



Reference Document  
For Session 2 of the Senior Officials' Meeting  
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# **Transport Sector Progress Report and Work Plan 2017–2019**

**Senior Officials' Meeting  
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## I. KEY DEVELOPMENTS

### A. Introduction

1. The Central Asia Regional Economic Cooperation (CAREC) countries continue to make significant progress in implementing the CAREC Transport and Trade Facilitation Strategy 2020 (TTFS 2020), which aims to establish competitive corridors, facilitate the movement of goods and people through these corridors, and provide sustainable, safe, and user-friendly transport networks by prioritizing three operational areas:

- (i) **Multimodal corridor network development**, consisting of support for corridor extensions; railway network and multimodal logistics hub development; and border crossing point improvements;
- (ii) **Trade and border crossing service improvements**, consisting of customs reform and modernization; coordinated border management; national single window development; and Sanitary and Phytosanitary (SPS) reform and modernization;
- (iii) **Operational and institutional strengthening**, consisting of improvements in planning, financing and management of road and railway assets; road safety management; and increasing private sector participation.

2. The implementation of the above three operational priorities are a joint responsibility of the Transport Sector Coordinating Committee (TSCC) leading on priorities (i) and (iii), and the Customs Coordinating Committee (CCC) leading on (ii). To implement the TTFS 2020 in a timely manner, the TSCC maintains a 3-year rolling Transport Sector Work Plan which is updated each year. Under the current Work Plan (2016–2018), the implementation of physical investments (hard infrastructure) detailed in the TTFS 2020 is supported by a set of complementary soft side initiatives that cover four pillars, namely (i) road safety, (ii) railways, (iii) road asset management and (iv) transport facilitation.

### B. Sector Implementation

3. This report covers progress made by the CAREC member countries in 2016 against the TTFS 2020 and subsequently the CAREC Transport Sector Work Plan 2016–2018. As of 2016, the CAREC countries have all surpassed the 2020 targets for physical completion of the road and railway targets. Milestones have also been achieved on the soft side initiatives with the completion of two CAREC strategies designed to (i) promote safety along CAREC corridors and (ii) provide a blueprint for long-term development of CAREC railways.

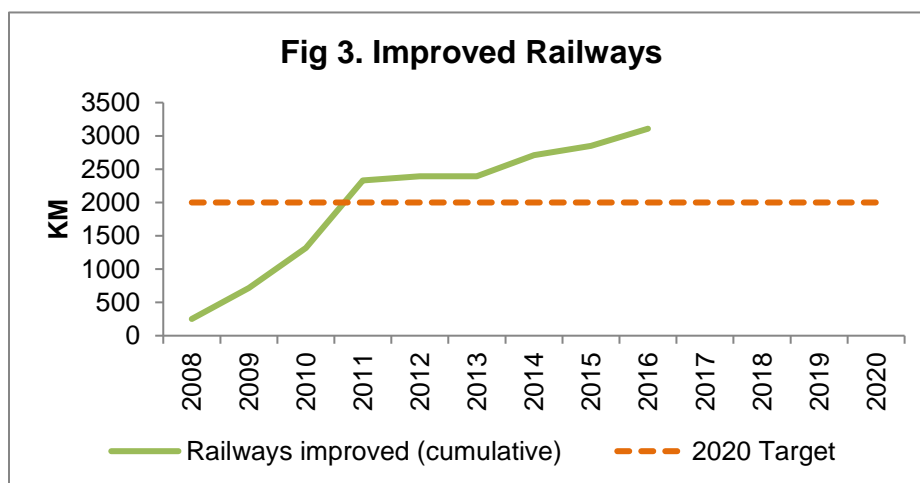
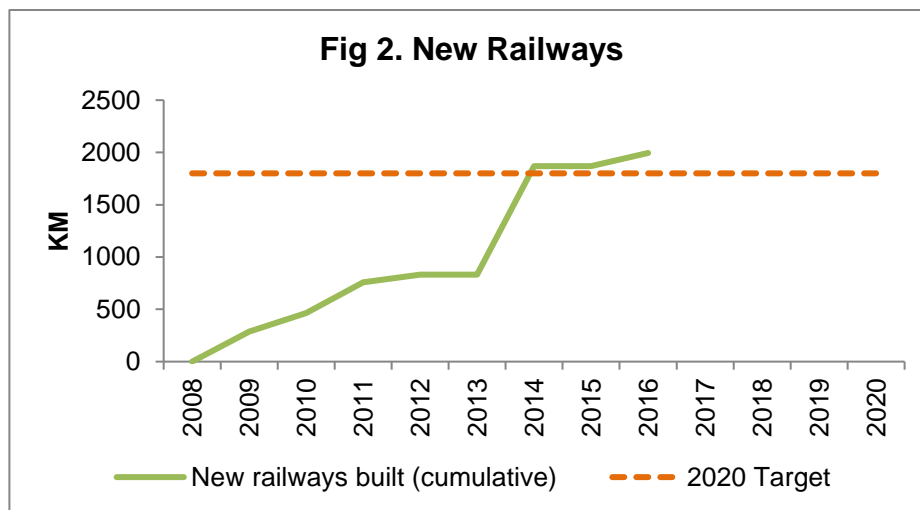
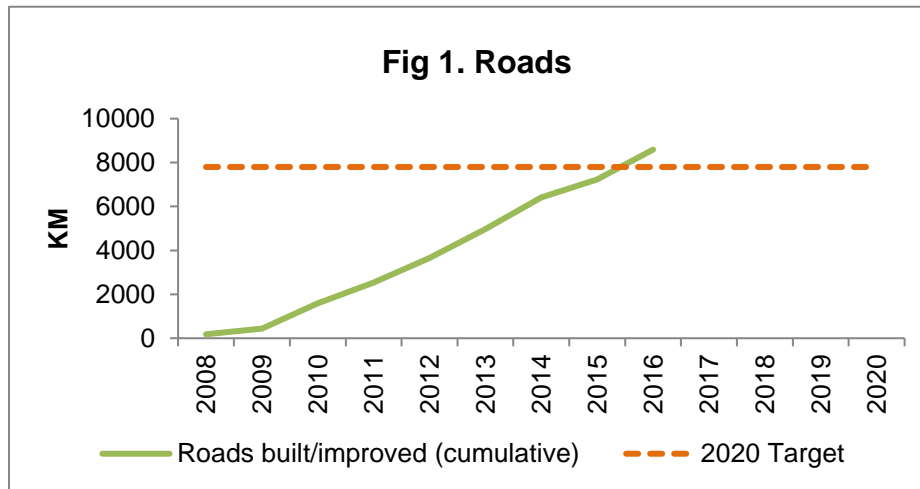
4. The CAREC TTFS 2020 Results-Based Framework identifies three targets to be achieved by 2020 for physical infrastructure: (i) completion of 7,800 km of road construction or rehabilitation; (ii) 1,800 km of newly constructed railway track; and (iii) 2,000 km of renovated, electrified, or signalized railway track.<sup>1</sup> In addition, the TTFS 2020 Results-Based Framework also targets five multimodal logistics centers to be operational and at least five BCPs in the region to be improved by 2020. Figures 1–3 show the cumulative progress from 2008 to 2016

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<sup>1</sup> Should the TTFS 2020 road target be achieved, this will be indicative of having achieved improvement of more than 70% of the enlarged CAREC TTFS 2020 road network, assuming that roads previously assessed as in, or improved to, good condition have been properly maintained.

towards these goals while Table 1 shows further details of the transport sector performance from 2008 through 2016.

**Figures 1–3. Progress of Multimodal Corridor Network Development (2008–2016)**



**Table 1: Annual Transport Sector Outputs (2008–2016)**

Indicator	2008	2009	2010	2011	2012	2013	2014	2015	2016	2016	Progress
	Baseline Value								Actual	Target	
Annual expressways or national highways built or improved (km)	181	254	1,154	953	1,116	1,312	1,450	809	1,363	475	
Cumulative expressways or national highways built or improved (km)	181	435	1,589	2,542	3,658	4,970	6,420	7,229	8,592	5,912	
Cumulative proportion of total CAREC road corridor in good condition (%)*	64	66	71	75	79	85	74	77**	82	70**	
Annual new railways built (km)	0	286	179	293	75	0	1,036	0	126	58	
Cumulative new railways built (km)	0	286	465	758	833	833	1,869	1,869	1,995	1,577	
Annual improved railways (km)	251	468	600	1,014	60	0	317	140	509	30	
Cumulative improved railways (km)	251	719	1,319	2,333	2,393	2,393	2,710	2,850	3,108	1,878	

CAREC = Central Asia Regional Cooperation; km = kilometer.

\*\*The TTFS 2020 aims to have at least 70% of the expanded road corridor (29,350 km) built or improved by 2020. It should be noted that this may overstate overall road condition due to ongoing deterioration on some early road sections rated in good condition as of 31 December 2007.

5. The TTFS 2020 and Work Plan continue to be implemented satisfactorily. As of 2016, the progress of road and railway projects in CAREC countries has already surpassed the 2020 targets. For roads, 1,363 km of expressways or national highways built, upgraded or improved in 2016 bring the cumulative road infrastructure to 8,592 km, which already exceeds the 7,800 km corridor length targeted for construction or improvement by 2020. Under railways, 85 km of new railways were completed in Turkmenistan while 509 km of railways were improved in Azerbaijan and Uzbekistan during 2016. The cumulative progress in railway (1,995 km new and 3,108 km of improved railway) has also surpassed the targets set for 2020. Thirteen projects in other transport subsectors (two ports, two logistics centers, three border crossing points [BCP], and six civil aviation projects) are being implemented. Two BCPs in Tajikistan have been improved to date: BCP Dusti in 2015 and Guliston in 2016.

### (i) Multimodal Corridor Network Implementation Progress

6. **Afghanistan.** A Transport Sector Master Plan Update (2017–2036) for Afghanistan was completed in 2016 to guide the government and international financing institutions in allocating and programming investments in the transport sector. The implementation of the TTFS 2020 projects continues, including the construction of Leman-Armalick Road (52 Km), Pul-e-Khumri-Doshi road (52 km), Kabul-Jalalabad road (150 km), and Mazar-e-Sharif-Kunduz roads. A feasibility study for the construction of an alternative tunnel to the existing Salang tunnel is currently being financed by ADB and the Afghanistan Infrastructure Trust Fund. Meanwhile, the World Bank (WB) is supporting the construction of the Baghlan-Bamiyan road as well as the rehabilitation of the existing Salang road and tunnel. For the rail sector, feasibility studies for the Rozanak/Ghorian-Herat (Iran-Afghanistan), Shirkhan Bandar-Kunduz-Kholam-Naibabad-Andkhoy-Herat, and Aqina-Andkhoy (Turkmenistan-Afghanistan) railway lines have been completed. A feasibility study is underway for the construction of the Torghondi-Herat railway line. Out of the 224 km Khaf–Herat Railway, connecting Iran and Afghanistan, the segment 1 and 2, which are in Iranian territory (80 km in total) has been completed. The segment 3 (62 km, from Iran-Afghan border, Chah-e-Sorkh, to Jonaw), funded by the Iranian Government, will be completed in 2017.

7. **Azerbaijan.** Azerbaijan continues to implement railway, road, and maritime projects along CAREC Corridor 2. In 2016, 270 km of railways have been improved along the Baku-Boyuk Kesik railway line as part of the Railway Trade and Transport Facilitation project being financed by the WB and the Government of Azerbaijan. The construction of Baku International Sea Trade Port Complex at Alyat (Phase 1), a priority of the Azerbaijan government, is underway and expected to be completed in 2017. Planned projects for 2017 onwards include the construction of two additional lanes along the Gyanja-Gazah road to the Georgian border and the Logistics Center in the Baku International Trade Sea Port. The latter is part of the government's program to establish special economic zones within the port.

8. **People's Republic of China (PRC).** The People's Republic of China joined the United Nations Transports Internationaux Routiers (TIR) Convention in July 2016. With PRC's accession, all 11 CAREC countries are now members of the TIR Convention. PRC continues to support the implementation of the TTFS 2020 projects through loan financing of investment projects by the Export-Import Bank of China and the Government of PRC. During the 15th TSCC meeting in Bangkok in 2016, PRC underscored the common grounds between One-Belt-One-Road and CAREC 2020, affirming their willingness to work with other CAREC member countries to fully implement the TTFS 2020 projects.

9. **Georgia.** Georgia joined CAREC in 2016. Georgia's strategic location between Europe and Central Asia supports and strengthens the CAREC Program's role in improving regional connectivity and cooperation. Georgia's transport priorities, which center on harnessing the country's potential as a regional transit and logistics hub, will in turn benefit from CAREC's coordinated program of transport investments. CAREC Corridor 2 is the East-West link which connects the People's Republic of China, Central Asia and Europe. The East West Highway in Georgia, which extends from the Azerbaijan border to the Black Sea, further expands this link to Europe via the Black Sea and Turkey. Currently, the Government of Georgia and its development partners are upgrading the East-West Highway to a 4-lane motorway. A railway corridor which will connect Azerbaijan, Georgia and Turkey is under construction (Baku-Tbilisi-Kars Railway). Georgia's Black Sea ports are the gateways to the Trans Caspian Corridors which links Central Asia to Europe. A project to develop a new deep sea port in Anaklia is under currently under development.

10. **Kazakhstan.** Kazakhstan continues implementing TTFS 2020 projects along the CAREC Corridors 1, 2, 3, and 6. Construction of Shymkent – Tashkent road supported by financing from ADB and the Kazakhstan government was completed in 2016. The rehabilitation of the Western Europe - Western China Transit Corridor, financed by ADB, European Bank for Reconstruction and Development (EBRD), Japan International Cooperation Agency (JICA), Islamic Development Bank (IsDB), the WB, and the government of Kazakhstan is at the completion stage, with only a few short sections of the corridor still under construction. Other ongoing road projects include the Astana – Karaganda, and Almaty - Kapshagay road rehabilitation, financed by the Government of Kazakhstan. Construction is also underway for the Aktau – Beyneu and Makat – Kandagash road rehabilitation projects, supported by financing from ADB and the Government of Kazakhstan.

11. **Kyrgyz Republic.** Progress of road projects continues in Kyrgyz Republic along CAREC corridors 1, 2 and 3. The construction of Bishkek-Torugart Road, financed by the Export-Import Bank of China, the Arab Coordination Group, ADB, and the Kyrgyz Government is ongoing, with 38 km completed in 2016. Phase 4 of the Bishkek-Osh road rehabilitation project is underway and expected to be completed by 2019, financed by a loan and grant from ADB, and the Eurasian Development Bank, and the government's own budget. The construction of the North-South Road (Balykchy-Kochkor-Aral-Kazarman-Jalal-Abad), which links transport corridors CAREC Corridor 3 (Bishkek-Osh) and CAREC Corridor 1 (Bishkek-Naryn-Torugart) is ongoing, with 30 km completed in 2016. This project is financed by a loan from the Export-Import Bank of China and expected to be completed by 2020. The feasibility study for the electrification of Lugovaya-Bishkek (Alamedin) railway is ongoing. Under aviation, the Kyrgyz ATC System Capacity Enhancement project financed by JICA, is [underway].

12. **Mongolia.** Mongolia continues to implement transport projects along CAREC Corridor 4. The construction of the Western Regional Road Development to the PRC border is ongoing, with 493 km completed in 2016. Also in progress are the construction of the access road from Ulaanbaatar to the new international airport, the Western Regional Road Development Phase 2 connecting Ulaanbaishint (border point to Russia) and Yarant (border point to PRC), and the Undurkhaan-Baruun-Urt-Bichigt-Huludao/Chifeng-Jinzhou road. In Aviation, the construction of the new international airport in Ulaanbaatar is in progress, supported by financing from JICA and the Government of Mongolia. Also underway is the construction of a logistics terminal with multimodal facilities in Zamyn Uud, close to the border with PRC.

13. **Pakistan.** Progress continues on the completion of transport projects along Corridors 5 and 6 in Pakistan. The 449 km Hoshab-Surab highway (N85 and N25), which connects Gwadar port with the National Highway Network was completed in 2016. The Hasanabdal-Havelian section of the E-35 expressway, which will provide a link to Northern Pakistan and PRC via Karakoram Highway is also under construction, financed by ADB, Department for International Development (DFID) and the Pakistan Government. The 62 km Gojra-Shorkot (Section 2) of M-4 Motorway is also underway, financed by a loan from ADB and a grant from DFID. Section 3 of M-4 Motorway (64 km from Shorkot to Khanewal) is also in progress, financed by ADB, the Asian Infrastructure Investment Bank (AIIB), DFID, and the Government of Pakistan. The improvement of BCP infrastructure at Torkham, Wagha, and Chaman is also in progress, supported by a loan from ADB under the CAREC Regional Improving Border Services (RIBS) Project. A railway rehabilitation of the main trunk line (ML-1) between Karachi and Peshawar is planned under China-Pakistan Economic Corridor (CPEC) program. Overall, work is gaining momentum on different priority projects identified under the initiative of CPEC.

14. **Tajikistan.** Tajikistan continues to implement road, railway, and logistics projects along CAREC Corridors 3, 5, and 6. The 40.7 km new railway link from Vahdat to Yavan, which connects Tajikistan's central and southern rail lines, was completed in 2016. The reconstruction of the Dushanbe - Kurgan-Tyube road (33.2 km), financed by ADB, the Organization of Petroleum Exporting Countries (OPEC), and the Government of Tajikistan is underway. Also ongoing is the reconstruction of the Vose-Khovaling and Sairon-Karamyk roads as part of the CAREC Corridors 3 and 5 Enhancement Project financed by ADB and the Government of Tajikistan. The feasibility study for the construction of the Kholkhozabad-Dusti-Panji-Poyon-Afghan border railway line (50 km) is in progress, supported by financing from the PRC Export-Import Bank and the Government of Tajikistan.

15. **Turkmenistan.** The new railway link (85 km) from Atamyrat through the Ymamnazar to Aqina in Afghanistan was completed and officially opened in November 2016. Work continues on the reconstruction of the Ashgabat-Turkmenbashi Road and the Turkmenbashi International Seaport. The Government of Turkmenistan provides financing for the TTFS 2020 projects implemented in the country.

16. **Uzbekistan.** Uzbekistan continues to implement road, rail, and trade facilitation projects along CAREC Corridors 2, 3, and 6. The CAREC Corridor 2 Road Investment Program (Phase 2), which rehabilitated 175 km of the A380 Highway was completed in 2016. Phase 3, which aims to reconstruct 220 km of road in Tashkent, Namangan and Bukhara oblast is in progress. The reconstruction and modernization of the M39 and reconstruction of the R87 Guzar-Chim Kukdala are also ongoing. Under railways, 2016 saw the completion of the Angren-Pap railway line (CAREC Corridor 6) financed by the government, O'zbekiston Temir Yo'llari (UTY), the PRC and World Bank, and electrification of the 239 km railway link between Samarkand and Bukhara (CAREC Corridors 2 and 6), financed by the government and UTY. This follows the successful electrification of the Marakand-Karshi line (CAREC Corridor 6) partially financed by ADB. Electrification of Karshi-Termez Railway section (CAREC Corridor 6) is in progress, supported by a loan from JICA and UTY's own funds.

## (ii) Operational and Institutional Strengthening

17. **Rationale.** The TTFS 2020 places greater emphasis on multimodal corridor network development, trade and border-crossing service improvements, and improvements to sustainability and quality of service. At the 14th TSCC in Ulaanbaatar, Mongolia in April 2015, CAREC countries reconfirmed the need to pursue these priorities, and take actions to make CAREC corridors more green, safe, efficient, and sustainable. The 15th TSCC in Bangkok, Thailand in April 2016 reaffirmed the CAREC countries' commitment to fully implement the TTFS 2020 and pursue the above priority areas.

18. **Actions Initiated.** At the 15th TSCC, CAREC countries endorsed the Transport Sector Work Plan (2016–2018), which continues to support the delivery of four pillars, namely (i) road safety, (ii) road asset management, (iii) railways and (iv) transport facilitation. Progress and accomplishments under the four pillars are given below.

### Pillar 1: Road Safety

19. Traffic fatality rates in CAREC member countries range from 10 to 25 per 100,000 population, compared to about 10.3 per 100,000 population in high-income countries. With increasing vehicle ownership rates in CAREC member countries, and the absence of concerted action on road safety, the toll of fatalities and injuries in the region is likely to increase markedly



over the coming decades. Recognizing the opportunity for CAREC countries to work together to tackle the road safety challenge, the 14th Ministerial Conference (September 2015, Ulaanbaatar, Mongolia), endorsed a joint commitment to road safety. The commitment called for the adoption of the “safe systems” approach, combining safer road infrastructure, safer vehicles, and safer road users.

20. Following initial discussions at the 14th TSCC, the CAREC countries worked together to develop a regional road safety strategy. Through the road safety planning workshops held in 2016, the CAREC member countries developed the vision, target, action plan and monitoring framework for the strategy. The resulting CAREC road safety strategy titled ***Safely Connected: A Regional Road Safety Strategy for CAREC Countries (2017–2030)***, endorsed by the 15th Ministerial Conference in November 2016, provides the framework for CAREC countries to work collectively to implement the Ministerial Commitment to Road Safety. The Strategy builds upon existing strengths within the region, addresses identified gaps, utilizes existing good practice, and mitigates risks.

21. The CAREC countries agreed on “the benefits of benchmarking and annual monitoring of progress toward the (road safety) Strategy and Action Plan, and for such information to be reported in the Annual CAREC Transport Sector Progress Report.”<sup>2</sup> Appendix 3 of this report presents the baseline road safety data submitted by the CAREC countries.

22. Mongolia, as the host country to CAREC in 2015, launched a comprehensive road safety campaign coinciding with the 14th CAREC MC. The campaign was implemented by the Global Shapers Ulaanbaatar Hub. Through a combination of traditional media (radio, television, movie and print advertisements) and social media (e.g. outreach through Facebook, Twitter, and YouTube videos), reached an estimated 1 million audience in a span of one year.

23. Pakistan, the host country to CAREC in 2016, has taken significant steps to prioritize road safety. Road safety is included in the draft National Transport Policy. Road safety is also made part of every road development project. A national steering committee with representatives from all stakeholders at the federal and provincial government levels has also been notified. A national road safety council at the ministers level exists and will start functioning soon. A national road safety plan for national highways and motorways has been prepared by the Ministry of Communications with consultation of all stakeholders at the federal and provincial level. The Plan is based on the five pillars of the Global Plan of the United Nations Decade of Action: road safety management; make roads and roadsides safer; safer vehicles; safer road users; and post-crash care.

24. Tajikistan, as the host country to CAREC in 2017, has taken majors steps in championing road safety and is currently developing a road safety strategy.

## **Pillar 2: Road Asset Management**

25. Road Asset Management was identified as a key priority to the TTFS 2020 in recognition of the continuing challenge to meet adequate levels of financial and technical inputs to maintain existing and new road assets along CAREC corridors. Through a dedicated workshop on road

<sup>2</sup> Paragraph 18 of the Summary Proceedings, 15th CAREC TSCC meeting, <http://www.carecprogram.org/uploads/events/2016/06-15th-TSCC-Meeting/2016-15th-TSCC-Summary.pdf> (English) and <http://www.carecprogram.org/uploads/events/2016/06-15th-TSCC-Meeting/2016-15th-TSCC-Summary-ru.pdf> (Russian).

asset management (RAM) held in 2015, CAREC member countries shared good practices and reconfirmed the importance of high-level political support for RAM. The 14th and 15th TSCC meetings held in April 2015 and April 2016 reconfirmed CAREC member countries' needs and strong will in improving RAM practices.

26. To support knowledge sharing among CAREC countries, two knowledge products were developed over the last two years: (1) a **Reference Note on Performance Based Road Maintenance Contracts (PBMC)** and (2) a **Compendium of Best Practices in Road Asset Management**. The drafts have been shared with the CAREC member countries and development partners for review and comments. The drafts will be further refined to reflect comments received from the countries and development partners.

### **Pillar 3: Railways**

27. As prioritized in TTFS 2020, a relative shift in transport modality from roads to railway in CAREC is envisaged to achieve the goals of more efficiently expanding trade and improving regional competitiveness. However, in order to achieve growth in the development and use of railways, existing problems in each member country need to be addressed in a consistent manner across the region. Recognizing these challenges, CAREC countries have decided to develop a strategy that will serve as a blueprint for addressing challenges and maximize the contribution of railways to sustained economic growth.

28. Following decisions at the 14th TSCC, a Railway Working Group (RWG) was formed in order to guide the development of this strategy. The RWG held two consultation workshops: the first in Tokyo, Japan (November 2015) and the second on 18–19 April 2016 in Bangkok, Thailand. Through the two workshops, the CAREC member countries shared the status and future railway plans; discussed issues regarding railway development in the region; and agreed on the vision, priorities and actions towards formulating a railway strategy for CAREC.

29. The resulting strategy, **Unlocking the Potential of Railways: A Railway Strategy for CAREC (2017–2030)**, was endorsed by the 15th Ministerial Conference in October 2016. It aims to guide the long-term development of CAREC railways. The CAREC countries are now in the process of implementing the railway strategy.

### **Pillar 4: Transport Facilitation**

30. The TTFS 2020 emphasizes improvement of trade and border-crossing services as a priority area leading to the fulfillment of CAREC's overall strategic objective to improve the region's competitiveness and expand CAREC countries trade with each other and with the rest of the world. Improved transport linkages cut the cost of doing business, create good conditions for larger trade flows, bring people closer to markets and social services, and ultimately become a means to accelerate economic growth.

31. The transport facilitation regime in the CAREC region is regulated by multiple transport facilitation agreements, which allow movement of vehicles and cargo across borders. Bilateral and plurilateral transport agreements primarily focus on traffic rights regulation, while international agreements and conventions establish general harmonized procedures for movement of vehicles, cargo and crew across borders.

32. Given the accession of Pakistan (in 2015) and PRC (in 2016) to the UN TIR Convention, the entire CAREC region is now covered by the TIR customs transit guarantee system. A

number of development partners are providing technical assistance to assist Pakistan in the implementation of the TIR Convention, including the International Road Transport Union (IRU) and the Government of the United States through USAID. A DFID-financed and ADB-administered large scale technical assistance project, which commenced in 2016, also includes transport facilitation component to assist Pakistan in implementing the TIR system and CMR Convention likely to be acceded by Pakistan in the near future. PRC is likewise in the process of preparing for rolling out the operation of the TIR system.

33. The Regional Improvement of Border Services (RIBS) project in the Kyrgyz Republic and Tajikistan is ongoing. The National Single Window (NSW) in Kyrgyzstan has been modernized and the NSW in Tajikistan has been put in operation in pilot mode. Further work for Single Window development under the RIBS project will focus on required legal and institutional reforms to facilitate cross-border trade, integration of NSW systems with customs information systems and systems of other government agencies involved in trade regulation, cross-border integration of NSW systems, and capacity development of national trade regulation agencies and Single Window state enterprises. Within the RIBS project, one Border Crossing Point (BCP) – Guliston in Tajikistan was completed in 2016, while the construction of BCP Karamyk in Kyrgyz Republic commenced in Q2 2017. Furthermore, one border crossing point (BCP Dusti, Tajikistan) has been improved within the scope of CAREC Corridor 3 (Dushanbe – Uzbekistan border) Improvement Project.

34. Three more BCPs – Torkham, Chaman and Wagha, are expected to be improved within the scope of the Pakistan: CAREC Regional Improving Border Services Project. Procurement of civil works, detailed design of facilities and land acquisition are currently ongoing.

35. **Regional Technical Assistance.** Two regional technical assistance (TA) projects are currently under implementation to support CAREC countries in the above four priority areas.

36. TA 8789: Knowledge Sharing and Services in Transport and Transport Facilitation was approved in late 2014, with funding from the ADB (\$1.4 million) and People's Republic of China Regional Cooperation and Poverty Reduction Fund (\$0.4 million). The TA is designed as a vehicle to support knowledge needs of CAREC countries on topics such as (i) multimodal connectivity, including logistics hubs and maritime links; (ii) railways; (iii) coordinated border management; (iv) transport facilitation; (v) public-private partnerships; (vi) asset management, including user charges and cost recovery; (vii) green freight and logistics; and (viii) project management. Since its approval, ADB has contributed an additional \$950,000 for the TA, in view of the rapid progress made and strong interest by CAREC countries to scale up work in each of the four pillars. In view of the Transport Sector Work Plan (2016–2018), and agreements made by CAREC countries at the 14th and 15th TSCC, the TA is currently supporting CAREC transport knowledge sharing activities for road asset management, railways and transport facilitation.

37. **GIS database.** TA 8789 is also supporting the development of the CAREC GIS database to support the monitoring and implementation of project progress against the TTFS 2020 targets. In 2014–2015, the CAREC secretariat developed a pilot GIS database containing priority investment projects of the two pilot countries of Afghanistan and Pakistan. Based on lessons learned from this pilot phase, the full development of the GIS database is underway. The GIS database and maps are currently being utilized to monitor corridor completion.

38. TA 8804: Enhancing Road Safety for Central Asia Regional Economic Cooperation Member countries, was approved in December 2014, with \$1.5 million of funding from ADB. The

TA supported the development and publication of the CAREC road safety strategy. It continues to support activities that will strengthen capacity of CAREC member countries to manage and coordinate road safety activities and integrate road safety evaluation tools into CAREC road projects.

39. **Next steps.** CAREC countries will continue to work on operational and institutional strengthening in the aforementioned pillars. Moving forward, the implementation of the road safety strategy will be monitored through the results framework. For RAM, the Reference Note on PBMC and the Compendium of Best Practices in RAM will be finalized, published and shared with CAREC member countries. For railways, the RWG will continue to serve as a platform where CAREC member countries can share and develop methodologies for project prioritization and enhancing commercial capacity of railway operators in CAREC. The CAREC GIS database will be further developed to support the monitoring of the CAREC Railway and Road Safety Strategies. Transport facilitation will continue to be supported by the RIBS projects and technical assistance for the implementation of regional cross-border transport agreements.

### C. Addressing CAREC Priorities identified in the 2015 CAREC Development Effectiveness Review (2015 CAREC DEFfR)

#### Priority Actions Proposed in the 2015 CAREC DEFfR

40. The following actions have been taken in line with the actions proposed in the 2015 CAREC Development Effectiveness Review (2015 CAREC DEFfR).

- Continue implementing the transport sector work plan, 2015–2017 and mainstreaming priority projects into national development plans of CAREC member countries.

41. **Action initiated.** The CAREC Transport Sector Work Plan 2015–2017 was prepared in 2015 and endorsed by the CAREC countries at the National Focal Points Meeting in Ulaanbaatar, Mongolia in August 2015. The Work Plan focuses on four pillars (i) Road Safety, (ii) road asset management, (iii) transport facilitation, and (iv) railways. Implementation of both “hard” infrastructure and “soft” interventions are being implemented through close coordination between CAREC countries, the CAREC Secretariat, and development partners.

42. **Next steps.** Continue implementation of the CAREC Transport Sector Work Plan 2015–2017 and provide annual updates through consultations between CAREC countries, the CAREC Secretariat, and development partners.

- Fully implement the two technical assistance projects that support TTFS 2020, Knowledge Sharing and Services in Transport and Transport Facilitation (TA 8789-REG) and Enhancing Road Safety for CAREC Member Countries (TA 8804-REG). Process follow-up technical assistance and regional investment projects especially in road safety, road asset management, regional transit facilitation. Continue development of the geographic information systems (GIS) database to track implementation.

43. **Action initiated.** Two technical assistances currently under implementation to support the implementation of the TTFS 2020. TA 8789: Knowledge Sharing and Services in Transport and Transport Facilitation provides ongoing support for CAREC transport activities for railways, road asset management, transport facilitation, and GIS. TA 8804: Enhancing Road Safety for CAREC Member Countries supports the development of a Road Safety Strategy for CAREC.

44. **Next steps.** Fully implement the RETAs in consultation with CAREC member countries.

- Continue addressing nonphysical barriers to cross-border transport and implementing the endorsed approach to corridor-based transport facilitation arrangements. Ensure that regional projects, such as for cross-border facilities, are developed in a collaborative manner.

45. **Action initiated.** The CAREC member countries continue to advance cross-border transport agreements to foster greater movement of goods and services within the region. Following a workshop on cross-border transport facilitation in April 2015, two technical workshops were held to reinvigorate the Quadrilateral Traffic in Transit Agreement between the PRC, Kazakhstan, Kyrgyz Republic, and Pakistan. CAREC Regional Improvement of Border Services projects in Kyrgyz Republic, Tajikistan and Pakistan in addition to large scale improvement of border crossing facilities include trade and transport facilitation activities, such as simplification of trade and border crossing procedures, implementation of National Single Window, and training and capacity development for border management agencies.

46. **Next steps.** Continue implementation of RIBS projects in Kyrgyz Republic, Tajikistan and Pakistan and support implementation of international and subregional cross-border transport agreements.

- Strengthen cross-country dialogue and coordination among CAREC bodies and among stakeholders to support transport and trade facilitation. Commence implementation of the Regional Improvement in Border Services projects in Mongolia and Pakistan.

47. **Action initiated.** The RIBS project in Pakistan, approved in December 2015, is under implementation. The RIBS project in Mongolia, approved in April 2016, will rehabilitate the Altanbulag BCP.

48. **Next steps.** Continue to implement the RIBS projects in Mongolia and Pakistan, and support coordination among CAREC stakeholders regarding transport and trade facilitation.

- Conduct further consultations on the financing of projects, with increased focus on private sector participation, and intensify efforts to mobilize more resources from cofinanciers.

49. **Action initiated.** The CAREC countries have been implementing the TTFS 2020 with satisfactory progress towards 2020 targets. The CAREC Secretariat continues to closely coordinate with the CAREC countries and development partners to monitor financing and technical assistance needs. Several transport projects in Kazakhstan and Tajikistan are currently under preparation for PPP financing modality.

50. **Next steps.** Further expand cooperation with the private sector and other co-financiers to broaden support for CAREC transport and transport facilitation projects.

- Formulate and deliver training workshops to implement TTFS 2020.

51. **Action initiated.** The CAREC countries have successfully coordinated workshops and training in road safety and railways. The regional workshops were instrumental in the development of the CAREC road safety and railway strategies.

52. **Next steps.** Provide in-country and regional workshops on topics supporting the TTFS 2020 and Work Plan pillars, based on CAREC countries' needs.

## II. KEY ISSUES FOR GUIDANCE BY THE SOM

53. **Full implementation of the TTFS 2020.** To continue the sound implementation of the TTFS 2020, and as endorsed by all CAREC member countries at the 16th TSCC meeting in May 2017, the SOM is requested to support the following:

- I. **Full implementation of the CAREC Railway Strategy** through continued support to the RWG activities including: (i) translation of the Strategy into national action plans; (ii) development of a study on corridor bottlenecks and gaps as an input into new investment plans; (iii) formalization of corridor teams; (iv) review and consideration of model agreements on topics such as tariffs, customer feedback, and cross-border processes; (v) preparation of case studies on information technology, unified bills, automatic management systems, and environmental issues; and (vi) creation of information exchange mechanisms for RWG members.
- II. **Enhancing transport facilitation** by supporting full implementation of key international transport agreements such as TIR in CAREC countries, as well as the full operationalization of the QTTA.
- III. **Full implementation of the CAREC Road Safety Strategy** and its results-based framework, especially by applying road safety audits for all CAREC road projects, supporting the development of national road safety strategies, conducting awareness raising campaigns, and continued knowledge sharing on topics relevant to road safety in CAREC countries.
- IV. **Further effort to support Road Asset Management** by conceptualization of projects to improve RAMs and PBMC, and widening the coverage of RAMs to other sectors such as railways.

54. **Inclusion of Aviation to be recognized as a new pillar** under the CAREC transport and trade facilitation program. The strategic location of Central Asia Regional Economic Cooperation (CAREC) countries means that the region holds the potential to serve as a hub for aviation, both in terms of passenger and freight transport. The land-locked nature of many CAREC countries also means that air transport represents an essential mode in regional and global connectivity. During the 15th CAREC Ministerial Conference, held in October 2016, Prime Minister Nawaz Sharif of Pakistan encouraged CAREC countries to work toward more regional integration in the aviation sector.

55. In support of the above, a Consultation Workshop titled "*Toward Connected Skies: Scoping the Role of CAREC in Enhancing Regional Cooperation in Aviation*" was held in Singapore on 6-7 April 2017. The participants proposed that aviation be recognized as a new pillar within the CAREC transport and trade facilitation program, and underlined that improvement of regional air connectivity should be addressed as a system that includes 3 main dimensions: (i) policy and regulations; (ii) infrastructure and equipment; and (iii) operations.<sup>3</sup>

<sup>3</sup> The summary of proceedings of the CAREC Aviation Workshop are available at: <http://www.carecprogram.org/uploads/events/2017/05-CAREC-Aviation-Workshop/2017-%20CAREC-Aviation-Workshop-Summary.pdf> in English and <http://www.carecprogram.org/uploads/events/2017/05-CAREC-Aviation-Workshop/2017-%20CAREC-Aviation-Workshop-Summary-ru.pdf> in Russian.

56. The 16th TSCC, held in Tbilisi, Georgia on 17–19 May 2017 endorsed the inclusion of aviation as a new priority area for cooperation and coordination under the CAREC program. The TSCC also endorsed the development of a Scoping Study on CAREC Aviation to understand the opportunities for coordination and investment. The SOM is requested to support the above recommendations.

## PRIORITY INVESTMENT AND TECHNICAL ASSISTANCE PROJECTS

### Appendix 1: List of Investment Projects by Country

No.	Country	IP No.	Project Title	Cost (\$ million)	Implementation Period
1	AFG	IP 1	Qaisar–Bala Murghab Road	407	2012–2016
2	AFG	IP 3	Laman–Armalick Road	39	2012–2016
3	AFG	IP 4	Pul-e-Khumri–Doshi Road	21	2013–2015
4	AFG	IP 8	Construction of Kabul–Jalalabad Road	172	2011–2016
5	AFG	IP 9	Rozanak/Ghorian–Herat Railway Line Construction (Iran–Afghanistan)	1,330	2015–2020
6	AFG	IP 11.1	Construction of Shirkhan Bandar–Kunduz–Kholam–Naibabad– Andkhoy–Herat Railway	2,000	2015–2018
7	AFG	IP 12	Construction of Aqina–Andkhoy Railway (Turkmenistan–Afghanistan)	50	2016–2017
8	AFG	IP 101	Construction Turkmenistan Border–Herat Railway	280	2015–2020
9	AFG	IP 102	Salang Road Tunnel	1,000	2014–2017
10	AFG	IP 103	Rehabilitation of Mazar-e-Sharif–Kunduz Road	99	2011–2016
<b>Subtotal</b>				<b>5,398</b>	
11	AZE	IP 1	East–West Highway (Yevlakh–Ganja: additional two lanes; Ganja Ring Road: four lanes)	237	2007–2014
12	AZE	IP 2	Railway Trade and Transport Facilitation: Reconstruction of Azerbaijan Railways	807	2010–2019
13	AZE	IP 3	Acquisition of High Capacity Ferries and Ro/Ros by Caspian Sea Shipping	69	2010–2014
14	AZE	IP 4	Construction of Baku International Sea Trade Port Complex (Alyat)	750	2011–2017 (Phase 1)
15	AZE	IP 5	Hajigabul–Yevlakh and Ganja–Qazakh Roads: (i) Hajigabul–Kurdamir: additional two lanes (ii) Kurdamir–Ujar–Yevlakh: additional two lanes; (iii) Ganja–Gazakh–Georgian Border: additional two lanes	435 682 300	2011–2015 2013–2015 2017–2020
16	AZE	IP 101	LC Baku Port at Alyat	TBD	Planned
<b>Subtotal</b>				<b>3,280</b>	
17	KAZ	IP 1	Astana–Karaganda Road Rehabilitation	658	2013–2017
18	KAZ	IP 2	Almaty–Kapchagay (Kapshagai) Road Rehabilitation	408	2013–2017



No.	Country	IP No.	Project Title	Cost (\$ million)	Implementation Period
19	KAZ	IP 3	Aktau–Beyneu Road Rehabilitation (MFF CAREC Corridor 2: Mangystau Oblast Section)	550	2010–2017
20	KAZ	IP 4	Rehabilitation of Western Europe–Western PRC Transit Corridor (Aktubinskaya Oblast, Kazakhstan, to Xinjiang, PRC)	5,500	2009–2016
21	KAZ	IP 5	Electrification of Almaty–Aktogay Railway Section	984	Starting in 2020
22	KAZ	IP 6	Electrification of Dostyk–Aktogay Railway Section	510	Starting in 2020
23	KAZ	IP 7	Electrification of Aktogay–Mointy Railway Section	110	2016–2020
24	KAZ	IP 10	Expansion of Aktau Port (Phase 1&2)	124	2006-2015
			Expansion of Aktau Port (Phase 3) – New Project	126	2014-2015
25	KAZ	IP 13	Construction of New Railway Line Zhezkazghan–Saksaulskaya	3,032	2012–2016
26	KAZ	IP 17	Shymkent–Tashkent Road	658	2012–2016
27	KAZ	IP 101	Almaty–Khorogos Road	1,068	2013–2017
28	KAZ	IP 102	BCP Improvement for Road Vehicles at Dostyk	8	2014–2015
29	KAZ	IP 103	BCP Improvement for Trains at Dostyk	300	2015–2017
30	KAZ	IP 104	BCP Improvement for Road Vehicles at Khorogos	8	2014–2015
31	KAZ	IP 105	BCP Improvement for Road Vehicles at Tazhen	8	2014–2015
32	KAZ	IP 106	BCP Improvement for Road Vehicles at Konysbaeva	3	2014–2015
33	KAZ	IP 107	LC Aktau Port	31	2005–2017
34	KAZ	IP 108	LC Khorogos	85	2014–2016
<b>Subtotal</b>				<b>14,171</b>	
35	KGZ	IP 1	Bishkek–Torugart Road Rehabilitation	453	2010–2017
36	KGZ	IP 4	Electrification of Lugovaya–Bishkek (Alamedin) Railway	250	2016–2020
37	KGZ	IP 5	Rehabilitation of Balykchy–Chaldovar–Lugovaya Railroad	66	2016–2020
38	KGZ	IP 6	Equipment Purchase for Wagon Repair/Maintenance Facility for Rail	18	2016–2020
39	KGZ	IP 7	Reconstruction of Osh International Airport	105	2011–2014
40	KGZ	IP 8	Kyrgyz ATC System Capacity Enhancement	15	2016–2017
41	KGZ	IP 9	Rehabilitation of Bishkek–Osh Road	192	2014–2019
42	KGZ	IP 11	Construction of the Northern Bypass Road (Bishkek–Kara-Balta)	350	2014–2017
43	KGZ	IP 102	North–South Road: Balykchy–Kochkor–Aral–Kazarman–Jalal-Abad	850	2014–2020
44	KGZ	IP 104	BCP Improvement for Road Vehicles at Karamyk	8	2016–2018
45	KGZ	IP 105	LC Osh	15	2014–2017
<b>Subtotal</b>				<b>2,322</b>	
46	MON	IP 1	Western Regional Road Development (PRC Border at Yarant–Khovd–Ulgii–Ulaanbaishint)	145	1995–2018

No.	Country	IP No.	Project Title	Cost (\$ million)	Implementation Period
47	MON	IP 2	Regional Road Development (Construction of Altanbulag-Ulaanbaatar-Zamiin-Uud)	126	1995–2014
48	MON	IP 5	Construction of New International Airport in Ulaanbaatar	591	2008–2018
49	MON	IP 10	Access Road to the New International Airport in Ulaanbaatar	140	2015–2018
50	MON	IP 11	Western Regional Road Development Phase 2 MFF—Bayan Ulgee and Khovd Aimags (provinces)	120	2012–2018
51	MON	IP 12	Railway Rolling Stock Maintenance Depot	59	2020–2030
52	MON	IP 13	Railway Centralized Traffic Control Center	29	2020–2030
53	MON	IP 14	Ulaanbaatar City Railway Passenger Station	36	2020–2030
54	MON	IP 101	Undurkhaan (AH32)–Baruun-Urt–Bichigt–Huludao/ Chifeng–Jinzhou Road	268	2014–2019
<b>Subtotal</b>				<b>1,514</b>	
55	PAK	IP 101	Realignment of Karakoram Highway at Hunza due to Attabad Lake Overflow, N-35	281	2012–2015
56	PAK	IP 103	Karachi–Hub–Dureji–Sehwan–M-7 (250 km), New Alignment, 6-Lane Motorway	1,050	2013–2017
57	PAK	IP 104	Sehwan–Ratodero, N-55 (Expressway, 199 km)	351	2013–2015
58	PAK	IP 105	Ratodero–Dera Ghazi (DG) Khan, N-55 (Expressway, 200 km)	600	2019–2023
59	PAK	IP 110	Peshawar–Torkham, N-5	150	2014–2015
60	PAK	IP 111	Gwadar–Hoshab (M8)	550	2014–2015
61	PAK	IP 115	BCP Expansion and Upgrading at Torkham, Wagah and Chaman	250	2014–2017
62	PAK	IP 116.1	M-4 (Section 2 Gojra–Shorkot (4-Lane Motorway)	317	2015–2017
63	PAK	IP 116.2	M-4 (Section 3–Shorkot–Khanewal (4-Lane Motorway, including bridges over Ravi and Sidhni Rivers)	273	2016–2018
64	PAK	IP 118	M-4 (Section 1 Faisalabad–Gojra 4-Lane Motorway)	170	2013–2014
65	PAK	IP 119	Railway Rehabilitation Lahore–Peshawar	665	2014–2017
66	PAK	IP 120.1	Hoshab–Surab (N85 and N25)	450	2014–2017
67	PAK	IP 120.2	Surab–Kalat (N85 and N25)	100	2017–2019
68	PAK	IP 121	E-35 (Section 1 Hasanabdal–Havelian) 4-Lane Expressway	150	2015–2017
69	PAK	IP 122	E-35 (Section 1 Havelian–Mansehra) 4-Lane Expressway	200	2015–2017
70	PAK	IP 123	M-4 (Section 4 Khanewal–Multan) 4-Lane Motorway	150	2012–2015
71	PAK	IP 124	N-70 Muzaffargarh–DG Khan Section (Upgrading of Existing Road to 4-Lane Dual Carriageway)	150	2015–2017
<b>Subtotal</b>				<b>5,567</b>	

No.	Country	IP No.	Project Title	Cost (\$ million)	Implementation Period
72	TAJ	IP 4	Kurgonteppa–Dusti–Panji Poyon Road Rehabilitation	58	2007–2014
73	TAJ	IP 7	Dushanbe–Tursunzade–Uzbekistan Border Road (62 km)	221	2011–2020
74	TAJ	IP 8	Reconstruction of Some Sections of Dushanbe–Kurgonteppa–Dangara–Kulyab Road (243.3 km)	488	2017-2020
75	TAJ	IP 9	Vahdat–Yavan Railway Construction (New)	127	2009–2016
76	TAJ	IP 10	Construction of Railway Line of Kolkhozabad–Dusti–Panji Poyon–Afghan Border (50 km)	90	TBD
77	TAJ	IP 11	Construction of Ayni–Panjakent to Uzbekistan Border (114 km)	115	2012–2016
78	TAJ	IP 101	LC Panji Poyon	8	TBD
79	TAJ	IP 102	CAREC Corridors 3 and 5 Enhancement Project	77	2014–2016
<b>Subtotal</b>				<b>1,184</b>	
80	TKM	IP 101	Construction of Dashoguz–Shasenem–Gazojak Railway	490	2013–2015
81	TKM	IP 102	Construction of Atamyrat–Ymamnazar–Aqina Railway	246	2013–2015
82	TKM	IP 103	LC Turkmenbashi	202	2014–2020
83	TKM	IP 104	Reconstruction of Ashgabat–Turkmenbashi Highway	975	2014–2017
84	TKM	IP 105	CAREC Maritime Transport Corridor Development	50	2013-2017
<b>Subtotal</b>				<b>1,963</b>	
85	UZB	IP 3	Acquisition of New Cargo and Passenger Locomotives	122	2009-2014
86	UZB	IP 4	Electrification of Karshi–Termez Railway Section	482	2012–2017
87	UZB	IP 16	First MFF: CAREC Corridor 2 Road Investment Program (Phase 2)	763	2008–2018
88	UZB	IP 17	Electrification of Marokand–Karshi Railway Section	208	2012–2016
89	UZB	IP 18	Electrification of Marokand–Navoi–Bukhara Railway Section	588	2016–2020
90	UZB	IP 19	Reconstruction of Landing Strip in Andijan Airport	16	TBD
91	UZB	IP 24	Reconstruction and Modernization of M39	243	2011–2017
92	UZB	IP 26	Construction of Hangar for Boeing-787	44	2014–2020
93	UZB	IP 27	Reconstruction of Airport Complex in Termez Airport	13	2019–2020
94	UZB	IP 30	Second MFF: Second CAREC Corridor 2 Road Investment Program (Phase 3)	349	2011–2017
95	UZB	IP 31	Acquisition and Standardization of Uzbekistan Airway Aircraft	741	2010–2016
96	UZB	IP 32	Reconstruction R87 Guzar–Chim Kukdala	114	2013–2018
97	UZB	IP 33	Construction of Centralized Filling Station in Navoi Airport and LC Navoi	157	2014-2016
98	UZB	IP 101	BCP Improvement for Road Vehicles at Yallama	-	2014–2017
99	UZB	IP 102	BCP Improvement for Road Vehicles at Alat	5	2014–2017

No.	Country	IP No.	Project Title	Cost (\$ million)	Implementation Period
100	UZB	IP 103	BCP Improvement for Road Vehicles at Daut-Ata	2	2014–2016
101	UZB	IP 104	LC Angren (Extension)	25	2016–2020
102	UZB	IP 105	Third MFF: Third CAREC Road Investment Program	1,600	2016–2022
<b>Subtotal</b>				<b>5,472</b>	
103	REG	IP 1	Regional Improvement of Border Services 1: Border Crossing Point Improvement and Single Window Development	21	Ongoing to 2017
104	REG	IP 2	Customs IT Systems Enhancements	100	Ongoing to 2017
105	REG	IP 4	Trade and Industrial Logistics Centers with Information Exchange System	300	Ongoing to 2014
106	REG	IP 101	Regional Improvement of Border Services 2	300	2016–2020
107	REG	IP 102	Regional Improvement of Corridor Efficiency	176	2015–2020
108	REG	IP 103	Regional Upgrade of SPS Measures for Trade	176	2015–2020
<b>Subtotal</b>				<b>1,073</b>	
<b>Total</b>				<b>41,994</b>	

AFG = Afghanistan, ATC = Air Traffic Control; AZE = Azerbaijan, BCP = border crossing point, CAREC = Central Asia Regional Economic Cooperation, IP = investment project, IT = information technology, LC = Logistics Center, KAZ = Kazakhstan, KGZ = Kyrgyz Republic, MON = Mongolia, PAK = Pakistan, PRC = People's Republic of China, Ro/Ros = roll on/roll off, SPS = sanitary and phytosanitary, REG = regional, TAJ = Tajikistan, TKM = Turkmenistan, UZB = Uzbekistan.

Sources: CAREC Secretariat.

## Appendix 2: List of Technical Assistance Projects by Country

Cluster, Country, and TA Number			Project Title	Subsector	Cost (\$ million)	Implementation Period
<b>Designated Railway Corridors</b>						
1	REG	TA 101	Economic Analysis of DRCs	Railway	1.0	2014–2016
2	REG	TA 102	Support for Operational Planning for Each DRC-High Level Operational Plan, Common Technical Standards and Approach to Signaling, Telecommunications and Power, and Key Performance Indicators	Railway	4.0	2015–2018
3	REG	TA 103	Governance, Legislative, Insurance, Safety Requirements; and Financial, and Accounting Standards for DRCs	Railway	1.4	2016–2017
4	REG	TA 104	Common Institutional and Organizational Rail Practices for DRCs	Railway	2.0	2016–2017
5	REG	TA 105	Project Management for DRC 10	Railway	2.0	2017–2020
6	PAK	TA 106	Framework for an Independent Railway System in Pakistan	Railway	2.0	2017–2020
7	PAK	TA 107	Pilot Project for a Semi-Autonomous Section of the Pakistan Railway Network	Railway	1.5	2017–2020
<b>Subtotal</b>					<b>13.9</b>	
<b>Public-Private Initiatives</b>						
8	REG	TA 111	Promoting PPP in Supply Chain and Multimodal Transport	PPP	2.0	2015- 2017
9	REG	TA 112	Regional Project Development Facility to Prepare Potential PPP	PPP	5.0	2014–2020
10	REG	TA 113	Assessment of DRC Rolling Stock Requirements, Management, and Ownership	Railway	3.0	2015–2017
<b>Subtotal</b>					<b>10.0</b>	
<b>Corridor Management</b>						
11	REG	TA 121	Corridor Management Unit		2.5	2014–2020
12	REG	TA 122	Working with Private Sector in Trade Facilitation (Phase 2: CFCFA Strengthening and CPMM)	Trade	1.5	2014- 2018

Cluster, Country, and TA Number			Project Title	Subsector	Cost (\$ million)	Implementation Period
13	REG	TA 123	Preparing the Improvement of Corridor Efficiency	Trade	1.5	2016- 2017
14	REG	TA 124	Introducing Elements of Sustainable Transport into National Transport Systems	SocEnv	1.0	2014–2016
<b>Subtotal</b>					<b>6.5</b>	
<b>Trade Facilitation</b>						
15	MON	TA 131	Integrated Master Plan for Zamyn-Uud BCP	Trade	0.6	2015–2016
16	REG	TA 8386	Promoting Cooperation in Sanitary and Phytosanitary Measures for Central Asia Regional Economic Cooperation	Trade	0.5	Ongoing to 2015
17	REG	TA 133	Preparing the Regional Improvement of Border Services 2	Trade	1.0	2016- 2017
18	REG	TA 134	Preparing the Regional Upgrade of SPS Measures for Trade	Trade	1.5	2015- 2017
19	REG	TA 135	Regional Interoperability of National Single Windows	Trade	1.0	2017-2018
20	REG	TA 136	Facilitation of Border Crossing for Drivers, Traders, and Migrant Workers	SocEnv	1.0	2014–2016
21	REG	TA 8586	Facilitation of Regional Transit Trade in CAREC	Trade	1.5	Ongoing to 2016
22	REG	TA 8584	Coordinated Border Management for Results in CAREC Program	Trade	1.25	Ongoing to 2016
23	REG	TA 8585	Aligning Customs Trade Facilitation Measures with Best Practices in CAREC Program	Trade	1.25	Ongoing to 2016
24	REG	TA 140	Joint Control of Transboundary Animal Disease in the PRC and Mongolia	Trade	0.5	Ongoing to 2015
25	REG	TA 6497	Capacity Building for Regional Integrated Trade and Facilitation	Trade	2.8	Ongoing
26	REG	TA 7353	CAREC: Working with the Private Sector in Trade Facilitation	Trade	3.2	Ongoing to 2014
27	REG	TA 8153	Policies for Industrial and Service Diversification in Asia in the 21st Century	Trade	0.5	Ongoing
38	REG	TA 8323	Trade Finance Capacity Development, Phase 2	Trade	3.0	Ongoing
29	PAK	TA 8405	Regional Improving Border Services Project	Trade	0.8	Ongoing
<b>Subtotal</b>					<b>20.4</b>	

Cluster, Country, and TA Number			Project Title	Subsector	Cost (\$ million)	Implementation Period
<b>Transport Facilitation</b>						
30	REG	TA 141	Harmonization of Vehicle Size and Weight Regulations in CAREC Countries	Road	2.0	2014–2015
31	REG	TA 142	Operational Research on Intermodal Services in the Caspian Sea	Port	1.0	2014–2015
32	REG	TA 143	Regional Rail Gauge Impact Assessment	Railway	0.5	2014–2015
33	REG	TA 8160	CAREC: Midterm Review of the Transport and Trade Facilitation Strategy and Implementation Plan	Road	1.7	Ongoing
34	REG	TA 8148	Enhancing Coordination of the CAREC Program	Road	3.0	Ongoing
35	AZE	TA 8071	Second Road Network Development Program	Road	0.2	Closed
36	KAZ	TA 8068	CAREC Corridor 3 (Shymkent–Tashkent Road) Rehabilitation Project	Road	0.2	Ongoing
37	KGZ	TA 8107	CAREC Corridor 3 (Bishkek–Osh Road) Improvement Project, Phase 4	Road	1.0	Ongoing
38	PAK	TA 8406	Provincial Road Improvement Project	Road	0.7	Ongoing
39	TAJ	TA 8052	Roads Improvement Project	Road	0.8	Ongoing
40	TAJ	TA 8373	Preparing the CAREC Corridors 3 and 5 Enhancement Project	Road	0.5	Ongoing
<b>Subtotal</b>					<b>11.6</b>	
<b>Road Safety and Maintenance</b>						
41	REG	TA 151	Road Maintenance Management	Road	3.0	2014–2017
42	REG	TA 8804	Enhancing Road Safety for CAREC Member Countries	Road	1.5	2015–2018
<b>Subtotal</b>					<b>4.5</b>	
<b>Other Infrastructure</b>						
43	REG	TA 161	Improvement for Private Ro/Ro Services in the Caspian Sea	Port	1.0	2014–2015

Cluster, Country, and TA Number	Project Title	Subsector	Cost (\$ million)	Implementation Period
44 AFG TA 162	Agreement on Gauge/s and Rolling Stock Requirements for Afghanistan Network	Railway	1.5	2014–2016
45 AFG TA 163	Negotiating O&M Contract for Hairatan–Mazer-e-Sharif Railway	Railway	0.2	2013–2014
46 AFG TA 164	Implementation of the Afghanistan National Railway Plan (ANRP)	Railway	2.0	2014–2017
<b>Subtotal</b>			<b>4.7</b>	
<b>Other Infrastructure Related</b>				
47 REG TA 7618	Developing Regional Cooperation Programs for PRC and Mongolia (Phase 3)	Trade	0.8	2014–2016
48 REG TA 172	Development of CAREC Member Countries Transport Policy and Master Plan	Road/Railway	2.0	2014–2017
<b>Subtotal</b>			<b>2.8</b>	
<b>Knowledge Sharing</b>				
49 REG TA 8789	CAREC South-South Knowledge Cooperation	Policies/Instl Devt	1.8	2015–2017
<b>Subtotal</b>			<b>1.8</b>	
<b>Total</b>			<b>76.2</b>	

AFG = Afghanistan, ANRP = Afghanistan National Railway Plan, AZE = Azerbaijan, BCP = border crossing point, CAREC = Central Asia Regional Economic Cooperation, CFCFA = CAREC Federation of Carrier and Forwarder Associations, CPMM = corridor performance measurement and monitoring, DRC = designated rail corridor, IP = investment project, IT = information technology, LC = Logistics Center, KAZ = Kazakhstan, KGZ = Kyrgyz Republic, MON = Mongolia, O&M = operations and maintenance, PPP = public-private partnership, PRC = People's Republic of China, REG = regional, Ro/Ro = roll on/roll off, SPS = sanitary and phytosanitary, REG = regional, TAJ = Tajikistan, UZB = Uzbekistan.

Source: CAREC Secretariat.



**Appendix 3a: Road Safety Baseline Data (2017)**

<b>Indicator</b>	<b>AFG</b>	<b>AZE</b>	<b>PRC</b>	<b>GEO</b>	<b>KAZ</b>	<b>KGZ</b>	<b>MON</b>	<b>PAK</b>	<b>TAJ</b>	<b>TKM</b>	<b>UZB</b>
Does your country have a government-approved national road safety strategy and action plan?	No	Yes		Yes		Yes	Yes	Yes	No		Yes
Does your country have a system for coordinating, managing and funding road safety at the national level?	No	Yes		Yes		Yes	No	No	Yes		Yes
Does your country have access to a road crash database for monitoring and planning road safety?	Yes	Yes		Yes		No	No	No	Yes		Yes
Do the road engineering standards used for the CAREC road corridors in your country conform to internationally accepted standards?	No	Yes		Yes		No	Yes	Yes	Yes		No data
Are road safety audits carried out for all CAREC road projects in your country?	No	Yes		Yes		Yes	No	No	Yes		No data
Do the regulations for new vehicles in your country incorporate internationally accepted safety standards?	No	Yes		Yes		Yes	No	No	Yes		No data
Are heavy vehicle load limits enforced and monitored on CAREC road corridors in your country?	Yes	Yes		Yes		Yes	Yes	Yes	Yes		No data
Does your country have an effective vehicle inspection, maintenance and insurance system in place?	No	Yes		Yes		No	No	No	Yes		Yes
Has your country carried out a review of the legislation for road safety in the last 5 years?	No	Yes		Yes		Yes	No	Yes	Yes		Yes
If yes, has your country made improvements, where required, including penalties for traffic offences?	N/A	Yes		Yes		Yes	N/A	Yes	Yes		Yes
Does your country regularly conduct effective enforcement programs designed to mitigate high risk road safety behavior, specifically:											
Speeding	No	Yes		Yes		Yes	Yes	Yes	Yes		Yes
Alcohol/drug-impaired driving	No	Yes		Yes		Yes	Yes	Yes	Yes		Yes

Seat belt wearing	No	Yes		Yes		Yes	Yes	Yes	Yes		Yes
Helmet wearing	No	Yes		Yes		Yes	Yes	Yes	Yes		Yes
Distracted driving (e.g. using phone while driving)	No	Yes		Yes		Yes	Yes	Yes	Yes		Yes
In your country, are effective public awareness and education campaigns held regularly to improve road safety?	No	Yes		Yes		Yes	Yes	Yes	Yes		Yes
Does your country have a driver licensing and training system that ensures drivers are qualified and safe to use CAREC road corridors?	Yes	Yes		Yes		Yes	No	Yes	Yes		Yes
In your country, do commercial and public transport fleet safety regulations, management and standards reflect international good practice?	No	Yes		Yes		No	No	Partially	Yes		Yes
In your country, is an appropriately equipped and skilled emergency response provided to all crash victims within 1 hour on CAREC road corridors?	No	Yes		Yes		No	No	Yes	No		No
Are all parts of CAREC corridors in your country no more than 1 hour away from an adequately staffed and equipped trauma treatment center?	No	Yes		Yes		No	No	Yes	Yes		No
Are drivers of goods and public transport vehicles in your country trained in first aid?	No	Yes		No		No	No	No	Yes		Yes
If yes, do they have access to appropriate equipment?	N/A	Yes		No		No	N/A	No	Yes		Yes
Is modern and reliable communication coverage available on all CAREC roads in your country?	Yes	Yes		Yes		Yes	No	Yes	Yes		Yes
Is a single emergency call number available for all CAREC roads in your country?	Yes	Yes		Yes		Yes	No	Yes	Yes		Yes

**Appendix 3b: Road Traffic Deaths (CAREC Corridors)**

<b>Country</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
AFG	No data	No data	No data	No data	No data	No data	No data
AZE	238	262	347	343	318	289	251
PRC							
GEO	233	185	225	182	195	202	197
KAZ							
KGZ	No data	No data	No data	No data	No data	No data	No data
MON	No data	No data	No data	No data	No data	No data	48
PAK							
TAJ	192	167	141	126	118	121	117
TKM							
UZB	9	12	14	12	9	9	11

**Appendix 3c: Road Traffic Deaths (National)**

<b>Country</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
AFG	No data	No data	No data	No data	No data	No data	No data
AZE	925	1016	1168	1164	1124	894	759
PRC							
GEO	685	526	605	514	511	602	581
KAZ							
KGZ	No data	No data	No data	No data	No data	No data	No data
MON	333	434	541	560	654	556	479
PAK							
TAJ	412	438	442	472	446	449	483
TKM							
UZB	No data	No data	No data	No data	No data	No data	No data