

НАМОЯНДАГИИ ДОИМИИ  
ҶУМҲУРИИ ТОҶИКИСТОН  
ДАР НАЗДИ САҲА



PERMANENT MISSION OF  
THE REPUBLIC OF  
TAJIKISTAN  
TO THE OSCE

### Statement

by the Head of Delegation of Tajikistan to the OSCE Ambassador  
Nuriddin Shamsov at the № 831th Plenary Permanent Council Meeting  
(Vienna, 12 October 2010)

#### *Railroad blockade of Tajikistan*

**Mr. Chairman,**

My Delegation would like to draw the OSCE Permanent Council Meeting's attention again to alarming situation with regard to continuation the railway blockade of Tajikistan's shipment imposed by Uzbek authorities. We note that since our last statements on the matter at the Permanent Council Meeting on 22 April and 6 May 2010 the situation still remains unchanged and concerned.

According the Tajik Railway Company as of today totally 884 freight cars designated for Tajikistan, *inter alia* 749 to Dushanbe area, 135 to Khatlon province, including 100 wagons carrying fuel and lubrication, 4–construction materials, 6 – compressed natural gas, 619 – food, medicines and equipments are stopped on the border and whole railroad of Uzbekistan. This is also relevant to the strategic cargo ensuring the national socio-economic development and welfare of 3 million population of Tajikistan. Due to out- of- sequence delivery of heavy machinery and diesel oil for running bank protection the abundant mud streams severely damaged during spring–summer this year the social infrastructure and threatened the life of population of South and East regions of Tajikistan. Relevant transport bodies of the neighboring country deny categorically to pass Tajik shipment loaded at the Khatlon railway station since 30 March, 2010.

We emphasize that despite of recognized CIS and international norms and rules on transboundary rail and road transportation, the Uzbek railway authorities continue the practice retaining Tajik transit cargo up to 4-5 months instead of 5-10 days. Since 8 May, 2010 only 86 uncompleted train freights with 1981 freight cars have been

released which caused a huge financial losses to the Tajik Railway Company. During the 2010 the volume of Tajik railways transit cargo dropped by more than 40% comparing to similar period of 2009.

Tajik Railway Company is reporting that the reasons brought up by Uzbek side and so called “linkage to technical and logistical issues” are groundless and artificial. Uzbek side ignored the numerous proposals from Tajikistan to sponsor repair works on Uzbek railways connecting to the South of Tajikistan. Up to date there are 360 claims have been received from public and private owners on stolen, lost or damaged goods along the railroad in Uzbekistan.

Over the last 10 months Uzbek railways systematically violated CIS and regional agreements on railroad cooperation, international covenants on freight traffic and bilateral Tajik–Uzbek Agreement on relations in the field of railway transportation. We remind that representatives of Tajik business community have already appealed to the international organizations, including the OSCE Office in Tajikistan, to explore the situation and provide necessary assistance.

#### **Mr. Chairman**

Recently, addressing the UN Secretary General Mr. Ban Ki-Moon at the margins of 65<sup>th</sup> UNGA the President of Tajikistan Mr. Emomali Rahmon stressed that creation of impediments on the way of delivery of shipment to Tajikistan is the evidence of unhealthy climate of cooperation in the region. He added that the current embargo caused by disagreement with Tajikistan to implement hydropower projects on its internal rivers. It was stressed also that World Bank’s assessment mission for Roghun HPP Project are ongoing.

In conclusion, my Delegation notes that continuous railway blockade of Tajikistan seriously undermines the stability, paralyzes socio-economic development of the country and will have longstanding negative security implication. We recall the OSCE commitments related to facilitation of international rail and road transport and Kazakhstan’s CiO priority to reinforce the OSCE’s commitment to developing transportation and transit corridors linking Central Asian countries with one another and with other the OSCE participating-states. We reiterate our request to the OSCE and the Kazakh CiO to provide urgently the OSCE fact-finding mission to the area through its field offices, as well as to ensure relevant technical expertise in order to find fair solution for that pressing issue.

**Thank You Mr. Chairman.**