

International road transport corridor Andijan-Osh-Kashgar

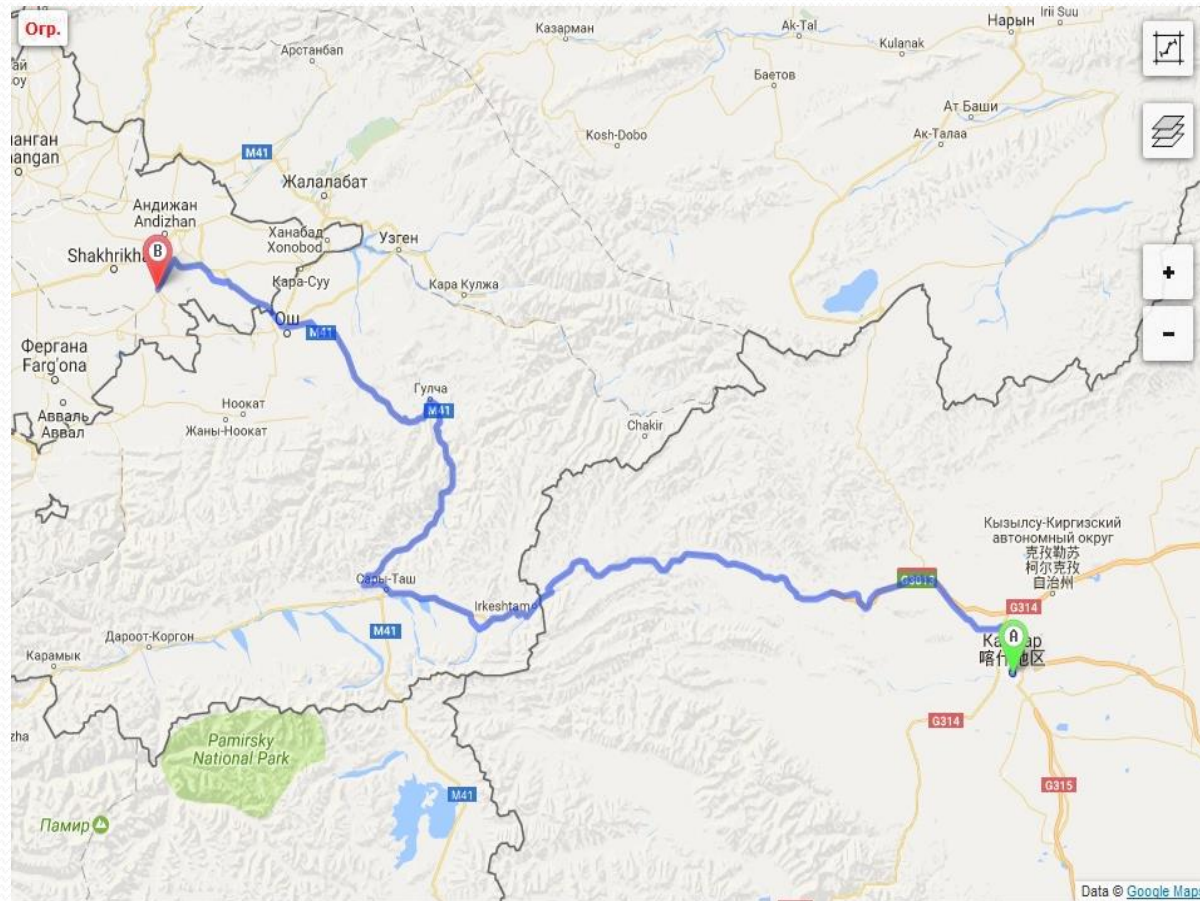
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Project overview

- The purpose of the project is to increase road transportation between Uzbekistan, China and South Korea by implementing measures aimed at the establishment of competitive logistic services that would be in high demand among the consignors.
- Between October 30 and November 3 a pilot run was organized along the route with the involvement of trucks from Uzbekistan, Kyrgyzstan and the PRC. The total length of 920 kilometers from Tashkent to Kashgar was traveled in 31 hours, of which 16 hours under move.
- For consignors and consignees from Uzbekistan, a multimodal transport and logistics center was established in Andijan province on the basis of the Akhtachi station terminal, that enables bringing the cargo from all regions of the country to Andijan by railway and then on to China by road.
- Average speed of the motorcade reached 50-60 kilometers per hour. Border crossing time was between 1.5 and 2 hours.

Route: Asaka (Andijan) - Kashgar (PRC) - 558 km.





Countries involved in the project:

- South-East Asian countries, China, Pakistan, Central Asia and the Caucasus, as well as Afghanistan and Iran

Opportunity to reach sea ports: In China, South-East Asia, Pakistan, Iran and the Black Sea

Goods varieties: consumer goods, textiles, petrochemicals, construction cargoes, agricultural cargoes

Advantages:

- increased involvement of CA economies in the global economic processes thanks to the access to Eurasian markets
- large volume of transit transportation coming from the Pacific countries to CA, Afghanistan and Iran with access to sea ports and in the reverse direction
- road quality along the whole route, namely in Uzbekistan, Kyrgyzstan and China, is in line with the established norms for the transportation of long distance trucks;
- the interest towards the new route is associated, first of all, with the minimal delivery times. Transportation of cargoes from Uzbekistan to China along the previous route would take 8-10 days, whereas the new route only takes 2 days;
- a flexible and transparent system of tariffs for the transportation of containers and multiloads, as mentioned at the press conference, enables savings of 300 to 500 dollars for the delivery of each lot of cargo;

Advantages:

- new jobs (up to 12 thousand) for the densely populated valley;
- opportunities for the Afghan partners in relation to railway cargo transportation from Mazari-Sharif to Andijan and on to China;
- activation of the construction of the railway line Uzbekistan-Kyrgyzstan-China makes it possible to reduce the distance by 100 km compared to the existing corridors;
- the construction of the new railway Mazari-Sharif-Herat (Trans-Afghan corridor) will complete the formation of the Trans-Continental transport corridor China-Central Asia-South Asia-Middle East.

Location of the center: Asaka city, Andijan province





Thank you for your attention!