



**JSC “Uzbekistan Railways”
Main Department of Logistics Development
and Digitalization**

NGO “Scientific Research Informatization Center”

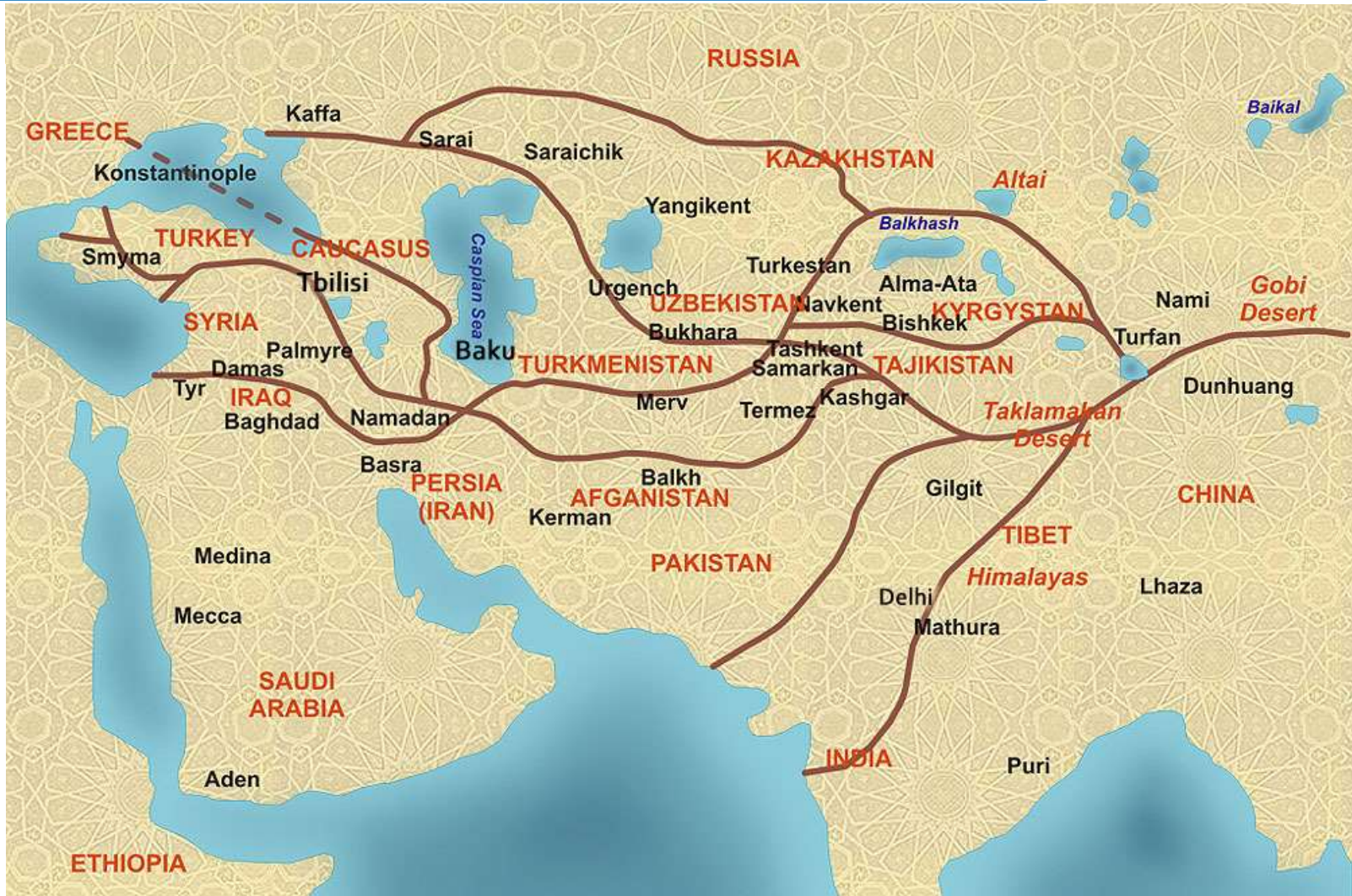
**Formation of the Southeast Asia-EU transit
corridor through the transport systems of the
Central Asian and Caucasian countries**

Umidulla Ibragimov Ph.D., Senior Researcher

Caspian Sea Ports & Shipping 2022



The Great Silk Road



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South-East Asia – European Union Transit Corridor, via Central Asia and the Caucasus



CENTRAL & SOUTH ASIA 2021
JULY 15-16, TASHKENT

INTERNATIONAL CONFERENCE
«CENTRAL AND SOUTH ASIA: REGIONAL
CONNECTIVITY, CHALLENGES
AND OPPORTUNITIES»

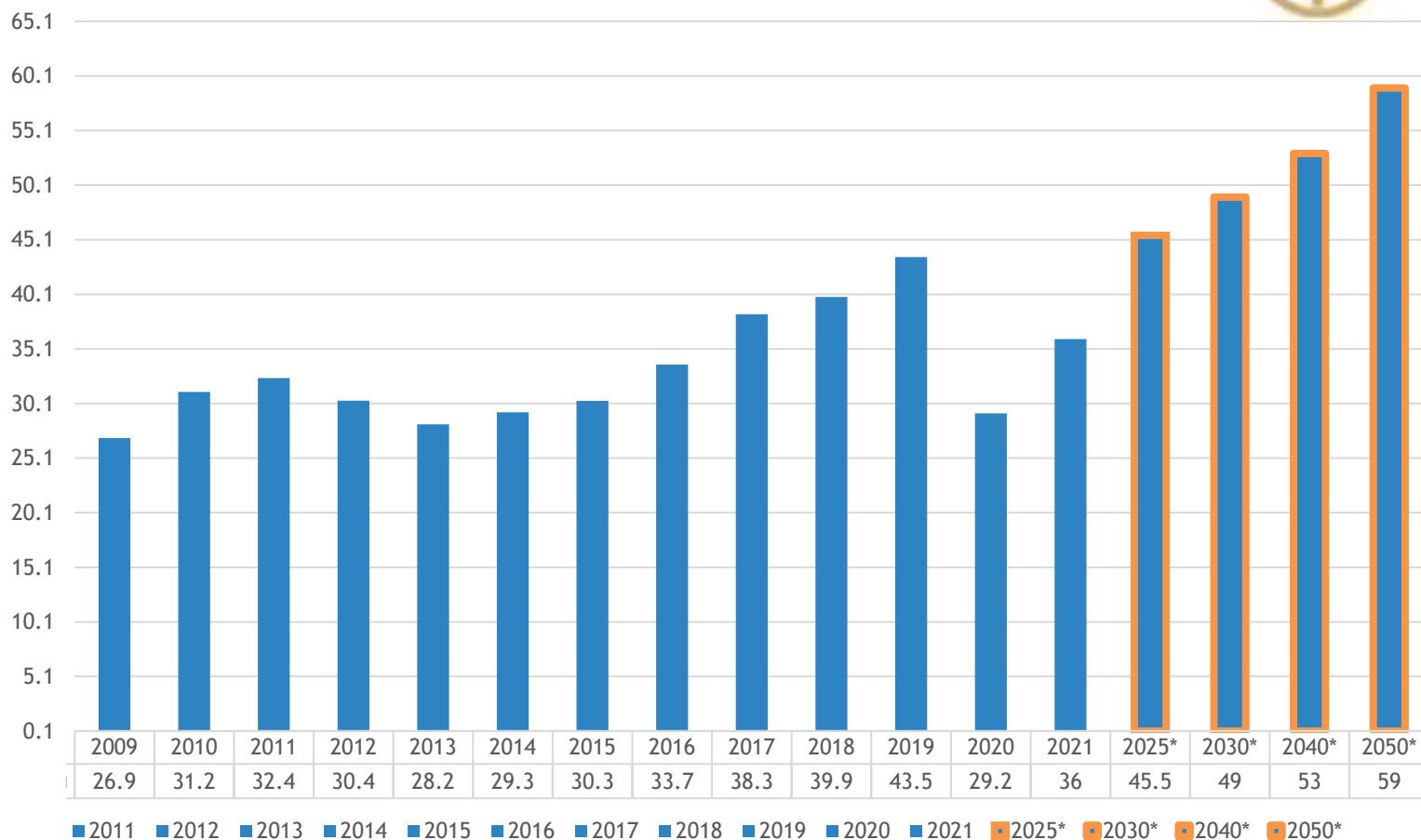


“... The key element of the entire architecture of the interconnectedness of our regions is to become the Termez-Mazar-i-Sharif-Kabul-Peshawar railway, the construction project of which has already received wide support, including from leading international financial institutions.

The construction of this railway will make it possible to fully realize the transit potential of the two regions, form the shortest route, significantly reduce the time and cost of transporting goods between South Asia and Europe through Central Asia...”
– Sh. Mirziyoyev.

On February 2, 2021, following the results of the Uzbek-Afghan-Pakistani negotiations, the Road Map was approved for the construction of the Mazar-i-Sharif-Kabul-Peshawar railway with a length of about 600 km. The project may take up to 5 years to complete. To do this, it is planned to attract 4.8 billion dollars of credit funds.

Foreign trade between EU and South-East Asia, in million tons



*Expert calculations based on the following data: ec.europa.eu/eurostat/data/database



Forecast of traffic volumes between India, Pakistan and European countries by mode of transport



Indicators	2021	2025	2030	2040	2050	Average annual growth rate
	Basic	Forecast, thousand tons				
Trade volume, thousand tons	36 038	45 489	49 025	53 141	59 235	4 091
By sea transport, thousand tons	34 596	43 669	47 064	51 015	56 866	3 927
By road transport, thousand tons	721	910	981	1 063	1 185	82
Converted to thousands of TEU.	1 386	1 750	1 886	2 044	2 278	157
Redistribution of part of cargo flow along the Trans-Afghan corridor, thousand tons (3%)	1 081	1 365	1 471	1 594	1 777	123
Redistribution of part of the cargo flow along the Trans-Afghan corridor, thousand tons (5%)	1 802	2 274	2 451	2 657	2 962	205
Redistribution of part of the cargo flow along the Trans-Afghan corridor, thousand tons (10%)	3 604	4 549	4 903	5 314	5 924	409



Trade turnover between Uzbekistan, Kyrgyzstan, Tajikistan, Afghanistan with EU countries



Indicators	2021 year
Trade volume, thousand tons	717,7
By rail transport, thousand tons	430,4
By road transport, thousand tons	287,3





Transport Corridors in the CASA Region

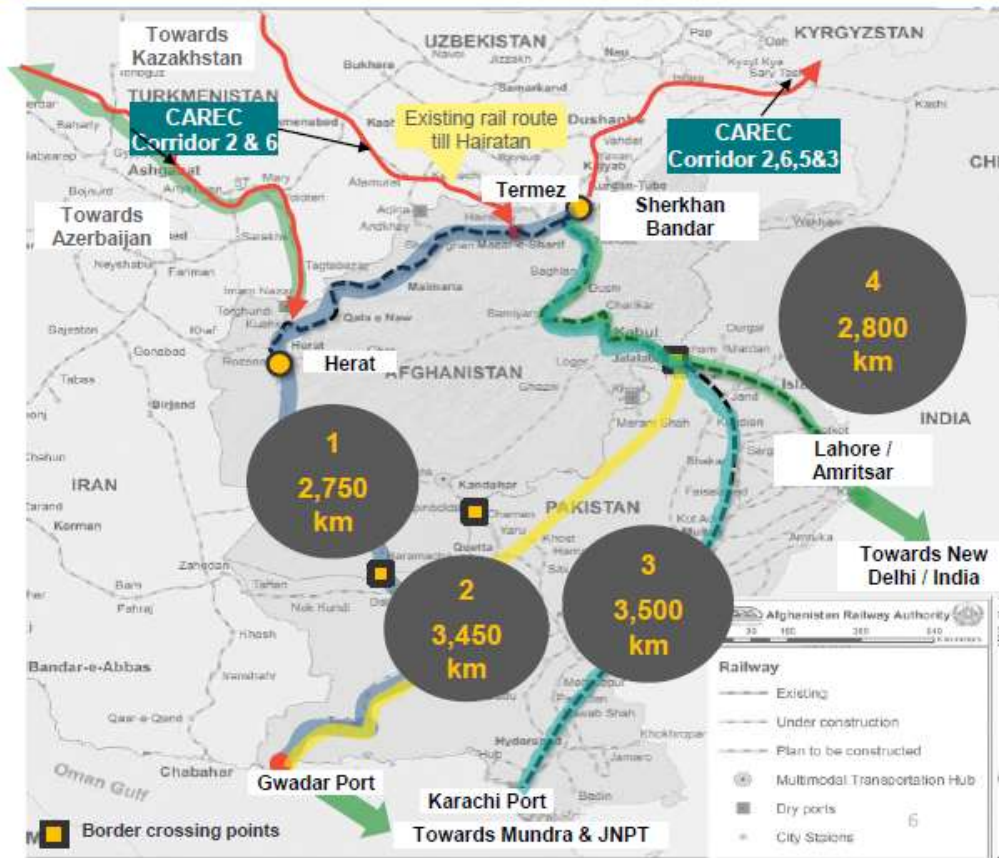
Commercial and Financial Considerations

February 2020



Illustrative Connectivity Options in the CASA Region

4 corridors identified with gauge change required in all



4

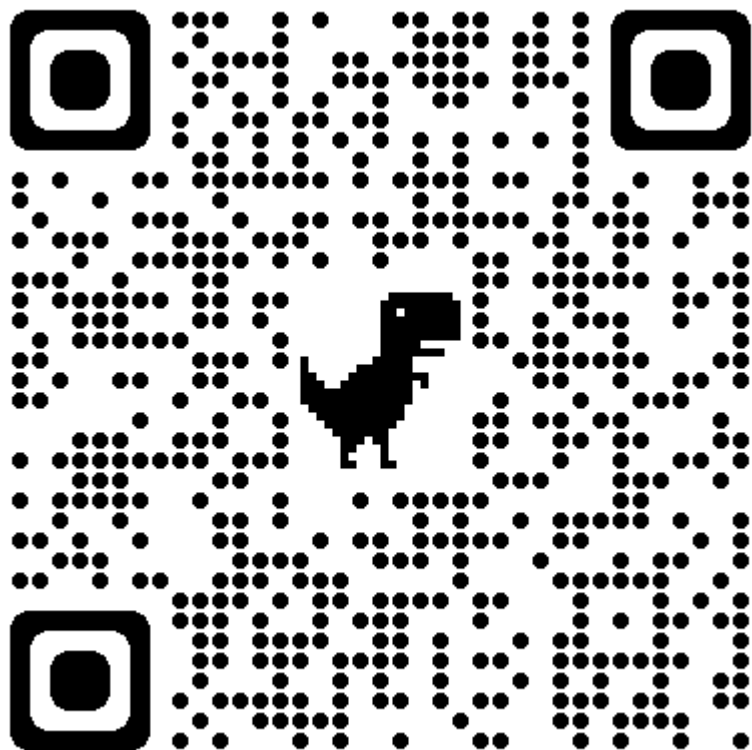
Illustrative Connectivity Options

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

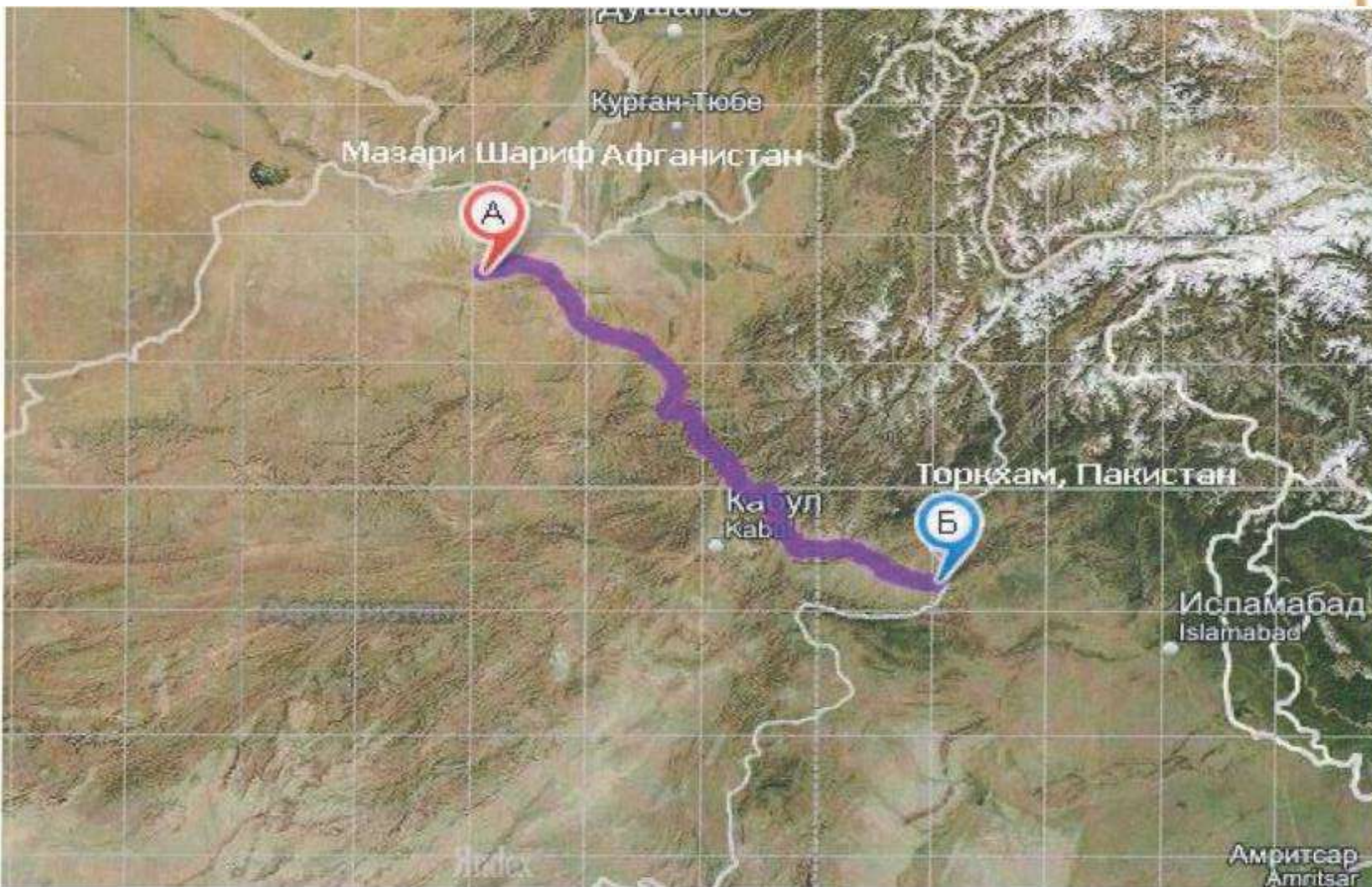


For a detailed chronology on the formation of the Termez - Kabul - Peshawar railway corridor, see the articles:

1. WAYS TO INCREASE THE TRANSIT POTENTIAL OF CENTRAL ASIA: ENHANCING INTERREGIONAL COOPERATION;
2. INTERCONNECTEDNESS OF CENTRAL AND SOUTH ASIA - A NEW TREND IN THE ECONOMIC DEVELOPMENT OF EURASIA



Mazari Sharif (Afghanistan) - Torkham (Pakistan border) highway



Transit agreement



- On July 15, 2021, an Agreement on transit trade between the Governments of Uzbekistan and Pakistan was signed in Tashkent.
- On February 25, 2022, in accordance with the Decree of the President, the Agreement on Transit Trade between the Governments of Uzbekistan and Pakistan was approved and entered into force.



Multimodal transport via the Trans-Afghan corridor



- In November 2021, pilot shipments from Uzbekistan to Pakistan (cotton yarn) and from Pakistan to Uzbekistan (fruit) were organized
- Since the beginning of 2022, 91,300 tons of potatoes and 900 tons of meat have been transported along the Pakistan–Afghanistan–Uzbekistan route, and 140 tons of sugar have been transported to Uzbekistan from Mumbai to Karachi by sea and further through Pakistan and Afghanistan.





Development of cooperation and digital corridors

The screenshot displays the website railway.uz/en/partners/porty/. The page features a navigation menu with links for SITEMAP, ONLINE AFROSHOB, E-DOKM, TO FREIGHT OWNERS, and Accessibility version. Below the menu, there are sections for ABOUT US, MEDIA CENTER, SERVICES, CORPORATE MANAGEMENT, LEGISLATIVE BASE, and INTERACTIVE SERVICES. A prominent blue button labeled "Find tickets" is visible.

The main content area is titled "News" and contains eight news items, each with a header image, a title, and a brief description:

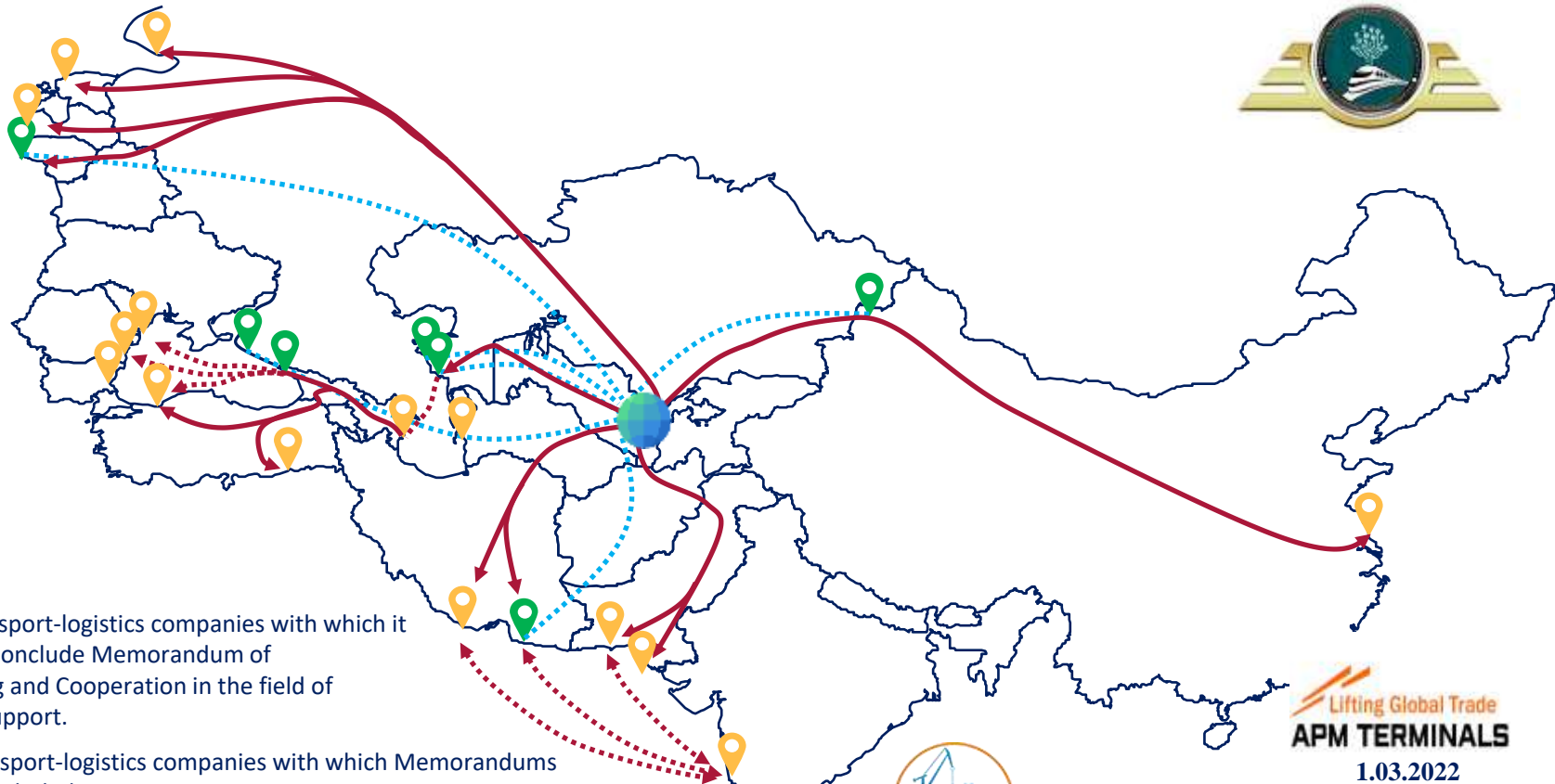
- APM TERMINALS**: Port of Pöll. The Port Sea Port (APM Terminal Pöll) is the largest port in Georgia, handling extensive transportation of liquids, dry bulk cargo and passenger ferries. The rail's access facility has 15 berths, etc.
- Islamic Republic of Iran Ports and Maritime Organization**: Port of Chabahar. Chabahar Port is located in the southwest of Iran, north of the Sea of Oman and the Indian Ocean and is the closest route to international seaports for the landlocked countries of Central Asia.
- Port of Klaipėda**: Klaipėda State Seaport is the northernmost ice-free port on the eastern coast of the Baltic Sea, connecting sea, land and railway routes from East to West.
- LLP - NMSC - Kazmortransflot**: The National Maritime Shipping Company "Kazmortransflot" is the National Sea Centre of the Republic of Kazakhstan and a reliable service provider to Kazakh and foreign partners.
- AKTAU MARINE NORTH TERMINAL**: Aktau Marine North Terminal-LLP. Aktau Marine North Terminal (AMNT) is located on the eastern coast of the Caspian Sea in Kazakhstan. It was created in 2014 to increase the growth of freight traffic from Kazakhstan and Central.
- Khorgos Gateway**: KTZE-Khorgos Gateway-LLP. KTZE-Khorgos Gateway is the largest dry port in Central Asia, which provides a full range of services in the processing, storage and transshipment of goods from China to Kazakhstan, the countries of.
- QURYQ PORTY**: Quryq port-LLP. The seaport of Quryq (Kazakhstan) is located on the eastern coast of the Caspian Sea, south of the Aktau port. In a natural bay, this provides other favorable weather conditions for loading.
- PORT AKTAY**: JSC - NC - Aktau Sea Trade Port-. Aktau seaport (Republic of Kazakhstan) is located on the east coast of the Caspian Sea at the intersection of several international transit corridors, which allows the transportation of dry cargo.


The right sidebar contains navigation links for PASSENGER TRANSPORTATION, FREIGHT TRANSPORTATION, SCHEME OF RAILWAY, ONLINE APPEAL, PARTNERS, and LIMITED COMPANIES.



Integration of information systems to create a platform for online services

Main department of logistics
development and digitalization



 Ports and transport-logistics companies with which it is planned to conclude Memorandum of Understanding and Cooperation in the field of information support.

 Ports and transport-logistics companies with which Memorandums have been concluded:


17.08.2021


**QURYQ
PORTY**
18.08.2021


25.08.2021


RUSCON
15.09.2021

КАЗМОРТРАНСФЛОТ
20.10.2021


**AKTAU MARINE
NORTH TERMINAL**
21.10.2021


15.11.2021


APM TERMINALS
1.03.2022

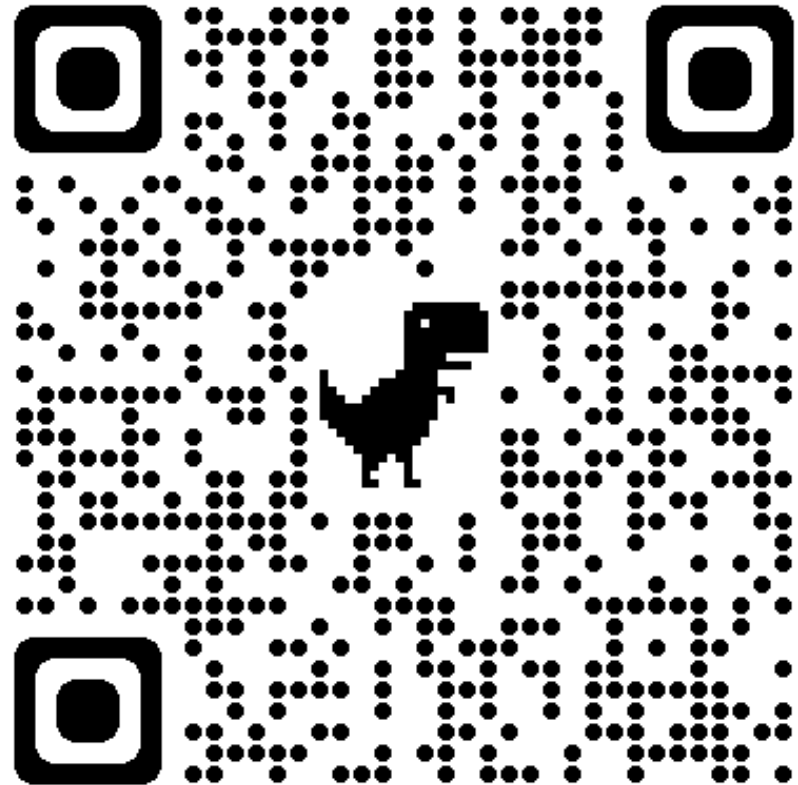

Islamic Republic of Iran
Ports and Maritime Organization
26.01.2022

Necessary measures

1. Development of a digital platform-regulator of transit flows using satellite navigation technologies for the synergy of existing international transport corridors - this will accelerate the integration of railway administrations and logistics companies of partner countries into a unified transport network.
2. The creation of a regional Center for Digital Transportation Services and its integration into the countries participating in the transit corridors to provide services to cargo owners on the registration of single (unified) electronic transport documents - this will increase the attractiveness of overland transcontinental transportation by simplifying bureaucratic barriers and reducing the corruption component.



International scientific electronic journal “SILK ROAD TRANSPORT”



The presented analysis was prepared in accordance with and within the framework of state grants of Uzbekistan:

- Study of transit train routes through the territory of Uzbekistan, ensuring the growth of the use of the transit potential of the railway of the republic;
- The concept of development of the railway infrastructure of the Republic of Uzbekistan as a transport bridge between Europe and Asia;
- Improvement of transit train passing methods, ensuring an increase in the coefficient of utilization of the transit potential of Uzbekistan Railways.

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***THANK YOU FOR
YOUR ATTENTION !***

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