



FIRST TRACECA INVESTMENT FORUM

Brussels, 12th October 2010

International Border Terminal "Nizhniy Pyanj"



TAJIKISTAN



Building of International border Terminal “Nizhniy Pyanj”







TECHNICAL DESCRIPTION

Analysis of arrival, departure and transit passage of vehicles for the previous five years has shown a big increase in transport flow:

2005 – 198 vehicles,
2009 – 8921 vehicles.

45 times more or **4,500 % (Four Thousand)**



SOCIO-ECONOMIC DESCRIPTION

The outputs of the project implementation

- a unique base for implementing all control procedures and facilities of all controlling bodies at the border
- reduction of time of delivery time for goods according to modern requirements
- attraction of the addition volume of road transport and reduction of transport cost
- development of transfer, escort and distribution systems
- reduction of transport time for goods, waiting time and overload of warehouses;
- reduction of time for transfer vehicles and loading units



INVESTMENT AMOUNT AND REPAYMENT

Project costs: 6.8 Million US Dollars

Period of compensation: 10 years

Form of participation:

Direct Investment



SOCIO-ECONOMIC DESCRIPTIONS

- Feasibility Study financed by EU undergoing
- Additional economic analysis will be done to assure sound foundation for revenues to cover the investment amount

Goals

- Fulfil international obligations proceeding from international legal acts which recognized by the Republic of Tajikistan
- Transport management for foreign vehicles on the territory of Tajikistan and subsequent prevention of their inexpedient arriving in towns, districts and other inhabited locality settlement.



SUMMARY

Total project cost:
6.8 Million USD

HERE !



Strategic objectives of the project

- Sensible usage of highways and protection of local transport market and services
- Gain information concerning physical and non-physical barriers for the transit in the Central Asia region and elaborating on recommendations aimed to their elimination





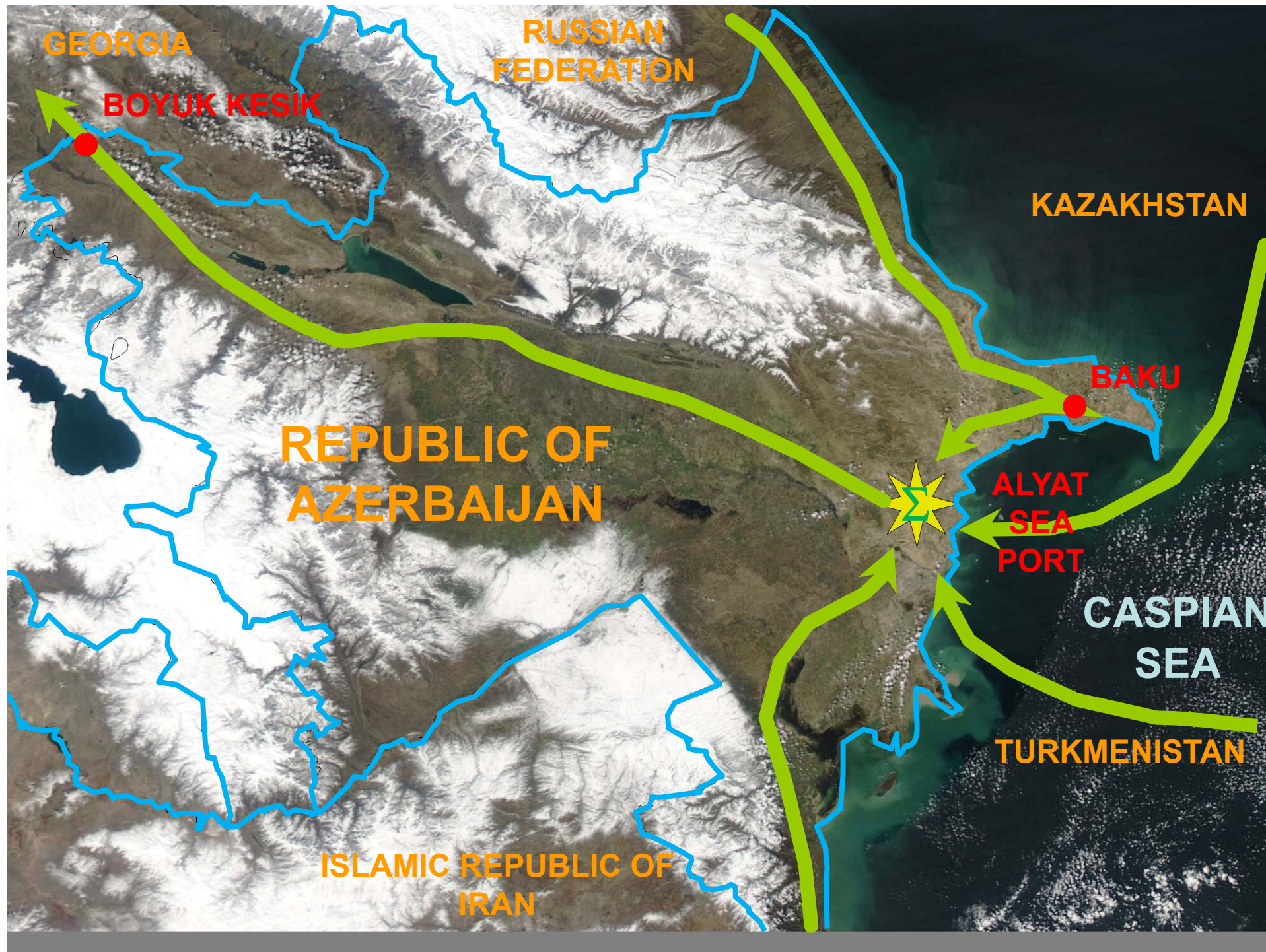
FIRST TRACECA INVESTMENT FORUM

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**ILC at the
New Baku International Sea Trade Port Alyat**



Republic of Azerbaijan



GEORGIA

BOYUK KESIK

**RUSSIAN
FEDERATION**

KAZAKHSTAN

BAKU

**REPUBLIC OF
AZERBAIJAN**

**ALYAT
SEA
PORT**

**CASPIAN
SEA**

TURKMENISTAN

**ISLAMIC REPUBLIC OF
IRAN**

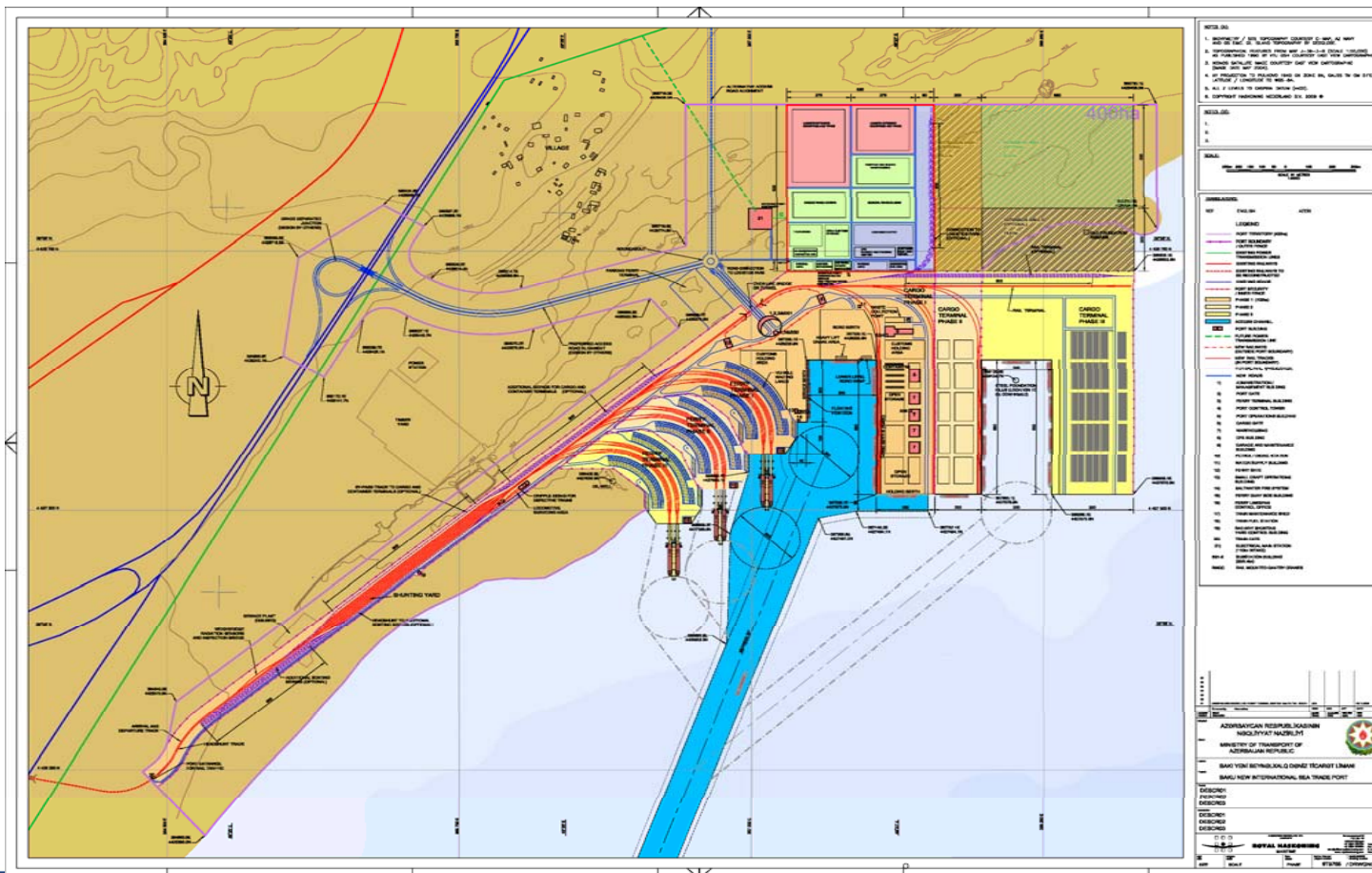


SOCIO-ECONOMIC DESCRIPTION

- **Multimodal node with extended logistics**
- **Value added functions on Caspian Sea adjacent to the new port of Baku**
- **Base for an improved distribution of imported cargo to consumers in the Baku region as well as throughout Azerbaijan**

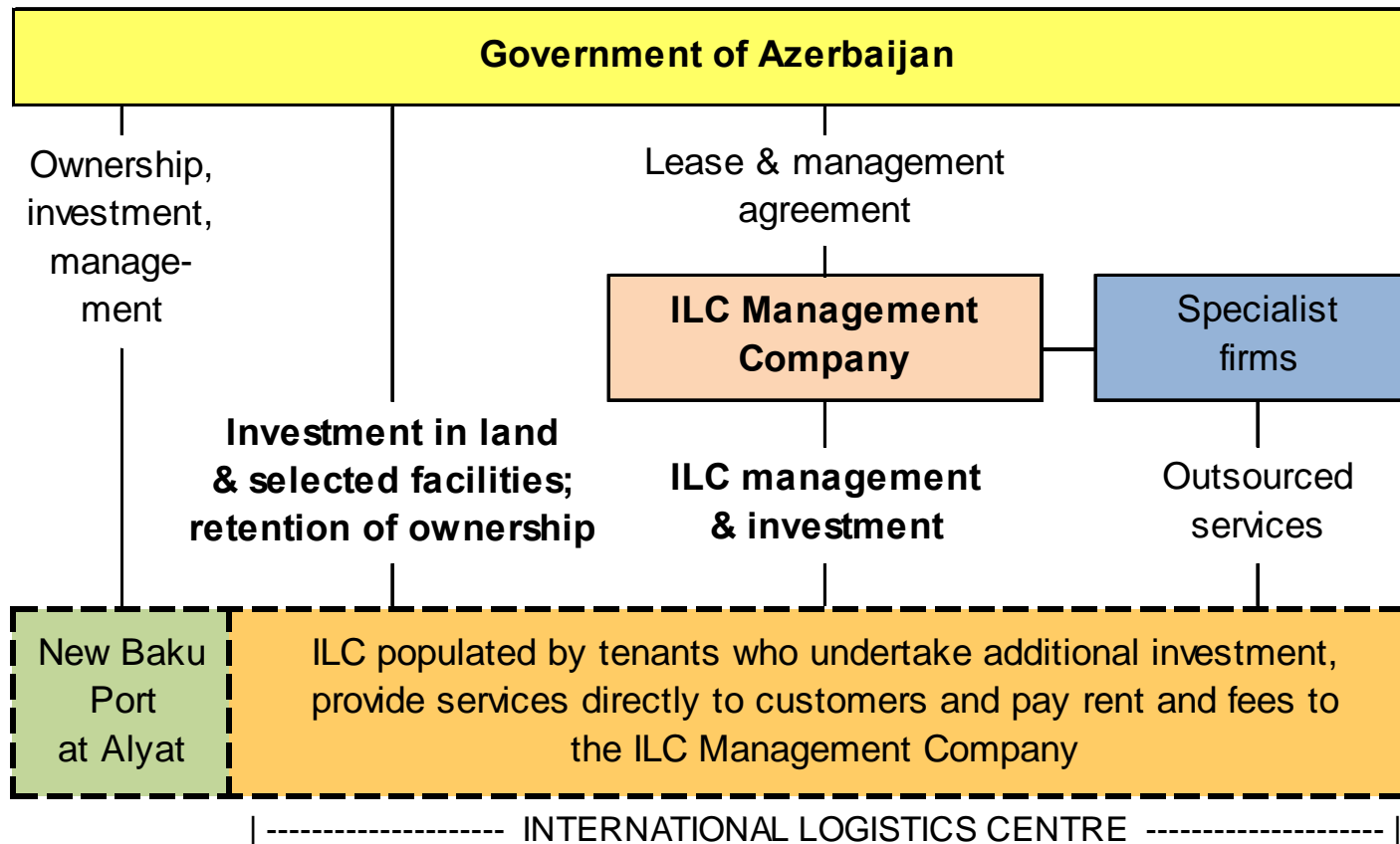


TECHNICAL DESCRIPTION





SOCIO-ECONOMIC DESCRIPTION







OUTLOOK INTO THE FUTURE





SUMMARY

New estimations:
37 Million Euro
in three tranches



- Increase of competitiveness of TRACECA corridor
- Increase of the logistics component in trade between the EU and TRACECA countries
- Provision of modern intermodal facilities and variety of logistics
- Services presently absent in Azerbaijan and on TRACECA corridor.





FIRST TRACECA INVESTMENT FORUM

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**International Logistics Centre at the
Free International Airport Marculesti**



MOLDOVA



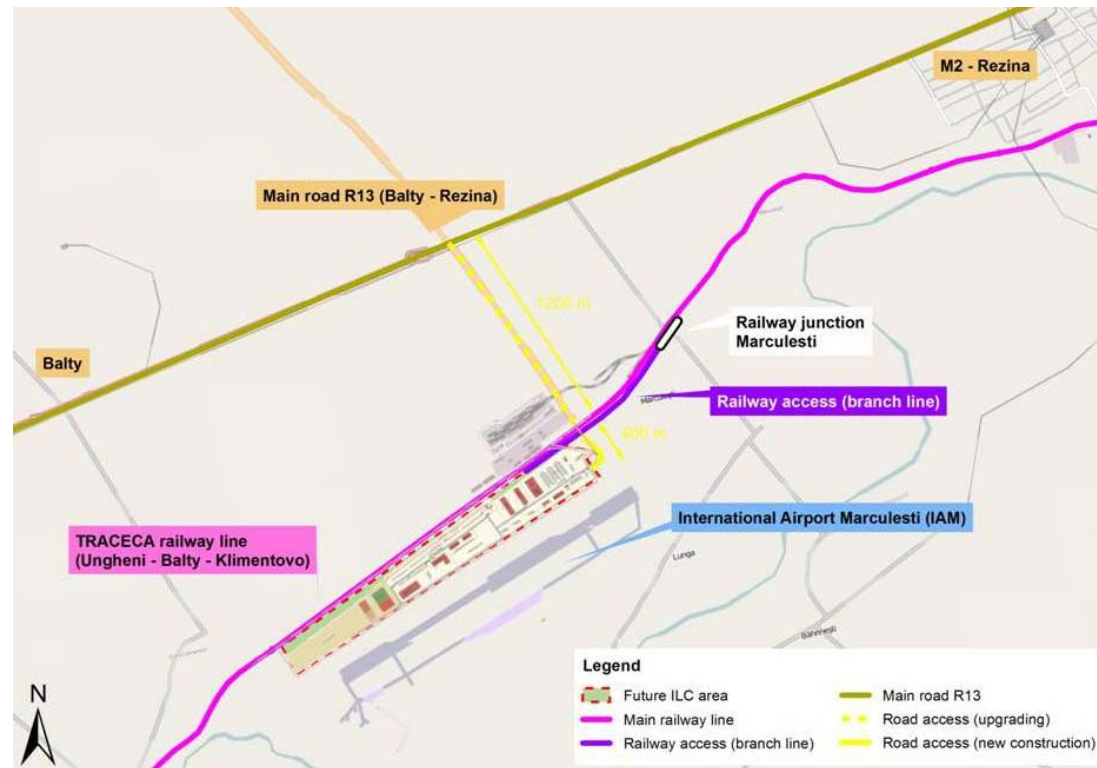
International Logistics Centre at the Free International Airport Marculesti





TECHNICAL DESCRIPTION

- The Free International Airport Marculesti (FIAM) is a Free Economic Zone
- The available land plot is about of 40 ha.
- Off-site infrastructure will have to be constructed to provide a new road access and rail access.
- These costs are included as project costs irrespective of the source of funding.



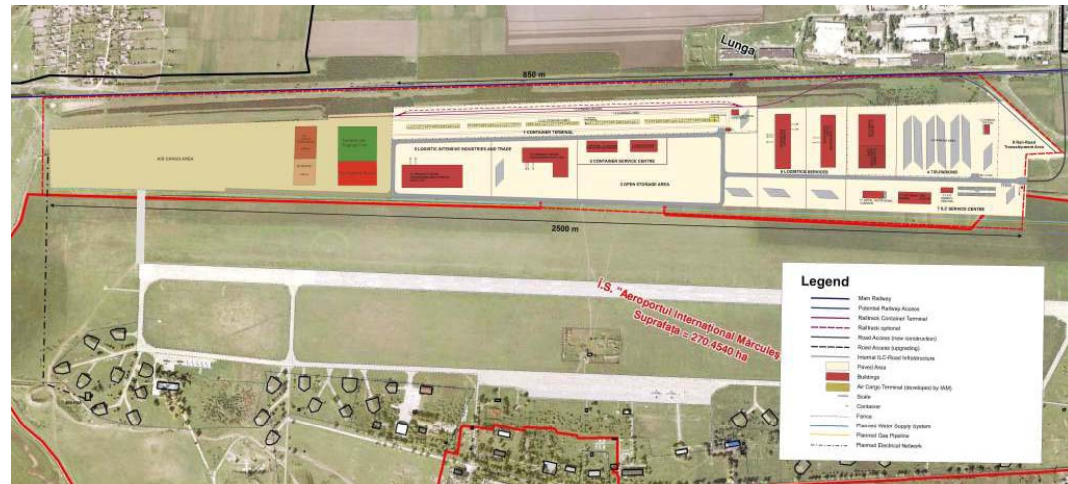


INVESTMENT AMOUNT AND REPAYMENT

Estimated investment needs for ILC development:

- Stage 1, 2012-14: € 10.6 million
- Stage 2, 2015-18: € 4.8 million
- Stage 3, 2019-22: € 1.3 million

Total Stages 1-3: € 16.7 million



Rates of Return (current prices, 10 year period):

IRR to the project, irrespective of funding arrangements:

8% pa

IRR to the investor, with implementation of the proposed Financing Plan:

18%pa



SOCIO-ECONOMIC DESCRIPTION

- At the moment there are no modern intermodal container handling facilities in northern Moldova.
- There will be substantial socio-economic benefits from increased road vehicle load factors and modal shift away from road transport in favour of rail.
- They will take the form of reduced external logistics costs: reduced transport infrastructure construction and maintenance costs, less road accidents, reduced air and noise pollution and CO₂ emissions.
- EIRR using financial values for quantifiable costs and benefits is 15%pa (20 year period).



SOCIO-ECONOMIC DESCRIPTION

- The socio-economic impact of the project will be felt by agricultural producers in northern Moldova, who will have much-enhanced, reliable and cheaper access to domestic and export markets.
- So far five private companies have expressed of interest in the logistics centre.
- A draft feasibility study has been prepared by the EU – funded project “International Logistics Centres in Western NIS and the Caucasus”. The Final report will be presented early 2011.



SUMMARY

The total investment amount needed is € 16.7 million.



- The objective of the logistics centre is to provide efficient transport and logistics services to support the local economy. Furthermore, it will create a basis for the development of cross-border intermodal transport services in the Northern Region of Moldova, integrated into the TRACECA network of logistics centres.





FIRST TRACECA INVESTMENT FORUM

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**Creation of a Logistic Center on the basis of
Navoi International Airport**



UZBEKISTAN



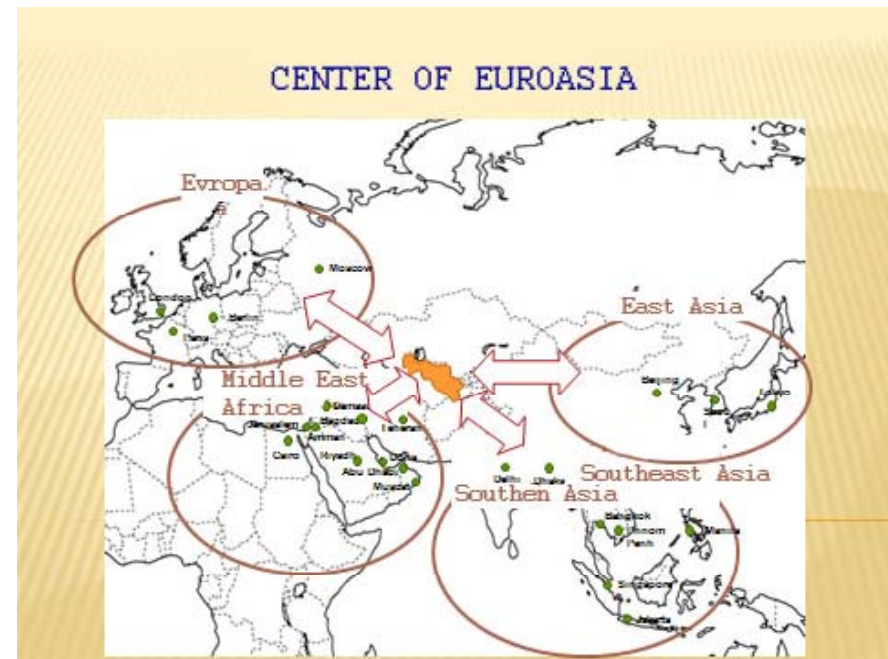
Uzbekistan, Navoi airport located in the middle of the country, crossing E-40 and E-60.





SOCIO-ECONOMIC DESCRIPTION

- If in transportations between Europe and Asia today participate up to 170 wide-body planes of various airlines, carrying out more than 50 flights daily, almost 40% of them will be carried out through the international airport of Navoi.





INVESTMENT AMOUNT AND REPAYMENT

50 Million EUR, Repayment period 7 years.

Reconstruction and Development Foundation of Uzbekistan and PPP. Project TRACECA.

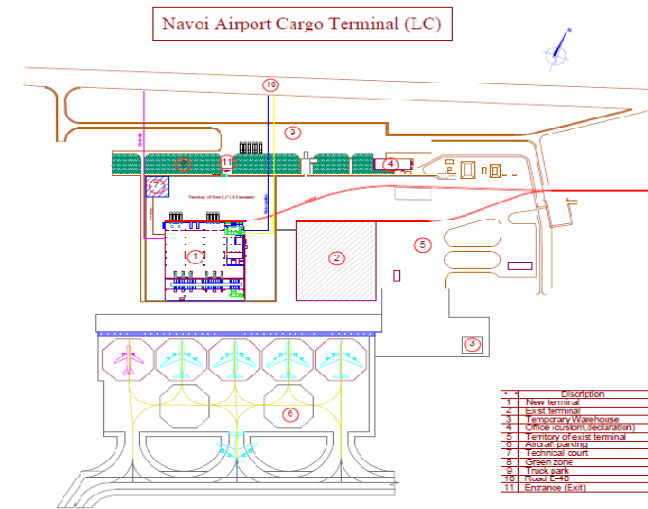
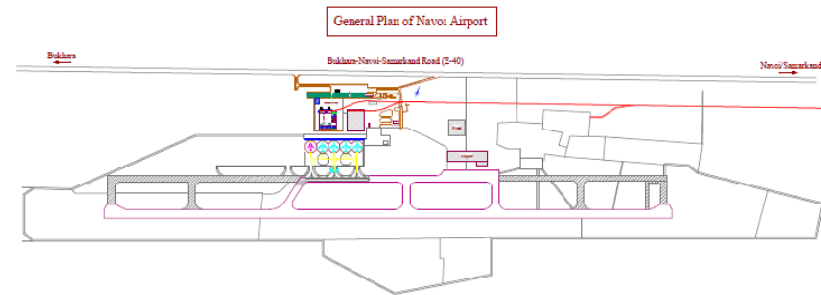




OTHER SOCIO-ECONOMIC DESCRIPTIONS

At present Navoi Airport is successfully utilized by Korean air.

Uzbekistan plans to create a HUB based on the airport of Navoi to reduce distances between the countries of America, Europe and Southeast Asia twice.





SUMMARY

- The Logistic Centre Navoi will be transformed into a transcontinental transport - distributive knot within the near future and will connect Far East, Southeast Asia, Southern Asia and Europe. **Investment amount: 50 Million EUR**





Thank for your attention
Welcome to Uzbekistan



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