:45	14:05	no	no	14:35	15:00		75	30	45
84	36121 BD	13:55	14:05	no	no	14:35	15:00		65	30	35
85	B 2202 X	14:00	14:02	no	no	14:05	16:00		120	3	117
86	M 197 CN	14:03	14:30	no	no	14:35	15:30		87	5	82
87	2462 SC	14:08	14:35	no	no	14:45	15:00		52	10	42
88	A 505 DR	15:37	15:40	no	no	15:45	17:00		83	5	78
89	A 941 EN	15:55	15:57	no	no	16:00	17:05		70	3	67
90	34725 BD	16:18	16:35	no	no	16:40	17:00		42	5	37
91	34724 BD	16:20	16:45	no	no	16:50	16:55		35	5	30
92	A 942 EN	16:25	16:50	no	no	16:55	17:20		55	5	50

93	A 918 DV	16:36	17:00	no	no	17:09	18:20		104	9	95
94	A 712 DV	16:43	16:45	no	no	16:50	17:55		72	5	67
95	9241 BA	16:48	16:55	no	no	17:10	17:30		42	15	27
96	S 3363 U	16:54	17:00	no	no	17:03	17:30		36	3	33
97	B 870 ATN	17:05	17:20	no	no	17:23	18:30		85	3	82
98	50596BD	17:06	17:12	no	no	17:16	18:42		96	4	92
99	A 243 EN	17:07	17:13	no	no	17:18	18:50		103	5	98
№ п/п	Vehicle tag number, country	Time of vehicle's arrival to customs post	Time of declaration submission (ГТД/ДКД)	Physical inspection of vehicle (yes, no, minutes?)	Violations (yes/no) and what kind	Time of customs clearance received	Time of vehicle's departue from customs post	Comments	Total time at border	Time at customs	Time for other procedures
100	S 0377 E	17:08	17:10	no	no	17:15	18:40		92	5	87
101	S 0299 E	18:17	18:20	no	no	18:23	20:05		108	3	105
102	A 275 CP	18:20	18:30	no	no	18:33	19:55		95	3	92
103	A 365 TC	19:00	19:05	no	no	19:08	20:00		60	3	57
			14.10.2007г.								
104	B 019 POM	9:50	9:55	no	no	10:00	10:10		20	5	15
105	47 PB 710	10:32	11:10	no	no	11:25	11:30		58	15	43
106	S 2532 G	10:43	10:45	no	no	10:50	11:30		47	5	42
107	S 2531 G	10:53	10:55	no	no	11:00	11:30		37	5	32
108	3212 BB	10:56	11:10	no	no	11:05	11:10		14	5	9
109	698 SA	11:15	11:20	no	no	11:23	11:25		10	3	7
110	179 SA	11:26	13:00	no	no	13:05	13:20		119	5	114
111	A 987 WFN	11:27	11:30	no	no	11:35	11:50		24	5	19
112	Z 927 KRM	11:30	11:32	no	no	11:35	11:40		10	3	7
113	A 242 OZN	11:40	11:43	no	no	11:45	11:50		10	2	8

114	S 5553 F	11:47	11:50	no	no	12:05	12:10		23	15	8
115	S 5252 R	11:48	11:50	no	no	11:55	12:05		17	5	12
116	A 409 PON	11:56	11:58	no	no	12:00	12:05		9	2	7
117	B 264 ZVM	11:57	12:00	no	no	12:10	12:25		28	10	18
118	B 925 BR	12:01	12:03	no	no	12:05	12:15		14	2	12
119	B 896 BR	12:10	12:12	no	no	12:15	12:30		20	3	17
120	B 539 BV	12:20	12:25	no	no	12:28	12:30		10	3	7
121	B 631 AS	12:28	12:30	no	no	12:35	12:40		12	5	7
№ п/п	Vehicle tag number, country	Time of vehicle's arrival to customs post	Time of declaration submission (ГТД/ДКД)	Physical inspection of vehicle (yes, no, minutes?)	Violations (yes/no) and what kind	Time of customs clearance received	Time of vehicle's departue from customs post	Comments	Total time at border	Time at customs	Time for other procedures
122	B 516 DDN	12:32	13:30	no	no	13:40	14:00		88	10	78
123	B 645 BR	12:37	12:40	no	no	12:43	12:45		18	3	15
124	B 610 AS	12:42	12:45	no	no	12:50	13:00		18	5	13
125	S 2750 G	13:00	13:10	no	no	13:20	13:30		30	10	20
126	2356 BB	13:02	13:05	no	no	13:15	13:35		33	10	23
127	B 3619 G	14:20	14:35	no	no	14:40	15:00		40	5	35
128	B 1449 X	14:41	14:50	no	no	14:53	14:55		14	3	11
129	S 9279 U	14:55	15:00	no	no	15:08	15:10		15	8	7
130	B 0348 P	15:03	15:10	no	no	15:20	15:30		27	10	17
131	06 MMG 15	15:23	15:34	no	no	15:38	15:45		22	4	18
132	275 NA	15:30	15:50	no	no	15:56	16:00		30	6	24
133	B 682 BEN	15:32	15:35	no	no	15:40	15:50		18	5	13
134	50 DL 835	15:33	15:45	no	no	15:50	16:00		27	5	22
135	B 729 AS	15:37	15:40	no	no	16:00	16:50		73	20	53

136	S 57 87 Z	16:05	16:35	no	no	16:15	16:25		20	5	15
137	X 560 NZM	16:30	16:35	no	no	16:37	16:40		10	2	8
138	A 409 VMN	18:37	19:00	no	no	19:10	19:20		48	10	38
139	S 4550 F	18:53	19:15	no	no	19:20	19:30		37	5	32
			15.10.2007г.								
140	A 347 CP	9:50	9:55	no	no	10:05	11:40		110	10	100
141	B 220 BN	9:58	10:00	no	no	10:05	10:30		32	5	27
142	A 824 EP	10:05	10:09	no	no	10:12	11:45		100	3	97
143	A 774 CK	10:10	10:15	no	no	10:17	12:10		120	2	118
№ п/п	Vehicle tag number, country	Time of vehicle's arrival to customs post	Time of declaration submission (ГТД/ДКД)	Physical inspection of vehicle (yes, no, minutes?)	Violations (yes/no) and what kind	Time of customs clearance received	Time of vehicle's departue from customs post	Comments	Total time at border	Time at customs	Time for other procedures
144	B 715 AS	10:15	10:20	no	no	10:25	11:40		85	5	80
145	S 2956 E	10:20	10:28	no	no	10:30	11:00		40	2	38
146	A 714 DV	10:25	10:29	no	no	10:33	12:26		121	4	117
147	A 946 EN	10:30	10:34	no	no	10:37	12:10		100	3	97
148	A 920 DV	10:35	10:34	no	no	10:42	11:45		70	8	62
149	B 403 CYN	10:40	10:50	no	no	10:55	11:50		70	5	65
150	B 620 XFM	10:40	10:41	no	no	10:46	11:45		65	5	60
151	B 277 BH	10:50	10:57	no	no	11:07	11:57		67	10	57
152	A 012 ECN	10:54	10:56	no	no	11:00	13:34		160	4	156
153	B 855 WCM	10:58	11:05	no	no	11:10	12:40		102	5	97
154	B 092 PVM	11:05	11:15	no	no	11:20	13:15		130	5	125
155	B 686 BD	11:05	11:10	no	no	11:15	12:15		70	5	65
156	A 508 DR	11:07	11:11	no	no	11:20	12:07		60	9	51

157	B 279 BDN	11:20	11:22	no	no	11:27	11:37		17	5	12
158	A 847 BR	11:35	12:33	no	no	12:34	13:50		135	1	134
159	B 719 AS	12:10	12:14	no	no	12:18	13:10		60	4	56
160	A 328 CB	12:20	12:26	no	no	12:36	14:27		127	10	117
161	B 078 ZTM	12:20	12:27	no	no	12:30	14:40		140	3	137
162	B 238 BN	12:25	12:26	no	no	12:30	14:27		122	4	118
163	B 5779 BI	12:26	12:40	no	no	13:10	15:10		166	30	136
164	A 172 CX	12:30	12:35	no	no	12:40	13:40		70	5	65
165	A 917 DV	12:35	12:34	no	no	12:40	13:40		65	5	60
166	A 510 DR	12:40	12:46	no	no	12:50	15:05		165	4	161
№ п/п	Vehicle tag number, country	Time of vehicle's arrival to customs post	Time of declaration submission (ГТД/ДКД)	Physical inspection of vehicle (yes, no, minutes?)	Violations (yes/no) and what kind	Time of customs clearance received	Time of vehicle's departue from customs post	Comments	Total time at border	Time at customs	Time for other procedures
167	A506 DR	12:45	12:49	no	no	12:58	15:00		135	9	126
168	A 503 DR	12:50	12:55	no	no	13:00	14:05		75	5	70
169	A 944 EN	12:55	13:05	no	no	13:10	14:45		110	5	105
170	B 747 BR	13:00	13:10	no	no	13:20	14:00		60	10	50
171	B 932 BR	13:05	13:15	no	no	13:25	13:45		40	10	30
172	B 647 BR	13:10	13:30	no	no	13:40	14:15		65	10	55
173	2306 SC	13:20	14:30	no	no	15:00	16:00		160	30	130
174	34 L 5043	13:25	14:30	no	no	14:55	15:30		125	25	100
175	A 588 DY	14:00	14:55	no	no	14:57	15:00		60	2	58
176	B 7089 L	15:05	15:10	no	no	15:20	16:20		75	10	65
177	B 163 ZKM	16:15	16:15	no	no	16:25	17:15		60	10	50
178	H 330 HNM	16:20	16:25	no	no	16:38	18:00		100	13	

179	643 SA	17:20	17:25	no	no	17:30	18:00		40	5	35
180	A 410 DS	17:20	17:26	no	no	17:32	18:05		45	6	39
									17053	1413	15553
									284,2 час	23,5 час	259,2 час
180	Totals			% Inspected	% of violat-s				Average 17053 281.093407	Average 1413 23.29120879	Average 15553 257.78453

Monitoring at border (customs post)

Name of observer

Suleymanov R., Turgunaliyev A., Altymyshev

Beginning

9:00

Finish

20:00

Place

Korday

Period

12.10 - 15.10.2007

№ п/п	Номер а/машины, страна	Время прибытия а/м. на таможенный пост /	Время принятия декларации (ГТД/ДКД)	Физический осмотра/м (да, по, минут?)	Нарушения (есть - по) и характер нарушений	Время окончания таможенных процедур	Время убытия, а/м с таможенного	Примечание	Общее время простоя на границе	Время прохождения таможи	Время для других процедур
№ п/п	Vehicle tag number, country	Time of vehicle's arrival to customs post	Time of declaration submission (ГТД/ДКД)	Physical inspection of vehicle (yes, no, minutes?)	Violations (yes/no) and what kind	Time of customs clearance received	Time of vehicle's departue from customs post	Comments	Total time at border	Time at customs	Time for other procedures
1	2	3	4	5	6	7	8	9	10 (8-3)	11 (7-4)	12 (10-11)
				12.10.2007г.							

1	A 714	6:30	9:10	no	no	9:15	9:20		170	5	165
2	S 9124 0	6:30	9:15	no	no	9:20	9:35		185	5	180
3	A 917 DV	6:30	10:15	no	no	10:18	10:20		230	3	227
4	A 943 EN	6:30	10:35	no	no	10:37	10:40		250	2	248
5	B 726 AS	8:00	9:35	no	no	9:40	11:00		180	5	175
6	S 5550 V	8:00	11:27	no	no	11:35	11:40		120	8	112
7	B 931 BR	8:05	9:45	no	no	11:40	11:50		225	115	110
8	B 720 AS	8:30	11:50	no	no	11:57	12:00		210	7	203
9	A 877 ADM	8:45	9:20	no	no	9:25	9:30		45	5	40
10	KGBH 2356	9:00	10:10	no	no	10:15	10:18		78	5	73
11	KGBH 3990	9:05	10:10	no	no	10:13	10:15		70	3	67
12	282 SB	9:10	11:53	no	no	12:00	12:25		195	7	188
№ п/п	Vehicle tag number, country	Time of vehicle's arrival to customs post	Time of declaration submission (ГТД/ДКД)	Physical inspection of vehicle (yes, no, minutes?)	Violations (yes/no) and what kind	Time of customs clearance received	Time of vehicle's departue from customs post	Comments	Total time at border	Time at customs	Time for other procedures
13	B 719 AC	9:30	11:10	no	no	11:12	11:20		110	2	108
14	B 637 AS	9:30	11:20	no	no	11:27	11:30		120	7	113
15	B 231BN	9:30	11:45	no	no	11:47	11:50		140	2	138
16	B 403 CYM	9:30	12:10	no	no	12:15	12:20		165	5	160
17	A 564 PTM	9:30	12:20	no	no	12:23	12:25		175	3	172
18	B 092 PVM	9:30	12:25	no	no	12:30	12:35		185	5	180
19	A 825 YRN	10:00	12:15	no	no	12:20	12:25		145	5	140
20	B 719 AC	10:05	11:00	no	no	11:10	11:15		70	10	60
21	B 258 PCM	10:15	12:55	no	no	12:57	13:00		165	2	163

22	H 893 KXM	10:48	14:45	no	no	14:50	14:55		247	5	242
23	B 9866 X	11:50	15:06	no	no	15:09	15:20		110	3	107
24	H 941 KDM	12:00	16:15	no	no	16:20	16:23		263	5	258
25	H 9704 LMM	12:00	16:17	no	no	16:20	16:25		265	3	262
26	B 9866 H	13:10	15:10	no	no	15:15	15:40		150	5	145
27	MG 04078	14:05	18:00	no	no	18:03	18:05		240	3	237
28	S 4465 F	14:45	16:00	no	no	16:05	16:25		100	5	95
29	B 485 HYM	15:45	16:30	no	no	16:35	16:40		55	5	50
30	M 053 EK	16:00	17:30	no	no	18:00	18:20		140	30	110
31	S 2041F	18:00	18:10	no	no	18:13	18:15		15	3	12
32	31 TD 508	18:00	19:15	no	no	19:20	19:23		80	5	75
33	B 2008 T	18:30	18:58	no	no	19:00	19:15		45	2	43
				13.10.2007г.							
№ п/п	Vehicle tag number, country	Time of vehicle's arrival to customs post	Time of declaration submission (ГТД/ДКД)	Physical inspection of vehicle (yes, no, minutes?)	Violations (yes/no) and what kind	Time of customs clearance received	Time of vehicle's departue from customs post	Comments	Total time at border	Time at customs	Time for other procedures
34	A 664 LTN	6:00	10:10	no	no	10:15	11:30		330	5	325
35	B 633 AS	6:00	10:20	no	no	10:25	10:30		270	5	265
36	B 639 AS	6:00	10:33	no	no	10:35	10:40		280	2	278
37	B 722 AS	6:00	10:40	no	no	10:43	10:50		290	3	287
38	B 951 BR	6:00	10:45	no	no	10:47	11:00		300	2	298
39	B 716 AS	6:00	10:55	no	no	11:00	11:05		305	5	300
40	B 744 BK	6:30	11:02	no	no	11:05	11:10		240	3	237
41	34 VSA 99	7:00	10:50	no	no	11:52	12:30		330	62	268
42	B 2202 X	7:00	13:20	no	no	13:23	13:58		418	3	415

43	2462 SC	8:30	14:00	no	no	14:05	14:07		337	5	332
44	47 DA 440	9:00	10:50	no	no	10:53	12:50		220	3	217
45	A 523 XEM	9:30	10:25	no	no	10:30	11:05		100	5	95
46	S 9597 O	9:30	10:53	no	no	11:00	12:00		150	7	143
47	A 944 EN	9:30	11:15	no	no	11:20	11:30		120	5	115
48	A 012 ZMM	10:00	11:30	no	no	11:35	11:45		105	5	100
49	B 960 AON	10:10	11:40	no	no	11:43	11:47		97	3	94
50	A 328 CB	10:15	11:45	no	no	11:47	11:50		95	2	93
51	A 215 NMN	10:30	11:50	no	no	11:55	12:00		30	5	25
52	A 364 TC	10:30	12:00	no	no	12:10	12:30		120	10	110
53	B 967 CSM	10:30	11:25	no	no	11:28	11:35		65	3	62
54	36121 BD	10:45	12:32	no	no	12:35	13:50		185	3	182
55	A 510 PR	10:45	12:35	no	no	12:38	13:00		135	3	132
56	A 823 EP	10:45	12:37	no	no	13:00	13:03		138	23	115
№ п/п	Vehicle tag number, country	Time of vehicle's arrival to customs post	Time of declaration submission (ГТД/ДКД)	Physical inspection of vehicle (yes, no, minutes?)	Violations (yes/no) and what kind	Time of customs clearance received	Time of vehicle's departue from customs post	Comments	Total time at border	Time at customs	Time for other procedures
57	LT 36121 BD	10:45	12:30	no	no	12:32	13:40		175	2	173
58	A 313 EP	10:45	11:35	no	no	11:40	12:00		75	5	70
59	A 501 DR	10:45	15:00	no	no	15:05	15:20		275	5	270
60	A 941 EN	10:45	15:10	no	no	15:15	15:55		310	5	305
61	A 505 PR	10:45	15:30	no	no	15:33	15:40		295	3	292
62	A 942 EN	10:45	16:20	no	no	16:23	15:25		340	3	337
63	A 918 DV	10:45	16:30	no	no	16:33	16:35		350	3	347
64	A 712 DV	10:45	16:32	no	no	16:35	16:40		355	3	352

65	A 349 CP	11:00	12:40	no	no	12:42	12:45		105	2	103
66	A 270 CP	11:10	12:55	no	no	12:57	13:00		110	2	108
67	34725 BD	11:45	15:35	no	no	15:40	15:45		240	5	235
68	M 197 CN	11:45	13:50	no	no	13:52	14:00		135	10	125
69	34724 BD	11:45	16:17	no	no	16:20	16:25		280	3	277
70	9241 BA	13:00	15:15	no	no	15:17	16:50		230	2	228
71	S 3363 U	13:10	16:37	no	no	16:40	16:50		220	3	217
72	S 0377 E	13:10	16:55	no	no	16:57	17:05		235	2	233
73	50596BD	13:15	16:45	no	no	16:48	17:02		227	3	224
74	B 870 ATN	13:20	16:50	no	no	16:53	17:00		220	3	217
75	A 243 EN	13:25	16:50	no	no	16:55	17:00		215	5	210
76	A 365 TC	14:10	15:46	no	no	15:50	16:15		125	4	121
77	A 275 CP	17:00	18:11	no	no	18:13	18:15		75	2	73
78	S 0299 E	17:05	18:05	no	no	18:08	18:10		65	3	62
				14.10.2007г.							
№ п/п	Vehicle tag number, country	Time of vehicle's arrival to customs post	Time of declaration submission (ГТД/ДКД)	Physical inspection of vehicle (yes, no, minutes?)	Violations (yes/no) and what kind	Time of customs clearance received	Time of vehicle's departue from customs post	Comments	Total time at border	Time at customs	Time for other procedures
79	A 242 OZN	8:00	11:30	no	no	11:35	11:40		220	6	214
80	A 409 PON	8:00	11:50	no	no	11:53	11:55		235	3	232
81	B 019 POM	9:00	9:35	no	no	9:45	9:47		47	10	37
82	47 PB 710	9:00	10:00	no	no	10:05	10:30		90	5	85
83	698 SA	9:00	10:20	no	no	10:30	11:15		135	10	125
84	S 2531 G	9:10	10:45	no	no	10:46	10:50		100	1	99
85	S 2532 G	9:15	10:40	no	no	10:35	10:40		85	5	80

86	B 925 BR	9:25	11:55	no	no	11:58	12:00		155	3	152
87	B 539 BV	9:35	12:10	no	no	12:15	12:20		165	5	160
88	B 631 AS	9:35	12:20	no	no	12:25	12:27		172	5	167
89	B 645 BR	9:25	12:30	no	no	12:32	12:35		180	2	178
90	B 610 AS	9:38	12:37	no	no	12:38	12:40		182	1	181
91	179 SA	9:50	10:20	no	no	10:30	11:25		155	10	145
92	S 5553 F	10:00	11:00	no	no	11:05	11:45		105	5	100
93	3212 BB	10:25	10:47	no	no	10:10	10:55		30	3	27
94	Z 927 KRM	11:00	11:25	no	no	11:27	11:30		30	2	28
95	A 987 WFN	11:05	11:20	no	no	11:25	11:27		22	5	17
96	S 5252 R	11:30	11:40	no	no	11:45	11:47		17	5	12
97	B 264 ZVM	11:35	11:46	no	no	11:50	11:55		20	4	16
98	S 2750 G	11:40	12:45	no	no	12:48	12:55		75	3	72
99	B 896 BR	11:50	12:00	no	no	12:05	12:07		17	5	12
100	B 516 DDN	12:00	12:20	no	no	12:25	12:30		30	5	25
101	2356 BB	12:15	12:20	no	no	12:25	13:00		45	5	40
№ п/п	Vehicle tag number, country	Time of vehicle's arrival to customs post	Time of declaration submission (ГТД/ДКД)	Physical inspection of vehicle (yes, no, minutes?)	Violations (yes/no) and what kind	Time of customs clearance received	Time of vehicle's departue from customs post	Comments	Total time at border	Time at customs	Time for other procedures
102	B 3619 G	12:30	12:50	no	no	12:52	14:15		105	2	103
103	B 0348 P	12:30	14:55	no	no	14:58	15:00		150	3	147
104	50 DL 835	13:00	14:55	no	no	15:00	15:30		150	5	145
105	06 MMG 15	13:00	15:00	no	no	15:03	15:20		140	3	137
106	B 1449 X	14:20	14:35	no	no	14:37	14:40		20	2	18
107	A 409 VMN	14:35	18:20	no	no	18:25	18:30		235	5	230

108	S 9279 U	14:49	14:50	no	no	14:53	14:55		6	5	1
109	B 682 BEN	14:50	15:25	no	no	15:28	15:30		40	3	37
110	275 NA	15:07	15:10	no	no	15:20	15:28		21	10	11
111	B 729 AS	15:18	15:25	no	no	15:30	15:35		17	5	12
112	S 57 87 Z	15:35	15:55	no	no	16:00	16:05		30	5	25
113	X 560 NZM	15:35	16:15	no	no	16:20	16:30		43	5	38
114	S 4550 F	17:40	18:35	no	no	18:40	18:50		70	5	65
				15.10.2007г.							
115	A 824 EP	6:00	10:00	no	no	10:03	10:05		245	3	242
116	A 774 CK	6:00	10:05	no	no	10:07	10:10		250	2	248
117	2306 SC	6:00	11:45	no	no	12:00	13:15		435	15	420
118	S 2956 E	6:05	10:15	no	no	10:17	10:20		235	2	233
119	B 719 AS	6:30	12:05	no	no	12:07	12:10		340	2	338
120	A 714 DV	7:00	10:20	no	no	10:22	10:25		205	2	203
121	B 715 AS	8:00	10:10	no	no	10:12	10:16		80	3	77
122	B 855 WSM	8:00	10:50	no	no	10:55	10:57		136	2	134
123	A 347 CP	8:05	9:40	no	no	9:43	9:45		100	3	97
№ п/п	Vehicle tag number, country	Time of vehicle's arrival to customs post	Time of declaration submission (ГТД/ДКД)	Physical inspection of vehicle (yes, no, minutes?)	Violations (yes/no) and what kind	Time of customs clearance received	Time of vehicle's departue from customs post	Comments	Total time at border	Time at customs	Time for other procedures
124	B 220 BN	8:05	9:50	no	no	9:53	9:55		110	3	107
125	A 920 DV	8:50	10:27	no	no	10:30	10:35		105	3	102
126	A 946 EN	9:00	10:12	no	no	10:15	10:20		80	3	77
127	B 403 CYN	9:00	10:37	no	no	10:39	10:40		100	2	98
128	B 092 PVM	9:00	10:57	no	no	11:00	11:03		123	3	120

129	A 328 CB	9:00	10:00	no	no	12:05	12:15		195	5	190
130	A 508 DR	9:00	11:02	no	no	11:05	11:07		127	3	124
131	A 012 ECN	9:00	10:43	no	no	10:45	10:52		112	2	110
132	B 277 BH	9:00	10:45	no	no	10:47	10:50		110	2	108
133	B 279 BDN	9:00	11:12	no	no	11:15	11:17		137	3	134
134	B 238 BN	9:00	12:20	no	no	12:21	12:23		203	1	202
135	A 172 CX	9:00	12:24	no	no	12:25	12:27		207	1	206
136	B 620 XFN	9:00	10:33	no	no	10:35	10:40		100	2	98
137	A 847 BR	9:45	11:05	no	no	11:07	11:10		85	2	83
138	B 686 BD	9:45	10:55	no	no	10:57	11:00		75	2	73
139	B 0782	TM	10:10	12:10	no	12:12	12:15		125	2	123
140	B 5779 BI	10:30	12:21	no	no	12:23	12:25		115	2	113
142	B 747BR	10:30	12:55	no	no	12:57	13:00		150	3	147
143	A 917 DN	11:00	12:26	no	no	12:28	12:30		90	2	88
144	A 510 DR	11:00	12:30	no	no	12:32	12:35		95	2	93
145	A 503DR	11:00	12:33	no	no	12:40	12:50		110	7	103
146	A 506 DR	11:00	12:36	no	no	12:40	12:45		105	4	101
147	A 944 EN	11:00	12:40	no	no	12:45	12:55		115	5	110
№ п/п	Vehicle tag number, country	Time of vehicle's arrival to customs post	Time of declaration submission (ГТД/ДКД)	Physical inspection of vehicle (yes, no, minutes?)	Violations (yes/no) and what kind	Time of customs clearance received	Time of vehicle's departue from customs post	Comments	Total time at border	Time at customs	Time for other procedures
148	B 932 BR	11:15	13:00	no	no	13:02	13:05		110	2	108
149	B 647 BR	11:20	13:03	no	no	13:05	13:10		110	2	108
150	34 L 5043	11:20	13:20	no	no	13:22	13:25		125	2	123
151	B 163 ZKM	13:40	16:10	no	no	16:12	16:13		153	2	151

152	H 330 HNM	13:40	16:15	no	no	16:16	16:17		157	1	156
153	B 7089 L	13:40	15:00	no	no	15:03	15:05		85	3	82
154	A 588 DY	14:20	14:30	no	no	14:52	15:30		70	22	48
155	6431 SA	15:00	17:10	no	no	17:11	17:12		132	1	131
156	A 410 DS	15:00	17:12	no	no	17:13	17:15		135	1	134
	Totals								23476	835	22641
	среднее								300.97436	10.7051282	290.26923
									391,2 час	13,9 час	377,3 час

Totals

% Inspected

% of violat-s

Average

Average

Average

Monitoring at border (customs post)

Name of observer

Beginning

19:00

Окончание

7:00

Place

Korday

Period

17.10 - 22.10.2007

№ п/п	Номер а/машины, страна	Время прибытия а/м. на таможенный пост /	Время принятия декларации (ГТД/ДКД)	Физический осмотра/м (да, no, минут?)	Нарушения (есть - no) и характер нарушений	Время окончания таможенных процедур	Время убытия, а/м с таможенного	Примечание	Общее время простоя на границе	Время прохождения таможи	Время для других процедур
№ п/п	Vehicle tag number, country	Time of vehicle's arrival to customs post	Time of declaration submission (ГТД/ДКД)	Physical inspection of vehicle (yes, no, minutes?)	Violations (yes/no) and what kind	Time of customs clearance received	Time of vehicle's departue from customs post	Comments	Total time at border	Time at customs	Time for other procedures
1	2	3	4	5	6	7	8	9	10 (8-3)	11 (7-4)	12 (10-11)
			17.10.2007г.								
1	A 391 CY	17:10		no	no		19:16		126	0	126
2	S 44 54 F	17:20		no	no		19:15		115	0	115
3	TR 79 AZ 250	18:00	20:44	no	no	20:50	21:30		210	6	204
4	S 0043 E	18:00	19:50	no	no	19:55	20:05		125	5	120
5	TP 47 KY 654	18:00	20:12	no	no	20:20	20:50		170	8	162
6	TP 72 AP 415	18:00		no	no		20:25		145	0	145
7	B 6628 I	18:45	20:26	no	no	20:26	20:35		110	0	110
8	S 3062 E	19:05		no	no		19:15		10	0	10
9	643 SA	19:15		no	no		19:25		10	0	10
10	B 6607 W	19:15		no	no		19:28		13	0	13

№ п/п	Vehicle tag number, country	Time of vehicle's arrival to customs post	Time of declaration submission (ГТД/ДКД)	Physical inspection of vehicle (yes, no, minutes?)	Violations (yes/no) and what kind	Time of customs clearance received	Time of vehicle's departue from customs post	Comments	Total time at border	Time at customs	Time for other procedures
11	B 5224 P	19:35		no	no		19:35		0	0	0
12	S 6818 Z	19:55		no	no		20:00		5	0	5
13	S 7331 U	21:00		no	no		21:15		15	0	15
14	H 542 HUM	21:14		no	no		21:20		6	0	6
15	B 823 CEN	21:23		no	no		21:25		2	0	2
16	A 523 XEM	21:30		no	no		21:35		5	0	5
17	S 7575 L	21:40		no	no		21:40		0	0	0
18	A 240 XHN	22:08		no	no		22:10		2	0	2
19	S 5106 Z	22:10		no	no		22:25		15	0	15
20	D 662 BF	22:10		no	no		22:17		7	0	7
21	A 697 WEN	22:55		no	no		23:00		5	0	5
22	S 6838 F	23:05		no	no		23:13		8	0	8
23	B 0598 BI	23:05		no	no		23:15		10	0	10
24	B 094 XZM	23:20		no	no		23:22		2	0	2
25	A 713 CEM	0:00	2:52	no	no	3:10	3:22		202	18	184
26	X 891 ZWN	0:30		no	no		0:35		5	0	5
27	A 944 FWN	0:44	2:52	no	no	3:10	3:27		163	18	145
28	S 0643 P	0:45		no	no		0:50		5	0	5
29	KGBH 2268	0:50		no	no		0:55		5	0	5
30	S 0690 F	1:30	2:40	no	no	2:43	3:07		97	3	94
31	B 595 NKM	1:35	7:50	no	no	7:55	8:00		385	5	380

32	A 661 WOM	1:40	7:50	no	no	7:55	8:05		385	5	380
33	B 8085 P	1:56	2:54	no	no	3:08	3:15		79	14	65
№ п/п	Vehicle tag number, country	Time of vehicle's arrival to customs post	Time of declaration submission (ГТД/ДКД)	Physical inspection of vehicle (yes, no, minutes?)	Violations (yes/no) and what kind	Time of customs clearance received	Time of vehicle's departue from customs post	Comments	Total time at border	Time at customs	Time for other procedures
34	A 847 PTM	1:58	7:50	no	no	7:55	8:10		372	5	367
35	A 184 BON	2:00	2:53	no	no	3:11	3:38		98	18	80
36	X 685 YBM	2:16		no	no		2:19		3	0	3
37	B 710 XNM	3:52	7:50	no	no	7:55	8:05		253	5	248
38	M 899 CL	3:52	4:05	no	no	4:35	5:58		126	30	96
39	M 896 CL	3:52	4:05	no	no	4:35	6:15	143	30	0	30
40	X 942 XXM	4:30		no	no		4:35		5	0	5
41	T 709 NRM	6:08	6:08	no	no	6:52	6:52		44	0	44
42	X 803 ZVM	6:22		no	no		6:24		2	0	2
43	S 5106 F	7:12		no	no		7:12		0	0	0
			18.10.2007г.								
44	H 831 HXM	19:18		no	no		19:22		4		4
45	A 182 WEN	19:30		no	no		19:38		8		8
46	S 3538 O	19:31		no	no		19:32		1		1
47	B 263 CMN	19:40		no	no		19:43		3		3
48	S 1720 G	19:44		no	no		19:46		2		2
49	B 4946 N	19:47	20:00	no	no	20:22	20:25		38	2	36
50	S 8021 I	19:55		no	no		19:59		4		4
51	A913 OVN	20:01		no	no		20:03		2		2
52	B 5892 G	20:04		no	no		20:05		1		1

53	S 7020 H	20:14		no	no		20:21		7		7
54	B 871 EWM	20:23		no	no		20:26		3		3
55	A 615 XOM	20:28		no	no		20:32		4		4
№ п/п	Vehicle tag number, country	Time of vehicle's arrival to customs post	Time of declaration submission (ГТД/ДКД)	Physical inspection of vehicle (yes, no, minutes?)	Violations (yes/no) and what kind	Time of customs clearance received	Time of vehicle's departue from customs post	Comments	Total time at border	Time at customs	Time for other procedures
56	S 0107 E	21:14		no	no		21:19		5		5
57	S 9113 O	21:15		no	no		21:24		9		9
58	S 9397 O	21:15	22:13	no	no	22:15	22:29		74	2	72
59	S 2041F	22:24		no	no		22:31		7	2	5
60	H 523 HNM	22:36		no	no		22:39		3		3
61	S 6733 U	22:37		no	no		22:38		1		1
62	A 914 VHN	22:57		no	no		22:59		2		2
63	S 8458 F	23:01		no	no		23:08		7		7
64	A 157 OAM	23:49	0:12	no	no	0:30	0:38		49	18	31
65	A 541 FZM	23:53	0:15	no	no	0:30	0:56		63	15	48
66	B 367 BY	0:13		no	no		0:14		1		1
67	B 2420 I	0:24	1:23	no	no	1:38	1:54		83	15	68
68	B 7012 X	0:42	1:12	no	no	1:15	1:19		33	3	30
69	B 5216 H	0:57		no	no		1:07		10		10
70	A 117 CX	1:00	1:40	no	no	1:48	1:57		57	8	49
71	A 499 CM	1:00	1:40	no	no	1:48	1:57		57	8	49
72	B 323 OH	1:06	1:18	no	no	1:21	1:28		22	3	19
73	H 012 KEM	2:54	2:55	no	no	2:58	3:34		40	3	37
74	B 015 WXM	2:55	3:19	no	no	3:34	3:37		43	15	28

75	1752 SA	3:00	3:04	no	no	3:06	3:22		22	2	20
76	B 425 CMN	3:37		no	no		3:41		4		4
77	X 789 UMM	4:23		no	no		4:24		1		1
78	H939 KXM	4:45		no	no		5:02		17		17
№ п/п	Vehicle tag number, country	Time of vehicle's arrival to customs post	Time of declaration submission (ГТД/ДКД)	Physical inspection of vehicle (yes, no, minutes?)	Violations (yes/no) and what kind	Time of customs clearance received	Time of vehicle's departue from customs post	Comments	Total time at border	Time at customs	Time for other procedures
79	H 511 FWM	4:45		no	no		5:02		17		17
80	S 9505 O	5:00	5:10	no	no	5:11	5:37		37	1	36
81	B 4070 W	5:09	5:13	no	no	5:15	5:44		35	2	33
82	B 5242 I	5:12	5:18	no	no	5:19	5:47		35	1	34
83	S 9620P	5:05	5:09	no	no	5:10	5:51		46	1	45
84	S 8989 O	5:55	6:02	no	no	6:04	6:21		26	2	24
			19.10.2007г.								
85	A 776 YAN	18:30		no	no		19:18		48		48
86	KGSM 0590	18:50	19:30	no	no	19:40	19:46		56	10	46
87	B 6745 N	19:00	19:28	no	no	19:32	19:52		52	4	48
88	A 778 HRN	19:30	1:30	no	no	2:00	2:41		431	30	401
89	S 2206 G	19:54	21:15	no	no	21:20	21:11		77	5	72
90	M 285 TKM	19:54		no	no		20:44		50		50
91	S 02 44 A	20:02		no	no		20:03		1		1
92	A 855 CU	20:00		no	no		20:42		42		42
93	674680	20:30		no	no		20:43		13		13
94	674715	20:31		no	no		20:46		15		15
95	27 YY947	21:56	10:39	no	no	10:40	22:52		54	1	53

96	A 240 XHN	22:34		no	no		22:40		6		6
97	A 297 OWN	22:39		no	no		22:41		2		2
98	A 544 MRN	23:17		no	no		23:18		1		1
99	A 697WFN	0:01		no	no		0:02		1		1
100	S 0809 E	0:02		no	no		0:03		1		1
№ п/п	Vehicle tag number, country	Time of vehicle's arrival to customs post	Time of declaration submission (ГТД/ДКД)	Physical inspection of vehicle (yes, no, minutes?)	Violations (yes/no) and what kind	Time of customs clearance received	Time of vehicle's departue from customs post	Comments	Total time at border	Time at customs	Time for other procedures
101	A 572 SSN	0:05		no	no		0:09		4		4
102	KGBH 3161	23:59	12:45	no	no	12:50	0:55		56	5	51
103	A 661 WOM	0:15	1:30	no	no	2:00	3:05		190	30	160
104	I 0652 Z	0:21		no	no		0:28		7		7
105	A 847 PTM	1:10	1:30	no	no	2:00	2:52		102	30	72
106	B 8432R	1:13	1:24	no	no	1:26	2:11		58	2	56
107	A 044 CX	1:30	1:34	no	no	2:03	3:32		122	29	93
108	A 448CT	1:30		no	no		3:13		103		103
109	A 779DH	1:31	2:46	no	no	2:58	3:40		129	9	120
110	X186 AEN	1:31		no	no		3:38		127		127
111	X 891 ZWN	1:35		no	no		1:44		9		9
112	B 7171 BI	1:38		no	no		1:50		12		12
113	S 4837Z	1:48		no	no		1:57		9		9
114	A 657 XLN	1:54	2:49	no	no	3:14	3:43		109	25	84
115	223 BL	2:24		no	no		2:29		5		5
116	KGBH 3990	2:28		no	no		2:37		9		9
117	B 719 AS	4:15		no	no		07:00		165		165

118	B 610 AS	4:15		no	no		07:00		165		165
119	A 506 DR	4:18		no	no		07:00		162		162
120	A 501DR	4:21		no	no		07:00		159		159
121	B 4716 X	4:22		no	no		07:00		158		158
122	A 714 DV	4:22		no	no		стоял до 07:00		158		158
123	B 718 AS	4:24		no	no		стоял до 07:00		156		156
№ п/п	Vehicle tag number, country	Time of vehicle's arrival to customs post	Time of declaration submission (ГТД/ДКД)	Physical inspection of vehicle (yes, no, minutes?)	Violations (yes/no) and what kind	Time of customs clearance received	Time of vehicle's departue from customs post	Comments	Total time at border	Time at customs	Time for other procedures
124	B 716 AS	4:26		no	no		07:00		154		154
125	B 639 AS	4:31		no	no		07:00		151		151
126	M 099 PAM	4:35		no	no		07:00		155		155
127	S 6975 F	4:50		no	no		6:16		26		26
128	A 446 BS	4:50		no	no		6:21		31		31
			20.10.2007г.								
129	1062 SH	18:30		no	no		18:45		15		15
130	BR 690	18:20		no	no		07:00		690		690
131	H 111 KOM	18:21		no	no		19:34		73	73	0
132	S 30 86 F	18:25		no	no		07:00		705		705
133	H 341 KXM	18:45	18:53	no	no	19:00	19:45		60	7	53
134	A 062 LLN	18:52		no	no		19:49		57		57
135	B 1122 L	18:53		no	no		19:17		24		24
136	S 8284 F	18:59		no	no		19:28		29		29
137	A 530 N	18:50	19:47	no	no	20:05	20:10		20	8	12
138	B 5605 O	19:57		no	no		20:09		12		12

139	H 521 LEM	20:29		no	no		20:36		7		7
140	A 216 WCN	21:14		no	no		21:16		2		2
141	B 0686 N	21:23		no	no		21:25		2		2
142	B 1490 X	21:30	22:24	no	no	22:25	22:47		77	1	76
143	B 755 BU	21:50		no	no		07:00		530		530
144	B 6514 BI	21:45	22:56	no	no		23:12		88	2	86
145	S 0495 G	22:35		no	no		22:39		4		4
№ п/п	Vehicle tag number, country	Time of vehicle's arrival to customs post	Time of declaration submission (ГТД/ДКД)	Physical inspection of vehicle (yes, no, minutes?)	Violations (yes/no) and what kind	Time of customs clearance received	Time of vehicle's departue from customs post	Comments	Total time at border	Time at customs	Time for other procedures
146	B 0238 H	22:36		no	no		22:42		6		6
147	H 961 CB	23:11		no	no		23:13		2		2
148	B 6799 N	23:46		no	no		23:48		2		2
149	KGBH 2710	23:46		no	no		0:00		14		14
150	B 5171 F	23:59		no	no		0:07		8		8
151	A 304 BXN	0:29	1:21	no	no	1:34	1:41		72	13	59
152	B 067 ZYM	0:29	1:21	no	no	1:34	2:15		106	13	93
153	A 588 YFN	0:39		no	no		0:42		3		3
154	B 710 XNM	0:50	1:23	no	no	1:41	2:18		88	18	70
155	B 019 POM	0:51	1:23	no	no	1:41	2:21		90	18	72
156	B 1867P	2:45		no	no		2:48		3		3
157	H 006 LAM	2:43		no	no		2:58		15		15
158	A 499 CZ	3:45		no	no		07:00		195		195
159	A 768 CX	3:39		no	no		07:00		201		201
160	A 328 CB	3:47		no	no		07:00		192		192

161	A 215 NNN	3:49		no	no		07:00		191		191
162	B 238 BN	3:58		no	no		07:00		182		182
163	D 174 MMM	4:05		no	no		07:00		175		175
164	B 747 BR	5:10		no	no		07:00		100		100
165	B 645BR	5:10		no	no		07:00		100		100
166	S 5136 G	5:28		no	no		07:00		40		40
167	X 507 WZM	6:20		no	no		07:00				0
			21.10.2007г.								
№ п/п	Vehicle tag number, country	Time of vehicle's arrival to customs post	Time of declaration submission (ГТД/ДКД)	Physical inspection of vehicle (yes, no, minutes?)	Violations (yes/no) and what kind	Time of customs clearance received	Time of vehicle's departue from customs post	Comments	Total time at border	Time at customs	Time for other procedures
168	S 30 86 F	19:00		no	no		19:29		29		29
169	S 4837Z	19:09		no	no		19:15		6		6
170	B 5892 G	19:24		no	no		19:32		8		8
172	H867 KMM	19:45		no	no		19:46		1		1
173	B 2271BI	20:11		no	no		21:46		95		95
176	I 7213D	20:15	22:06	no	no	22:11	22:39		144	5	139
177	H 467 EO	20:16		no	no		21:38		82		82
179	H 968 HLM	20:30		no	no		20:31		1		1
180	B 9982 BI	21:20	22:44	no	no	22:48	23:15		105	4	101
181	KGBH 2228	21:23	22:04	no	no	22:11	23:35		72	7	65
182	K 945 PE	21:27	22:05	no	no	22:11	22:46		79	6	73
183	B 8843 N	21:26	22:12	no	no	22:15	22:58		92	3	89
184	KGBH 2511	21:30		no	no		21:48		18		18
185	H 523 HNM	21:55		no	no		22:00		5		5
186	B 62 77 BI	22:02		no	no		22:15		13		13

187	B 569 WHM	23:03	22:47	no	no	23:09	23:53		110	22	88
188	A 523 XEM	22:29		no	no		22:44		15		15
189	D 662 BF	22:31		no	no		23:09		38		38
190	H 111 KOM	22:57		no	no		23:05		8		8
191	H 341 KXM	23:06		no	no		23:09		3		3
192	B 479 YHM	23:11		no	no		23:18		7		7
193	B 5470 K	23:17		no	no		23:18		1		1
194	B 7214 G	23:18	0:39	no	no	0:51	1:10		102	6	96
№ п/п	Vehicle tag number, country	Time of vehicle's arrival to customs post	Time of declaration submission (ГТД/ДКД)	Physical inspection of vehicle (yes, no, minutes?)	Violations (yes/no) and what kind	Time of customs clearance received	Time of vehicle's departue from customs post	Comments	Total time at border	Time at customs	Time for other procedures
195	B 7213 G	23:19		no	no		07:00				0
196	B 7272L	23:20	0:40	no	no	0:52	1:13		107	12	95
197	S 6733 V	23:39		no	no		23:40		1		1
198	B 450 WMN	23:54		no	no		0:54		60		60
199	S 9367 Z	23:56		no	no		07:00				0
200	AO 46 NMN	0:08	0:19	no	no	0:25	0:25		17	6	11
201	A 2960 WN	0:10		no	no		1:22		72		72
202	X 077 XBM	0:31		no	no		0:32		1		1
203	H 968 HUM	0:32		no	no		0:33		1		1
204	H 040068	0:32	1:20	no	no	1:26	1:48		76	6	70
205	B 967 CSM	0:33		no	no		07:00				0
206	B 078 ZTM	0:33		no	no		07:00				0
207	B 3750 V	0:42		no	no		0:43		1		1
208	B 1756 A	0:58		no	no		0:59		1		1

209	B 9848 X	1:40	1:45	no	no	1:50	1:53		13	5	8
210	S 0561 B	1:53		no	no		1:56		3		3
211	KGBH 4530	1:54	0:10	no	no	2:14	2:21		27	4	23
212	B 6915 H	1:54	0:37	no	no	2:40	3:00		126	3	123
213	A 161 EE	1:56	1:58	no	no	2:05	2:10		14	7	7
214	B 849 ZCM	2:34		no	no		07:00				0
215	M 355 OLM	2:35		no	no		2:37		2		2
216	A 279XHN	3:24		no	no		3:25		1		1
217	A 240 XHN	3:25		no	no		3:34		9		9
№ п/п	Vehicle tag number, country	Time of vehicle's arrival to customs post	Time of declaration submission (ГТД/ДКД)	Physical inspection of vehicle (yes, no, minutes?)	Violations (yes/no) and what kind	Time of customs clearance received	Time of vehicle's departue from customs post	Comments	Total time at border	Time at customs	Time for other procedures
218	A 523 XEM	3:37		no	no		3:29		2		2
219	A 543A ORN	3:58		no	no		3:59		1		1
220	S 7299 F	4:00		no	no		4:02		2		2
221	X 077 XBM	4:10		no	no		4:15		5		5
233	S 4837Z	4:35		no	no		4:36		1		1
222	S 5252 R	4:38		no	no		4:39		1		1
223	X 803 ZVM	4:43		no	no		7:00	TIR	137		137
224	B 896 BR	4:45		no	no		07:00	TIR	135		135
225	722 AS	4:48		no	no		07:00	TIR	132		132
226	T 310 NFM	5:02		no	no		07:00	TIR	118		118
227	VJ 12 LL	5:03		no	no		07:00	TIR	117		117
228	A 270 CP	5:17		no	no		07:00	TIR	103		103
229	A 946 EN	5:21		no	no		07:00	TIR	99		99

230	A 348 CP	5:23		no	no		07:00	TIR	97		97
231	A 121 EP	5:43		no	no		07:00	TIR	77		77
232	B 403 CYN	5:59		no	no		07:00	TIR	61		61
	Totals								14633	672	13961
	среднее								130.6518	13.8556701	121.4
									243,8час	11,2 час	232,7 час
Totals				% Inspected % of violat-s				Average		Average	Average

Monitoring at border (customs post)

Name of observer

Beginning

19:00

Finish

7:00

Place

Korday

Период

17.10 - 22.10.2007

№ п/п	Vehicle tag number, country	Time of vehicle's arrival to customs post	Time of declaration submission (ГТД/ДКД)	Physical inspection of vehicle (yes, no, minutes?)	Violations (yes/no) and what kind	Time of customs clearance received	Time of vehicle's departure from customs post	Comments	Total time at border	Time at customs	Time for other procedures
1	2	3	4	5	6	7	8	9	10 (8-3)	11 (7-4)	12 (10-11)
1	B 4150 D	19:24		no	no		19:38	volga	17		17
2	S 8868 M	20:13		no	no		20:14	volga	1		1
3	S 4829 U	20:13		no	no		20:14	volga	1		1
4	B 52 56 E	20:28		no	no		20:29	ауди	1		1
5	B 3641K	22:14		no	no		22:15	volga	1		1
6	S 0069 A	22:16		no	no		22:17	volga	1		1

7	A 1001 UK	22:55		no	no		22:56	volga	1		1
8	S 4314 I	23:06		no	no		23:07	volga	1		1
9	I 5682 P	23:10		no	no		23:11	volga	1		1
10	S 4555S	23:24		no	no		23:25	volga	1		1
11	S 4314 I	23:55		no	no		23:56	volga	1		1
12	I 9467 B	23:56		no	no		23:57	volga	1		1
13	I 3682 P	0:08		no	no		0:23	volga	1		1
14	B 4150 P	0:56		no	no		0:57	volga	1		1
15	B 0158 O	1:54		no	no		1:55	volga	1		1

Polling of participants in FEA
(table to determine financial costs)

each participant submitted information for a previous month

№	Date	Country of shipping	Vehicle	Assortment	Price	Date of poll		Data & signature		Sum to customs broker (Unofficial) / USD) / USD	Violation by importer Yes/No	Notes
						Sum at customs (Official)	Сумма таможе (неофициально) / USD	Sum to customs broker (Official) / USD	Sum to customs broker (Unofficial) / USD			
1	12/25/2007	RK	railway	stationery	2,300	250	85	-	-	-	no	11 12
2	12/25/2007	RF	road	chewing gum	8,500	2,500	-	200	-	-	no	
3	12/25/2007	RF	road	honey	1,500	450	30	-	-	-	no	
4	12/25/2007	PRC	road	pyrotechnics	3,000	905	100	-	-	-	yes	
5	12/25/2007	RF	railway	tea	7,000	2,110	100	75	-	-	no	
6	12/25/2007	RF	railway	coffee ethyl	11,000	4,420	100	75	-	-	no	
7	12/26/2007	RF	road	alcohol	2207	2,500	1,180	200	50	-	no	
8	12/26/2007	RK	road	jams		1,500	530	70	-	-	no	

9	12/26/2007	RK	road	meat	11,500	3,520	500	-	-	no
10	12/26/2007	RF	road	alcoholic drinks	2,850	1,040	300	-	-	no
11	12/26/2007	RF	road	non-alcoholic drinks	20,000	6,000	300	-	-	no
12	12/27/2007	RK	railway	fish	5,000	1,510	100	-	-	no
13	12/27/2007	PRC	avia	clothes	3,500	1,055	60	-	-	no
14	12/29/2007	RK	road	plumbing equipment	19,000	5,800	600	-	-	no
15	12/29/2007	RK	road	umbrellas	2,000	610	25	-	-	no
16	12/29/2007	RF	railway	fridges	13,000	1,350	280	-	-	no
17	12/29/2007	RF	road	headwears	10,000	3,015	250	-	-	no
18	12/29/2007	UAE	avia	jewelry	12,000	4,218	400		200	no
19	12/30/2007	RF	road	Oils	15,000	4,500	350	-	-	no
20	12/30/2007	RF	road	medicines	50,000	90	350		15	yes
21	12/30/2007	RF	road	fishing utencils	2,800	850	80	-	-	no
22	12/30/2007	RK	road	macaroni	23,000	6,950	2,300		100	no

№	Date	Country of shipping	Vehicle	Assortment	Price	Sum at	Сумма таможе	Sum to customs	Sum to customs	Violation by	Notes
						customs (Official)	(неофициально) / USD	broker (Official) / брокеры / USD	broker (Unofficial) / USD) / USD	importer Yes/No	
23	12/30/2007	Turkey	avia	footwear	6,000	1,800	100	-	-	no	
24	12/30/2007	RF	railway	medicines	35,000	70	280	-	-	no	
25	12/30/2007	RF	railway	detergents	8,000	1,650	450	-	-	no	
26	12/30/2007	PRC	road	citrous fruit	7,300	1,500	400	-	-	no	
27	01/04/2008	Germany	траул	roadmachinery	18,000	1,850	200	-	-	yes	
28	01/04/2008	PRC	avia	toys	3,000	610	50	-	-	no	
29	01/04/2008	PRC	avia	footwear	3,200	1,000	250	-	-	no	
30	01/04/2008	PRC	avia	clothes	3,600	1,100	150	-	-	no	
31	01/04/2008	RF	railway	chocolates	7,800	1,950	-	-	-	no	
32	01/04/2008	Latvia	road	medicines fruit	48,000	72	450	-	-	no	
33	01/04/2008	RK	road	juices	6,000	1,700	350	-	-	no	
34	01/04/2008	RK	railway	candy	8,600	2,600	370	-	-	no	
35	01/04/2008	RF	railway	candy	12,000	3,700	450	-	-	yes	
36	01/04/2008	RF	road	canned vegetables	8,000	1,215	100	-	-	no	

37	01/04/2008	RK	road	fruit								
				juices	4,000	1,106	80	-	-			no
38	01/05/2008	PRC	road	video equipment	4,000	810	100	-	-			no
39	01/05/2008	RF	railway	canned vegetables	12,000	3,620	400	-	-			no
40	01/05/2008	PRC	road	fruits	9,000	2,715	600	-	-			no
41	01/05/2008	Italy	avia	footwear	8,600	2,600	700	-	-			no
42	01/05/2008	US	avia	stationery	2,400	500	150	-	-			no
43	01/05/2008	RF	road	equipment	60,000	90	800	-	-			no
44	01/05/2008	RF	railway	cosmetics	6,000	1,250	350	-	-			no
					507,450	86,361	13,360		715			
					22,553	3,838	621		178.75			

Polling of participants in FEA

(table for determination of financial expences)

each participant submits data for the previus month

Place of poll				Date of poll				Data & signature			
№	Date	Country of shipment	Vehicle	Assortment	Price	Sum at customs (Official)	Сумма таможе (неофициально) / USD	Sum to customs broker (Official) / USD	Sum to customs broker (Unofficial) / USD	Violation by importer Yes/No	Notes
1	2	3	4	5	6	7	8	9	10	11	12
1	12/25/2007	RK	railroad	stationery	2,300	250	85	-	-	no	
2	12/25/2007	RF	automob.	chewing gum	8,500	2,500	-	200	-	no	
3	12/25/2007	RF	automob.	honey	1,500	450	30	-	-	no	

4	12/25/2007	PRC	automob.	pyrotechnics		3,000	905	100	-	-	yes	
5	12/25/2007	RF	railroad	tea		7,000	2,110	100	75	-	no	
6	12/25/2007	RF	railroad	coffee		11,000	4,420	100	75	-	no	
7	12/26/2007	RK	automob.	jams		1,500	530	70	-	-	no	
8	12/26/2007	RK	automob.	meat		11,500	3,520	500	-	-	no	
9	12/26/2007	RF	automob.	alcoholic drinks		2,850	1,040	300	-	-	no	
10	12/26/2007	RF	automob.	non-alcoholic drinks		20,000	6,000	300	-	-	no	
11	12/27/2007	RK	railroad	fish		5,000	1,510	100	-	-	no	
12	12/27/2007	PRC	avia	clothes		3,500	1,055	60	-	-	no	

№	Date	Country of shipment	Vehicle	Assortment	Price	Sum at customs (Official)	Сумма таможе (неофициально) / USD	Sum to customs broker (Official) / USD	Sum to customs broker (Unofficial) / USD	Violation by importer Yes/No	Notes
13	12/29/2007	RK	automob.	plumbing equipment	19,000	5,800	600	-	-	no	
14	12/29/2007	RK	automob.	umbrellas	2,000	610	25	-	-	no	
15	12/29/2007	RF	railroad	refrigerators	13,000	1,350	280	-	-	no	
16	12/29/2007	RF	automob.	headwear	10,000	3,015	250	-	-	no	
17	12/29/2007	UAE	avia	julelry	12,000	4,218	400	200	-	no	

18	12/30/2007	RF	automob.	vegetable oil	15,000	4,500	350	-	-	no
19	12/30/2007	RF	automob.	medicines	50,000	90	350	15	-	yes
20	12/30/2007	RF	automob.	fishing tools	2,800	850	80	-	-	no
21	12/30/2007	RK	automob.	macaronni	23,000	6,950	2,300	100	-	no
22	12/30/2007	Turkey	avia	footwear	6,000	1,800	100	-	-	no
23	12/30/2007	RF	railroad	medicines	35,000	70	280	-	-	no
24	12/30/2007	RF	railroad	detergents	8,000	1,650	450	-	-	no
25	12/30/2007	PRC	automob.	citrous fruit	7,300	1,500	400	-	-	no

№	Date	Country of shipment	Vehicle	Assortment	Price	Sum at customs (Official)	Сумма таможе (неофициально) / USD	Sum to customs broker (Official) / USD	Sum to customs broker (Unofficial) / USD	Violation by importer Yes/No	Notes
26	01/04/2008	Germany	трапЛ	automob.	18,000	1,850	200	-	-	yes	
27	01/04/2008	PRC	avia	toys	3,000	610	50	-	-	no	
28	01/04/2008	PRC	avia	footwear	3,200	1,000	250	-	-	no	
29	01/04/2008	PRC	avia	clothes	3,600	1,100	150	-	-	no	
30	01/04/2008	RF	railroad	chocolates	7,800	1,950	-	-	-	no	
31	01/04/2008	Latvia	automob.	medicines	48,000	72	450	-	-	no	

32	01/04/2008	RK	automob.	fruit juices	6,000	1,700	350	-	-	no
33	01/04/2008	RK	railroad	sweets	8,600	2,600	370	-	-	no
34	01/04/2008	RF	railroad	sweets	12,000	3,700	450	-	-	yes
35	01/04/2008	RF	automob.	canned vegetables	8,000	1,215	100	-	-	no
36	01/04/2008	RK	automob.	fruit juices	4,000	1,106	80	-	-	no
37	01/05/2008	PRC	automob.	video equipment	4,000	810	100	-	-	no
38	01/05/2008	RF	railroad	canned vegetables	12,000	3,620	400	-	-	no
39	01/05/2008	PRC	automob.	fruits	9,000	2,715	600	-	-	no

№	Date	Country of shipment	Vehicle	Assortment	Price	Sum at customs (Official)	Сумма таможе (неофициально) / USD	Sum to customs broker (Official) / USD	Sum to customs broker (Unofficial) / USD	Violation by importer Yes/No	Notes
40	01/05/2008	Italy	avia	footwear	8,600	2,600	700	-	-	no	
41	01/05/2008	USA	avia	cellular phones	2,400	500	150	-	-	no	
42	01/05/2008	RF	automob.	equipment	60,000	90	800	-	-	no	
43	01/05/2008	RF	railroad	cosmetics	6,000	1,250	350	150	-	no	

44	01/21/2008	RF	automob.	medicines	62,000	150	160	19	15	no	
45	01/21/2008	PRC	railroad	ИМН	39,456	203	215	19	15	no	
46	01/21/2008	Hungary	avia	medicines	145,000	222	67	19	20	no	
47	01/21/2008	Uzbekistan	automob.	cotton wool	3,000	35	125	10	25	yes	
48	01/21/2008	Ukraine	railroad	medicines	200,000	315	205	23	50	no	
49	01/15/2008	RF	railroad	foodstuffs	12,000	3,650	150	-	-	no	
50	01/15/2008	RF	railroad	foodstuffs	15,000	4,550	230	-	-	no	
51	01/15/2008	RF	railroad	foodstuffs	15,000	4,550	200	-	-	no	
52	01/15/2008	RF	automob.	foodstuffs	18,450	5,570	250	-	-	no	

№	Date	Country of shipment	Vehicle	Assortment	Price	Sum at customs (Official)	Сумма таможе (неофициально) / USD	Sum to customs broker (Official) / USD	Sum to customs broker (Unofficial) / USD	Violation by importer Yes/No	Notes
53	01/15/2008	RF	automob.	foodstuffs	12,300	3,700	250	-	-	no	
54	01/15/2008	RF	railroad	foodstuffs	22,800	6,900	250	-	-	no	
55	01/15/2008	RF	railroad	foodstuffs	15,000	4,550	130	-	-	no	

56	01/15/2008	PRC	avia	clothes		5,000	1,560	120	-	-	no	
57	01/15/2008	PRC	avia	clothes		4,200	1,310	100	-	-	no	
58	01/15/2008	Turkey	avia	clothes		7,800	2,500	100	-	-	no	
59	01/15/2008	Turkey	avia	clothes		12,000	3,750	110	-	-	no	
60	01/15/2008	PRC	avia	clothes		2,500	790	150	-	-	no	
61	01/16/2008	RF	railroad	detergents		3000	612	140	20	-	no	
62	01/16/2008	RF	railroad	detergents		3,500	717	125	20	-	no	
63	01/16/2008	RF	railroad	detergents		2,600	524	125	20	-	no	
64	01/16/2008	RF	automob.	medicines		36,000	65	320	30	-	no	
65	01/16/2008	Rumania	avia	medicines		78,000	135	400	30	-	no	
66	01/16/2008	RF	automob.	medicines		123,000	1,880	600	30	-	no	

№	Date	Country of shipment	Vehicle	Assortment	Price	Sum at customs (Official)	Сумма таможе (неофициально) / USD	Sum to customs broker (Official) / USD	Sum to customs broker (Unofficial) / USD	Violation by importer Yes/No	Notes
67	01/16/2008	RF	automob.	medicines	65,000	105	450	30	-	no	
68	01/16/2008	Hungary	avia	medicines	82,450	140	420	30	-	no	

69	01/16/2008	Latvia	avia	medicines		42,000	70	400	30	-		no	
70	01/16/2008	RF	avia	technical materials		6,000	1,213	120	-	-		no	
71	01/16/2008	RF	avia	technical materials		8,000	1,620	150	-	-		no	
72	01/18/2008	RF	railroad	wood		50,000	10,100	350	60	30		no	
73	01/18/2008	RF	railroad	wood		70,000	14,150	600	60	30		no	
74	01/18/2008	RF	railroad	wood		45,000	9,100	420	60	30		no	
75	01/18/2008	RF	railroad	wood		38,000	7,700	550	60	30		no	
76	01/19/2008	S. Korea	avia	cellular phones		8,000	1,680	150	-	-		no	
77	01/19/2008	S. Korea	avia	cellular phones		12,000	2,500	120	-	-		no	
78	01/19/2008	S. Korea	avia	cellular phones		7,600	1,600	150	-	-		no	
79	01/19/2008	RF	railroad	foodstuffs		4,000	1,350	100	20	-		no	
80	01/19/2008	RF	railroad	foodstuffs		4,500	1,500	120	20	-		no	

№	Date	Country of shipment	Vehicle	Assortment	Price	Sum at customs (Official)	Сумма таможе (неофициально) / USD	Sum to customs broker (Official) брокеры / USD	Sum to customs broker (Unofficial) / USD / USD	Violation by importer Yes/No	Notes
81	01/19/2008	RF	railroad	foodstuffs	3,000	1,000	150	20	-	no	

82	01/19/2008	RF	railroad	foodstuffs	3,150	1,100	120	20	-	no	
83	01/19/2008	RF	railroad	foodstuffs	3,600	1,200	130	20	-	no	
84	01/19/2008	RF	railroad	foodstuffs	12,000	3,750	130	20	-	no	
85	01/19/2008	RF	railroad	foodstuffs	3,800	1,300	150	20	-	no	
86	01/19/2008	RF	railroad	foodstuffs	2,800	950	150	20	-	no	
87	01/19/2008	RF	railroad	foodstuffs	4,500	1,500	150	20	-	no	
88	01/19/2008	RF	railroad	foodstuffs	4,000	1,350	140	20	-	no	
89	01/19/2008	RF	railroad	foodstuffs	4,000	1,350	150	20	-	no	
90	01/21/2008	Ukraine	railroad	vegetable oil	6,000	1,850	300	35	-	no	
91	01/21/2008	Ukraine	railroad	vegetable oil	3,000	950	350	35	-	no	
92	01/21/2008	Ukraine	railroad	vegetable oil	5,600	1,700	420	35	-	no	

№	Date	Country of shipment	Vehicle	Assortment	Price	Sum at customs (Official)	Сумма таможе (неофициально) / USD	Sum to customs broker (Official) / USD	Sum to customs broker (Unofficial) / USD	Violation by importer Yes/No	Notes
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93	01/21/2008	Ukraine	railroad	vegetable oil	4,500	1,400	350	35	-	no	
94	01/21/2008	Ukraine	railroad	vegetable oil	6,000	1,850	300	35	-	no	
95	01/21/2008	UAE	avia	cellular phones	16,000	3,350	400	-	-	yes	
96	01/21/2008	UAE	avia	cellular phones	18,000	5,600	400	-	-	no	
97	01/22/2008	Turkey	automob.	chicken legs	10,000	3,050	100	-	-	no	
98	01/22/2008	Turkey	automob.	chicken legs	12,000	3,700	120	-	-	no	
99	01/22/2008	Turkey	automob.	chicken legs	10,000	3,050	100	-	-	no	
100	01/23/2008	RK	automob.	milk produce	2,500	800	80	18	-	no	
101	01/23/2008	RK	automob.	milk produce	1,350	450	80	18	-	no	
102	01/23/2008	RK	automob.	milk produce	1,860	600	80	18	-	no	
103	01/23/2008	RK	automob.	milk produce	2,450	800	80	18	-	no	
104	01/23/2008	RK	automob.	milk produce	2,900	900	80	18	-	no	

№	Date	Country of shipment	Vehicle	Assortment	Price	Sum at customs (Official)	Сумма таможе (неофициально) / USD	Sum to customs broker (Official)	Sum to customs broker (Unofficial) /	Violation by importer	Notes
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№	Date	Country of	Vehicle	Assortment	Price	Sum at customs	Сумма таможе (неофициально)	Sum to customs broker	брокеры / USD USD) / USD	Sum to customs broker	Sum to customs broker	Violation by	Notes
105	01/23/2008	RK	automob.	milk produce	1,450	500	80	18	-	-	-	no	
106	01/23/2008	RK	automob.	milk produce	1,200	400	80	18	-	-	-	no	
107	01/23/2008	RK	automob.	milk produce	2,600	820	80	18	-	-	-	no	
108	01/23/2008	RK	automob.	milk produce	3,800	1,200	80	18	-	-	-	no	
109	01/24/2008	PRC	avia	toys	3,000	620	300	-	-	-	-	no	
110	01/24/2008	PRC	avia	toys	5,000	1,050	250	-	-	-	-	no	
111	01/25/2008	RF	automob.	detergents	1,200	280	120	-	-	-	-	no	
112	01/25/2008	RF	automob.	detergents	1,350	300	150	-	-	-	-	no	
113	01/25/2008	RF	automob.	detergents	1,250	280	150	-	-	-	-	no	
114	01/25/2008	RF	automob.	detergents	1,300	290	150	-	-	-	-	no	
115	01/28/2008	RF	automob.	medicines	60,000	120	300	20	20	20	20	no	
116	01/28/2008	RF	automob.	medicines	120,000	250	450	20	20	20	20	no	
117	01/28/2008	Germany	avia	medicines	103,000	240	320	20	20	20	20	no	

shipment					(Official)	/ USD	(Official)	(Unofficial) /	importer	
							брокеры / USD	USD) / USD	Yes/No	
118	01/28/2008	Germany	avia	medicines	89,000	185	500	20	20	no
119	01/28/2008	Hungary	avia	medicines	95,000	210	400	20	20	no
120	01/28/2008	RF	automob.	medicines	46,000	95	300	20	20	no
121	01/29/2008	RK	automob.	foodstuffs	5,400	1,950	100	-	-	no
122	01/29/2008	RK	automob.	foodstuffs	3,200	1,200	100	-	-	no
123	01/29/2008	RK	automob.	foodstuffs	3,650	1,360	100	-	-	no
124	01/29/2008	PRC	avia	sport implements	6,000	1,820	400	-	-	no
125	01/29/2008	PRC	avia	sport implements	7,500	2,300	320	-	-	no
126	01/29/2008	PRC	avia	sport implements	2,000	640	300	-	-	no
127	01/30/2008	RF	automob.	cosmetics	6,500	1,400	200	15	-	no

№	Date	Country	Vehicle	Assortment	Price	Sum at	Сумма таможе	Sum to customs	Sum to customs	Violation	Notes
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		of shipment				customs (Official)	(неофициально) / USD	broker (Official) / USD	broker (Unofficial) / USD	by importer Yes/No	
128	01/30/2008	RF	automob.	cosmetics		9,000	1,900	250	15	-	no
129	01/30/2008	RF	automob.	cosmetics		12,000	2,520	200	15	-	no
130	01/30/2008	RF	automob.	cosmetics		8,500	1,830	240	15	-	no
131	01/31/2008	UAE	avia	clothes		14,000	4,550	500	-	-	no
132	01/31/2008	UAE	avia	clothes		18,000	5,850	400	-	-	no
133	01/31/2008	UAE	avia	clothes		15,000	4,940	400	-	-	no
8912	5248372	3	4	5		2,574,022	268,904	33,520	2131	375	11
132	77753.659	3	4	5		38,134	3,984	504	68.7419	44.1176	11

Polling of participants in FEA

(table for determination of times spent)

Place of poll					Date of poll	Data & signature								
№	Date	Country of shipment	Vehicle to deliver cargo	Name of cargo	Assortment of cargo	Cost of cargo (USD)	Date of cargo arrival at destination point	Time to register the package of documents & customs clearance	Data of submission of documents to customs body	Time	Physical inspection, Yes?No	Date to receive documents in customs	Time	Notes
1	2	3	4	5		6	7	8	9		10	11		13
1	12/25/2007	RK	railroad	stationery		2,300	12/23/2007	1 day	12/24/2007	9.00	yes	12/24/2007	9.15	15
2	12/25/2007	RF	auto	chewing gum		8,500	12/24/2007	1 day	12/24/2007	15.00	no	12/24/2007	16.00	120
3	12/25/2007	RF	auto	honey		1,500	12/20/2007	1 day	12/20/2007	12.00	yes	12/20/2007	18.00	119,808
4	12/25/2007	PRC	auto	pyrotechnics		3,000	12/23/2007	1 day	12/24/2007	9.00	no	12/24/2007	14.00	121,319
5	12/25/2007	RF	railroad	tea		7,000	12/23/2007	1 day	12/24/2007	8.00	no	12/24/2007	12.00	125,319
6	12/25/2007	RF	railroad	coffee		11,000	12/19/2007	1 day	12/19/2007	18.00	yes	12/19/2007	18.40	129,305
7	12/26/2007	RK	auto	jams		1,500	12/20/2007	1 day	12/20/2007	16.00	no	12/20/2007	18.00	119,808
8	12/26/2007	RK	auto	meat		11,500	12/11/2007	3 days	12/11/2007	14.00	no	12/11/2007	14.30	129,781
9	12/26/2007	RF	auto	alcoholic drinks		2,850	12/23/2007	1 day	12/24/2007	8.00	no	12/24/2007	8.40	121,169

№	Date	Country of shipment	Vehicle to deliver cargo	Name of cargo	Assortment of cargo	Cost of cargo (USD)	Date of cargo arrival at destination point	Time to register the package of documents & customs clearance	Data of submission of documents to customs body	Time	Physical inspection, Yes?No	Date to receive documents in customs	Time	Notes
10	12/26/2007	RF	auto	non-alcoholic drinks		20,000	12/24/2007	2 days	12/24/2007	17.00	no	12/24/2007	18.00	138,320
11	12/27/2007	RK	railroad	fish		5,000	12/25/2007	1 day	12/26/2007	8.00	no	12/26/2007	9.00	123,325
12	12/27/2007	PRC	avia	dresses		3,500	12/24/2007	2 days	12/25/2007	11.00	yes	12/25/2007	14.00	121,822
13	12/29/2007	RK	auto	plumbing equipment		19,000	12/25/2007	1 day	12/25/2007	9.00	no	12/25/2007	11.00	137,323
14	12/29/2007	RK	auto	umbrellas		2,000	12/26/2007	0,5 days	12/26/2007	13.00	no	12/26/2007	15.00	120,326
15	12/29/2007	RF	railroad	refrigerators		13,000	12/18/2007	3 days	12/18/2007	15.00	yes	12/18/2007	16.00	131,302
16	12/29/2007	RF	auto	headwear		10,000	12/24/2007	1 day	12/24/2007	9.00	no	12/24/2007	11.00	128,320
17	12/29/2007	UAE	avia	julelry		12,000	12/12/2007	2 days	12/13/2007	10.30	no	12/13/2007	11.00	130,286
18	12/30/2007	RF	auto	vegetable oil		15,000	12/26/2007	1 day	12/26/2007	11.00	yes	12/26/2007	11.30	133,326
19	12/30/2007	RF	auto	medicines		50,000	12/29/2007	1 day	12/29/2007	12.00	yes	12/29/2007	14.00	168,335

№	Date	Country of shipment	Vehicle to deliver cargo	Name of cargo	Assortment of cargo	Cost of cargo (USD)	Date of cargo arrival at destination point	Time to register the package of documents & customs clearance	Data of submission of documents to customs body	Time	Physical inspection, Yes?No	Date to receive documents in customs	Time	Notes
20	12/30/2007	RF	auto	fishing tools		2,800	12/23/2007	1 day	12/23/2007	15.00	no	12/23/2007	15.40	121,117
21	12/30/2007	RK	auto	macaronni		23,000	12/11/2007	2 days	12/13/2007	9.30	no	12/13/2007	10.00	141,285
22	12/30/2007	Turkey	avia	footwear		6,000	12/15/2007	3 days	12/16/2007	10.00	no	12/16/2007	11.00	124,295
23	12/30/2007	RF	railroad	medicines		35,000	12/23/2007	1 day	12/24/2007	9.30	no	12/24/2007	10.00	153,319
24	12/30/2007	RF	railroad	detergents		8,000	12/24/2007	4 days	12/25/2007	10.00	yes	12/25/2007	11.30	126,322
25	12/30/2007	PRC	auto	citrous fruit		7,300	12/12/2007	1 day	12/12/2007	10.00	no	12/12/2007	14.00	125,584
26	01/04/2008	Germany	тралл	autocars		18,000	12/23/2007	2 days	12/24/2007	9.00	no	12/24/2007	11.00	136,319
27	01/04/2008	PRC	avia	toys		3,000	12/25/2007	3 days	12/25/2007	11.00	no	12/25/2007	12.10	121,323
28	01/04/2008	PRC	avia	footwear		3,200	12/16/2007	2 days	12/18/2007	9.00	no	12/18/2007	10.00	121,500
29	01/04/2008	PRC	avia	dresses		3,600	12/24/2007	3 days	12/25/2007	15.00	no	12/25/2007	18.30	121,922
30	01/04/2008	RF	railroad	chocolates		7,800	12/28/2007	1 day	12/28/2007	17.00	no	12/28/2007	17.20	126,132
31	01/04/2008	Latvia	auto	medicines		48,000	12/25/2007	1-3 days	12/26/2007	11.00	yes	12/26/2007	15.00	166,325

32	01/04/2008	RK	auto	fruit juices		6,000	12/16/2007	5 дней	12/21/2007	8.00	no	12/21/2007	10.30	124,30 6
33	01/04/2008	RK	railroad	sweets		8,600	12/28/2007	1 day	12/28/2007	16.00	no	12/28/2007	16.30	126,93 2
№	Date	Country of shipment	Vehicle to deliver cargo	Name of cargo	Assortment of cargo	Cost of cargo (USD)	Date of cargo arrival at destination point	Time to register the package of documents & customs clearance	Data of submission of documents to customs body	Time	Physical inspection, Yes?No	Date to receive documents in customs	Time	Notes
34	01/04/2008	RF	railroad	sweets		12,000	12/18/2007	1 day	12/19/2007	11.00	no	12/19/2007	12.00	130,30 4
35	01/04/2008	RF	auto	canned vegetables		8,000	12/25/2007	1 day	12/25/2007	14.00	yes	12/25/2007	15.00	126,32 3
36	01/04/2008	RK	auto	fruit juices		4,000	12/26/2007	1 day	12/26/2007	15.00	no	12/26/2007	17.00	122,32 6
37	01/05/2008	PRC	auto	video equipment		4,000	12/25/2007	1 day	12/26/2007	9.00	no	12/26/2007	11.00	122,32 5
38	01/05/2008	RF	railroad	canned vegetables		12,000	12/26/2007	1 day	12/26/2007	9.00	no	12/26/2007	9.30	130,32 6
39	01/05/2008	PRC	auto	fruit		9,000	12/24/2007	1 day	12/25/2007	11.30	no	12/25/2007	11.50	127,32 2
40	01/05/2008	Italy	avia	footwear		8,600	12/28/2007	1 day	12/28/2007	14.00	no	12/28/2007	14.30	126,93 2
41	01/05/2008	USA	avia	cellular phones		2,400	12/28/2007	1 day	12/28/2007	11.00	yes	12/28/2007	15.00	120,73 2

42	01/05/2008	RF	auto	equipment		60,000	12/25/2007	2 days	12/27/2007	9.00	no	12/27/2007	10.00	178,32 7
43	01/05/2008	RF	railroad	cosmetics		6,000	12/21/2007	4 days	12/21/2007	16.30	no	12/21/2007	17.00	124,31 1
№	Date	Country of shipment	Vehicle to deliver cargo	Name of cargo	Assortment of cargo	Cost of cargo (USD)	Date of cargo arrival at destination point	Time to register the package of documents & customs clearance	Data of submission of documents to customs body	Time	Physical inspection, Yes?No	Date to receive documents in customs	Time	Notes
44	01/21/2008	RF	auto	medicines		62,000	01/19/2008	1 day	01/21/2008	15.00	no	01/21/2008	18.00	180,40 2
45	01/21/2008	PRC	railroad	ИМН		39,456	12/15/2007	1 day	12/15/2007	9.00	yes	12/18/2007	17.00	157,75 2
46	01/21/2008	Hungary	avia	medicines		145,000	12/21/2007	1 day	12/21/2007	11.00	yes	12/21/2007	16.00	263,31 1
47	01/21/2008	Uzbekis	auto	cotton wool		3,000	01/05/2008	1 day	01/05/2008	10.00	no	01/05/2008	14.00	121,35 6
48	01/21/2008	Ukraine	railroad	medicines		200,000	01/07/2008	1 day	01/07/2008	11.00	yes	01/07/2008	15.00	318,36 2
49	01/15/2008	RF	railroad	foodstuffs		12,000	12/05/2007	1 day	12/05/2007	9.00	no	12/05/2007	14.00	130,26 3
50	01/15/2008	RF	railroad	foodstuffs		15,000	12/08/2007	1 day	12/08/2007	12.00	no	12/08/2007	14.00	133,27 2
51	01/15/2008	RF	railroad	foodstuffs		15,000	12/10/2007	1 day	12/10/2007	12.00	no	12/10/2007	15.00	133,27 8
52	01/15/2008	RF	auto	foodstuffs		18,450	12/15/2007	1 day	12/15/2007	11.00	no	12/15/2007	14.00	136,74 3

53	01/15/2008	RF	auto	foodstuffs		12,300	12/19/2007	1 day	12/19/2007	10.30	no	12/19/2007	15.00	130,605
54	01/15/2008	RF	railroad	foodstuffs		22,800	12/24/2007	2 days	12/24/2007	14.00	no	12/24/2007	17.00	141,120
55	01/15/2008	RF	railroad	foodstuffs		15,000	01/06/2008	1 day	01/08/2008	9.30	no	01/08/2008	11.00	133,363
№	Date	Country of shipment	Vehicle to deliver cargo	Name of cargo	Assortment of cargo	Cost of cargo (USD)	Date of cargo arrival at destination point	Time to register the package of documents & customs clearance	Data of submission of documents to customs body	Time	Physical inspection, Yes?No	Date to receive documents in customs	Time	Notes
56	01/15/2008	PRC	avia	dresses		5,000	12/02/2007	1 day	12/03/2007	10.00	yes	12/03/2007	10.30	123,256
57	01/15/2008	PRC	avia	dresses		4,200	12/15/2007	1 day	12/15/2007	10.00	yes	12/15/2007	14.00	122,493
58	01/15/2008	Turkey	avia	dresses		7,800	12/16/2007	1 day	12/17/2007	11.00	yes	12/17/2007	14.00	126,098
59	01/15/2008	Turkey	avia	dresses		12,000	12/28/2007	1 day	12/28/2007	11.00	yes	12/28/2007	15.00	130,332
60	01/15/2008	PRC	avia	dresses		2,500	01/13/2008	1 day	01/13/2008	11.00	yes	01/13/2008	15.00	120,880
61	01/16/2008	RF	railroad	detergents		3000	12/14/2007	2 days	12/14/2007	12.00	no	12/14/2007	14.00	121290
62	01/16/2008	RF	railroad	detergents		3,500	12/28/2007	1 day	12/28/2007	14.30	no	12/28/2007	17.00	121,832
63	01/16/2008	RF	railroad	detergents		2,600	01/12/2008	1 day	01/12/2008	13.00	no	01/12/2008	16.00	120,977
64	01/16/2008	RF	auto	medicines		36,000	12/01/2007	1 day	12/01/2007	9.00	no	12/01/2007	12.00	154,251

65	01/16/2008	Румыния	avia	medicines		78,000	12/02/2007	2 days	12/03/2007	10.00	yes	12/03/2007	11.00	196,25 6
66	01/16/2008	RF	auto	medicines		123,000	12/14/2007	2 days	12/14/2007	10.30	no	12/14/2007	14.00	241,29 0
67	01/16/2008	RF	auto	medicines		65,000	12/22/2007	1 day	12/22/2007	9.00	no	12/22/2007	10.30	183,31 4
№	Date	Country of shipment	Vehicle to deliver cargo	Name of cargo	Assortment of cargo	Cost of cargo (USD)	Date of cargo arrival at destination point	Time to register the package of documents & customs clearance	Data of submission of documents to customs body	Time	Physical inspection, Yes?No	Date to receive documents in customs	Time	Notes
68	01/16/2008	Hungary	avia	medicines		82,450	12/27/2007	1 day	12/27/2007	15.00	yes	12/27/2007	17.00	200,77 9
69	01/16/2008	Latvia	avia	medicines		42,000	01/09/2008	1 day	01/09/2008	14.00	no	01/09/2008	17.30	160,36 8
70	01/16/2008	RF	avia	technical materials		6,000	12/13/2007	1 day	12/13/2007	14.00	no	12/13/2007	17.00	124,28 7
71	01/16/2008	RF	avia	technical materials		8,000	01/12/2008	1 day	01/12/2008	11.00	no	01/12/2008	13.00	126,37 7
72	01/18/2008	RF	railroad	wood		50,000	12/02/2007	1 day	12/02/2007	11.00	no	12/02/2007	14.00	168,25 4
73	01/18/2008	RF	railroad	wood		70,000	12/15/2007	1 day	12/15/2007	15.00	no	12/15/2007	17.00	188,29 3
74	01/18/2008	RF	railroad	wood		45,000	12/27/2007	1 day	12/27/2007	14.00	no	12/27/2007	16.00	163,32 9
75	01/18/2008	RF	railroad	wood		38,000	01/12/2008	1 day	01/12/2008	14.00	no	01/12/2008	17.00	156,37 7
76	01/19/2008	Южная Корея	avia	cellular phones		8,000	12/03/2007	1 day	12/03/2007	16.00	yes	12/03/2007	17.30	126,25 7

77	01/19/2008	Южная Корея	avia	cellular phones		12,000	12/25/2007	1 day	12/25/2007	9.30	yes	12/25/2007	11.30	130,323
78	01/19/2008	S. Korea	avia	cellular phones		7,600	01/16/2008	1 day	01/16/2008	11.00	yes	01/16/2008	12.00	125,989
79	01/19/2008	RF	railroad	foodstuffs		4,000	12/01/2007	1 day	12/01/2007	9.00	no	12/01/2007	10.30	122,251
№	Date	Country of shipment	Vehicle to deliver cargo	Name of cargo	Assortment of cargo	Cost of cargo (USD)	Date of cargo arrival at destination point	Time to register the package of documents & customs clearance	Data of submission of documents to customs body	Time	Physical inspection, Yes?No	Date to receive documents in customs	Time	Notes
80	01/19/2008	RF	railroad	foodstuffs		4,500	12/03/2007	1 day	12/03/2007	9.00	no	12/03/2007	10.30	122,757
81	01/19/2008	RF	railroad	foodstuffs		3,000	12/07/2007	1 day	12/07/2007	9.00	no	12/07/2007	10.30	121,269
82	01/19/2008	RF	railroad	foodstuffs		3,150	12/08/2007	1 day	12/08/2007	9.00	no	12/08/2007	10.30	121,422
83	01/19/2008	RF	railroad	foodstuffs		3,600	12/10/2007	1 day	12/10/2007	9.00	no	12/10/2007	10.30	121,878
84	01/19/2008	RF	railroad	foodstuffs		12,000	12/15/2007	1 day	12/15/2007	9.00	no	12/15/2007	10.30	130,293
85	01/19/2008	RF	railroad	foodstuffs		3,800	12/17/2007	1 day	12/17/2007	9.00	no	12/17/2007	10.30	122,099
86	01/19/2008	RF	railroad	foodstuffs		2,800	12/21/2007	1 day	12/21/2007	9.00	no	12/21/2007	10.30	121,111
87	01/19/2008	RF	railroad	foodstuffs		4,500	12/23/2007	1 day	12/24/2007	9.00	no	12/24/2007	10.30	122,819

88	01/19/2008	RF	railroad	foodstuffs		4,000	12/25/2007	1 day	12/25/2007	9.00	no	12/25/2007	10.30	122,323
89	01/19/2008	RF	railroad	foodstuffs		4,000	12/26/2007	1 day	12/26/2007	9.00	no	12/26/2007	10.30	122,326
90	01/21/2008	Ukraine	railroad	vegetable oil		6,000	12/04/2007	2 days	12/04/2007	10.00	no	12/04/2007	14.00	124,260
№	Date	Country of shipment	Vehicle to deliver cargo	Name of cargo	Assortment of cargo	Cost of cargo (USD)	Date of cargo arrival at destination point	Time to register the package of documents & customs clearance	Data of submission of documents to customs body	Time	Physical inspection, Yes?No	Date to receive documents in customs	Time	Notes
91	01/21/2008	Ukraine	railroad	vegetable oil		3,000	12/15/2007	1 day	12/15/2007	10.00	no	12/15/2007	14.00	121,293
92	01/21/2008	Ukraine	railroad	vegetable oil		5,600	12/25/2007	2 days	12/25/2007	10.00	no	12/25/2007	14.00	123,923
93	01/21/2008	Ukraine	railroad	vegetable oil		4,500	01/09/2008	2 days	01/09/2008	10.00	no	01/09/2008	14.00	122,868
94	01/21/2008	Ukraine	railroad	vegetable oil		6,000	01/18/2008	1 day	01/18/2008	10.00	no	01/18/2008	14.00	124,395
95	01/21/2008	UAE	avia	cellular phones		16,000	12/12/2007	2 days	12/12/2007	11.00	yes	12/12/2007	14.00	134,284
96	01/21/2008	UAE	avia	cellular phones		18,000	01/15/2008	2 days	01/15/2008	14.00	yes	01/15/2008	15.30	136,386
97	01/22/2008	Turkey	auto	chicken legs		10,000	12/04/2007	1 day	12/04/2007	10.00	no	12/04/2007	10.30	128,260
98	01/22/2008	Turkey	auto	chicken legs		12,000	12/16/2007	1 day	12/17/2007	14.00	no	12/17/2007	14.45	130,298

99	01/22/2008	Turkey	auto	chicken legs		10,000	01/10/2008	1 day	01/10/2008	11.30	no	01/10/2008	12.20	128,37 1
100	01/23/2008	RK	auto	dairy produce		2,500	12/04/2007	1 day	12/04/2007	16.00	no	12/04/2007	18.00	120,76 0
101	01/23/2008	RK	auto	dairy produce		1,350	12/09/2007	1 day	12/10/2007	10.00	no	12/10/2007	10.30	119,62 7
№	Date	Country of shipment	Vehicle to deliver cargo	Name of cargo	Assortment of cargo	Cost of cargo (USD)	Date of cargo arrival at destination point	Time to register the package of documents & customs clearance	Data of submission of documents to customs body	Time	Physical inspection, Yes?No	Date to receive documents in customs	Time	Notes
102	01/23/2008	RK	auto	молочные продукты		1,860	12/15/2007	1 day	12/15/2007	10.00	no	12/15/2007	11.00	120,15 3
103	01/23/2008	RK	auto	dairy produce		2,450	12/19/2007	1 day	12/19/2007	14.00	no	12/19/2007	18.00	120,75 5
104	01/23/2008	RK	auto	dairy produce		2,900	12/22/2007	1 day	12/22/2007	11.30	no	12/22/2007	14.00	121,21 4
105	01/23/2008	RK	auto	dairy produce		1,450	12/26/2007	1 day	12/26/2007	15.00	no	12/26/2007	15.30	119,77 6
106	01/23/2008	RK	auto	dairy produce		1,200	12/29/2007	1 day	12/29/2007	9.00	no	12/29/2007	9.15	119,53 5
107	01/23/2008	RK	auto	dairy produce		2,600	01/10/2008	1 day	01/10/2008	10.30	no	01/10/2008	11.00	120,97 1
108	01/23/2008	RK	auto	dairy produce		3,800	01/16/2008	1 day	01/16/2008	11.00	no	01/16/2008	11.30	122,18 9

109	01/24/2008	PRC	avia	toys		3,000	12/08/2007	1 day	12/08/2007	09.00	yes	12/08/2007	12.00	121,27 2
110	01/24/2008	PRC	avia	toys		5,000	12/22/2007	1 day	12/22/2007	14.00	yes	12/22/2007	15.40	123,31 4
111	01/25/2008	RF	auto	detergents		1,200	12/03/2007	1 day	12/03/2007	11.00	no	12/03/2007	11.30	119,45 7
112	01/25/2008	RF	auto	detergents		1,350	12/09/2007	1 day	12/10/2007	10.00	no	12/10/2007	14.00	119,62 7
№	Date	Country of shipment	Vehicle to deliver cargo	Name of cargo	Assortment of cargo	Cost of cargo (USD)	Date of cargo arrival at destination point	Time to register the package of documents & customs clearance	Data of submission of documents to customs body	Time	Physical inspection, Yes?No	Date to receive dacoments in customs	Time	Notes
113	01/25/2008	RF	auto	detergents		1,250	12/25/2007	1 day	12/25/2007	11.00	no	12/25/2007	11.20	119,57 3
114	01/25/2008	RF	auto	detergents		1,300	01/12/2008	1 day	01/12/2008	9.00	no	01/12/2008	12.00	119,67 7
115	01/28/2008	RF	auto	medicines		60,000	12/06/2007	1 day	12/06/2007	12.00	no	12/06/2007	14.00	178,26 6
116	01/28/2008	RF	auto	medicines		120,000	12/25/2007	1 day	12/25/2007	12.00	no	12/25/2007	12.15	238,32 3
117	01/28/2008	Germany	avia	medicines		103,000	12/29/2007	1 day	12/29/2007	11.00	yes	12/29/2007	11.40	221,33 5
118	01/28/2008	Germany	avia	medicines		89,000	01/12/2008	1 day	01/12/2008	10.30	yes	01/12/2008	16.00	207,37 7
119	01/28/2008	Hungary	avia	medicines		95,000	01/15/2008	1 day	01/15/2008	14.00	yes	01/15/2008	14.30	213,38 6

120	01/28/2008	RF	auto	medicines		46,000	01/26/2008	1 day	01/26/2008	9.30	no	01/26/2008	11.20	164,419
121	01/29/2008	RK	auto	foodstuffs		5,400	12/06/2007	1 day	12/06/2007	10.00	no	12/06/2007	11.00	123,666
122	01/29/2008	RK	auto	foodstuffs		3,200	12/18/2007	1 day	12/18/2007	10.00	no	12/18/2007	12.00	121,502
123	01/29/2008	RK	auto	foodstuffs		3,650	12/26/2007	1 day	12/26/2007	11.00	no	12/26/2007	11.30	121,976
№	Date	Country of shipment	Vehicle to deliver cargo	Name of cargo	Assortment of cargo	Cost of cargo (USD)	Date of cargo arrival at destination point	Time to register the package of documents & customs clearance	Data of submission of documents to customs body	Time	Physical inspection, Yes?No	Date to receive documents in customs	Time	Notes
124	01/29/2008	PRC	avia	sport implements		6,000	12/12/2007	1 day	12/12/2007	11.00	yes	12/12/2007	11.40	124,284
125	01/29/2008	PRC	avia	sport implements		7,500	12/26/2007	1 day	12/26/2007	11.00	yes	12/26/2007	14.00	125,826
126	01/29/2008	PRC	avia	sport implements		2,000	01/18/2008	1 day	01/18/2008	12.00	yes	01/18/2008	15.00	120,395
127	01/30/2008	RF	auto	cosmetics		6,500	12/01/2007	1 day	12/01/2007	11.00	no	12/01/2007	12.00	124,751
128	01/30/2008	RF	auto	cosmetics		9,000	12/15/2007	1 day	12/15/2007	11.00	no	12/15/2007	14.00	127,293

129	01/30/2008	RF	auto	cosmetics		12,000	01/11/2008	1 day	01/11/2008	10.30	no	01/11/2008	11.00	130,374
130	01/30/2008	RF	auto	cosmetics		8,500	01/19/2008	1 day	01/19/2008	14.00	no	01/19/2008	15.30	126,898
131	01/31/2008	UAE	avia	dresses		14,000	12/02/2007	1 day	12/03/2007	9.30	yes	12/03/2007	11.00	132,256
132	01/31/2008	UAE	avia	dresses		18,000	12/24/2007	1 day	12/24/2007	10.00	yes	12/24/2007	11.00	136,320
133	01/31/2008	UAE	avia	dresses		15,000	01/15/2008	1 day	01/15/2008	09.00	yes	01/15/2008	11.30	133,386

19,354

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2,612,723

38,422

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