

# Overview of CAREC Transport Sector Development during the Years of Pandemic and Priorities for Post- COVID Recovery



Ministry of Transport and Communications of the Kyrgyz Republic  
2022



## Impact of the pandemic and priorities for post-COVID recovery

All countries of the world, including the Kyrgyz Republic, have suffered from the impact of the COVID -19 pandemic, and especially the transport industry was the first to feel the severity of imposed restrictions, border closures, which were introduced on March 20, 2020 and continued for more than 1.5 years. Only in 2022 did regular passenger land transport operations started resuming. Transport companies have suffered significant losses, but the pandemic has shown that it is transport that has become the only reality connecting cities, countries and continents. It was transport that proved to be the main indicator that determines the response of citizens to the pandemic, confidence in the future, mobility and the very possibility of movement, providing essential goods, food, and medicines. Transport, both during the pandemic and today, is the main component in the recovery and further progress of all economies.



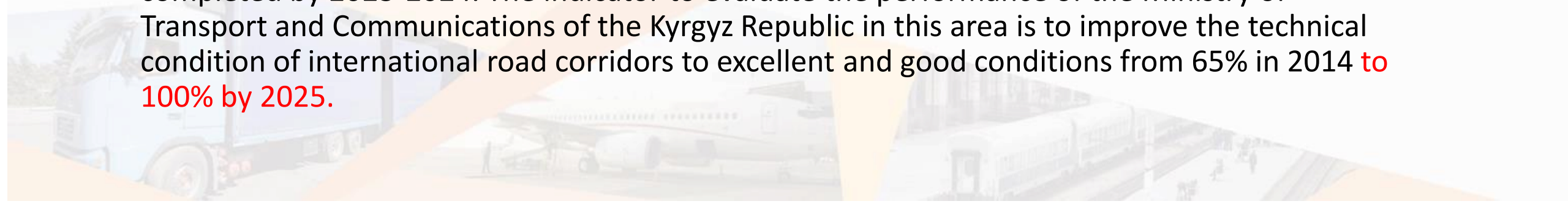
## Impact of the pandemic and priorities for post-COVID recovery

Despite the unprecedented circumstances caused by the pandemic, the Kyrgyz Republic has also gained **positive experience**, including a well-coordinated algorithm of actions among the transport authorities of the countries in the region, the ability to use virtual platforms when conducting international events, meetings, negotiations, etc. which have not been used before. The vision of the need for digitalization has accelerated, including the digitalization of real-time transport processes, constant availability to be able to find the data of logistics companies, information about the location of the cargo in the online mode, preferred transport corridors, border crossing points of transit countries, a possibility to estimate shipping costs, etc.

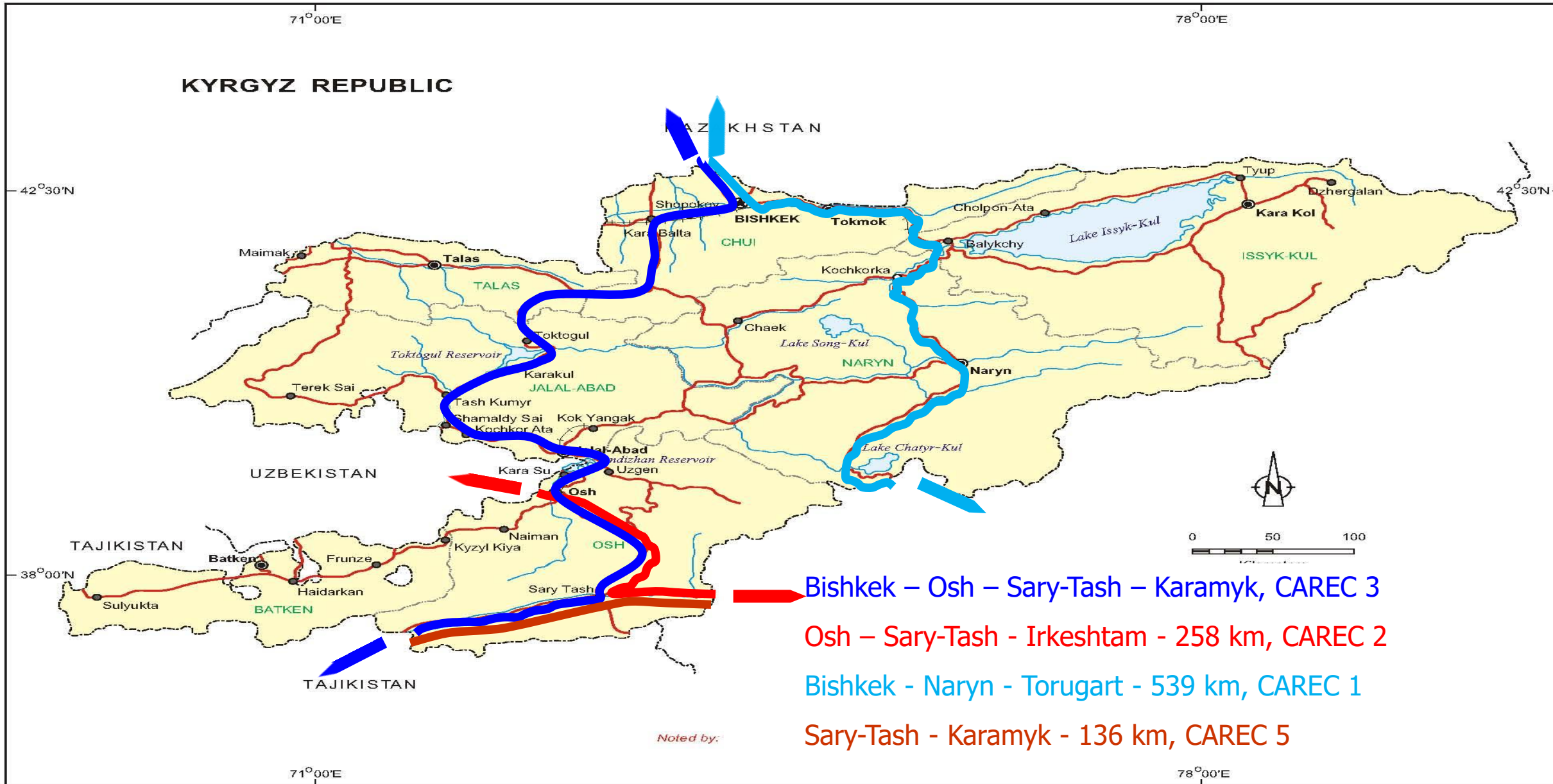
## Strategies for development of road and transport sectors in the Kyrgyz Republic

Due to the complexity of the country's relief, the system of international road corridors is the only tool for the formation of the single economic space within the republic. For rehabilitation and construction of this category of roads, more than 60% of the external debt of the republic was attracted. The development of international road transport corridors is a natural priority for our economy.

The annual financing for repairs and maintenance of international road transport corridors equal to 2,675 km (taking into account the alternative North-South highway - 433 km) shall be: capital repairs of asphalt concrete pavements – at least 147 km, medium repairs of asphalt concrete pavements – at least 535 km. The parameters of these repair indicators will be achieved by 2032, since the rehabilitation of international road corridors is planned to be completed by 2023-2024. The indicator to evaluate the performance of the Ministry of Transport and Communications of the Kyrgyz Republic in this area is to improve the technical condition of international road corridors to excellent and good conditions from 65% in 2014 to **100% by 2025.**



# CAREC Transport Corridors in the Kyrgyz Republic



## Bishkek – Naryn - Torugart Corridor

The total length of the Bishkek- Naryn- Torugart Corridor **is 497 km** for the rehabilitation of which US\$427.8 million were attracted. As part of the construction of the road corridor, the following projects were implemented:

km 9 - km 272 (EIBC), completed in 2014;

km 272 - km 365 (AKG), completed in 2018;

km 400 - km 439 (ADB), completed in 2012;

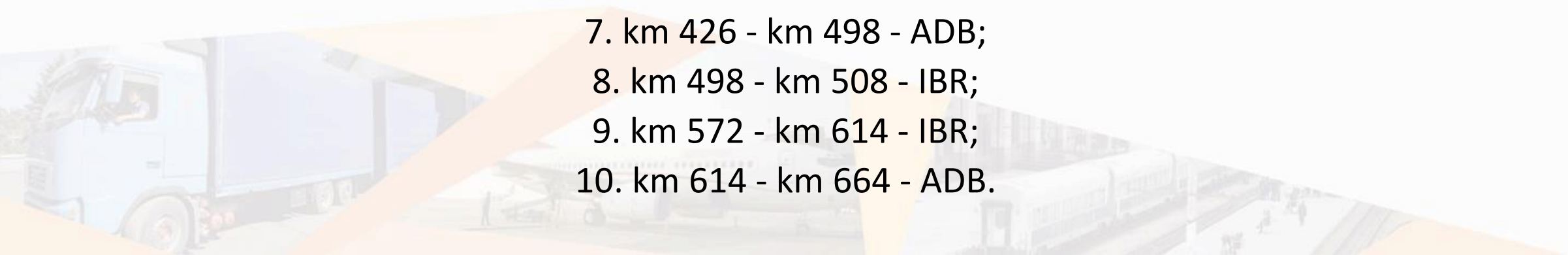
km 365 - km 400 and km 439 - km 479, (ADB), completed in 2014;

km 479 – km 539, (ADB), completed in 2016.

## Bishkek – Osh Road Corridor

In total, so far, within the framework of the four-phase Bishkek-Osh highway project, US\$456 million of international borrowings have been attracted and **630 km of roads have been rehabilitated**. The following projects were implemented within the road corridor:

1. km 61 - km 161 - ADB;
2. km 161 - km 248 - ADB;
3. km 248–km 325 - (JICA);
4. km 325–km 362– (Japan);
5. km 362 - km 412 - (JICA);
6. km 412 - km 426 - ADB;
7. km 426 - km 498 - ADB;
8. km 498 - km 508 - IBR;
9. km 572 - km 614 - IBR;
10. km 614 - km 664 - ADB.



## Bishkek – Osh Road Corridor

In addition, **the implementation** of the following projects continues under the Road Rehabilitation project, Phase 4:

11. km 8.5 - km 61 (52.5 km) Bishkek – Kara-Balta, ADB;

12. km 507 - km 574 (67 km) Madaniyat – Jalal-Abad, EADB.





## Osh - Sarytash – Irkeshtam Road Corridor

The Sarytash - Irkeshtam road rehabilitation project, with a total length of 258 km, was fully completed by the end of 2012. For the rehabilitation of the entire corridor US\$172.59 million were attracted to implement 5 projects:

1. km 3 to 80 (ADB), completed in 2010;
2. km 80 to 124 (IBR), completed in 2011;
3. km 123 to 190 (EIBC), completed in 2012;
4. km 190 to 240, completed in 2011;
5. km 240 to 258, completed in 2005.



## Sary-Tash – Karamyk Road Corridor

total length of about 550 km

Rehabilitation of the Sarytash-Karamyk road with a total length of 136 km was fully completed by the end of 2012. For the implementation of this project, funds from the Asian Development Bank were attracted in the amount of US\$48.3 million, with the help of which 1 project was implemented.



## Osh – Batken – Isfana Road Corridor

For the rehabilitation of the entire corridor US\$ 402 million were attracted and 10 projects were implemented:

As of today, the following sections are being implemented or have already been completed as part of the project:

1. Km 10 to 28, (WB), completed in 2015;
2. **Km 28 to 75, (JICA), under implementation;**
3. **Km 75 to 108, (IDB), under implementation;**
4. Km 108 to 123 (EU), completed in 2015;
5. Km 123 to 155 (WB), completed;
6. Km 155 to 220 (EBRD), completed;
7. Km 220 to 402, 6 sections, (EXIM Bank and WB) completed in 2018 .



## Suusamyr – Talas – Taraz Road Corridor

For the rehabilitation of the entire corridor US\$49 million were attracted and the following 3 projects were implemented:

1. Km 0 to 52 (IBR), completed in 2010;
2. Km 52 to 75 (IBR), completed in 2012;
3. Km 75 to 105 (IBR), completed in 2013 ;



## Republican projects currently under implementation

### Alternative North-South Highway

The North-South Alternative Highway is one of the largest projects in the history of the Kyrgyz Republic. This road will connect the northern and southern regions of the country creating an additional road connection that ensures the strategic security of the country.

To construct this road, the Kyrgyz Republic signed financing agreements with the China Eximbank, the Asian Development Bank, the Saudi Development Fund and the Islamic Development Bank for **a total amount of about US\$900 million** with 5 projects to be implemented:

1. **km 0 to 89 (ADB), under implementation;**
2. **km 89 to 159 (ADB), under implementation;**
3. **km 159 to 183 (IDB and SDF), under implementation;**
4. km 183 to 291 (Exim Bank), completed in 2021;
5. **km 291 to 4,038 (Exim Bank), under implementation;**



# Coordinating Committee Meeting

19–20 October 2022 • Almaty, Kazakhstan



19-е заседание Координационного  
комитета по транспортному сектору

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## Republican projects currently under implementation

### Issyk-Kul Ring Road

Fast development of the Issyk-Kul resort area is accompanied by a steady increase in passenger and freight traffic. More and more vehicles are required every year to meet the growing needs of the large resort region, especially in summer time. As of today, there are 3 projects are being implemented along the Issyk-Kul ring road and 2 more are planned to be implemented:

1. **km 0 to 104, north, (budget financing), under implementation;**
2. km 104 to 184.5, north, (AKG), under preparation;
3. km 184.5 to 220, north, (EBRD), under preparation;
4. **km 0 to 141, south, (budget financing), under implementation;**
5. km 141 to 220, south, negotiations are underway with the ADB.



# Republican projects currently under implementation

## Issyk-Kul Ring Road



## **Road Fund under the Ministry of Transport and Communications of the Kyrgyz Republic**

### **LAW OF THE KYRGYZ REPUBLIC ON THE ROAD FUND**

**dated May 30, 2022, No. 36**

In order to accumulate funds to finance design, maintenance, repair, rehabilitation, construction and development of public roads, on April 21, 2022 the Jogorku Kenesh (Parliament) of the Kyrgyz Republic adopted the Law on the establishment of the Road Fund under the Ministry of Transport and Communications of the Kyrgyz Republic.

- The Road Fund is a earmarked fund. The law defines the sources of formation of the Road Fund and establishes that the funds of the Road Fund are to be accumulated in the republican budget, shall have a special purpose and shall not be subject to withdrawal or spending on other needs.
- The Law comes into force on January 1, 2023.

## Efficient way to save roads, not a source of sector financing



Today, the Ministry of Transport participates in the development of a project to introduce automatic fines for non-compliance (exceeding) the established permissible standards for weight and size parameters of the vehicles driving on public roads.

Sensors for weight and size control and collection of fees on trucks will be installed at 42 locations on public roads.

## Road Safety Strategy of the Kyrgyz Republic for 2021-2025

The CAREC Program places a great emphasis on institutional support to road safety. Today, Kyrgyzstan conducts intergovernmental procedures and public discussion of the draft Resolution of the Cabinet of Ministers of the Kyrgyz Republic “On approval of the National Road Safety Strategy of the Kyrgyz Republic for 2021-2025 and the Action Plan of the Kyrgyz Republic aimed at implementing the National Road Safety Strategy of the Kyrgyz Republic for 2021-2025”.

The Strategy was developed to identify priority areas in road safety, agreed strategic goals, objectives and key measures to achieve it, as well as mechanisms for engagement of all stakeholders, including representatives of civil society. Road safety cannot be sectoral in nature, it will provide a systematic approach to solving the problem of reducing road traffic injuries and deaths. The Road Safety Strategy will involve government, private and public organizations.

## Railway Network of the Kyrgyz Republic

The country's railway network consists of two disconnected lines: northern and southern. At present, the implementation of the project for construction of a new railway corridor connecting the PRC with Uzbekistan through the territory of the Kyrgyz Republic is beginning.

The importance of the China-Kyrgyzstan-Uzbekistan railway for Kyrgyzstan can hardly be overestimated. The dead-end, landlocked country could become part of a continental bridge linking practically all Asia: from the coast of China to the Persian Gulf. “We need it like air and water,” succinctly explained the significance of the project the President of the Kyrgyz Republic Sadyr Zhaparov. And now, after 20 years of discussions, our countries have declared their readiness to start building the road as early as in 2022. At the moment, the main thing has been done - the political aspects of the issue have been addressed. The trilateral document was signed at the SCO Summit in Samarkand in September 2022.

**THANK YOU FOR ATTENTION!**

