Geostrategic opportunities for Kazakhstan in developing transportation and communication infrastructure between Europe and Asia

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TRADE AND TRANSPORT POSITIONING OF THE REPUBLIC OF KAZAKHSTAN AT THE GLOBAL AND THE REGIONAL LEVEL

- **European Union**: 22.8 bln.USD
- **Russia Federation**: 12.8 bln.USD
- **Republic of Kazakhstan**
- **South Asia and Middle East**: 5.8 bln.USD
- **China and South-East Asia**: 7.7 bln.USD

Europe - Asia trade turnover:
- 2005 – 700 bln.USD
- 2010 – 1 trln.USD
The Great Silk Way

Kazakhstan territory

Europe

Middle East

India

China
Main World Transit Corridors

- 18 days
- 35 days
- 45 days
Kazakhstan in the System of International Transport Corridors
TRACECA and «North-South»

![Map showing the TRACECA and «North-South» transport corridors in Kazakhstan.](image-url)
PROJECTED INVESTMENT WITHIN IMPLEMENTATION OF THE NATIONAL TRANSPORT STRATEGY UNTIL 2015

**Objectives**

It is planned to build about 1600 km and electrify 2700 km of railways, build and reconstruct about 50 000 km of roads, reconstruct and modernize airport infrastructure, develop national merchant fleet and seaport infrastructure.

**Investment by types of transport**

<table>
<thead>
<tr>
<th>Years</th>
<th>Investment volume, bln.KZT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Road</td>
</tr>
<tr>
<td>2006-2010</td>
<td>518</td>
</tr>
<tr>
<td>2011-2015</td>
<td>797</td>
</tr>
</tbody>
</table>
Railway Branch Projects

- **Altynsarino – Chromtau**
  - 402 km
  - 2006

- **Aksu – Delegen**
  - 184 km
  - 2001

- **Shar–Ust-Kamenogorsk**
  - 150 km
  - 2008

- **Korgas – Zhetygen**
  - 298 km
  - 2009-2012

- **Eralievo – Kuryk**
  - 14.4 km
  - 2011-2012

- **Usen – Gorgan**
  - 560 km
  - 2011-2013

Legend:
- Construction of new roads
  - Built sections
  - Existing roads
“Eurasia” Channel Construction Project

- Channel length: about 700 km
- Cargo transportation capacity: 35 mln. ton per year
- Project cost: 5 billion USD

“Eurasia” Channel
Sea of Azov – Kumo-Manychskaya Trench
- Kizlyar Bay
- Caspian Sea
“Western Europe – Western China” International Transit Corridor


<table>
<thead>
<tr>
<th>Length of existing route, km</th>
<th>Length according to Detailed Design, km</th>
<th>Including categories, km</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>RF territory</td>
<td>2233</td>
<td>I 2452</td>
<td>II 1183</td>
</tr>
<tr>
<td>RK territory</td>
<td>2787</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PRC territory</td>
<td>3425</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
• The goal of the “Western Europe – Western China” Project is to serve as the main logistic cargo highway in Central Asia

• The highway will ensure high level service, easy availability, modern Intellectual Transport System, transport logistic services

• The project is developed by the Government of the Republic of Kazakhstan in cooperation with World Bank, EBRD and ADB
“Western Europe – Western China” International Transit Corridor

- The Corridor includes 3 road sections
- To ensure high level service (minimal speed), it is planned to create toll roads
- Total cost of reconstruction works exceeds 7 billion USD
- The mechanism of PPP will be applied on separate sections
WESTERN EUROPE - WESTERN CHINA
(the proposed scheme of financing)

Russian Federation border - Maralak - Aktau section
Length - 102 km, II tech. cat.
Cost - 212.5 mln. USD
Financial resource - EBRD and the Republican Budget
Realization period: 2006-2012

Karakulak border of Kyrgyz region section
Length - 215 km, II tech. cat.
Cost - 177.5 mln. USD
Financial resource - EBRD and the Republican Budget
Realization period: 2007-2010

Almaty - Karaganda section
Length - 351 km, I tech. cat.
Cost - 1,000 mln. USD
Planned on a concession basis (EBRD)
Start of realization: 2009

Akbobe - Karabulak - Karatuz section
Length - 273 km, III tech. cat.
Reconstruction realized in 2003-2005

South Kazakhstan region border - Taraz - Kyzylorda section
Length - 480 km,
Cost - 1,430 mln. USD
Financial resource - ADB, IDB and the Republican Budget
Realization period: 2009-2012

South Kazakhstan region border - Shymkent - Zhambyl section
Length - 245 km, I tech. cat.
Cost - 930 mln. USD
Financial resource - EBRD and the Republican Budget
Realization period: 2009-2012

Napikent - Shymkent - Zhambul region border section
Length - 203 km, I tech. cat.
Cost - 841.5 mln. USD
Planned on a concession basis
Realization period: 2009-2011

Legend
- realized by 2007
- reconstruction is being carried out at the expense of loans
- on a concession basis

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The Draftlaw stipulates

✓ Provision of Government guarantees for infrastructure bonds;
✓ Provision of Government guarantees for transportation infrastructure loans;
✓ Transfer of sole rights for operation of concession sites and infrastructure;
✓ Provision of natural grants;
✓ Co-financing of concession projects;
✓ Government procurement guarantees for a share of services provided by concession operators;
✓ Reimbursement of a share of investment costs over the concession period.
NEW TECHNOLOGIES IN THE ROAD SECTOR

1. Cementoconcrete
2. Fractionalized ballast
3. Medium grain sand

1. Ballast-mastic asphalt concrete
2. Geo-netting
3. Large-grain asphalt concrete
4. Black ballast
5. Ballast-sand mix, reinforced by 7% cement
6. Ballast-sand mix
7. Residual ballast

Meteorological support
Controlled changeable road signs
Emergency communication points
Information boards

Transport flows detectors
New type of macrobiotic pavements

150 kms/hour
INTEGRATION OF THE NATIONAL TRANSPORT SYSTEM INTO THE EURASIAN TRANSPORT SYSTEM

24-25 сентября 2008 года, Астана – Международная конференция «ТРАНСЕВРАЗИЯ-2008»
Thank you for your attention!