

Statement of the Chairman of the Board of the Foreign Policy Research Institute under the Ministry of Foreign Affairs of the Republic of Kazakhstan Bolat Nurgaliyev at the X-th Global Baku Forum «The World of Today: Challenges and Hopes», 9-11 March 2023, Baku

Panel 6: «The Role of New Energy and Transport Corridors in Eurasian Zone»

Good afternoon, dear ladies and gentlemen! It a great pleasure to meet and converse with esteemed participants of the Global Baku Forum. Since its onset in 2013 this event in the beautiful capital of Azerbaijan has served as an excellent platform for constructive dialogue, promoting thoughtful discussions on a variety of issues of common interest to us all. It's a good opportunity to examine challenging problems of today from vantage points of speakers hailing from different countries and representing various schools of thought.

I would like to express my profound gratitude to the Azerbaijani organizers for their warm hospitality and for excellent conditions of our work and enjoyable atmosphere after official events. Across the Caspian Sea basin there is a healthy competition over who could prove to be a better host but our Azerbaijani friends are definitely setting the bar very high.

Both internal and external policies of Kazakhstan are guided by aims of strengthening peace, stability and fairness. We are deeply concerned by troubling but unfortunately prevailing trend of degradation of commitment to act in accordance with basic principles of international law, by lack of mutual trust and by diminishing readiness for compromise resolution of disagreements among countries. It is becoming increasingly urgent to return international relations to a more healthy, predictable and mutually accommodating state, because the current situation is not conducive for effective cooperation in

working out unified approaches to solving pressing issues of security and sustainable development.

The sheer volume of Kazakhstan's hydrocarbon reserves quite naturally places our country among the world oil powers with significant role in the global energy market. We are fully aware of accompanying responsibility to contribute to global energy security as a reliable, trustworthy partner, extending fair treatment to all interested parties who are striving to participate in our energy projects. Being a land-locked country, and therefore dependent on more conveniently located neighbors to deliver its oil to international markets, Kazakhstan is guided by pragmatic interest in maintaining constructive cooperation with foreign partners, be they nearby or far away. Like most of post-Soviet republics, Kazakhstan is bound to conduct a multi-vector diplomacy.

We see our role as that of cooperation promoters, of builders of bridges. Infrastructure development acquires critical importance in light of current disruptions in global production and supply chains. Kazakhstan pursues its national infrastructure building strategy «Nurly Jol» which we believe is totally fitting with the goals of the Chinese «Belt and Road Initiative», the European «Global Gateway» and the American «Build Back Better» initiatives. As we were starting our panel, a news item was released that coming May there'll be on the sidelines of the Astana Economic Forum a presentation of the EBRD research report on the technical feasibility of the TCITR.

Within the framework of «Nurly Jol» our country is striving to develop both domestic and international potential of transport and transit sectors. Recent international developments made in necessary to adjust to new realities. Kazakhstan is shifting to alternative routes for delivery of export goods. Major efforts are concentrated around the implementation of the 6000 kilometers long Trans-Caspian International Multimodal Transport Route in the direction of China-Kazakhstan-Azerbaijan-Georgia-Turkey and then Europe. The Trans-Caspian International Transport

Route involving railway and maritime administrations and logistics operators from Azerbaijan, China, Georgia, Turkey, Poland and some other European countries is also in the works. It's encouraging that the Baltic states and Uzbekistan signal their interest in the project.

Our ambition to become a Eurasian logistics hub is based on the capacity to process more than 20 million tons per year as well as the role that the sea port of Aktau and the multimodal complex of the port of Kuryk can play in expanding network of international transport corridors. Sometimes we hear skeptical assessments of the future of the TCITR claiming that major liability is insufficient development of regional infrastructure. To enhance the Route's capacity Kazakhstan is planning to construct a container hub and logistics terminals in Aktau, a grain terminal in Kuryk, to acquire a dedicated fleet of ferries tankers and oil-carrying barges, to construct a ship building and ship repair plant on the coast, to build additional 1300 kilometers of railroads, thus getting rid of existing bottlenecks, to undertake specific measures to draw in the Caspian direction additional freight traffic transported by trucks. Along with customs legislation liberalization aimed at reducing cargo processing formalities and construction of a fiber-optical line connecting Kazakhstan and Azerbaijan across the sea, all the above mentioned is designed to significantly increase the Route's viability and prominence in strategic planning of potential partners.

During his last August official visit to Baku President Kassym-Jomart Tokaev underlined Kazakhstan's absolute commitment to develop transportation-logistics sphere of cooperation with brotherly Azerbaijan. There is no doubt that our bilateral partnership in building economic, transportation, communication bridge across the Caspian will be marked by specific results, thus moving us to joint realization of the future described yesterday by President Ilham Aliyev.

Thank you for your kind attention.