



**Ministry of Transport and Communications  
of the Republic of Kazakhstan**

**Country Presentation**

**Investment Projects along CAREC  
Corridors**

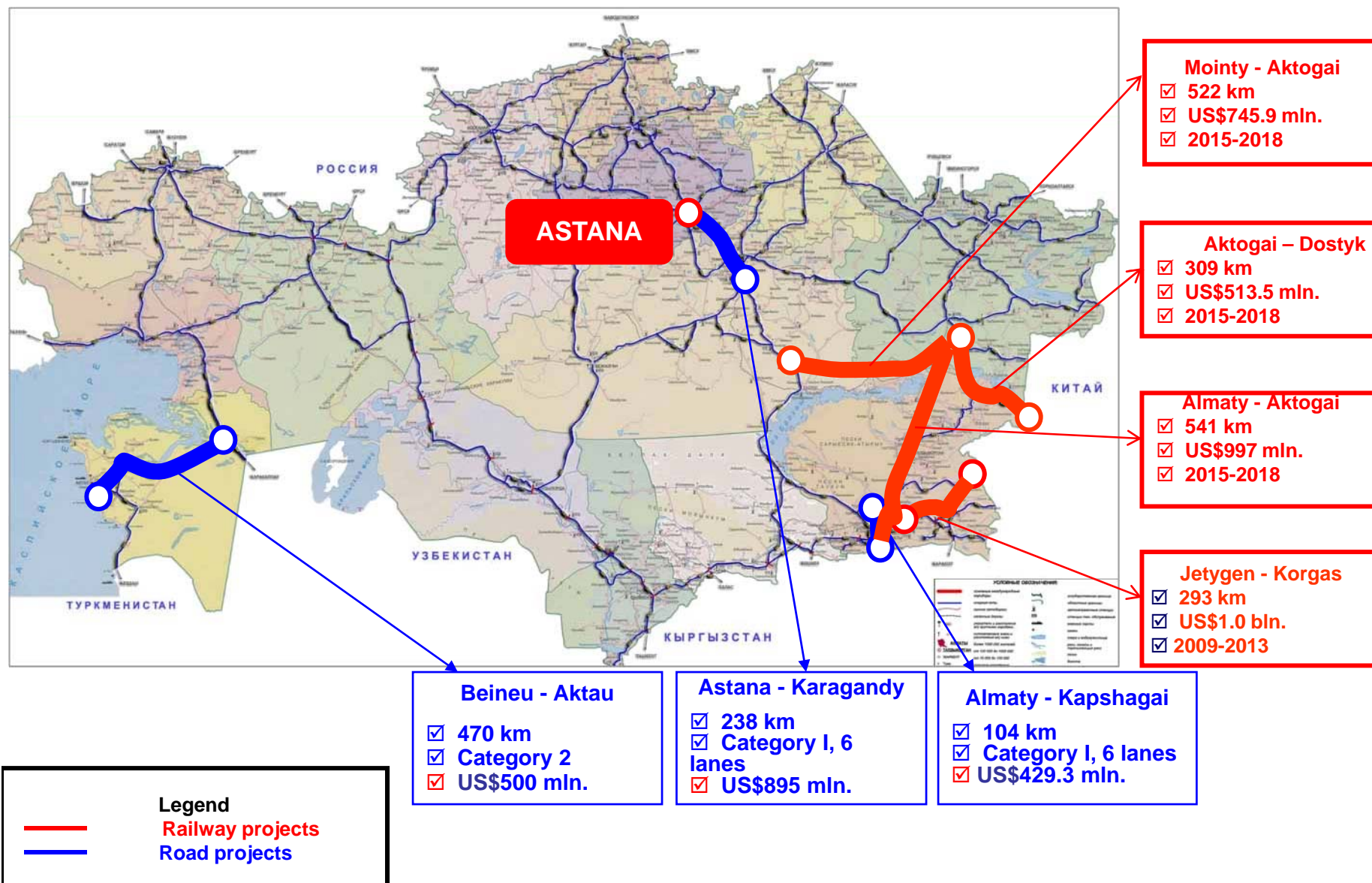
**Manila, the Philippines, 2010**

## **State Program for Augmented Industrial and Innovative Development of the Republic of Kazakhstan for 2010-2014**

In 2010 Kazakhstan adopted the long-term State Program for Augmented Industrial and Innovative Development of the Republic of Kazakhstan (SPAIID of the RK).

The SPAIID of the RK is a key document for development of transport infrastructure of Kazakhstan, under which 59 large investment projects, of which 6 projects have been included into the Basic Industrialization Map for the amount of US\$7.3 billion.

# Investment projects in railway and road sectors included into the CAREC Strategy





## Kazhakstan's projects included into the CAREC Transport and Trade Facilitation Strategy for 2008-2018:

No	Project name	CAREC Corridor	Project cost, US\$ million	Implementati on period
<b>Railway sector</b>				
1.	Electrification of Almaty – Sktogai railway section	1-a	997	2015-2018
2.	Electrification of Dostyk – Aktogai railway section	1-a	513.5	2015-2018
3.	Electrification of Aktogai – Dostyk railway section	1-a	745.9	2015-2018
4.	Construction of Jetygen – Korgas railway line	1-b	1,000	2009-2013
<b>Road sector</b>				
5.	Rehabilitation of Astana – Karaganda road	1-a, c	895	2009-2012
6.	Rehabilitation of Almaty – Kapshagai road	1-b, 3	429.3	2010-2011
7.	Rehabilitation of Aktau – Beineu road	2-a	500	2010-2014
8.	Rehabilitation of West Europe – West China transit corridor	1-b, 6-b, c	5,500	2009-2013
<b>Civil aviation</b>				
9.	Expansion of Shymkent airport	1-b, 6-b, c, 3-a	51.3	2013-2014
	Expansion of Semey airport	3	60.3	2012-2013
	Expansion of Kokshetau airport	1-a, c	56.14	2010-2012
<b>Water transport</b>				
10.	Expansion of Aktau port in the northern direction	2a	347.5	2006-2014



## CONSTRUCTION OF JETYGEN – KORGAS RAILWAY LINE CAREC Corridor: 1-b



**Length: 293 km**

**Cost: 153 billion tenges**

**Implementation period:  
2009–13**

**Commencement of service:  
December, 2011**

**Cargo traffic in year 1:  
6 mln. tons**

**Rated capacity by 2015:  
25 mln. tons**



# ELECTRIFICATION OF ALMATY – AKTOGAI RAILWAY LINE (concession) – CAREC Corridor: 1-a



**Length – 541 km**

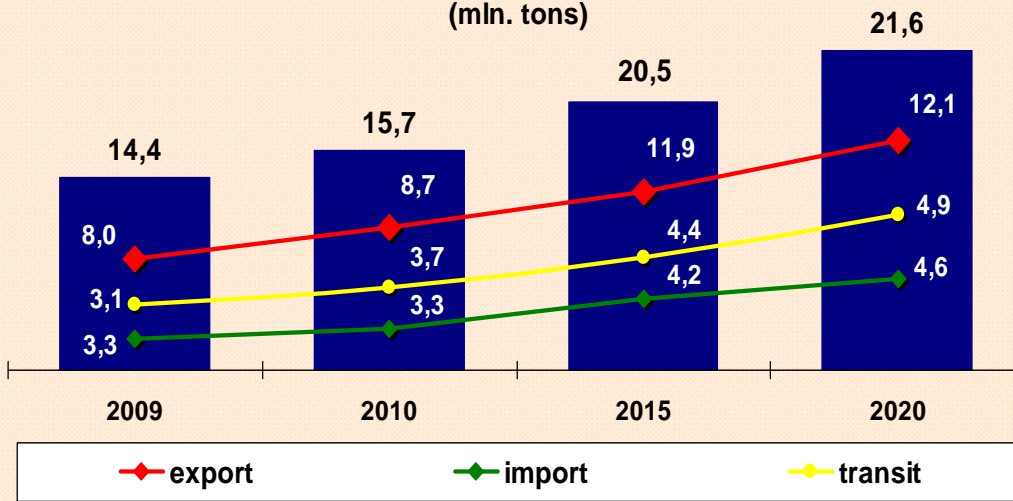
**Estimated cost –  
147.6 bln. tenges (US\$997 mln.)**

**Estimated construction period –  
2015-2018**

**Estimated traffic volume – 21 mln. tons**

**Almaty – Aktogai has been included  
in the Central Corridor of the Trans-  
Asian Trunk Railroad and the  
International TRASECA Transport  
Corridor**

**Dynamism in cargo traffic by types  
(mln. tons)**





# ELECTRIFICATION OF AKTOGAI – DOSTYK RAILWAY LINE (concession) – CAREC Corridor: 1-a



**Length – 309 km**

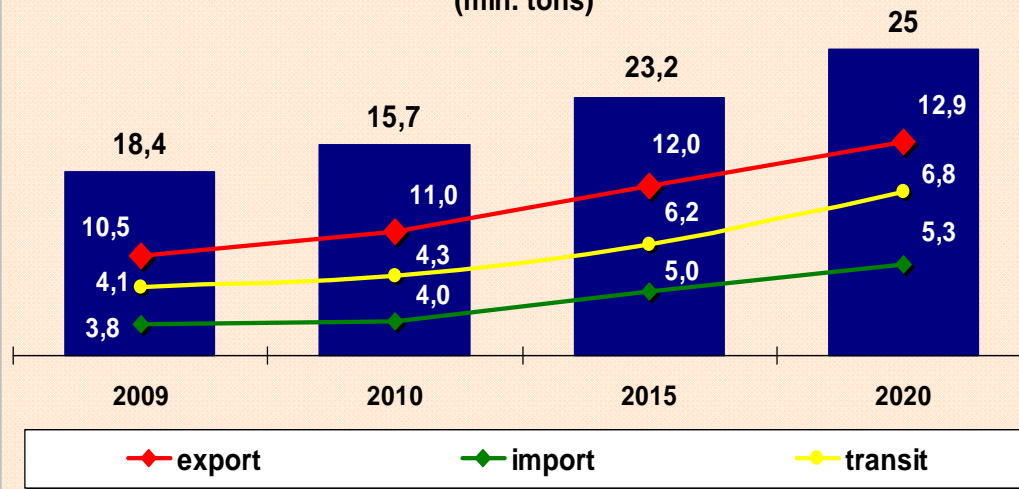
**Estimated cost –  
76 bln. tenges (US\$513.5 mln.)**

**Estimated construction period –  
2015-2018**

**Estimated traffic volume  
– 25 mln. tons**

**Aktogai – Dostyk has been included  
in the Northern, Central Corridors of  
the Trans-Asian Trunk Railroad and  
the International TRASECA  
Transport Corridor**

**Dynamics in cargo traffic by types  
(mln. tons)**





# ELECTRIFICATION OF MOINTY – AKTOGAI RAILWAY LINE (concession) – CAREC CAREC Corridor: 1-a



**Length – 522 km**

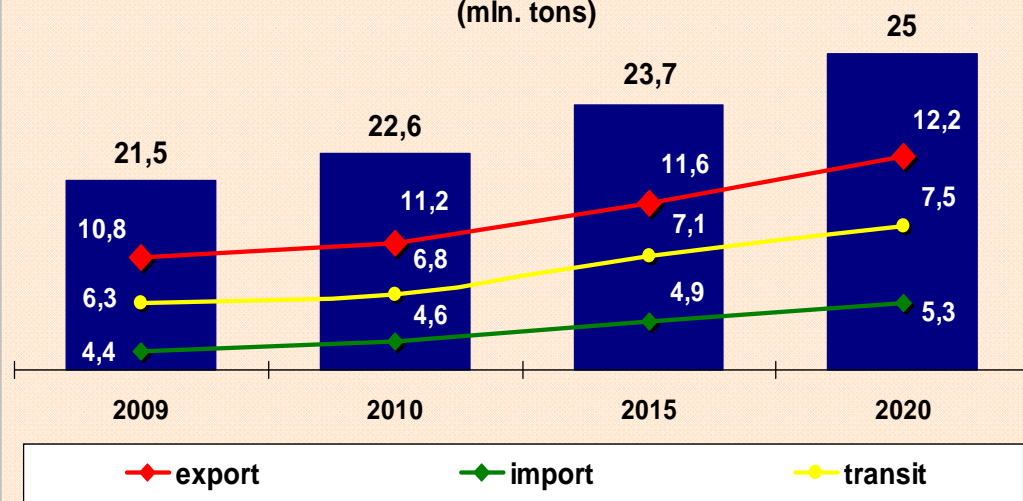
**Estimated cost –  
110.4 bln. tegnes (US\$745.9 mln.)**

**Estimated construction period –  
2015- 2018**

**Estimated traffic volume  
– 25 mln. tons**

**Mointy – Aktogai has been included  
in the Northern Corridor of the  
Trans-Asian Trunk Railroad**

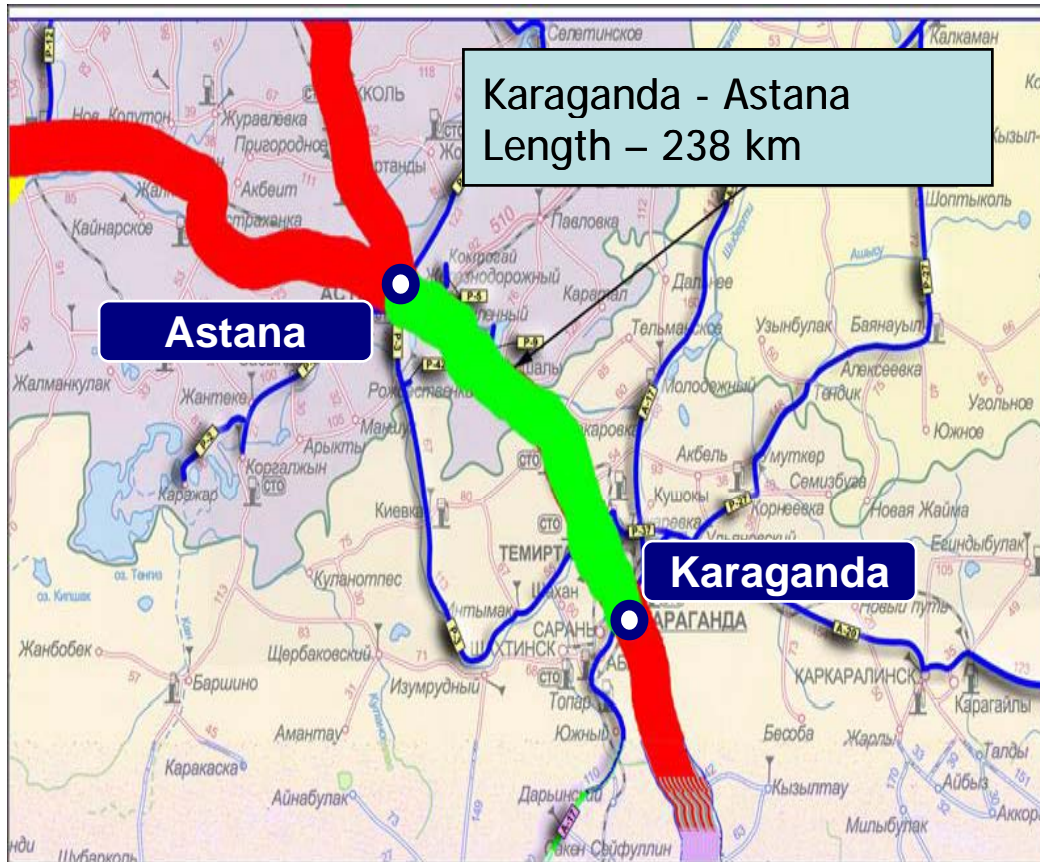
**Dynamics of cargo traffic by types  
(mln. tons)**





# RECONSTRUCTION OF KARAGANDA – ASTANA ROAD

## CAREC Corridor: 1-a, c



The feasibility study has been prepared  
Karaganda – Astana road is a part of the  
international transit corridor Almaty – Karaganda –  
Astana - Petropavlovsk

**Estimated cost of reconstruction –  
134.2 billion tenges (US\$895 million)**

**Current traffic volume (2009) –  
10 291 vehicles / day**

**Projected annual increase in traffic  
volume – 6-8 %.**

**Concession period – 25 years**

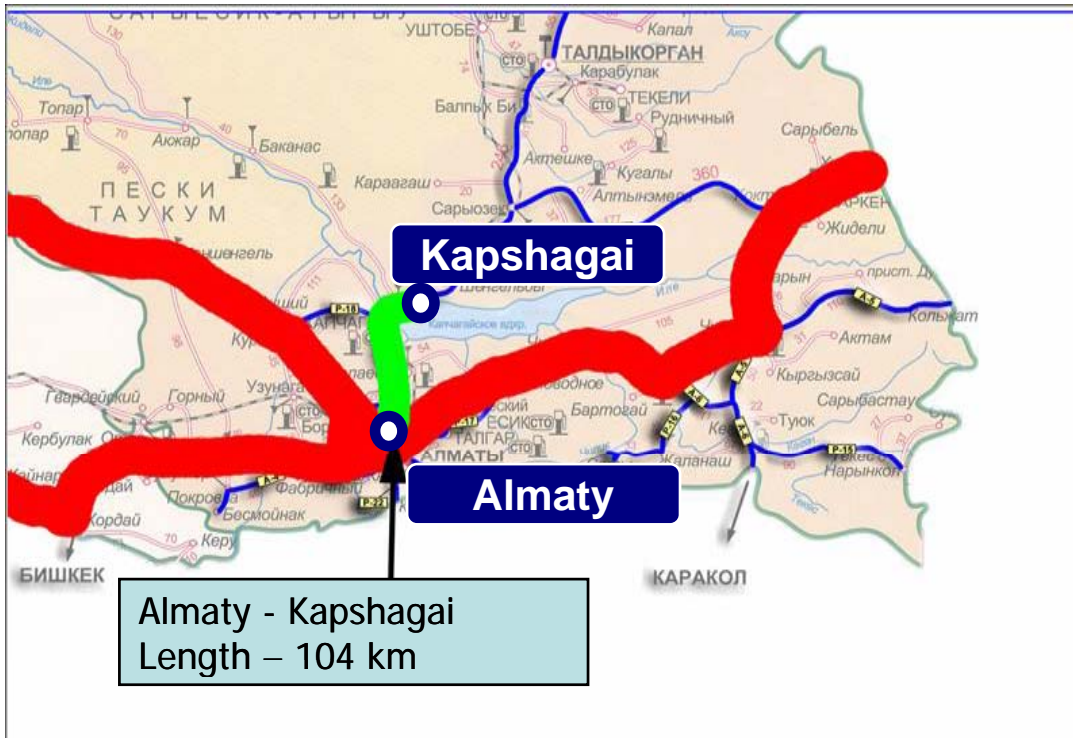
**Estimated construction period – 3 years**

**The maximum tariff rates by vehicle type  
is established by the Government of the  
Republic of Kazakhstan**

**During the concession period a partial  
compensation of concessionaire's  
investment costs from the state budget  
is possible**

# RECONSTRUCTION OF ALMATY - KAPSHAGAI ROAD

## CAREC Corridor : 1-b, 3



**The Feasibility Study is completed**

**Estimated cost of reconstruction – 64.4 billion tenges (US\$429.3 million)**

**Projected increase in traffic volume – 6-8%.**

**Concession period – 25 years**

**Estimated construction period – 3 years**

**The maximum tariff rates by vehicle type is established by the Government of the Republic of Kazakhstan**

**During the concession period a partial compensation of concessionaire's investment costs from the state budget is possible**



## RECONSTRUCTION OF BEINEU – AKTAU ROAD

### CAREC Corridor : 2-a



**Two-lane highway, Category II**

**Estimated cost of reconstruction – 66 billion tenges (US\$500 million)**

**Projected traffic volume after reconstruction - up to 5 thousand vehicles / day**

**Estimated construction period – 5 years**

**The feasibility study has been prepared in 2004**

**Design and estimation documents are under preparation**

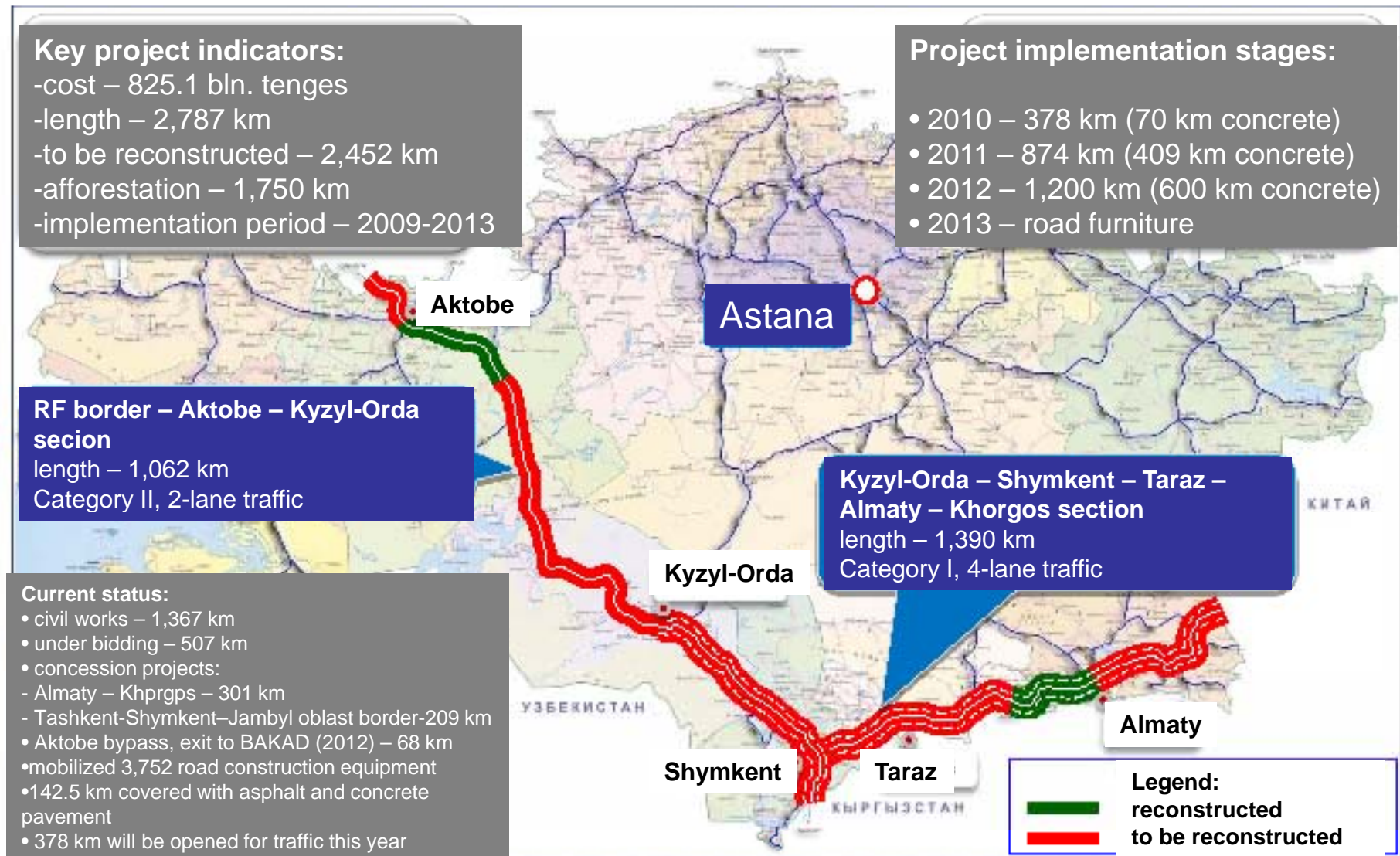
**Beineu – Aktau road has been included in the International Transport Corridor TRASECA**

# WESTERN EUROPE – WESTERN CHINA AND ALTERNATIVE ROUTES





# Western Europe – Western China



**BAM – length is 4.287 km. construction lasted for 17 with long breaks**

**Amur road – length is 2,165 km, construction was started in 1978 and will be completed in September, 2010 (32 years)**

## EXPANSION OF SHYMKENT (CAREC: 1-b, 6-b, 3-a), SEMEY (CAREC: 3) ABD KOKSHETAU (CAREC: 1-a, c) AIRPORTS

Project title	CAREC Corridor	Project scale	Project cost, mln. US\$	Implementation period
Construction of the passenger terminal at Shymkent airport	1-b, 6-b, 3-a	Run way: length – 2,547 m, width – 45 m, combined coating Terminal: handling capacity – 400 passengers/hour	51.3	2013-2014
Reconstruction of the run way at Semey airport	3	Run way: length – 3,097 m, width – 45 m, combined coating Terminal: handling capacity – 200 passengers/hour; total area of the terminal – 3,500 sq.m.	60.3	2012-2013
Reconstruction of the run way and the terminal at Kokshetau airport	1-a, c	Run way: length – 2,850 m, width – 45 m, asphalt-concrete coating Terminal: handling capacity – 200 passengers/hour; total area of the terminal – 5,291.6 sq. m	56.14	2010-2012





**For implementation of PPPs and creating favorable conditions for implementation of concession projects, a number of legal acts of the RK have been amended to reflect:**

- ✓ **the guarantee of the state for infrastructure bonds**
- ✓ **state guarantees for attracted loans**
- ✓ **transfer of exclusive rights to operate the concession facility**
- ✓ **provision of grants in kind**
- ✓ **co-financing of concession projects**
- ✓ **a guarantee for consumption by the state of a certain volume of services produced by the concessionaire**
- ✓ **compensation of a certain amount of investment costs of the concessionaire during the concession period**

***THANK YOU FOR  
ATTENTION!***