



Ministry of Transport of the
Republic of Uzbekistan

“UZBEKISTAN–AFGHANISTAN–PAKISTAN” RAILWAY CONSTRUCTION PROJECT

March 2024





THE UZBEKISTAN–AFGHANISTAN–PAKISTAN + QATAR PROJECT IS A POTENTIALLY KEY PROJECT FOR THE DEVELOPMENT OF THE EURASIAN TRANSPORT FRAMEWORK



INTEGRATION OF THE RAILWAYS

- ▶ Uzbekistan
- ▶ Afghanistan
- ▶ Pakistan



THE KEY ROLE

in the development of Afghanistan and the entire region

ROLE IN THE DEVELOPMENT OF EURASIAN TRANSPORT CORRIDORS



WILL CREATE

a new corridor in addition to the existing ones



WILL CONNECT

all SCO countries and the whole of Eurasia with a single railway network



WILL PROVIDE ACCESS

to the ports of the Indian Ocean for the countries of CIS, Caucasus, EU and China

SIGNIFICANT POTENTIAL CARGO TRAFFIC



21,7 MLN. TON P.Y.

potential cargo traffic through the corridor by 2030



33,8 MLN. TON P.Y.

potential cargo traffic through the corridor by 2040



MORE THAN 80%

will be generated by transit

ASSESSMENT OF THE CONSTRUCTION COST



USD 6,9 bn

Preliminary cost of construction



USD 10,7 mln

per 1 km of the railway



USD 3,4 mln

for 1 km of the railway in a flat area



ABOUT 70%

of the corridor will pass through the highlands



FURTHER DEVELOPMENT

An in-depth feasibility study is recommended



KEY PROJECT INDICATORS



Positive impact



Integration of the railways of Uzbekistan, Afghanistan and Pakistan



Building a new corridor



Access to the ports of the Indian Ocean

Potential cargo traffic (per year)

Potential cargo traffic by 2030

Potential cargo traffic by 2040

21,7
mln. ton



33,8
mln. ton

Estimation of the transit cargo is more than **80%**

Project cost, mln. USD

Total cost **6 901** mln. USD



Tunnels 134,6 km **4,094.0**



Roadbed 263 mln. m3 **1,514.0**



Railways 647,0 km **520.0**



Bridges 24,0 km **151.0**



Overpasses 32,0 km **150.2**



Station tracks 69,0 km **38.0**



Viaducts 3,39 km **17.1**



Overbridges 2,9 km **15.9**



Other expenses - **400.8**



PROJECT SCHEDULES



2022Y

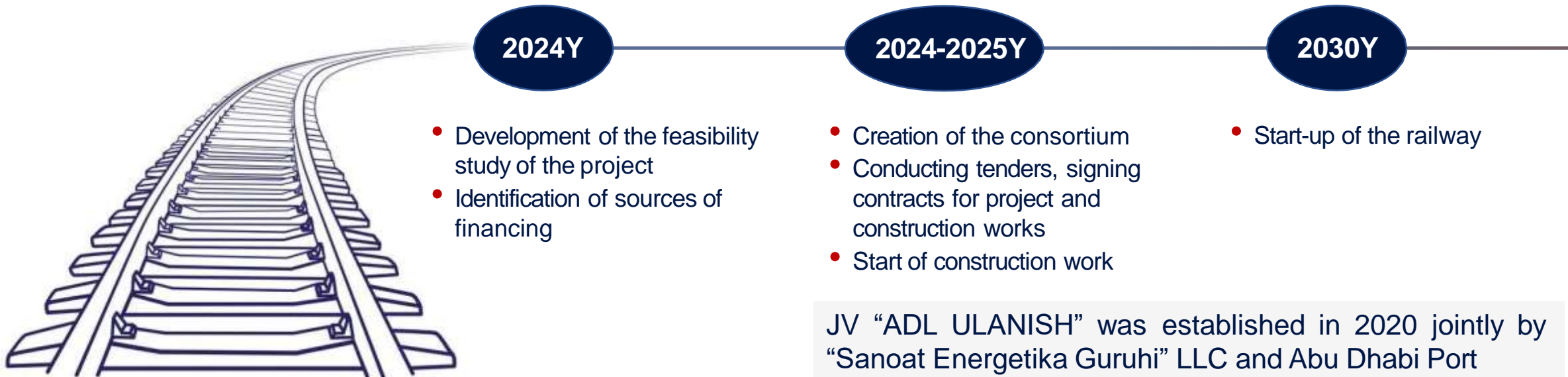
- Field research
- Preliminary design and estimate documentation
- Orthophotography of the route
- Preliminary cost of the project

2023Y

- Creation of a Project Office for work coordination
- Approval of the final route
- Signing of a memorandum between Uzbekistan, Kazakhstan and Russia on the formation of a multimodal route

February 2024Y

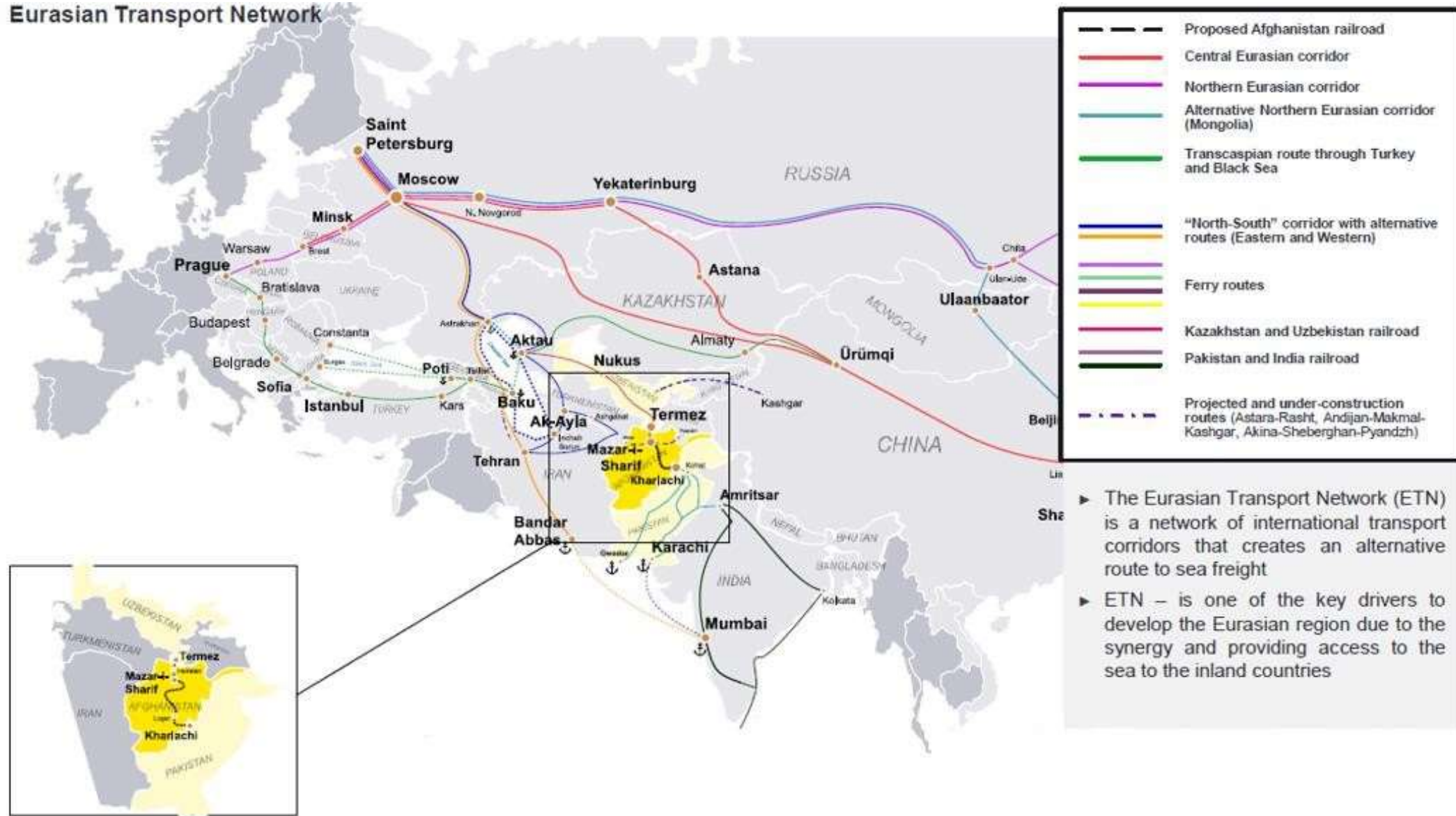
- Signing of a trilateral Agreement between Uzbekistan, Afghanistan and the JV “ADL ULANISH”





DEVELOPMENT OF CONTINENTAL TRANSPORT CORRIDORS

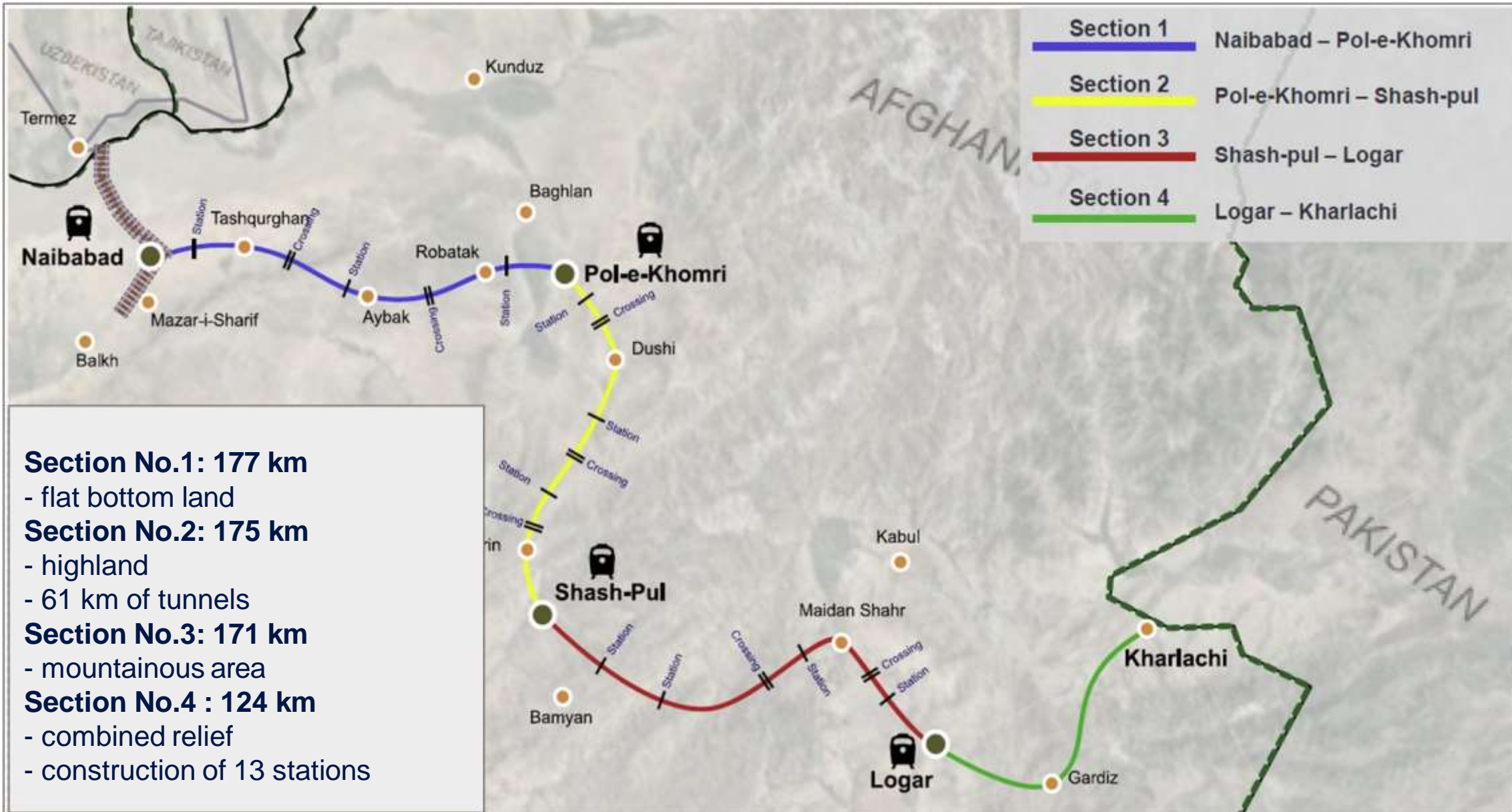
Eurasian Transport Network



- ▶ The Eurasian Transport Network (ETN) is a network of international transport corridors that creates an alternative route to sea freight
- ▶ ETN – is one of the key drivers to develop the Eurasian region due to the synergy and providing access to the sea to the inland countries



RAILWAY ROUTE





TRANSPORT CORRIDOR

Belarus - Russia – Kazakhstan – Uzbekistan – Afghanistan – Pakistan



Corridor Belarus - Russia - Kazakhstan -
Uzbekistan - Afghanistan - Pakistan

Distance: 5 532 km.

Estimated delivery time: 20 days

Corridor Belarus - Russia – Pakistan (by sea)

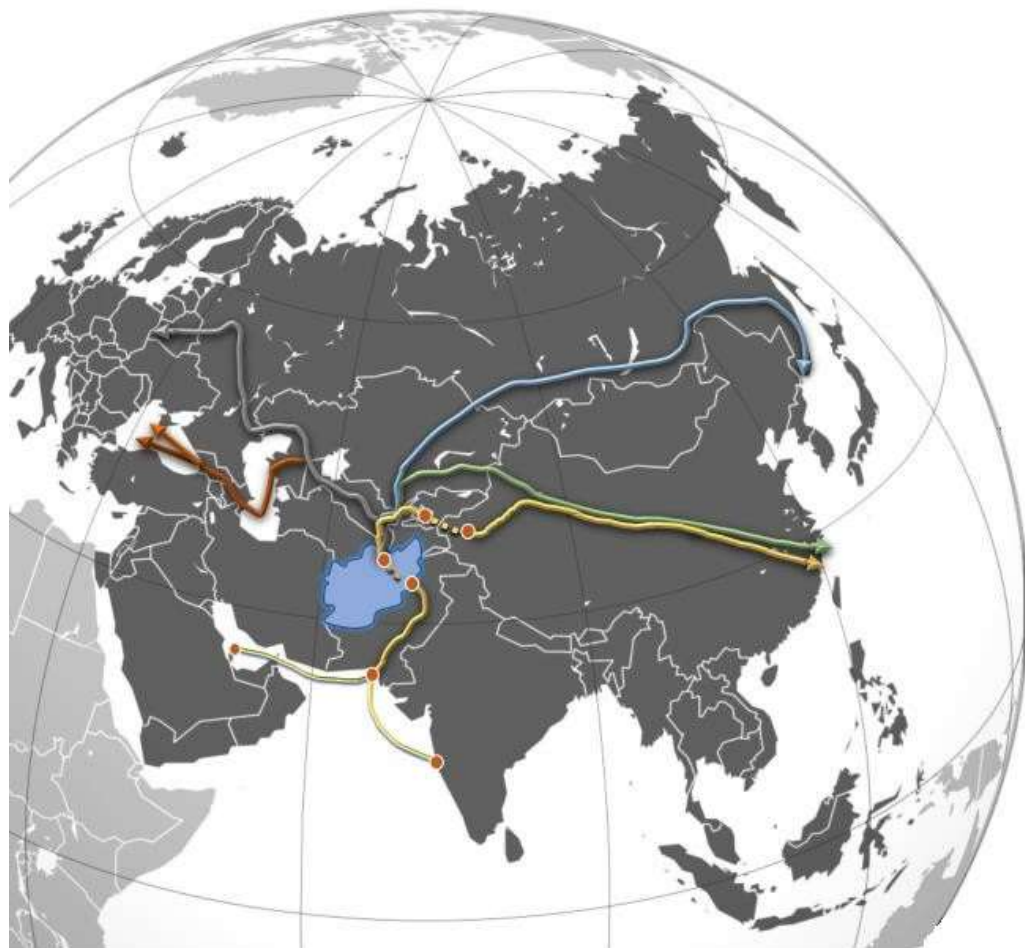
Distance: 13 948 km.

Estimated delivery time: 62 days

Difference

Distance: 8 416 km.

Estimated delivery time: 42 days



ROUTES



Southeast Asian countries - Pakistan - Afghanistan - Uzbekistan - Kyrgyzstan - China



Southeast Asian countries - Pakistan - Afghanistan - Uzbekistan - Kazakhstan - China



Southeast Asian countries - Pakistan - Afghanistan - Uzbekistan - Kazakhstan - Russia - Sea of Japan ports



Southeast Asian countries - Pakistan - Afghanistan - Uzbekistan - Kazakhstan - Azerbaijan - Georgia - Black Sea ports



Southeast Asian countries - Pakistan - Afghanistan - Uzbekistan - Kazakhstan - Russia - Belarus - EU countries



The project effect

The implementation of the project will give impetus to a significant increase in trade turnover between South Asia and Central Asia

Despite the relative close distance, the current trade turnover between Central Asia and South Asia is low due to the lack of reliable transport infrastructure

We see Qatar's role in uniting the countries of Eurasia with the development of trade relations between the countries.

Qatar is the most important partner for Uzbekistan in the development of the project.

Potential trade turnover





The management model assumes a business approach that prioritizes operational efficiency and flexibility over asset ownership and fixed costs. This model also involves the use of external resources such as third-party vendors, subcontractors, and cloud services to perform business functions

Principles of the management company's activity



Compliance with regulatory requirements and safety standards



Access to railway infrastructure facilities, as well as to mining along the railway (the negotiation process is underway)



Effective risk management



Maintenance and service of railway infrastructure



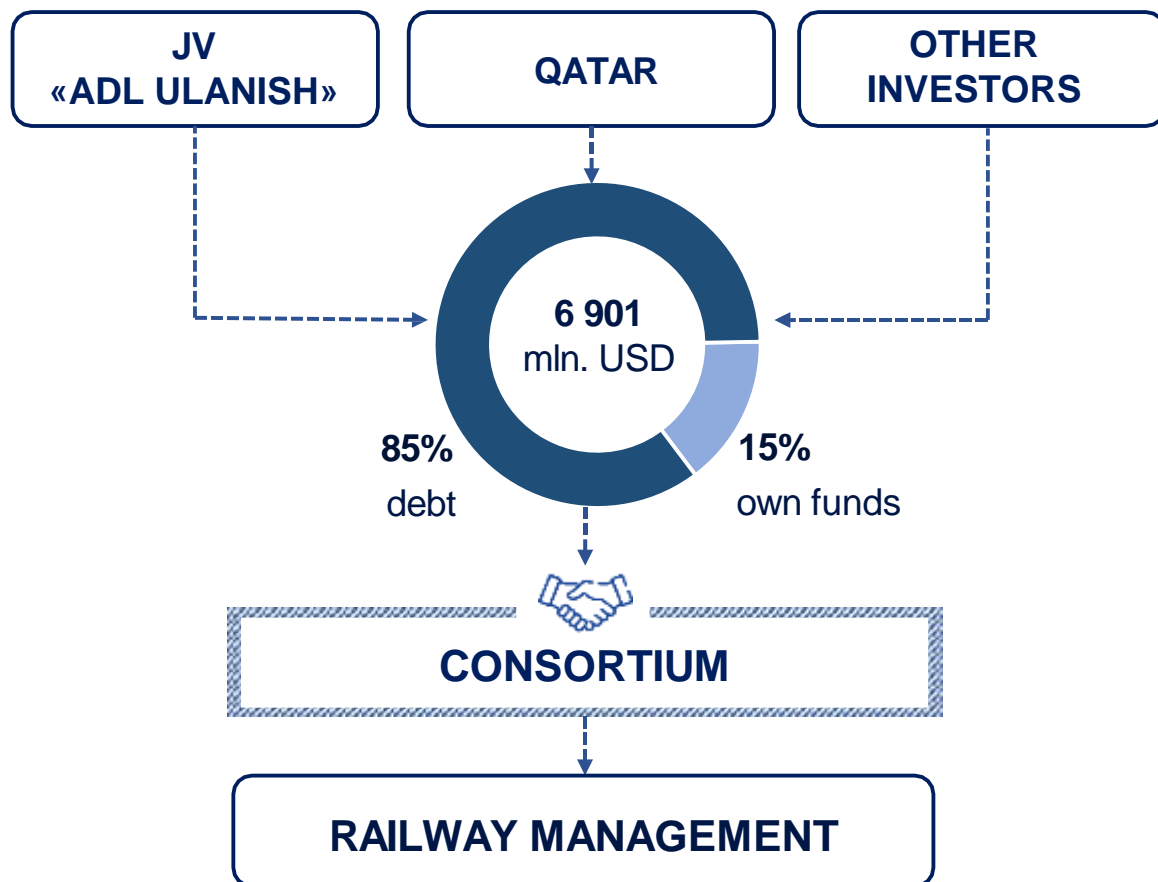
Operational efficiency by optimizing the use of corridors to maximize efficiency and minimize costs



Prioritizing customer service and needs



Financing structure



We see Qatar as one of the key operators in the organization of cargo transportation

Consortium provisions

	Operation period	up to 30 years
	Expected tariff	35-45 USD/ton
	Expected revenue	1,0 bn. USD p.y.
	Project payback period	less than 10 years

- The consortium gets the right to develop mineral resources along the route without a tender (the negotiation process with Afghanistan is underway)
- JV “ADL ULANISH” will be responsible for:
 - development of the Feasibility study
 - geological survey work
 - geodetic works
 - engaging a consulting company under a direct contract to create a Consortium



THANK YOU FOR YOUR ATTENTION