

# Central Asia Regional Economic Cooperation (CAREC) Program

## National Consultation Workshop

### Kyrgyz Transport Sector

CAREC Secretariat  
Asian Development Bank

*16 April 2013*



# Scope of Presentation

## Implementation Progress and Prospects of Sector Plan and Priorities

- **Sector Objectives**
- **CAREC and Sector Priorities**
- **Sector Status**
- **Challenges**
- **Potential Plan of Action / Next Steps**

# Kyrgyz Transport Sector Objectives

- **As per the National Sustainable Development Strategy (NSDS) for Kyrgyz Republic 2013-2017, there are five objectives:**
  1. Rehabilitation of the five international transport corridors.
  2. Preservation and improvement of the network of hard surface roads.
  3. Ensuring transport independence for the country.
  4. Completion of feasibility studies and construction of the Sino-Kyrgyz-Uzbek railway and a North-South connecting branch.
  5. Creation of an air transport hub.

# CAREC Road Corridors in Kyrgyz

- **Four of the six identified CAREC regional road corridors traverse Kyrgyz:**

CAREC 1: Chaldovar-Karabalta-Bishkek-Naryn-Torugart

CAREC 2: Irkeshtam-Sarytash-Osh

CAREC 3: Karamyk-Osh-Bishkek-Chaldovar or Ak Jol/AkTilek

CAREC 5: Irkeshtam-Sarytash-Karamykd

- **Additionally, to support regional connectivity, the Government favors the reconstruction of the following three corridors:**

Suusamyr-Talas-Taraz

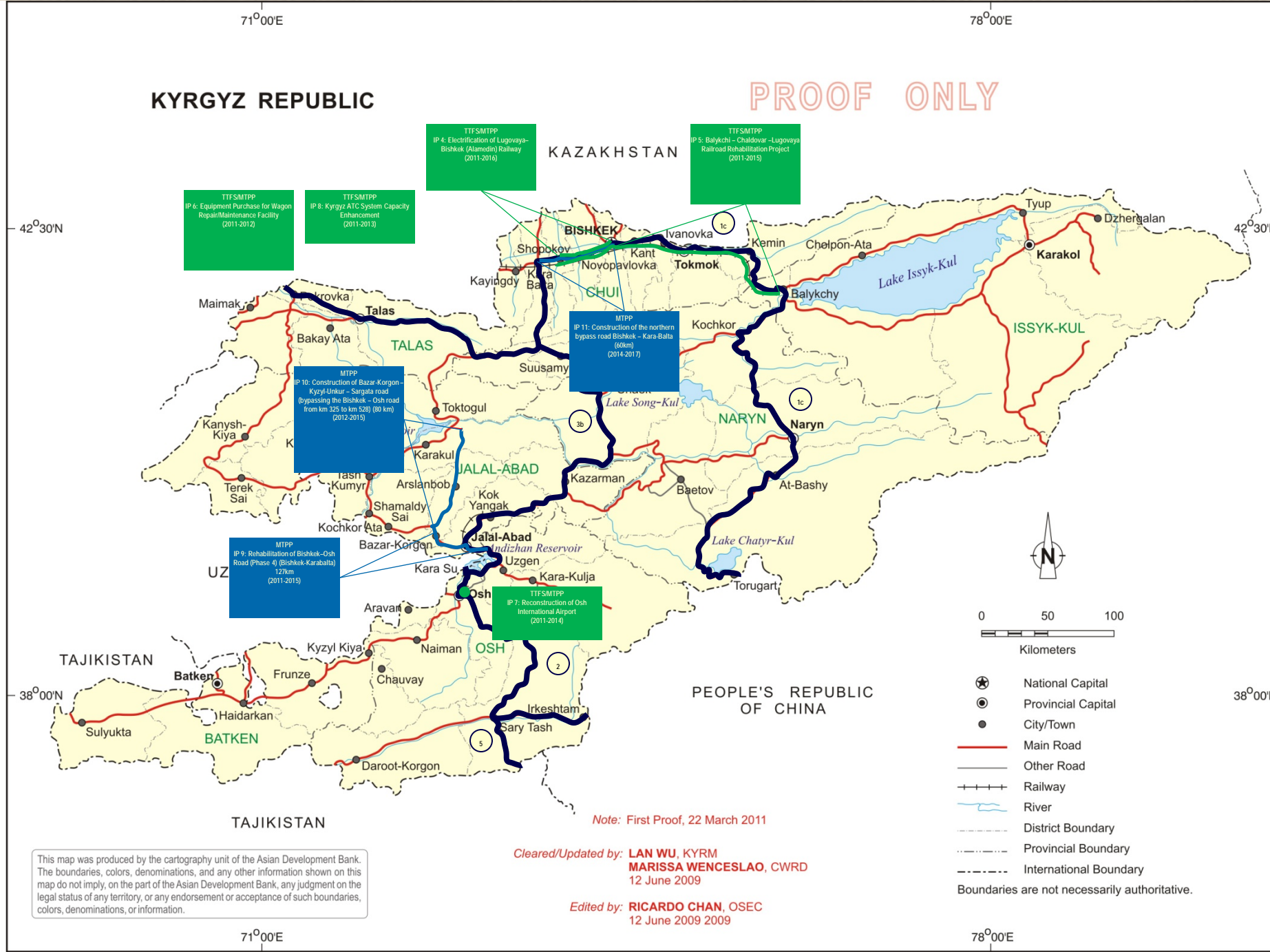
Osh-Batken-Isfana

Karakol-Tyup-Kegen



# KYRGYZ REPUBLIC

PROOF ONLY



71°00'E

78°00'E

42°30'N

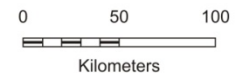
42°30'N

38°00'N

38°00'N

TAJIKISTAN

PEOPLE'S REPUBLIC OF CHINA



- National Capital
  - Provincial Capital
  - City/Town
  - Main Road
  - Other Road
  - Railway
  - River
  - District Boundary
  - Provincial Boundary
  - International Boundary
- Boundaries are not necessarily authoritative.

Note: First Proof, 22 March 2011

Cleared/Updated by: **LAN WU, KYRM**  
**MARISSA WENCESLAO, CWRD**  
 12 June 2009

Edited by: **RICARDO CHAN, OSEC**  
 12 June 2009

This map was produced by the cartography unit of the Asian Development Bank. The boundaries, colors, denominations, and any other information shown on this map do not imply, on the part of the Asian Development Bank, any judgment on the legal status of any territory, or any endorsement or acceptance of such boundaries, colors, denominations, or information.

71°00'E

78°00'E

Cans 11-1072d AV

# Status of Ongoing Road Projects

Corridor	Time Frame	KM	Cost (\$M)	Financing	Progress
Bishkek-Osh	1997-2013	545	209	Japan/ADB	81%
Bishkek-Naryn-Torugart	2008-2016	539	582	China/ADB	33%
Osh-Sarytash-Irkeshtam	2006-2013	258	148	ADB/GBRK/EIBK	74%
Sarytash-Karamyk	2012-2013	136	46	ADB	90%
Taraz-Talas-Suusamyр	2012-2015	300	101	IDB	38%
Osh-Batken-Isfana	2012-2015	385	105	WB/EBRD/EU	32%

# Railway Status & Development

- The railway network is disjointed and railway operations need improvements esp. in the quantity and quality of rolling stock
- Two significant railway projects are under consideration: (i) Sino-Kyrgyzstan-Uzbekistan, and (ii) North-South Connection
- Question: How to finance should the projects be feasible?

# Aviation Sector Status & Development

- **In order to meet ICAO standards, most airfields need improvements, such as:**

Rehabilitation of pavements (taxiways, runways, aprons)

Upgrade of communications and NAVAIDS

Upgrade of lighting systems

Upgrade of fire & rescue equipment & staffing

- **Development of Manas as major regional hub**
- **Question: How to fund improvements and expansion of Manas?**





# Challenges: Impediments to Achieving the Objectives?

- Three principle challenges facing the sector:
  1. Connectivity
  2. Sustainability
  3. Financing


# Challenge 1: Connectivity

- Complete construction of the envisaged CAREC corridors
- Complete construction of the priority domestic network links
- Achieve regional east-west rail connectivity (PRC-Krygyz-Uzbekistan)
- Achieve air connectivity with development of Manas as regional hub



## Challenge 2: Sustainability

- **Improved road maintenance and road safety**
- **Improved maintenance of existing railway system (rolling stock)**
- **Improved air safety, airport development and maintenance**



# Challenge 3: Financing

- **How to achieve proposed priority connectivity developments and sustainability under constrained budgetary conditions?**



# Proposed Plan of Action / Next Steps

- Complete funded ongoing projects
- Prioritize unfunded projects
- Identify funding gap
- Employ Asset Management System to maximize current asset value, project life cycle, and determine optimal mix of capital investment versus maintenance
- Initiate performance based maintenance contracts
- Coordinate with CAREC development partners and potentially the private sector to meet funding requirements.