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 REGIONAL TRADE LIBERALIZATION AND CUSTOMS PROJECT RTLC

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**Central Asian Multimodal Corridors**  


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**Kyrgyz Multimodal Corridors**

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Almaty, Kazakhstan  
 April 7, 2010

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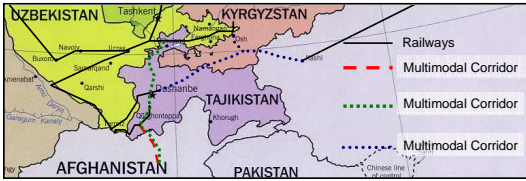
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USAID grant to assess and prepare the development plan for the Tajik Multimodal Corridors (to be completed in April 2010)

- Assessment of the existing logistics infrastructure
- Traffic forecasts
- Cost-benefit analysis
- Required infrastructure investments, operational improvements and legal changes




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USAID grant to assess and prepare the development plan for Western China – Western Europe Multimodal Corridor (April – July 2010)




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Block trains from Lianyungang port to railway stations  
Assake, Osh and Alamedin

Route	Distance	Time	Average speed	Start of operation	Frequency
Lianyungan-Assake	6491 km	8 days 7 hours	782 km/day	2005	2 trains per week
Lianyungan-Osh	6577 km	8 days 14 hours	766 km/day	2008	by demand
Lianyungan-Alamedin	5616 km	8 days 6 hours	680 km/day	2008	by demand

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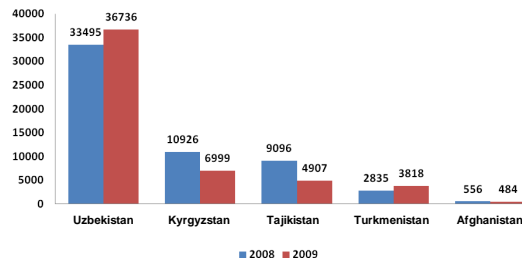
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Transit of multimodal containers through Kazakhstan by the  
country of destination, units




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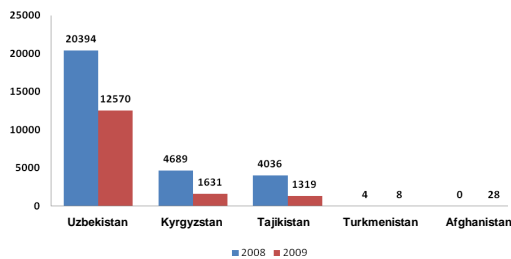
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Transit of multimodal containers through Kazakhstan by the  
country of origin, units




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Main container transit routes to Uzbekistan and Kyrgyzstan through Kazakhstan, units

Route	Type of trip	2006	2007	2008	2008 to 2007	
					increase	%
Dostyk - Sary-Agach	loaded	17,647	27,886	43,362	15,476	155%
Sary-Agach - Dostyk	empty	5,784	10,606	18,618	8,012	176%
Dostyk - Lugovaya	loaded	1,993	5,315	6,906	1,591	130%
Lokot - Sary-Agach	loaded	7,068	6,948	6,435	-513	93%
Sary-Agach - Lokot	empty	3,100	5,445	4,801	-644	88%
Lugovaya - Dostyk	empty	864	2,777	3,783	1,006	136%
<b>Total, Loaded</b>		<b>26,708</b>	<b>40,149</b>	<b>56,703</b>	<b>16,554</b>	<b>141%</b>
<b>Total</b>		<b>36,456</b>	<b>58,977</b>	<b>83,905</b>	<b>24,938</b>	<b>142%</b>
Total transit through Kazakhstan		65,914	95,120	124,534	29,414	131%



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Delivery cost and time of a multimodal container from Lianyungan (PRC) to Andijan (Uzbekistan) through Kyrgyzstan

Section	Length, km	Cost per container, \$		Travel time (hours)
		20' container	40' container	
Lianyungan – Kashgar	5,368	2,350	2,650	120 (5 days)
Kashgar – Symkana – Irkeshtam – Sarytash – Osh	502	875 – 1,025	1,750 – 2,050	Summer – 36 (1.5 days) Winter – 48 (2 days)
Osh - Andijan	43	175 - 225	350 - 450	48 (2 days)
<b>TOTAL</b>	<b>5,913</b>	<b>3,400 – 3,600</b>	<b>4,750 – 5,150</b>	Summer – 204 (8.5 days) Winter – 216 (9 days)



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Delivery of a 40' container along TransKyrgyz Multimodal Corridor (TKMMC) is cheaper than the delivery by rail

	Lianyungan – Dostyk - Assake	Lianyungan – Irkeshtam – Assake (now)	Lianyungan – Irkeshtam – Assake (goal*)
Cost	5,500 \$	4,750 – 5,150 \$	4,250 – 4,650 \$
Time	9 – 14 days	9 – 9.5 days	7.5 – 8.0 days

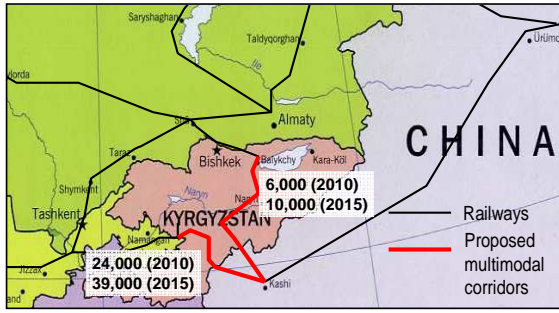
\*After elimination of non-physical barriers on the Chinese-Kyrgyz and Kyrgyz-Uzbek borders (without considering road rehabilitation and maintenance projects)



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Potential multimodal traffic along the TKMMC, in TEU




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Container Handling Equipment



**Railway station Kashgar**  
60-ton crane,  
also: a broken reach stacker



**Railway station Osh 2**  
65-ton railway crane,  
also: gantry crane for empty  
containers

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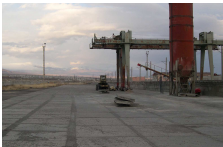
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Container Handling Equipment



**Container yard Alamedin (Bishkek)**  
2 reach stackers, one needs repair



**Railway station Balykchi**  
Gantry cranes of small capacity,  
possible to use a reach stacker

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### Ugh, the Roads .....



End of (the Chinese) road



Descent from the Taldyk pass



Near the Irkeshtam BCP



Tajik wonder-truck

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### USAID grant to prepare a pre-feasibility study for Kyrgyz Multimodal Corridors

The final report of the study contains

- Traffic flows and traffic forecast
- Required investments into logistics infrastructure, recommended operational improvements and legal changes
- Indicative plan of building the corridor
- The report will be translated into English (May 2010)
- The report will be published on the website [www.rtlc.net](http://www.rtlc.net) (May 2010)



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