

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

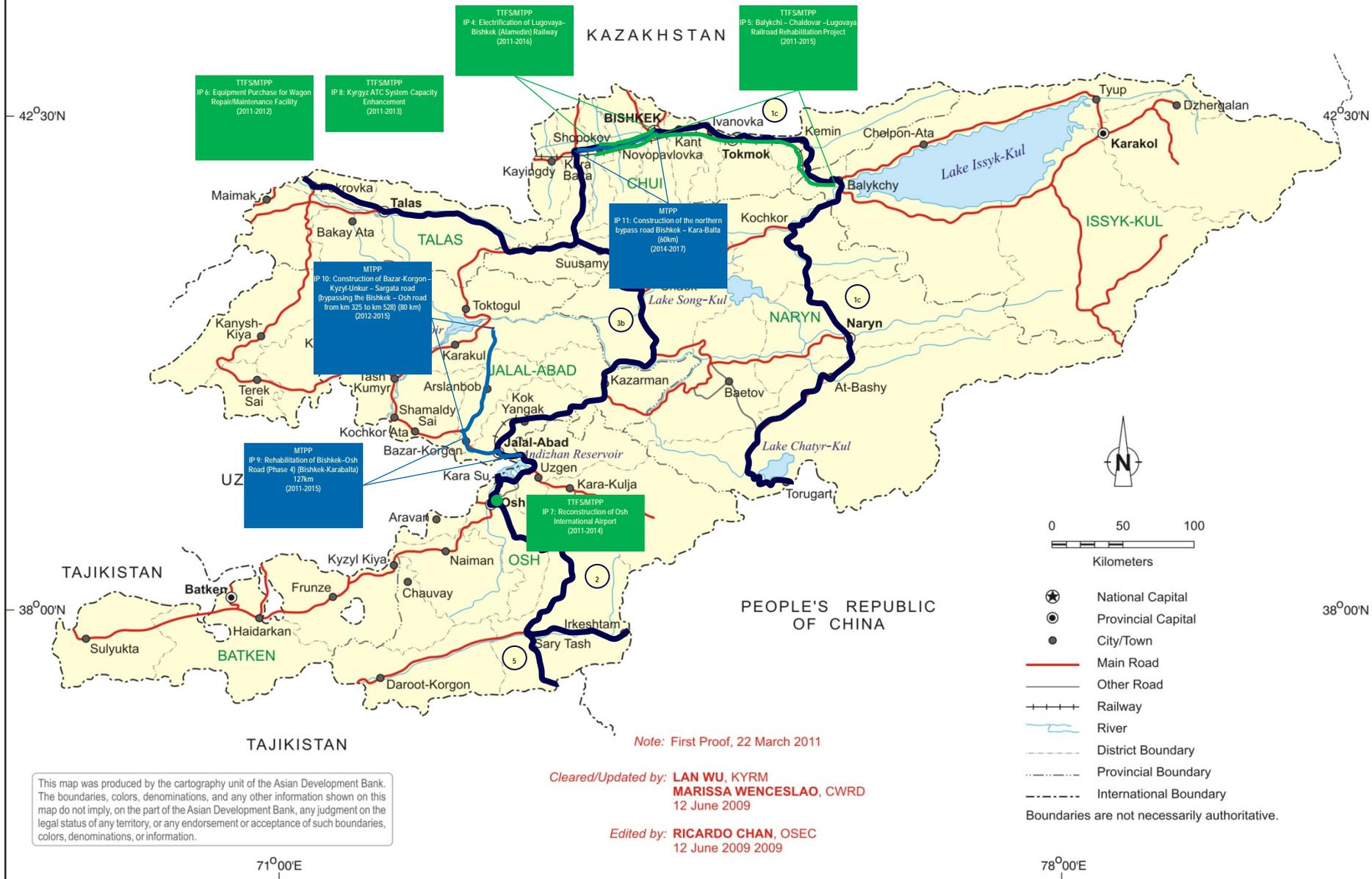
Karakol-Tyup-Kegen

71°00'E

78°00'E

KYRGYZ REPUBLIC

PROOF ONLY



TTFSTMTPP
IP 6: Equipment Purchase for Wagon Repair/Maintenance Facility (2011-2012)

TTFSTMTPP
IP 8: Kyrgyz ATC System Capacity Enhancement (2011-2013)

TTFSTMTPP
IP 4: Electrification of Lugovaya-Bishkek (Alamedin) Railway (2011-2016)

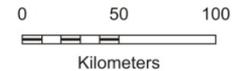
TTFSTMTPP
IP 5: Balykchi - Chaldovar - Lugovaya Railroad Rehabilitation Project (2011-2015)

MTTPP
IP 10: Construction of Bazar-Korgon - Kyzy-Unkur - Sargata road (bypassing the Bishkek - Osh road from km 325 to km 520) (80 km) (2012-2015)

MTTPP
IP 11: Construction of the northern bypass road Bishkek - Kara-Balta (60km) (2014-2017)

MTTPP
IP 9: Rehabilitation of Bishkek - Osh Road (Phase 4) (Bishkek-Karaballa) 127km (2011-2015)

TTFSTMTPP
IP 7: Reconstruction of Osh International Airport (2011-2014)



- ★ 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

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71°00'E

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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.