TRACECA INVESTMENT FORUM 2012

Brussels, 28th February 2012

Shymkent-Tashkent
Road Reconstruction

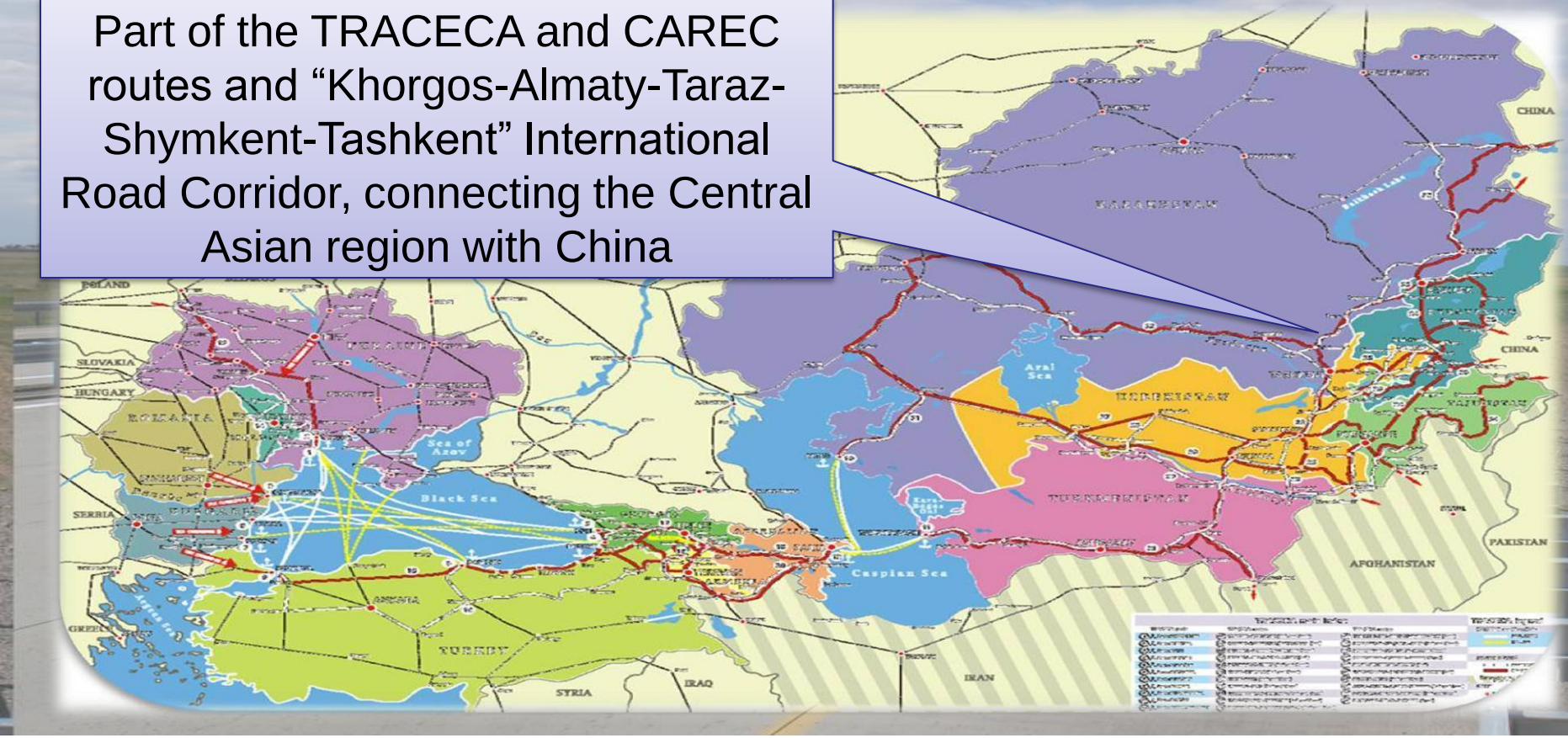
REPUBLIC OF KAZAKHSTAN

INTERNATIONAL CORRIDORS IN KAZAKHSTAN

SHYMKENT-TASHKENT ROAD RECONSTRUCTION

GEOGRAPHICAL DESCRIPTION

Part of the TRACECA and CAREC routes and “Khorgos-Almaty-Taraz-Shymkent-Tashkent” International Road Corridor, connecting the Central Asian region with China



GEOGRAPHICAL DESCRIPTION

Integral part of the new Western Europe-Western China Transport Corridor

TECHNICAL DESCRIPTION

- Period of construction – 36 months
- Length – 102 km, 2-lane, II category
- Expected Freight Flow – 1.5 million tones per year
- ITS system
- Feasibility Study - Completed

SOCIO-ECONOMIC EFFECTS

- Increased estimated speed (up to 120 km/h)
- Increased traffic capacity
- Substantially reduced travel time and cost
- Increased freight traffic flows
- Increased passenger traffic
- Developed road transportations
- Increased transit attractiveness
- Developed international trade
- Developed tourism in Central Asia

INVESTMENT AMOUNT AND REPAYMENT

Investment Amount – 377 million USD

Repayment Period – 20-25 years

Source of Repayment – State Budget

OTHER SOCIO-ECONOMIC EFFECTS

- Increased productivity in highly populated South Kazakhstan region
- Development of supporting productions
- New workplaces (during construction and after)
- Reduced accident risk and traffic accidents
- Improved local business environment
- Improved ecological environment
- Increased attractiveness of the corridors using this part of the road

SUMMARY

Investment Amount

377 million USD

DEVELOPMENT OF ROAD TRANSPORTATIONS,
INCREASED TRANSIT ATTRACTIVENESS
AND STRENGTHENED INTEGRATION OF THE REGION

Thank you for attention!

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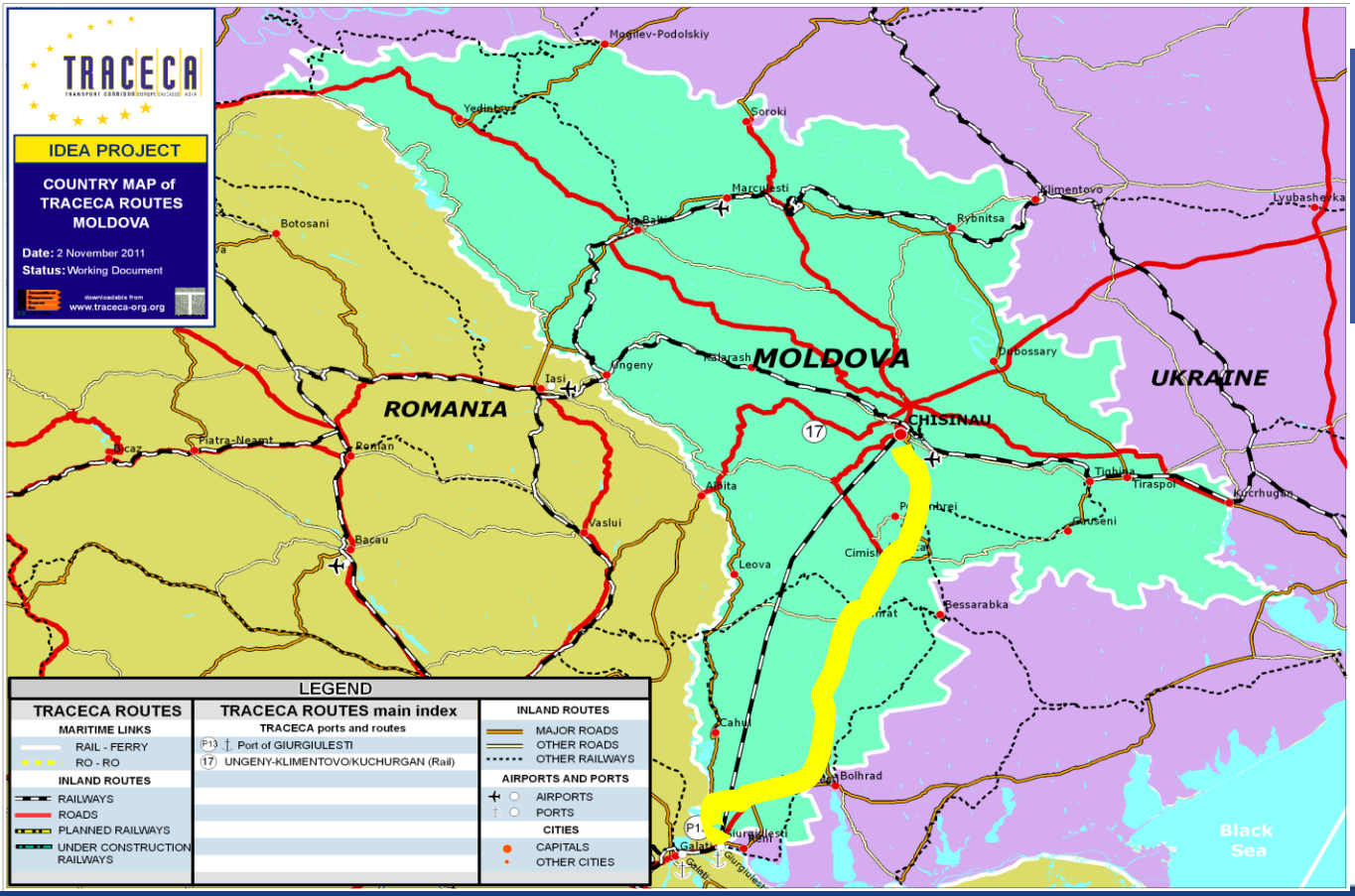
TRACECA INVESTMENT FORUM 2012

Brussels, 28th February 2012

Construction of the bypass of 3 villages along the M3 National Road Chisinau-Giurgiulesti

REPUBLIC OF MOLDOVA

Construction of the bypass of 3 villages along the M3 National Road Chisinau- Giurgiulesti



PROJECT OBJECTIVES

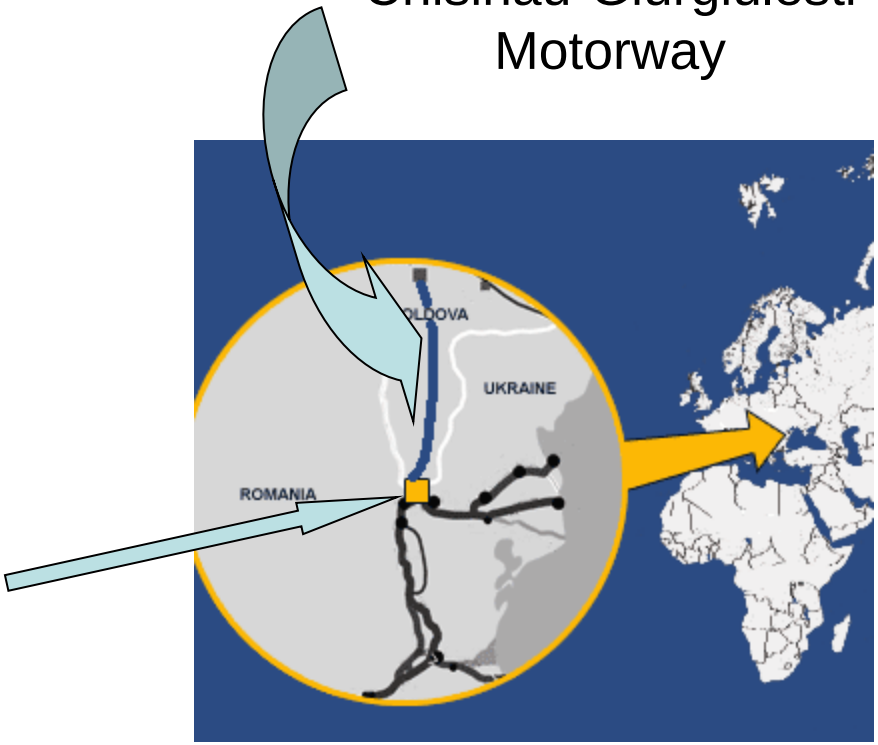
Main Objectives for the Project:

- **regional economic development**;
- **reduce transportation costs and travel time**;
- **employment of population**;
- **relieve residential areas of heavy traffic**;
- **enhance environmental quality;**
- **enhance traffic safety**.

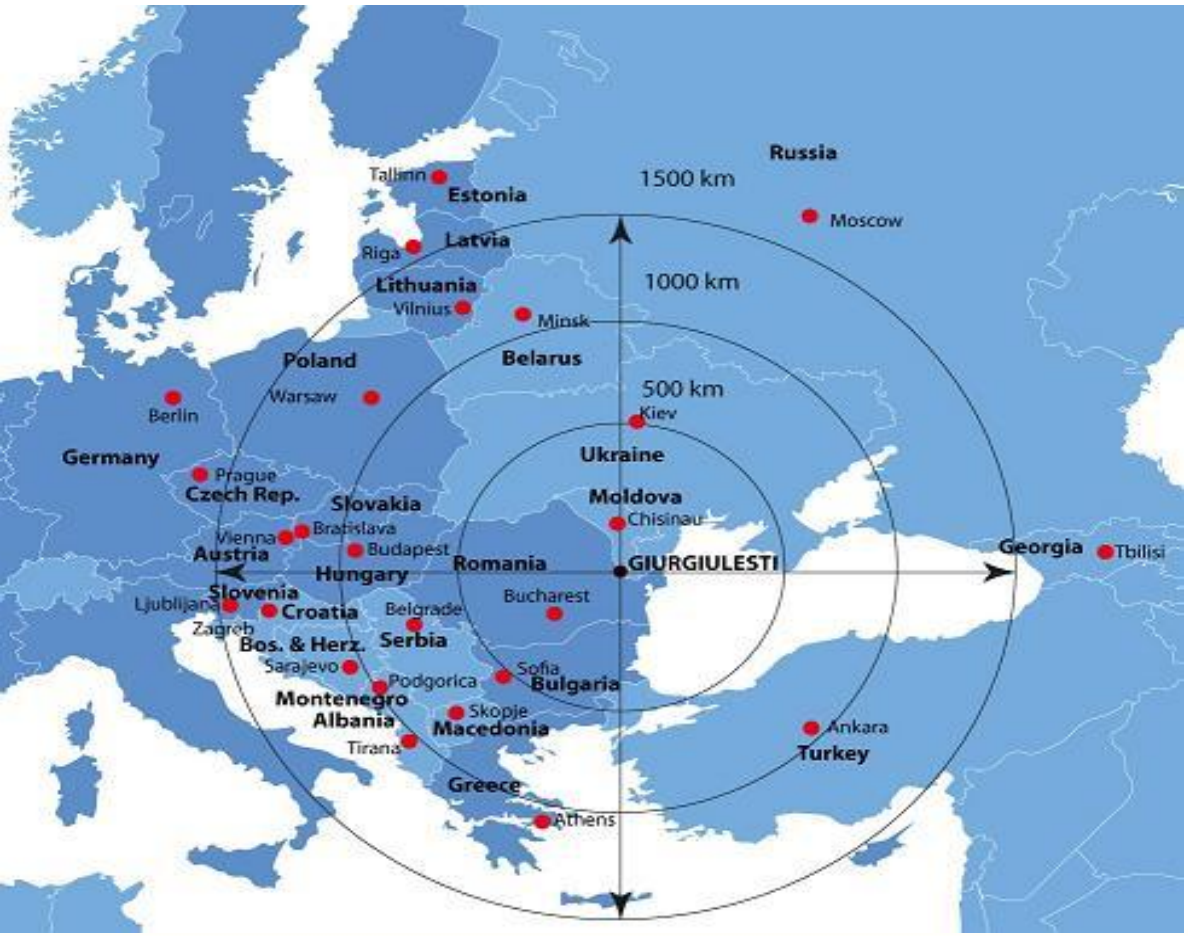
GEOGRAPHICAL DESCRIPTION

- TRACECA Route, E584
- Connects Pan European corridors IX and VII
- South of Republic of Moldova, connecting the capital city, Romanian and Ukrainian borders, and Giurgiulesti International Free Port (GIFP)
- GIFP - the only country access to the fluvial and maritime navigable ways

Chisinau-Giurgiulesti Motorway



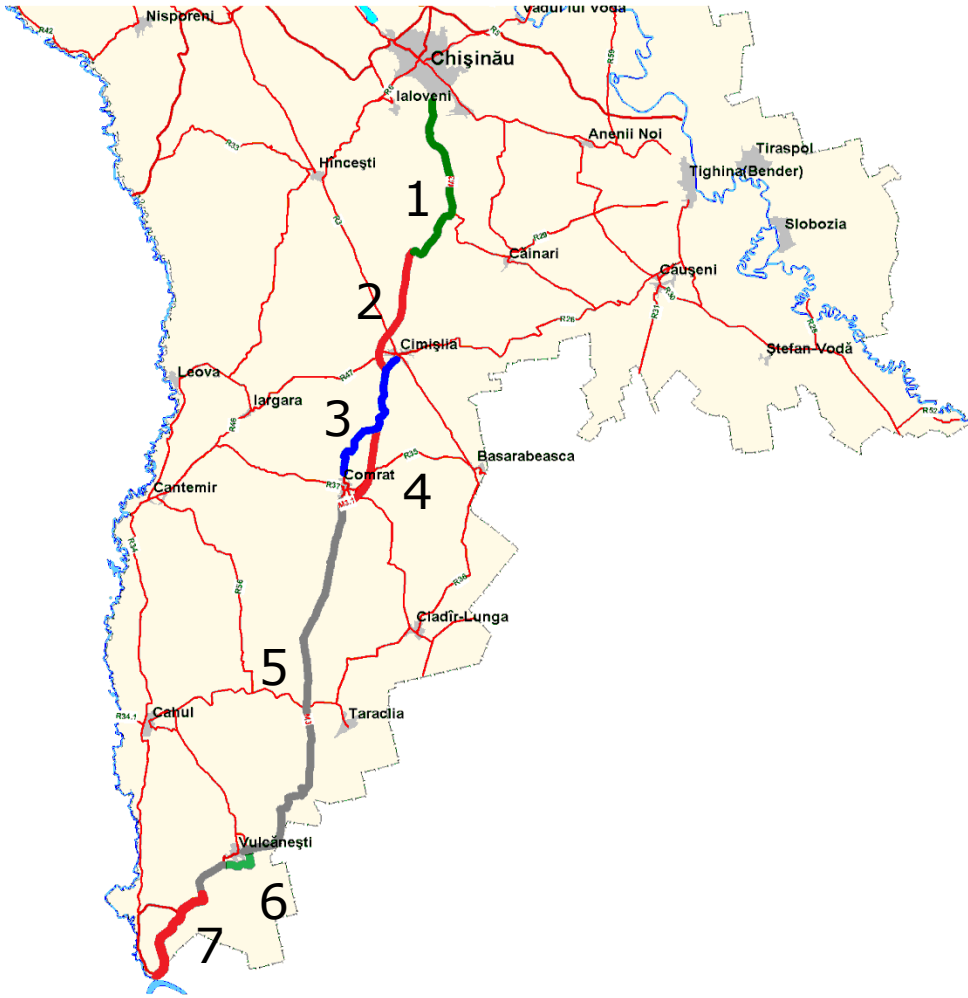
REGIONAL CRITERIA



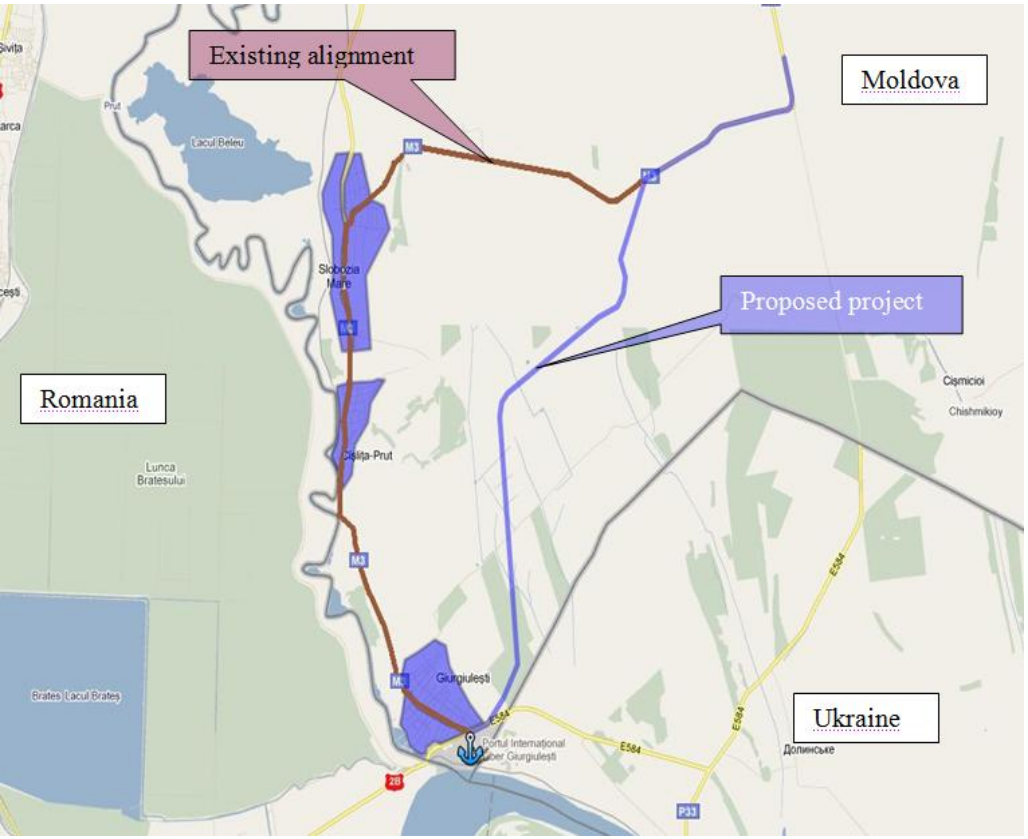
Giurgiulesti International Free Port

- Moldova's **only port** for sea-going vessels;
- Situated on the River Danube, in the south of Moldova;
- Located on international trade and transportation routes Rhine-Main-Danube waterway corridor, which connects the Black Sea, 14 European countries and the North Sea;
- Links to European and Russian railway systems as well as the international road network.

1. 34.5 km – maintenance only - 2 mln. Euro
2. 26 km – new construction. No funds available. Cost 37 mln. Euro.
3. 31 km – rehabilitated 2009.
4. 17.9 km – New construction. No funds available. Cost 16.56 mln. Euro.
5. 83.4 km. Under rehabilitation. EBRD funded. Cost 50 mln. Euro.
6. 8.4 km, EC grant. Under procurement. Cost 7.9 mln Euro.
7. 20.5 km – New Construction. Proposed to EBRD.



PROJECT OVERVIEW AND ALTERNATIVES COMPARISON

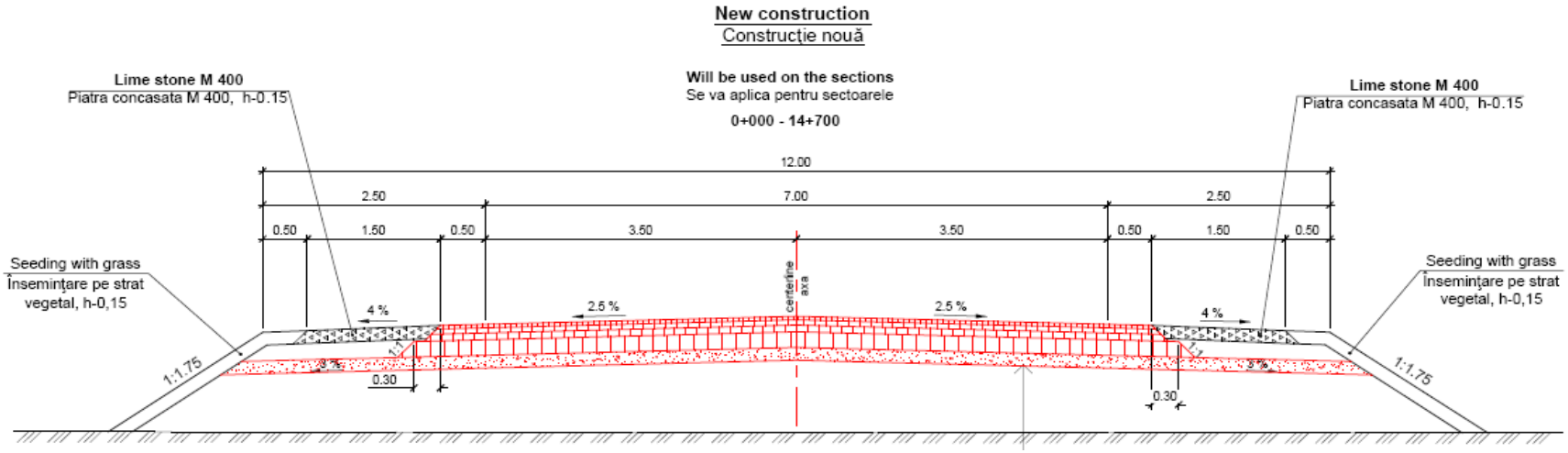


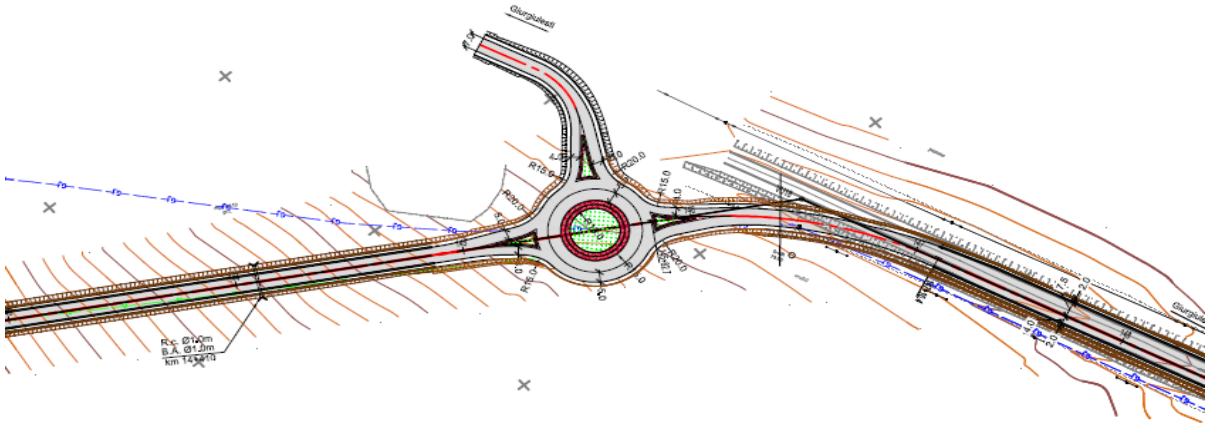
	Existing alignment	Proposed alignment
Necessary works	Maintenance	New construction
Length, km	28	20.5
Cost, mln Euro	12	21.3
EIRR, % Discount rate–12%	4.1	12.2

TECHNICAL DESCRIPTION

	Evaluation Criteria	Results
1	Type of Improvement	New alignment
2	Length of new road	20.5 km
3	Travel time in minutes	23 min
4	Traffic in 2011 in (000) average	3,376
5	Improved regional circulation	Will contribute to a continuous M3 Corridor Chisinau – Giurgiulesti
6	Improved local circulation	Inter-regional traffic diverted from local road network
7	Congestion	2 lane construction on 4 Lane Right-of Way

TECHNICAL DESCRIPTION

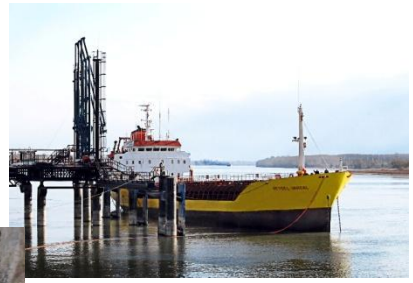




SOCIO-ECONOMIC DESCRIPTION

Construction of the road will facilitate:

- Trade
- Transport
- Industry and tourism
- Better access to agricultural markets
- Secure transportation connections
- Employment of population and
- Stimulate the local economies.


INVESTMENT AMOUNT AND REPAYMENT

Investment AmountEuro	21.3 million
Payback Period	9.5 years
Source of Repayment	State Budget

OTHER SOCIO-ECONOMIC DESCRIPTIONS

- Feasibility Study completed in June, 2009 **and updated in 2011**
- **Economic internal rate of return:** 12.2%

  The discount rate applied in the project 12%

The benefits of the project implementation:

- Cost savings to transport operators, eur/veh 0.3
- Cost savings to passengers, eur/pass 0.2
- Time savings 42%
- Enhance environmental sustainability
- Reduce air pollution, noise, accident rates

ENVIRONMENTAL CRITERIA

Construction of road will reduce

- Pollution
- Noise
- Energy consumption

And allow

- Diversion from sensitive areas

POLITICAL CRITERIA

The anticipated start of construction is 2013/14.

- Government Support

The project is supported by policies from the Land Transport Infrastructure Strategy for 2008-2017.

- Dependance on any other step/project

Implementation of the proposed project doesn‘t depend on other projects.

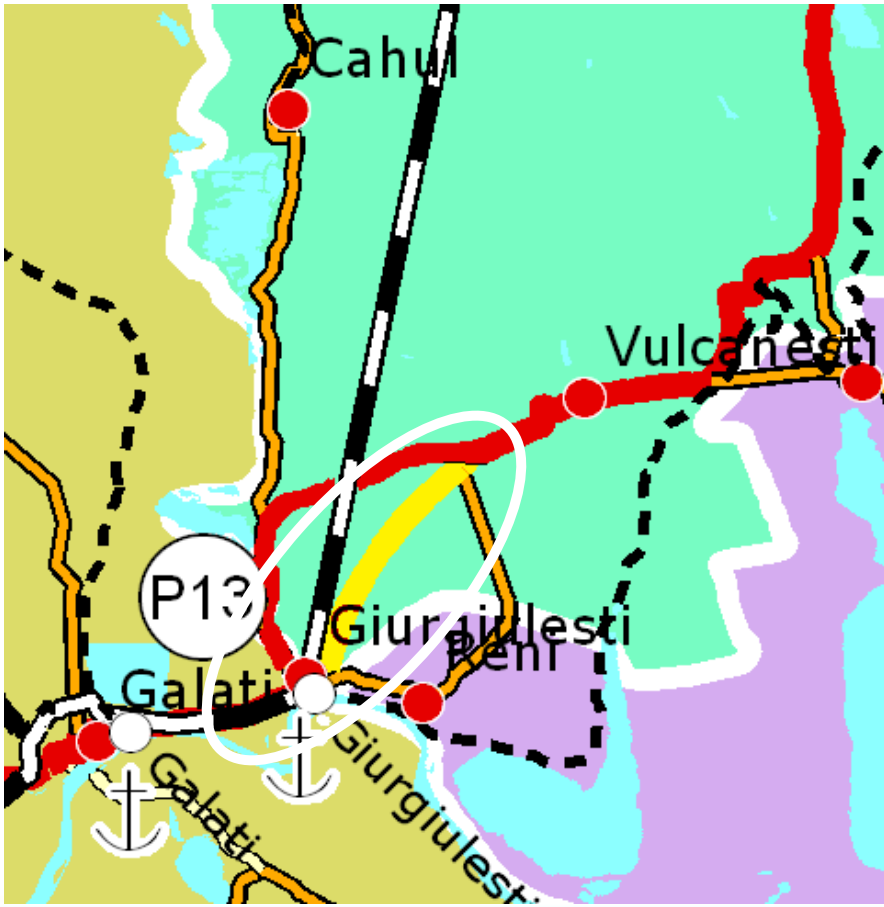
SUMMARY

- Investment Amount

  21.3 million Euro

The proposed project:

- is **shorter** than the existing route.
- will allow long-distance trips to bypass the 3 villages;
- will attract **more traffic** and provide **shorter travel time;**
- creates **new opportunities** for transport operators with the perspectives of Port development.



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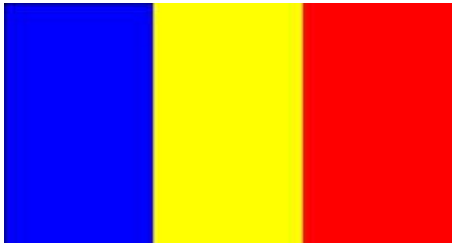
TRACECA INVESTMENT FORUM 2012

Brussels, 28th February 2012

Construction of Motorway
"Targu Mures – Iasi – Ungheni"

ROMANIA



CONSTRUCTION OF THE MOTORWAY "TARGU MURES – IASI – UNGHENI"

Connection to R. Moldova

GEOGRAPHICAL DESCRIPTION

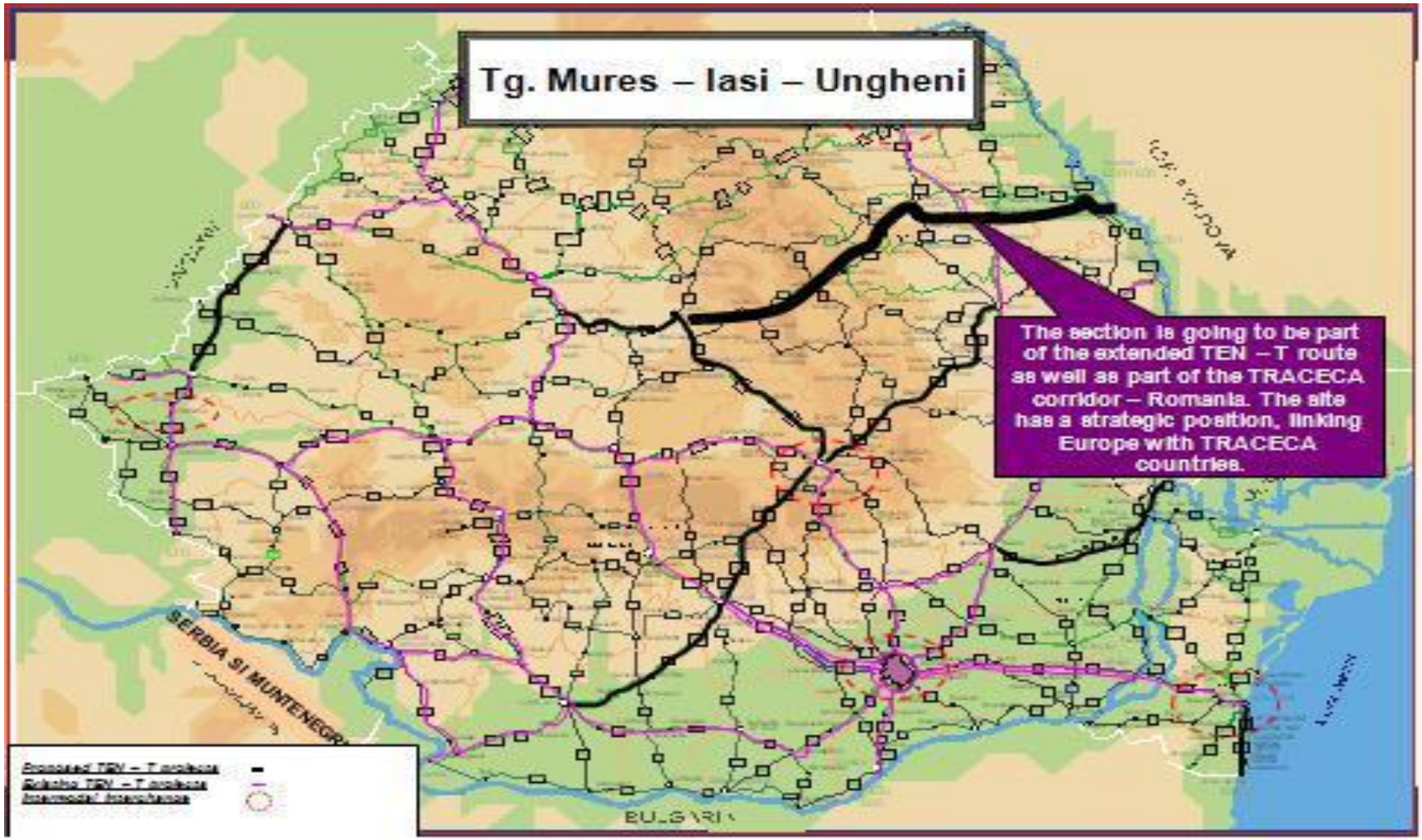
The motorway section Targu Mures–Iasi–Ungheni / border with Republic of Moldova:

- Located in the north-eastern part of Romania and connects the central part of the country with the Romanian/Moldavian border;
- The section also links two Pan–European Corridors, no. IV and no. IX. The route is favourable as it connects Bulgaria to Hungary (partly through Pan – European Corridor no. IX and partly through Transilvania's motorway) yet simultaneously operates with the existing national infrastructure;
- The route is also considered to be an exit to Ukraine, using the national road infrastructure

GEOGRAPHICAL DESCRIPTION

How is interoperability and connection with other Infrastructures handled?

- The new direct link to the Moldavian border will attract traffic flow from Bulgaria, to Romania and further to the Republic of Moldova or Hungary. The route, which will be fully operational after finalizing Corridor no. IV (Nadlac (Hu/Ro cross border)–Arad–Timisoara–Lugoj–Deva–Orastie–Sibiu–Pitesti–Bucuresti–Cernavoda–Constanta) as well as Pan-European Corridor no. IX and Transilvanian motorway.
- The location of the future motorway sections will also encourage regional development along the Moldavian/Romanian cross-border. The economic environment could be stimulated and eligible for European Regional Funds.


Tg. Mures – Iasi – Ungheni
The section is going to be part of the extended TEN – T route as well as part of the TRACECA corridor – Romania. The site has a strategic position, linking Europe with TRACECA countries.
SERBIA SI MUNTENEGR
BULGARIA

TECHNICAL DESCRIPTION

- **Technical Description**
  Design speed: 130 km/h
  Length: aprox. 310 km
  Motorway cross-section:
  platform – 26.00 m; carriageway – 4 x 3.75 m;
  middle lane – 3.00 m; emergency lane – 2 x 2.50 m;
  shoulders – 2 x 0.50 m; employment bands – 4 x 0.50 m;
  parapets space (outside the platform) – 0.75 m
  Cross-section for link roads:
  carriageway – 2 x 3.50 m; shoulders – 2 x 1.00 m, out of which: employment bands – 2 x 0.50 m; platform – 10.00 m.
- **Land acquisition: Estimated in the Feasibility Study**

The location will encourage tourism for those attracted to the national and international culture of the area: churches, castles, monuments, mountain sports

Regional Development

SUMMARY OF REGIONAL DEVELOPMENT

- Tourism
- Historical locations
- Culture at each connecting link in the road
- Regional potential for sport attractions

Stimulate the development of: Wood & Ceramics Manufacture, Agriculture, Wine industry,

Economic Development

SUMMARY OF ECONOMIC DEVELOPMENT

- Wood & Ceramic
- Industry of wine in sites identified as historical production areas
- Agriculture opportunities
- Promotion of local tourism

REQUIRED INVESTMENT

Estimated project repayment time - 10 years to cover the initial costs

Forecast years

- At least 3 years for construction, based on the experience of similar contracts; the length will be divided into 3 sectors: Tg. Mures – Ditrau – Tg. Neamt - Ungheni

Investment costs – 8.5 billion Euros

- Costs for development of design documentation (feasibility study, engineering design, details of execution);
- Expenses for consultancy and technical assistance;
- Costs associated with obtaining necessary approvals and agreements in principle for the investment;
- Expenses for training documents during the procedure for awarding the contract;
- Construction costs.

MAIN PURPOSE

- To create an open link to:

Still need to be convinced?

SOME CLUES ABOUT THE PROJECT

- **Private investors interest in the project** – During high level bilateral meetings investors from European and Asian countries displayed interest in the project's implementation.

- **PPP laws** – Romania has recently approved the Law that rules the PPP project

- Pre-Feasibility Study has been completed

- Feasibility Study due to be completed by the end of February 2012

NEXT STEPS

- **Start date**

  After the Feasibility Study is finished (1st Semester of 2012) and the financing resources necessary for the construction have been identified.

- **Is there dependance on other any other step/project?**

  An independent project, with proved outcomes is open to all investors

GOVERNMENT SUPPORT

Do I have Government Support?

- The project is included in the Romanian transport strategy for PPP projects
- Part of the Romanian Master Plan, Fiscal Strategy for the next 5 years
- Part of TEN–T extended network, which was negotiated with the European Commission.

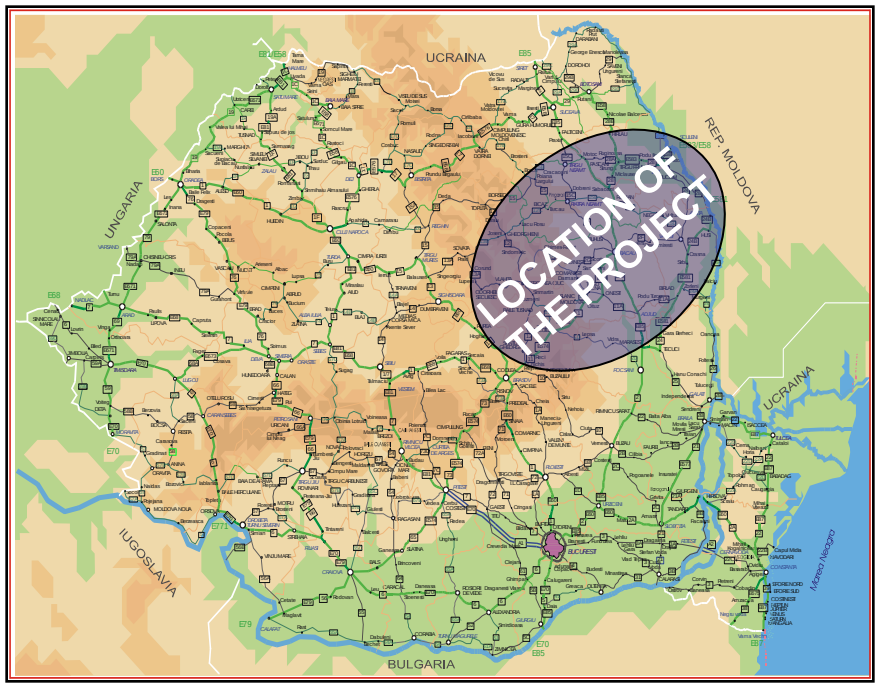
WHAT DO I NEED?

- Believe in the project!
- Examine the project's technical and economical details to be sure that the rate of return is high enough to sustain your investment!
- Go for an initial site visit!

SUMMARY

- Investment Amount

8.5 BILLION EURO



WHY SHOULD YOU GO FOR THIS PROJECT?

- A MATURE PROJECT – FEASIBILITY STUDY AVAILABLE
- A REGIONAL BENEFIT FOR EVERYBODY
- A SUSTAINABLE PROJECT – INVESTMENT RETURN OF RATE PROVEN THROUGH SPECIFIC STUDIES
- PART OF TEN–T NETWORK

STILL NEED FURTHER INFORMATION?

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TRACECA INVESTMENT FORUM 2012

Brussels, 28th February 2012

Uzbekistan Customs Technical Upgrade

REPUBLIC OF UZBEKISTAN


KAZAKHSTAN
UZBEKISTAN
TURKMENISTAN
KYRGYZSTAN
TAJIKISTAN
AFGHANISTAN
Aral Sea
Daytota
Gisht-kuprik
Yallama
Dustlik
Oybek
Alat
Ayratam
TASHKENT
ASHGABAT
DUSHANBE
Novokazalinsk
Kyzylorda
Turkestan
Arys
Kungrad
Uchkuduk
Navoi
Bukhara
Samarkand
Karshi
Termez
Mazar-E Sharif
Kokand
Andizhan
Khorog
Mary
Mashhad

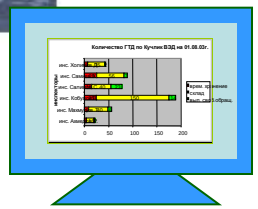
USE OF INFORMATION TECHNOLOGIES AT BORDER CUSTOMS POSTS OF THE REPUBLIC OF UZBEKISTAN FOR DEVELOPMENT OF TRANSPORTATION IN TRACEKA PROGRAM REGIONS

- In the State Customs Committee United Automated Information System is operated which covers all border customs points and allows to focus all information in on-line

Our plans:

- Continuing of customs crossing points' modernization in TRACEKA region
- Introduction of modern IT and control means at automobile crossing points located on TRACEKA corridors by installation of X-ray non-intrusive scanning equipment:
- **In 2012** at "Alat" (Bukhara Region), "Daut-Ata" (Republic of Karakalpakstan) auto border crossing points
- **In 2013** – "Dustlik" (Andijan Region), "Sariosiya" (Surkhandarya Region) auto border crossing points
- **In 2014-2015** – at "Khojidavlat" (Bukhara Region), "Karakalpakia" (Republic of Karakalpakstan), "Bekabad" (Tashkent Region), "Sariosiya" (Surkhandarya Region) railway border crossing points

Control of goods delivery transported by auto (UAIS-Auto)



EXPRESS MONITORING

REGIONAL CUSTOMS - ENTRY

Access to database

DATA EXCHANGE

DATA EXCHANGE

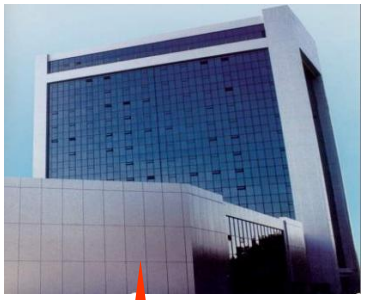
REGIONAL CUSTOMS - EXIT

Access to database

CUSTOMS POST OF DEPARTURE

CUSTOMS POST OF DESTINATION

THE CONTROL IN REAL TIME



Central office
State Customs Committee

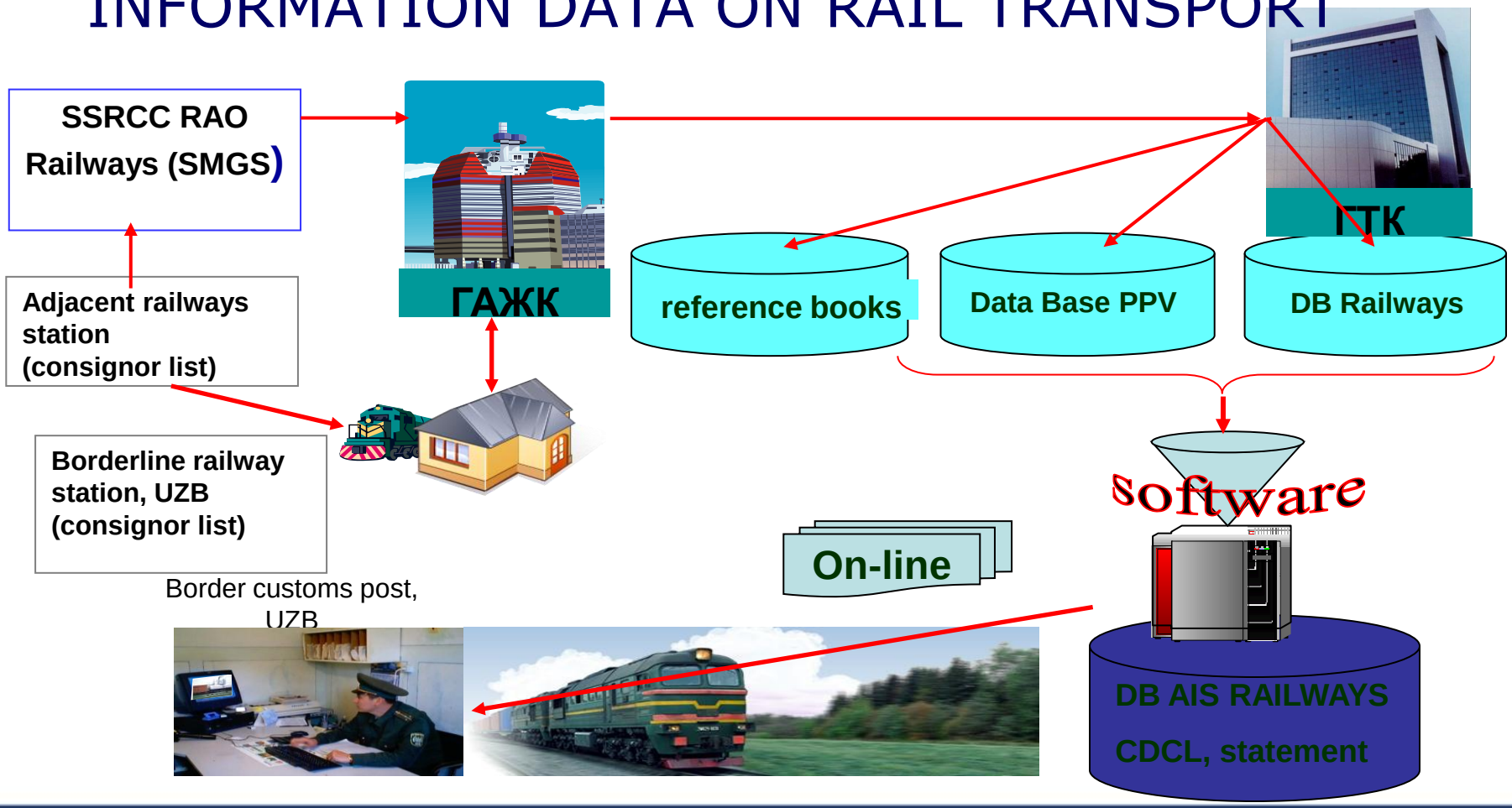
On an example of customs posts «Alat» and «Yallama»

Customs post «Alat» (Bukhara region)
ENTRANCE POINT

Customs post «Yallama» (Tashkent region)
DEPARTURE POINT


Electronic Exchange of preliminary information between Russian company «Russian Railways» and Uzbekistan State company «Uzbekistan Railways»
The Russian railways
DEPARTURE POINT
Railway station company Uzbekistan Railways
DESTINATION POINT
Калининград
ПОЛЬША
Санкт-Петербург
Ярославль
Воронеж
Ростов
Саратов
Самара
Екатеринбург
Челябинск
Новосибирск
Красноярск
Иркутск
Чита
КАЗАХСТАН
КИТАЙ
МОНГОЛИЯ
КИРГИЗИЯ
АФГАНИСТАН

THE SYSTEM FOR PROCESSING ADVANCE INFORMATION DATA ON RAIL TRANSPORT



Use of Information Technologies at Border Customs Posts of the Republic of Uzbekistan for Development of Transportation in TRACEKA Program Regions

- Basic objectives
- Economic analysis
- Project effectiveness

THE INTERNATIONAL VOLUME OF THE TRAFFIC

	TRANZIT		IMPORT		EXPORT	
	vehicles	tons of cargoes	vehicles	tons of cargoes	vehicles	tons of cargoes
2010	33738	534246,4	25002	290408	25285	492696,6
2011	41657	609517,2	30032	415444,7	27439	580038,8
%	+23%	+14%	+20%	+43%	+8%	+17%

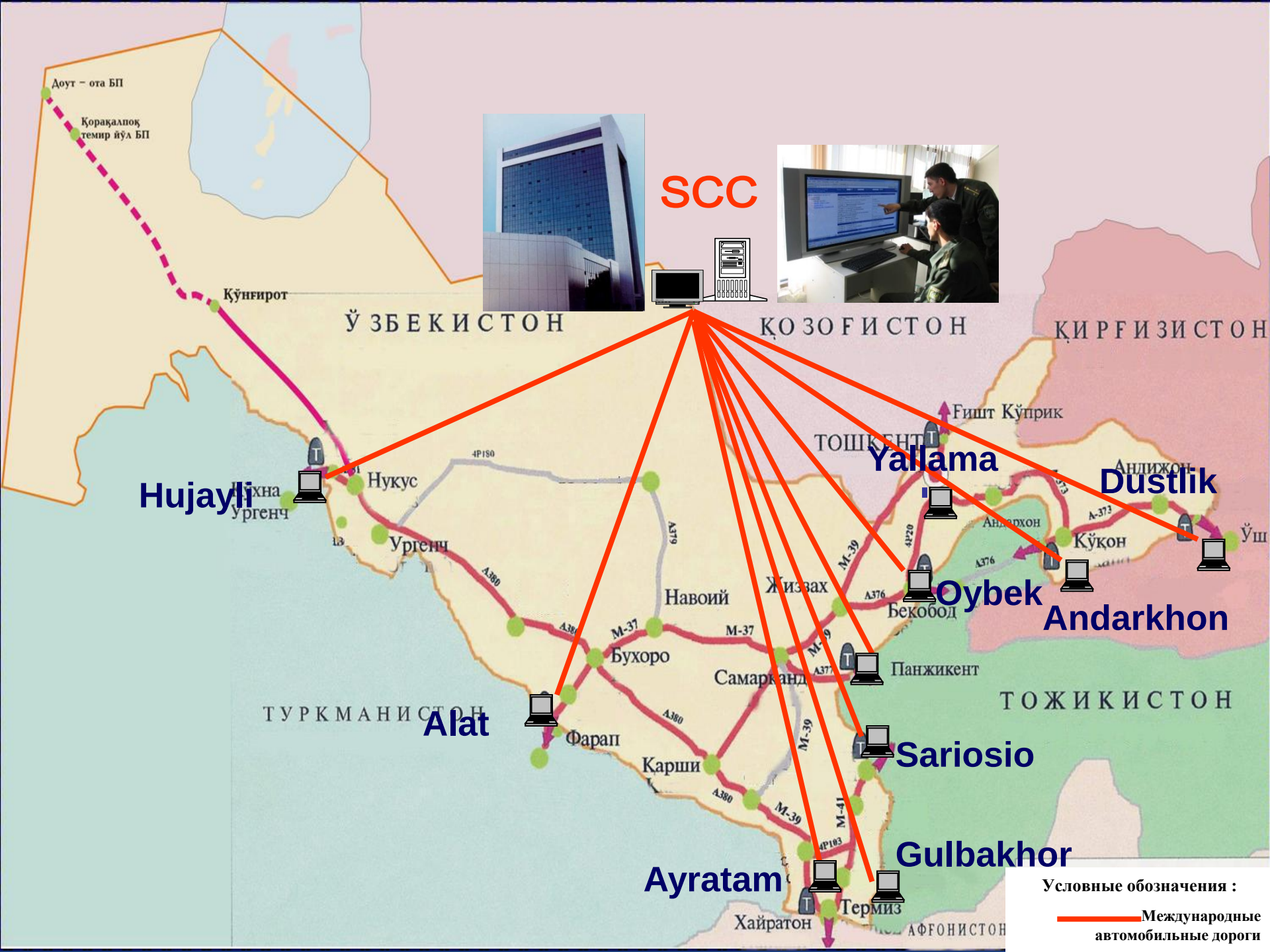
ADVANTAGES OF MODERN INFORMATION TECHNOLOGIES' APPLICATION

- Free information flow among all participant and modes of transport involved in carriage chain
- Elimination of control duplication carried out by the state bodies at cross border points
- Considerable reduction of transportation and delivery time, decrease of transportation costs

NEEDS IN INVESTMENTS FOR EQUIPPING CUSTOMS CHECK POINTS

- Server center able to ensure complete processing of customs information
- Large-size scanning equipment – inspection & examination complexes
- Integrated into single database video surveillance systems
- Large scales for heavy trucks
- Navigation systems


Доут – ота БП
Қўнғирот
ЎЗБЕКИСТОН
ҚИРҒИЗИСТОН
Нукус
Кўхна Ургенч
Ургенч
Наво
Бухоро
Самарқанд
Бекобод
Қўқон
Ўш
Панжикент
Фарап
Карши
Термиз
Хайратон
ТУРК
АФҒОНИСТОН
Шартли белгилар:
Тасдиқланган 15 йўналишга кирувчи автомобиль йўллари
Hujayli
Alat
Yallama
Dustlik
Oybek
Andarkhon
Sariosio
Ayratam
Gulbakhor
Legend:
International Auto roads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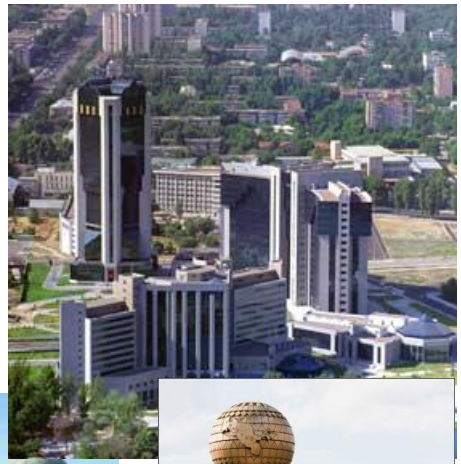
ТОШКЕНТ
Ғишт Кўприк
Нукус
Ургенч
Навоий
Жиззах
Бекобод
Андижон
Қўқон
Бухоро
Самарқанд
Панжикент
Фарап
Карши
Термиз
Хайратон
ТУРКМАНИСТОН
ТОЖИКИСТОН
Hujayli
Alat
Yallama
Dustlik
Oybek
Andarkhon
Sariosio
Gulbakhor
Ayratam
Условные обозначения :
Международные автомобильные дороги

ADVANTAGES OF ELECTRONIC UNIFIED DATA EXCHANGE TECHNOLOGIES DISTRIBUTION IN ALL TRACECA COUNTRIES

- Preliminary and timely data exchange
- Application of electronic forms of customs clearance and e-workflow
- Operative access to database of different levels
- Selective control with risk analysis on base of various information technologies

THANK YOU FOR ATTENTION



Mrs. DILFUZA KHOLMATOVA –
Chief Inspector
State Customs Committee
Republic of Uzbekistan