



**Ministry of Transport and Communications of the  
Republic of Kazakhstan**

**Country presentation on CAREC corridors  
Investment Projects**

**Ulaanbaatar, 2009 г.**

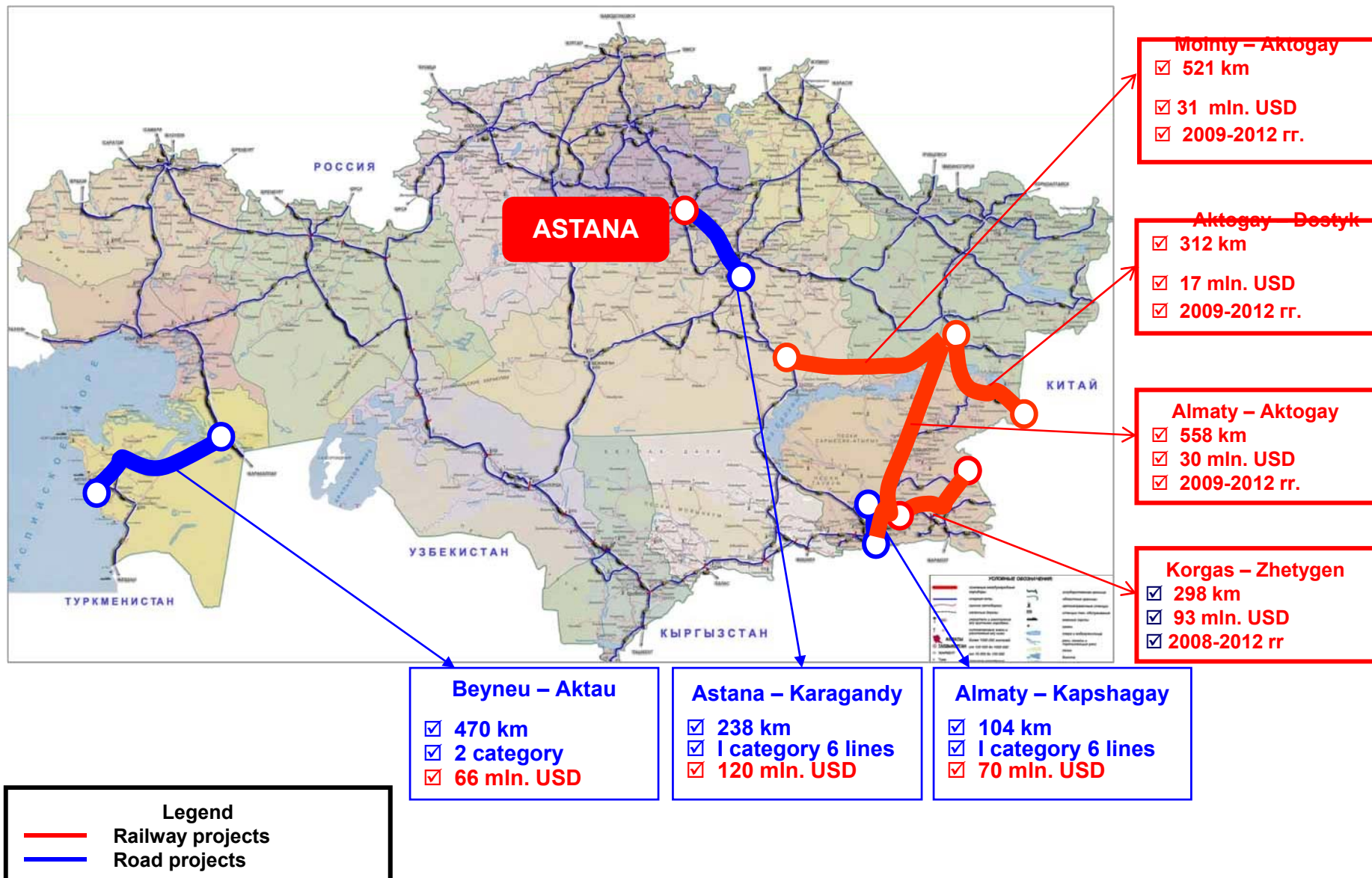
## Transport Strategy

In 2006 Kazakhstan adopted long-term Transport Strategy. It aimed to construct modern highways to facilitate continental and trans-continental transit in North-South and West-East directions.

The Strategy is a fundamental document in transport infrastructure development in Kazakhstan under which 80 major investment projects for the amount of about \$30 billion are being implemented.

Within these years we plan to construct new 1700 km and electrify 2100 km of railways, construct and reconstruct about 50 000 km of roads, to reconstruct and improve airport infrastructure, develop national merchant marine and marine port infrastructure.

## ROAD SECTOR CONCESSIONAL PROJECTS, PROPOSED TO IMPLEMENT UNDER TRANSPORT STRATEGY UP TO 2015



## Kazakhstan Projects included into CAREC Strategy on Transport and Trade Facilitation for 2008-2018:

No	Project name	CAREC Corridor	Project cost, mln. USD	Implementation period, years
<b>Railway Sector</b>				
1.	Electrification of the railway section Almaty-Aktogay	1-a	243	2009-2011
2.	Electrification of the railway section Dostyk-Aktogay	1-a	134	2009-2011
3.	Electrification of the railway section Aktogay-Mointy	1-a	250	2009-2011
4.	Construction of the railway line Korgas-Zhetygen	1-b	742	2008-2011
<b>Road Sector</b>				
5.	Rehabilitation of Astana-Karaganda automobile road	1-a, c	1000	2009-2012
6.	Rehabilitation of Almaty-Kapshagay automobile road	1-b, 3	580	2010-2011
7.	Rehabilitation of Aktau-Beineu automobile road	2-a	550	2009-2012
8.	Rehabilitation of the transit corridor West Europe – West China	1-b, 6-b, c	6 600	2009-2015
<b>Civil Aviation</b>				
9.	Expansion of Shymkent Airport	1-b, 6-b, c, 3-a	33	2009-2011
	Expansion of Semey Airport	3	64	2009-2011
	Expansion of Kokshetau Airport	1-a, c	66	2009-2011
<b>Water Transport</b>				
10.	Expansion of Aktau port in Northern direction	2a	347,5	2006-2014



# CONSTRUCTION KORGAS – ZHETYGEN RAILWAY LINE

## CAREC Corridor: 1-b



**Length – 298 км**

**Construction cost – 93 bln.tenge  
(620 mln. \$)**

**Construction period – 2009 – 2011**

**Average annual cargo volume  
to 2015 – 15 mln. ton**

**Concessionaire - «ENRC Logistics»  
LTD**

**Concession period – up to 2036**

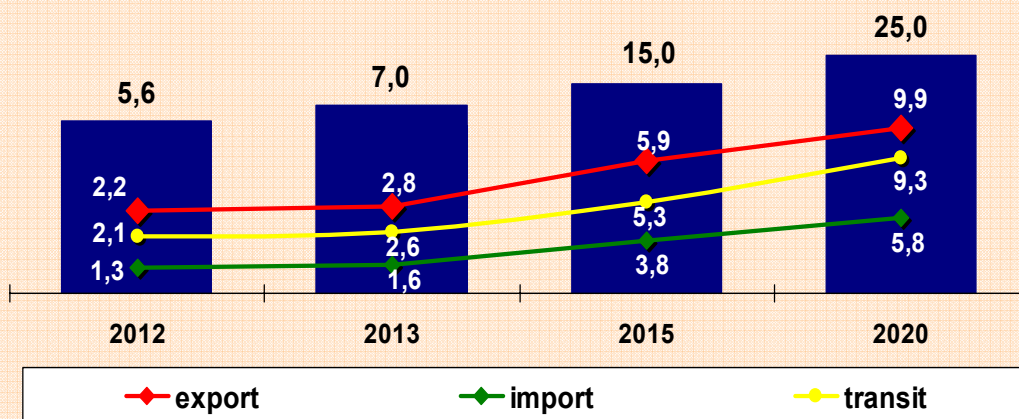
**Tax return for the construction period –  
11,1 bln.tenge**

**Employment generation – 5500persons**

**Remuneration during construction period  
– 14 bln.tenge**

**Kazakhstan component – 75%**

Traffic flow by direction according to feasibility study (mln. ton)



# ELECTRIFICATION OF ALMATY – AKTOGAY RAILWAY LINE (concession) – CAREC Corridor: 1-a



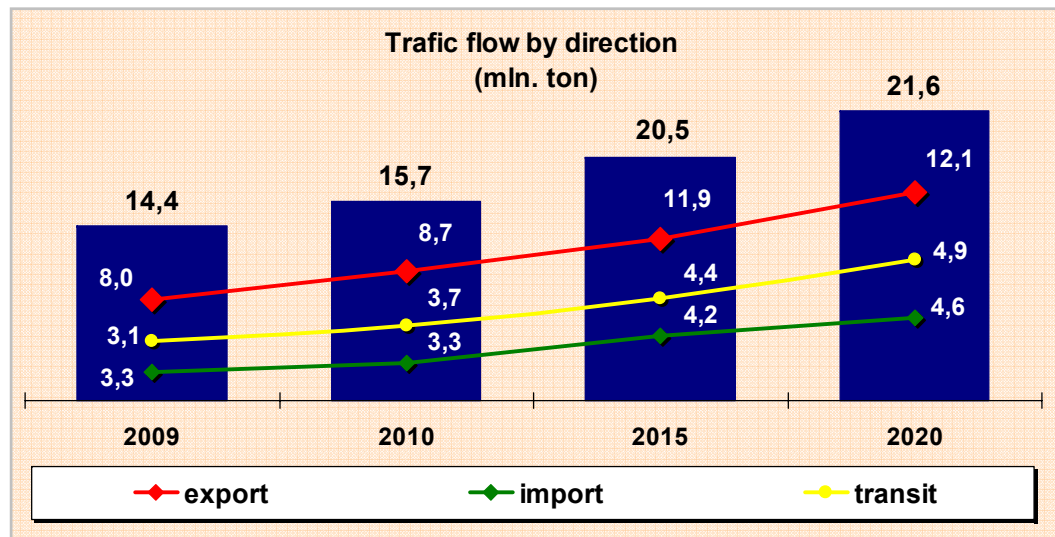
**Length – 558 km**

**Estimated cost –  
147 bln. tenge (980 mln. \$)**

**Planned construction period – 2015 – 2018**

**Projected freight transit flow  
– 21 mln. ton**

**Almaty-Aktogay enters into Central corridor of Trans-Asian Railway and TRASECA international transport corridor**





# ELECTRIFICATION OF AKTOGAY – DOSTYK RAILWAY LINE (concession) – CAREC Corridor: 1-a



**Length – 312 km**

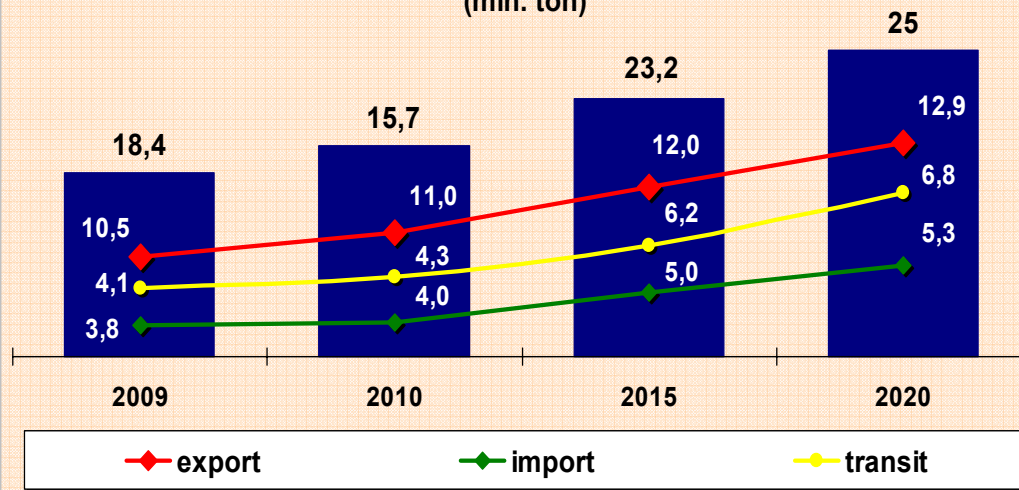
**Estimated cost – 76,5 bln. tenge (510 mln. \$)**

**Planned construction period – 2015 – 2018**

**Projected freight transit flow – 25 mln. ton**

**Aktogay-Dostyk enters into North and Central corridor of Trans-Asian Railway and TRASECA international transport corridor**

**Traffic flow by direction (mln. ton)**



# ELECTRIFICATION OF MOINTY – AKTOGAY RAILWAY LINE (CONCESSION) – CAREC Corridor: 1-a



**Length – 521 km**

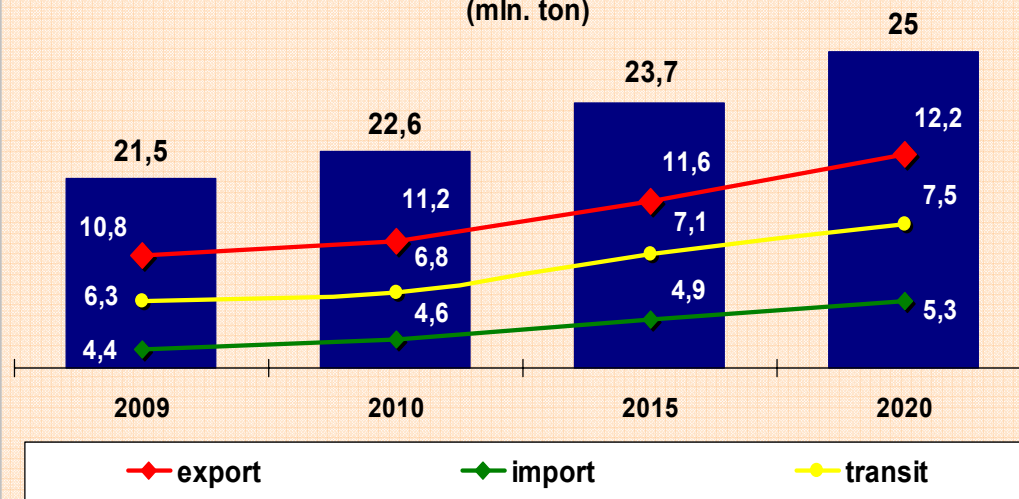
**Cost estimate –  
110 bln. tenge (733 mln. \$)**

**Planned construction period– 2015 –  
2018**

**Projected freight transit flow  
– 25 mln. ton**

**Mointy-Aktogay enters into North  
corridor of Trans-Asian Railway**

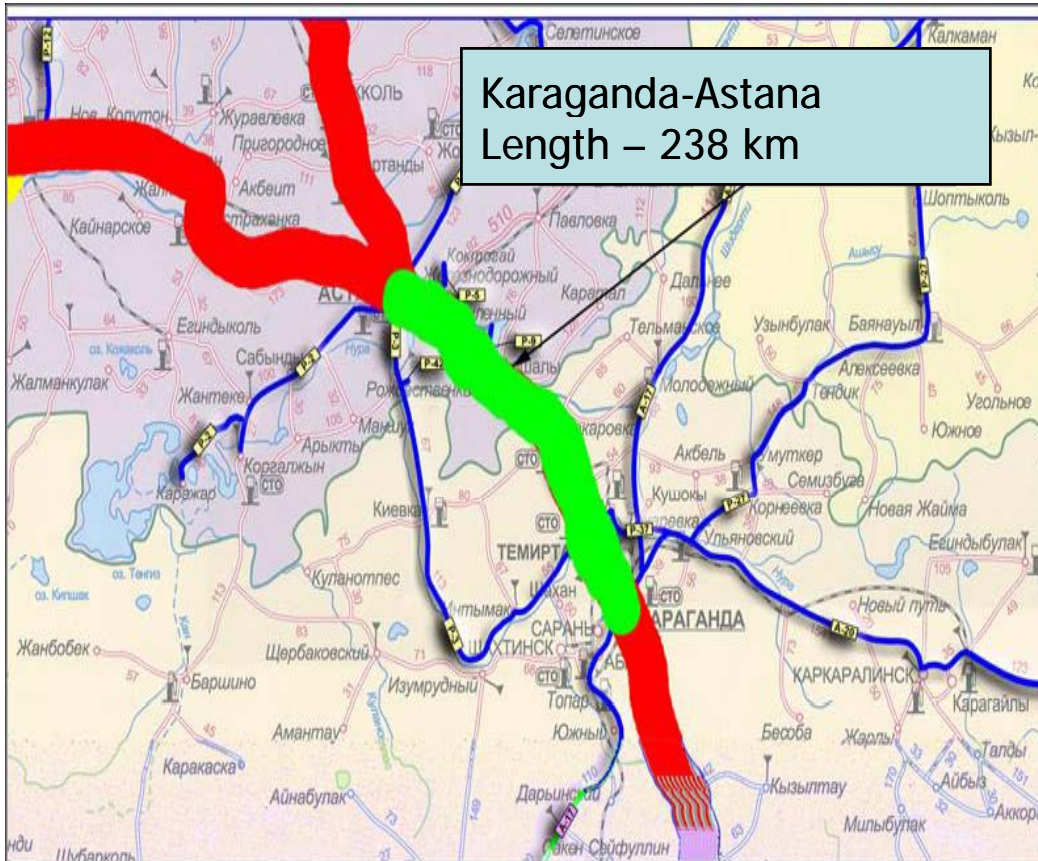
**Traffic flow by the direction  
(mln. ton)**





# RECONSTRUCTION OF KARAGANDA – ASTANA AUTOMOBILE ROAD

## CAREC Corridor: 1-a, c



**Feasibility Study – in place**  
«Karaganda-Astana» is a part of international transit corridor «Almaty - Karaganda - Astana – Petropavlovsk»

**Reconstruction cost estimate – 134,2 bln. tenge (894,7 mln \$)**

**Current density of traffic (2008) – 9 291 vehicle/day**

**Projected annual traffic density increase – 6-8 %.**

**Concession period – 25 years**

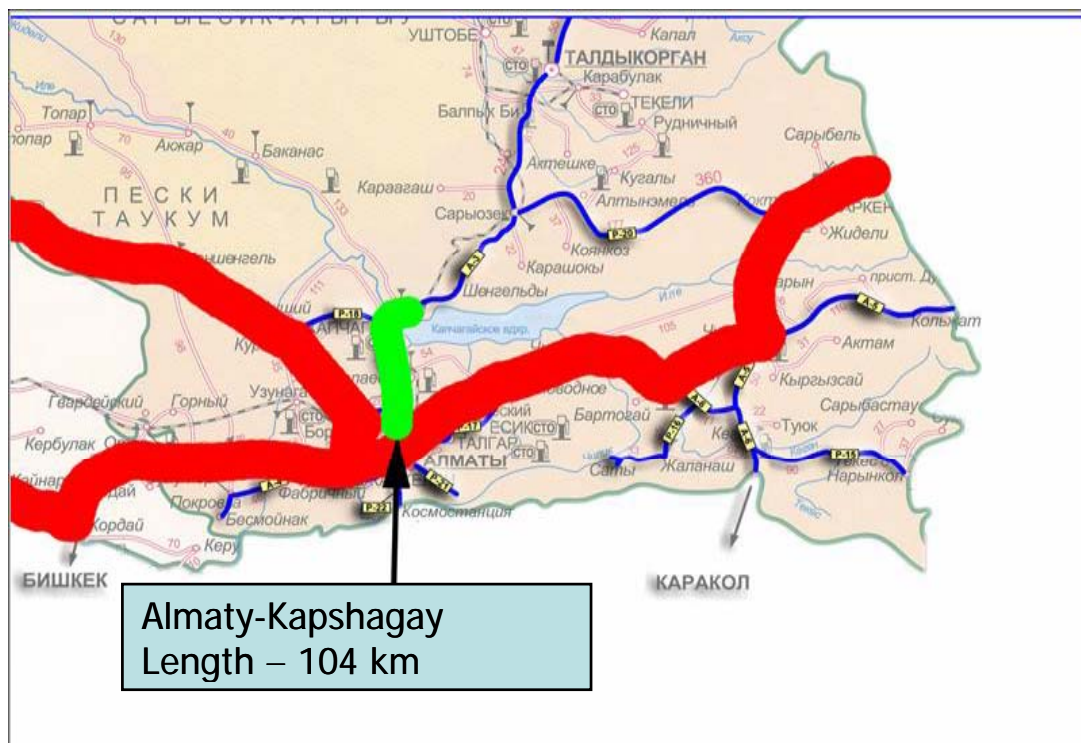
**Planned construction period – 3 years**

**Maximum tariff rate in the breakdown of vehicle types is stipulated by the Government of the Republic of Kazakhstan**

**During concession period partial reimbursement of concessionary's investment expenses from the state budget is possible**

# RECONSTRUCTION OF ALMATY – KAPSHAGAY AUTOMOBILE ROAD

## CAREC Corridor : 1-b, 3



Feasibility study is being developed

Reconstruction cost estimate– **64,4 bln. tenge**  
(429,3 mln. \$)

Current density of traffic (2008) – **15 754**  
**vehicle/day.**

Projected annual traffic density increase – **6-8%.**

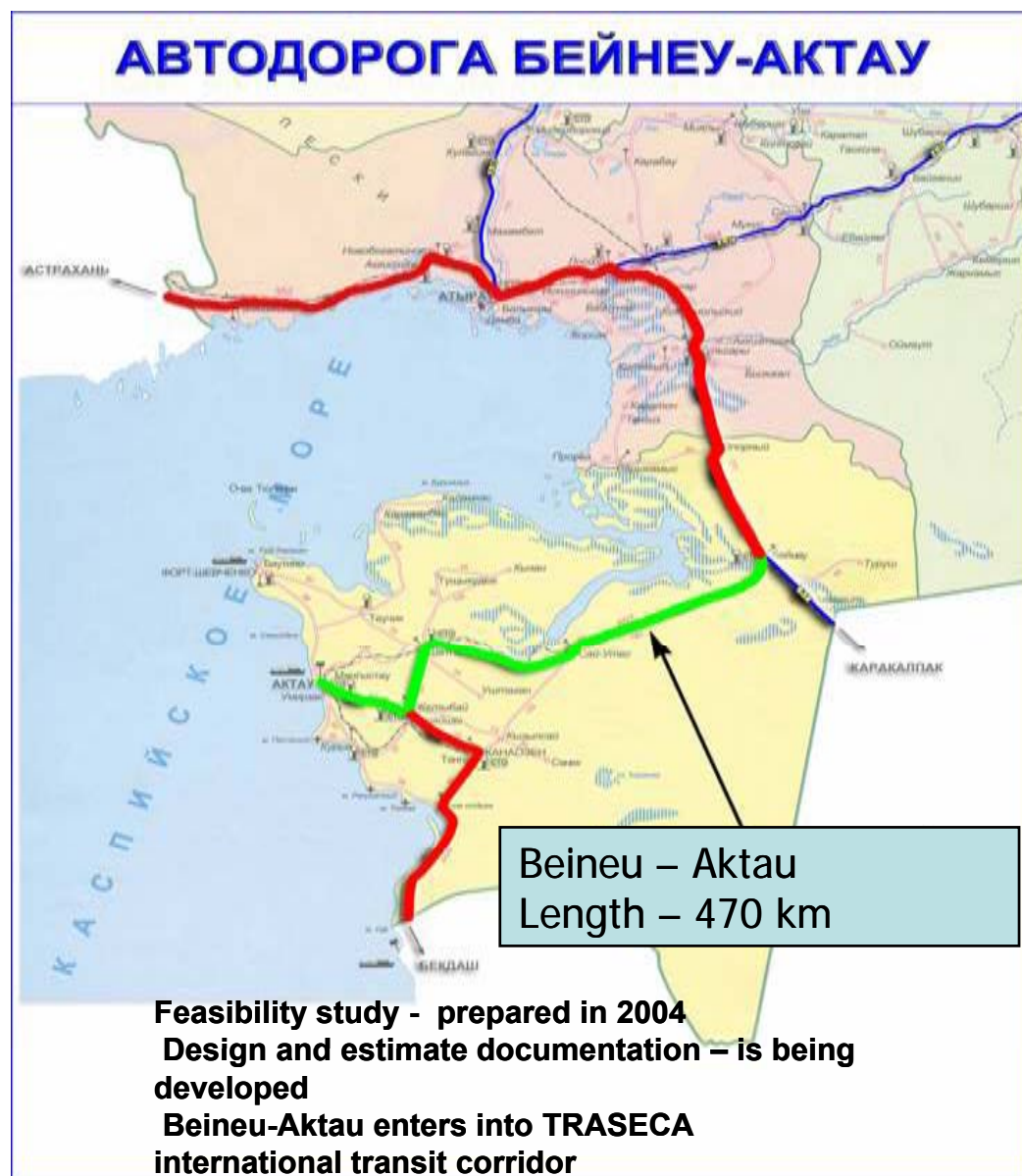
Concession period– **25 years**

Planned construction period– **3 years**

Maximum tariff rate in the breakdown of vehicle types is stipulated by the Government of the Republic of Kazakhstan

During concession period partial reimbursement of concessionary's investment expenses from the state budget is possible

## RECONSTRUCTION OF BEINEU – AKTAU AUTOMOBILE ROAD CAREC Corridor : 2-a



Two-lane automobile road II technical category

Reconstruction cost estimate– 66 bln. tenge (550 mln.\$)

Current density of traffic (2008) – 1 063 vehicle/day

Projected annual traffic density increase – 6-8 %

Concession period– 26 years

Planned construction period– 4 years

100 % - reimbursement of concessionary's investment expenses from the state budget



# International transit corridor «WEST EUROPE – WEST CHINA» CAREC Corridor: 1-b, 6-b, c

Route: Sankt-Peterburg - Moscow – Nizhny Novgorod - Kazan - Orenburg – Aktobe - Kyzylorda - Shymkent (Tashkent) –  
Almaty - Korgas – Urumqi - Lanchzhou - Chzhenchzhou – Lyanyungan (8 445 km)

**West Europe – West China**  
Length – 2 452 km  
Cost – 825,1 bln.tenge  
Implementation period 2009-2015

**ASTANA**

## The project will ensure:

- ✓ Accident decrease for 30%  
(from 1002 to 708 road accidents)
- ✓ Improvement in road category
- ✓ Increase of transit traffic to 2,5 times (from 8 to 20 thousand tons/year)
- ✓ Reduction of travel time to 2 times  
(from 24 to 12 days)
- ✓ Cost reduction of goods in transport services for 7% (from 14,85 to 13,78 tenge/km)
- ✓ Employment generation up to 50 thousand persons per year
- ✓ Development of allied sectors, small and medium business
- ✓ Development of transport-logistic centers (5 international logistic centers )

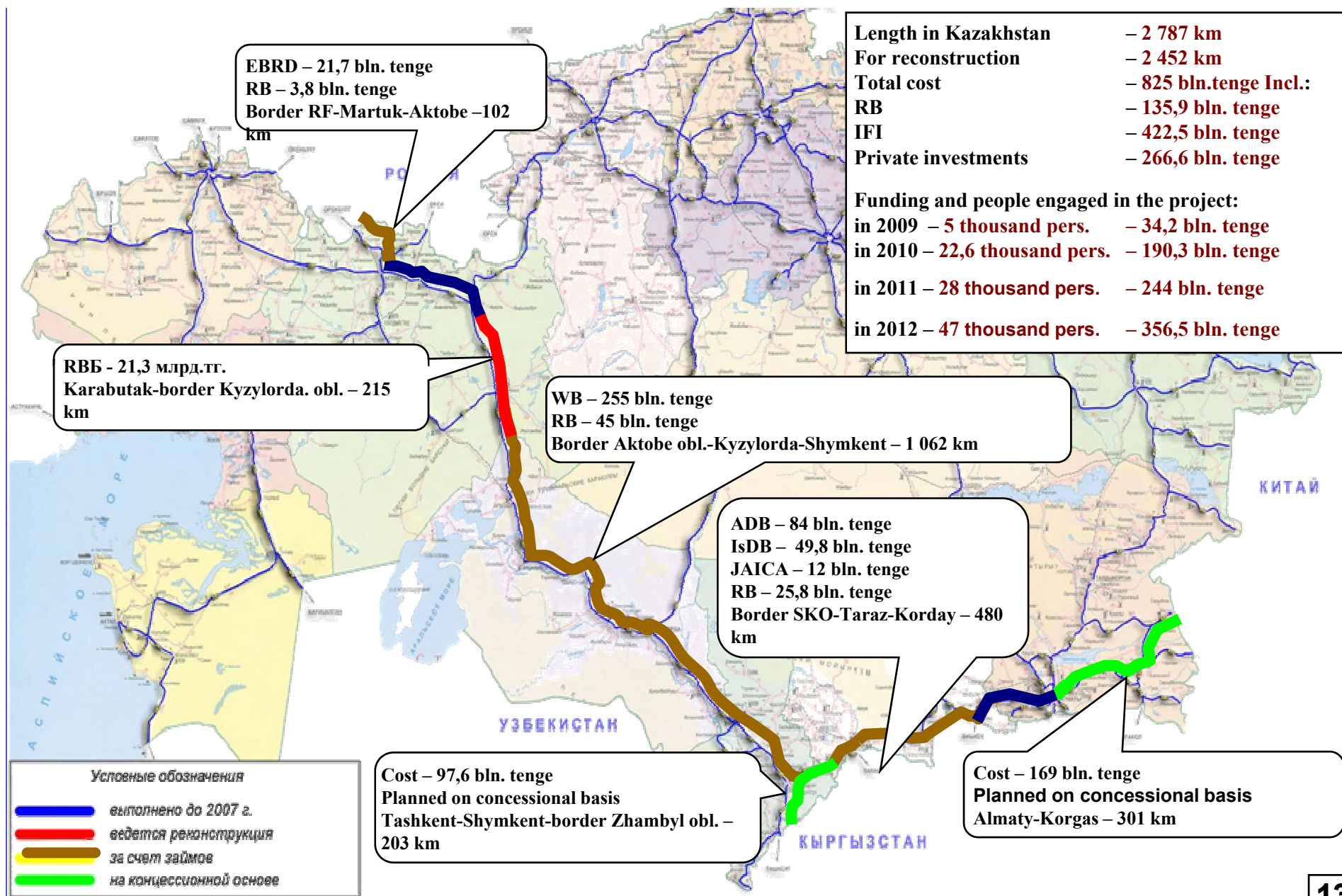
## Alternative routes to corridor

### West Europe – West China:

*Transsib – 11 500 km, 14 days;*

*Marine route via Suez Canal – 24 000 km 35-40 days*

# INTERNATIONAL CORRIDOR «WEST EUROPE – WEST CHINA»



## EXPANSION OF SHYMKENT (CAREC: 1-b, 6-b, 3-a), SEMEY (CAREC: 3) AND KOKSHETAU AIRPORTS (CAREC: 1-a, c)

Project type	CAREC Corridor	Project Scope	Project cost, mln. USD	Implementation period, years
Expansion of Shymkent airport handling capacity	1-b, 6-b, 3-a	Flight strip: length – 2,547 m, width – 45 m, coating – blended Airport building: handling capacity – 200 passengers/hour, total area – 2,041 square m.	33	2010-2011
Expansion of Semey airport handling capacity	3	Flight strip: length – 3,097 m, width – 45 m, coating – blended Airport building: handling capacity– 400 passengers/hour c, total area – 3,500 square m.	56,7	2011-2013
Expansion of Kokshetau airport handling capacity	1-a, c	Flight strip: length – 2,547 m, width – 45 m, coating – blended Airport building: handling capacity– 200 passengers/hour, total area – 2,041 square m.	59,7	2010-2012





## EXPANSION OF AKTAU PORT IN NORTH DIRECTION CAREC Corridor: 2-a



### **Project period:**

*2006-2014*

- 1 stage – construction of protection waterworks (completion in 2009)
- 2 stage – dredging works (2009-2010)
- 3 stage – construction of oil and dry-cargo piers (2010-2012)

### **Project cost:**

*41,7 bln. tenge (278 mln.USD)*

### **Source of funding:**

*borrowing loans*

### **Outcome:**

*Increase of cargo transshipment capacity:  
oil-loading – to 20 mln. ton per year  
dry-cargo – to 3 mln. ton*

***Employment generation – 500***

## Current situation on projects included in CAREC Strategy

No	Project name	CAREC Corridor	Project cost, mln. USD	Implementation period, years
1.	Electrification of the railway section Almaty-Aktogay	1-a	980	2016-2020
2.	Electrification of the railway section Dostyk-Aktogay	1-a	510	2016-2020
3.	Electrification of the railway section Aktogay-Mointy	1-a	733	2016-2020
4.	Construction of the railway line Korgas-Zhetygen	1-b	620	2009-2011
5.	Rehabilitation of Astana-Karaganda automobile road	1-a, c	894,7	2009-2012
6.	Rehabilitation of Almaty-Kapshagay automobile road	1-b, 3	429	2009-2012
7.	Rehabilitation of Aktau-Beineu automobile road	2-a	550	2011-2014
8.	Rehabilitation of the transit corridor West Europe – West China	1-b, 6-b, c	5 500,7	2008-2012
9.	Expansion of Shymkent Airport Expansion of Semey Airport Expansion of Kokshetau Airport	1-b, 6-b, c, 3-a 3 1-a, c	33 56,7 59,7	2010-2011 2011-2013 2010-2012
10	Expansion of Aktau port in Northern direction	2-a	347,5	2006-2014

**For PPP implementation and establishing favorable environment for concessional projects it was introduced a number of changes into regulatory acts of RK reflecting the following:**

- ✓ **Government commitment on infrastructure revenue-yielding bonds**
- ✓ **sovereign guarantees on loans**
- ✓ **transfer of exclusive rights related to operation of the subject of concession**
- ✓ **avail of in-kind grants**
- ✓ **cofinancing of concessional projects**
- ✓ **Government guarantee on using the certain scope of services produced by the concessionaire**
- ✓ **reimbursement of certain investment expenses of the concessionaire in the period of concession**