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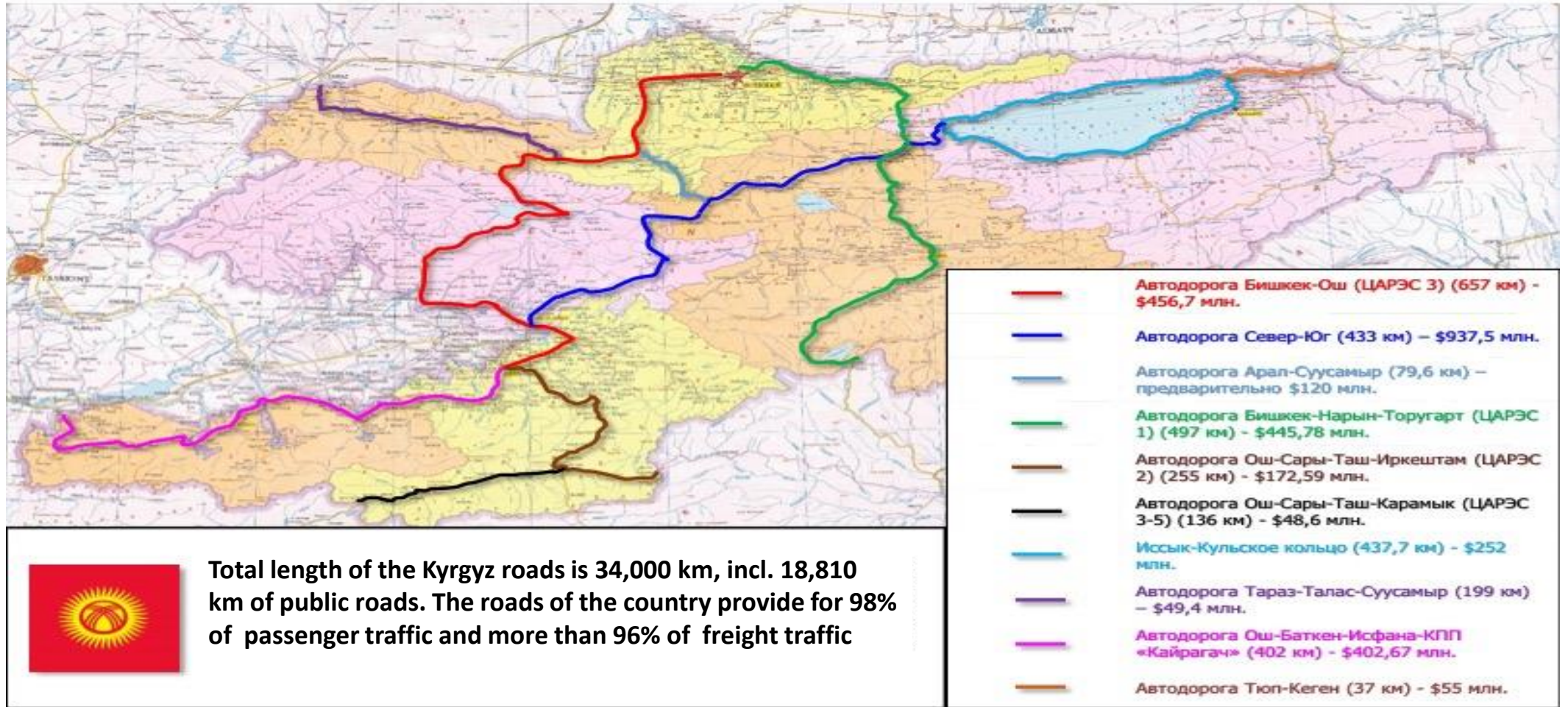
Connecting East Asia and Central Asia

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Transport corridors connecting the countries of East Asia and Central Asia through the territory of Kyrgyzstan, and multilateral financial institutions financing the rehabilitation and construction of the corridors



Total length of the Kyrgyz roads is 34,000 km, incl. 18,810 km of public roads. The roads of the country provide for 98% of passenger traffic and more than 96% of freight traffic

Expected achievements in road safety management, by 2027

- The relevant regulations and laws were updated and adopted in accordance with the best international practices. The quality of road design has been raised to a new level.
- Sufficient number of road safety specialists and auditors were trained and certified.
- Innovative cost-effective solutions for road safety and traffic management were implemented and tested, such as medium speed cameras, bus control platforms, noise-canceling lanes, WIM, variable message road signs, mini-roundabouts, etc.
- The qualified road safety audit management department is established at the Ministry of Transport and Communications and an effective RSA process has been provided.
- The processes of collecting, investigating and analyzing the accident data have been revised, improved and automated (for example, using GPS devices and software).

Prerequisites for the development of East-Central Asia railway corridors across the territory of the Kyrgyz Republic

- Due to its unique geographical location, the Kyrgyz Republic has a capacity to connect not only the relative East - Central Asia (across the territory of the Kyrgyz Republic)- Caucasus - then further West region, but also can turn into one of the most important hubs of world trade. There are all the necessary prerequisites for further development of the transport and transit capacity of the Kyrgyz Republic. Transport corridors that cross the territory of Kyrgyzstan are connected with regional corridors of neighboring countries.
- One of the key conditions for connecting the international East-CA corridors is the development of non-discriminatory environment for: transportation of goods through the territory of partner countries; access to seaports; and transparency of the transportation process for all participants. It is necessary that the transport process, the infrastructure system and the development of logistics services are linked in such a way that the reduction of speed and costs of the land transportation of goods allow competing with sea transportation. It is also necessary to have sufficient infrastructure facilities for land transportation (*ports, warehouses, railways, as well as ferries, containers, locomotives, wagons, trains, etc.*)

Prerequisites for the development of East-Central Asia railway corridors across the territory of the Kyrgyz Republic

- Despite the fact that more than 96% of cargo transportation in Kyrgyzstan is carried out by road, the long-distance road transportation traditionally remains the least cost-effective, compared with the one-time delivery of a large volume of cargo by rail.
- In this regard, in 2022, construction of the China-Kyrgyzstan-Uzbekistan railway started. This is a significant, priority project in the Kyrgyz Republic. The length of the section at the territory of the Kyrgyz Republic is about 280 km. The relevant studies were conducted; the feasibility study is at the stage of approval by 3 parties. The feasibility study is to be completed in June 2023.



Map of the corridor connecting Asia-Pacific region-China-Kyrgyzstan-Uzbekistan-Turkmenistan-Azerbaijan-Georgia-Turkey-Europe





Development of digital transport corridors

- Development of digital transport corridor for connecting the countries of East Asia with the countries of Central Asia is a relevant issue that can reduce travel time during transportation, reduce administrative costs and downtime of transport and logistics.
- Due to digitalization, the most optimal routes and environment of transportation will be determined using legally significant electronic documents.
- Development of an unified information environment allows to optimize the functions of public regulatory authorities, including at the supranational level. In this regard, the experience sharing between our countries is required, both positive and negative, as well as discussion of the "bottlenecks" and risks that partner countries have already faced with.



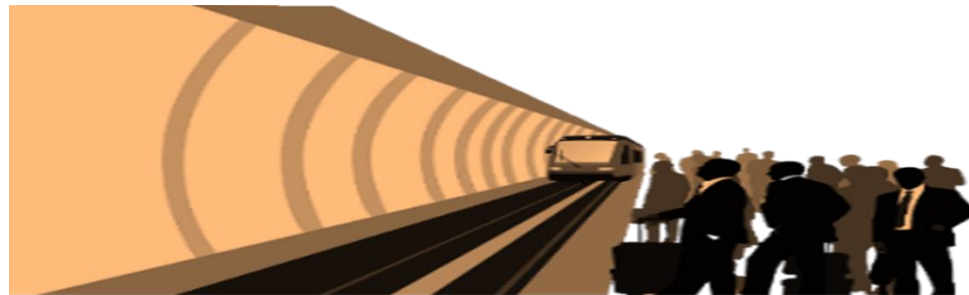
Information cooperation on railway transport

- For example, information cooperation with the railway administrations of the Republic of Kazakhstan is based on the agreements signed between the SE NC "Kyrgyz Temir Zholu" and the JSC "Kazakhstan Temir Zholy" on electronic data exchange during transportation within international freight traffic. Railway carriers exchange electronic waybills and electronic messages.



Digitalization objectives in railway transport

- Construct the software and hardware centers and (or) provide integration with existing centers in order to ensure mutual recognition of electronic digital signatures on electronic transport and shipping documents operated by the "EDS" module on the railway;
 - Update the software and hardware centers of the automated transportation process control system (ASUPP) ;
 - Introduce an electronic information system for sales of tickets for domestic passenger trains via mobile application as a part of commercial operations.



Objectives of the phased digitalization of cargo rail transport within the EAEU and further with China

- Plan of priority measures for the phased digitalization of cargo rail transportation within the EAEU is being developed, as well as a plan to intensify cooperation with China on the digitalization of cargo transportation:
 - 1) *improve the completeness and quality of exchange of electronic data contained in shipping documents between railway carriers of the member states;*
 - 2) *ensure transition to a legally significant electronic document flow when making international shipments with regards to shipping documents*
 - 3) *develop the electronic cooperation between the foreign trade operators and regulatory authorities of the member states;*
 - 4) *ensure transition to a comprehensive network of paperless technology of cargo transportation between member states, including transition to a legally significant electronic document flow with regards to shipping documents;*
 - 5) *ensure electronic cooperation in the field of veterinary and phytosanitary control with regards to cargo transportation by rail.*



Thank you for your attention !

Looking forward for further mutually the framework of CAREC.