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TENTH REGIONAL ENVIRONMENTALLY SUSTAINABLE TRANSPORT (EST) FORUM IN ASIA,
14-16 MARCH 2017, VIENTIANE, LAO PDR

Outcome of the Global Sustainable Transport Conference 2016 (Ashgabat, Turkmenistan)

(Presentation for EST Plenary Session 4 of the Provisional Programme)

Final Draft

This presentation has been prepared by Mr. Akmamedov Maksatmyrat, Ministry of Motor Transport, Turkmenistan for the Tenth Regional EST Forum in Asia. The views expressed herein are those of the author only and do not necessarily reflect the views of the United Nations.

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GOOD AFTERNOON LADIES AND GENTLEMENS

Hello everybody

I am from the very heart of central Asia from Turkmenistan I am represent ministry of motor vehicle transport of Turkmenistan. So I am here to tell you briefly about my country about my ministry and about urban public transport system in Turkmenistan. So we can exchange the experience and after my introduction I will be happy to answer questions if you got some of them.

Turkmenistan – is a country of the Central Asia. It shares borders with Afghanistan and Iran to the south, Kazakhstan and Uzbekistan to the north, and by Caspian Sea to the West. Ashgabat is the capital of Turkmenistan. Before I am starting my report I want to show you some video about Turkmenistan and our ministry activity.

1-Slide

The Ministry of Motor Transport of Turkmenistan is the state body regulating the bus schedule passenger transport in Turkmenistan, the ministry is responsible for the transportation of passengers by taxi transport too. Under the competence of the ministry of motor transport also gets control of regulations.

Industries of the national economy are rapidly developing. Separately it is worth noticing that transportation sector is making a great contribution to the common cause of the country. Nowadays, it is hard to imagine the lives of our citizens without transportation services. The transportation infrastructure of the country is dynamically developing, including the automobile logistics sector.

2-Slide

International conferences, forums and festivals conducted in our country, including business projects, have aided to transform Turkmenistan into a country, where international investments are being successfully realized. Transformation of our homeland into internationally developed country requires further improvements and continuous strengthening of material and technical base of automobile transportation sector. Current development of our national economy is aimed at improving the social and economical wellbeing of heritage, for which all the conditions and opportunities are being provided. In order to improve the automobile transportation in our country in accordance with “The strategy for improving transport and communication sectors in Turkmenistan in 2012-2016 years”, existing auto stations are being upgraded by the international standards, in states and regions new and existing auto stations strengthen material and technical base. In addition, for the transportation of passengers and goods by new internal and international routes new innovative technologies are being introduced..

Turkmenistan actively pursued investment policy. For 2007-2014 years in our country, investment in the economy grew by 8.6 times. This led to a significant increase in fixed assets in the economy. This, in turn, suggests that the investment policy of Turkmenistan creates favorable investment climate

3-Slide

On September 4, 2014 international auto station with capacity of 2000 people has been commissioned, which was constructed on November 22, 2012.

Total area of the auto station is 7.5 ha, its total effective area is, and including all engineering and household objects is 9020 square meters.

auto station has 4 platforms, and constructed in the shape of wheel. Platforms are designed for the passenger boarding to international, intercity and suburban routes.

International auto station can serve simultaneously 48 passenger, or 2000 passengers per day. At the moment the area surrounding the auto station is being improved, gardens are planted on the eastern side, and on the western side there is parking for 100 places and ready to serve the passengers. Besides that, the buildings for technical repair and services of transportations means together with carwash have been constructed.

4-Slide

The motor transport industry of Turkmenistan

Motor transport - one of the most important sectors of the economy. It develops as an integral part of the transport system. In modern conditions the further development of economy is impossible without a well-functioning transport support. From its clarity and reliability it depends largely on labor rhythm of industrialization.

Good mobility, the ability to respond quickly to changes in passenger vehicles put "out of competition" in the organization of local passenger traffic.

1.problem However, the cost of transportation in motor transport is high and on average higher than the corresponding figures of river and rail transport. The high level of the cost determined by a small load-carrying capacity and, consequently, the rolling stock performance. Because of this, the proportion of wages in total operational costs considerable. Reserves of cost reduction is mainly the intensive factors - capacity utilization mileage vehicles, carrying capacity, the commercial rate.

Compared with the railways transport has a relatively small investment in terminal equipment (handling capacity) and the use of public roads. However, the value of a vehicle of variable costs (payment of the drivers of labor costs for fuel, tires and repairs) per one kilometer high. Regular same costs (overheads, depreciation of vehicles) on the contrary are small. The result is that road transport is mainly used for the transport of small flows of goods over short distances.

2. The second problem that we are faced is the issue of the ticketing. Transition to electronic ticketing system it will be a good solution to this problem, what we are doing now. But now we are still cash payment system for traveling by public transport

2.2 Bus and taxi transportation

Turkmenistan for more than 24 years living in the new economic conditions, and there have been developed new, never before, industries and trends in the business. Amazingly changing face of cities in our country, and in parallel with the architectural transformations rapidly evolving and expanding the activities of bus and taxi companies as well as individual carriers. Buses and taxis (taxi) - "calling card" of any city, an integral part of its transport infrastructure. The presence of civilized public transport such as buses and taxis in the city, indicating the overall level of economic development of the region, and the extent of the urban transport public support.

Currently, bus and taxi transportation in Turkmenistan, except for the non-governmental sector, is engaged in the Ministry of Road Transport. His work has a lot of areas and carried out on a number of signs in the field of passenger transport: territorial, institutional, etc.



In the cities, buses ply upscale

Ministry of Motor transport has about 2.5 thousand. buses. Today, the services provided by modern passenger buses Mercedes, Hyundai, Iran-Khodro, Paz, Volkswagen and many others, a total of 20 marks. bus passenger transportation system is the whole range of organizational services such as routing, customized, on-time development, communication speed, type of fare. Including their activities divided by purpose - the public, excursion and tourist, office, school, shift Today, there are 543 bus route. urban, suburban and intercity communications. Including: 145 city routes (65 routes of which the city of Ashgabat), 319 local routes, 79 intercity routes.

City bus services are performed within the boundaries of cities and towns, and make up the largest share in the bus transportation of passengers (about 80%). A feature of urban traffic is a big oscillation number of passengers per hour. These services are provided on certain routes in accordance with approved schedules and timetables.



Bus stops are decorated capital

B In

Turkmenistan, the city bus transport carried out by buses of the Ministry of Road Transport, offer passengers a wide range of preferential rates for travel expenses. Free use of the services of veterans of the Great Patriotic War (WWII), and equal to them veterans of other wars; widows of the Second World War and other wars; disabled health groups I and II; as well as children under the age of 7 years. In addition, set preferential prices for seniors and secondary school students, on tickets for one month. Their cost for people who have reached retirement age is 1 manat (US \$ 0.28), and for students - AZN 2 (0.57 US dollar).

Commuter traffic (16.3% of traffic) of passengers are carried to a distance of 70 km on the territory of the velayat (region) or etrap(locality), adjacent to the city. They are characterized by an increase in traffic in proximity days of the week and during the summer months. Some suburban transport of passengers performed by buses of city routes, if they are an extension of the city. But mostly used buses of average capacity, for example PAZ 32054, with an increased number of seats. Many suburban routes pass through the territory of the rural provinces, etraps mezhetrapskih centers. These services are carried out on the roads of local importance.

Long-distance transport organized on the roads of national importance at a distance of over 70 km. Passenger traffic on the intercity bus transportation is 12% of the total passenger bus transportation..



Excursion tourist bus transportation are performed by public transport and by departmental permanent, pre-established routes and on the orders of organizations. Planning, organization of transportation is carried out together with the State Committee for Tourism and Sport of Turkmenistan, as well as contracts with travel companies

Official transportation of passengers by bus are made to deliver enterprise workers to and from work.

School bus transportation organized mainly in the case of large events and ceremonies to deliver children to theater performances, events, etc.

Crew bus transport gas companies, oil companies, builders carried by buses on special flights from work, especially in those where industrial development of gas fields, construction sites and businesses away from residential transportation routes from the bus. Custom bus services performed under contracts and orders of enterprises, organizations public.

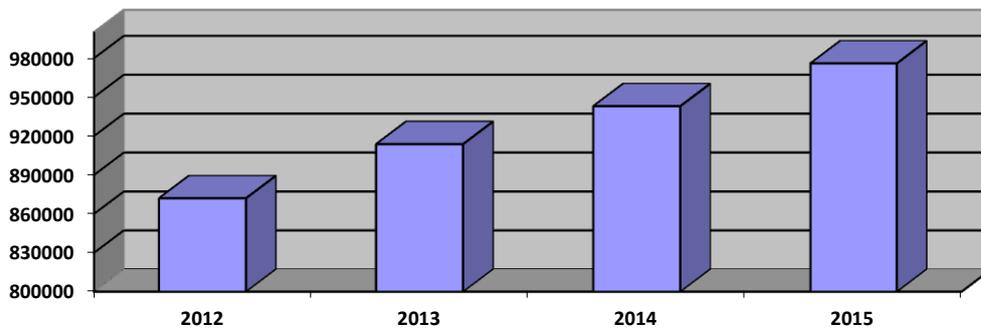


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Growing at a rapid pace and the volume of passenger traffic carried by road. During 2012-2015, passenger transportation increased by 112%, while passenger traffic na113,2%.

Chart: Passenger motor transport in Turkmenistan in 2012-2015, mln people..

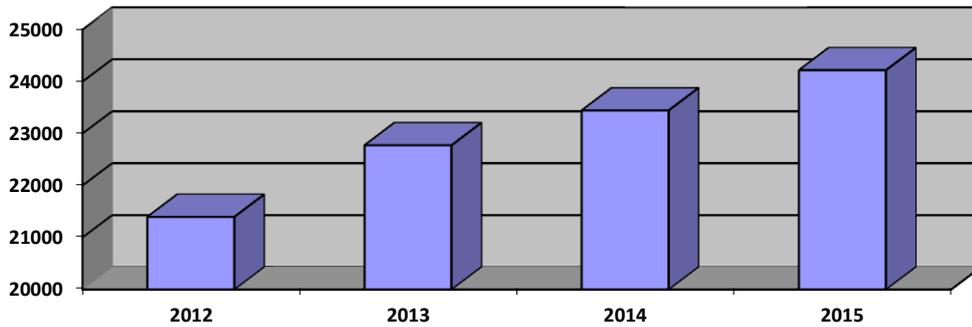
Thousands pass.



Passengers carried in 2012 amounted to 872,023.4 thousand. man, in 2015. - 976,062.5 thousand..

Chart:... The passenger motor transport of Turkmenistan in 2012-2015, mln passenger-km

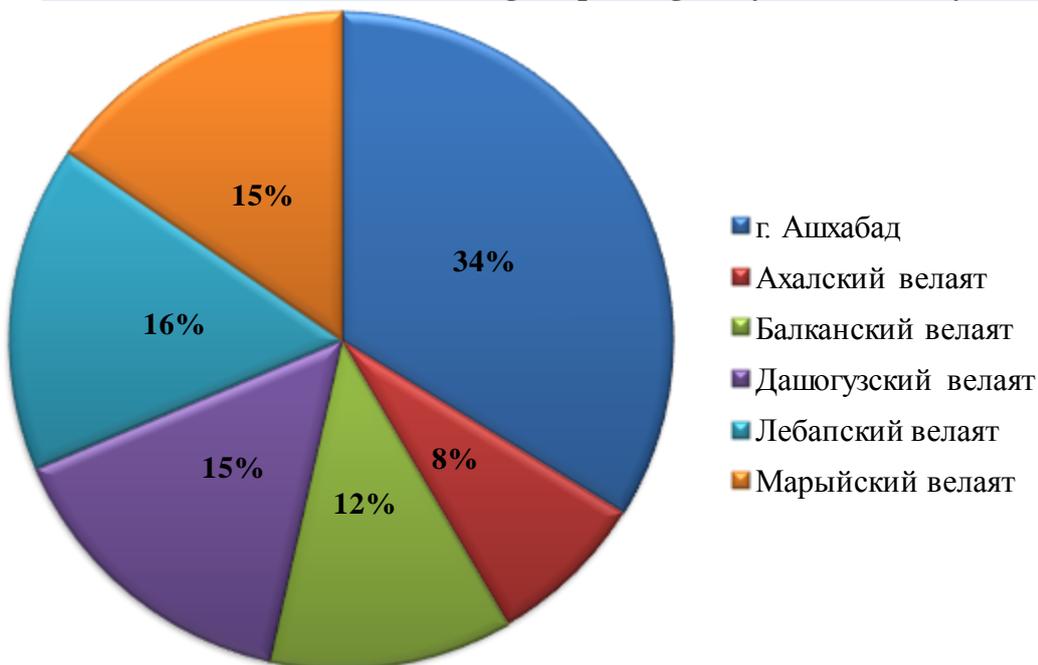
Million pas.km.



Passenger 2012. It amounted to 21,398.0 million. pass.km., and in 2015. - 24220.7 pass.km

Geographically, in the transportation of passengers, a significant share is the city of Ashgabat - capital of Turkmenistan. Its share in 2015 accounted for 34% of all passengers carried. According to this indicator is not high proportion of Akhal province (8%). A total transportation of passengers by motor transport share of Balkan province is 12%. In other provinces the sum approximately equal proportion: 15% to 16%. These proportions are added depending on the population.

Chart: The structure of the carriage of passengers by road for velayats in 2015, in%



What I want to get from jica, I want to know a lot about :

1. Improved traffic intervals of public passenger transport to optimally convenient for passengers. Modernization of the payment system, conversion to the electronic payment system.
2. Action Plan aimed at increasing the number of rolling stock as well as the introduction of the GPS system. Creating the most favorable conditions for the passage of buses avoid their presence in traffic.
3. Reconstruction of streets, creating traffic interchanges, installation of traffic lights and other infrastructure.
4. Purchase of new rolling stock, compliance environmental standard (Euro 4 engine and higher) Discard of outdated rolling stock. The training of qualified specialists.

Thank you for listening me I will hope that my inception report, gave to you clarity about my country and urban transport system as a whole

Thank you again.