



Central Asia Regional Economic Cooperation Program

Reference Document
For Session 2 of the Senior Officials' Meeting
October 2013

Transport Sector Progress Report (April–September 2013)

**Senior Officials' Meeting
Central Asia Regional Economic Cooperation
23–24 October 2013
Astana, Kazakhstan**

I. KEY DEVELOPMENTS

A. Sector Implementation

1. Implementation of the CAREC Transport and Trade Facilitation Strategy (the Strategy) and Action Plan remains satisfactory. Significant progress has been made on construction and improvement of the expressways and national highways along CAREC corridors in the period from 2008 through 2013.

2. The originally identified six CAREC corridors comprise approximately 24,000 kilometers (km) of expressways or national highways. In 2007, 36% of the identified CAREC roads were in bad condition, indicating that 8,640 km would be targeted for improvement to good condition by the end of 2017.¹ This would be accomplished by an annual improvement of 880 km in the years 2010 through 2012, and 1,200 km in the years 2013 through 2017.

3. The Strategy envisaged that 75% of the CAREC corridor roads, or an aggregate of 18,000 km, would be in good condition by 2012. To date, the results achieved have exceeded the target set in the Strategy. However, progress achieved in 2012 did not meet the current annual target of 880 km, nor is progress achieved in 2013 on track to meet the increased annual target. Therefore, progress will need to be accelerated in order to maintain long-term satisfactory performance of the program.² Table 1 shows details of the transport sector performance. Both indicators of transport sector outputs are rated on track (“green”).

Table 1: Annual Transport Sector Outputs

Indicator	2008 Baseline Value	2009	2010	2011	2012	2013	2013 Target	Progress
Annual expressways or national highways built or improved (km)	177	1,288	1,025	1,022	430	545	1,200	●
Cumulative expressways or national highways built or improved (km)	177	1,465	2,490	3,512	3,942	4,487	3,840	●
Cumulative proportion of total CAREC road corridor in good condition (%) [*]	64	70	74	79	80	83	80	●

^{*}CAREC = Central Asia Regional Economic Cooperation; km = kilometer.

^{*}It should be noted this may overstate overall road condition due to ongoing deterioration on some early road sections rated in good condition as of 31 December 2007.

(i) Improvement of the CAREC Corridors

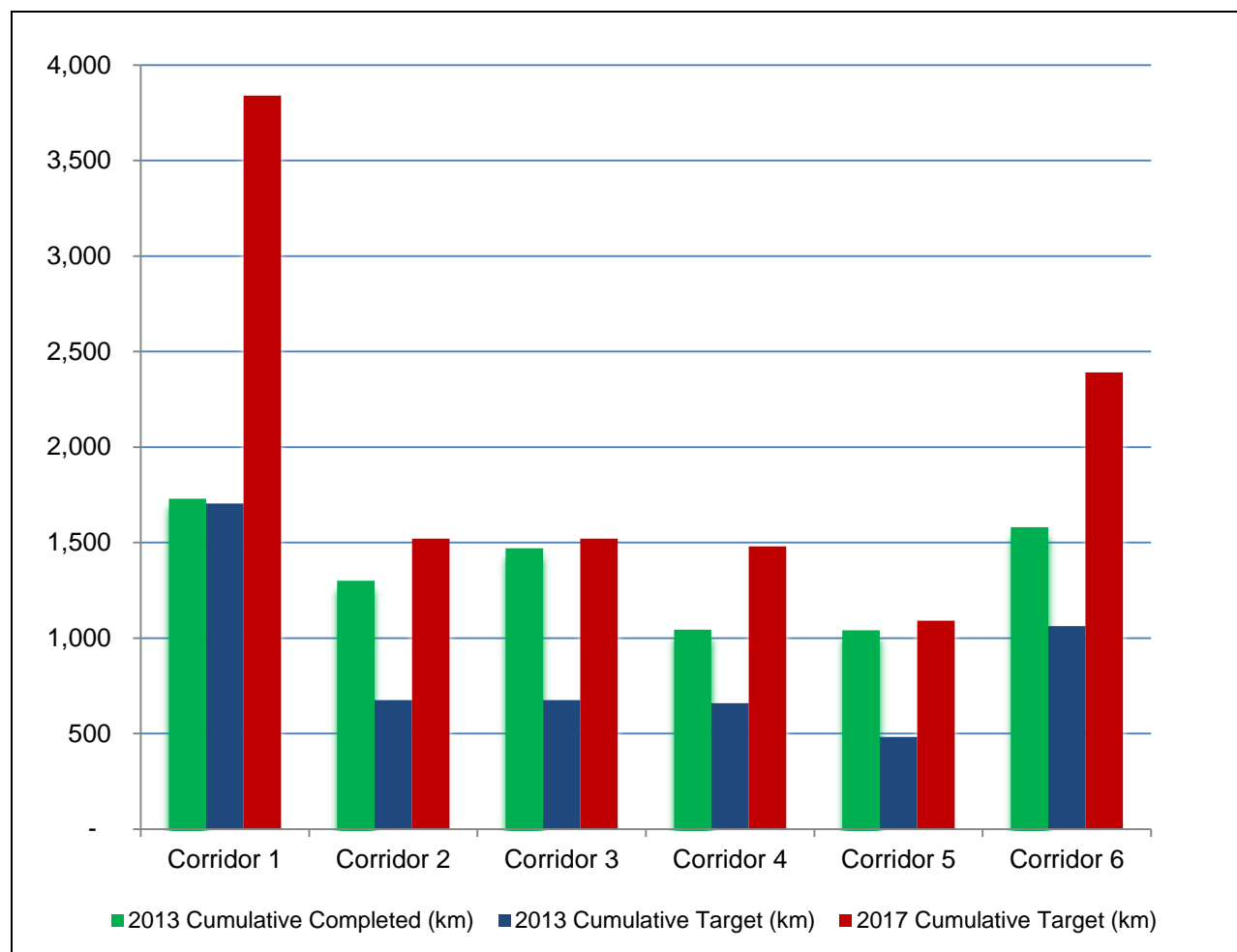
4. **Overall Assessment.** Progress on improving the six CAREC corridors has exceeded 2013 target set in the Strategy. The cumulative road lengths improved and the 2013 targets by corridor are shown in Figure 1. By 30 September 2013, approximately 4,422 km of road sections (51% of the total target) had been completed, 3,700 km (42%) are ongoing, and the rest (7%) are planned in 2013 or beyond. On railways, approximately 3,190 km (44% of the total) had been completed, 2,500 km (34%) are ongoing, and the rest (22%) are planned for

¹ The Strategy states that in 2007, 64% of the CAREC road corridors were in good condition, 21% in fair condition, and 15% in bad condition. As such, improvements in the road corridors under the CAREC program would focus on the fair and bad road sections, i.e., 36% of the total length of roads in the six identified CAREC Corridors.

² Based on the previous planned evaluation methodology, the annual targets from 2013 through 2017 are approximately 35% higher than the annual targets from 2010 through 2012 with the rationale being that slower progress would be achieved during initial years of the program.

implementation in 2013 or beyond. Thirteen projects in other transport subsectors (i.e., 6 civil aviation, 3 ports, and 4 logistics centers) are ongoing.³

Figure 1: Progress on Improvement of CAREC Road Corridors



CAREC = Central Asia Regional Economic Cooperation; km = kilometer.

5. By 30 September 2013, approximately 545 km of expressway or national highways were built or upgraded including: (i) the Bishkek – Torugart Road section (213 km) in the Kyrgyz Republic; (ii) the East-West Highway (65 km) in Azerbaijan; (iii) the Western Regional Road (205 km) in Mongolia; and (iv) Aktau-Beyneu Road (62 km) in Kazakhstan.

(ii) Cross-Border Transport Facilitation

6. The SOM at the 11th CAREC Conference in Wuhan, PRC endorsed a pragmatic, corridor-based, and results-driven approach to transport facilitation in the CAREC region, which was included in the Wuhan Action Plan. It recommended prioritizing enhancing existing

³ Note that segments of some CAREC corridors overlap with each other. Progress on these segments of overlap is not double counted when assessing progress of the overall program. However, each segment of each corridor is individually assessed. Thus, the sum of the individual corridors will be greater than the total of the program by the overlapping amount between corridors.

bilateral/plurilateral transport and trade facilitation agreements, and/or forging new bilateral/plurilateral agreements between/among the countries.

7. Some progress has been made on a pilot of the CAREC Cross Border Transit Agreement (CBTA).⁴ In August 2011 a final draft protocol to formalize Afghanistan's accession and implement the associated amendments to the CBTA was agreed upon. This protocol was signed by the transport ministers of Tajikistan in November 2011, Afghanistan in December 2011, and Kyrgyz Republic in July 2013. The Protocol needs to be ratified by the Parliaments of all the three countries before it becomes effective.

8. In anticipation of full ratification of the Protocol, two diagnostic studies within RETA 8147 were initiated to make full assessment of transportation operations along the corridor connecting Kyrgyz Republic, Tajikistan, Afghanistan and Pakistan. The studies are expected to provide inputs for development of the CBTA implementation action plan. It is planned that results of the studies will be available for consideration by the four countries immediately before or right after full ratification of the Protocol.

B. Addressing Actions Proposed in the 2011 CAREC Development Effectiveness Review (2011 CAREC DEfR) and Ongoing Key Issues

9. The following actions have been taken in line with the actions proposed in the 2011 CAREC Development Effectiveness Review (2011 CAREC DEfR) and key issues raised at the Senior Officials' Meeting (SOM) held in Wuhan, PRC in October 2012.

1. Priority Actions Proposed in the 2011 CAREC DEfR

- Implement on a timely basis the midterm review of the Transport and Trade Facilitation Strategy and Action Plan.

Action initiated: January 2012, concept paper preparation, CAREC countries endorsement, and consultant mobilized in November 2012.

Next steps: Final draft review based on recommendations of the NFP meeting (Bangkok, September 2013), presentation and endorsement of CAREC Transport and Trade Facilitation Strategy 2020 in the SOM (Astana, October 2013)

10. The draft CAREC Transport and Trade Facilitation Strategy 2020 was presented and discussed at the Joint CAREC Transport Sector Coordinating and Customs Cooperation Committees meeting in Astana, Kazakhstan on 19–20 September 2013. Revised draft Refined Strategy received unanimous support in the National Focal Point meeting held in Bangkok, Thailand on 27-28 September 2013. The final Refined Strategy will be submitted to the 12th CAREC Ministerial Conference in October in Astana, Kazakhstan for endorsement through the Senior Officials' Meeting.

⁴ The Agreement on the Cross-Border Transport of Persons, Vehicles, and Goods within the Framework of CAREC (CBTA) is a transport facilitation accord designed to ease the transnational movement of goods and people along the CAREC corridors, principally by allowing transport operations to cross international borders and international transit. The CBTA was signed by the Kyrgyz Republic and Tajikistan in December 2010. It was ratified by Tajikistan in March 2011 and the Kyrgyz Republic in June 2011, following which the Agreement entered into force between the two countries. At that time, Afghanistan had expressed the intention to accede to the CBTA.

- Maximize the benefits of CAREC corridors by identifying key nonphysical barriers to cross-border transport and feasible approaches to implementing transport facilitation agreements in the CAREC corridors.

Action initiated: July 2012, a roundtable seminar held on Ways Forward for Corridor-Based Transport Facilitation Arrangements produced recommendations for a general approach to implementation. October 2012, the Seminar's recommendations were presented and endorsed at the 11th CAREC Ministerial Conference in Wuhan, PRC, and included in the Wuhan Action Plan.

Next steps: 2013 - 2014, operationalize the recommended and endorsed approach into a specific action plan.

11. To assist implementation of CAREC's transport facilitation agenda, an ADB-supported regional technical assistance project budgeted at \$1.5 million was approved in 2012.⁵ It is envisaged that by completion in December 2015, the CAREC countries will have (i) agreed on the approaches to mitigate nonphysical barriers to cross-border transport along the CAREC corridors, and (ii) identified and pursued transport facilitation arrangements to pilot the approaches endorsed in Wuhan in October 2012 and included in the Wuhan Action Plan.

- To sustain operations growth, endorse medium-term priority project list at the Ministerial Conference of 2012, and commence mainstreaming priority projects into national development plans of the CAREC countries.

Action initiated: October 2011, preliminary medium-term priority project list compiled

Next steps: Midterm priority project list is integrated in the refined CAREC Transport and Trade Facilitation Strategy 2020 and endorsed in October 2013.

12. The Transport Sector Coordinating Committee (TSCC) developed a list of medium-term priority projects, which comprises 69 projects amounting to a funding requirement of \$26.2 billion. The majority of the projects in the list cover remaining sections of the originally identified CAREC corridors. Progress measurement was conducted for the projects with confirmed financing. The list is integrated in the draft CAREC Transport and Trade Facilitation Strategy 2020 and will be submitted for endorsement by the SOM (Astana, October 2013).

- To counter the drop in finance mobilization, step up efforts to explore cofinancing opportunities among CAREC governments, multi- and bilateral institutions, other development partners, and the private sector.

Action initiated: First roundtable meeting was held on 7 June 2013 in Astana

Next steps: Further consultations to be held

13. The TSCC, with the multilateral and bilateral institutions, will conduct development partners' forum in 2014, on financing of projects under the refined CAREC Transport and Trade Facilitation Strategy 2020 for the stakeholders in CAREC countries. Options for private sector participation and partnering will have an increased focus.

⁵ ADB. 2012. *Technical Assistance for Facilitating Cross-Border Transport in the Central Asia Regional Economic Cooperation Region, Phase 1*. Manila.

- Ensure relevant sector-focused training and capacity building activities are implemented through the CAREC Institute.

Action initiated: Workshop on Performance-Based Contracting for Road Maintenance (PBC), held in Beijing 27–29 November 2012

Next steps: Conduct further training in 2014

14. The TSCC Secretariat, jointly with the CAREC Institute and the Ministry of Transport of the People Republic of China (PRC) conducted PBC training workshop on 27-29 November 2012 in Beijing. The workshop shared the PBC concept, best practices, and lessons learned among the decision makers and practitioners from CAREC countries in the road sector.

15. The TSCC, with the CAREC Institute, will conduct training for concerned government officials and other stakeholders in CAREC countries in 2013–2014. The CAREC Institute work plan has included trainings in road safety, performance-based maintenance contracting, road efficiency, transport planning, and PPPs in transport for 2014 to 2020.

2. Resolution of Ongoing Key Issues

16. The SOM will help ensure that the countries endorse the refined CAREC Transport and Trade Facilitation Strategy 2020.

II. KEY ISSUES FOR GUIDANCE BY THE SOM

17. ADB approved the technical assistance grant for financing the midterm review of the Transport and Trade Facilitation Strategy in September 2012 and the consultant mobilized in November 2012. The consultant has reviewed the progress and effectiveness of the CAREC program to date, with respect to transport and trade facilitation. Based on this review the consultant has prepared a Stock Take Report and assisted in the drafting of the refined CAREC Transport and Trade Facilitation Strategy 2020. CAREC senior officials are requested to review and endorse the Refined Strategy.

III. CHANGES TO SECTOR ACTION PLAN

17. No change has been made to the TSCC Work Plan submitted to the SOM in June 2013.

CAREC Transport and Trade Facilitation Strategy Investment Projects as of October 2013

	Lead CAREC Committee	CAREC Corridors	DMC	Project Title	Subsector	Targeted Total Length (km)	Project Cost (\$million)	Funding Source	Financed Amount (\$ million)	Implementation Period
1	TSCC	3-b, 6-a, b	AFG	IP 1: Qaisar-Bala Murghab Road	Road	90	174	ADB	174	2011-2016
2	TSCC	3-b, 6-a, b	AFG	IP 2: Bala Murghab-Laman Road	Road	143	376	ADB	376	2011-2015
3	TSCC	3-b, 6-a, b	AFG	IP 3: Leman-Armalick Road	Road	52	38	Saudi Fund	30	2011-2013
								TBD	8	
4	TSCC	5, 6-c	AFG	IP 4: Pul-e-Khumri-Doshi Road	Road	52	19	IsDB	19	2013-2014
5	TSCC	3-b, 6-a,b	AFG	IP 5: Naibabad-Hairatan Road	Road	55	14	ADB	14	C (2008)
6	TSCC	3-b, 6-a,b	AFG	IP 7: Hairatan-Mazar-e-Sharif Railway Project	Railway	75	170	ADB (Grant-0161)	165	C(2012)
								Government	5	
7	TSCC	2	AZE	IP 1: East-West Highway Improvement	Road	513	1,250	ADB	55.40	C (2013)
								IsDB	10.40	
								SFD	13.00	
								Government	69.45	
8	TSCC	2	AZE	IP 2: Railway Trade and Transport Facilitation	Railway	795	995	World Bank	450.0	2011-2014
								Czech ExIm Bank- 215 mln Euro	282.3	
								Government of Azerbaijan	311.2	
								Azerbaijan Railways Company	1.0	
9	TSCC	2	AZE	IP 3: Acquisition of High Capacity Ferries and Ro/Ros by Caspian Sea Shipping	Port		69	Government	69.0	2010-2015
10	TSCC	2	AZE	IP 4: Construction of Baku International Sea Trade Port Complex (formerly AZE TA2: Feasibility Study for New Alyat Port)	Port		750	State budget and other sources	922.0	2011-2015
11	TSCC	1, 2, 5	PRC	IP 7: Xinjiang Airport Development	Airport		436.9	National Budget		C (2009)
				Urumqi International Airport Phase 3 Improvement and					412.0	C (September 2009)

	Lead CAREC Committee	CAREC Corridors	DMC	Project Title	Subsector	Targeted Total Length (km)	Project Cost (\$million)	Funding Source	Financed Amount (\$ million)	Implementation Period
				Expansion						
				Kashi Airport Expansion					24.9	C (December 2009)
12	TSCC	4b	PRC-IMAR	IP 1: Jining-Zhangjiakou Railway	Rail	179	840	MOR budget and Railway Construction Fund	840.0	C (2010)
13	TSCC	4b	PRC-IMAR	IP 3: Upgrade of State Highway 208, Jining-Erenhot Section	Road	333	NA	Government		C (2010)
14	CCC	4-b	PRC-IMAR	IP 4: Hohhot International Airport Logistics Facility	Logi		NA	PS		ongoing-2013
15	CCC	4-b	PRC-IMAR	IP 5: Erenhot Logistics Facility	Logi		NA	PS		C (auxiliary facility will be continuously developed and improved)
16	CCC	4-b	PRC-IMAR	IP 6: Inner Mongolia Highway and Trade Corridor (Trade Facilitation and Institutional Strengthening and Training Components)	Logi		262.7	PRC Government	162.7	C (2008)
								World Bank	100.0	
17	TSCC	1-c, 2, 5	PRC-XUAR	IP 1: Xinjiang Regional Road Improvement (Korla-Kuqa)	Road	299	594	ADB	150	C (2010)
Ministry of Communications								197		
China Development Bank								188		
Xinjiang Regional Government								59		
18	TSCC	1-a	PRC-XUAR	IP 2: New Road (Jinghe-Ala Shankou)	Road	108	70	National Budget and Xinjiang Fund	70	C (2010)
19	TSCC	1-b	PRC-XUAR	IP 3: Lianyungang-Khorgas Expressway (Guozhigou and Qin Shui He)	Road	138	393	National Budget and Xinjiang Fund	393	C (2010)
20	TSCC	1-b	PRC-XUAR	IP 4: Jinghe-Yining-Khorgas Railway	Rail	286	875	Government	875	C (2009)

	Lead CAREC Committee	CAREC Corridors	DMC	Project Title	Subsector	Targeted Total Length (km)	Project Cost (\$million)	Funding Source	Financed Amount (\$ million)	Implementation Period
21	TSCC	1-a	PRC-XUAR	IP 5: Double Tracking (Wuxi-JingheRail Line)	Rail	382	394	Government	394	C (2009)
22	TSCC	1	PRC-XUAR	IP 6: Electrification of Hongliuhe – Ala Shankou Rail Line (formerly Electrification: Urumqui-Ala Shankou Rail Line)	Rail	1,200	1,214	Railway Construction Fund	424.9	C (2010)
								China Construction Bank	789.1	
23	NJC	1-b	PRC-XUAR	IP 8: Khorgas Global Logistics Center	Logi		0.0	PS		C (auxiliary facility will be continuously developed and improved)
24	TSCC	1-a,c	KAZ	IP 1: Astana-Karaganda Road Rehabilitation	Road	169	904	Government	64.6	2013-2016
25	TSCC	1-b,3	KAZ	IP 2: Almaty-Kapchagay (Kapshagai) Road Rehabilitation	Road	104	434	Government	31.3	2013-2016
26	TSCC	2-a	KAZ	IP 3: Aktau-Beyneu Road Rehabilitation (MFF CAREC Corridor 2 [Magystau Oblast Section] Investment Program)	Road	470	1,212	ADB	800	2010-2016
								Government	412	
27	TSCC	1-b, 6-b, c	KAZ	IP 4: Rehabilitation of Western Europe-Western PRC Transit Corridor	Road	2,452	5,360	Government/Loans	876	2009-2015
28	TSCC	3	KAZ	IP 5: Electrification of Almaty-Aktogay Section	Rail	541.4	984	Concession	984	2015-2018
29	TSCC	1-a	KAZ	IP 6: Electrification of Dostyk – Aktogay Railway Section	Rail	309.4	510	Concession	510	2015-2018
30	TSCC	1-a	KAZ	IP 7: Electrification of Aktogay–Mointy Railway Section	Rail	522.4	736	KTZ JSC	0	2016-2020
31	TSCC	1-b	KAZ	IP 8: Construction of Korgas–Zhetygen	Rail	293	1,020	Republic Budget, Loan		C (2011)

	Lead CAREC Committee	CAREC Corridors	DMC	Project Title	Subsector	Targeted Total Length (km)	Project Cost (\$million)	Funding Source	Financed Amount (\$ million)	Implementation Period
				(Jetygen) Rail Line				from KTZ JSC		
32	TSCC	1b, 3-a, 6-b, c	KAZ	IP 9: Reconstruction of Shymkent Airport (formerly Expansion of Shymkient, Semey, and Kokchetau Airports)	Airport		51.3	Government	51.3	2013-2014
33	TSCC	2-a	KAZ	IP 10: Expansion of Aktau Port	Port		278	Budget of Port Aktau/Private Sector	96.6	2006-2014
34	TSCC	1-c	KGZ	IP 1: Bishkek–Torugart Road Rehabilitation (CAREC Transport Corridor I)	Road	304	397	Export-Import Bank of China	190.0	2010-2015
								ADB	64.0	
								ACG	0	
35	TSCC	2, 5, 3-b	KGZ	IP 2: Southern Transport Road Rehabilitation (Osh-Sary Tash-Irkeshtam) Osh-Sary Tash-Irkeshtam Road Rehabilitation	Road	255	172.3	ADB	32.8	C (2013)
								IsDB	17.3	
								Export-Import Bank of China	75.3	
								China Development Bank	25.3	
								PRC	7.2	
36	TSCC	1-b, 3-b	KGZ	IP 3: CAREC Regional Road Corridor Improvement (Sary Tash-Karamyk) Irkeshtan-Sary Tash-Karamyk Road Rehabilitation	Road	136	48.6	ADB	48.6	2008-2012
37	TSCC	1,3	KGZ	IP 4: Electrification of Lugovaya–Bishkek (Alamedin) Railway	Rail	157	250	TBD	0	2011-2016
38	TSCC	1,3	KGZ	IP 5: Balykchi – Chaldovar –Lugovaya Railroad Rehabilitation Project	Rail	323.4	66	TBD	0	2011-2015
39	TSCC	1,3	KGZ	IP 6: Equipment Purchase for Wagon Repair/Maintenance Facility	Rail		18	TBD	0	2013-2014
40	TSCC	2, 3	KGZ	IP 7: Reconstruction of Osh International Airport	Airport		105	TBD	0	2011-2014

	Lead CAREC Committee	CAREC Corridors	DMC	Project Title	Subsector	Targeted Total Length (km)	Project Cost (\$million)	Funding Source	Financed Amount (\$ million)	Implementation Period
41	TSCC	1-c, 2, 3-b	KGZ	IP 8: Kyrgyz ATC System Capacity Enhancement	Airport		25	External financing with some from national budget	24.7	2014-2015
42	TSCC	4-a	MON	IP 1: Western Regional Road Development	Road	743.1	145	ADB/ Government/ PRC	301.4	2005-2020
43	TSCC	4-b	MON	IP 2: Construction of Altanbulag- Ulaanbaatar-Zamiin-Uud Road (formerly Ulaanbaatar-Russian Border Road Rehabilitation)	Road	943.6	126	ADB/ Government	183.7	2006-2014
44	TSCC	4-b	MON	IP 3: Railway Rolling Stock Fleet Expansion Project (formerly Modernization of the Mongolia Railway)	Rail		60	PRC	60	ongoing to 2012
45	TSCC	4-a	MON	IP 4: Improvement of Olgiy and Hovd airports	Airport		15.00	TBD	0	from 2013
46	TSCC	4-b	MON	IP 5: Construction of New International Airport in Ulaanbaatar	Airport		320	JICA	288	2009 - 2016
47	CCC	All	MON	IP 6 Customs Modernization	TF		6.8	ADB	6.8	C
48	NJC	4-b	MON	IP 7: Establishment of Altanbulag Free Trade Zone	Logi		90	TBD	0	TBD
49	NJC	4-a	MON	IP 8: Improvement of Tsagaannur Free Trade Zone	Logi		30	TBD	0	TBD
50	NJC	4-b	MON	IP 9: Establishment of Zamyn Uud Free Trade Zone	Logi		TBD	PRC/ Government/ PPP	TBD	2010-2015
51	TSCC	4-b	MON	IP 10: Access Road to the New International Airport in Ulaanbaatar	Road	35	110	JICA	0	2013-2015
52	TSCC	3-b, 5	TAJ	IP 1: Dushanbe-Kyrgyz Border Road Rehabilitation Phase II	Road	158.7	50.0	ADB	50.0	C (2012)
							3.5	OPEC	3.5	
							14.5	Government	14.5	
53	TSCC	3-b, 5	TAJ	IP 2: Dushanbe-Kyrgyz Border Road Rehabilitation, Phase III	Road	114	76.5	ADB	53.4	C (2012)

	Lead CAREC Committee	CAREC Corridors	DMC	Project Title	Subsector	Targeted Total Length (km)	Project Cost (\$million)	Funding Source	Financed Amount (\$ million)	Implementation Period
							23.1	Government	23.1	
54	TSCC	6-c	TAJ	IP 3: Dushanbe–Khujand–Chanak (Uzbekistan Border) Road	Road	335.9	360.9	PRC	281.1	C (2010)
55	TSCC	5, 6-c	TAJ	IP 4: Kurgan-Tyube-Dusti-Nizhni Planj Road Rehabilitation	Road	87.4	76.3	JPN	76.3	C (2013)
56	TSCC	3-b	TAJ	IP 7: Dushanbe–Tursunzade–Uzbekistan Border Road	Road	61.5	131.2	ADB	120.0	2011-2015
								Gov	11.2	
								EBRD	35.0	
57	TSCC	5, 6c	TAJ	IP 6: Vahdat–Yavan Railway Construction (New) (formerly TAJ TA 2: Vahdat-Yavan Railway Feasibility Study)	Rail	40	200	Government	36.1	2012-2015
58	TSCC	2a, 6a	UZB	IP 1: CAREC Regional Road Improvement (Phase 1)	Road	131.0	600.0	ADB	600.0	C (2012)
59	TSCC	2-a, 3-a, 6	UZB	IP 3: Acquisition of New Cargo and Passenger Locomotives (formerly UZB IP 3: Acquisition of New Locomotives)	Rail		122	Export-Import Bank of China	112.3	ongoing to 2014
60	TSCC	6-a, b	UZB	IP 4: Electrification of Karshi-Termez Section (formerly UZB IP4: Electrification of Karshi-Tashguzar-Baisun-Kumgurgan Section)	Rail	324.0	388	UTY Funds	167.7	2012-2017
								JICA	220.6	
61	TSCC	6-a, b	UZB	IP 5: Construction: Tashguzar-Boysun-Kumgurgan Section (formerly Electrification of Samarkand–Navoi and Samarkand–Karshi Sections)	Rail	221.8	447.4	JICA/ UTY Funds/ Government	447.4	C (2010)

	Lead CAREC Committee	CAREC Corridors	DMC	Project Title	Subsector	Targeted Total Length (km)	Project Cost (\$million)	Funding Source	Financed Amount (\$ million)	Implementation Period
62	TSCC	2-a, 6-a	UZB	IP 6: Completion of Construction Railway Infrastructure for Navoi - Uchkuduk-Sultanuizgad-Nukus Section (formerly Electrification of Navoi-Uchkuduk-Sultanuizdag-Nukus Section)	Rail	341.6	149.5	UTY Funds/UZB budget	149.2	C (2012)
63	TSCC	6-a, b, c	UZB	IP 7: Electrification of Tukimakchi-Angren Section (formerly Electrification of Navoi-Uchkuduk Section)	Rail	113.9	79.4	KFW/ UTY Funds	79.4	C (2012)
64	TSCC	6-b, 3-a	UZB	IP 8: Construction of Double-Track Electrified Yangier-Jizak Section and Single-Line Electrified Yangier-Farkhad Section	Rail	150.5	320.7	UTY	320.7	2010-2017
65	TSCC	2b,3a,6a	UZB	IP 11: Upgrading the Bukhara Airport (formerly UZB TA 3: Upgrading the Bukhara Airport and IP 9)	Aviation		14.7	UAE	14.7	C (2011)
66	RJC	All	REG	IP 1: Border Crossing Point Infrastructure Development (formerly REG IP 1 and IP3)	TF		61			ongoing to 2017
67	CCC	All	REG	IP 2: Customs IT Systems Enhancements	TF		100			ongoing to 2017
68	CCC	All	REG	IP 3: Logistics Center Development	TF		300			ongoing to 2014
69	RJC	All	REG	IP 4: Trade and Industrial Logistics Centers with Info Exchange System	TF		300			ongoing to 2014

ACG=Arab Coordination Group; ADB=Asian Development Bank; AFG=Afghanistan; AZE=Azerbaijan; C=Completed; CCC=Customs Cooperation Committee; EBRD=European Bank for Reconstruction and Development; KAZ=Kazakhstan; KfW= Kreditanstalt für Wiederaufbau; KGZ=Kyrgyz Republic; IsDB=Islamic Development Bank; IMAR=Inner Mongolia Autonomous Region; IP=investment project; IT=information technology; JICA=Japan International Cooperation Agency; JPN=Japan; KTZ JSC = JSC "National company "Kazakhstan Temir Zholy"; MON=Mongolia; MOR=Ministry of Railways; NA=not applicable; NJC=National Joint Transport and Trade Facilitation Committee; OPEC=Organization of Petroleum Exporting Countries; PPP=public-private partnership; PRC=People's Republic of China; PS=private sector; REG=regional; RJC=Regional Joint Transport and Trade Facilitation Committee; SFD=Saudi Fund for Development; TAJ=Tajikistan; TBD=to be determined; TF=Trade Facilitation; TSCC=Transport Sector Coordinating Committee; UAE=United Arab Emirates; UZB=Uzbekistan; UTY=Uzbekistan Temir Yullari; XUAR=Xinjiang Uygur Autonomous Region.