NEW RAIL TRANSPORT PRIORITIES IN EUROPE AND THE NEIGHBOURHOOD COUNTRIES

OSCE-UNECE Inter-regional Workshop on Developing Euro-Asian Transport Links

Turkmenbashy, 7 - 8 December 2010
UNECE TER MASTER PLAN FOLLOW-UP

Conference on Financing development of road and rail transport infrastructures 17 November 2010, OSCE Conference Centre Hofburg, Heldenplatz, Vienna

CONCLUSIONS

• Investment projects
  – must be sound,
  – feasibility studies with rigorous cost-benefit analysis
  – social and environmental impact assessments

• PPPs
  – not more than 10-15 percent of all transport investment is likely to attract private funding and private participation
  – Infrastructure pricing –

• closer cooperation between the TEM/TER and EATL projects shall be fostered.

• Technical Assistance is needed to improve the technical absorption capacity of the countries, i.e. to prepare and implement road and rail investment projects.
Multi-country investment planning
– UNECE Regional Projects

Investment planning tools used in:

• TEM - TER Master Plan
• Euro-Asian Transport Linkages
ENSURING OF THE DIRECT MOVEMENT OF TRAINS FROM EUROPE TO ASIA AND VICE VERSA

Pan – European transport corridor № 4

Segment to be rehabilitated is 503 km

Missing segment to be constructed is 101 (km)
RUSSIA’S RAIL SYSTEM DEVELOPMENT STAGES

2008-2015 Railway Transport Modernization
- Conversion into an effective transportation and logistics holding company
- Quick modernization of existing resources and infrastructure
- Financing investment projects using the investment fund monies
- Expansion of state-to-private partnership
- Improving rail access to Russian seaports
- Construction of St. Petersburg – Moscow high-speed railway
- Intensification of design and survey work for the construction of new railway lines

2016-2030 Dynamic Expansion of Railway Network
- Full-scale implementation of state policy for railway industry development
- Rail network expansion
- Compliance with international standards of technological development
- Increase in container freight traffic to 1 bln TEU per year
- Establishment of common transportation space within EurAsEC

The estimated investment into the railway industry between 2008 and 2030 (in 2007 prices) is 325.7 to 394.3 bln Euros, depending on the option selected
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The «Western Europe – Western China» International Road Corridor

Length on the territory of Kazakhstan – 2,787 km
Length of the sections to be reconstructed on the territory of Kazakhstan – 2,452 km
Total cost of the project – $5.5 billion
Implementation period – 2009-2012

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The route's approximate length is 4,000 km (from Kyrgyzstan via Uzbekistan, Turkmenistan, Iran to Turkey)

**Freight:** seasonal export goods - capers, walnuts, leather, raw materials, dried fruit, consumer goods, spare parts for cars and plastics for window frames

**Estimated time** of the delivery is 12-14 days
Central Route

The route’s approximate length is 5,100 km (from Central China via Kyrgyzstan, Uzbekistan, Turkmenistan, Azerbaijan, Georgia to European Union)

**Freight:** automobile components and cotton

**Estimated time** of the delivery is 14-18 days

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Результаты предварительного ТЭО и комплексного анализа строительства железнодорожной магистрали Китай – Кыргызстан – Узбекистан

• Уточнено прохождение трассы ж.д. линии, которая короче более чем на 900 км существующих коридоров и сокращает время в пути грузов и пассажиров на 7-8 дней.

• Сделан вывод о необходимости строительства железнодорожной магистрали, соединяющей Китай, Кыргызстан и Узбекистан и о преимуществах этой магистрали.

• Вывод о технической и экономической осуществимости и экологической безопасности магистрали.
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uzbekistan railways
Construction of railway line “Navoi-Uchkuduk-Sultanuizdag-Nukus”.
340 km long new railway line “Navoi-Uchkuduk-Sultanuizdag-Nulus”, implemented at the expense of UTY
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“Reconstruction of the Railways of Uzbekistan”
“Modernization of the Railways of Uzbekistan”
Investor: Asian Development Bank

“Electrification of the railway line between Tashkent and Angren”
Investors: KfW and Kuwait Fund of Arabic Economic Development

“UTY Passenger locomotives fleet upgrade”
Procurement of 15 passenger electric locomotives
At the expense of the loan of China

“Development of railway maintenance base and organisation of wagons construction”
Investor: European Bank for Reconstruction and Development

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USD 447.5 mln. worth of investments were spent for construction of the railway line “Tashguzar-Boysun-Kumkurgan”
Ferroconcrete railway bridge with ferroconcrete superstructures

Railway bridge with iron superstructures
Revision of the TER Master Plan

Main Results

- Methodological framework for prioritisation
- TER Master Plan Backbone Network
- Priority projects for implementation up to 2020
- Cost estimates and available finance
- Border crossing problems and ameliorative actions
- Impacts of the EU Railway infrastructure
- GIS background work
Thank you for your attention!