

Benefit Driven: Capacity Strategy & Proven Practices

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Eurasian Fund for Stabilization and Development: a key partner in sovereign financing in the Eurasian region

16 years in promoting macroeconomic stability and long-term development

\$9,8 bln

total Resources

> \$7 bln

total investment portfolio

\$3,6 bln

current investment portfolio

33

Successful
projects



6 countries
Headquartered in Astana



Promoting macroeconomic
stability through budget support
and policy advice



Building and enhancing critical
infrastructure for sustained
growth



Strengthening governance,
transparency, and institutional
capacity



Monitoring of
Macroeconomic and
Financial Stability

Investment portfolio by sector



Transport projects overview

Country	Project	Amount, Millions USD
 Armenia	Construction of the North-South Road corridor (Phase IV)	150
 Armenia	Kajaran tunnel construction	200
 Kyrgyzstan	Bishkek-Osh Road Rehabilitation. Phase IV	60
 Kyrgyzstan	Aral-Suusamyр road rehabilitation	155
 Kyrgyzstan	Alternative North-South corridor rehabilitation	78
 Tajikistan	Construction of avalanche protection galleries at Dushanbe – Khujand – Chanak road	20
Total		675

EFSD implements project policies harmonized with the common MDBs standards to enhance efficiency and effectiveness across all MDB financed operations

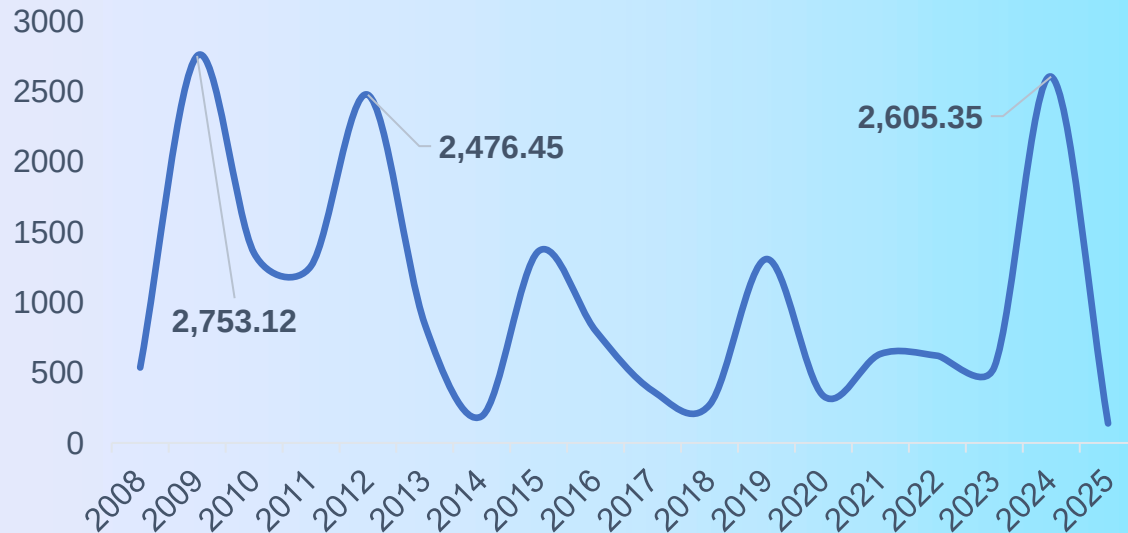


TOTAL FINANCING

\$18.3 bln

252 projects → **95** active projects

PEAK IN TOTAL APPROVED FINANCING IN 2024 (USD mln)



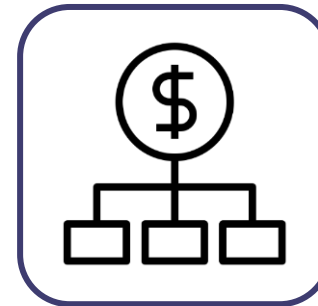
Transport Sector: Sovereign Financing Snapshot In Central Asia 2008–2024 (1)*



CURRENCY STRUCTURE

86.6% USD

13.4% other



FORMS OF FINANCING

90.7% loans

9.3% grants



Transport Sector: Sovereign Financing Snapshot In Central Asia (2)*



TRANSPORT SECTOR

leading sector in the total
approved financing
\$18.3 bln or **22.7%**



COOPERATION MATTERS

~ **20%** of projects
are co-financed

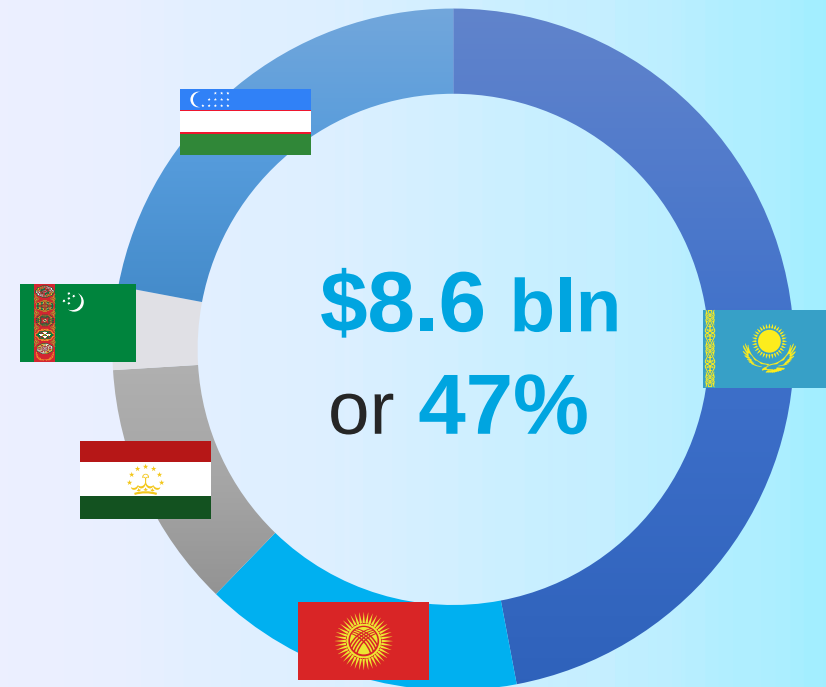


BUILDING INSTITUTIONAL CAPACITY IS CRUCIAL

~ **35%** of projects
are TA in transport

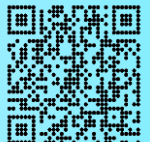
Kazakhstan

is the leader in the total
approved financing



■ Kazakhstan ■ Kyrgyz Republic ■ Tajikistan
■ Turkmenistan ■ Uzbekistan

Data from EFSD
Sovereign Financing Database



Is it enough for the countries development just to finance investment projects in construction?

1

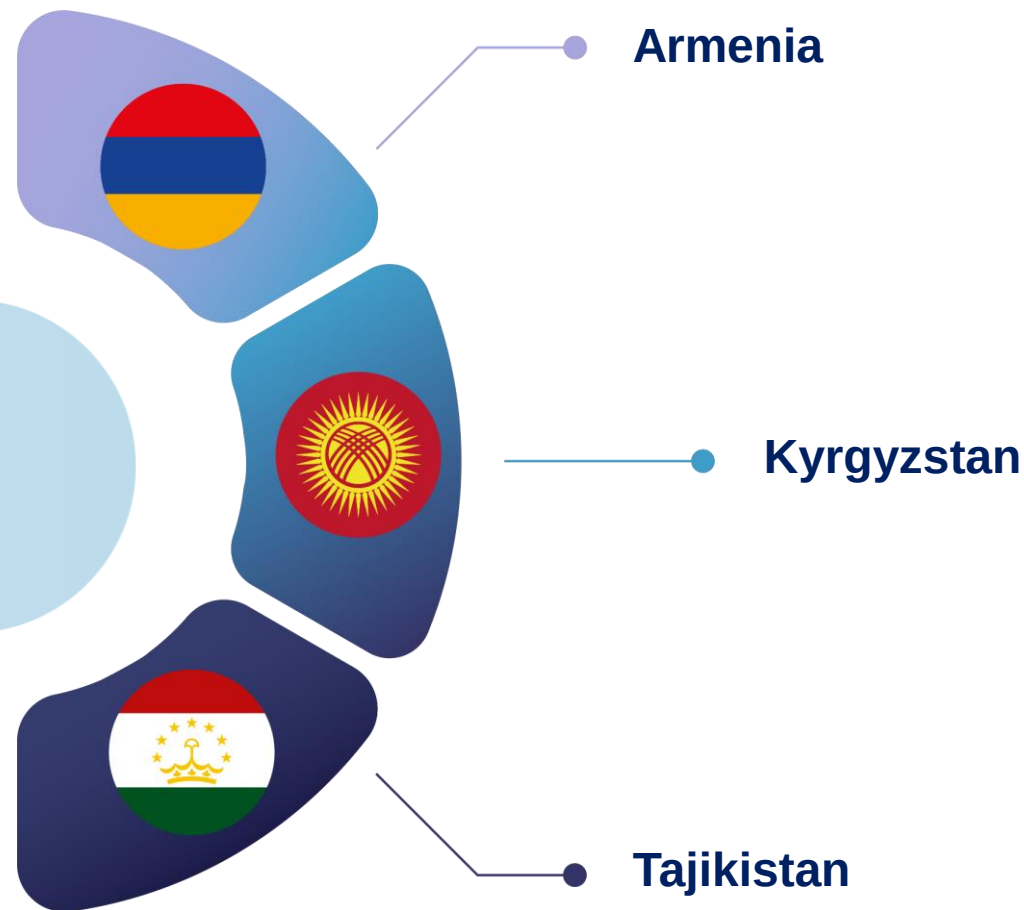
We are building roads, but it's not enough to improve the country's institutional capacity.

2

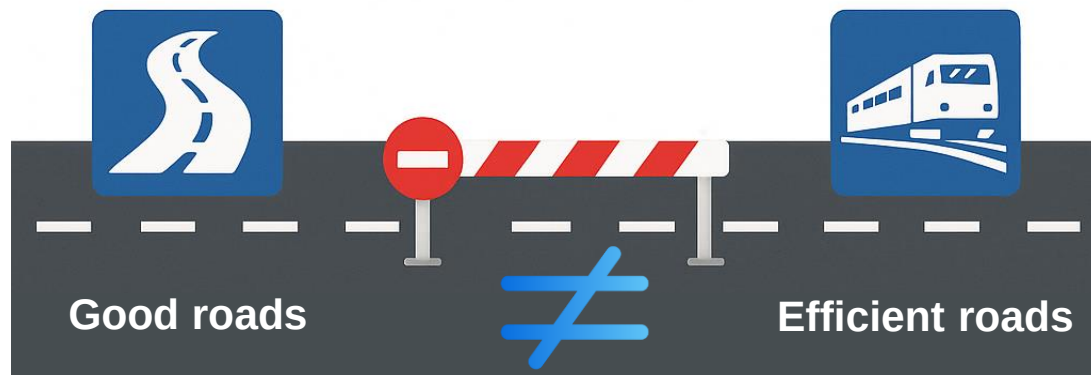
There is a need to increase the level of donor cooperation and engagement in institutional transformation.

3

This requires increasing the level of coordination and coherence of the donor community to maximize the effectiveness of joint actions



Challenges in transport sector

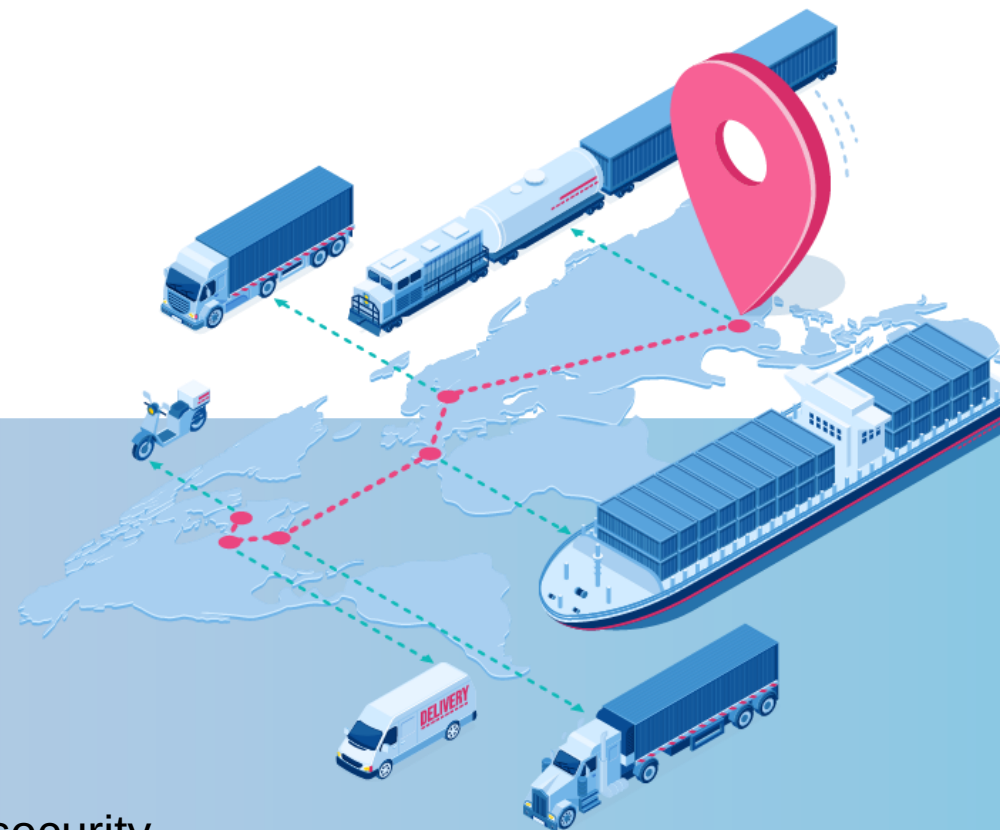


Challenge: tackling connectivity barriers

Solutions:

Single Window Systems
Harmonized customs procedures

Outcome: Faster trade, reduced congestion, improved security.

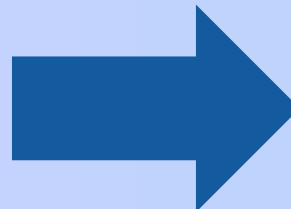


The EFSD aims to pay special attention to speeding up and harmonizing cross-border procedures.

EFSD approach to road security challenges in the region



Improved quality



Increased speed



Increase in accidents



~1.3 million

road deaths annually

for 90%

Low- and middle-income
countries account



Goal: Reduce fatalities
by **50% by 2030**
(UN SDGs).

Solutions:



Strict enforcement
of speed limits &
drunk-driving



Pedestrian-
friendly
infrastructure



Vehicle
safety
standards



Public
awareness
campaigns

Involvement of Private Capital in Transport Projects



Why Private Investment?

- Governments face budget constraints
- Private sector brings efficiency & innovation



Models for Private Participation:

- Public-Private Partnerships (PPPs) – e.g., toll roads, airports
- Concessions & Build-Operate-Transfer (BOT) schemes
- Green bonds & infrastructure funds



Examples:

- Eurotunnel (Channel Tunnel PPP)
- India's Golden Quadrilateral Highway Project



Key benefit:

- Faster project delivery, risk-sharing, improved maintenance

Road Corridor Stress Tests

What is a Stress Test?

Simulating extreme conditions (traffic surges, disasters, trade growth) to assess corridor resilience.



Case Study:

- Trans-European Transport Network (TEN-T) stress tests
- African Corridor Performance Monitoring (AUC & World Bank)

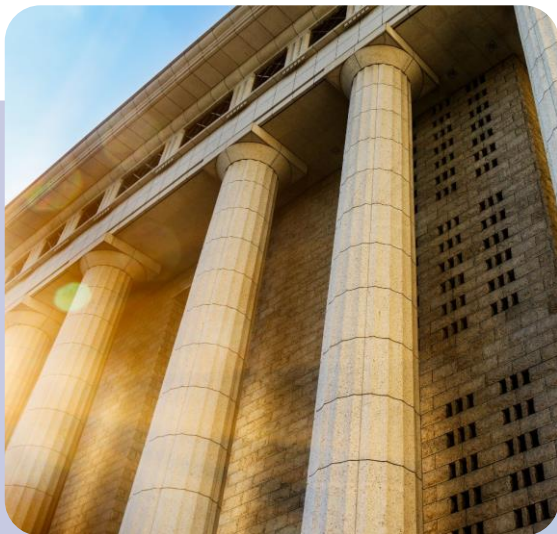
Key Components:

- **Traffic flow analysis** (peak vs. normal conditions)
- **Bottleneck identification** (customs, road quality)
- **Disaster preparedness** (floods, cyberattacks on logistics)

Key outcome:

- Data-driven upgrades to prevent failures.

Recommendations & Next Steps



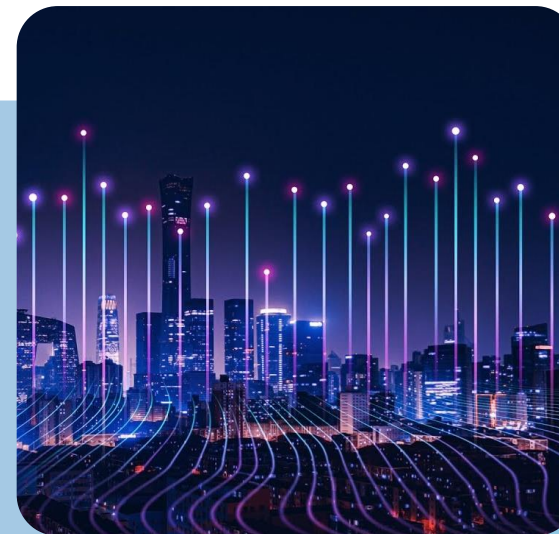
For Governments:

- Adopt digital border systems & harmonize regulations
- Enforce stricter road safety laws
- Facilitate PPPs with clear policies



For International Institutions:

- Fund corridor stress tests in developing countries
- Promote global road safety standards



For Private Sector:

- Invest in sustainable transport projects
- Partner with governments on smart infrastructure

Conclusion

01

Efficient borders, safer roads, private investments, and resilient corridors are key to modern transport systems

02

Collaboration between governments, private sector, and international agencies is essential



Call to Action: Let's work together to build safe and sustainable transport networks!

Thank you for your attention!