Kazakhstan National Report on implementation of the
Vienna Programme of Action

The Vienna Programme of Action for Landlocked Developing Countries for the Decade 2014-2024 is implemented in its six priority areas:
1) Fundamental transit policy issues
2) Infrastructure development and maintenance
3) International trade and trade facilitation
4) Regional integration and cooperation.
5) Structural economic transformation
6) Means of implementation.

Transport Infrastructure of Kazakhstan

Located in the center of Eurasia between the two poles of the world economy, Kazakhstan pays particular attention to the development of transit potential and the attraction of transit cargo traffic through the territory of its country.

The geographical location and transit and transport potential of Kazakhstan is the key to successful mutually beneficial cooperation between countries of the region.

The shortest routes from Europe to China and South-East Asia are traversing through our country.

During the last 10 years, more than 2,000 km of railways have been constructed, 6,300 km of automobile roads reconstructed, and the capacities of the Caspian port have been increased to 26 million tons. In addition, some 15 airports (airstrips) have been constructed.

Consequently, strategic transport corridors that directly connect Asia and Europe, namely, the North and South of the Eurasian continent, are established. Currently, Kazakhstan, being the main transit territory between Europe and Asia, has built basic transit infrastructure which is a highly-profitable source of the economy. Today, more than 17 regular transit routes for container trains between China and Europe pass through the territory of Kazakhstan. Besides that, the volume of container traffic more than doubles annually. The container shipment volume for 2017 on the route PRC-EU-PRC was 201,000 TEU (Twenty-feet Equivalent Unit) containers, which is 96,500 TEU or 52% higher comparing to 2016.

In the first half of 2018, this indicator equaled to 206,000 TEU and increased by 40%, compared to the same period last year (1st half of 2017 – 148,000 TEU); and the volume was 109,000 TEU on the China-EU-China route, which is 43% more than in 2017 (76,000 TEU). By the end of 2018, it is planned to increase the transit traffic volume by at least 18 million tons. The volume of transit container traffic is expected to reach 536,000 TEU.

We also intend to increase the transit container traffic up to 2 million TEU by 2020. Consequently, the cargo from China to Europe via Kazakhstan is delivered within 15 days, while shipping by sea takes 45 days. In addition, the construction of a dry port and related infrastructure was completed in the east of the country on the
border with China, based on the “Khorgos - Eastern Gate” FEZ (Free Economic Zone). The dry port has been operating commercially since 29 July 2015, and the Acceptance Report on commissioning the facility was signed on 24 March 2016.

The total area of the dry port is 129 hectares, it is integrated with the logistic (224.9 ha) and industrial (224.4 ha) zones. The dry port provides customers with a full range of transport and logistics services under the one-stop-shop principle, including customs and brokerage services.

During 6 months of 2018, “KTZE-Khorgos Gateway LLP” transshipped 111,500 TEU of cargo, which is 36.3% more than the same period of 2017 (2017 – 81,800 TEU). It is planned to achieve 540,000 TEU in 2018.

A railway ferry terminal in Kuryk port with a capacity of 4 million tons was launched in December 2016, and it began operations in March 2017. In 2017, 1.5 million tons of cargo was handled through this terminal.

Additionally, the second phase of the construction of an automobile ferry terminal in Kuryk port with a capacity of 2 million tons was launched in 2017. As part of the Industrialization Day, a test launch of the automobile ferry terminal was carried out in the port of Kuryk on 6 December 2017. The completion of the construction of phase 2 facilities is scheduled for 2018.

As a technological addition to the two railway crossings on the border with China and the “Western Europe-Western China” highway, the dry port creates a powerful transport and logistics hub that will ensure efficient distribution of cargo traffic from China to Europe, as well as to Central Asia, Turkey and the Persian Gulf countries. This allows the implementation of transport and logistics projects, the majority of which, are aimed at the construction and reconstruction of automobile roads.

One of the breakthrough road projects is the creation of an international transport corridor “Western Europe - Western China”, which will be the shortest road route to Europe with the cargo transportation time from 10 to 12 days.

The traffic on the sections Astana-Temirtau, Almaty-Kapshagai, Kapshagai-Balpyk bi, Beineu-Aktau and Kokshetau-Petropavlovsk is fully open. The program will implement 23 projects with the length of 4,200 km in the 2018-2020 period.

For reference: Center-East - 233 km, Center-South - 45 km, Uralsk-Kamenka - 35 km, Beineu-Akzhigit - 85 km, Almaty-Taldykorgan - 16 km, Kordai bypass - 19 km, Astana-Petropavlovsk - 20 km, Taskesken-Bakhty - 20 km, Shchuchinsk-Zerendy - 20 km, Taldykorgan-Ust-Kamenogorsk - 20 km, Kalbatau-Maikapshagai - 9 km, Southwest bypass of Astana - 6 km.

Considering the growing cargo traffic, the construction of two ways on the Almaty-Shu section, with a total length of 112.37 km, was completed to enhance the railway transport. This has allowed an increased capacity of the Shu-Almaty section and cargo transit from China to European countries, Asia and the Persian Gulf in both directions. It was the construction of phase 1 of the Almaty-Shu section (53 km) completed in 2016, while the construction of phase 2 of the section (59 km) was finished in 2017.
External network of transport and logistics centers

At the moment, “National railway Company “Kazakhstan Temir Zholy JSC” owns a terminal in the port of Lianyungang - the base point of transcontinental communication, and the regular train services are provided from/to Kazakhstan. The trains are consolidated in the port of Lianyungang and then they go to the dry port of the “Khorgos - Eastern Gate” FEZ, where they are redistributed for further proceeding to Europe, Russia, Caucasus/Turkey, Iran and Central Asian countries.

Terminal in the port of Bandar Abbas. The project has several stages: the first stage will create a logistics company to consolidate cargo capabilities: “Khazar Sea Logistics Co. Free Zone of Anzali” was registered in Iran in June 2017. The enterprise has started to render transport-logistical services since July 2017. A road map was adopted in December 2017, which envisages a test cargo transportation in the first quarter of 2018 by a new route to/from Bender-Abbas towards Kazakhstan, Central Asian countries and Russia. The second stage provides for the construction of a terminal, and a business plan of the project is currently being drafted.

Terminal in the port of Klaipeda. Due to the sanctions policy of Russian Federation in relations with the Baltic countries, the framework of the construction of the TLC (Transport and Logistics Center) has been changed to rent. In August 2017, the “Veterinary Control and Supervision Committee” of the Ministry of Agriculture of the Republic of Kazakhstan approved the transportation of frozen products from a rented thermal warehouse in Klaipeda to the TLC Astana. Test shipments of frozen products (poultry meat) commenced in December 2017, with the first train arriving at the TLC Astana on 7 January 2018.

The establishment of a joint venture among the Lithuanian Railways, a private investor (trader) and “KTZ Express JSC” for implementing the business model at the initial stage without investing in terminal assets is under consideration.

Terminal in Moscow. The feasibility study of the project was carried out. Corporate procedures are conducted in accordance with the requirements of the Samruk-Kazyna investment policy.

Terminal in the port of Mundra. Currently, the best routes for cargo delivery from India to Kazakhstan are being examined, as well as the possibility of constructing a terminal in the port of Mundra. We are cooperating with DPW Company to create a cargo base for transportation to and from India. A decision was taken to gradually advance this route: the first stage will use the DPW terminal capabilities in the port of Mundra (India). Subsequently, another decision will also be made to expand the presence in the region based on the tried-and-tested business model.

Implementation of TLC projects in Istanbul and Dushanbe. The analysis of markets of transport and logistics services is performed to determine the optimal locations of terminal capacities. These projects are implemented to organize effective interaction between transport and logistics operators and cargo shippers in order to create logistics chains and goods distribution centers for the TITR.
Development of multimodal transportation

According to the 65th step of the «Plan of the Nation - 100 Concrete Steps” for Implementing five institutional reforms, Kazakhstan will integrate into international transport and communication flows by creating a multimodal Eurasian Transcontinental Corridor, which required the improvement of the regulatory framework on multimodal transport and logistics.

As part of this step, amendments were made in to 8 laws of the Republic of Kazakhstan in the area of multimodal transport, which entered into force in November 2016.

The definitions “multimodal transport operator”, “single CMR note (single waybill)”, “multimodal transport contract”, “multimodal transport cooperation contract” were introduced, as well as the procedures for multimodal transportation and interaction participants. Likewise, the form and filling procedure of the Single document (the Rules for Multimodal Transport were approved on 26 November 2015) was adopted.

Besides that, the Ministry pursues to join the Agreement on the Development of Multimodal Transport TRACECA (hereinafter referred to as the Agreement). The main objectives of the Agreement are to increase the volume of transit traffic, as well as, to establish multimodal transportation with simplified cargo shipment procedures across the border.

Currently, the text of the amendment has been agreed with the state authorities concerned and has now been sent to the Depository (Azerbaijan Republic) for harmonizing with the contracting parties to the Agreement.

Development of the Trans-Caspian International Transport Route

In order to boost and attract cargo traffic of the Trans-Caspian International Transport Route (hereinafter TITR), the International Association TITR (hereinafter referred to as the Association) with the participation of railway, maritime administrations and logistic operators of China, Kazakhstan, Azerbaijan, Georgia, Turkey, Ukraine, Poland and Romania was established.

To date, the Coordinating Committee for the Development of TITR is represented by the Azerbaijan Railways CJSC, Georgian Railway JSC, National Company Kazakhstan Temir Zholy JSC, Turkish State Railways and the Azerbaijan Caspian Shipping Company. It is also represented by National Company Aktau International Sea Trade Port JSC, Batumi Sea Port LLC, Baku International Sea Trade Port CJSC and Minsheng Logistics Co., Ltd, acting on behalf of the Government of Chongqing (PRC). The main purpose of the Coordination Committee is to attract transit and foreign trade cargo to the TITR and establish coordinated tariff policy.

On 11 January 2017, the Republic of Kazakhstan registered the Association of Legal Entities titled “International Association “Trans-Caspian International Transport Route”. In 2017, the Trans-Caspian International Transport Route Association established an office, designed a brand book and launched its official website in three languages. Tariffs have been reduced and constant efforts are made
to maintain the competitive level of rates and to optimize technological process of shipment. The Association continuously carries out marketing activities to attract new cargo to the TITR, including export from Kazakhstan and import to Kazakhstan. There were six meetings of the Working Group, a meeting of the Board, and four general meetings. The Organization signed a number of memoranda with the China Communications and Transportation Association, with the Romanian Port of SA Constantza. The latter was aimed to initiate the accession of the Romanian port to the TITR, so as to further the development of the transport corridor connecting the ports of the Caspian and Black seas and to enhance existing flows along the TITR. A strategic cooperation agreement with the Lianyungang Port Holding Group was signed.

The Association also welcomed as associate members the PJSC Ukrzaliznytsia, the LLC PKP Broad Gauge Metallurgical Railway Line, Zamość (Poland), LLS ADY Container (Azerbaijan), LLP Port Kuryk (Kazakhstan), and the Lianyungang Port Holdings Group (China).

Currently, NC Kazakhstan Railways JSC continues to develop transportation along the Trans-Caspian International Transport Route (TITR), including with customers and partners they work on attractive technical and tariff conditions, ensuring delivery time and working procedures.

In particular, the participating countries approved comprehensive rates for 2018 on the TITR route from China and Southeast Asia to Azerbaijan, Georgia, Turkey, Ukraine, the EU (Sławków, Izov, Mostiska, Chop, etc.) through the ports of Aktau, Baku (Alyat), Batumi/Poti and the new railway line connecting Baku – Tbilisi – Kars for transportation of containers of non-ferrous metals and their products, grain, raw sugar, chemicals, coal and petroleum products (fuel oil, gas oil).

In 2017, a regular multimodal container service was organized through the group shipments via the route: China/Central Asia – Altyndol/Dostyk – Aktau/Kuryk – Baku/Alyat – Azerbaijan/ Georgia/ Turkey/Ukraine with different loads.

The volume of traffic for the six months of 2018 on the TITR routes amounted to 561.4 thousand tonnes of cargo in cars and containers with various goods.

**Cooperation with the countries of Central Asia in the framework of the project “Optimization of Local Added Value Chains”**

To date, the Ministry, jointly with the OECD, is working on the project “Optimization of Local Added Value Chains”. The OECD plans to implement this project to provide the Kazakh Government with analytical and practical recommendations on policy and tools for the expansion of transport connectivity and regional integration between Kazakhstan, Kyrgyzstan, Mongolia, Tajikistan and Uzbekistan.

In particular, the OECD project aims to:

1. conduct an analysis based on actual data about the current issues of connectivity, primarily from the point of view of physical infrastructure in the countries of Central Asia. The subsequent stages will be in case of their implementation, which can be dedicated to trade policy and management
(2) enhance interstate dialogue and cooperation between the Central Asian countries in terms of connectivity;

(3) offer policy recommendations to address these problems, based on the experience and analysis of the OECD;

(4) train officials from the Central Asian countries to establish a more effective policy in the field of infrastructure and transport. Training, as necessary, will include tools and analytical methods of the OECD.

(5) recommend officials from the Central Asian countries to use guidelines and other OECD instruments in the development and implementation of the policy for enhancing connectivity.

During the period from 29 January to 1 February 2018, the OECD paid a visit to Astana which was dedicated to the project “Optimization of Local Added Value Chains”.

The Ministry organized meetings of the OECD delegation with the Transport and Roads Committees of the RK MID, the Statistics Committee of the RK MNE, the State Revenue Committee of the RK MF, NC KTZ JSC, the KAZLOGISTICS Union of Transport and Logistics Organizations and Associations, Atameken NCE. These meetings addressed a number of questions about the state of transport infrastructure in Kazakhstan, connectivity of Kazakhstan with the countries of Central Asia in the field of road, rail and water transport.

To date, similar missions were made to the Kyrgyz Republic, the Republic of Tajikistan, the Republic of Uzbekistan and Mongolia.

As a result of the missions, on 25-26 July of this year a regional meeting on improving transport and trade connectivity in Central Asia was conducted in Almaty jointly with the OECD.

The high-level meeting was attended by Deputy Foreign Trade Minister of the Republic of Uzbekistan Sahib Saifnazarov, Deputy Transport Minister of the Kyrgyz Republic Azimkan Zhussubaliyev and delegation of the Ministry of Transport of the Republic of Tajikistan, Ministry of Transport of Mongolia.

The meeting presented the first recommendations of the International Transport Forum and the OECD on strengthening and developing transit potential in the countries of Central Asia in the framework of the joint project “Optimization of Local Added Value Chains”.

Besides that, on 19-21 November 2018, Paris will host the “Eurasia Week 2018 OECD Conference”, which will include a thematic session entitled “Economic Integration and Connectivity”, which will be held in collaboration with the International Transport Forum, and will discuss the freight transport sectors of Central Asia. It will also propose recommendations on the design and evaluation of freight-related policies. Moreover, based on a quantitative study by the International Transport Forum, the session will also explore the impact of regional policies and infrastructure on transport flows and general connectivity levels in Central Asia.

The main goals of the first phase of the project are: providing analytical recommendations on national policy in the field of freight transport, the role of
regional policy and infrastructure to strengthen trade and transport connectivity in Central Asia and evaluation of transport planning and management.

Cooperation in the framework of SPECA

The UN Special Programme for the Economies of Central Asia (SPECA) is a joint undertaking of UNECE and ESCAP, as well as Central Asian countries. The participating countries are Afghanistan, Azerbaijan, Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenistan and Uzbekistan.

Kazakhstan is the chair of the SPECA Thematic Working Group on Sustainable Transport, Transit and Connectivity (TWG-STTC).

At the meetings, the Programme Working Group receives reports on the work carried out by the countries for accession to the recommended agreements and conventions. It will also review presentations of UNECE and ESCAP projects aimed at rapprochements of interests of the SPECA countries, and recommendations for further work.

The last meeting of the TWG-STTC was held in Astana in the framework of the conference “TRANSEURASIA 2017” from 1 to 3 November 2017.

Along with that, on the sidelines of the meeting, UN SPECA hosted a seminar on Sustainable Development Goals (SDGs) related to transport, and a special session on Intermodal Transport as the New Driver of Corridor Development.

The 23rd TWG meeting was held on 27-28 August 2018 in Astana.

Cooperation in the framework of the Organization of Islamic Cooperation

In order to achieve integration in the field of transport infrastructure among the member states of the OIC, at the moment the IDB is developing a project on Geographic Information Systems for Transportation (GIS-T) in collaboration with OIC countries.

The IDB consultants, jointly with UN ESCAP, presented a project on “Strengthening regional connectivity with the establishment of a Geographical Information System” for the OIC member states and further steps in the development of the project.

The presentation was specifically aimed at understanding patterns of data collection and coordination which are required for their timely completion. They outlined the advantages and potential of the GIS project, which will include information about the infrastructure and routes, their specifications, usage, conditions, nexuses of existing networks, and will subsequently be updated. For example, it will also include traffic flows and schedules, national conventions and the analyses level of the viability of proposed construction projects.

The project deliverable will be a report on the implementation of the project and access to the site with GIS database and mapping.

As part of implementation of the 2025 Action Plan, the OIC convenes annual meetings of the Working Group on transport and communications of the COMCEC.

Transnational transport corridors play a vital role in strengthening intraregional trade and investment cooperation, interaction of economies across the region.
Assessment of interaction between transnational transport corridors requires a joint effort between participating countries, joint decision-making processes and joint management mechanisms for their effective management.

In this regard, the COMCEC Working Group dedicates the last three meetings to the “Governance of Transport Corridors in OIC Member States: Challenges, Cases, and Policy Lessons”.


At that meeting participants presented reports on activities to study prospects of OIC Member States, discussed the conceptual framework for governance of transnational transport corridors and global trends. They also assessed the status of the governance of transnational transport corridors in the OIC member countries and lessons learned from the selected case studies. Insights were also gained from presentations: “Financing, Planning and Programming of Transnational Transport Corridors: UNESCAP Study on Eurasian Transport Corridors”, and “The Benefits of Corporate Governance of Transnational Transport Corridors: SEETO Example”.

As a result of this meeting, the OIC COMCEC Coordination Office expressed an interest to study the transport policy of Kazakhstan. A meeting was therefore arranged with an OIC consultant on 2 May 2018, in Astana.

According to the data received, at the 12th meeting of the COMCEC Transport and Communications Working Group, titled, “Planning of National Transport Infrastructure in the OIC Member States”, Kazakhstan will be presented as a leader among Central Asian countries on transport and transit potential.