

**ADDRESS**  
**of the Deputy Minister of Transport and Communications of the Republic of**  
**Tajikistan Khudoyorov Kh.Z. to the international OSCE Conference “Prospects for**  
**the development of trans-Asian and Eurasian transit transportation through**  
**Central Asia until the year 2015, 23-24 October 2007, Dushanbe.**

**Dear colleagues,**  
**Ladies and gentlemen,**

Let me first of all welcome you on this conference and express hope that the outcome of discussion on the issues included in the conference agenda will add value to the effective provision of transit transportation in foreign economic activity of our states.

It should be noted that on the summit of the CIS Head of States taken place at the beginning of this month in Dushanbe it has been proposed to announce the year 2008 a year of transit transportation. In that connection, the objectives of the Almaty Action Plan grow more topical, including:

- a) opening access for all transportation modes to seas and back;
- b) reduction of costs and improvement of the quality of export goods transportation services;
- c) reduction of import costs;
- d) addressing problems of delays and unsafe delivery of goods;
- e) creation of adequate national transportation networks;
- f) reduction of damage from losses, damage and spoilage of freight in the course of transportation;
- g) enhancing security of automobile transport and people living along the transport corridors.

Everybody might know that like other countries of the former USSR Tajikistan has inherited rather long and highly integrated transport networks. Mostly, these networks were oriented at the Russian Federation. At the same time, the transport connection with neighbour countries, which were not a part of the USSR – Afghanistan, Iran, China, Turkey and others, was poorly developed. With the dissolution of the USSR Tajikistan, like other Central Asian states began looking for options for transport connection with the aforementioned states, as the way to seas and global markets through these countries is much shorter than through European main lines. For instance, the prime cost of 1 kilogramme of cotton transportation by railway and automobile road through Kazakhstan and Russia to the North to Riga or to the West to Georgia, Turkey or Bandar Abbas (Iran) constitutes \$0,18 US. As a result of automobile bridge construction in the Nijny Pyanj, the transit through Afghanistan and Pakistan to the Karachi seaport is provided thus decreasing the prime cost of 1 kilogramme of cotton transportation to \$0,10 US.

However, lack of funds has slowed down the process of existing transport networks integration into international transportation networks.

By virtue of its geographical location Tajikistan represents big interest in terms of developing Asian and European economies. It is situated on the crossroad of North-South and West-East transport corridors. Tajikistan could become an overland bridge for the countries of the South and East Asia with the countries of the Middle East and Europe. In that perspective, one of the main tasks in the development of the Tajik economy is the improvement of the transport infrastructure and services.

The President of the country Emomali Rahmon has repeatedly mentioned that one of the strategic objectives of the Government of the Republic of Tajikistan is the construction of roads and bridges of national and international significance aimed at leading Tajikistan out of the communication deadlock.

Opening an automobile road Kulyab-Khorog-Kulma-Karakorum, the Anzob automobile tunnel, four bridges on the Tajik-Afghan border, refurbishment of the Dushanbe-Kurgan-Tyube-Kulyab automobile road, as well as further rapid reconstruction of Dushanbe-Nurobod-Jirgital-Saritash main, the budget of only two stages of which consists of over 200 million Somonies, are important achievement in terms of overcoming isolation and economic development of the country. Reconstruction of the road Dushanbe-Khujand-Havast-Uzbek border, the construction of Shahristan tunnel, the cost of which will constitute 820 million Somonis, as well as Shar-Shar Tunnel and reconstruction of the automobile road Dusti-Nijny Pyanj are in full swing. In the nearest future the construction of the road Kurgan-Tyube-Dusti, Shagon-Zigar (Phases 1 and 2) will be launched, as well as that of Chormaghzak and Fakhrobod automobile tunnels is intended.

The construction of large communication facilities and reconstruction of existing roads is always in the focus of the Government of Tajikistan. More than 1,5 billion Somoni, including foreign investments will be attracted to their construction in 2006-2008.

For Tajikistan, as for other landlocked countries of the Central Asia the importance of the transit transportation is obvious. There is a necessity of co-operation with third countries, particularly with neighbour countries in the improvement of transport potential and access to markets. The idea of institutional capacity building for transit transportation development in the region provides getting closer and integration within the framework of states of this region (China, Kazakhstan, Kyrgyzstan, Tajikistan, Uzbekistan, Turkmenistan). The transit transportation development concept is designed to address the issues of intensification of this economic channel and opening access to global markets, access to sea trade routes for landlocked countries, creation of a free trade zone in the region and economic space development on the basis of enhancing cooperation in the field of transit transportation, trade and favourable customs regulations, as well as adjusting normative and legal framework in the trade and transport sectors.

Currently, priority transit transportation corridors of international relevance have been identified in the Republic of Tajikistan, which pass through our territory from the East to the West, from the North to the South.

Development of transport main lines of the northern provinces of Afghanistan and the states of the Central Asia will enable achieving a qualitatively new level of trade and economic relations between our countries. In this context, the growth of commodities circulation is envisaged along the transit corridor Kuduz-Nijny Pyanj-Dushanbe-Khujand-Tashkent, which will run through the territory of three states – Afghanistan, Tajikistan and Uzbekistan. The length of the corridor from Nijny Pyanj to Khujand constitutes 565 kilometres, within which the construction of the tunnel “Istiqlol” is to be completed, the reconstruction of the automobile road Dushanbe-Khujand-Tashkent and the construction of the tunnel “Shahrison” is underway. Upon completion of these facilities construction, the problem of ensuring annual functioning of the South-North transport corridor will be practically tackled.

The first transit corridor runs along the North Tajikistan and is defined as Bekabad-Kanibadam with the exit to Kokand of the Republic of Uzbekistan and Batkent of the Republic of Kyrgyzstan. The specific nature of this transit trade section is that in parallel with the railway a modern automobile road is passing. Ensuring unhampered functioning of this route is important not only for Tajikistan but also for Uzbekistan and Kyrgyzstan, as this is the shortest way of movement of goods from the Fergana Valley to the central districts of Uzbekistan and further to the West.

Transport corridor the Uzbek border-Dushanbe-Jirgital-the Kyrgyz border with the length of 429 kilometres is very important for the development of trade and economic relations. This trade route will be of the highest priority as compared with all existing corridors, as goods from China will be imported through it to other states. Presently, major Phase 1 works have been completed and those for the second rehabilitation phase have been started. During this process an international transport corridor will be created to the countries of the South-East Asia and the Indian Ocean ports with the exit to the Karakorum highway.

The Tajik transport sector policy is built on international conventions and agreements in the field of automobile, railway and air transport. The Republic of Tajikistan has ratified 6 international conventions and agreements in the field of transportation:

1. Convention on Road Movement – 1968
2. Convention on Road Signs and Signals – 1968
3. Convention on the Treaty on the International Road Transportation of Goods (IRTG) – 1956
4. Customs Convention on the International Goods Transportation with the Application of a ITT book (certificate) – 1975
5. Convention on the Treaty on the International Automobile Transportation of Passengers and Luggage – CATP -1973
6. Convention on International Civil Aviation - 1975.

In connection with the development of international transportation and using transit capacity of the transport infrastructure, respective preparatory work is underway for admission and signature of the Protocol to the Convention of the International Road Transportation of Goods (CIRT - 1978).

The work is underway on bringing the legislative framework of the Republic of Tajikistan in the sphere of transport in compliance with international legal documents. Given the necessity of coordinated actions in the field of international transportation, provision of bona-fide competition and equal conditions for international transporters and removal of barriers the Republic of Tajikistan has signed the agreements as follow:

1. On masses and sizes of transport means implementing international transportations on the automobile roads of the CIS participating states - 1999.
2. On interaction of CIS participating states in the field of automobile transportation - 2003.
3. Interstate agreement on the Asian automobile roads network - 2004.
4. On the introduction of an international certificate of weighing cargo vehicles on the territory of the CIS participating states - 2004.
5. Interstate agreement on transAsian railroad networks of 2006.

In the field of air transport bilateral agreements have been concluded with 12 countries, 4 agreements are pending for signature and 4 agreements are under consideration and coordination.

3 air companies are registered in the Republic of Tajikistan, from which Tajik Air Company is a national air transporter and currently performs flights to 13 cities of 9 foreign countries.

Presently, air vessels of 22 foreign air companies are implementing flights to Tajikistan.

The railway plays not less role in the transport infrastructure; about 90% of external transportation of goods is performed by the railway transport.

Presently, 25 tariff railway stations are functioning in the country.

With putting into operation of the railway Kurgan-Tyube-Kulyab the railway connection Kulyab-Astrachan has been opened. In May 2004, passenger trains started running between Khujand and Saratov.

The construction of the second way on the section Kairakkum-Kanibadam (40 km) and electrification of the Bekabad-Kanibadam section (110 km) has been foreseen enabling development of transit capacity of this section in the region.

Taking into account the increase in cargo transportation in the Central Asia, the issue of organizing coordination of movement of transit transport is becoming pressing. These functions could be implemented by the Centre for coordination of transit transportation development, the main tasks of which could be:

1. Stimulating transport corridors infrastructure (roads, checkpoints, social infrastructure) development.

2. Removal of non-physical barriers on the way of transit transportation (signing international agreements regulating unhampered movement of transit transport, revision and improvement of legal acts, customs and visa procedures).
3. Assessment of environmental impact of transit transportation infrastructure development.
4. Addressing any other issues related to transit transportation.

Taking into account the most favourable geographical location of the Republic of Tajikistan (as it is situated on the crossroad of East-West and North-South corridors) and enhanced focus of the country Government at the development of transport infrastructure capable to ensure unhampered and safe movement of transit transport we deem appropriate and necessary to establish in the Republic of Tajikistan a Centre for coordination of the transit transportation development in the Central Asia with the support of both the OSCE, other international organizations and the Government of the Republic of Tajikistan. To ensure the effective transit transportation systems, it is necessary to stimulate creation in the landlocked transit developing countries administrative and legal and macroeconomic conditions, as well as establishing co-operation mechanisms between the landlocked developing countries and neighbour transit countries.

Almaty Action Plan (AAP) presumes that the effective system of transit transportation could be created only on the basis of genuine partnership between the transit developing countries and their partners in the development process, as well as on the basis of partnership between the public and private sector. The partner relations should develop on mutually beneficial grounds aimed on the creation of effective transit transportation systems.

Therefore, it would be appropriate to establish this Centre within the Association of International Automobile Transporters of the Republic of Tajikistan - ABBAT. Recommendations on the creation of the aforementioned Centre are distributed to you, and they are among the handout materials you are provided with. I kindly ask you to study them and present your proposals in the course of the conference.

Thank you for your attention.