



Reference Document
For Session 1 of the 17th Transport Sector Coordinating Committee Meeting
April 2018

Transport Sector Progress Report and Work Plan 2018–2020

**17th Transport Sector Coordinating Committee Meeting
Central Asia Regional Economic Cooperation
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I. KEY DEVELOPMENTS

A. Introduction

1. The 11 Central Asia Regional Economic Cooperation (CAREC) countries continue to implement 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.
2. Priority infrastructure work focuses on the construction and upgrade of roads and rail lines along the six CAREC multimodal corridors connecting the mainly landlocked CAREC countries to wider regional and global networks. In 2017, the CAREC member countries endorsed the revision of the multimodal corridors, extending Corridor 2—the East-West corridor that connects the People’s Republic of China, Central Asia, and Europe—to include Georgia and expand the CAREC multimodal network to the Black Sea ports and the land border with Turkey.
3. The implementation of physical investments (hard infrastructure) is supported by a set of complementary soft side initiatives under five pillars, namely (i) road safety, (ii) railways, (iii) road asset management, (iv) cross-border transport facilitation, and (v) aviation.

B. Sector Implementation

4. This report covers progress made by the CAREC member countries in 2017 against the TTFS 2020 and subsequently the CAREC Transport Sector Work Plan 2017–2019. As of end-2017, the CAREC countries have 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 the CAREC railway strategy ([Unlocking the Potential of Railways: A Railway Strategy for CAREC, 2017-2030](#)) and the CAREC road safety strategy ([Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017-2030](#)).
5. 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 rehabilitation¹; (ii) 1,800 km of newly constructed railway track; and (iii) 2,000 km of renovated, electrified, or signalized railway track. 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 towards the goals for road and railways while Table 1 shows further details of the transport sector performance from 2008 through 2017.
6. The TTFS 2020 and Work Plan continues to be implemented satisfactorily. As of 2017, the progress of road and railway projects in CAREC countries has already surpassed the 2020 targets. For roads, [1,372] km of expressways or national highways built, upgraded or improved in 2017 bring the cumulative road infrastructure to 9,964 km, which already exceeds the 7,800 km corridor length targeted for construction or improvement by 2020. Under railways, no new railway lines were completed while 325 km of railways were improved by electrification in

¹ 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.

Uzbekistan in 2017. The cumulative progress in railway (1,995 km new and 3,433 km of improved railway) has also surpassed the targets set for 2020.

Figures 1–3. Progress of Multimodal Corridor Network Development (2008–2017)

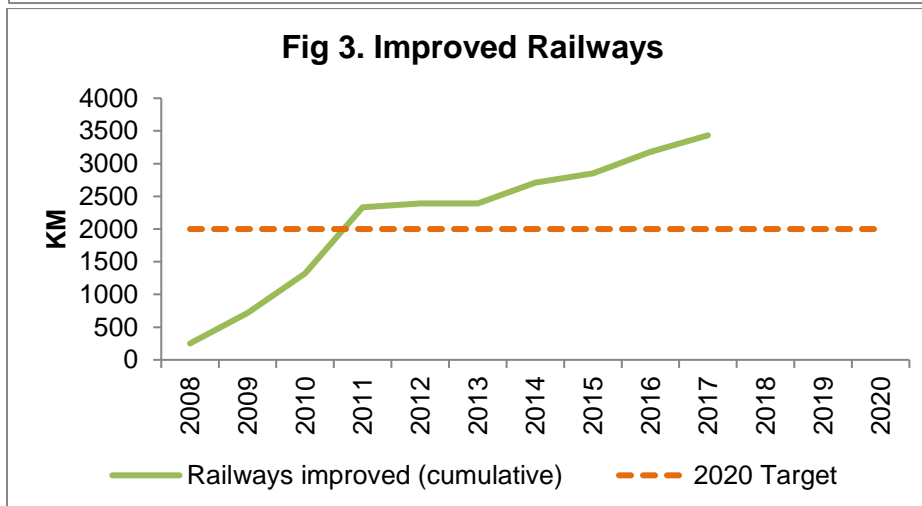
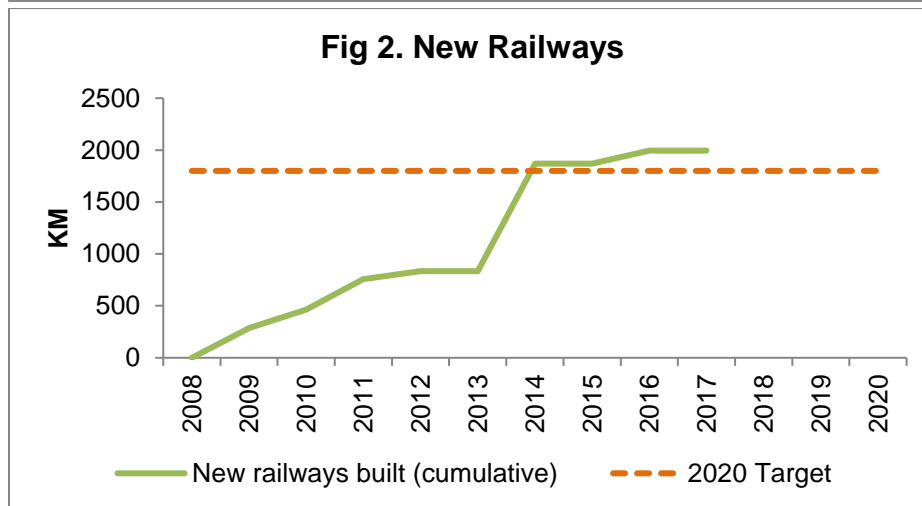
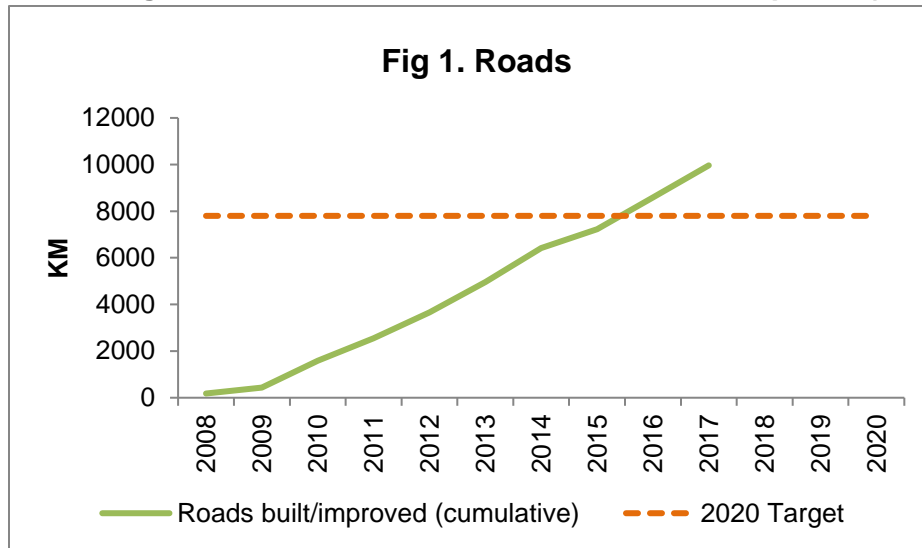


Table 1: Annual Transport Sector Outputs (2008–2017)

Indicator	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2017	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	[1,372]	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	[9,964]	5,912	
Annual new railways built (km)	0	286	179	293	75	0	1,036	0	126	[0]	58	
Cumulative new railways built (km)	0	286	465	758	833	833	1,869	1,869	1,995	[1,995]	1,577	
Annual improved railways (km)	251	468	600	1,014	60	0	317	140	509	[325]	30	
Cumulative improved railways (km)	251	719	1,319	2,333	2,393	2,393	2,710	2,850	3,108	[3,433]	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.

***Need to update the length of road corridors with the expansion to Georgia. The current condition of those deemed in good condition in 2007 also need to be re-examined.

7. Progress also continues in other transport subsectors. Under ports and shipping, the expansion of Aktau Port was completed in 2017. Meanwhile, the construction of the international seaport in Turkmenbashi is expected to be completed in 2018. Two logistics centers (LC) are ongoing: LC Turkmenbashi is expected to be completed by 2018 while the construction of LC Zamy-Uud (Mongolia) is expected to be completed by 2019. Two border crossing points (BCPs) in Tajikistan have been improved to date: BCP Dusti in 2015 and Guliston in 2016. Four more BCPs are being implemented under the Regional Improvement of Border Services (RIBS) project by the Asian Development Bank. The construction of BCP Karamyk in the Kyrgyz Republic is currently ongoing and expected to be completed in 2018. The BCPs Torkham, Chaman, and Wagha in Pakistan are under procurement, land acquisition and facility design.

(i) **Multimodal Corridor Network Implementation Progress**

8. **Afghanistan.** The transportation sector of Afghanistan continues to implement road and rail projects under TTFS 2020 projects as part of its strategy to rehabilitate the country's infrastructure. The construction of the 52 km section of the Ring Road between Leman and Armalik, financed by the Government of Saudi Arabia is ongoing. The Asian Development Bank (ADB) is financing the 151 km Qaisar-Dari Bum section of the remaining missing link of the Ring Road between Qaisar and Leman. The construction of the 31 km Pul-e-Khumri-Doshi section, financed by the Islamic Development Bank (IDB), is also ongoing. Also in progress is the construction of the Kabul-Jalalabad road, financed by ADB. A feasibility study and detail design for the construction of an alternative tunnel to the existing Salang tunnel is in progress, 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, the construction of the 224 km Khaf–Herat Railway, connecting Iran and Afghanistan, is ongoing, supported by financing from the Iranian Government. The construction of the Torghundi railway station was completed in 2017.

9. **Azerbaijan.** Azerbaijan continues to implement railway, road, and maritime projects along CAREC Corridor 2. Under railway and trade facilitation, the rehabilitation of the East-West line is ongoing. Financing from WB is supporting the power supply, communication and signaling upgrades, while the reconstruction of the carriageway, planned to be completed by 2019, is financed by the Syndicate of Czech Banks and the Government of Azerbaijan. The construction of Baku International Sea Trade Port at Alyat is ongoing, also financed by the Government of Azerbaijan. Phase 1 is expected to be completed by 2018. The construction of two additional lanes in the 130 km Gyandja-Gazakh-Georgian border road is ongoing, financed by the European Bank for Reconstruction and Development (EBRD). The construction of a Logistics Center at the Baku International Sea Trade Port is planned as part of the government's program to establish a special economic zone at the port.

10. **People's Republic of China (PRC).** The People's Republic of China continues to support the implementation of TTFS 2020 projects through construction and maintenance of expressways along CAREC Corridors 1, 2, 4, and 5 within the PRC territory and through loan financing of investment projects by the Export-Import Bank of China and the Government of PRC. As part of promoting transport and trade facilitation, the PRC is taking actions to operationalize the United Nation's Transports Internationaux Routiers (TIR) Convention. The PRC appointed the Research Institute of Highway to manage the accreditation of transport companies, covering vehicle testing and issuing of approval certificates to PRC trucks. Furthermore, PRC continue to pursue bilateral transport agreements with CAREC member countries. In 2017, PRC signed a bilateral agreement

on international road transport with Uzbekistan. Consultation on a new agreement with Mongolia were initiated during the first quarter of 2018.

11. **Georgia.** Georgia's membership to CAREC in 2016 paved the way for the expansion of the CAREC corridor network to the Black Sea ports and the land border with Turkey. The 11 CAREC member countries endorsed the revised CAREC Corridors in October 2017 (Appendix 1). Corridor 2 now extends from the Red Bridge BCP along the East-West Highway (E60) towards the Black Sea ports in Poti, Batumi, and the planned Anaklia deep-sea port. It continues along the E70, traversing the Black Sea coast and ends at the Sarpi BCP with Turkey. In line with the Government of Georgia's plan to develop its logistics sector, the planned Tbilisi and Kutaisi Logistics Centers are included are proposed CAREC Logistics Centers. The expansion of Kutaisi International Airport and soft side initiatives including the implementation of European regulations in the national legislation to promote safer and secure air transport system in Georgia are proposed to be included as CAREC investment projects under the Aviation pillar.

12. **Kazakhstan.** Kazakhstan continues to implement TTFS 2020 projects along the CAREC Corridors 1, 2, 3, and 6. The Kazakhstan portion of the Western Europe - Western China Transit Corridor has been completed, covering 2,452 km between the borders with PRC and the border to the Russian Federation. The project was financed by ADB, EBRD, Japan International Cooperation Agency (JICA), IDB, WB, and the Government of Kazakhstan. The rehabilitation of Almaty-Kapshagai road (105 km), funded by the Government of Kazakhstan, was completed in 2017. The 305 km Almaty-Khorgos road, financed by the WB and the Government of Kazakhstan, has also been completed. The 100 km Shymkent-Tashkent road, financed by ADB, EBRD, and the Government of Kazakhstan, has been completed. Also completed was the expansion of Aktau port, financed by the Kazakhstan Development Bank, Aktau Sea Port and private investments. Ongoing road projects include the Astana – Karaganda road rehabilitation, financed by the Government of Kazakhstan. Construction is underway for the Aktau – Beyneu and Makat – Kandagash road rehabilitation projects, supported by financing from ADB and the Government of Kazakhstan.

13. **Kyrgyz Republic.** Progress of transport projects continues in Kyrgyz Republic along CAREC corridors 1, 2 and 3. The construction of Bishkek-Torugart Road (497 km), financed by the Export-Import Bank of China, the Arab Coordination Group, ADB, and the Government of Kyrgyz Republic was completed in 2017. The CAREC Corridor 3 Improvement Project (Bishkek-Osh road rehabilitation) is ongoing, financed by a loan and grant from ADB, the Eurasian Development Bank, and the Government of Kyrgyz Republic's own budget. The rehabilitation of the 497 km 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) was completed in 2017. This project is financed by a loans from the Export-Import Bank of China, ADB the the government's own budget. Under aviation, the Kyrgyz air traffic control System Capacity Enhancement project financed by JICA, is ongoing.

14. **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. 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 financed by JICA and the Government of Mongolia's own budget. Under logistics, construction is ongoing for the Zamyn Uud Logistics Center,

financed by a loan and grant from ADB. The development of a national road safety policy and action plan is also in progress, supported by a technical assistance from ADB.

15. **Pakistan.** Progress continues towards the completion of transport projects along Corridors 5 and 6 in Pakistan. The Hasanabdal-Havelian section of the E-35 expressway, which will provide a link to Northern Pakistan and PRC via Karakoram Highway is under construction, financed by ADB, the Department for International Development (DFID) and the Government of Pakistan. A total of 45.5 km has been completed and opened to traffic in 2017. 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, supported by a loan from ADB under the CAREC Regional Improving Border Services (RIBS) Project is under procurement of civil works stage A railway rehabilitation of the main trunk line (ML-1) between Karachi and Peshawar is planned under China-Pakistan Economic Corridor (CPEC) program.

16. **Tajikistan.** Tajikistan continues to implement road, railway, and logistics projects along CAREC Corridors 3, 5, and 6. The rehabilitation of the Vose-Khovaling and Sairon-Karamyk roads (174 km) under the CAREC Corridors 3 and 5 Enhancement Project, financed by ADB and the Government of Tajikistan, has been completed. The CAREC Corridor 3 (Dushanbe-Uzbekistan Border) is ongoing and expected to be completed in 2018, supported by loans from ADB, EBRD, AIIB and the Government of Tajikistan's own budget. Construction for the Dushanbe - Kurgan-Tyube road (33.2 km), financed by ADB, the Organization of Petroleum Exporting Countries (OPEC), and the Government of Tajikistan, started in 2017. The alignment design and feasibility study for the construction of the Kholkhozabad-Dusti-Panji-Poyon-Afghan border railway line (50 km) is in progress. Under logistics, the feasibility study for the construction of Logistics Center Nizhniy Pyandzh has been completed.

17. **Turkmenistan.** Turkmenistan continues to implement multimodal and logistics projects along CAREC Corridor 2, supported by the Government of Turkmenistan's own budget. The two CAREC railway projects in have already been completed. The construction of the International Seaport in Turkmenbashi, which includes a logistics center, is in progress and expected to be completed in 2018. The rehabilitation of the Ashgabat-Turkmenbashi Highway in ongoing, with 245.2 km rehabilitated by end-2017.

18. **Uzbekistan.** Uzbekistan continues to implement road, rail, and trade facilitation projects along CAREC Corridors 2, 3, and 6. Under railways, the electrification of Karshi-Termez railway section (325 km) was completed in 2017, supported by a loan from JICA and O'zbekiston Temir Yo'llari's (UTY) own funds. This follows the successful electrification of the 140 km Marakand-Karshi line (CAREC Corridor 6) in 2016. The electrification of the Marokand-Navoi-Bukhara railway section (452 km) is planned to be completed by 2022, to be financed by AIIB and the Government of Uzbekistan. Meanwhile, the electrification of the Pap-Namangan-Andijan was initiated in 2017 and expected to be completed by 2021, financed by ADB and UTY's own funds. The CAREC Corridor 2 Road Investment Program (Phase 2), which rehabilitated 175 km of the A380 Highway was completed in 2017. Phase 3, which aims to reconstruct 220 km of road in Tashkent, Namangan and Bukhara oblast is in progress, financed by ADB and the Government of Uzbekistan. Also ongoing is the reconstruction and modernization of the M39, financed by IDB and the Government of Uzbekistan. Under aviation, the construction of hangar for Boeing-787 maintenance is ongoing and expected to be completed by 2020, financed by the Uzbekistan Airways' own funds and a loan from the Uzbekistan Reconstruction and Development Fund.

(iii) Operational and Institutional Strengthening

19. **Rationale.** The TTFS 2020 emphasizes 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; and the 16th TSCC in Tbilisi, Georgia in May 2017 reaffirmed the CAREC countries' commitment to fully implement the TTFS 2020 and pursue these priority areas.

20. **Actions Initiated.** At the 15th TSCC, CAREC countries endorsed the Transport Sector Work Plan (2017-2019), which continues to support the delivery of four pillars, namely (i) road safety, (ii) road asset management, (iii) railways and (iv) transport facilitation. The 16th TSCC endorsed the addition of aviation as a fifth pillar under the CAREC Transport sector. Progress and accomplishments under the five pillars are summarized below.

Pillar 1: Road Safety

21. 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.

22. 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 entitled [*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.

23. 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.”² Appendix 3 of this report shows the 2017 road safety data reported by the CAREC countries.

24. Mongolia, as the host country to CAREC in 2015, launched a comprehensive road safety campaign coinciding with the 14th CAREC Ministerial Conference. The campaign was

² 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).

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. The development of a national road safety policy and action plan is currently in progress, supported by a technical assistance from ADB.

25. Pakistan, the host country to CAREC in 2016, took 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 was established. 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 national road safety plan is based on the five pillars of the Global Plan of the United Nations Decade of Action: road safety management; safer roads; safer vehicles; safer road users; and post-crash care.

26. Tajikistan, as the host country to CAREC in 2017, had taken major steps in championing road safety. A national road safety plan, developed during consultation workshops among transport officials and stakeholders, is currently being finalized. Tajikistan also launched a seat belt awareness campaign, conceptualized by ADB, financed by EBRD, and jointly implemented by the European Association for the Study of Science and Technology and the Young Generation of Tajikistan (a Tajik NGO). Through a baseline survey, the campaign found that only 22.5% of drivers wore seat belts and only 3.3% of children used child seats. Advertising campaigns were launched through various media including print, radio and television advertisements, which covered 98% of the country. Tajikistan has an existing law mandating the use of seat belts in both front and back seats of all vehicles. However, there were no legal sanctions such as fines or penalties for breaking said law. As a result of the campaign, new sanctions have been introduced for not using seat belts. The sanctions include a fine of up to 50 TJS for each seat belt infringement. The campaign's next steps include training and assistance programs for Tajikistan's road police on effective enforcement of the seat belt law.

27. To accelerate the implementation of the CAREC Road Safety Strategy 2017-2030, ADB and the CAREC Institute facilitated the 3rd CAREC regional road safety workshop in Dushanbe, Tajikistan in August 2017, focusing on road safety engineering. The workshop was attended by 40 participants, which included representatives from ministries with responsibilities for roads and transport from CAREC member countries. The participants learned about road safety audits, design standards, needs of vulnerable users, blackspot programs, and work zone safety. The workshop provided member countries an opportunity to outline their most pressing needs for the advancement of *Safer Roads* component of the *CAREC Road Safety Strategy*. There was a call for enhanced training in road safety engineering in order to expand the level of knowledge in most CAREC countries. The participants discussed challenges that CAREC countries face in advancing road safety, and identified priority actions to address common challenges.

28. Three road safety engineering manuals have been completed to support future trainings in road safety engineering ([Manual 1: Road Safety Audit](#) and [Manual 2: Safer Road Works](#), published in March 2018 and [Manual 3: Roadside Hazard Management](#), published in April 2018). The manuals were reviewed during the 16th TSCC, and introduced at the 3rd CAREC regional road safety workshop in Dushanbe, Tajikistan. The manuals will be disseminated to engineers and policy makers in CAREC to encourage the adoption of road safety engineering principles and practice.

Pillar 2: Road Asset Management

29. 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 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. The 16th TSCC held in May 2017 reviewed knowledge products in RAM and agreed to support further work in RAM by initiating data collection on RAM needs in CAREC countries.

30. To support knowledge sharing among CAREC countries, Three knowledge products supporting road asset management have been completed ([Compendium of Best Practices in Road Asset Management](#), published in January 2018; Guide to Performance-Based Road Maintenance Contracts, published in April 2018; and Decision Makers' Guide to Road Tolling in CAREC Countries, to be published in May 2018). Activities for 2017 onwards include the dissemination of these knowledge products to policymakers and practitioners in the CAREC region to encourage the uptake of best practices in road asset management.

31. Following agreements made during the 16th TSCC, the countries completed a RAM questionnaire to (i) determine RAM needs in CAREC countries, and (ii) provide information for the conceptualization of RAM projects and support the implementation of performance-based road maintenance contracts in CAREC countries.

Pillar 3: Railways

32. 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 developed a strategy to serve as a blueprint for addressing challenges and maximize the contribution of railways to sustained economic growth.

33. 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.

34. 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 3rd RWG convened on 15-16 May 2017 in Tbilisi, Georgia to discuss and agree on practical implementation measures for the Railway Strategy. The countries agreed on six actions for the implementation of the Railway Strategy. The progress/status of the implementation in 2017 are as follows:

- *Development of communication mechanism for regular information exchange: a [Facebook group](#) was launched and a new webpage was developed under the CAREC website;*
- *Development of case studies in emerging practices: a compendium of case studies has been initiated;*
- *Review and consideration of model agreements, e.g. tariffs, customer feedback, cross-border processes, and safety and security: a compendium on model agreements has been initiated;*
- *Preparation of Network Opportunities and Needs Study: a literature review is underway*
- *Preparation of National Action Plans for the implementation of the Railway Strategy: to be discussed during the next RWG meeting*
- *Creation of Corridor Teams: to be discussed during the next RWG meeting.*

35. Financial resources are necessary to fully implement the CAREC Railway Strategy and support future activities of the RWG. It is suggested that a regional technical assistance be prepared to support the implementation of the CAREC Railway Strategy, develop and maintain a regional traffic model, provide project preparation facility, and support knowledge sharing and capacity development for railways.

Pillar 4: Transport Facilitation

36. 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.

37. 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.

38. 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 in the process of rolling out the operation of the TIR system. The Government of PRC appointed the Research Institute of Highway to manage the accreditation of transport companies, covering vehicle testing and issuing of approval certificates to PRC trucks.

39. 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 legal and institutional reforms to facilitate cross-border trade, integration of NSW systems with the information system of customs and 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. One border crossing point (BCP Dusti, Tajikistan) had been improved in 2015 within the scope of CAREC Corridor 3 (Dushanbe – Uzbekistan border) Improvement Project.

40. The improvement of three more BCPs – Torkham, Chaman and Wagha, are currently underway under the Pakistan: CAREC Regional Improving Border Services Project. Procurement of civil works, detailed design of facilities and land acquisition are currently ongoing.

Pillar 5: Aviation

41. The strategic location of CAREC countries means that the region has the potential to serve as a hub for aviation, including for both passengers and freight. The land-locked nature of many CAREC countries makes air transport an essential mode. 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. In support of this initiative, a Consultation Workshop entitled “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.

42. The 16th TSCC in Tbilisi, Georgia, on 17-19 May 2017, endorsed the inclusion of aviation as a fifth pillar under the CAREC transport sector. Furthermore, the 16th TSCC endorsed the development of a Scoping Study on CAREC aviation to understand the current state of aviation in the CAREC region and identify areas in which CAREC activities can enhance regional connectivity and economic development through aviation. The Scoping Study was completed in 2017 and shared with CAREC countries for review. Future actions under aviation include national consultations to determine priority needs.

43. **Regional Technical Assistance:** Two regional technical assistance (TA) projects are currently under implementation to support CAREC countries in the five transport priority areas.

44. 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. In November 2016, ADB approved an additional \$750,000 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. The TA is currently supporting CAREC transport knowledge sharing activities for road asset management, railways, transport facilitation and aviation.

45. 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 is currently being developed to incorporate monitoring for the CAREC Railway and Road Safety strategies.

46. 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. The RETA has supported activities under the road safety pillar, including the development of the CAREC Road Safety Strategy, four regional road safety workshops, three road safety engineering manuals, and road safety initiatives at the national level.

47. Both TA 8789 and 8804 are closing by end-2018. It is recommended that new regional TAs be developed to build on the progress made to date and support future actions under the five transport pillars/priority areas.

48. **Next steps.** CAREC countries will continue to work on operational and institutional strengthening in the aforementioned pillars. Moving forward, future actions in road safety will be geared towards full implementation of the CAREC road safety strategy. For RAM, immediate actions include the dissemination of the completed RAM knowledge products to encourage the adoption of best practices in RAM. 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. A regional TA to support railways will be developed to support the full implementation of the CAREC Railway Strategy. 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. The next steps under aviation include holding national consultations to determine priority needs.

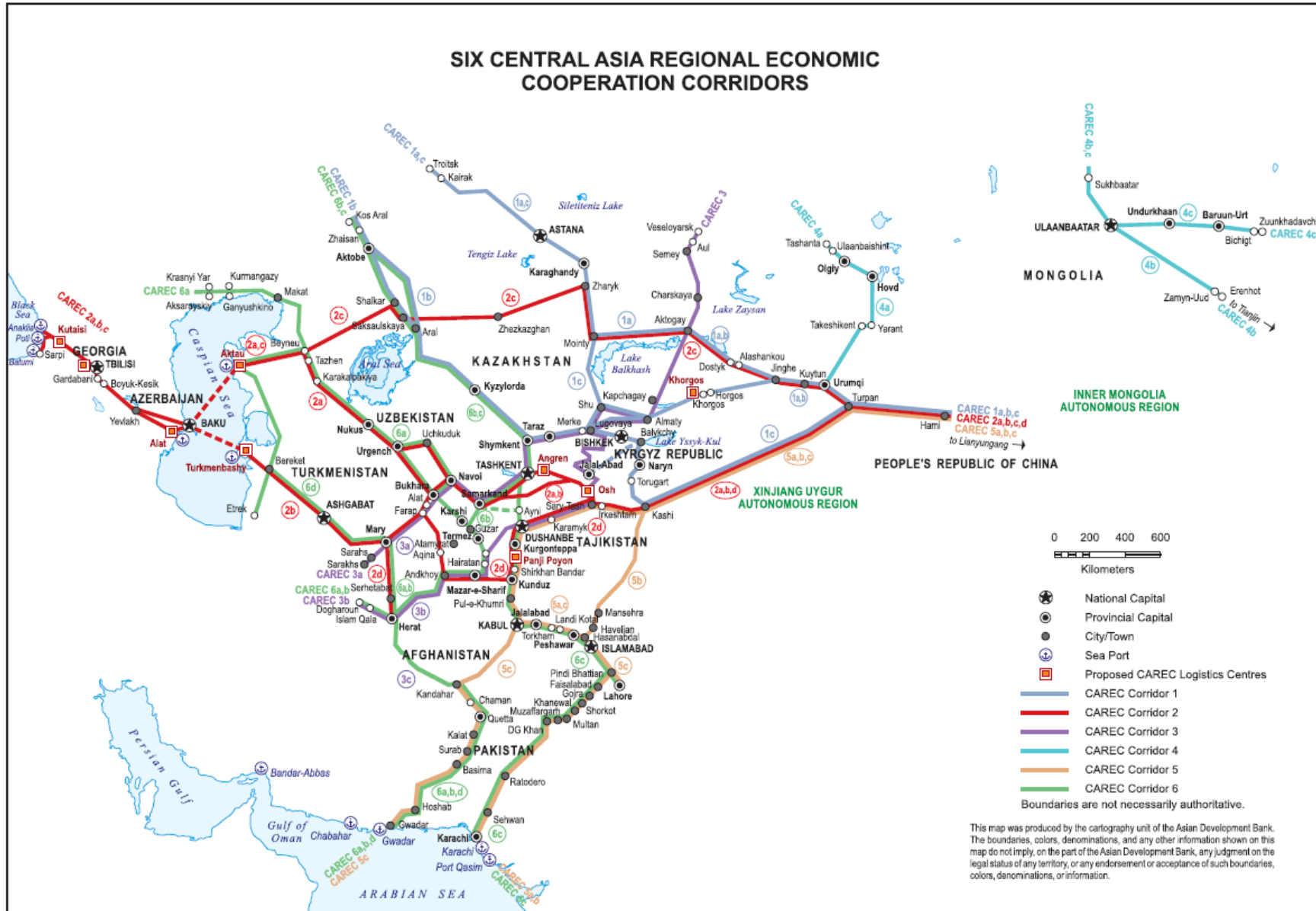
II. KEY ISSUES FOR GUIDANCE BY THE TSCC

49. **Transport Strategy 2030.** The timeframe for the CAREC Transport and Trade Facilitation Strategy 2020 now only has three years left for implementation. In 2017, the CAREC member countries endorsed the revision of the multimodal corridors, extending CAREC Corridor 2 to include Georgia and expand the CAREC multimodal networks to the Black Sea ports and the land border with Turkey. Also in 2017, the CAREC Ministerial Conference endorsed CAREC Strategy 2030, which provides a new long-term strategic framework for the CAREC Program. Under CAREC 2030, the transport sector is part of a broader operational cluster encompassing infrastructure and economic activity. Given that the implementation timeframe for TTFS 2020 is close to completion, the transport sector now faces a timely opportunity to examine its strategic direction beyond 2020 under the CAREC 2030 agenda. The TSCC is therefore requested to endorse the preparation of a new transport strategy, which will be aligned with CAREC Strategy 2030, and will build on the momentum made under TTFS 2020.

50. **Development of new regional TAs.** The TSCC is requested to endorse the preparation of two regional TAs to build on the progress achieved under TTFS 2020, and support transport

activities moving forward, including the preparation of a new transport strategy: (1) TA for Knowledge Sharing and Services in Transport and (2) TA for CAREC Railways.

APPENDIX 1: REVISED CAREC CORRIDOR MAP



APPENDIX 2: LIST OF INVESTMENT PROJECTS BY COUNTRY

No.	Country	IP No.	Project Title	Cost (\$ million)	Implementation Period	Status
1	AFG	IP 1	Qaisar–Bala Murghab Road	407	2012–2023	Ongoing
2	AFG	IP 3	Laman–Armalick Road	39	2012–	Ongoing
3	AFG	IP 4	Pul-e-Khumri–Doshi Road	21	2013–	Ongoing
4	AFG	IP 8	Construction of Kabul–Jalalabad Road	172	2011–2019	Ongoing
5	AFG	IP 9	Rozanak/Ghorian–Herat Railway Line Construction (Iran–Afghanistan)	150	2015–2020	F/S completed
6	AFG	IP 11.1	Construction of Shirkhan Bandar–Kunduz–Kholam–Naibabad– Andkhoy–Herat Railway	2,000	2015–2020	F/S completed
7	AFG	IP 12	Construction of Aqina–Andkhoy Railway (Turkmenistan–Afghanistan)	75	2016–2020	F/S completed
8	AFG	IP 101	Construction Turkmenistan Border–Herat Railway	TBD	2015–2020	Pre-F/S completed
9	AFG	IP 102	Salang Road Tunnel	1,000	2014–2020	Ongoing
10	AFG	IP 103	Rehabilitation of Mazar-e-Sharif–Kunduz Road	99	2011–	Ongoing
Subtotal				3,963		
11	AZE	IP 1	East–West Highway (Yevlakh-Ganja: additional two lanes; Ganja Ring Road: four lanes)	237	2007–2014	Completed
12	AZE	IP 2	Railway Trade and Transport Facilitation: Reconstruction of Azerbaijan Railways	1,754	2010–2020	Ongoing
13	AZE	IP 3	Acquisition of High Capacity Ferries and Ro/Ros by Caspian Sea Shipping	69	2010–2014	Completed
14	AZE	IP 4	Construction of Baku International Sea Trade Port Complex (Alyat)	440	2011–2018 (Phase 1)	Ongoing
15	AZE	IP 5	Hajigabul–Yevlakh and Ganja–Qazakh Roads (Hajigabul-Kurdamir: additional two lanes; Kurdamir-Ujar-Yevlakh: additional two lanes; Ganja-Gazak-Georgian Border: additional two lanes)	1,648	2011–2021	Ongoing
16	AZE	IP 101	LC Baku Port at Alyat	TBD	TBD	Planned
Subtotal				4,148		
17	KAZ	IP 1	Astana–Karaganda Road Rehabilitation	415	2013–2018	Ongoing
18	KAZ	IP 2	Almaty–Kapchagay (Kapshagai) Road Rehabilitation	208	2013–2017	Completed
19	KAZ	IP 3	Aktau–Beyneu Road Rehabilitation (MFF CAREC Corridor 2: Mangystau Oblast Section)	718	2010–	Ongoing

No.	Country	IP No.	Project Title	Cost (\$ million)	Implementation Period	Status
20	KAZ	IP 4	Rehabilitation of Western Europe–Western PRC Transit Corridor (Aktubinskaya Oblast, Kazakhstan, to Xinjiang, PRC)	4,670	2009–2016	Completed
21	KAZ	IP 5	Electrification of Almaty–Aktogay Railway Section	740	TBD	Planned
22	KAZ	IP 6	Electrification of Dostyk–Aktogay Railway Section	510	TBD	Planned
23	KAZ	IP 7	Electrification of Aktogay–Mointy Railway Section	740	TBD	Planned
24	KAZ	IP 10	Expansion of Aktau Port (Phase 1&2)	124	2006-2015	Completed
			Expansion of Aktau Port (Phase 3) – New Project	126	2012-2015	Completed
25	KAZ	IP 13	Construction of New Railway Line Zhezkazghan–Saksaulskaya	3,032	2012–2016	Completed
26	KAZ	IP 17	Shymkent–Tashkent Road	267	2012–2016	Ongoing
27	KAZ	IP 101	Almaty–Khorgos Road	1,068	2013–2017	Completed
28	KAZ	IP 102	BCP Improvement for Road Vehicles at Dostyk	8	2014–	Ongoing
29	KAZ	IP 103	Railway BCP at Dostyk	300	TBD	Planned
30	KAZ	IP 104	Road BCP at Khorgos	8	2014-	Ongoing
31	KAZ	IP 105	BCP Improvement for Road Vehicles at Tazhen	8	2014–	Ongoing
32	KAZ	IP 106	BCP Improvement for Road Vehicles at Konysbaeva	3	2014–	Ongoing
33	KAZ	IP 107	LC Aktau Port	31	TBD	Planned
34	KAZ	IP 108	LC Khorgos	85	2014–	Ongoing
Subtotal				13,061		
35	KGZ	IP 1	Bishkek–Torugart Road Rehabilitation	453	2010–2017	Completed
36	KGZ	IP 4	Electrification of Lugovaya–Bishkek (Alamedin) Railway	250	TBD	Planned
37	KGZ	IP 5	Rehabilitation of Balykchy–Chaldovar–Lugovaya Railroad	65	TBD	Planned
38	KGZ	IP 6	Equipment Purchase for Wagon Repair/Maintenance Facility for Rail	18	TBD	Planned
39	KGZ	IP 7	Reconstruction of Osh International Airport	105	TBD	Planned
40	KGZ	IP 8	Kyrgyz ATC System Capacity Enhancement	15	2016–	Ongoing
41	KGZ	IP 9	Rehabilitation of Bishkek–Osh Road	192	2014–2019	Ongoing
42	KGZ	IP 11	Construction of the Northern Bypass Road (Bishkek–Kara-Balta)	350	TBD	Planned
43	KGZ	IP 102	North–South Road: Balykchy–Kochkor–Aral–Kazarman–Jalal-Abad	850	2014–2020	Ongoing
44	KGZ	IP 104	BCP Improvement for Road Vehicles at Karamyk	8	2016–2018	Ongoing
45	KGZ	IP 105	LC Osh	15	TBD	Planned
Subtotal				2,321		
46	MON	IP 1	Western Regional Road Development (PRC Border at Yarant–Khovd–Ulgii–Ulaanbaishint)	145	1995–2018	Ongoing
47	MON	IP 2	Regional Road Development (Construction of Altanbulag-Ulaanbaatar-Zamiin-Uud)	126	1995–2014	Completed
48	MON	IP 5	Construction of New International Airport in Ulaanbaatar	591	2008–2018	Ongoing

No.	Country	IP No.	Project Title	Cost (\$ million)	Implementation Period	Status
49	MON	IP 10	Access Road to the New International Airport in Ulaanbaatar	140	2015–2018	Ongoing
50	MON	IP 11	Western Regional Road Development Phase 2 MFF—Bayan Ulgii and Khovd Aimags (provinces)	120	2012-2019	Ongoing
51	MON	IP 12	Railway Rolling Stock Maintenance Depot	59	2020–2030	Planned
52	MON	IP 13	Railway Centralized Traffic Control Center	29	2020–2030	Planned
53	MON	IP 14	Ulaanbaatar City Railway Passenger Station	36	2020-2030	Planned
54	MON	IP 101	Undurkhaan (AH32)—Baruun-Urt—Bichigt—Huludao/ Chifeng—Jinzhou Road	268	2014–2020	Ongoing
Subtotal				1,514		
55	PAK	IP 101	Realignment of Karakoram Highway at Hunza due to Attabad Lake Overflow, N-35	281	2012–2015	Completed
56	PAK	IP 103	Karachi–Hub-Dureji–Sehwan–M-7 (250 km), New Alignment, 6-Lane Motorway	1,050	2020-2025	Planned
57	PAK	IP 104	Sehwan–Ratodero, N-55 (Expressway, 199 km)	219	2010-2015	Completed
58	PAK	IP 105	Ratodero–Dera Ghazi (DG) Khan, N-55 (Expressway, 200 km)	600	2019-2023	Planned
59	PAK	IP 110	Peshawar–Torkham, N-5	150	2014–2016	Completed
60	PAK	IP 111	Gwadar–Hoshab (M8)	550	2014-2016	Completed
61	PAK	IP 115	BCP Expansion and Upgrading at Torkham, Wagah and Chaman	250	2015-2020	Ongoing
62	PAK	IP 116.1	M-4 (Section 2 Gojra–Shorkot (4-Lane Motorway)	317	2015-2018	Ongoing
63	PAK	IP 116.2	M-4 (Section 3–Shorkot–Khanewal (4-Lane Motorway, including bridges over Ravi and Sidhni Rivers)	273	2016–2018	Ongoing
64	PAK	IP 118	M-4 (Section 1 Faisalabad–Gojra 4-Lane Motorway)	170	2013–2015	Completed
65	PAK	IP 119	Railway Rehabilitation Lahore–Peshawar	665	TBD	TBD
66	PAK	IP 120.1	Hoshab–Surab (N85 and N25)	450	2014–2017	Completed
67	PAK	IP 120.2	Surab–Kalat (N85 and N25)	100	2017–2019	Ongoing
68	PAK	IP 121	E-35 (Section 1 Hasanabdal–Havelian) 4-Lane Expressway	150	2015–2018	Ongoing
69	PAK	IP 122	E-35 (Section 1 Havelian–Mansehra) 4-Lane Expressway	200	2015–2018	Ongoing
70	PAK	IP 123	M-4 (Section 4 Khanewal–Multan) 4-Lane Motorway	150	2012–2015	Completed
71	PAK	IP 124	N-70 Muzaffargarh–DG Khan Section (Upgrading of Existing Road to 4-Lane Dual Carriageway)	150	2016–2019	Ongoing
Subtotal				5,715		
72	TAJ	IP 4	Kurgonteppa–Dusti–Panji Poyon Road Rehabilitation	58	2007–2014	Completed
73	TAJ	IP 7	Dushanbe–Tursunzade–Uzbekistan Border Road	313	2011–2020	Ongoing

No.	Country	IP No.	Project Title	Cost (\$ million)	Implementation Period	Status
74	TAJ	IP 8	Reconstruction of Some Sections of Dushanbe–Kurgonteppa–Dangara–Kulyab Road (243.3 km)	488	2017-2020	Ongoing
75	TAJ	IP 9	Vahdat–Yavan Railway Construction (New)	127	2009–2016	Completed
76	TAJ	IP 10	Construction of Railway Line of Kolkhozabad–Dusti–Panji Poyon–Afghan Border (50 km)	90	TBD	Planned
77	TAJ	IP 11	Construction of Ayni–Panjakent to Uzbekistan Border (114 km)	115	2012–2016	Completed
78	TAJ	IP 101	LC Panji Poyon	8	TBD	Planned
79	TAJ	IP 102	CAREC Corridors 3 and 5 Enhancement Project	77	2014–2016	Completed
Subtotal				1,276		
80	TKM	IP 101	Construction of Dashoguz–Shasenem–Gazojak Railway	490	2013–2015	Completed
81	TKM	IP 102	Construction of Atamyrat–Ymamnazar–Aqina Railway	297	2013–2016	Completed
82	TKM	IP 103	LC Turkmenbashi (included in the construction of International Seaport at Turkmenbashi)	1,500	2014–2018	Ongoing
83	TKM	IP 104	Reconstruction of Ashgabat–Turkmenbashi Highway	975	2014–2018	Ongoing
84	TKM	IP 105	CAREC Maritime Transport Corridor Development (Construction of International Sea Port at Turkmenbashi)	50	2013-2018	Ongoing
Subtotal				3,312		
85	UZB	IP 3	Acquisition of New Cargo and Passenger Locomotives	167	2009-2016	Completed
86	UZB	IP 4	Electrification of Karshi–Termez Railway Section	328	2012–2017	Completed
87	UZB	IP 16	First MFF: CAREC Corridor 2 Road Investment Program (Phase 2)	552	2008–2017	Completed
88	UZB	IP 17	Electrification of Marokand–Karshi Railway Section	208	2012–2017	Completed
89	UZB	IP 18	Electrification of Marokand–Navoi–Bukhara Railway Section	359	2017–2022	Planned
90	UZB	IP 19	Reconstruction of Landing Strip in Andijan Airport	16	TBD	Postponed
91	UZB	IP 24	Reconstruction and Modernization of M39	243	2011–2018	Ongoing
92	UZB	IP 26	Construction of Hangar for Boeing-787	40	2014–2020	Ongoing
93	UZB	IP 27	Reconstruction of Airport Complex in Termez Airport	6	2019–2020	Planned
94	UZB	IP 30	Second MFF: Second CAREC Corridor 2 Road Investment Program (Phase 3)	441	2011–2020	Ongoing
95	UZB	IP 31	Acquisition and Standardization of Uzbekistan Airway Aircraft	784	2010–	Ongoing
96	UZB	IP 32	Reconstruction R87 Guzar–Chim Kukdala	114	2013–2018	Ongoing
97	UZB	IP 33	Construction of Centralized Filling Station in Navoi Airport and LC Navoi	157	TBD	Postponed
98	UZB	IP 101	Road BCP at Yallama	-	TBD	Planned
99	UZB	IP 102	BCP Improvement for Road Vehicles at Alat	5	2014–2017	Ongoing
100	UZB	IP 103	BCP Improvement for Road Vehicles at Daut-Ata	2	2014–2015	Completed
101	UZB	IP 104	LC Angren (Extension)	25	TBD	Planned

No.	Country	IP No.	Project Title	Cost (\$ million)	Implementation Period	Status
102	UZB	IP 105	Third MFF: Third CAREC Road Investment Program	1,600	TBD	Planned
Subtotal				5,047		

No.	Country	IP No.	Project Title	Cost (\$ million)	Implementation Period	Status
103	REG	IP 1	Regional Improvement of Border Services 1: Border Crossing Point Improvement and Single Window Development	21	2013-2018	Ongoing
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		Cancelled
106	REG	IP 101	Regional Improvement of Border Services 2	300	2016–2020	Postponed
107	REG	IP 102	Regional Improvement of Corridor Efficiency	176	2015–2020	Cancelled
108	REG	IP 103	Regional Upgrade of SPS Measures for Trade	176	2015–2020	
Subtotal				1,073		
Total				[41,430]		

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
Designated Railway Corridors						
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
Subtotal					13.9	
Public-Private Initiatives						
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
Subtotal					10.0	
Corridor Management						
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
Subtotal					6.5	
Trade Facilitation						
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
Subtotal					20.4	

Cluster, Country, and TA Number			Project Title	Subsector	Cost (\$ million)	Implementation Period
Transport Facilitation						
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	Ongoing
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
Subtotal					11.6	
Road Safety and Maintenance						
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
Subtotal					4.5	
Other Infrastructure						
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
Subtotal			4.7	
Other Infrastructure Related				
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
Subtotal			2.8	
Knowledge Sharing				
49 REG TA 8789	CAREC South-South Knowledge Cooperation	Policies/ Instl Devt	1.8	2015–2017
Subtotal			1.8	
Total			76.2	

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)

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

high risk road safety behavior, specifically: Speeding											
Alcohol/drug-impaired driving		Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Seat belt wearing		Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Helmet wearing		Yes	No	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Distracted driving (e.g. using phone while driving)		Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
In your country, are effective public awareness and education campaigns held regularly to improve road safety?		Yes	Yes	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	Yes	No		Yes	Yes	Yes
In your country, do commercial and public transport fleet safety regulations, management and standards reflect international good practice?		Yes	Yes	Yes	Yes	Yes	No		Yes	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?		Yes	No	Yes	Yes	No	No		Yes	Yes	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?		Yes	No	Yes	Yes	No	No		Yes	Yes	No
Are drivers of goods and public transport vehicles in your country trained in first aid?		Yes	No	Yes	Yes	Yes	No		Yes	Yes	Yes
If yes, do they have access to appropriate equipment?		Yes	N/A	No	No	No	N/A		No answer	Yes	Yes
Is modern and reliable communication coverage available on all CAREC roads in your country?		Yes	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 answer	No		Yes	Yes	Yes

Appendix 3b: Road Traffic Deaths (CAREC Corridors)

Country	2010	2011	2012	2013	2014	2015	2016	2017
AFG	No data	No data	No data	No data	No data	No data	No data	
AZE	238	262	347	343	318	289	251	53
PRC	No data	No data	No data	No data	No data	No data	No data	No data
GEO	233	185	225	182	195	202	197	98
KAZ	712	673	777	856	810	704	592	645
KGZ	No data	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	No data	No data	No data	No data	No data	No data	No data	No data
UZB	9	12	14	12	9	9	11	12

