

Ministry of Transport and Communications of the Republic of Kazakhstan

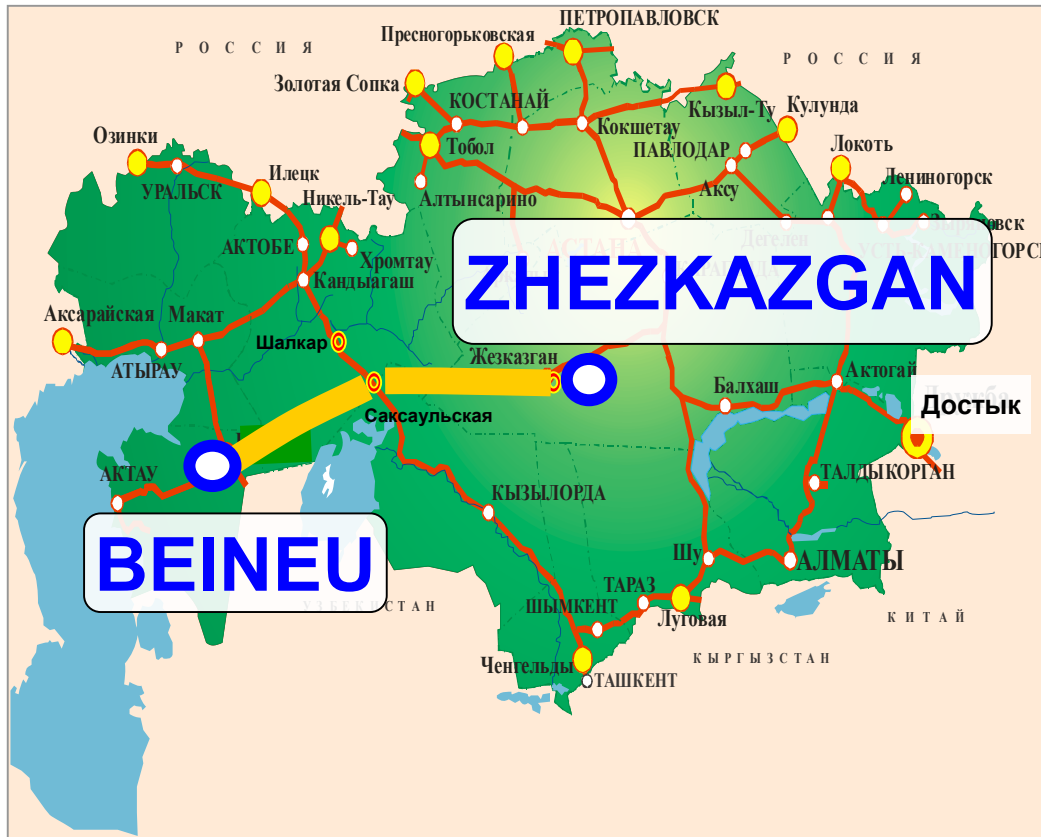


Working Party on Transport Trends and Economics (WP.5)

(13-14 September, 2007)

Z.Abisheva

CONSTRUCTION OF "BEINEU-ZHEZKAZGAN" RAILWAY



General extension - **1 079 km**

Total cost – **2 141,7 million USD**

Working out of the design estimates –
September, 2008

Beginning of construction –
September, 2008

End - October, 2012

1) Beineu - Saksaulskaya section

Extension - 529 km

Cost – **1 125 million USD**

Technical and economic assessment –
is worked out

2) Saksaulskaya - Zhezkazgan section:

Extension - 550 km

Cost – **1 016,7 million USD**

Technical and economic assessment
will be

worked out by December, 2007

Construction of "KORGAS-ZHETYGEN" rail line on the concession basis



General extension - **296** km

Total cost – **330** million USD

Working out of the technical and economic assessment - June, 2007

Working out of the design estimates - June, 2008

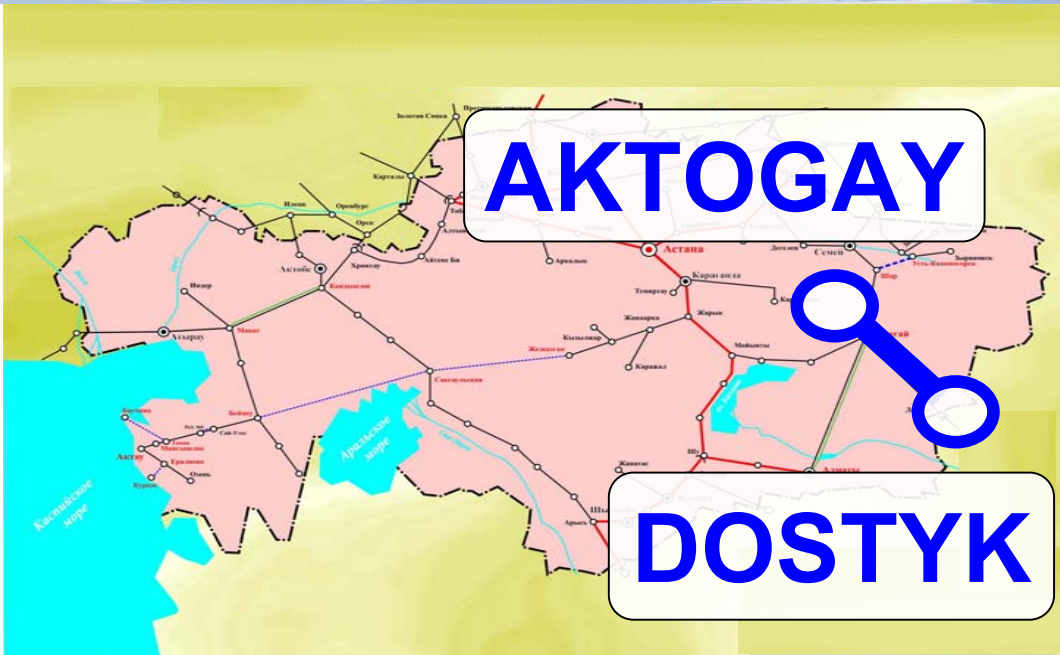
Announcement of the tender - August, 2007

Conclusion of the contract - October, 2007

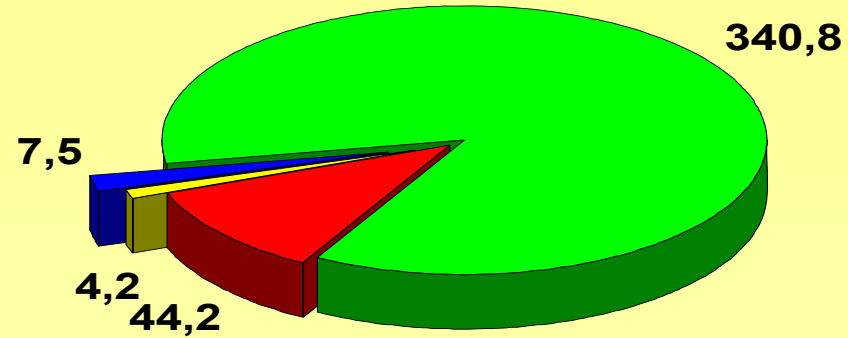
Beginning - February, 2008

End - 2010

INCREASE OF CARRYING OF "DOSTYK" STATION AND "AKTOGAY-DOSTYK" RAIL SECTION

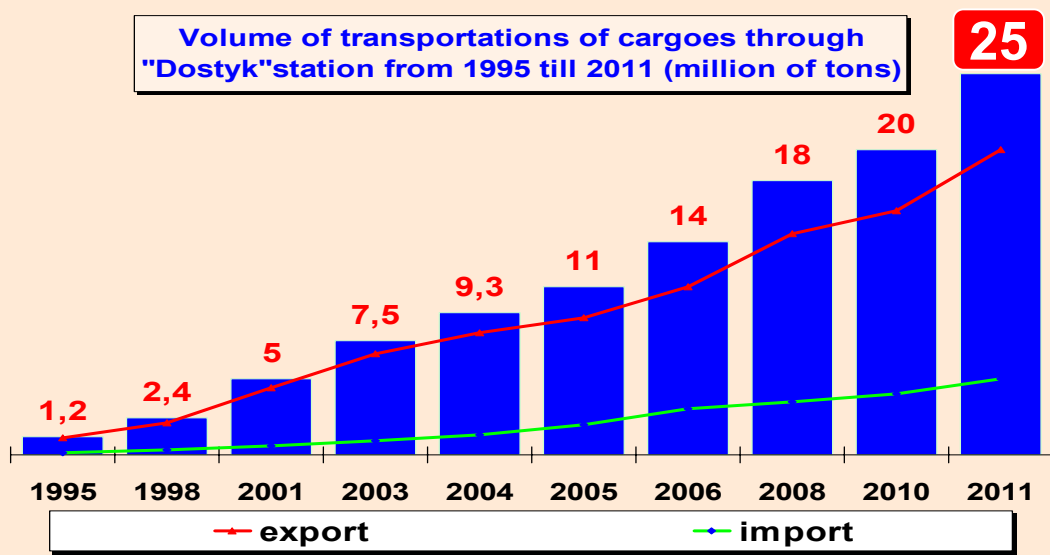


Investments till 2011 - **396,7** million USD



■ Funds of JSC "NC "KTZ" ■ The republican budget
■ The local budget ■ Other sources

Volume of transportations of cargoes through "Dostyk" station from 1995 till 2011 (million of tons)



Financing of the works per years
 In 2006 years – **50,8** million USD
 In 2006 years – **132,5** million USD
 In 2008 years – **82,5** million USD
 In 2009 years – **60,8** million USD
 In 2010 years – **55,0** million USD
 In 2011 years – **15,0** million USD
In total for 2006 - 2011 it is needed
396,7 million USD

Electrification of Pavlodar – Yekibastuz and Kostanai – Zhelezorudniy sections



Pavlodar – Yekibastuz section
extent – **132 km**
cost – **90 mln.USD**

Kostanai – Zhelezorudniy section
extent - **48 km**
cost – **25 mln.USD**

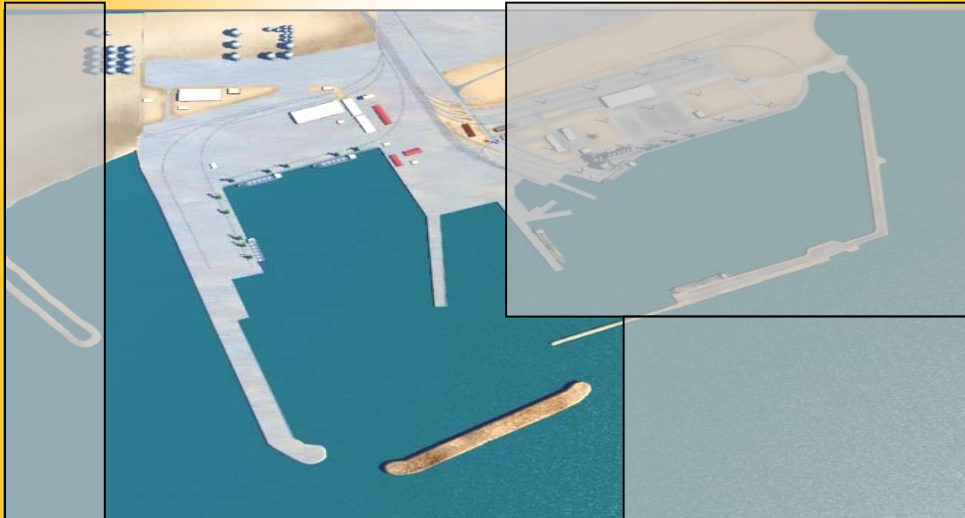
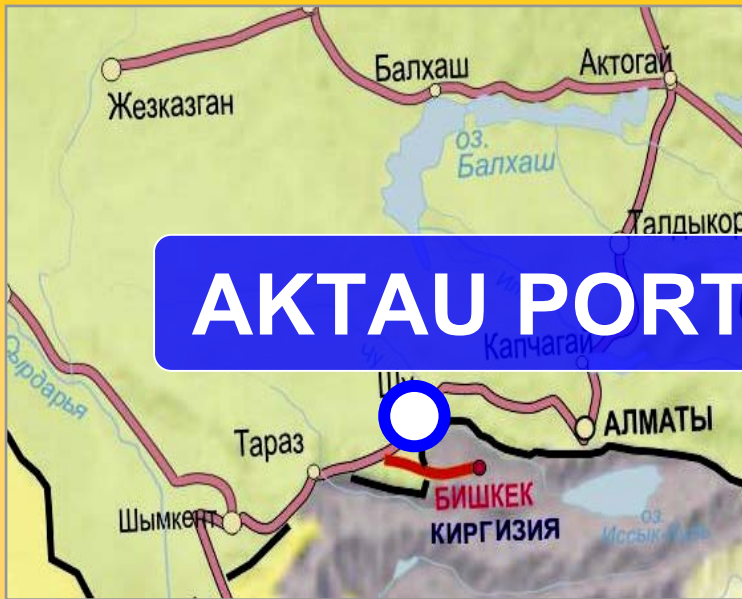
Electrification of Makat – Kandyagash rail line on the concession basis



Extension – 392 km

Cost – 200 mln.USD

EXPANSION OF AKTAU PORT TO THE NORTH



Start – March, 2006

End – December, 2010

260 m. cost – more than
200 mln.USD

**Financial sources – loans
and means of Aktau
International Sea Trade
Port**

Development of Bautino port and constriction of Mangyshlak – Bautino rail line on the concession basis



Mangyshlak – Bautino

Extention – 135 km
Cost – 180 mln.USD

Yeralievo - Kuryk

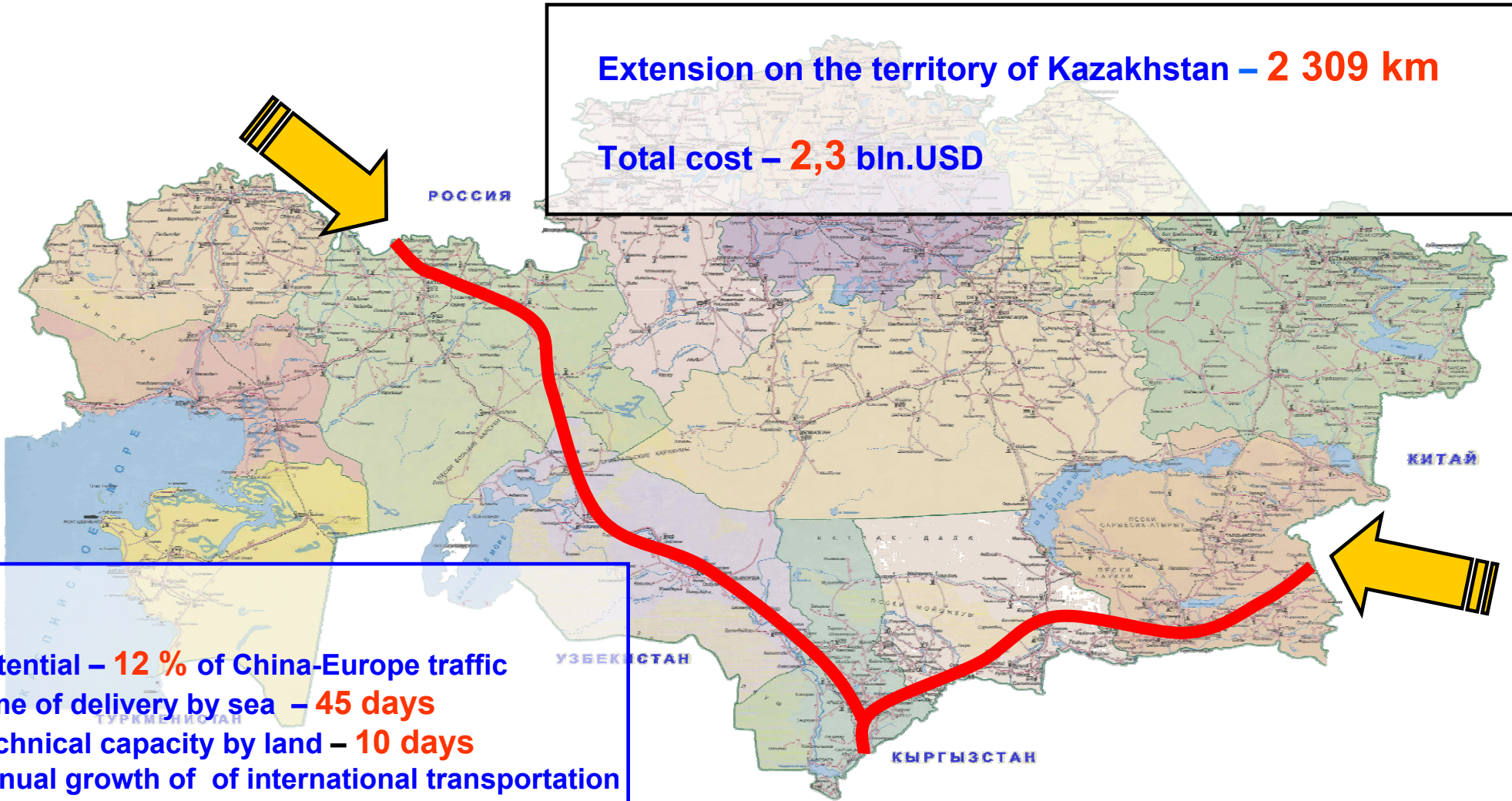
Extention – 14,4 km
Cost – 60 mln.USD

“West China – West Europe” transport corridor

Extension on the territory of Kazakhstan – **2 309 km**

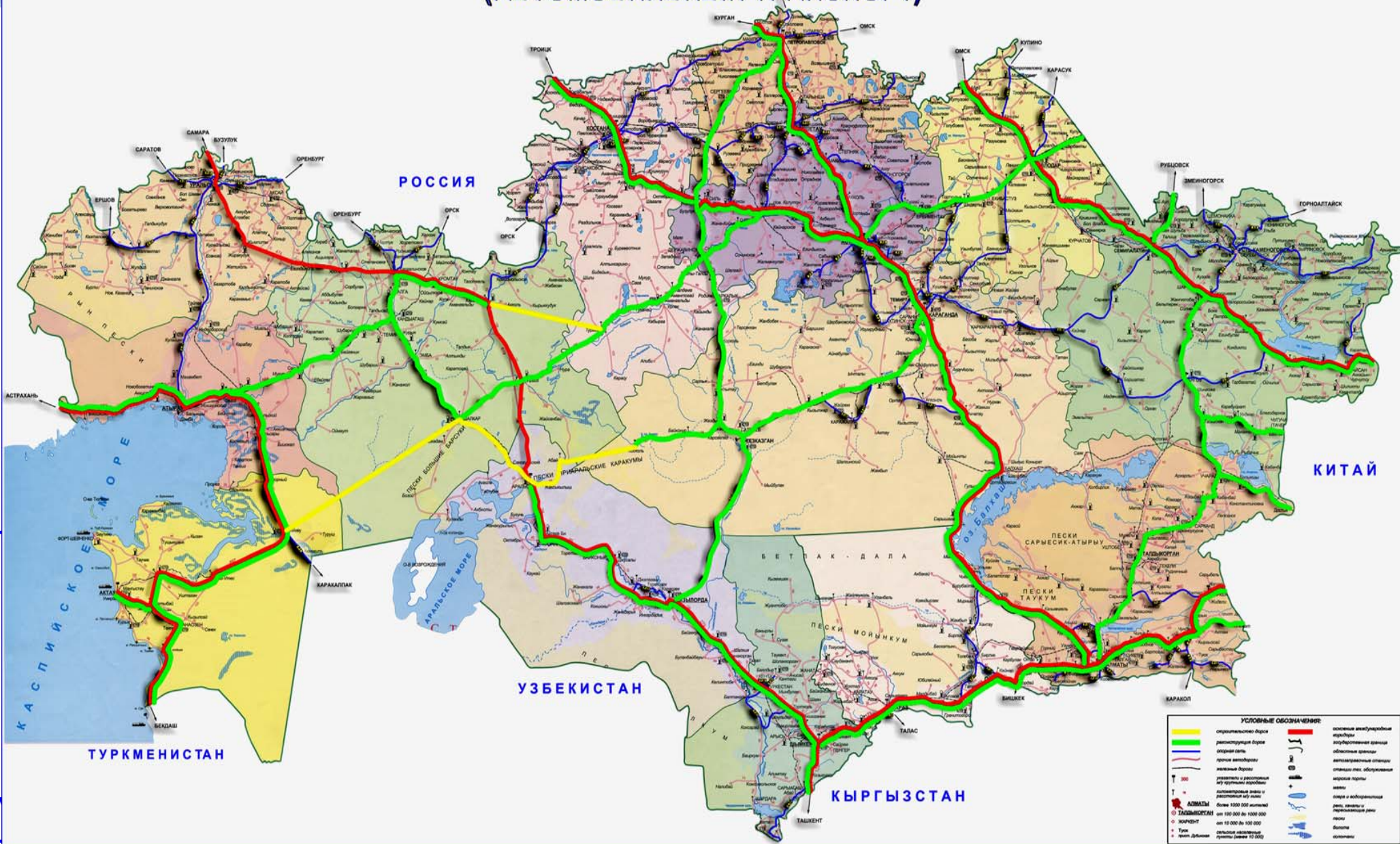
Total cost – **2,3 bln.USD**

Potential – **12 %** of China-Europe traffic
Time of delivery by sea – **45 days**
Technical capacity by land – **10 days**
Annual growth of of international transportation
volumes – **9 %**



“West China – West Europe”

ФОРМИРОВАНИЕ ЭФФЕКТИВНОЙ ТРАНСПОРТНОЙ ИНФРАСТРУКТУРЫ (АВТОМОБИЛЬНЫЙ ТРАНСПОРТ)



STATIONING OF TRANSPORT AND LOGISTIC CENTERS

