

EEF.IO/25/11  
16 September 2011

ENGLISH  
Original: RUSSIAN

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SECRETARIAT OF THE INTEGRATION COMMITTEE OF THE  
EURASIAN ECONOMIC COMMUNITY, AT THE CONCLUDING  
MEETING OF THE 19th OSCE ECONOMIC AND  
ENVIRONMENTAL FORUM**

Prague, 14 to 16 September 2011

**Promotion of common actions and co-operation in the OSCE area in the  
fields of development of sustainable energy and transport**

**Panel debate II: Promotion of sustainable energy – the OSCE contribution and  
follow-up ideas**

Sustainable development of the transit system of the Eurasian Economic Community

One of the key areas of economic policy for the purpose of integration within the Eurasian Economic Community (EURASEC) has to do with the formation of a common transport space for the Community as part of the common economic space. The ideology behind this work is reflected in the Concept for the Establishment of a Common Transport Space for the Eurasian Economic Community approved in January 2008 by the EURASEC Inter-State Council.

A common economic space based on the effective operation of the Customs Union between Belarus, Kazakhstan and Russia is being created within EURASEC. The effectiveness of that Customs Union is largely determined by transport operations, a fact that places the transport component of an integration policy at the focus of attention. A key component of that policy is the rapid linking up of EURASEC's common transport system with the existing continental and transcontinental transit routes for the transport of freight and labour resources. We are referring here to a network of more than 110,000 kilometres of railways, 890,000 kilometres of public highways, 110,000 kilometres of internal waterways, 98 international airports, 37 classified airfields and shipping terminals at commercial seaports.

The Customs Union operates on the basis of more than 50 agreements for the creation of a single customs territory. This represents a market with a population of more than 170 million persons, an overall gross domestic product of 2 trillion dollars and industrial production totalling 600 billion dollars.

International transport integration is being pursued in co-operation with the United Nations Economic Commission for Europe. The way the Community's transit corridors are to operate is set out in the long-term transport strategies of the EURASEC Member States, which are linked to the economic development of the neighbouring regions.

The manner in which EURASEC uses international transport corridors for commercial purposes involves macroeconomic regulation so as to stimulate in practical terms the unimpeded movement of freight and passengers as quickly as possible. The creation of the Customs Union within EURASEC has made it possible to cross two State borders – the border between Kazakhstan and Russia and the border between Russia and Belarus – without having to stop, thus reducing the time required for freight shipments by two to three days. It is now important for us to provide the fastest possible transit arrangements for the EURASEC transport system and to improve it even further.

Primary consideration is being given to a 10,000 kilometre-long Eurasian transit corridor linking Western China, Kazakhstan, Russia, Belarus and various Baltic Sea ports. This corridor encompasses the territory of 3 oblasts (regions) in Belarus, 5 oblasts in the Republic of Kazakhstan, where 8 million people (half the country's population) live, and 10 regions in Russia, with a population of more than 50 million people. The local authorities regard this corridor as an axis for the development of the regions, along which a network of production, distribution and transshipment facilities is taking shape. This is enabling regional industries and agricultural enterprises to transport their produce along international transit routes to distant regions and to organize the interregional transport of passengers and tourists, thereby expanding the commercial, economic and social links between the regions along this EURASEC corridor.

A most important role in this respect is being played by the establishment at these locations of international EURASEC logistics centres, which will make it possible to attract from the cities all the labour force required for the handling and transshipment of freight.

There is being developed along this corridor transport infrastructure and a system for the movement of commercial freight within the Eurasian region, especially at major international transport hubs, where high-speed shipments, passenger safety and a sharp reduction in the transport component of the end price of goods and services must be ensured.

The Community's transport policy is based on a co-ordinated investment strategy for the development and modernization of transport infrastructure. For example, there is provision for the implementation by 2015 of as many as 80 investment projects to build transport infrastructure facilities along the aforementioned corridor. More and more projects are appearing to make possible the rapid movement of freight shipments between China and Baltic Sea ports using multimodal operations, conveyor facilities, electronic processing of accompanying documents and other tried-and-tested international technologies. This will allow us by the year 2020 to increase the total volume of freight transported in both directions to 490 million tons (as opposed to around 300 million tons at the present time).

The important thing for us here is to convene forums of this kind at which we can alert the business community and our partners from other OSCE countries to future changes in this branch, which will help them and us to achieve joint success.