

**Speech by Deputy Chief International Transport  
Department MFERIT T.Aliev at a joint session of UNESCAP,  
ADB and representatives of the Regional Joint Committee on  
the implementation of Action Plan to promote transport and  
trade in the CAREC**

**Dear participants of the meeting,**

**Ladies and gentlemen!**

First of all let me welcome the participants of this meeting and express my appreciation to UNESCAP and the Asian Development Bank for organizing this event.

Uzbekistan attaches great importance to developing comprehensive and full cooperation with financial institutions and international organizations, including ADB and UNESCAP.

Uzbek delegation welcomes the decision of the two organizations to organize a joint meeting with the CAREC countries, because today there is a need to act together. I am confident that the experience of ESCAP and ADB for cooperation in the sphere of transport and transit in the CAREC region will expand the synergy of international transportation and logistics, simplified border crossing primarily along CAREC corridors.

Today the Central Asian region is rightly called the transcontinental transport bridge between Europe and Asia. Currently ongoing in the region projects to develop interregional land communications will be able in the future to compete with maritime transport between Europe and Asia.

Complex of measures are being pursued to accelerate implementation of priority directions in the field of deepening market reforms and further economy liberalization, development programs of key and basic sectors of the economy of the Republic of Uzbekistan.

As a result of successful implementation of successive economic reforms and Anti-crisis program to prevent the negative impact of the global financial and economic crisis in the Republic of Uzbekistan growth rates have been saved and even increased in some industries.

Thus, for 9 months of 2010 GDP growth rate was 8,5%, industrial output increased by 8,3%, agriculture production 6,8%, construction 8,1% and services 13,4%.

The transport sector plays an important role in the economic development of Uzbekistan.

The volume of foreign investment attracted to transport sector since independence has exceeded 5 billion US dollars.

It has to be noted that the Government make efforts to simplify customs procedures, reduce time of customs clearance at border crossing, electronic exchange of documents, establishing a flexible system of tariffs for railway transportation of goods, reconstruction of roads of international importance, reconstruction and modernization of railway and road transport fleet, creation of integrated logistics centers.

Great importance is attached to further construction of roads, railways, renewal of rolling stock and electrification of railway lines.

Not so long ago, a new railway line "Tashguzar - Baysun - Kumkurgan" was commissioned, which provided a direct rail link to Afghanistan and in perspective will create the shortest route through Afghanistan to ports in Pakistan and Iran.

Backlog for this is built and commissioned in November of the last year and first in Afghanistan 75 km railway line Hairatan - Mazar-e Sharif.

Construction contractor of the line was State Joint-Stock Railway Company "Uzbekistan Railways", with the support of ADB and Government of Afghanistan.

SJSTC "Uzbekistan Railways" is now one of the most powerful rail companies in the CIS region. Fleet of locomotives, freight and passenger cars, special construction and laboratory equipment, research facilities, human resources and experience of construction in various climatic and geodetic conditions allow the company to act as contractor for the implementation of infrastructure projects not only within the republic, but also to be competitive enough to participate in overseas projects and international experts who oversee construction of the railway in Afghanistan were provided with evidence of that.

Currently considered question of put into operation by SJSTC "Uzbekistan Railways" of the railway Hairatan - Mazar-e Sharif for a period of 5 years. During this period, the Afghan specialists will be trained in management and operation of the railway.

Put into operation of this railway, which is one of the sections of Trans-Afghan corridor, will significantly increase trade volumes of Afghanistan not only with the countries of Central Asia, but also with other states of the Eurasian continent. This will provide opportunity of job employment for thousands of citizens of Afghanistan.

These and other factors associated with the commissioning of the railway certainly will contribute to economic growth and stability in Afghanistan.

**Dear participants,**

Uzbekistan is a dynamically developing country and the progressive growth of the republic's economy requires development of advanced transportation and communication sector of the republic.

With this aim, Resolution of the President of the Republic of Uzbekistan on the accelerated development of infrastructure, transport and communications construction in 2011-2015 was adopted in December 2010, that will serve as a powerful impetus to further enhance of transport sector of the country. The total investment for development by 2015 is 6.9 billion US dollars.

Mentioned document provides for large-scale construction and upgrading of roads, railways, bridges, upgrade of fleet of vehicles, railway locomotives and rolling stock, acquisition of up to 2014 16-new medium and long haul passenger Boeing and Airbus aircrafts.

In addition, by the end of 2011 between the major cities of Uzbekistan will be put into service two Spanish high-speed passenger trains «Talgo-250, reaching speed up to 250 km/h in some sections.

Development of logistics centers "dry ports" of the republic may be noted as separate item.

Advantageous geographical location of Uzbekistan at the crossroads of trade routes, development of multimodal network covering markets, far beyond Central Asia, including the eastern part of the Middle East, northern India and western China, is an important competitive advantage that can significantly reduce time and costs of delivery of goods in transit through Uzbekistan.

This factor was one of the key in the foundation to launch a project on establishing on the basis of Navoi airport of large hub with international intermodal logistics center (ILC Navoi).

Commercial operation of Navoi airport as a "dry port" is aimed at processing more than 100 ths. tons of import and export cargo annually.

Nowadays Navoi airport offers regular cargo flights by the national airline «Uzbekistan airways» with the frequency of 3 times a week on routes to Frankfurt, Bangkok, Delhi, Bombay and Dhaka, 2 times a week to Istanbul, Almaty and Dubai. In perspective opening of cargo flights to Moscow and Tel Aviv.

To create favorable conditions to attract foreign investment for the organization of modern high-tech industries, as well as the development of an industrial potential, transportation-transit and social infrastructure in Navoi region Free Industrial Economic Zone «Navoi» (FIEZ) was established.

FIEZ is integrated to international intermodal logistics center on the basis of Navoi Airport and located in close proximity to transport corridors, including the Trans-European corridor E-40, connecting with continuous highway beginning in France and ending in China, sections of the Asian Highway and Trans-Asian Railway.

There is no doubt that establishment of transportation and distribution center on the basis of Navoi airport and free economic zone will make a significant contribution to the sustainable development of Uzbekistan and Central Asian region as a whole.

**Dear participants!**

I would like to note that Uzbekistan actively participates in international, regional and sub-regional projects in transport and transport communications, implemented jointly with various international financial institutions and international organizations.

It seems that in this perspective, realization of mutually beneficial projects for the simultaneous development of transport infrastructure in the region, as well as formation of a harmonized regulatory framework should become a core area for regional cooperation in transport.

In this regard, Uzbekistan proposed for inclusion in the Action Plan to promote transport and trade in CAREC countries in the next 2 years the following projects:

**Investment projects of the Republic of Uzbekistan for inclusion to Action Plan to promote transport and trade in CAREC**

<b>CAREC corridors</b>	<b>Name of project</b>	<b>km</b>	<b>Cost (mln. \$)</b>	<b>Funding source</b>	<b>Implementation period</b>	<b>Sector</b>
<b>2a, 3a, 6a</b>	Improvement of regional roads CAREC, phase 3	297	600	to be determined	2011-2013	roads
<b>6a,b</b>	Reconstruction of 3 sections “Tashkent – Termez road (M-39)”	100	167	IsDB	2011	roads
<b>6b</b>	Electrification of Marakand-Karshi section (Phase 1)	140	100	ADB	2011	rail

In conclusion, I would like to express my confidence that the exchange of views during this event will greatly expand the opportunities

and prospects of our cooperation, will give a good impetus for the rapid development of land transport corridors between Europe and Asia.

**Thank you for attention!**