

**Statement by delegation of Kazakhstan at the LLDC Ministerial on  
Transport**

*02:00-04:00 PM, 14 December 2023*

*Session 1: Lessons learned on transport connectivity during the  
implementation of the Vienna Programme of Action*

**Dear Honourable Minister, Chair of LLDC Group,  
Dear Madam High Representative,  
Dear Madam Executive Secretary,  
Dear participants,**

With all protocol observed, from the outset, I would like to reiterate what the Vice Minister of Transport of Kazakhstan has just said this morning that without enhancing equitable, affordable and inclusive transport connectivity we will not be able to build the sustainable and resilient economies of LLDCs. Strengthened transport connectivity is one of the most crucial prerequisite to secure the transformation of our countries from landlockedness to landlinkedness.

Due to their geographical constraints, Landlocked Developing Countries require robust transportation infrastructure and efficient transit mechanisms. These are necessary to the countries effective participation in global trade.

**Ladies and gentlemen,**

Taking this opportunity, I would like to share with you on the main achievements and plans in further strengthening the transport infrastructure of Kazakhstan.

During the years of implementing Almaty and Vienna Programmes of Actions we have formed a network of efficient transit transcontinental corridors and routes.

Currently, there are **13 international transport corridors across Kazakhstan**, of which 5 are railway and 8 are road.

I would like to describe the main priorities in this area.

**In the railway industry**, Kazakhstan plans to build in the near future 1,300 km of new roads by 2025.

In November 2022, construction of the second tracks of the Dostyk-Moiynty railway section has already begun, which will increase capacity fivefold and increase the speed of container trains to 1,500 km per day. Up to date,

27% of the construction has already been completed (225 km out of 836 km have been laid). In Kazakhstan, the railway line will occupy a large share of the Middle Corridor, mentioned already earlier in this session and in the morning.

In November of this year, the construction of the Almaty bypass railway line (74 km) began; its implementation will relieve the Almaty junction by 40% and reduce the cargo delivery time to 24 hours.

Also, at the end of November this year, construction began on a new Darbaza-Maktaaral railway line between Kazakhstan and Uzbekistan, which will relieve congestion at the Saryagash station, which is now operating at full capacity (30 million tons per year).

### **Sea transport**

Also, as part of the development of the Middle Corridor, measures are being taken to increase cargo transportation through the seaports of Aktau and Kuryk.

By 2025, a “Container Hub” will be built in the port of Aktau, which will increase the volume of transportation to an additional 300 thousand TEUs (*twenty-foot equivalent units*) per year.

A grain terminal will be launched in the port of Kuryk this year. Work is underway on the construction of the Sarzha multifunctional terminal, which will consist of a logistics center and grain, liquid and general cargo terminals.

To ensure sufficient depth for ships to enter 6 meters depth, the ports of Aktau and Kuryk will be dredged in 2024.

These measures will increase the throughput capacity of Kazakhstan's ports to 30 million tons per year (+ 10 million tons).

Currently, work is underway to digitalize the route. JSC National Company „Kazakhstan Railways“, together with the Singaporean company PSA International, has developed a Digital Corridor platform, the purpose of which is to increase efficiency in managing key assets of the route, including optimizing costs and timing to increase the attractiveness of TMTM.

In the Central Asian direction, annually in the south of Kazakhstan we transport 30 million tons of export, import, and transit cargo.

In this direction, Kazakhstan has a direct railway connection through the Kazakhstan-Turkmenistan-Iran corridor.

### **Automobile transport**

Freight transportation by road is of particular importance in the development of corridors; today, these transportations are carried out with 42 countries along 8 transit road corridors passing through Kazakhstan.

In 2022, 3.6 million tons of transit cargo were transported by road across Kazakhstan, an increase of 27% compared to the previous year.

This year, over 11 months, this figure amounted to 4.5 million tons, an increase of 38% compared to the same period last year.

In order to further develop road transport, work is underway on the construction and reconstruction of roads with a total coverage of 11 thousand km, including the Kazakhstan's network of 7 thousand km (*local network - 4 thousand km*).

All these measures are reflected in the "Concept for the development of transport and logistics potential of the Republic of Kazakhstan until 2030," approved last year. The Concept is freely available online, you can familiarize yourself with our future plans.

### **Air Transport**

As for the legal support for international transportation, today 13 airports in the Republic of Kazakhstan operate in the "open sky" regime, according to which foreign airlines can operate regular flights to Kazakhstan without restrictions on frequencies and directions, including using the fifth degree of "freedom of air" „

#### **Справочно:**

*Международные рейсы на сегодняшний день выполняются 583 рейса в неделю по 117 авиамаршрутам 4 отечественными и 32 иностранными авиакомпаниями.*

*28 регулярных рейсов в неделю по 7 маршрутам (Алматы – Актау – Лондон, Астана – Франкфурт, Алматы – Франкфурт, Уральск – Франкфурт, Атырау- Амстердам, Астана – Варшава, Алматы – Милан) в 5 стран Европы (Великобритания, Германия, Нидерланды, Италия, Польша).*

Work is underway to sign a Horizontal Agreement on Air Services between the Republic of Kazakhstan and the European Union, which will provide an opportunity for the development of tourism and economic ties. Signing is planned in the near future.

Kazakhstan is generally interested in switching to alternative environmental fuels in order to reduce emissions into the environment. Kazakhstan has become the first country to announce voluntary participation in the Carbon Offsetting and Reduction Scheme for International Aviation (CORSA) developed by ICAO.

Taking this opportunity, we invite European companies to cooperate for

the development of Kazakhstan airports.

**Distinguished participants,**

Bridging the transport infrastructure gap to achieve seamless connectivity of Kazakhstan as well as all other 31 LLDCs is contingent on the mobilization of large-scale investment and financing.

Mobilizing investment and financing for LLDCs' transport infrastructure from all available sources is vital. Bilateral, multilateral, and multi-stakeholder partnerships and initiatives remain essential to support sustainable transport transformation in LLDCs and should be enhanced. Leveraging the role of the private sector including through public-private partnerships, floating equity and debt instruments in capital markets and blended finance can help address some of the resource deficits.

Transport corridors are considered as backbones of transportation networks, linking major gateways and hubs and can be an important means to enhancing LLDCs connectivity to markets, achieving efficient transit and reducing LLDCs transport costs by providing more efficient and effective transport and logistics services.

Calls were made to address the creation of economic corridors by promoting regional sustainable development. Such coordination should also include strengthened coordination among the UN agencies, Governments and all interested stakeholders on a regional basis.

In this vein, Kazakhstan underscores the utmost importance that these challenges are duly addressed in Kigali next year to end up on the high agenda of the new Programme of Action.

We wish the Chair of the Group as well as the Secretary General of the Third UN Conference a successful outcome in Rwanda next year. Kazakhstan's delegation is ready to efficiently participate in the preparatory process.

I thank you.