

The 7<sup>th</sup> Ministerial Meeting on Transport & Communications

## *Statement of Kazakh*

(Antalya-Turkey, 15-17 April, 2008)

### **Excellencies,**

Mr. Binali Yildyrym, Minister of transport and communications of Turkey,

Mr. Khurshid Anwar, Secretary General of ECO

Honourable Guests,

On the behalf of the Ministry of transport and communications of the Republic of Kazakhstan, please allow me to welcome delegations of ECO countries and express gratitude to the Ministry of transport and communications of Turkey for the excellent arrangements and organisation of this event.

As you know, Kazakhstan is adherent to the integration processes and actively participates in initiatives and projects, which are carried out within the UN regional commissions, international and regional organisations.

Transport strategy of the Republic of Kazakhstan up to 2015 as a basic document for transport industry of Kazakhstan envisages creation of maximum possible advanced transport system which promotes effective implementation of public goals and objectives, transit possibilities of the country and minimisation of transportation costs.

We understand that implementation of transit possibilities of the country is impossible without interaction with neighbouring countries through programs and projects, which promotes rapprochement of national legislations of participating countries.

It is remarkable that the second phase of the Program of action for decade of transport and communications of ECO as well as our Transport strategy are directed to development of transport industry for the period till 2015.

Strategy foresees implementation of about 80 large investment projects in amount of about 30 bln. US dollars.

We are looking forward to construct about 1700 km of new and electrify of 2100 km of railways, to construct and rehabilitate about 50 thousand km of motorways, to conduct works on reconstruction and modernisation of airport infrastructure, development of national sea merchant marine fleet as well as infrastructure of seaports. Thus realisation of some projects will be carried out with the help of public and private sector partnership mechanism.

Let me draw your attention to priority projects by transport modes.

On railway transport we are carrying out works on construction and modernisation of joint stations and main railway network.

We continue to develop infrastructure of Dostyk station on Kazakhstan-Chinese border and Aktogai - Dostyk railway segment, which will enable to increase throughput capacity from 16 million tons a year up to 25 million tons by the year of 2011.

Maintenance of further increase in transit transportation from China is being made by constructing of Korgas-Zhetygen railroad line (296 km).

Project implementation is envisaged on the basis of state and private partnership under BOT scheme.

It will be continuation of Tsinhe-Khorgos railroad line to be completed by Chinese party this year.

Construction of connecting segments between existing main railway lines will enable to expand throughput capacity of transit corridors up to 100 million tons a year.

For example, Beineu-Saksaulskaya segment will reduce train route distance between western region and Asian countries through Aktau seaport by 530 km on the average.

Saksaulskaya - Zhezkazgan segment (550 km) will provide shorter exit from central areas of Kazakhstan to Aktau port and assist at development of coal, oil and gas, copper-ore, iron-ore and other deposits in the adjoining region.

Construction of the following new railways will be implemented for more effective transportation of Kazakhstan cargoes to Caspian sea and ease of excessive loading of Aktau seaport: Mangyshlak - Bautino (135 km) and Yeralievo - Kuryk (14,4 km).

According to the railways modernisation plan we will electrify load extensive railway segments like Makat - Kandagach, Almaty - Aktogai, Kostanai - Zhelezorudnaya and Chromtau - Altynsarino.

In December 2007 we signed the Agreement between the Governments of Kazakhstan, Turkmenistan and Iran on cooperation in implementation of construction project on Uzen-Bereket-Gorgan railroad line. In June 2008 we will complete FEASIBILITY REPORT on construction of Kazakhstan segment of Uzen - frontier with Turkmenistan (130 km).

For further development of transit corridors we are implementing construction works on some transport-logistical centres (TLC) in the territory of the Republic of Kazakhstan.

In 2007 we commissioned "Astana – Contract" TLC in Almaty.

In the 2<sup>nd</sup> quarter of current year we plan to establish a logistical centre in Astana and launch construction of logistical centres on international trans-boundary checkpoint Dostryk and Mankent station in the Southern Kazakhstan region.

Starting from 2006 we are implementing one of the largest projects of water transport i.e. "Aktau port expansion to the northbound", which completion will enable to increase traffic capacity of seaport by twice i.e. from 11,5 million tons up to 23 million tons a year.

Priorities of road industry are priority-based renovation of international automobile highways, which passes through the territory of the country with boosting of their technical parameters by at least II category and increasing of axle design load up to 13 tons.

Toady we are carrying out rehabilitation works on all six international corridors, which are parts of Eurasian routes. We are conducting works on development of the E-40 international corridor and the route along Caspian sea within the framework of the program activities.

In 2007 we constructed the bridge across the Kigach frontier river in Astrakhan-Atyrau section together with Russia.

Works on Atyrau-Bejneu section are under way and will be completed in the current year.

Renovation and rehabilitation of other sections, including Bejneu – border of Uzbekistan motor road, are to be completed by 2012.

We are planning to construct Almaty-Issykkul road and rehabilitate/renovate Astana-Karaganda, Almaty-Horgos roads.

In line with transport strategy in 2007 we launched implementation of the Western Europe – Western China largest project in road industry, which will provide transport link between South East-Asian countries and China with European countries through Kazakhstan and Russia and will become alternative to the existing marine and railway transport.

The project envisages establishment of five international TLC along the route and development of modern roadside service infrastructure sites, satellite navigation and pay toll system on the most loaded sections.

It is envisaged a reduction of rates for passage of foreign vehicles by twice through the territory of Kazakhstan. There was adopted an Agreement on introduction of international certificate of weighing of freight vehicles in the territories of the CIS states, which enables to ensure delivery of freight to destination point without repeated weighing while passing through the territories of transit states.

For the purpose of monitoring of transportations by all modes of transport and forecasting of freight loads, determination of traffic capacity of transport arteries we established Information analytical system of transport database and monitoring of dynamics of safety of transportation (IASTDB).

This year we will work on its integration with international information systems on transport. It will solve problems of complete awareness of transportations before transport arrival to a check point and enable control of vehicles and freights at entrance/exit in a unified information system by all interested bodies and be a practical step for introducing of «a single window» principle.

With a view of maximum exception of a "human factor» at conducting of customs procedures we introduced Automated monitoring system of goods delivery (AMSGD).

It will enable exclusion of possible facts of falsification while passing of a check point at exit beyond the customs territory («false transit»), arrival of a vehicle to destination in the territory of Kazakhstan («false delivery»), and will ensure safe delivery of the goods, reliability of declaring of weight of the goods transferred through this system. Today twelve checkpoints are equipped with automated system along the perimeter of the customs border of Kazakhstan.

Kazakhstan concluded 177 international agreements in the field of transport and communications. Moreover, Kazakhstan joined to 38 international conventions in the field of transport and communications.

With a view of further enhancement of legal basis for implementation of international cooperation, we signed twelve international covenants in 2007 and finalized procedures on launching of nine agreements.

We are pursuing establishment of Interagency commission on transit development, whose aim is coordination of activity of state bodies, private business and NGOs to develop international transport corridors, eliminate barriers on the way of international transit process, conduct of harmonized tariff policy.

We are expecting certain burst out of commission activity, which will have consequent effect on successful practical implementation of multilateral agreements to which Kazakhstan is a member, including TTFA of ECO.

Kazakhstan as a chair of SPECA project workgroup on transport and border crossing is pursuing large works on rapprochement of interests of Central-Asian region countries being also ECO members. Now we are continuing works on compiling of transport databases. At the 13<sup>th</sup> session of PWG on 12-13 March 2008 in Almaty transport associations presented and submitted study findings on the SPECA certain routes in line with the ESCAP "time/cost-distance" methodology. These studies enabled us to discuss more openly problems and issues coupled more with non-physical barriers rather than physical ones.

Thank you.