



5 INVESTMENTS IN TRANSPORT AND LOGISTICS SECTOR IN KAZAKHSTAN

The selection and implementation of priority investment projects for the development of transport infrastructure are needed to enhance transit transport and economic links with others TRACECA countries. It is also important to improve the structure of the transport network, its level of technicity, the cost and quality indicators with the environmental, social and other special requirements.

Sections of railways and roads of Kazakhstan also belong to the European and Asian transport networks. Their development must consider the international standards and regulations that are regulated by Euro-Asian transport policies. According to principles of rational formation of transport networks, measures on improvement of transport infrastructure should

- be designated and treated in a complex and fairly long-term perspective;
- cover the entire length of the route;
- take into account the benefits of the possible concentration of transport and the specialization of individual links in the transport infrastructure to perform certain types of work;
- be focused on increasing the use of existing infrastructure (use of technical equipment and facilities) and eliminating the existing "bottlenecks" and imbalances.
- develop and improve the infrastructure of routes designated, as a rule, based on its areas of management, experience, available for feasibility studies and project materials.

These actions should be coordinated with the National Transport Development Program being implemented in TRACECA member countries.

According to the Program on development of a transport infrastructure in the Republic of Kazakhstan on 2010 – 2014, the main investment projects in the transport sector of Kazakhstan comprise:

- In road sector - 28 investment projects;
- In railway sector - 6 investment projects;
- In sea transport – 11 investment projects.

Over the last ten years, a number of transport projects, presented in the Table 3 below, were also financed by IFIs such as the World Bank, the EBRD, the ADB, the JICA or the IsDB.

Table 3: IFI Supported Projects in Kazakhstan

Title of project	Year of approval	Sub-sector	Total project cost	IFI funding
East-West Roads Project CAREC 1b	2012	Roads	1 256 M \$	1 068 M \$ (WB)
KTZ Energy Efficiency	2012	Railway	396 M \$	140 M \$ (EBRD)
CAREC Corridor 2 Program 1	2011	Road	333 M \$	283 M \$ (ADB)
CAREC Corridor 1 (Taraz Bypass)	2011	Road	95 M \$	95 M \$ (ADB)





Logistics Processes and Motorways of the Sea II

Project				
CAREC Corridor 1 Program 4	2011	Road	112 M \$	112 M \$ (ADB)
Circle Maritime Invest	2010	Maritime	122 M \$	65 M \$ (EBRD)
CAREC Corridor 1 Program 3	2010	Road	281 M \$	173 M \$ (ADB) 68 M \$ (JICA)
South-West Roads CAREC 1b and 6b	2009	Road	377.125 M \$	2.125 M \$ (WB)
CAREC Corridor 1 Program 2	2009	Road	425 M \$	187 M \$ (ADB) 170 M \$ (IsDB)
CAREC Corridor 1 Program 1	2008	Road	400 M \$	340 M \$ (ADB)
South-West Corridor Road Project	2008	Road	207 M \$	180 M \$ (EBRD)
Road Rehabilitation Project	2004	Road	77 M \$	50 M \$ (ADB)
Road Sector Restructuring	2003	Road	246 M \$	119 M \$ (EBRD)
Western Kazakhstan Road Network Rehabilitation Project	2000	Railway	16 539 M ¥	16 539 M ¥ (JBIC)