

ENPI 2011 / 264 459

## Logistics Processes and Motorways of the Sea II

*LOGMOS Master Plan – Annex 9.2*

*Project Fact Sheets*

*KYRGYZSTAN*

*October 2013*



This project is funded by  
the European Union



A project implemented by  
Egis International / Dornier Consulting



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## 1 OSH INTERNATIONAL LOGISTICS CENTRE

<b>Region:</b>	Central Asia
<b>Country:</b>	Kyrgyzstan
<b>Location:</b>	North of Osh
<b>Area:</b>	10-14 ha
<b>Mode</b>	Multimodal (Road/Rail/Air)
<b>Investment Volume:</b>	Unknown
<b>Project Status:</b>	Site for implementation proposed

### *Promoter*

Ministry of Transport and Communications of Kyrgyz Republic

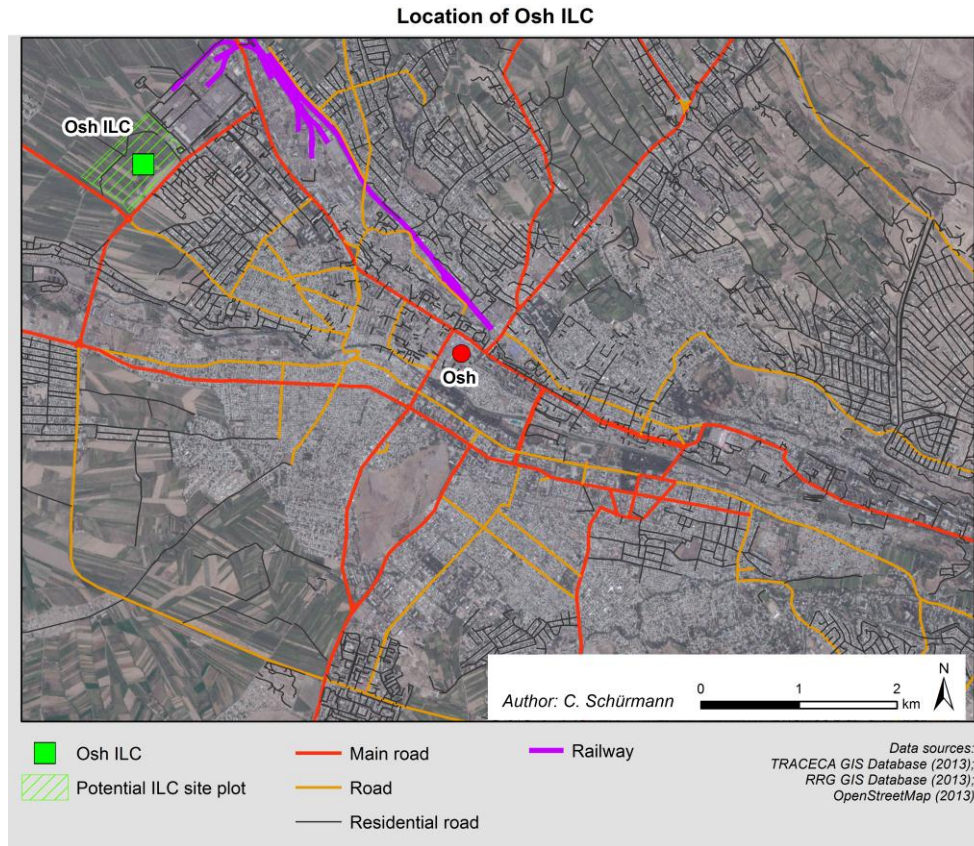
### *Geographical Description*

The ILC is well located North of Osh, on the border with the Kara-Suu district, with a site of 10-14ha within the territory of a former textile mill of 44 hectares. The northern part of the former textile mill, according to plans of the local administration, will be developed as a new wholesale market for the city of Osh. The area was chosen given the nearby proximity of road, rail and air connections.

- **Road:** Immediate connections are possible with the national highway M41 linking Bishkek to Osh and Kasymbekov street, which connects Osh to its international airport. By road, the distance to the Dostuk BCP with Uzbekistan is 8 km, to Tajikistan is 246 km, and to China is 253 km.
- **Rail:** The ILC is served by outdated rail paths, which connect the power station, located inside the territory of the mill, to the national network. The distance between the ILC and the rail station Osh-2 is about 1,350 m.
- **Air:** The international Airport of Osh is located about 8 km from the ILC.



Figure 1: Osh ILC Location



### **Technical Description**

A technical description, taking into account the specific condition at the site, should be subject to a more detailed update in the Feasibility study prepared in 2010.

Initial findings during the mission of the LOGMOS team in July 2012 proposed to include temperature controlled warehousing and processing of agricultural export goods into the functions of the future Logistics Centre.

### **Socio-Economic Description**

This project will have a big impact on intermodality in Southern Kyrgyzstan, creating opportunities for transshipment between the three modes of transport (road, rail and air).

### **Source of Repayment**

Budget + Revenue in the form of rent paid for land, buildings and other infrastructure and superstructure that the investors install and finally revenue from providing a range of auxiliary services to tenants and users.

### **Implementation**

During the TRACECA project "International Logistics Centres/Nodes Network in Central Asia in the Republic of Kazakhstan, Kyrgyz Republic, Republic of Tajikistan, Republic of Uzbekistan



and the Republic of Turkmenistan”, a Feasibility Study had been prepared for an International Logistics Centre in Osh in 2010. However, no plot of land had been defined for the implementation of the project.

During an expert mission of the LOGMOS project in July 2012, the premises and land plot of the former textile mills were proposed as a possible location for the ILC. The site was evaluated as suitable for the development of a Logistics Centre. This was discussed with the local administration and the Ministry of Transport of Kyrgyzstan and a preliminary assessment, defining the next steps to be taken, was prepared for the Ministry of Transport and submitted to the beneficiary after the mission.

Synergy effects could be achieved with the development of the new wholesale market in the northern part of the former textile mills.

The main issues to be addressed are:

- Would the regional administration/Government of Kyrgyzstan be ready to secure/buy the whole remaining territory for the development of a Logistics Centre as it has already been done for the wholesale market development?
- Considerable parts of buildings and land plots of the former textile mills had already been sold to investors prior to the visit by the project team, including land plot for a new residential area.
- Could public investment be available for the rehabilitation of transport infrastructure (rail connection, roads) and utilities connecting the site?
- Would other public authorities (customs, etc.) be ready to include the site into their respective plans for future operation, servicing international trade flows?

### ***Other Involved Parties***

Administration of Osh oblast

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