

*Draft Speech of
A.A. Asavbayev, Chairman of Transport Committee
of the Ministry of Investment and Development of the
Republic of Kazakhstan at the Twelfth Annual
Meeting of the IGC TRACECA
(1 June 2016, Odessa, Ukraine)*

**Dear Chairman!
Dear Heads of Delegations!
Ladies and gentlemen!**

The development of transport-logistic complex is an important component of external economic relations of Kazakhstan, including the TRACECA member states.

Since transport corridors are one of the fundamentals of developing international trade there arises the necessity in consolidating efforts at the development of multimodal transport hub from the borders of Kazakhstan to the borders of the European Union.

For the purpose of coordinating efforts between our countries in 2013 Kazakhstan initiated the Agreement on formation of multi-modal block train «Silk Wind», representing a complex of several modes of transport (multi-modal = maritime + road + railway).

For information: «Silk Wind» is the route from China through Kazakhstan and further through the port of Aktau to Azerbaijan, Georgia, Turkey and the European countries. The length – 4192 km, the time en route will decrease from 16 days to 12 days, the time of stay at border check points – 0,5-3 hours.

Currently the internal procedures of coordinating the Agreement were completed in Kazakhstan and Georgia. However the Turkish party sent a note on the necessity of inserting amendments into the Agreement in the following wording “through the railway line Baku-Tbilisi-Kars”. At the same time during the Second Meeting of the Turkish lingual Board for Transport held in Istanbul there was signed the Protocol on the Assistance of the Turkish Party in acceleration of signing this Agreement.

Within the framework of this Agreement there are positive outcomes of joint actions: two years ago there was set up a **Coordinating Committee for development of the Trans-Caspian International Transport Route**.

By concerted efforts there were formed **pilot container trains «Nomad Express»** in the connection of China – Kazakhstan – Azerbaijan – Georgia – Turkey, as well as from China through Kazakhstan to Iran. Besides, in **January 2016** there was launched a testing container train from **Ukraine through Kazakhstan to China**.

Efforts should be made to establish **regular running** of container trains between our countries by realizing transit potential of this corridor.

For the purpose of further development of the Trans-Caspian corridor in 2015 within the programme of “Nurly Zhol” the large-scale implementation of infrastructure projects was launched in Kazakhstan.

In the **port of Aktau** there were built **3 new dry cargo terminals**, in the **port of Kuryk** a ferry terminal is under construction. By **2020** it is planned to increase the capacities of the sea ports up to **25 million tons**.

Besides, there was completed the construction of the railway line **Borzhakty – Yorsay** which connected the ferry terminal under construction with the railway main line.

In 2014 there was completed the construction of the railway line Zhezkazgan – Beyneu which reduced the length of transit traffic to **1200 km** from the Eastern to the Western Kazakhstan (*from the stations of Dostyk and Altingol to the sea port of Aktau*). This made it possible to create conditions to attract goods for transportation by railway transport in the direction between China and Europe.

In July 2015 within the territory of the **Special Economic Zone «Khorogos – Eastern Gates»** there was launched the first stage of modern logistic zone providing optimal solution for containers handling and rendering other logistic services.

In the road sector it is envisaged to implement 11 road projects of more than 7 thousand km (*of the total cost of 2,4 billion Tenge – Western Europe – Western China, Centre-South, Centre-East, Centre-West, Almaty – Ust-Kamenogorsk, Astana – Petropavlovsk, Omsk – Pavlodar, Astana-Kostanay-Chelyabinsk, Taskesken-Bakhty, Zhezkazgan – Petropavlovsk and Uralsk - Kamenka*).

The important project oriented towards attraction of transit goods is the international transit corridor **“Western Europe – Western China”**, which will allow of establishing an effective route East-West across the territory of Kazakhstan and in technological coordination with other international projects (*railway line Baku-Tbilisi-Kars*) – opening a direct transit route for import and export commodities and goods.

For information: *the distance from the port of Lyanyungan in China to Saint-Petersburg in Russia is 8445 km, including 2787 km along the territory of Kazakhstan (across the territory of China – 3425 km, Russia – 2233 km). The corridor is the shortest road route from China to Europe, the period of freight traffic makes 10-12 days. This overland route is 3,5 times shorter than the traditional maritime route through the Suez Channel.*

These projects play a significant part in increasing transit potential not only for Kazakhstan but for the development of international trade of all TRACECA participants.

In this connection we consider it necessary to elaborate the issue of implementation of the system of preliminary information exchange between customs services and participants of the transportation process as well as gradual transition to preliminary declaration between our countries.

In conclusion I would like to note that with the view of developing a sound transit corridor within TRACECA concerted efforts of our countries will allow of attracting potential freight flow.

Let me express readiness for further strengthening of our relationship in the field of transport as well as wish everybody fruitful work and positive results.

Thank you for attention!