



# COMMON WEALTH OF INDEPENDENT STATES

BELT & ROAD PROJECTS IN FORMER SOVIET STATES

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## Commonwealth of Independent States (CIS) Regions



- The Commonwealth of Independent States also called the Russian Commonwealth is a political and economic confederation of nine member states and two associate members, all of which are former Soviet Republics located in Eurasia.
- **Commonwealth of Independent States (CIS)** was created in December 1991.
- At present the CIS unites consist of Azerbaijan, Armenia, Belarus, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Russia, Tajikistan, Turkmenistan, Uzbekistan and Ukraine.

# CIS: An Introduction

# Geographical importance of CIS states for BRI

- CIS comprises Central Asia, Caucasian and Eastern European states.
- One of the most important area for connecting China with Europe.
- A very important corridor, Eurasian land bridge passes through this region.
- Its rail network will reduce the cost and time to reach Europe

Source: <https://ig.ft.com/sites/special-reports/one-belt-one-road/>



# Chinese investment in CIS states since 2013

|    | Country      | Investment 2013-2017    | Source |
|----|--------------|-------------------------|--------|
| 1  | Armenia      | 7.5 Million             | HKTDC  |
| 2  | Azerbaijan   | 750 million             | AEI    |
| 3  | Belarus      | 1.99 billion            | AEI    |
| 4  | Georgia      | 510Million              | AEI    |
| 5  | Kazakhstan   | 8.15 billion            | AEI    |
| 6  | Kyrgyzstan   | 3.8 billion             | AEI    |
| 7  | Moldova      | 2.1 million             | HKTDC  |
| 8  | Russia       | 30.9 billion            | AEI    |
| 9  | Tajikistan   | 1.61 billion since 2005 | AEI    |
| 10 | Turkmenistan | 600 million             | AEI    |
| 11 | Ukraine      | 280 million             | AEI    |
| 12 | Uzbekistan   | 1.36 billion            | AEI    |



**BRI  
Projects in  
CIS states  
of  
Caucasus**



# BRI Projects in CIS states of Caucasus: Armenia, Azerbaijan, Georgia

- Armenia: As a way station along the ancient Silk Road, Armenia is engaged in a number of large infrastructure projects in new Silk Route to restore its importance as a commercial link between Europe and Asia. These include:
- A new rail Link with Iran
- New North South Highway to ensure smooth transportation of goods between Armenia to Georgia's Black Sea ports.





# Projects in Caucasus

- China is developing the Trans-Caspian International Transport Route (Middle Corridor), which runs through Kazakhstan, the Caspian Sea, Azerbaijan, Georgia and Turkey.
- "It connects China to Europe, and it takes seven to 12 days to bring cargo from Asia to Europe.
- A flagship project of the corridor, the Baku-Tbilisi-Kars Railway connecting Azerbaijan, Georgia and Turkey, has been inaugurated on Oct 30, 2017 in Azerbaijan.





# Georgia Deep sea Port on Black Sea

China plans to invest between \$7.5 billion and \$10 billion to upgrade the East-West highway and the Georgia's freight train network, and build the Anaklia deep sea port, with an annual handling capacity of 100 million metric tons of cargo. China is also developing Batumi port near Tbilisi.

China has recently concluded FTA with Georgia. According to the agreement, China will impose no tariff on 93.9 percent of products from Georgia, while Georgia will impose no tariff on 96.5 percent of products from China.

# BRI projects in Central Asia: Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenista n, Uzbekistan

## **Khorgos Railway:**

Khorgos- Aktau: A railway project from Khorgos on the Chinese border to the Caspian Sea port of Aktau. The scheme dovetails with a \$2.7bn

## **Khorgos Gateway**

- Khorgos Gateway, a dry port on the China-Kazakh border that is seen as a key cargo hub on the new Silk Road, began operations in August 2015. China's Jiangsu province has agreed to invest more than \$600m over five years to build logistics and industrial zones around Khorgos.



- **China-Kyrgyzstan-Uzbekistan railway**
- Another important project is China Kyrgyzstan Uzbekistan Railway. The project for the construction of the China-Kyrgyzstan-Uzbekistan railway has been under discussion for about 20 years.
- In 2002, China developed the project's feasibility study and the railroad route. Trains were to travel to Uzbekistan through the Torugart Pass (located on the border of the Naryn province of Kyrgyzstan and the Xinjiang Uygur Autonomous Region of China) and southern Kyrgyzstan. The length of the route across Kyrgyzstan was 268 km. It was planned to build 95 bridges and 48 tunnels with a total length of about 50 km.
- In 2012, Kyrgyzstan offered to increase the length to 380 km.
- The project aims to shorten the delivery time of Chinese goods to the countries of the Persian Gulf and the EU. For many countries, this route will be the shortest from China. According to preliminary calculations, the reduction of the route from East Asia to the countries of the Middle East and Southern Europe will be about 900 km, and the delivery time will be decreased by 7-8 days.





## A proposed Silk Road high-speed railway





- **Central Asia-China gas pipeline**

- BRI's China West Asia Central Asia corridor also has an energy dimension as it corresponds with the backbone of China's gas supply from Central Asia. The 3,666 km China-Central Asia Gas Pipeline is the world's longest pipeline. It starts at the border of Turkmenistan and Uzbekistan, runs through Uzbekistan and southern Kazakhstan, and ends at Khorgos on the Kazakhstan-China border. From there it will be connected to China's second West-East gas pipeline, which is under construction. Another pipeline will connect Tangiz and Kashagan large gas fields in the Caspian with Shymkent in south Kazakhstan. From there the Chinese market can be fed from one of the world's largest gas deposits.

The Central Asia-China gas pipeline predated the new Silk Road but forms the backbone of infrastructure connections between Turkmenistan and China.

- **Central Asia-China gas pipeline, line D**

- China signed agreements with Uzbekistan, Tajikistan and Kyrgyzstan to build a fourth line of the central Asia-China gas pipeline in September 2013. Line D is expected to raise Turkmenistan's gas export capacity to China from 55bn cu m per year to 85bn cu m.

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# Russia and Eastern Europe (Moldova, Belarus, Ukraine)

- The New Eurasian Land Bridge
- The NELB is part of a more ambitious project to connect Moscow to Beijing via a 4,350 miles high speed rail that would cut the journey time from six days on the Trans-Siberian line to just two. The project would cost more than \$230 billion.
- Moscow Kazan Railway Project: 770 Km long project, part of Beijing Moscow railway project worth \$ 100 billion.
- **Trans-Asian railways**
- It is a railway project from China to Europe through overland routes across Belarus, Russia and Kazakhstan.
- The existing railway network of Central Asian countries is planned to be expanded to Ukraine via Azerbaijan, Georgia and Russia



# New and old Eurasian Land Bridge

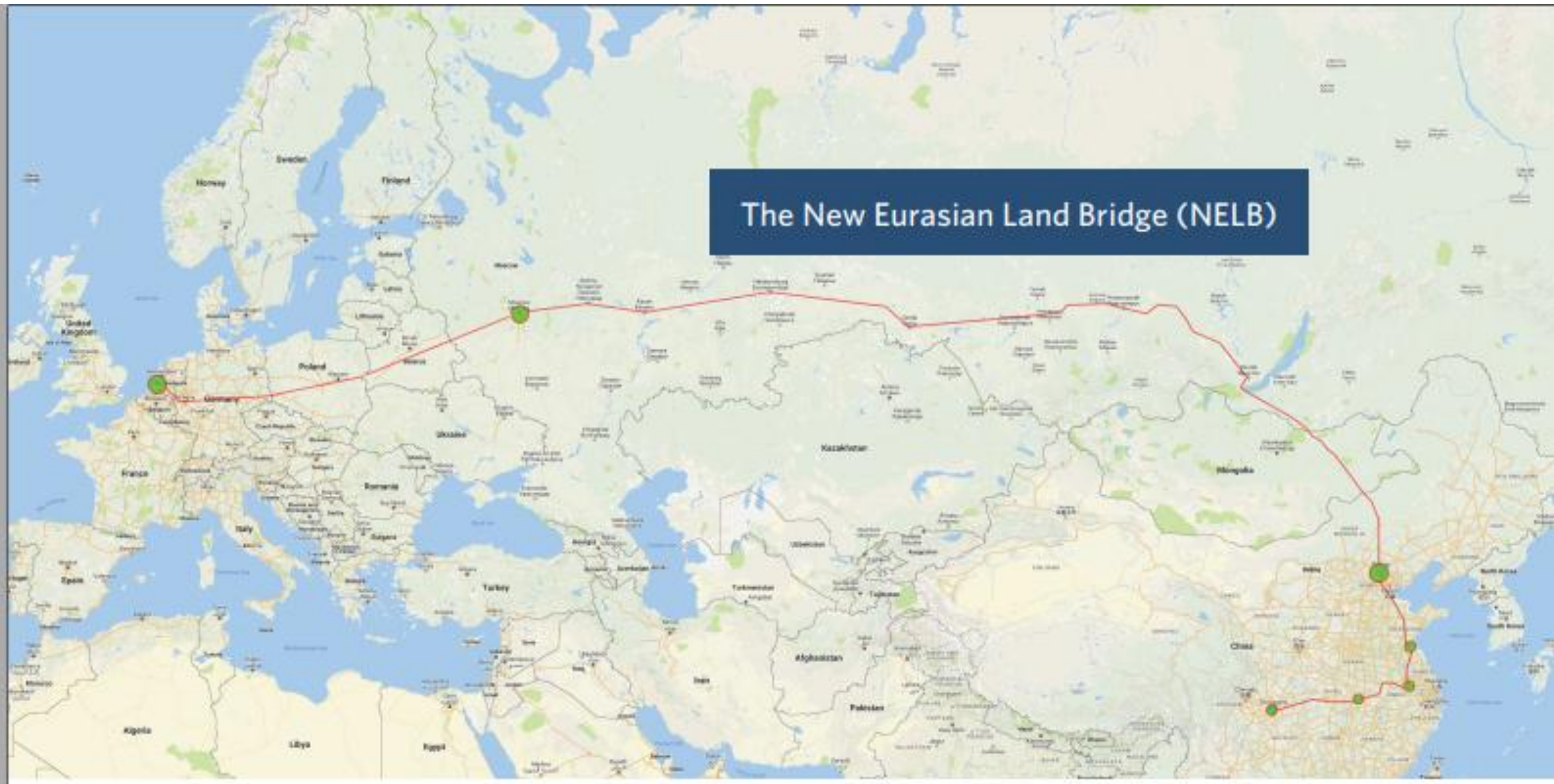


# Eastern European Project under BRI

- Along with rail and roads projects, The China Belarus great Stone Industrial Park is an important project under Belt & Road Initiative.
- Under BRI, China is investing in Ukraine to transform the Soviet-built port into a modern maritime facility and write the new chapter in the history of Yuzhny, one of the three major ports of Ukraine.
- The China Harbor Engineering Company won the contract worth 38 million U.S. dollars for upgradation of the port in mid-April.
- Source: <https://eng.yidaiyilu.gov.cn/>



## The New Eurasian Land Bridge (NELB)



# Sources

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Thank You

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