



Eurasian Development Bank Conference

## Promoting Sustainable Development in Central Asia

with the participation of  
International Organisations and Multilateral Development Banks

Almaty, Kazakhstan  
December 6, 2024

### Agenda & Session Overview

<b>9:00 AM – 10:00 AM</b>	Registration and welcome coffee
<b>10:00 AM – 12:30 PM</b>	<p><b>Session: Partnerships in Central Asia: Addressing Global Challenges Through Local Lenses</b></p> <p>Globalisation processes present common challenges, yet the world operates in a “glocal” mode, with each region having its specific characteristics. Recognising these specificities is critical to implement effective economic strategies. The session is aimed to discuss several challenges that are global in nature through the local lenses of Central Asia. These challenges include:</p> <ul style="list-style-type: none"><li>- The need for both sustainable and rapid growth to combat poverty. Rapid growth can be achieved by further developing the industrial base, including through industrial cooperation, to secure a more favourable place in the international division of labour and value chains.</li><li>- Transport connectivity – all Central Asian countries are land-locked. The Eurasian Transport Network aims to mitigate this structural constraint and establish the Central Asian region as a transport hub.</li><li>- The organic and integrated development of the water-energy-food nexus as a foundation for security, peace and development.</li></ul> <p><b>Launch of the MDB Non-Sovereign Financing in Eurasia Database (EDB NSF Database)</b></p> <p>Hundreds of projects have been implemented in Central Asia with funding from multilateral development banks and other international financial organisations. The EDB has developed a database of non-sovereign financing by international financial institutions covering eleven Eurasian countries, including all five Central Asian countries (NSF Database). The database is a regularly updated analytical product that aggregates publicly available data on non-sovereign financing in various sectors by key international financial institutions. It identifies the main financing actors, key projects and sectors, and the most common types of financing. This data can be used by MDB project teams in their search for new projects, or for facilitating interaction between project beneficiaries and financing institutions.</p> <p><b>Questions for discussion:</b></p>



	<ol style="list-style-type: none"> <li>1. Which global challenges are currently most relevant to Central Asia? What are the region's specificities and possible responses to global challenges?</li> <li>2. How is cooperation between multilateral development banks currently evolving in Central Asia? Are there any successful case studies? What opportunities do MDBs see for joint projects in Central Asia?</li> <li>3. How can MDB cooperation be further developed in other key areas, such as capital markets, technical assistance and analysis?</li> <li>4. How can MDBs jointly respond to developing countries' requests for more financing in local currencies?</li> </ol> <p>Q&amp;A Session</p>
<b>1:00 PM – 2:00 PM</b>	Lunch
<b>2:00 PM – 3:30 PM</b>	<p><b>Session: Connectivity in Central Asia: the MDB Approach</b></p> <p>Improved connectivity is a key factor for accelerating socio-economic development, trade and mobility in the landlocked countries of Central Asia. Remoteness from seaports and world markets increases the transport costs of Central Asian exports and imports by an average of 40% compared to coastal developing countries. Transport infrastructure bottlenecks and imperfect rules and procedures (soft infrastructure) further hamper the development of international transport in the Central Asian region. The Eurasian Transport Network aims to improve connectivity in Central Asia by creating synergies between East–West and North–South transport corridors and routes.</p> <p>Central Asia is implementing transport infrastructure development projects and evaluating initiatives to establish new corridors and routes, all aimed at enhancing regional connectivity and creating new logistics opportunities.</p> <p>Given the limited investment opportunities in most Central Asian countries, it is essential to leverage funds from the private sector and international institutions, including MDBs, to implement transport projects. Public-private partnership (PPP) initiatives, including cross-border PPPs, hold significant potential.</p> <p>In addition to transport infrastructure, it is crucial to improve soft infrastructure by harmonising border-crossing procedures and international transport, coordinating the development of transport corridors, and digitising transport documents and procedures.</p> <p><b>Questions for discussion:</b></p> <ol style="list-style-type: none"> <li>1. What are the prospects for MDB cooperation in transport infrastructure development projects and initiatives that Central Asian countries focus on?</li> <li>2. How will new corridors, especially longitudinal ones, impact international trade in Central Asia?</li> <li>3. What are the main bottlenecks of transport corridors in Central Asia that hinder transport development? How can</li> </ol>



	<p>governments in the region and MDBs work together to address them?</p> <p>4. How can MDBs contribute to the improvement of soft infrastructure?</p> <p>Q&amp;A Session</p>
<b>3:30 PM – 4:00 PM</b>	Coffee break
<b>4:00 PM – 5:30 PM</b>	<p><b>Session: Climate Financing of DFIs in Central Asia</b></p> <p>The region is one of the most vulnerable to the impacts of climate change, which are already manifesting through floods, droughts and other extreme weather events, exacerbating other development challenges facing the countries such as food, water and energy security. Central Asian countries have already made significant efforts to develop climate commitments and low-carbon strategies, but implementing these strategies is costly and, in some cases, ambitious climate goals can only be achieved with international financial support and technical assistance.</p> <p>As key drivers of the climate agenda in developing countries, multilateral development banks are in a unique position to further mobilise climate finance in the region. Not only do they set high environmental and social standards, but they are also involved in complex infrastructure projects, channel private sector investments into green projects and mitigate risk. While MDBs are revising their climate finance targets towards more ambitious indicators, Central Asia's share of total climate finance to low- and middle-income countries remains modest (4% by 2022).</p> <p>The discussion will be aimed to produce practical ideas on how to make the region more attractive to private and public investors in climate finance, and how the combined experience and lessons learnt by financial institutions active in this market can contribute to this goal</p> <p><b>Questions for discussion:</b></p> <ol style="list-style-type: none"> <li>1. How to bridge the gap between needs and actual climate finance?</li> <li>2. How can climate finance flows be aligned with national and regional priorities? Should we choose between climate mitigation, adaptation or other socio-economic priorities?</li> <li>3. How can DFI partnerships be improved to increase co-financing for green projects?</li> <li>4. What technical assistance or policy reforms are needed to create a pipeline of high-quality and bankable climate-positive projects?</li> </ol> <p>Q&amp;A Session</p>
<b>5:30 PM – 7:00 PM</b>	Buffet reception and networking