In-depth research on the co-deployment of ICT infrastructure with road-transport and energy infrastructure in Uzbekistan

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1. Background
2. Existing infrastructure corridors in Uzbekistan
3. Potential list of corridors
4. ICT infrastructure co-deployment with road transport and electricity infrastructure
5. Future Steps
**ESCAP IS A TECHNICAL PARTNER**

- Asia-Pacific Information Superhighway Action Plan for 2022-2026: IsDB is contributing to the Working Group 1 on Connectivity for All

**Infrastructure Corridors Development Series**
- In-depth analysis of the promising infrastructure corridors
- Toolkit for the development of the new infrastructure corridors
- Pre-feasibility study of the promising infrastructure corridors

**ESCAP’s Connectivity Tools**
- The Infrastructure Corridors Simulator
- The Infrastructure Co-deployment Partnership Portal
- E-resilience dashboard

**UZBEKISTAN IS IN LEAD**

- The geographic location of the Republic of Uzbekistan is a prerequisite for the active development of transcontinental transport corridors

- The government of the Republic of Uzbekistan is actively attracting foreign investors

- SPECA Working Group on Innovation and Technology for Sustainable Development, which was held on 19 October 2023, Tashkent, Uzbekistan, proposed that Member States continue mobilising resources of ESCAP’s online toolkits on Portal and Simulator for ICT co-deployment with Energy and Transport Infrastructure
### EXISTING INFRASTRUCTURE CORRIDORS IN UZBEKISTAN

<table>
<thead>
<tr>
<th>Name of transport corridor and foreign trade route</th>
<th>Route distance, km</th>
<th>Delivery time, days</th>
<th>The average cost in USD of transporting a 20–22 ton cargo one way by road transport</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Southern and Southwestern direction</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Termez Cargo Center–Hairatan–Mazar-i-Sharif</td>
<td>85</td>
<td>1</td>
<td>1 200–1 300</td>
</tr>
<tr>
<td>Tashkent–Bukhara–Turkmenabad–Mari–Sarakhs–Bandar Abbas port</td>
<td>3 065</td>
<td>6–7</td>
<td>2 400–2 500</td>
</tr>
<tr>
<td>Tashkent–Bukhara–Turkmenabad–Mari–Sarakhs–port of Mersin (Turkey)</td>
<td>408</td>
<td>12–14</td>
<td>3 000–3 100</td>
</tr>
<tr>
<td><strong>Northern and North-Western direction</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tashkent–Kungrad–Beineu–Saratov–Moscow–port of Riga/Liepaja (Latvia) or Vilnius</td>
<td>4 781 (Riga) 4857 (Vilnius)</td>
<td>10–14</td>
<td>2 000–2 200</td>
</tr>
<tr>
<td>Tashkent–Kungrad–Beineu–Saratov–Smolenka–Brest (then Poland, Germany, France, Spain, etc.)</td>
<td>4 421 (Minsk) 4 800 (Warsaw) 5 400 (Berlin) 6 493 (Amsterdam) 6 842 (Paris) 8 117 (Madrid)</td>
<td>9–10 10–12 13–15 14–16 15–17 17–19</td>
<td>2 200–2 300 2 300–2 400 3 100–3 200 3 100–3 200 3 100–3 200 (Berlin)</td>
</tr>
<tr>
<td>Tashkent–Kungrad–Beineu–Astrakhan–Volgograd–Kyiv–Chop (then Poland, Czech Republic, Austria, Slovakia, etc.)</td>
<td>4 140 (Kyiv) 5 400 (Prague) 5 400 (Vienna) 5 400 (Bratislava)</td>
<td>9–10 13–15 13–15 13–15</td>
<td>2 200–2 400 (Kyiv) 3 000–3 200</td>
</tr>
<tr>
<td>Tashkent–Kungrad–Beineu–Astrakhan–Tbilisi–Batumi–Trabzon–Samsun–Istanbul</td>
<td>5 500 (Sofia) 5 600 (Bucharest)</td>
<td>14–15 14–15</td>
<td>4 000–4 200</td>
</tr>
<tr>
<td><strong>Western direction</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tashkent–Kungrad–Beineu–Aktau–Baku–Tbilisi–Poti (Bulgaria, Romania, etc.)</td>
<td>4 558 (Constanta) 4 645 (Burgas)</td>
<td>19–21</td>
<td>4 500–4 600</td>
</tr>
<tr>
<td>Tashkent–Bukhara–Turkmenabad–Mari–Turkmenbash–Baku–Tbilisi–port of Poti (Bulgaria, Romania, Hungary, etc.)</td>
<td>4 320 (Burgas) 4 233 (Constanta)</td>
<td>19–21</td>
<td>4 700–4 800</td>
</tr>
<tr>
<td><strong>Eastern direction</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tashkent–Almaty–Khorgos (Altynkol)–Urumqi</td>
<td>1 850</td>
<td>5</td>
<td>2 900–3 000</td>
</tr>
</tbody>
</table>
### POTENTIAL LIST OF CORRIDORS

#### The East–West transcontinental transport corridor
- the functioning of three corridors – the northern corridor of the Trans-Asian railway, the trans-Caspian transport route coinciding with routes within TRACECA and the Western China–Western Europe road corridor
- the high levels of GDP per capita (Kazakhstan – $10,400; Uzbekistan – $1,900; Tajikistan $0.900)
- the presence and development of the dry port of Khorgos, as well as the ports of Aktau and Kuryk, which ensure the intensification of multimodal transport

#### The East–South transport corridor
- the China–Kyrgyzstan–Uzbekistan rail corridor with the Kashgar–Torugart–Arpa Valley (Fergana Range) route that give access to Uzgen and Karasu on the border with Uzbekistan
- the formation of China–Iran railway corridors through Uzbekistan and Afghanistan, which implies the construction of the 760-km-long Mazar-i-Sharif–Herat railway and its integration into the Iranian railway and port system

#### The North–South transport corridor
- Potential cargo handlers and beneficiaries in this case are India, EU and Russia, which, thanks to the reduction in the delivery times of goods (bypassing the Suez Canal), will be able to significantly increase traffic volumes and reduce costs (preliminarily up to 40 per cent)
- participation in this corridor may attract potential partners and investors interested in Uzbekistan as part of a transit land corridor

#### Transport corridors between the countries of Central Asia and extra-regional centers
- The geographic location of Uzbekistan allows it to become one of the key transit hubs within the framework of trade turnover between the EU and Turkey with Kyrgyzstan, Tajikistan, and Afghanistan
- Uzbekistan is a potential partner in the following corridors, both in terms of rail and road transport along combined routes: Kyrgyzstan–Uzbekistan–Kazakhstan–Russia (Belarus)–EU, Kyrgyzstan–Uzbekistan–Kazakhstan–Caspian Sea–Azerbaijan–Georgia–Black Sea region or Georgia–Turkey–EU, Kyrgyzstan–Uzbekistan–Turkmenistan–Caspian Sea–Azerbaijan–Georgia–Black Sea region or Georgia–Turkey–EU, (TRACECA corridor) and Kyrgyzstan–Uzbekistan–Turkmenistan–Iran–Turkey–EU
Uzbekistan has a little experience of the co-deployment of ICT and road transport and electricity infrastructures.

Promising projects for the co-deployment of ICT infrastructure with the infrastructure of road transport and electricity can include both national and international projects.

The experience of and prospects for the co-deployment of ICT infrastructure with the infrastructure of road transport and electricity in Uzbekistan indicate that these processes are closely interconnected with internal trends in technical, economic and social development.

The Government of Uzbekistan is actively attracting foreign investors and financial institutions to improve road infrastructure.

There is active interaction with the ADB, World Bank (WB), Islamic Development Bank (IDB), Saudi Development Fund (SDF), Kuwait Fund for Arab Economic Development (KFAER) and others.
The Way Forward

• A national study that highlights potential national transport (road and rail) and energy infrastructure corridors through which fiber optic infrastructure can be co-deployed in Uzbekistan will be finalized based on extended feedbacks provided by national experts.

• The Technical Infrastructure Co-deployment Expert Group (TICEG) will be established from the national experts and representatives of relevant government bodies and its capacity will be built to enable technically viable infrastructure co-deployment solution. Capacity of TICEG will be built via training sessions on the Simulator of Integrated Infrastructure Corridors.

• A pre-feasibility study that identifies a list of socio-economically important corridors based on existing national transport infrastructure corridors that could potentially provide a transboundary link between Uzbekistan’s ICT infrastructure and digital markets and neighbouring countries will involve conducting an in-depth simulation of the selected infrastructure co-deployment activities and identifying their benefits and costs.
Thank you