



Progress Report on Implementing CAREC's Comprehensive Action Plan

For consideration at the:

**Seventh Ministerial Conference on
Central Asia Regional Economic Cooperation
19-21 November 2008
Baku, Azerbaijan**

I. EXECUTIVE SUMMARY

1. The Comprehensive Action Plan (CAP) for the Central Asia Regional Economic Cooperation (CAREC) Program was endorsed at the 5th Ministerial Conference on CAREC in October 2006. The CAP is a milestone in the advancement of the CAREC Program, building on the principles of pragmatism, results, country ownership, consensus and partnership. The CAP was developed through a series of intensive consultations with participating countries and provides for broadening the program in new areas while continuing to focus on specific regional initiatives in support of CAREC's priority sectors: transport, trade facilitation, trade policy, and energy.

2. The main features of the CAP include the following:

- (i) a long-term vision, and clarity and simplicity of goals and objectives;
- (ii) a strategic framework including four action pillars and a call for sector strategies and action plans;
- (iii) broadening and deepening of the CAREC Program through a second tier of activity and establishment of the CAREC Institute;
- (iv) benchmarks and timeframes for specific performance indicators;
- (v) mainstreaming regional cooperation by CAREC countries and MI partners;
- (vi) increased resource mobilization for regional cooperation and integration;
- (vii) coordination with other regional cooperation initiatives; and
- (viii) periodic updating of the CAP to reflect new developments and interests.

3. During the 6th Ministerial Conference on CAREC in November 2007, Ministers requested Senior Officials to prepare a progress report on CAP implementation. Based on a series of assessment workshops in each of the CAREC countries, led in each case by the National Focal Point (NFP) or designate, and following consultation with the Program's partner multilateral institutions (MIs), Senior Officials are pleased to report significant progress in implementation.

4. As called for in the CAP, sector strategies and action plans for transport and trade facilitation, trade policy, and energy have been prepared.¹ These documents give strategic direction to the CAREC Program. Strategic direction has also been strengthened through enhanced support for the NFPs in participating countries. The Ministerial Conference and Senior Officials' Meetings have become more decisive, sector committees more regional in perspective, the Secretariat more proactive, and MI partners more supportive. Growing trust, confidence and friendship among participants is providing a strong basis for implementation of the CAP.

5. Building on the sector strategies and action plans, a highly ambitious schedule of infrastructure investment projects and technical assistance initiatives has been identified for the medium to long term. The CAP projected investment commitments in 2006-2008 of \$2.3 billion. Actual investment commitments have far surpassed this amount (as shown in Appendix 1). Regional cooperation loan and grant commitments in the CAREC priority sectors increased from \$285 million in 2006 to \$1 billion in 2007; approved and planned have been greatly increased, with about \$2.4 billion in 2008. Loan and grant commitments will need to be maintained at these high levels in subsequent years to finance the major investments in transport, trade, and energy

¹ The Transport and Trade Facilitation Strategy (TTFS) was endorsed at the 6th Ministerial Conference. An Action Plan for Implementation of the TTFS, a Trade Policy Strategic Action Plan, and a Strategy for Regional Cooperation in the Energy Sector will be considered during the 7th Ministerial Conference.

infrastructure identified in the sector strategies. To illustrate, the Implementation Action Plan for the Transport and Trade Facilitation Strategy includes 62 investment projects totaling \$21 billion for 2008-2017, \$15.8 billion of which is for new (versus ongoing) investments. Asian Development Bank, European Bank for Reconstruction and Development, Islamic Development Bank, and the World Bank are expected to provide \$4.9 billion of the cost of the new investments; a further \$8.5 billion will need to be mobilized in partnership with other donors and the private sector. Technical assistance in support of the CAREC Program has increased substantially since 2006 and is now more than \$30 million annually. Importantly, the loan/grant and technical assistance schedule encourages participation by other development partners and the private sector.

6. Having secured a strong basis for accelerated regional cooperation in the core areas of transport, trade and energy, Senior Officials and sector experts raised during the assessment workshops a variety of new thrusts for consideration. These include opportunities for: (i) regional cooperation in strengthening the climate for business enterprise to help CAREC countries diversify their economies; (ii) greater harmonization of trade-related policy, regulatory, and institutional frameworks of CAREC countries to promote economic development, public-private sector partnerships, and overall resource mobilization; (iii) regional cooperation in water resource management to complement the interrelated interests of hydropower development, agricultural production, and environmental protection; and (iv) cooperation in combating communicable diseases, in disaster management preparation, in ensuring food security, and in facilitating development opportunities in areas such as tourism.

7. While the assessment workshops highlighted the broad range of regional cooperation opportunities, Senior Officials and MI representatives note that, in accordance with the CAP, the CAREC Program should continue to focus on the priority areas of transport, trade and energy. Also in accordance with the CAP, second-tier CAREC initiatives should be project specific and results based, and only undertaken if supported by firm technical and financial resources. The training, research, and outreach activities of the CAREC Institute should help guide second-tier initiatives.

8. The strategic framework of the CAP provides a challenging but workable road map for accelerating regional cooperation among CAREC countries. The four pillars of the CAP (knowledge and capacity building; regional infrastructure networks; trade, investment and business development; and regional public goods) need to be made more operational, providing for a comprehensive, building-block approach to development through cooperation. To date, CAREC initiatives have been identified on a sector basis. This pragmatic approach is graduating to a more integrated strategy, as illustrated by the Transport and Trade Facilitation Strategy and Action Plan. Provision in the CAP for work on trade logistics and other dimensions vital to the trade/investment/business development nexus is an important step in fulfilling the third pillar of the CAP.

II. PROGRESS ON CAP IMPLEMENTATION: THE CONSULTATIVE PERSPECTIVE

9. Consultative workshops in each of the CAREC countries in 2008 discussed progress in CAP implementation. The workshops were chaired by CAREC National Focal Points (NFPs) or their designates, and co-chaired by ADB. This section provides a summary of the views and suggestions of workshop participants, organized according to the main features of the CAP.

A. CAREC's Long-term Vision, Overarching Goal, and Guiding Principles

10. As Ministers recognized in 2006 when endorsing the CAP, its full implementation will take many years. Already, though, progress in regional cooperation gives resonance to the CAP's long-term vision of "Good Neighbors, Good Partners, and Good Prospects". CAREC's guiding principles of pragmatism, results, country ownership, consensus and partnership have served well.

11. CAREC's overarching goal is development through cooperation. Expected outcomes include improved income and economic growth prospects, increased trade by CAREC countries and strengthened capacity to identify and undertake regional cooperation initiatives. Expected outputs include reductions in the time and cost of transporting goods between major centers in the region or to external markets, improvements in energy security and trade, reductions in tariff and non-tariff barriers to trade, and World Trade Organization accession for all CAREC countries. Expected outputs also include greater cooperation in addressing regional public goods (e.g., protection of the environment) and countering regional public "bads" (e.g., the threat of avian flu).

12. The goal of development through cooperation is being achieved through CAREC's technical and financial support for a wide range of transport, energy, and trade-related initiatives designed to help transform Central Asia into an integrated market and land link for Eurasia. In addition to multilateral initiatives, such as transport corridors linking the region, the CAREC Program is serving as a catalyst to help spur bilateral regional cooperation initiatives among participating countries. In recent years CAREC countries have experienced rapid economic growth, some at double-digit rates, with regional cooperation and integration a contributing factor. Despite this growth and improvements in living standards, severe poverty continues to be of concern in many parts of the region. Workshop participants highlighted the need to cooperate in helping to ensure availability of basic essentials, including food security and reliable, affordable electricity.

B. The Strategic Framework: Action Pillars

13. Workshop participants agreed the four action pillars of the CAP should be retained but – especially in regards to the third and fourth pillars – made more operational by better defining their substance and the steps needed for a more integrated approach. Views concerning the four pillars include the following:

- **The knowledge and capacity building pillar** is taking form through the training, research, and outreach activities initiated during the past two years. The 2008 workshops on Private Sector Participation and Investment in Physical Infrastructure (Tokyo), Multilateral Trade Liberalization (Bishkek), Agricultural Commodities Trade (Urumqi), Customs Tariff Collection Supervision (Shanghai), and CAREC Electricity Regulators' Forum Tariff Setting Practices (Baku) were well appreciated. Outreach activities such as the seminar in Tokyo on Regional Cooperation and Integration in Central Asia are seen as highly informative. (A list of training and outreach workshops held in 2006–2008 is shown in Appendix 2.) Workshop participants suggested the following:
 - (i) training on the role of government in supporting the business sector in a market-based economy would be useful;

- (ii) the CAREC Small Research Grants Program, under which eight research reports have been commissioned (list of the reports is shown in Appendix 3), should be continued, with attention to ensuring all CAREC countries participate in the research;
 - (iii) accelerated action in operationalizing the CAREC Institute, as outlined in the prospectus for the Institute approved by the 6th Ministerial Conference; training, research, and outreach activities should increasingly be managed by the CAREC Institute,
 - (iv) the virtual form of the Institute underscores the need for involvement of regional experts and research networks;
 - (v) research should include reports on macro-economic developments in the region and assessments of the impacts of CAREC projects; and
 - (vi) the CAREC Institute should serve as an information resource center.
- **The regional infrastructure networks pillar** is well advanced, as shown by CAREC's extensive list of investments in road and rail improvements, trade-facilitation infrastructure, and energy efficiency and transmission (see attached Appendix 1). MI loan/grant commitments for regional infrastructure investments under the CAREC Program in 2007 and 2008 totaled \$3.4 billion. Approximately 75 percent of total loan/grant commitments were for transport-related infrastructure, predominately road improvements; 24 percent was for energy projects; and 1 percent for trade-related initiatives. The development of sector strategies and action plans for transport and trade facilitation and energy provide strategic direction to current and future infrastructure investments. Workshop participants suggested:
 - (i) "hard infrastructure" investment should be supported by improvements in "soft infrastructure" (i.e., the policy and regulatory frameworks for facilitating inter-country transport and trade);
 - (ii) synergies among infrastructure investments need to be better incorporated in planning processes;
 - (iii) the National Council of the Kyrgyz Republic on Trade and Transport Facilitation provides a possible model of the institutional structure needed for integrating transport and trade initiatives; and
 - (iv) resource mobilization for infrastructure investment should be augmented by effective partnership with the private sector, including for possible new areas of cooperation such as telecommunications.

Box 1: Connectivity in Afghanistan – What it means to farm families

Hazarat Gul and his 10 family members tell of how construction of the road from their home village of Qarabah to Kabul and onward to Torkham (border with Pakistan) has transformed their livelihoods.

“Five years ago we returned to our grape orchard, following three decades of war. Thanks to Allah, who protected most of my orchard from damage, our crop in the first year was excellent. We had borrowed about AFS 50,000 (US \$1,000) to buy fertilizer and pump water for irrigation. We were excited and expected a good return and had plans to rehabilitate our destroyed home. However, that remained a wish. We harvested our grapes but the poor roads resulted in most of the crop being spoiled before reaching the market. Now, after five difficult years, our lives have completely changed. Now we can easily transport our harvested grapes to Kabul, other cities in Afghanistan and even beyond to Pakistani and Indian markets. The fresh fruit traders come to our village and buy our grapes by paying in advance. Now we have enough money to properly support the family and to send my young brother and sister to Kabul University for their higher education. This all happened after getting our roads paved to Kabul and beyond Kabul up to Torkham. I am thankful to all donors who have contributed to the reconstruction of these roads,” says Hazarat Gul.

CAREC MI partners, United States Agency for International Development and others, have invested extensively in reconstruction of the Ring Road in Afghanistan, which is expected to be completed by the end of 2010. Some 60 percent of Afghan people live within 50 kilometers of the Ring Road and it serves as a vital trade link – especially for agricultural trade with Pakistan and India.

- **The trade, investment, and business development pillar** requires more attention. While trade development is strongly supported by CAREC’s trade facilitation and trade policy committees, investment and business development have received limited attention. Workshop participants suggested:
 - (i) a more effective interchange between the Program and business representatives;
 - (ii) initiatives for improving the investment climate in Central Asia and for helping business enterprises to participate in global value chains and other trade opportunities;
 - (iii) training of officials to help understand the changing role of government in the transition from central planning to a market-based economy;
 - (iv) a better understanding of appropriate policy, regulatory, and institutional measures would help officials be more supportive of small and medium-sized enterprises and the private sector more generally; and
 - (v) the experience and lessons learned by other regional cooperation initiatives in interacting with the business community should be drawn upon, including the GMS Business Forum.

- **The regional public goods pillar** also requires more attention. Workshop participants suggested:
 - (i) opportunities exist for the Program to be more proactive concerning protection of the environment, management of natural resources, preparation against natural disasters, control of the spread of communicable diseases, and other shared concerns;
 - (ii) current initiatives (such as avian flu prevention) are beneficial and should be continued, and possible new second-tier initiatives undertaken in a well-focused manner; and
 - (iii) CAREC countries should be more specific in outlining their interests and second-tier proposals should be considered in advance of the proposed CAREC Partnership Forum.

14. In summary, workshop participants recognized the substantial progress made in developing the four action pillars and highlighted the need for better balance among the pillars, with more attention to the trade, investment, and business development pillar, and the regional public goods pillar.

Box 2: Trade between Central Asia and Xinjiang UAR of PRC

The Xinjiang Uygur Autonomous Region (XUAR), situated in the northwest of PRC, has borders with Mongolia, Russia, Kazakhstan, Kyrgyz Republic, Tajikistan, Afghanistan, Pakistan, and India. Information from Urumqi Customs indicates this western gateway has experienced a tripling of trade with Central Asia since 2002.

Trade Statistics – Urumqi Customs

Unit (10,000 Tons)	2002	2003	2004	2005	2006	2007
Imports	526	664	798	916	1022	1145
Exports	80	134	179	251	323	520
Transit Trade	38.25	81.82	125.9	100.45	157.9	199.59
Major Trading Partners	Kaz, EU, Russia, Kg, USA	Kaz, EU, Russia, Kg, USA	Kaz, Kg, EU, Russia, USA	Kaz, Kg, Pak, USA, Russia	Kaz, Kg, Pak, Uzb, Azb	Kaz, Kg, Russia, Pak, Taj

From January to July 2008, XUAR's exports amounted to \$9.9 billion, almost double the same period a year earlier; imported goods amounted to \$1.7 billion, an increase of more than 80 percent. XUAR is experiencing rapid economic development.

CAREC countries, their MI partners, and others are actively involved in trade facilitation improvement activities. These include border improvement projects such as joint customs control and one-stop services, performance measurement and monitoring of transport corridors, and national assessments of potential for development of trade logistics sectors, including logistics hubs.

C. Sector Strategies

15. Strategic direction, a key theme of the CAP, has been advanced by the progress in developing sector strategies and action plans for CAREC's priority activities: transport and trade facilitation, trade policy and energy development.

1. Transport and Trade Facilitation

16. The Transport and Trade Facilitation Strategy (TTFS) and Implementation Action Plan provide the foundation for bold new approaches. Improvement of the six major transport corridors identified in the Strategy—including two ports and 22 airports (9 international and 13 regional), trade-related logistics centers, inland container depots, and 29 border points—together with continued customs modernization will help create a highly efficient multimodal transport system networking the region and connecting to international markets. The Implementation Action Plan includes investments amounting to some \$21 billion over the next 10 years and approximately \$14 billion in investment projects is programmed for the period 2008-2012.

Box 3: Time/Cost Savings and Tourism Promotion from Road Improvements

The highway improvement project linking Bishkek, Kyrgyz Republic, and Almaty, Kazakhstan, provides a good illustration of the time and cost savings from such investments. Every day thousands of people and vehicles cross the Akzhol–Chu border to trade goods, do business, and visit friends. The volume of traffic and trade on this highway has increased dramatically in recent years.

Six days a week for the past seven years, 47-year-old Asylbek Kalimbetov of Bishkek has worked as a taxi driver, driving clients to Almaty. The recently completed Almaty–Bishkek Road Rehabilitation Project improved 245 km of road—and Asylbek's livelihood. "Driving has definitely become easier," he says. "Each trip used to take me four or five hours. Now it takes only two or three." Asylbek is also saving on his car's maintenance; instead of repairs every month or so, now he goes to the shop only twice a year. Asylbek has earned enough to buy a second car and a plot of land, and to send his children to school.

The road improvements have also benefited the Kyrgyz tourism industry. A million tourists annually now visit the popular Lake Issyk-Kul region in Kyrgyz Republic. This is 50 percent more than the number of visitors in 2005, most from Kazakhstan. As Esen Arykbaev, director of the Goluboi Issyk-Kul health resort, points out: "Since the Almaty–Bishkek road was rebuilt, travel time has been reduced." Tourism contributed more than 4 percent to the Kyrgyz Republic's gross domestic product in 2007, up from 2.9 percent in 2001.

Source: ADB. *Annual Report 2007*. Manila

17. Workshop participants agreed that transport and trade facilitation initiatives should be fully integrated and suggested:

- (i) implementation of the TTFS and Action Plan will require close coordination between the Transport Sector Coordinating Committee (TSCC), the Customs Cooperation Committee (CCC), and the proposed Regional Joint Transport and Trade Facilitation Committee;
- (ii) establishing appropriate institutional arrangements will be critical for effective implementation of the Action Plan;
- (iii) the Program should consider exploring options and approaches for establishing free trade zones and economic corridors, as well as improving mechanisms for sharing trade information;
- (iv) the Program will need to coordinate its transport and trade facilitation plans with non-CAREC countries, such as the Russian Federation and Pakistan, to ensure the transport corridors extend to the desired markets and ports;
- (v) investments will need to be complemented by technical assistance in support of “soft infrastructure”, including single-stop inspection, joint customs processing, capacity building, and policy, regulatory and institutional reforms in support of trade facilitation and liberalization; the Program should consider developing a coordinated loan program in support of such measures;
- (vi) the Program should consider pursuing a cross-border transport agreement covering cabotage rights, maximum axle loads, and other standards (such as those included in the GMS Cross-Border Transport Agreement); and
- (vii) the TTFS and Action Plan should be reviewed on a regular basis to ensure reflection of country-based transport and trade facilitation strategies.

2. Trade Policy

18. The Trade Policy Coordinating Committee (TPCC) has prepared a Trade Policy Strategic Action Plan (TPSAP) that provides flexibility for CAREC countries in achieving significant measurable results within a reasonable time frame. The TPSAP, for consideration during the 7th MC, is based on a series of background studies, discussion at regular meetings of the TPCC, and trade policy measures already endorsed by Ministers concerning trade taxes, quantitative restrictions and measures to reduce barriers to transit and border trade.

19. Workshop participants expressed strong support for the trade policy goals outlined in the TPSAP: (i) achieving WTO membership for all CAREC countries; (ii) increasing trade openness, including by equalizing differential domestic taxation, cutting tariffs and the number of tariff bands, and phasing-out quantitative restrictions; and (iii) capacity building in the area of trade and trade policy. Participants also suggested:

- (i) expanded trade policy capacity building activities and exchanges between WTO and non-WTO members to share lessons learned during and after the accession process; as proposed in the TPASP, training sessions with WTO facilities and other organizations would be helpful;
- (ii) trade policy initiatives under CAREC should take account of the trade objectives of the Shanghai Cooperation Organization (SCO) and Eurasian Economic Community (EurAsEC), as well as those embodied in regional and bilateral trade agreements entered into by CAREC countries; the principle of country ownership must prevail; and
- (iii) in future, the TPCC could consider a second track of work, complementing implementation of the TPSAP with highly pragmatic, targeted initiatives specific to country needs.

3. Energy Sector

20. The Energy Sector Coordinating Committee has prepared a Strategy for Regional Cooperation in the Energy Sector, for consideration during the 7th MC. Workshop participants expressed support for the long-term vision of the strategy, namely, energy security in an affordable, financially sustainable, and environmentally sound manner; and economic growth through energy trade. Strategy elements include domestic and cross-border investment measures designed to optimize energy interdependencies and to achieve least-cost solutions to energy needs. The Strategy identifies more than \$20 billion of prospective investment projects and anticipates a substantial private sector participation in project financing. Other elements of the strategy include capacity-building, knowledge-sharing measures, and policy reforms.

21. Workshop participants agreed that greater regional cooperation in the energy sector is required. Insufficient cooperation has resulted in sub-optimal use of water resources and serious shortages of electricity in some areas. Agricultural production is at risk and severe household hardship has been experienced during winter months due to lack of heating and light. In support of effective regional cooperation energy initiatives, workshop participants suggested:

- (i) water resource management should be considered in parallel with energy development;
- (ii) implementation of CAREC's energy strategy will require progress in reconciling upstream and downstream interests concerning transboundary water resources;
- (iii) Turkmenistan should be included in consultations concerning upstream water projects;
- (iv) the Strategy for Regional Cooperation in the Energy Sector should be reviewed on a regular basis to ensure reflection of country-based energy strategies; and
- (v) sector-related training, such as that conducted by the CAREC Electricity Regulators Forum, should continue in a parallel but complementary manner to training managed by the CAREC Institute; officials would benefit from longer training sessions and training in carbon trade and other measures for reducing "carbon footprints".

D. Performance Indicators

22. Workshop participants agreed there has been good progress in identifying simple, operational performance indicators for the Program. The strategies and action plans for transport and trade facilitation, trade policy, and energy include performance indicators both at the sectoral and project or policy level. There is strong interest in pilot testing of performance monitoring along CAREC transport and trade facilitation corridors. Participants suggested:

- (i) performance indicators should remain indicative as the CAREC Program is an informal grouping absent binding obligations such as those that characterize some more formal regional cooperation organizations;
- (ii) overall progress in implementing the CAP will be reflected, for the most part, in performance indicators for the core sectors of the CAREC Program;
- (iii) milestones and general measures of progress should be adopted; possible milestones include finalization of sector strategies and action plans, WTO accession, cross-border agreements and membership in key international conventions; possible general progress indicators include intra-regional trade and investment volumes, the cost and time of transit trade between major centers

- within and external to the region, and the degree of intra-regional energy trade; and
- (iv) training is needed in the application of performance indicators and assistance in drawing together required baseline data; the CAREC Institute should design a program for this purpose.

E. Mainstreaming Regional Cooperation

23. Workshop participants agreed there has been some progress in mainstreaming regional cooperation, but that more is needed. Measures to strengthen the offices of the NFPs have contributed to mainstreaming. While regional and national investment projects are closely integrated, benefits could be realized from greater coordination of the development plans and public investment programs of CAREC countries. Comparing those sections and elements most relevant to the CAREC Program would provide a basis for determining possible areas for improved coordination.

24. Mainstreaming of regional cooperation should be encouraged by documenting the benefits of regional cooperation initiatives and highlighting what is at stake in not cooperating. Greater attention to country-specific interests in regional cooperation will contribute to mainstreaming, as will more effective partnership with the business community. Participants suggested the CAREC Institute should take a leadership role in developing these interests.

F. Resource Mobilization

25. The resource requirements outlined in CAREC's sector strategies are very large, especially for the transport and energy sectors. About \$21 billion will be required over the next 10 years to fulfill the Transport and Trade Facilitation Strategy, including some \$68 million in technical assistance. More than \$20 billion in investments are identified in CAREC's proposed energy strategy (cost data on several projects is not yet available). CAREC governments and MI partners will finance a significant portion of the required funds, but extensive participation by other development partners and the private sector will be needed.

G. Coordination with other Regional Cooperation Organizations

26. Workshop participants noted that coordination between the CAREC Program and other regional cooperation initiatives has improved in recent years, but that there is considerable scope for further improvement. The CAREC Secretariat has been active in developing contact with organizations such as SCO, EurAsEC, and the Eurasian Development Bank through consultations and the meeting of regional cooperation programs organized by the United National Development Programme in 2007 and 2008. Workshop participants suggested:

- (i) NFPs should be more active in this process, including by participation when possible in these consultations and meetings;
- (ii) CAREC projects and initiatives should, to the extent feasible, complement those of the SCO, EurAsEC, Economic Cooperation Organization and other organizations dedicated to regional cooperation and integration; and
- (iii) the planned CAREC Partnership Forum will provide an important additional means for improving coordination among regional cooperation initiatives; the objectives of the Forum should include comparison of regional cooperation efforts so as to build on complementarities and to avoid duplication; further, the

Forum should help to identify gaps in regional cooperation and to open up entry points for potential new participants.

III. NEXT STEPS

27. During the Senior Officials' Meeting held in September 2008 in Baku, Senior Officials considered the views and suggestions of participants in the country consultative workshops as summarized above. Senior Officials will further deliberate on the views and suggestions, and request, as appropriate, refinements in the work of the sector committees and secretariat. The views and suggestions will also assist Senior Officials in shaping future recommendations to the Ministerial Conference.

28. The workshops constitute a valuable input to the CAREC process and raised a number of important areas and opportunities for the Program to consider. Senior Officials recommend a similar series of workshops be held in 2010.

FINANCIAL ASSISTANCE UNDER THE CAREC PROGRAM, 2006 – 2008
Table A1.1: MI Loan / Grant Assistance by Sector/Project (in US\$ million)

TRANSPORT

List of Projects by MIs	2006	2007	2008	Total, 2006-2008
Asian Development Bank (ADB)				
North-South Corridor (AFG)	118.2			118.2
Road Network Development I (AFG)		176.0		176.0
MFF: Road Network Development Program, Project 1 (Masali- Astara) (AZE)		200.0		200.0
Xinjiang Regional Road Improvement (PRC)		150.0		150.0
Railway Safety Enhancement (PRC)		100.0		100.0
CAREC Regional Road Corridor Improvement (Sary Tash - Karamik) (KGZ)		25.6		25.6
CAREC Regional Road Corridor Improvement (Dushanbe - Kyrgyz Border) (TAJ)		53.4		53.4
CAREC Regional Road (Guzar-Bukhara-Nukus-Beybeu) (UZB)		75.3		75.3
Xinjiang Municipal Infrastructure and Environment Improvement (PRC) (A)			105.0	105.0
Western Regional Road Corridor Development Project, Phase I (MON) (A)			37.6	37.6
Community-Based Local Road Upgrading and Maintenance in the Western Region (MON) (A)			2.0	2.0
MFF: Road Network Development Program, Project 1 (AFG) (P)			60.0	60.0
MFF: Road Network Development Program, Project 2 (Ganja Bypass) (AZE) (A)			55.4	55.4
MFF: CAREC Corridor I (Zhambyl Oblast Section), Project 1 (KAZ) (A)			340.0	340.0
CAREC Corridor I (Bishkek-Torugart Road), Phase 1 (KGZ) (P)			20.0	20.0
Total Transport, ADB	118.2	780.3	620.0	1,518.5
European Bank for Reconstruction and Development (EBRD)				
Road Sector Restructuring (Atyrau-Aktau) (KAZ) (A)	57.5	35.2		92.7
Silk Road (AZE)	11.5	22.7		34.2
Baku-Samur Road (AZE) (P)		16.2		16.2
South-West Corridor Road (KAZ) (A)			180.0	180.0
Osh-Isfana Road Rehabilitation (KGZ) (P)			35.0	35.0
Total Transport, EBRD	69.0	74.1	215.0	358.1
Islamic Development Bank (IsDB)				
Osh-Sarytash - Irkeshtam Road Reconstruction (KGZ)		17.5		17.5
Taraz-Talas-Suusamyр Road (KGZ)		3.6		3.6
Reconstruction of Taraz-Talas Suusamyр Road II (KGZ) (A)			11.2	11.2
Ujar-Zardab-Aghdjabedi Highway Construction (AZE) (P)			35.0	35.0
Shagon-Zigar Road Reconstruction, Phase III (TAJ) (P)			20.0	20.0
Part of North Corridor (AFG) (A)		9.0	21.0	30.0
Total Transport, IsDB	0.0	30.1	87.2	117.3
World Bank (WB)				
Rail Trade and Transport Facilitation (East - West main line) (AZE) (A)			450.0	450.0
Second Highway - Additional Financing (East - West and North - South Corridors: Alat - Masali and Tagiyev - Sahil) (AZE) (A)			300.0	300.0
Osh-Isfana Road Rehabilitation (KGZ)			20.0	20.0
Total Transport, World Bank	0.0	0.0	770.0	770.0
TOTAL for Transport Sector (ADB, EBRD, IsDB, WB)	187.2	884.5	1,692.2	2,763.9

Note: A = Approved; P = Planned

TRADE FACILITATION

List of Projects by MIs	2006	2007	2008	Total, 2006-2008
Asian Development Bank (ADB)				
Customs Modernization Project (MON)	5.0 / 0.5 (C)	2.5 (C)		5.0 / 3.0 (C)
Total Trade Facilitation, ADB	5.0 / 0.5 (C)	2.5 (C)	0.0	5.0 / 3.0 (C)
Islamic Development Bank (IsDB)				
Import Financing Facility for Import Agricultural Inputs in Tajikistan			14.0	14.0
Total Trade Facilitation, IsDB	0.0	0.0	14.0	14.0
World Bank (WB)				
KZ Customs Modernization			30.0	30.0
Emergency Customs Modernization Program (AFG)			10.0	10.0
Total Trade Facilitation, World Bank	0.0	0.0	40.0	40.0
TOTAL for Trade Facilitation Sector (ADB, EBRD, IsDB, WB)	5.0 / 0.5 (C)	2.5 (C)	54.0	59.0 / 3.0 (C)

Note: C = Cofinancing

ENERGY

List of Projects by MIs	2006	2007	2008	Total, 2006- 2008
Asian Development Bank (ADB)				
Regional Power Interconnection Project (AFG)	35.0 / 16.5 (C)			35.0 / 16.5 (C)
Regional Power Interconnection Project (TAJ)	21.5 / 18.5 (C)			21.5 / 18.5 (C)
Energy Sector Development Program (AFG) (P)			170.0	170.0
Rehabilitation of Nurek (500kV) Switchyard (TAJ) (P)			55.0	55.0
Total Energy, ADB	56.5 / 35.0 (C)	0.0	225.0	281.5 / 35.0 (C)
European Bank for Reconstruction and Development (EBRD)				
KEGOC Power Transmission and Rehabilitation (KAZ)	8.5			8.5
KEGOC North-South Power Transmission (KAZ)	27.7	0.5		28.2
Lukoil Overseas: South Caucasus Gas Pipeline (AZ)		35.0		35.0
KEGOC Ekibastuz-YukGres Power Transmission (KAZ)		25.0		25.0
KEGOC Stage Modernization II Loan (KAZ) (A)			374.8	374.8
Total Energy, EBRD	36.2	60.5	374.8	471.5
Islamic Development Bank (IsDB)				
Regional Power Transmission Interconnection Project (TAD)		10.0 / 40.0 (C)		10.0 / 40.0 (C)
Mingechevir Hydropower Project, Phase II (AZE)		80.0		80.0
The 110 kv Aigul-tash to Samat Transmission Line and Substation (KYR)		11.9		11.9
Transmission Line (Sukhan - Guzar) (UZB)			42.0 / 86.4 (C)	42.0 / 86.4 (C)
Total Energy, IsDB	0.0	101.9 / 40.0 (C)	42.0 / 86.4 (C)	143.9 / 126.4 (C)
World Bank (WB)				
Tajikistan Energy Emergency			6.5	6.5
Kyrgyz Republic Energy Emergency			11	11
Total Energy, World Bank	0.0	0.0	17.5	17.5
TOTAL for Energy Sector (ADB, EBRD, IsDB, WB)	92.7 / 35.0 (C)	162.4 / 40.0 (C)	659.3 / 86.4 (C)	914.4 / 161.4 (C)

Note: P = Planned; C = Cofinancing

Table A1.2: MI Technical Assistance by Sector/Project (in US\$ '000)**TRANSPORT**

List of Projects by MIs	2006	2007	2008	Total (2006-2008)
Asian Development Bank (ADB)				
Maintenance of Regional Road Transport Corridors Project	500.0			500.0
Dushanbe-Kyrgyz Border Road Rehabilitation Project, Phase III (TAJ)	650.0			650.0
Preparing the Western Regional Road Development (MON)	650.0			650.0
Xinjiang Regional Road Improvement Project	600.0			600.0
Road Rehabilitation and Capacity Building Cluster (AFG)	2,700.0			2,700.0
CAREC Transport Sector Development Strategy Study	950.0			950.0
Regional Infrastructure (Roads) (UZB)	300.0			300.0
Southern Road Corridor Improvement Project (Supply)	430.0			430.0
Cross Border Agreement among the PRC, Kyrgyz Republic and Tajikistan (REG)		500.0		500.0
CAREC Transport Corridor 1 (Zhambyl Oblast Section) (KAZ) (A)			300.0	300.0
CAREC Transport Corridor 1 (Bishkek-Torugart Road) (KGZ) (A)			150.0	150.0
Regional Logistic Development (MON) (A)			400.0	400.0
CAREC Transport Corridor III (Dushanbe-Uzbekistan Border Road) (TAJ) (A)			650.0	650.0
CAREC Transport Sector Strategy Study (Supplementary) (REG) (A)			325.0	325.0
Railway Development Program (AZE) (A)			1,000.0	1,000.0
Total ADB Transport TA Projects (2006-2008)	6,780.0	500.0	2,825.0	10,105.0
European Bank for Reconstruction and Development (EBRD)				
Road Maintenance Development Project (TAJ)	64.0			64.0
Road Maintenance Development Project (TAJ)		642.0		642.0
Almaty-Issyk-Kul Road Project: Preliminary Feasibility Study (KAZ)		141.0		141.0
Road Rehabilitation Project Environmental & Social Analysis (KGZ) (A)			250.0	250.0
Improving Routine Maintenance on the Republican Road Network (KAZ) (A)			642.0	642.0
South-West Corridor Road (KAZ) (A)			1,943.0	1,943.0
Total EBRD Transport TA Projects (2006-2008)	64.0	783.0	2,835.0	3,682.0
United Nations Development Programme (UNDP)				
Support to Sustainable Transport Management in Dushanbe (TJK)	30.0			30.0
Construction of DBST Rural Roads (Baghdis, Baghlan) and Takhar Bridge (AFG)		5,293.0		5,293.0
Construction of Suspension Bridge in Takhar (AFG)		364.0		364.0
DBST Kunduz Road Rehabilitation (AFG)		2,043.0		2,043.0
Balkhab District (Saripul province) Road Rehabilitation Project (AFG)		648.0		648.0
Support to Sustainable Transportation System in Bishkek City (KGZ)			50.0	50.0
Total UNDP Transport TA Projects (2006-2008)	30.0	8,348.0	50.0	8,428.0
World Bank (WB)				
Regional Aviation	33.0			33.0
Trade and Transport Facilitation Study		103.0		103.0
Monitoring of Trade Corridor Performance between Central Asia and South Asia (REG)		450.0		450.0
Charikar-Bamyam (Design Construct)		500.0		500.0
Central Asia-Afghanistan Trade Links (REG) (P)			300.0	300.0
Total WB Transport TA Projects (2006-2008)	33.0	1,053.0	300.0	1,386.0
Islamic Development Bank (IsDB)				
Preparation of Feasibility Study for Kandahar-Spin Boldak Railway (AFG) (P)			400.0	400.0
Total IsDB Transport TA Projects (2006-2008)	0.0	0.0	400.0	400.0
TOTAL TRANSPORT SECTOR PROJECTS (ADB, EBRD, UNDP, WB, IsDB)	6,907.0	10,684.0	6,410.0	24,001.0

Note: A = Approved; P = Planned

TRADE FACILITATION

List of Projects by MIs	2006	2007	2008	Total (2006-2008)
Asian Development Bank (ADB)				
Logistics Development and Capacity Building in Xinjiang	425.0			425.0
Capacity Building for Customs and Trade Facilitation (AFG)	1,200.0			1,200.0
Development of Regional Cooperation Programs for Mongolia and the PRC	800.0			800.0
Integrated Regional Trade Facilitation Strategy for Individual Countries (REG)		3,000.0		3,000.0
Capacity Development for Regional Cooperation in PRC and Mongolia		900.0		900.0
Promoting Regional Cooperation (AFG)			1,000.0	1,000.0
Integrated Regional Trade Facilitation Strategy (REG)			2,000.0	2,000.0
Regional Pension/Insurance Study (REG)			1,000.0	1,000.0
Regional Customs Modernization and Infrastructure Development II (TAJ)			500.0	500.0
Total ADB Trade Facilitation TA Projects (2006-2008)	2,425.0	3,900.0	4,500.0	10,825.0
European Bank for Reconstruction and Development (EBRD)				
Trade Facilitation Programme	25.0	270.0	21.0	316.0
Total EBRD Trade Facilitation TA Projects (2006-2008)	25.0	270.0	21.0	316.0
United Nations Development Programme (UNDP)				
Regional supply of goods, services and expertise in Central Asia (AFG)	200.0	400.0	400.0	1,000.0
Support to export promotion activities of AZPROMO (AZB)	300.0	630.0	50.0	980.0
Border Management in Central Asia (Regional)	3,437.0	5,671.5	3,782.0	12,890.5
Capacity Building and Strengthening Foreign Trade and Investment Promotion Institutions in Uzbekistan	41.0	51.0	100.0	192.0
Improving the System of Customs Administration in the Republic of Uzbekistan	1.1	134.6	64.3	200.0
Total UNDP Trade Facilitation TA Projects (2006-2008)	3,979.1	6,887.1	4,396.3	15,262.5
World Bank (WB)				
Kazakhstan Customs (JERP)		22.2		22.2
Kazakhstan WTO Accession (JERP)			150.0	150.0
CAREC Border Trade Study			291.0	291.0
Expanding Trade by Connecting Central Asia Countries (KAZ/KGZ/TAJ)			150.0	150.0
Improving Distribution and Transit Services in Central Asia (KAZ/KGZ/TAJ)			150.0	150.0
Developing Strategies to Expand Exports in Low-Income CIS Countries			150.0	150.0
Trade and Transport Facilitation Corridor Performance Measurement Study			450.0	450.0
Total WB Trade Facilitation TA Projects (2006-2008)	0.0	22.2	1,341.0	1,363.2
TOTAL TRADE FACILITATION SECTOR PROJECTS (ADB, EBRD, UNDP, WB)	6,429.1	11,079.3	10,258.3	27,766.67

TRADE POLICY

List of Projects by MIs	2006	2007	2008	Total (2006-2008)
European Bank for Reconstruction and Development (EBRD)				
Beyond Borders: Reconsidering Regional Trade in Central Asia	12.0			12.0
Total EBRD Trade Policy TA Projects (2006-2008)	12.0	0.0	0.0	12.0
United Nations Development Programme (UNDP)				
Capacity building support to MED to develop a competitive non - oil sector in Azerbaijan	232.0	499.0	45.0	776.0
Central Asia Trade and Human Development Impact Studies and A4T Needs assessment		60.0	30.0	90.0
WTO Accession workshop for CIS Countries		10.0		10.0
Trade and Human Development (MON)	93.0	177.0	15.0	285.0
Total UNDP Trade Policy TA Projects (2006-2008)	325.0	746.0	90.0	1,161.0
TOTAL TRADE POLICY SECTOR PROJECTS (EBRD, UNDP)	337.0	746.0	90.0	1,173.0

ENERGY

List of Projects by MIs	2006	2007	2008	Total (2006-2008)
Asian Development Bank (ADB)				
Mitigation of Trans-Boundary Air Pollution from Coal-Fired Power Plants in Northeast Asia	900.0			900.0
Central Asia South Asia Regional Electricity Market Project (REG)		3,000.0		3,000.0
CAREC Electricity Regulators Forum (CERF) (REG)		500.0		500.0
Power Transmission Enhancement Project Preparation			150.0	150.0
Total ADB Energy TA Projects (2006-2008)	900.0	3,500.0	150.0	4,550.0
European Bank for Reconstruction and Development (EBRD)				
Technical Support to Electricity Tariff Council (AZE)	260.0			260.0
Advisor for Implementation of IPP (AZE)		710.0		710.0
Strategic Planning for Small and Medium-sized Hydropower Development (KGZ) (A)			1,030.0	1,030.0
Preparing Small-Scale Hydropower Projects for Private Sector Participation (TAJ) (A)			1,030.0	1,030.0
Roadmap for Developing a Competitive Kazakh Generation Market (KAZ) (A)			1,030.0	1,030.0
Sustainable Coal Fired Power Generation – Technical Assistance to Improve Energy Efficiency and Environmental Performance (KAZ) (A)			128.0	128.0
Total EBRD Energy TA Projects (2006-2008)	260.0	710.0	3,218.0	4,188.0
United Nations Development Programme (UNDP)				
Energy for Rural Development Afghanistan (AFG)		1,000.0	1,700.0	2,700.0
Rural energy use survey (AFG)		6.0		6.0
Promoting Development of Small Hydropower in Azerbaijan		100.0	500.0	600.0
Capacity Building for Clean Development Mechanism in Azerbaijan	28.0	168.0	104.0	272.0
Enabling activities for the preparation of the 2nd National Communication to the UNFCCC (AZE)	115.0	180.0	110.0	405.0
Removing Barriers to Energy Efficiency in Municipal Heat and Hot Water Supply (PDF B) (KAZ)	4.5			4.5
Removing Barriers to Energy Efficiency in Municipal Heat and Hot Water Supply (Full project) (KAZ)		300.0	1,405.0	1,705.0
Wind Power Market Development Initiative (KAZ)	556.0	450.0	1,380.0	2,386.0
Promotion of Micro Hydro Power Units for Sustainable Development of Mountainous Communities in Kyrgyzstan	70.0	93.7		163.7
Improving Energy Efficiency in Buildings and Heat and Hot Water Supply, PIF (KGZ)	150.0			150.0
Soft pipeline: Improving Energy Efficiency in Buildings and Heat and Hot Water Supply, PIF (KGZ)			345.0	345.0
Soft pipeline: Renewable Energy for Rural Development, PDF A (KGZ)			67.0	67.0
PDFA Promotion of Renewable Energy Use for Development of Rural Communities (TJK)	10.0			10.0
Energy efficient housing (MON)	270.0	68.0		338.0
Building energy efficiency (BEEP) PDF A (MON)	32.0			32.0
Total UNDP Energy TA Projects (2006-2008)	1,235.5	2,365.7	5,611.0	9,212.2
World Bank (WB)				
Kyrgyz Energy Dialogue/TA	58.0	41.2		99.2
Tajikistan energy Dialogue/TA	181.0			181.0
Uzbekistan Energy Dialogue	84.0	31.9	30.0	145.9
Total WB Energy TA Projects (2006-2008)	323.0	73.1	30.0	426.1
TOTAL ENERGY SECTOR PROJECTS (ADB, EBRD, UNDP, WB)	2,718.5	6,648.8	9,009.0	18,376.3

MULTISECTOR

List of Projects by MIs	2006	2007	2008	Total (2006-2008)
Asian Development Bank (ADB)				
Subregional Economic Cooperation in South and Central Asia (SECSCA) II	950.0			950.0
Support Preparations for CAREC Business Development Forum	200.0			200.0
Capacity Building for Regional Cooperation in CAREC Participating Countries, Phase I	490.0			490.0
Remittances and Poverty in Central Asia and South Caucasus	1,300.0			1,300.0
Control and Prevention of Avian Influenza in Asia and the Pacific Project	38,000.0			38,000.0
Fighting HIV/AIDS in Asia and the Pacific	9,970.0			9,970.0
Strengthening Central Asia Regional Economic Cooperation, 2007-2009		5,200.0		5,200.0
Silk Road Ecosystem Restoration		800.0		800.0
Central Asia Regional Economic Cooperation Institute, 2009 – 2012			5,200.0	5,200.0
Total ADB Multisector TA Projects (2006-2008)	50,910.0	6,000.0	5,200.0	62,110.0
United Nations Development Programme (UNDP)				
Central Asia Human Development Report	92.0			92.0
Silk Road Regional Programme	472.0	278.0		750.0
Peace and Development Programme (Border Cooperation Component) (KGZ)	60.0	40.0		100.0
Total UNDP Multisector TA Projects (2006-2008)	624.0	318.0	0.0	942.0
TOTAL MULTISECTOR SECTOR PROJECTS (ADB, UNDP)	51,534.0	6,318.0	5,200.0	63,052.0

Table A2.1: CAREC Training Programs

Date	Program	Location	No. of Participants
2006			
24 – 27 January	Forum on e-Government and Trade Facilitation	Singapore	22
7 February	IMF: Trade Policy Outreach	Almaty, Kazakhstan	30
8 February	Mongolia Trade Logistics Consultation Seminar	Ulaanbaatar, Mongolia	40
9 February	IMF: Trade Policy Outreach	Bishkek, Kyrgyz Republic	30
9 February	Finalization Workshop on Customs Modernization	Ulaanbaatar, Mongolia	40
9 April	In- Country Workshop on Xinjiang Trade Logistics Development	Urumqi, PRC	45
13 April	IMF: Trade Policy Outreach	Beijing, PRC	30
17 – 19 April	Forum on Trade Facilitation and Customs Reform and Modernization	Tokyo, Japan	15
12 – 14 July	Seminar on WCO's Framework of Standards and Customs Data Model	Urumqi, PRC	27
11 – 13 September	CAREC Electricity Regulators Forum Second Annual Meeting	Almaty, Kazakhstan	31
26 September	IMF: Trade Policy Outreach	Tashkent, Uzbekistan	30
28 September	IMF: Trade Policy Outreach	Dushanbe, Tajikistan	25
28 September	IMF: Trade Policy Outreach	Baku, Azerbaijan	30
2 October	IMF: Trade Policy Outreach	Ulaanbaatar, Mongolia	33
11 – 13 October	Customs Cooperation Committee Meeting (including forum on logistics development and integrated border management)	Astana, Kazakhstan	27
10 – 11 November	International Conference on the PRC and Mongolia Trade Facilitation and Trade Logistics Development	Erenhot, Inner Mongolia Autonomous Region, PRC	70
2007			
7 – 9 February	Seminar on Implementation Challenges in Joint Customs Control, Risk Management and Post Entry Audit	Bangkok, Thailand	30
29 – 30 March	New Ventures in Regional Cooperation: Learning Program for CAREC Senior Officials	Manila, Philippines	18
21 – 22 May	6 th Energy Regulation and Investment Conference	Istanbul, Turkey	2
23 May	Energy Regulators Regional Association General Assembly	Istanbul, Turkey	2
24 May	Licensing/Competition Committee Meeting	Istanbul, Turkey	2
25 May	USAID Regional Energy Markets Assistance Program for Central Asia Workshop	Istanbul, Turkey	2
23 – 25 May	Customs Automation	Beijing, PRC	30
27 June	IMF: Trade Policy Challenges – Global and Regional Perspectives	Almaty, Kazakhstan	23
2 – 5 July	Pandemic Influenza – Rapid Containment International Workshop	Almaty, Kazakhstan	2
6 – 10 August	The Benefits of Regional Cooperation: An Exchange Learning Program between CAREC and the GMS	Hue, Vietnam	18
22 – 24 August	Policy and Management Mechanisms for Economic Development Areas	Urumqi, PRC	27
10 – 14 September	CAREC Electricity Regulators Forum Energy Regulation Training Workshops	Ulaanbaatar, Mongolia	40
17 – 28 September	Workshop on Avian Influenza Control Technology for CAREC Countries	Beijing, Qingdao, Harbin, Urumqi, PRC	17
24 – 28 September	Seminar on Cooperation with Central Asian Chambers of Commerce	Hangzhou, PRC	35
1 – 3 October	Working with ADB-Government-NGO/CSOs: Strengthening Tripartite Partnerships for Development Results	Dushanbe, Tajikistan	20
14-23 November	Epidemiology of Infectious Diseases	Ankara, Turkey	2
20-29 November	CAREC Customs Training Course on Anti-Smuggling	Shanghai, PRC	16

Date	Program	Location	No. of Participants
2008			
4 March	Regional Cooperation and Integration in Central Asia under CAREC: The Road to Stability and Prosperity	Tokyo, Japan	74
5-7 March	Private Sector Participation and Investment in Physical Infrastructure for CAREC	Tokyo, Japan	31
3 April	IMF: Multilateral Trade Liberalization: Recent Developments and Outstanding Issues	Bishkek, Kyrgyz Republic	24
7-11 April	CAREC Electricity Regulators Forum Training: Regional Workshop on Tariff Setting Practices	Baku, Azerbaijan	25
23 April	Seminar on Trade Logistics	Baku, Azerbaijan	50
23 April	CAREC Corridor Performance Monitoring	Baku, Azerbaijan	50
2 May	Consultative Workshop on the Progress Report for the CAP	Tashkent, Uzbekistan	19
5 May	Consultative Workshop on the Progress Report for the CAP	Dushanbe, Tajikistan	19
13 May	Consultative Workshop on the Progress Report for the CAP	Bishkek, Kyrgyz Republic	15
3-12 June	CAREC Customs Training Course on Tariff Collection Supervision	Shanghai, People's Republic of China	20
17-18 June	Seminar on Trade Development of Regional Agricultural Products In Central Asia	Urumqi, PRC	44
24 June	Consultative Workshop on the Progress Report for the CAP	Beijing, People's Republic of China	23
27 June	Consultative Workshop on the Progress Report for the CAP	Astana, Kazakhstan	11
1 July	Consultative Workshop on the Progress Report for the CAP	Baku, Azerbaijan	13
5 July 2008	Consultative Workshop on the Progress Report for the CAP	Kabul, Afghanistan	25
8-10 July	Single Window Development for CAREC Trade Customs Officials	Singapore	25
2-4 September	Workshop on Trade Logistics Development in CAREC Region	Tashkent, Uzbekistan	60
11 September	Consultative Workshop on the Progress Report for the CAP	Ulaanbaatar, Mongolia	9
15-19 September	CAREC Electricity Regulators forum Annual Meeting/Training	Bishkek, Kyrgyz Republic	32
3 – 10 November	CAREC High-level Veterinary Officials Visit to PRC	PRC	18
11 – 12 November	Regional Coordination Meeting for Communicable Disease Control	Almaty, Kazakhstan	20
25 – 27 November	Workshop on Trade and Transport Facilitation Corridor Performance Measurement Study	Dushanbe, Tajikistan	
15-18 December	ADB-WBI PPPI	Washington, USA	72

**Central Asia Regional Economic Cooperation (CAREC)
2007 Research Grants Program**

Title of the Study	Countries of Research
Training in Trade, Transportation and Transit for Better Business between Chinese and Kyrgyz Entrepreneurs	Kyrgyz Republic and PRC
Assessment of Regional Cooperation Opportunities in Renewable Energy Sources Use in the Central Asian Countries (The case of the Kyrgyz Republic)	Kyrgyz Republic, Kazakhstan, Tajikistan, Uzbekistan, Turkmenistan
Analysis of Transit Trade Barriers for Kyrgyz Transit Transport through the Republic of Kazakhstan	Kyrgyz Republic and Kazakhstan
Cooperative Study on Eco-Tourism Based on Transport Corridors in China and Kazakhstan	Kazakhstan and PRC
Monitoring of Central Asia Region Transport Corridors	Kyrgyz Republic, Kazakhstan, Tajikistan and PRC
A Study on Mechanisms and Potential for Agricultural Commodities Trade In Central Asia	Kazakhstan, Kyrgyz Republic, Tajikistan, Uzbekistan,
Trade Policy in Central Asia in the Context of Accession to WTO: Gender Measurements	Uzbekistan, Tajikistan, Kyrgyz Republic and Kazakhstan
Investigation of New Possibilities for Creation and Development of Transport Infrastructure in Uzbekistan, Tajikistan and Kyrgyzstan through Arrangement of Modern Transport and Logistics Center (TLC)	Uzbekistan, Tajikistan and Kyrgyz Republic