



**JSC "O'zbekiston temir yo'llari»“ Main
Department of Logistics and Digitalization
Development**

**Integration of the transport of Southeast
Asian countries and the Trans-Caspian
International Transport Route - the revival of
the greatness of the Silk Road**

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The Great Silk Road



INTERNATIONAL TRANSPORT CORRIDORS NORTH-SOUTH, EAST-WEST



- ARBITRARY NOTATIONS**
- 1 Corridor to the ports of the Baltic States (transit through Kazakhstan and Russia)
 - 2 Corridor to the European Union Countries, through Belarus and Ukraine (transit through Kazakhstan and Russia)
 - 3 Corridor to the ports of Blychikov (Ukraine) and Novosilysky (Russia) (transit through Kazakhstan)
 - 4 Corridor Uzbekistan-Turkmenistan-Iran-China-India Within the framework of the Ashgabat Agreement (25.04.2011)
 - 5 Corridor to the port "Nakhichevan" (Russia) (transit through Kazakhstan)
 - 6 Corridor to the Eastern ports of China (transit through Kazakhstan) Through the border crossing Dostyk and Almaty
 - 7 TRACECA Transcaucasian Corridor
 - 8 Baku-Tbilisi-Kars Corridor
 - 9 China-Kyrgyzstan-Uzbekistan Corridor
 - 10 Corridor Russia (Dzark stations) - Kazakhstan - Uzbekistan - Afghanistan (Kabul) - Pakistan - India (New Delhi) - 4305 km
 Distances across countries:
 - The Republic of Kazakhstan - 2088 km (1520mm gauge)
 - The Republic of Uzbekistan - 770 km (1520mm gauge)
 - The Islamic Republic of Afghanistan - 647 km (1520mm gauge)
 - [Projected by Mazar-e-Sharif - Peshawar 573 km]
 - The Islamic Republic of Pakistan - 448 km (1676mm gauge)
 - The Republic of India - 355 km (1676mm gauge)
 - 11 International Railway Transport Corridor North-South (Russia (Dzark station) - Kazakhstan - Uzbekistan - Turkmenistan - Iran (the port of Bandar Abbas) - 4622 km with the projected site on the territory of Afghanistan Mazar-e-Sharif - Herat - 667 km)
- PERSPECTIVE TRANSPORT CORRIDORS**
- 12 Projected areas
 - 13 Additional routes
 - 14 Gauge changing station from 1520 to 1676mm

The length of the routes:

Termez - New Delhi - 1475 km
Termez - Kabul - Peshawar - Lahore - New Delhi
Termez - Gwadar - 3135 km
Termez - Kabul - Peshawar - Lahore - Gwadar
Termez - Karachi - 2325 km
Termez - Kabul - Peshawar - Lahore - Karachi
Termez - Mumbai - 2955 km
Termez - Gwadar - Peshawar - Islamabad - Mumbai
Termez - Qasim - 2155 km
Termez - Kabul - Peshawar - Islamabad - Qasim

To the southern part of South-East Asia of South and Southern China

PROSPECTIVE TRANSPORT CORRIDORS OF AFGHANISTAN

ARBITRARY NOTATIONS

TRANSPORT CORRIDORS

- Corridor Russia (Ozinki station) - Kazakhstan - Uzbekistan - Afghanistan (Kabul) - Pakistan - India (New Delhi) - 4305 km
- Corridor Russia (Ozinki station) - Uzbekistan - Afghanistan (Herat, Kandagar) - Pakistan (Qwetta, port Karachi) - 5279 km
- Corridor Russia (Ozinki station) - Uzbekistan - Afghanistan (Herat, Dilaram) - Iran (Zahedan, port Chabahar) - 5015 km

PROSPECTIVE RAILWAY LINES

- The Islamic Republic of Afghanistan (Mazar-e-Sharif - Baglan-Kabul) - The Islamic Republic of Pakistan (Peshawar) L - 573 km
- The Islamic Republic of Afghanistan (Mazar-e-Sharif - Baglan-Kurduz-Baglan-Kabul) - The Islamic Republic of Pakistan (Peshawar) L - 784 km

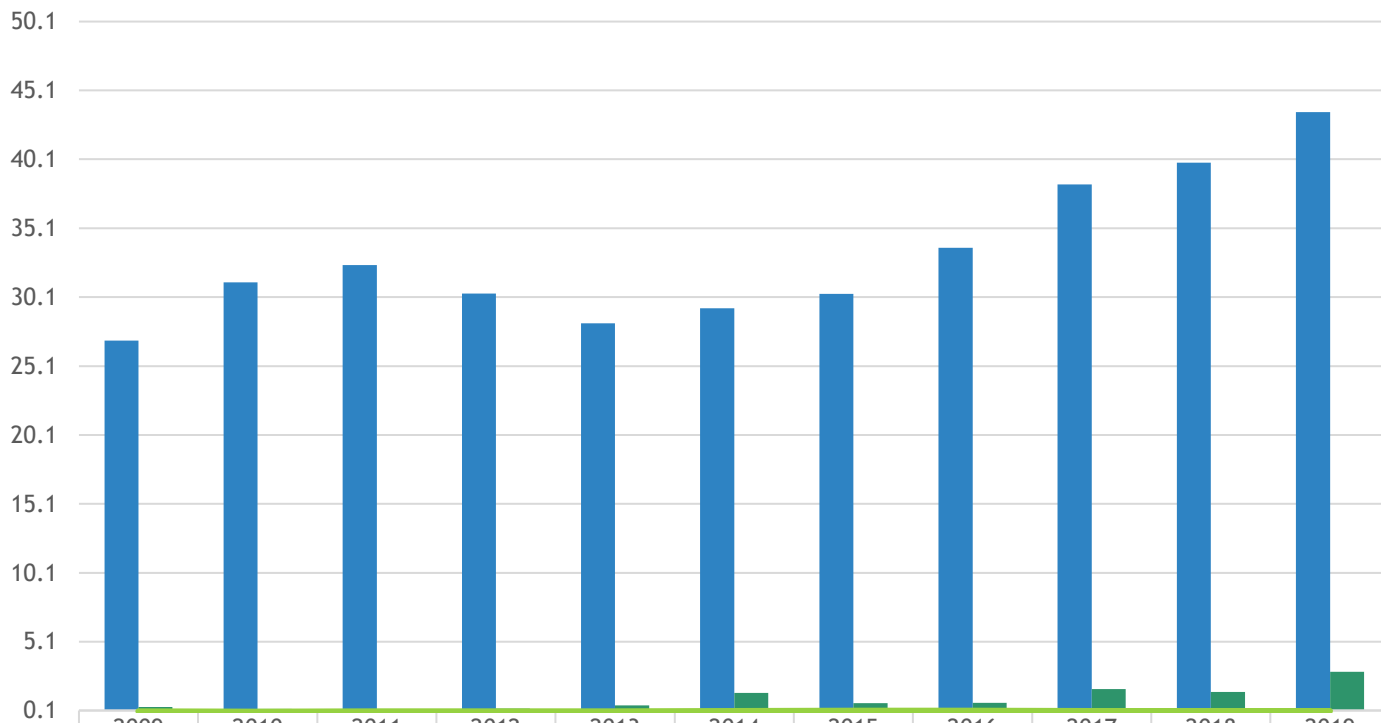
High-voltage line to the Southern and Central Asia "CASA-1000" and Surkhan - Puli-Humri of 200 kV

Electrical substation

Gauge changing station from 1520 mm to 1676 mm



Foreign trade turnover of countries , in million tons



ЕС-Пакистан и Индия

Казахстан-Пакистан и Индия

Узбекистан- Пакистан и Индия

ЕС-Пакистан и Индия

Казахстан-Пакистан и Индия

Узбекистан- Пакистан и Индия



Forecast of traffic volumes between India, Pakistan and European countries by type of communication



Indicators	Years					Total increase
	2019	2020	2022	2024	2027	
	Basic	Forecast, thousand tons				
Trading volume	43500,0	47415,0	51682,3	56333,7	62530,4	62,3
By sea, thousand tons	42195	45518,4	50131,8	54080,4	60029,1	72,9
By road, thousand tons	1305	1896,6	1550,5	2253,3	2501,3	28,4
Recalculated by thousands of TEU.	179,0	195,1	210,9	231,8	255,2	61,5
Redistribution of part of the cargo flow along the Trans-Afghan Corridor	5220,0	5689,8	6201,8	6760,0	7503,6	61,6





Transport Corridors in the CASA Region

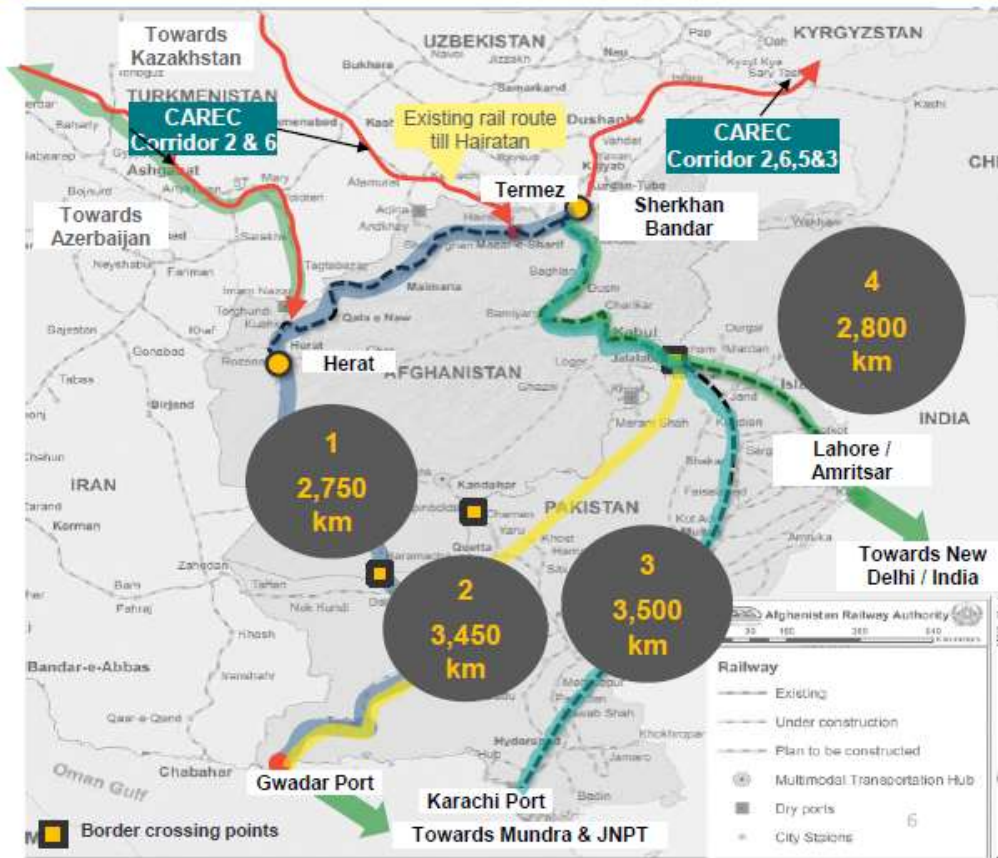
Commercial and Financial Considerations

February 2020



Illustrative Connectivity Options in the CASA Region

4 corridors identified with gauge change required in all



4

Illustrative Connectivity Options

Option	Route
1	Termez / Sher Khan Bandar – Mazar-e-Sharif - Herat - Baramcha- Gwadar
2	Termez / Sher Khan Bandar – Mazar-e-Sharif - Jalalabad-Gwadar
3	Termez / Sher Khan Bandar – Mazar-e-Sharif - Jalalabad-Karachi
4	Termez / Sher Khan Bandar – Mazar-e-Sharif - Jalalabad- Delhi



Potential market of illustrative route 4 is ~10 MMT

**10
MMT**

Potential Demand as per Existing Trade Flows

Top 7 trading partners contribute 95% to the potential traffic

Trading Partner	Contribution to total potential (9 MMT)
Russia-India	41%
Kazakhstan-Afghanistan	16%
Afghanistan-Pakistan	10%
Russia-Pakistan	8%
Russia-Bangladesh	8%
Uzbekistan-Afghanistan	6%
Kazakhstan-India	5%

► Potential demand for the route is assessed assuming seamless trade flow along the entire route

Key commodities



Natural stone



Coal



Fruits & Vegetables

Additional demand for illustrative route

Illustrative routes	Demand streams (MMT)		
	Existing	Latent	New
Route 4	10	2.2	3

**4.5
MMT**

Additional Potential Demand representing generated trade between Russia – India; coal

**3
MMT**

India destined Latent Potential Demand



Summary- Demand

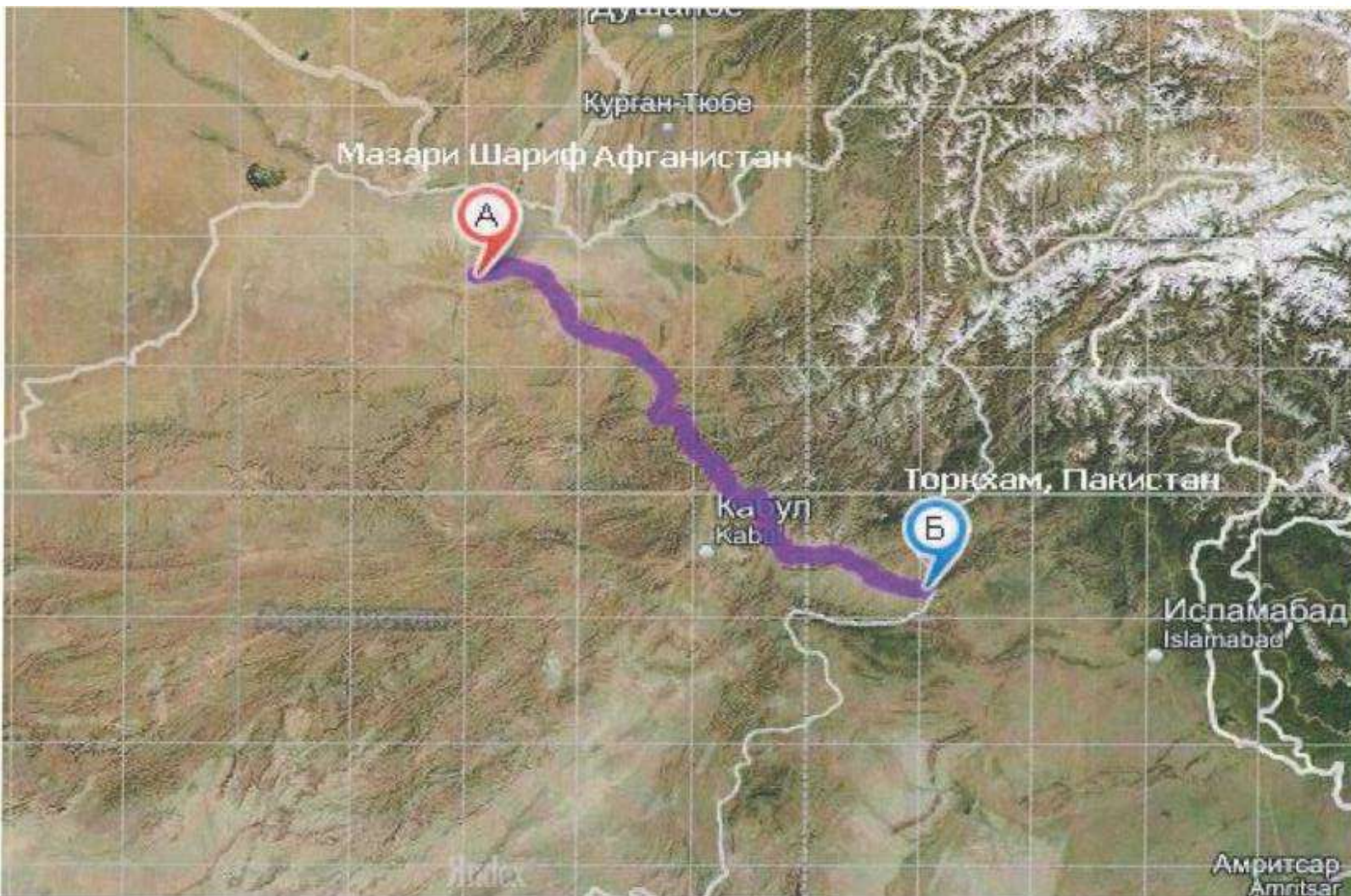
Illustrative Route 1 is the preferred route

Illustrative routes	Demand streams (MMT)			Traffic projection (MMT)	
	Existing	Latent	New	Total traffic (2025)	Total traffic (2057)
Route 1	6	2.6	2	10.4	36.6
Route 2	6	1.4	2	9.0	32.2
Route 3	6	0.8	2	8.2	29.8
Route 4	10	2.2	3	11.8	43.2

- Additional demand projected in Route 1 from 2030 for latent demand from Saudi Arabia and UAE and mineral exploration in Afghanistan
- Conservative trade growth rate of 3% is assumed, estimated as per GDP growth rate of trading partners
- Route 1 is the most attractive in terms of long term trade facilitation and overall traffic potential



Mazar-I-Sharif Highway (Afghanistan) - Torkham (Pakistan border)





ПЕРСПЕКТИВЫ РАЗВИТИЯ ТРАНЗИТНЫХ МАРШРУТОВ ЧЕРЕЗ ПОРТ АКТАУ





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Sea and dry ports - a new vector of cooperation



railway.uz/en/partners/porty/ao-nk-aktauskoy-morskoy-torgovyy-port/



«KTZE-Khorgos Gateway» LLP

KTZE-Khorgos Gateway is the largest dry port in Central Asia, which provides a full specter of services in the processing, storage and transshipment of goods from China to Kazakhstan, the countries of...



«Kuryk port» LLP

The seaport of Kuryk (Kazakhstan) is located on the eastern coast of the Caspian Sea, south of the Aktau port, in a natural bay, that provides rather favorable weather conditions for loading...



JSC «NC «Aktau Sea Trade Port»

Aktau dengiz portli (O'zog'iston Respublikasi) Kaspiy dengizining sharqiy qirg'og'ida, quruq yuk, qayta ishlanmagan neft va neft mahsulotlarini sharqdan g'arbga, shimoldan janubga va teskari...



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TRANSPORTATION



FREIGHT
TRANSPORTATION



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Sea and dry ports - a new vector of cooperation



24.07.2021 692



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***THANK YOU FOR
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