

**The report**  
**of mister Nurov A.H. National coordinator from Republic Tajikistan at the**  
**first meeting of commission of experts on development of the Central Asian**  
**transport communications**

**Dear mister Chairman,**  
**Dear participants of the meeting,**

Ladies and gentlemen, let me to welcome on behalf of the Government of Republic Tajikistan all the representatives of the countries participants of the meeting, the international organizations, and financial institutions and to express gratitude to organizers for the initiative in the organization and carrying out this meeting.

Transport played and continues to play the important role in becoming and development of market relations in many countries, including it should play this role in the countries of the Central Asia.

Development of transit corridors in regions promotes acceleration of integration processes and creates favorable conditions for economic growth of all countries of Central Asian region.

Last decade the Government of Republic Tajikistan attaches a problem of formation of trading routes special significance, as Tajikistan is a crossroad of Asia with the countries of the near East and Europe, the Country is located in a southeast of the Central Asia and has the common borders **with the Chinese People's Republic, Afghanistan, Kirghiz Republic and Republic Uzbekistan**. In southeast Tajikistan is separated from India and Pakistan by a strip of the Afghan territory in width from 15 up to 65 km, so-called «Vakhan corridor».

Hundreds of years caravan routes of the Great Silk Road passed through Tajikistan as it was the shortest trading road from Asia to Europe. Transit travel on territory of Republic Tajikistan provides to the next states reduction of distances and terms of delivery of the goods and is economically interstate routes of transit of the goods which pass on territory of Republic Tajikistan, are:

**\* Highway between China and Republic Uzbekistan:**

- **Border of Uzbekistan -Tursunzade-Dushanbe-Vahdat-Dangara-Kulyab-Khorog Kulma pass-border of Chinese People's Republic - 1084 km.**

- **Border of Uzbekistan Shahrtuz - Kurgantube-Dangara-Kulyab - with an output to Khorog and further on Kulma pass and border of Chinese People's Republic -1134 km.**

**\* Between the Kirghiz Republic and Republic Uzbekistan effective, transit can be carried out on transit corridors:**

- **Bekabad-Kanibadam-Isfara-Kirgizstan border -148 km.**

- **Border of Uzbekistan-Dushanbe-Vahdat-Jirgital-Karamik-Kyrgyzstan border - 438 km.**

**\* Between Afghanistan and Republic of Uzbekistan economic roads are:**

- **Nizniy Pyandz-Dushanbe Uratube-border of Uzbekistan - 576 km.**

- **Nizniy Pyandz -Dushanbe Tursunzade-border of Uzbekistan - 250 km.**

**\* Afghanistan and the Chinese People's Republic communication highways:**

- **Nizniy Pyandz-Kurgantube-Kulyab-Khorog-Murghab Kulma pass-1018 km.**

- **Khorog-Murghab- Kulma pass -380 km.**

**\* For transportation of economic cargoes from Republic Kyrgyzstan and Afghanistan is rational to use transport highways:**

- **Kyzylart-Murghab-Khorog border of Afghanistan - 490 km.**

- **Border of Kyrgyzstan-Jirgital-Dushanbe-Nizniy Pyandz -507 km.**

The main thing and variants of transit offered by us on Republic Tajikistan are maintenance of comfortableness and conditions of travel for vehicles, and a choice of a transport corridor, finally, depends on a carrier, and the work of the infrastructure will be better organized, and more countries will use territory for the purposes of transit and trade.

After reception of independence the central - Asian states including Tajikistan, experience transitive the period. Therefore in region the common mechanism of transit of the goods and services which would meet the requirements to market economy was not generated yet. Each state, adjusting the its legislation, does not take into account prospect of development of transport complex of region. The presence of great number of barriers on transporting corridors is explained to these.

Under the existing circuit of trade the consumer goods are imported to Tajikistan from the European countries and the Chinese People's Republic, and export of our production, greater part of which are agricultural products, is carried out by transit through Uzbekistan and Kazakhstan.

On the way of movement of our goods through territories of the neighbor states there are barriers, which were repeatedly considered at the international level. Now at crossing borders by vehicles illegal collection of financial assets and the big idle times of automobiles on boundary transitions takes place. Thereof our goods, getting on the markets of trade, become not competitive because of rise in price of their cost and loss of a packaging.

We consider, that the primary goal which is necessary for solving in immediate prospects is Unification of transport legislations and development of measures on elimination of internal barriers which provide liquidation of unobstructed moving of the goods. Thus it is necessary to introduce modern means of the control over the terms of moving of vehicles. Realization of these measures in coordination with the countries on which territories transit of the goods and services on a way from Europe to Asia is carried out and back is the first condition of development of international trade.

The decision of these questions at the moment is most actually and demands close cooperation and interest at the international level. Thus for exception of the facts of discrimination of transit developed countries and providing access of their services on the international markets it is necessary to provide system of the adequate control on the part of international the organizations.

I would like to draw you attention on the measures accepted by Republic Tajikistan on development of trade in the region and creation of trading routes in more detail. For the present moment there are three main trading - transit corridors in Republic Tajikistan, which pass on our territory from the East on the West and one from the North on the South are determined and have the international value.

The first transit corridor passes on the north of Tajikistan and is determined as Bekabad-Kanibadam with an exit to Kokand-Republic Uzbekistan and Batkent - Republic Kyrgyzstan. Feature of this transit-trading site is that it working and in parallel with the railway passes a modern highway.

The government of Republic Tajikistan finds an opportunity on electrification of this site of the railway and reduction of tariffs for transportation of transit cargoes. Maintenance of the minimal cost of transit transportations on this

route is important for Uzbekistan as it is the shortest way of movement of the goods from the Fergana valley in the central areas of Uzbekistan further on the West.

**The great value for development of trade and economic relations in region has a transport corridor border of Uzbekistan of Dushanbe-Jirgital-border of Kyrgyzstan which length makes 416 km.** This trading route increases the importance from year to year and, wins sympathy of businessmen. In our opinion it will be priorities of all existing corridors on territory of Tajikistan, on which stream there will be goods from China to other states. It is necessary to note, that the given route is very harmoniously entered in a road complex of region and it will meet to the international standards if two states Tajikistan and Kyrgyzstan carries out rehabilitation of sites of a highway from Darband up to border of Kyrgyzstan the Tajik side and from border of Kyrgyzstan up to Saritash the Kirghiz side and will solve a problem of construction of modern boundary transition on border.

For creation of the International transport corridor in the countries of southeast region, in particular the Chinese People's Republic, construction of a highway Murghab-Kulma pass now is finished. Recently **the Government of Tajikistan solves a question on assignment for construction of a site Murghab-Taktamish, 38 km by length. Finishing of this site up to requirements of the international standards will provide an opportunity of transit of the goods from northern - east regions of Afghanistan in the Chinese People's Republic and back.**

With assistance of Islamic Bank of Development, the Kuwaiti fund, the Saudi fund and OPEC fund reconstruction of two sites of a highway Kulyab - Kalaikhumb is carried out. Both these of sites are components of the transport corridor which is taking place in immediate proximity from borders of Afghanistan in flood plain of the Pjandzh river. In this case extent of a route of transportation of the goods from our western borders up to borders of the Chinese People's Republic makes 900 km, and from border of Afghanistan up to borders of the Chinese People's Republic extent of a route makes 400 km.

**For development of cooperation with Afghanistan and its inclusion in an orbit of trade and economic relations of the Central Asian states, construction of 3 bridge transitions through the river Pjandzh on a highway of Dushanbe Khorog is planned. Now one bridge at Khorog is handed over in operation, construction of the second bridge in settlement Ruzvaj comes to an end.**

**Construction of these bridge transitions increase volume of transit of the goods on the given direction.**

Stabilization of political situation in the next states is the first condition of formation of a route of movement of the goods through territory of Tajikistan in a direction the East the West and the East the Southwest with an output through Afghanistan to Iran and Turkey and through Pakistan to Indian ocean.

**Development of the transport highways connecting northern provinces of Afghanistan and the Central Asian states, will allow to pass to qualitatively new level of trade and economic relations between us. In this plan growth of commodity circulation on transit corridor Kunduz-Nizniy Pyjandz-Dushanbe-Khojend-Tashkent which will pass on territory of 3 states is expected: the Islamic State of Afghanistan, Republic Tajikistan and Republic Uzbekistan.**

Realizing a role and necessity of escalating of trade and economic relations between the states of region the Government of Republic Tajikistan took a decision on intensification of the construction of road tunnel "Anzob" and attraction of Iranian road-building firms. Construction of tunnel "Anzob" allows to solve a problem of maintenance of all-the-year-round functioning of "North-South" transit corridor, despite of presence of two high-mountainous passes which are taking place at height of 3400 meters above sea level.

The second, a question in development of the given route of moving of the goods construction of bridge transition in settlement Nidzny Pyjandz is not less important. The pontoon ferry available now does not provide a required regularity of transit transportations and is a barrier in development of trade and economic relations between the states of region.

The special place in development of trade and free moving of the goods has construction on the international transport corridors of modern boundary transitions. The construction of 25 international boundary transitions is planned in Tajikistan.

However construction of modern boundary transitions on border with Kyrgyzstan and the Chinese People's Republic is prime.

The Republic Tajikistan on July, 14, 2003 has entered system TIR with reception of IRT books, but, however its performance now is considered unilateral, i.e. our market of transport services is regularly lost. The basic criterion of the given fact is absence of appropriate park of the vehicles corresponding to the international standards.

The available park of a rolling stock since times of Soviet Union completely is obsolete, privatized and transferred to a private sector which carries out transport services in territory of republic.

From year to year Republic Tajikistan increases volume of air transportation, however there are transit problems.

The basic stream of transit flights of aircraft is directed from the north on the south and from Europe to Southeast Asia. For increase in transit of air ships four corridors of crossing of frontier with Afghanistan that has allowed airlines to carry out more economic flights are open.

The circle of foreign partners on development of routes of transit trade of Republic Tajikistan is rather extensive. Close business relations with the Asian Bank of Development, the World Bank, Islamic Bank of Development, the Kuwaiti Fund of the Arabian Economic Development, Aga-khan Foundation are adjusted and by many other donors the Government of Republic Tajikistan and these financial institutions achieve arrangements on investment of construction and rehabilitation of highways of Tajikistan. Good modern automobile and railways, air corridors have today strategically great value for development of trade between Europe and Asia.

We hope, that this meeting will promote in development of qualitatively new methods and means of interaction in sphere of transport and trade between the countries participants of our assembly and also to development of the international economic cooperation.

**I thank you all for your attention.**