

# Railway Network Development

## **KHROMTAU - ALTYNSARINO**

- ✓ Length: 404 km
- ✓ Implementation period: 2002-2004

## **ARKALYK – SHUBARKUL**

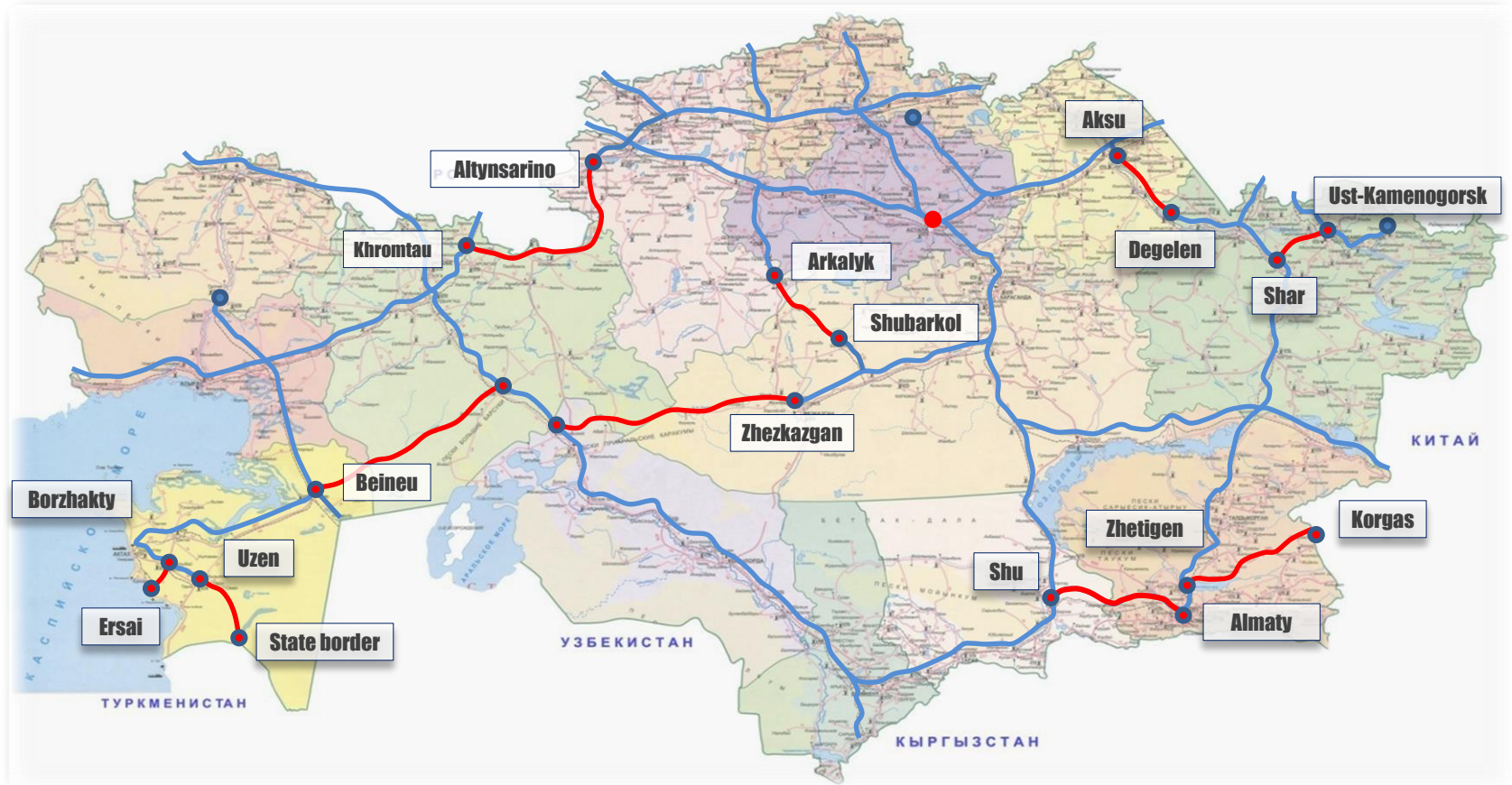
- ✓ Length: 214 km
- ✓ Implementation period: 2012-2016

## **AKSU - DEGELEN**

- ✓ Length: 187 km
- ✓ Implementation period: 1998-2001

## **SHAR – UST-KAMENOGORSK**

- ✓ Length: 150 km
- ✓ Implementation period: 2005-2008



## **BORZHAKTY – ERSAI**

- ✓ Length: 14 km
- ✓ Implementation period: 2014-2016

## **ZHEKAZGAN - BEINEU**

- ✓ Length: 1036 km
- ✓ Construction period: 2012-2016

## **ZHETYGEN – KORGAS**

- ✓ Length: 293 km
- ✓ Implementation period: 2009-2012

## **UZEN – STATE BORDER**

- ✓ Length: 146 km
- ✓ Construction period: 2009-2012

## **ALMATY – SHU (second tracks)**

- ✓ Length: 112 km
- ✓ Implementation period: 2015-2017

# Almaty station bypass railway

## Project details

**Length: 73.2 km**

**Projected freight volume: 17 mln. tons/year**

### Impact:

- **Reduced travel time for shipment, which transit via Almaty station by 2 days;**
- **“Relieving” Almaty station by 40 %.**

### Number of jobs:

**During construction – 1,425 people;**  
**During operations – 495 people.**

**Construction period: 2020 – 2022**



## The project includes

**Railway line – 73.2 km;**  
**Railway bridges – 16 units;**  
**Road flyover – 1 unit.**

# Regional TA for Railway Network Development



## Current status of the railway sector

### Strengths

- An international transport hub
- Transit freight flows
- 5 MTK railways crossing the country:  
*1) Northern corridor of the TransAsian Trunk Railway (TATR); 2) Southern Corridor of TATR; 3) Central corridor of TATR; 4) TRASECA; 5) North-South*

### Weaknesses

- **Unsatisfactory condition of railway infrastructure, rolling stock**
- **The legal framework is not consistent with the realities and current challenges**

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### Opportunities

**Increased speed of trains traversing the country**  
**Application of new technologies**  
**Digitalization of processes**  
**Multimodal transport development**

### Threats (risks)

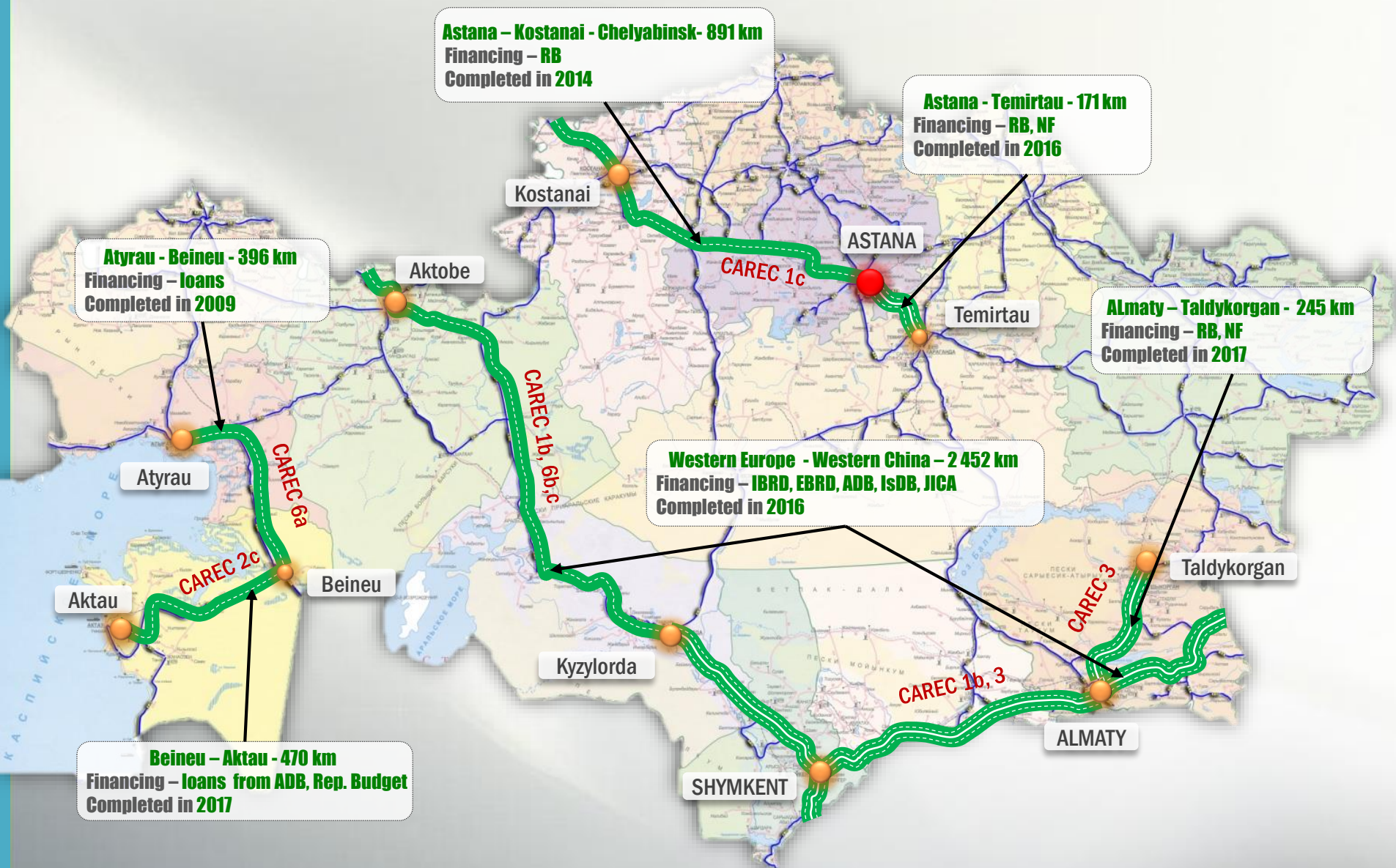
**Stagnation in sector modernization**  
**Reduced traffic volume and trade turnover**  
**Transport operations by other transport modes**

**SWOT- analysis of railway transport clearly demonstrates the current situation of the industry. To eliminate risks and threats, it is necessary:**

- 1. To develop a long-term comprehensive program for development of the transport and logistics complex in the Republic of Kazakhstan (relationships);**
- 2. To conduct an in-depth analysis of the legal framework regulating operations of railway enterprises and the requirements to rolling stock;**
- 3. To a program to identify and eliminate bottlenecks in public and non-public transport infrastructure (infrastructure requirements).**

**Therefore, there is a need to attract funding from regional technical assistance for railway sector provided development provided by the Asian Development Bank.**

# Implementation progress by 2018



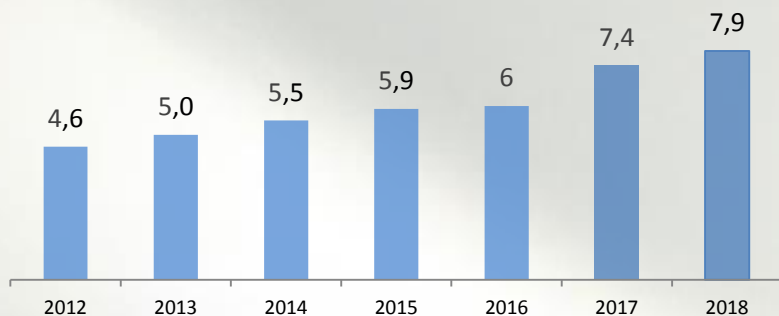
# ЕВРОАЗИАТСКИЕ АВТОДОРОЖНЫЕ КОРИДОРЫ

## Eurasian Road Corridors



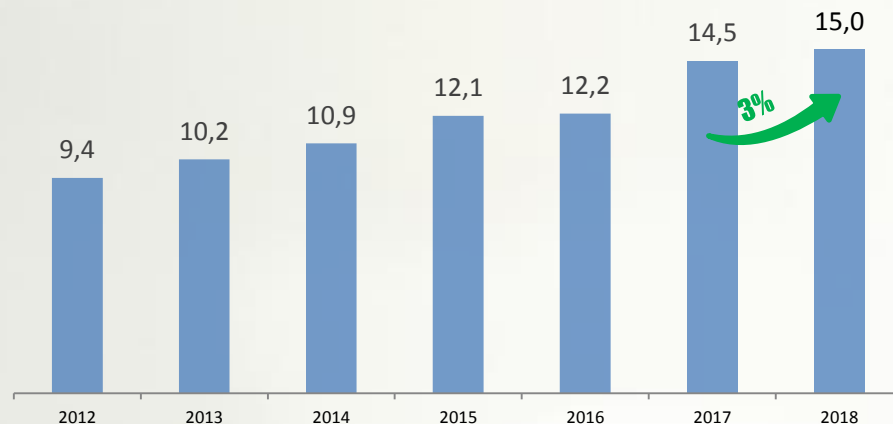
## Transported passenger

*mil. pax*



## Served passenger

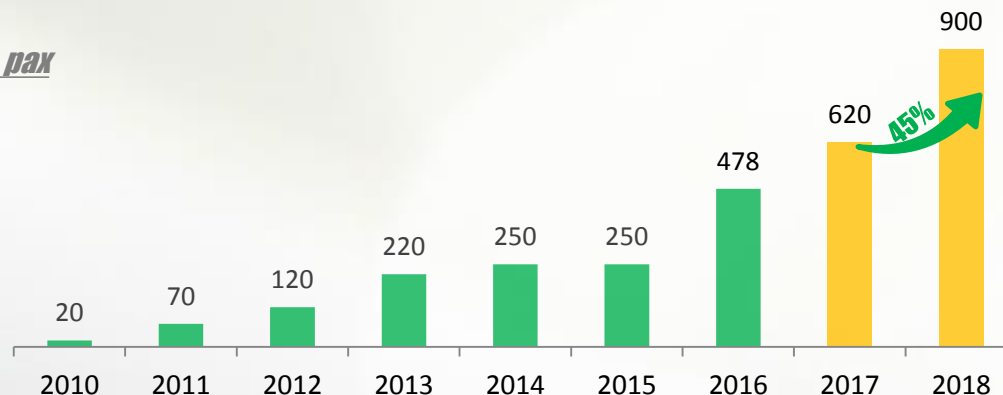
*mil. pax*



## Transit of passengers

*thous. pax*

During 2010 to 2017 the number of transit passengers of Kazakhstan airlines increased more than 30 times from 20 thousand to 620 thousand passengers per year



# 2018

- **Number of transported passengers**  
Increased by **7%** compared to 2017
- **Number of served passengers**  
Increased by **3%** compared to 2017

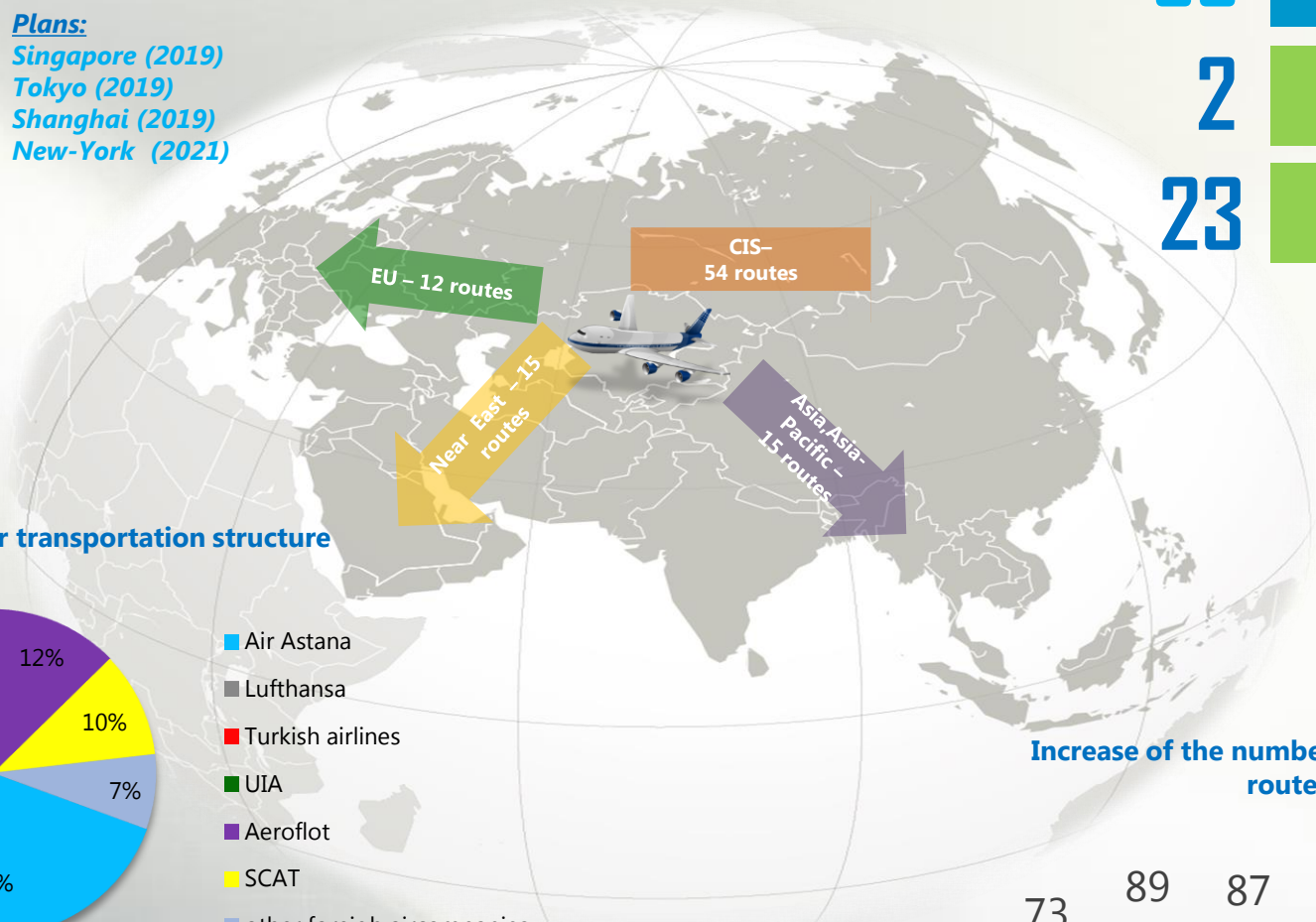
**500** thousand.pax.

**500** thousand.pax.

## 7 Financial center

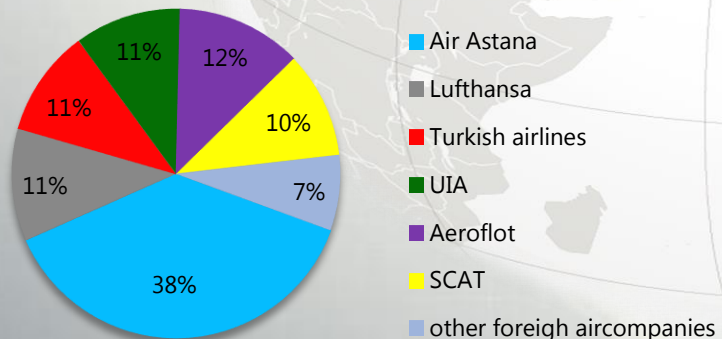
**Operated:**  
 Frankfurt  
 London  
 Dubai  
 Seoul  
 Beijing  
 Paris  
 Moscow

**Plans:**  
 Singapore (2019)  
 Tokyo (2019)  
 Shanghai (2019)  
 New-York (2021)



96	International routes
2	Kazakhstani airlines
23	foreign airlines

### International air transportation structure



48% - air companies of RK  
 52% - foreign airlines

Increase of the number of international routes

