

Digitalization of Transport Corridors and eLogistics in CAREC Region

Kyrgyz Republic focused challenges and recommendations

Panelist Remarks – 7 Minutes

TA 6694

Dr. Ghulam Samad
Chief of Research Division, CAREC Institute



Key challenges and policy recommendations – Central Asia and Kyrgyz Republic



Fragmented digitalization and “missing” e-logistics layer

Most CAREC countries have invested in customs IT systems, single windows, and modality-specific systems, but lack a **national e-logistics platform (NELS)** that integrates rail, road, sea/air, terminals, customs, and private logistics operators. This weakens multimodal orchestration and end-to-end visibility.



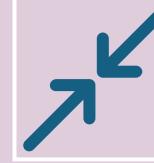
Underinvestment in “soft” digital infrastructure

For more than a decade, the bulk of CAREC transport investment has gone into roads and rail, while **border procedures remain slow, paper-based, and uncoordinated**, as reflected in CPMM data (time and cost at BCPs not improving significantly).



Limited cross-border interoperability

National systems often use **non-harmonized data formats and legal frameworks**, impeding cross-border use of eCMR, eSMGS, e-TIR, and other electronic transport documents, and preventing real “data pipelines” along corridors.



Institutional fragmentation

Multiple agencies (transport, customs, digital development, finance, border services) drive parallel projects with **weak coordination** and limited PPP engagement, so platforms do not fully reflect real business processes.



Kyrgyz Republic – specific challenges

- **Geography and modal structure**

A mountainous landlocked country where **~95% of freight moves by road**, with limited rail connectivity. This increases vulnerability to bottlenecks at a few key corridors and BCPs (especially along CAREC Corridor 2 between Irkeshtam and Kara-Suu).

- **Transport isolation and corridor dependence**

The National Development Strategy explicitly recognizes Kyrgyzstan's "**transport deadlock**" and the need to become a reliable transit country. But physical upgrades are still not matched by digital corridor management.

- **Partial and siloed digitalization**

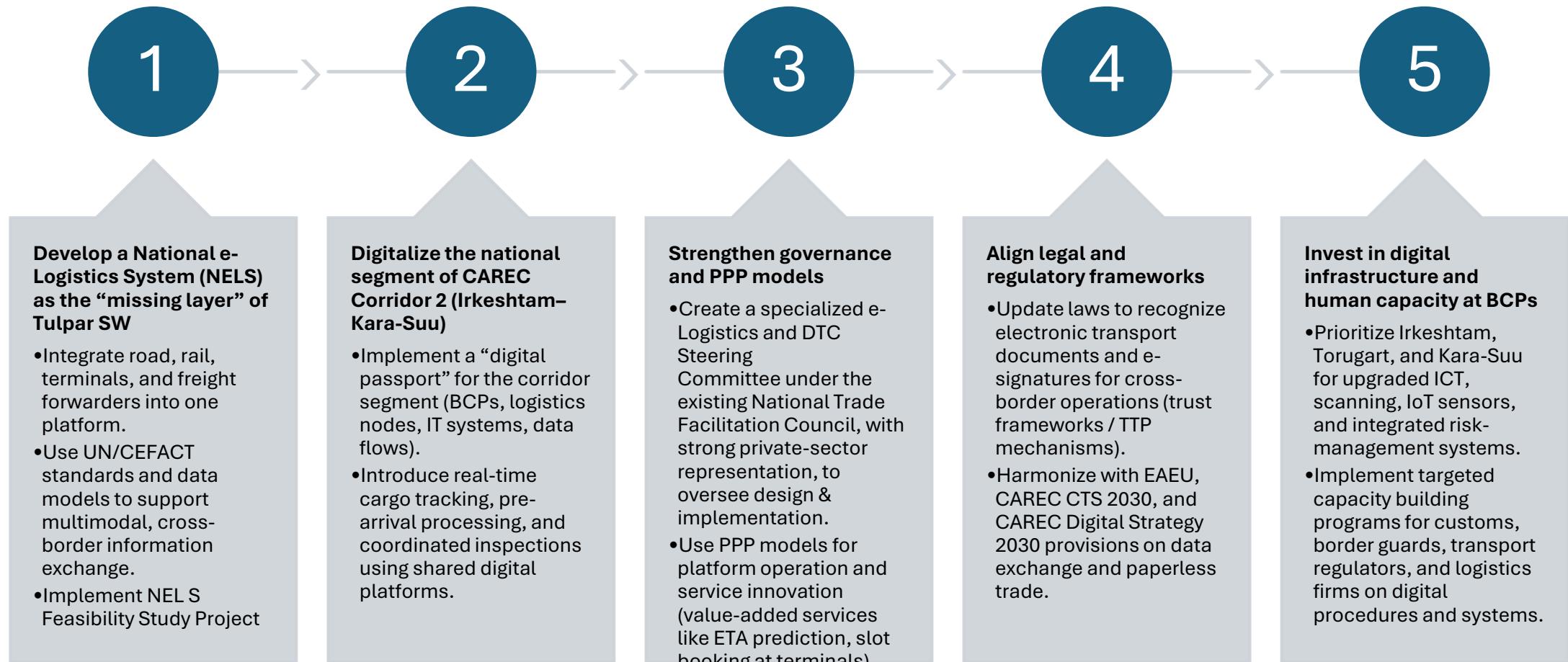
Initiatives like *Digital Kyrgyzstan 2019–2023*, the National Trade Facilitation Roadmap, Tulpar Single Window, and the decree on **digital green transit corridors** are strong, yet:

- Data flows between customs, transport operators, border services, and the Ministry of Digital Development are **not yet fully integrated**.
- Systems are not consistently aligned with international standards (UN/CEFACT, WCO Data Model, eCMR/eSMGS), making cross-border paperless transit difficult.

- **Institutional coordination challenges**

While Kyrgyzstan has created a **Ministry of Digital Development**, a digitalization division in the Ministry of Transport and Communications, and a National Trade Facilitation Council, the report notes continuing challenges in **harmonizing data systems and coordinating multi-agency reforms**, especially around digital green corridors.

Key policy recommendations (with Kyrgyz focus)



Thank you

