

International North–South Transport Corridor: Investments and Soft Infrastructure

FACTS AND FIGURES

“NEW LOGISTICS”

The INSTC is the key element of the Eurasian Transport Network:

▶ links to most of the **latitudinal transport corridors**

▶ **shortest land/multimodal transport routes** between the EAEU member states and the countries of South Asia, East Africa, and the Middle East, including Russia–Turkey and China–Iran connections

▶ **Western, Trans-Caspian, and Eastern routes to choose from**

PHYSICAL INFRASTRUCTURE

“Bankable” projects will increase the involvement of the private sector and multilateral development banks in the INSTC financing

102 Corridor infrastructure projects already executed or scheduled for a total amount of **\$38.2 billion**.

69% of total funding to be allocated **to the Western Route of the corridor, with the Eastern Route and the Trans-Caspian Route getting 11.1% and 19.2% of total funding**, respectively.

\$13,2^{bn}

of total value of ongoing and scheduled infrastructure development projects in Russia, with projects in Iran, Kazakhstan, and the other countries valued at \$12.87 billion, \$6.32 billion, and \$6.7 billion, respectively

57%

of total investment to expand the road network along the corridor (59 out of 102 projects).

Key Soft Infrastructure Improvement Measures to Ensure Effective INSTC Operationalisation

SOFT INFRASTRUCTURE

▶ More than 40 barriers are hindering the development of the corridor. Administrative barriers have the largest impact on freight transport and border crossing procedures

1 Harmonisation of border crossing procedures, including customs formalities

2 Through rates and coordination of tariff policies

3 Improvement of payment, mutual settlement and insurance mechanisms

4 Digitalisation of shipping documents and procedures

5 Coordination mechanism for corridor management

6 A marketing policy designed to attract new traffic

