



Transport Sector Progress Report (November 2012–March 2013)

**12th Transport Sector Coordinating Committee Meeting
Central Asia Regional Economic Cooperation
5–7 June 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 2012.

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. 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	2012 Target	Progress
Annual expressways or national highways built or improved (km)	177	1,288	1,025	1,022	430	880	
Cumulative expressways or national highways built or improved (km)	177	1,465	2,490	3,512	3,716	2,640	
Cumulative proportion of total CAREC road corridor in good condition (%)	64	70	74	79	80	75	

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

(i) Improvement of the CAREC Corridors

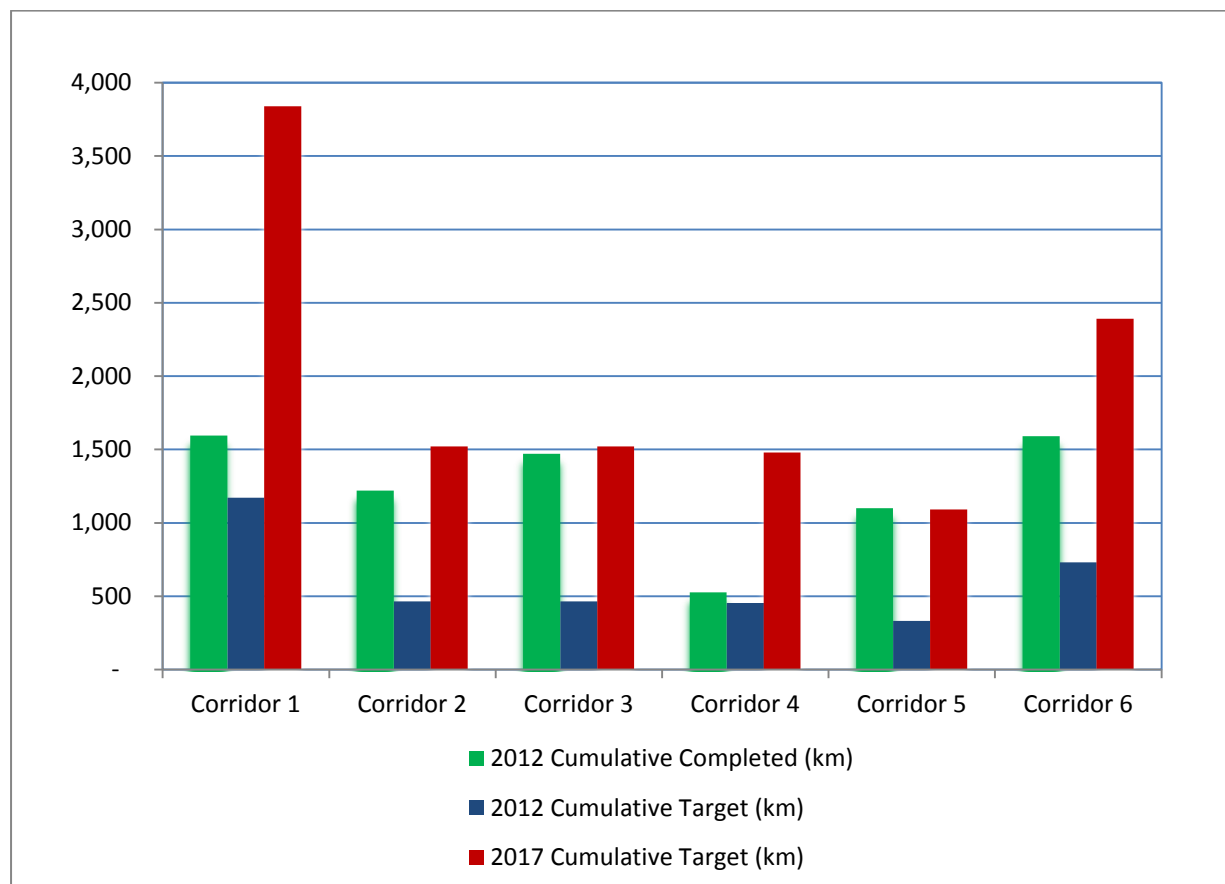
4. **Overall Assessment.** Progress on improving the six CAREC corridors has exceeded 2012 target set in the Strategy. The cumulative road lengths improved and the 2012 targets by corridor are shown in Figure 1. By 31 March 2013, approximately 3,720 km of road sections (51% of the total) had been completed, 3,400 km (44%) are ongoing, and the rest (5%) 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 implementation in 2013 or beyond. Thirteen projects in other transport subsectors (i.e., 5 civil aviation, 3 ports, 4 logistics centers, and 1 trade facilitation) are ongoing.³

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.

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.

Figure 1: Progress on Improvement of CAREC Road Corridors



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

5. By 31 March 2013, approximately 430 km of expressway or national highways were built or upgraded including: (i) the Sary Tash–Karamyk section (73 km) and the Osh–Sary Tash–Irkeshtam section (67 km) in the Kyrgyz Republic, (ii) the Nurobad–Nimich section and the section near the Karamyk border (54 km) in Tajikistan, and (iii) the Guzar–Bakhara–Nukus–Beyneu section (131 km) in Uzbekistan.⁴ Major achievements by individual CAREC corridor are summarized below.

6. **Corridor 1 (Europe–East Asia).** Corridor 1 is the most extensive corridor comprising an estimated 13,600 km of roads and 12,000 km of railways. Investments are needed to improve approximately 3,840 km⁵ of roads, 3,470 km of railways, 3 airports, and 1 logistics center. The results have exceeded the target set in the Strategy. Both indicators of transport sector outputs are rated on track (“green”) (Table 2).

⁴ The Guzar to Beyneu section of road in Uzbekistan is also referred to in CAREC documentation as UZB IP 1: CAREC Regional Road, Phase 1), while the completed section in Kyrgyz are referred to as KGZ IP3: CAREC Regional Road Improvement Corridor.

⁵ The road length for improvement is the sum of the self reporting kilometers from each of the participating countries. The figure is adjusted from time to time whenever preliminary and detailed design of the projects along the individual corridors are completed and more accurate data becomes available. However, in principle the targets should not change significantly from year to year unless new projects are added.

Table 2: Corridor 1 Implementation Progress by 31 March 2013

Indicator	Total length for improvement	2012 Target ⁶	Completed	Progress
Cumulative expressways or national highways built or improved (km)	3,840	1,170	1,630	●
Cumulative proportion of corridor built or improved (%)	100	31	42	●

km = kilometer.

7. By 31 March 2013, approximately 1,630 km of roads and 2,160 km of railway lines were constructed or improved, including the following road and railways in the People's Republic of China (PRC): (i) the Korla–Kuqa expressway (299 km), (ii) a new road between Jinghe and Ala Shankou (108 km), (iii) the Guozhigou–Qin Shui He expressway (138 km), (iv) the Jinghe–Yining–Khorgas railway (286 km), (v) the Wuxi–Jinghe railway (double tracking) (382 km), and (vi) electrification of the Hongliuhe–Ala Shankou railway (1,200 km). In addition, construction of key transport nodes have been completed such as the new Urumqi international airport and Kashi airport expansion, and initial construction of the logistics center in Khorgos was also completed, and continuous improvement is being made. In Kazakhstan, construction of Khorgos–Zhetygen railway line (293 km) was also completed and is now operational.

8. **Corridor 2 (Mediterranean–East Asia).** Corridor 2 comprises approximately 9,900 km of roads and 9,700 km of railways. Investments are needed to improve about 1,520 km of roads, 900 km of railways, 4 airports, and 3 ports. The results have exceeded the target set in the Strategy. Both indicators of transport sector outputs are rated on track (“green”) (Table 4).

Table 3: Corridor 2 Implementation Progress by 31 March 2013

Indicator	Total length for improvement	2012 Target ⁶	Completed	Progress
Cumulative expressways or national highways built or improved (km)	1,520	465	1,200	●
Cumulative proportion of corridor built or improved (%)	100	31	79	●

km = kilometer.

9. By 31 March 2013, approximately 1,200 km of roads and 340 km of railway lines were constructed or improved, including the East–West highway in Azerbaijan (367 km), Osh–Sary Tash–Irkeshdam road (255 km) in Kyrgyz Republic, and the Navoi–Uchkuduk–Sultanuizgad–Nukus railway line (341 km) and the Bukhara airport in Uzbekistan. Reconstruction of the Osh International Airport in the Kyrgyz Republic started in 2012 and is scheduled for completion in 2014. Progress continues to made on the Aktau–Beyneu road (40 km) in Kazakhstan.

10. **Corridor 3 (Russian Federation–Middle East and South Asia).** Corridor 3 comprises approximately 6,900 km of roads and 4,800 km of railways. Investments are needed to improve 1,520 km of roads, 1,100 km of railways, and 4 airports. To date progress has exceeded the

⁶ To date, the methodology for computing the individual corridor target has been to equally divide the overall aggregate target burden as percentage amongst each of the individual corridors. In order to meet the aggregate target of 75% of the total CAREC corridor roads in good condition by the end of 2012, or completion of improving 2,640 km overall, approximately each corridor was targeted with completing approximately 30.5% of the identified total length for improvement in each corridor.

target set in the Strategy. Both indicators of transport sector outputs are rated on track (“green”) (Table 4).

Table 4: Corridor 3 Implementation Progress by 31 March 2013

Indicator	Total length for improvement	2012 Target ⁶	Completed	Progress
Cumulative expressways or national highways built or improved (km)	1,520 ^a	465	1,470	●
Cumulative proportion of corridor built or improved (%)	100	31	97	●

km = kilometer.

^a The total targeted length of Corridor 3 roads was increased from 1,510 km to 1,520 km due to an increase in actual reported length of roads in Tajikistan.

11. By 31 March 2013, approximately 1,470 km of roads and 75 km of railway lines were constructed or improved. The recently completed Hairatan–Mazar-e-Sharif railway line (75 km) in Afghanistan is operational exceeding initial cargo forecasts. The major completed road projects contribute to the progress include the Western Europe–Western PRC transit corridor (666 km) in Kazakhstan, and the Iskeshtan–Sary Tash–Karamyk road (136 km), the Osh–Sary Tash–Irkeshtan road (255 km) in Kyrgyz Republic, and the Dushanbe–Kyrgyz Border Road, Phase II (144 km) in Tajikistan. Reconstruction of the Osh International Airport in the Kyrgyz Republic started in 2012 and is scheduled for completion in 2014. Sources of funding are yet to be determined for the electrification of the Lugovaya–Bishkek railway, and rehabilitation of the Balykchi–Chaldovar–Lugovaya railway.

12. **Corridor 4 (Russian Federation–East Asia).** Corridor 4 comprises approximately 2,400 km of roads and 1,100 km of railways. Investments are needed to improve 1,480 km of roads, 180 km of railways, 2 airports, 6 logistics centers, and 1 trade facilitation. To date, the results have exceeded the target set in the Strategy. Both indicators of transport sector outputs are rated on track (“green”) (Table 5). By the end of 2012, approximately 530 km of roads and 180 km of railways were constructed or improved, including the Jining–Zhangjiakou railway (179 km) and the Erenhot logistics facility in the PRC. The major ongoing road project includes the Western Regional Road Development project (194 km) in Mongolia.

Table 5: Corridor 4 Implementation Progress by 31 March 2013

Indicator	Total length for improvement	2012 Target ⁶	Completed	Progress
Cumulative expressways or national highways built or improved (km)	1,480	450	530	●
Cumulative proportion of corridor built or improved (%)	100	31	36	●

km = kilometer.

13. **Corridor 5 (East Asia–Middle East and South Asia).** Corridor 5 comprises approximately 3,700 km of roads and 2,000 km of railways. Investments are required to improve 1,090 km of roads, 40 km of railways, and 1 airport. To date, the results have exceeded the target set in the Strategy. Both indicators of transport sector outputs are rated on track (“green”) (Table 6). By 31 March 2013, approximately 1,100 km roads were constructed or improved, including the Dushanbe–Kyrgyz Border Road, Phase III (114 km) and Dushanbe–Kyrgyz Border Road, Phase II (144 km) in Tajikistan, Osh–Sary Tash–Irkeshtam road (255 km), and Irkeshtan–

Sary Tash–Karamyk road (136 km) in Kyrgyz Republic. Progress continues to be made on the Vahdat–Yavan Railway (40 km) in Tajikistan.

Table 6: Corridor 5 Implementation Progress by 31 March 2013

Indicator	Total length for improvement	2012 Target ⁶	Completed	Progress
Cumulative expressways or national highways built or improved (km)	1,090 ^a	330	1,100	●
Cumulative proportion of corridor built or improved (%)	100	31	100	●

km = kilometer.

^a The total targeted length of Corridor 5 roads was increased from 1,070 km to 1,090 km due to the increase in actual reported length of roads in Tajikistan.

14. Corridor 6 (Europe–Middle East and South Asia). Corridor 6 comprises about 10,600 km of roads and 7,200 km of railways. Investments are needed to improve approximately 2,390 km of roads, 1,270 km of railways, and 2 airports. The results have exceeded the target set in the Strategy. Both indicators of transport sector outputs are rated on track (“green”) (Table 7).

Table 7: Corridor 6 Implementation Progress by 31 March 2013

Indicator	Total length for improvement	2012 Target ⁶	Completed	Progress
Cumulative expressways or national highways built or improved (km)	2,390 ^a	730	1,590	●
Cumulative proportion of corridor built or improved (%)	100	31	66	●

km = kilometer.

^a The total targeted length of Corridor 6 roads was decreased from 2,420 km to 2,390 km due to the decrease in actual reported length of roads in Tajikistan.

15. By 31 March 2013, approximately 1,590 km of roads and 900 km of railways were constructed or improved, including the Western Europe–Western PRC transit corridor (881 km) in Kazakhstan and the Dushanbe–Khuján–Chanak road (336 km) in Tajikistan. In Uzbekistan significant progress has been made in railways with completion of the Tashguzar–Boysun–Kumgurgan railway (222 km), electrification of the Tukimakchi–Angren railway (114 km), double tracking of the Yangier–Jizak railway and electrification of the Yangier–Farkhad railway (152 km).

(ii) Cross-Border Transport Facilitation

16. In response to the National Focal Points’ agreement made at the September 2011 Beijing meeting, and in line with *CAREC 2020: A Strategic Framework for the Central Asia Regional Economic Cooperation Program 2011–2020*,¹⁰ a Roundtable Seminar on Ways Forward for Corridor-Based Transport Facilitation Arrangements in the CAREC Region (the Seminar) was held on 2–3 July 2012 in Beijing, PRC. The Seminar recommended that CAREC countries take a pragmatic, corridor-based, and results-driven approach, building on their ongoing and planned transport facilitation measures covering the six CAREC corridors.

¹⁰ *CAREC 2020: A Strategic Framework for the Central Asia Regional Economic Cooperation Program, 2011–2020*. Manila, 2011.

17. At their meeting in Bangkok in September 2012, the CAREC National Focal Points broadly agreed to endorse the Seminar's recommendations for a pragmatic, corridor-based, and results-driven approach to transport facilitation in the CAREC region. This recommended approach was endorsed by the SOM at the 11th CAREC Conference in Wuhan, PRC and included in the Wuhan Action Plan. The recommended and priority actions included:

- (i) Adopting a pragmatic, corridor-based, and results-driven approach, building on ongoing and planned transport facilitation measures, either by enhancing existing bilateral/plurilateral agreements, and/or forging new bilateral/plurilateral agreements between/among the countries;
- (ii) Identifying on a voluntary basis corridor-specific "pilot" agreements that eventually provide an example or basis for effective implementation of a wider regional agreement;
- (iii) Identifying in selected agreements key impediments to implementation and proposing measures to address impediments in line with the minimum and most critical requirements for facilitated cross-border transport operations;
- (iv) Strengthening CAREC countries' respective national transport and trade facilitation bodies through: systematic and sustainable capacity building, regular and constructive dialogue with transport facilitation bodies in neighboring countries, and active engagement with private sector stakeholders, both domestic and in neighboring countries; and
- (v) Formulating and implementing respective action plans by the national transport and trade facilitation bodies of each CAREC country, include monitoring the effectiveness of existing agreements and disseminating knowledge on good practices.

18. Some progress has been made on a potential pilot, the Cross Border Transit Agreement (CBTA).¹¹ In a August 2011 meeting in Bangkok with participating officials from Afghanistan, the Kyrgyz Republic, and Tajikistan where the accession of Afghanistan to the CBTA and a draft action plan for implementing the CBTA was discussed, 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 and Afghanistan in Baku in November 2011 and in Kabul in December 2011, respectively. The protocol was reviewed by relevant Committees of the Kyrgyz Parliament and received no objections. In April 2013, it was passed back to the Prime Minister's office for further preparation to the ratification.

19. Following the full ratification of the protocol, preparations for implementation of the CBTA will commence with a tripartite meeting to discuss: (i) a proposed protocol on permits/quotas related to market access; (ii) a proposed simplified customs transit regime; and (iii) a revised implementation plan based on the analysis of criticality of CBTA's provisions.

¹¹ 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 will enter into force between the two countries. At that time, Afghanistan had expressed the intention to accede to the CBTA.

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

20. 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: June 2013, presentation and review of consultant's Stock Take Report and outline of Updated Strategy and Action Plan

21. A midterm review of the Transport and Trade Facilitation Strategy and Action Plan is being conducted to (i) undertake an independent stock take and (ii) to refine the Strategy and Action Plan for guiding effective implementation in the remaining period. The midterm review is also needed to specify the corridors in the two new CAREC participating countries: Pakistan and Turkmenistan in connection to the existing CAREC corridors. The midterm review is being conducted by the Asian Development Bank (ADB) in two phases. Phase I (November 2012–April 2013) will review the implementation progress of the Strategy and Action Plan. Based on the results of Phase I, an updated and refined Strategy and Action Plan will be developed in Phase II (May–October 2013). The initial findings of the consultant will be presented at the 12th TSSC meeting in Astana, Kazakhstan on 5–7 June 2013.

- 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, operationalize the recommended and endorsed approach into a specific action plan.

22. To assist implementation of CAREC's transport facilitation agenda, an ADB-supported regional technical assistance project budgeted at \$1.5 million was approved in 2012.¹² 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 adopted at the Beijing workshop in July 2012, endorsed at the SOM in Wuhan in October 2012, and included in the Wuhan Action Plan.

¹² ADB. 2012. *Technical Assistance for Facilitating Cross-Border Transport in the Central Asia Regional Economic Cooperation Region, Phase 1*. Manila.

- 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 midterm priority project list compiled

Next steps: Midterm priority project list update by September 2013.

23. The Transport Sector Coordinating Committee (TSCC) developed a list of medium-term priority projects, which comprises 68 projects amounting to a funding requirement of \$23 billion. The majority of the projects in the list cover remaining sections of the originally identified CAREC corridors. Progress measurement will be conducted for the projects with confirmed financing. The list will be updated by September 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 will be held on 7 June 2013 in Astana

Next steps: Further consultations to be held

24. The TSCC, with the multilateral and bilateral institutions, will conduct development partners' forum in late 2013, or early 2014, on financing of projects under the Transport and Trade Facilitation Strategy and list of medium-term priority projects for the stakeholders in CAREC countries. The consultant on the midterm review will also be investigating options for private sector participation and partnering.

- 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

25. 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.

26. 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 2013 to 2014 period.

2. Resolution of Ongoing Key Issues

27. The SOM will help ensure that country inputs are provided, on a timely basis, for the planned midterm review of the CAREC Transport and Trade Facilitation Strategy and Action Plan. A study on logistics hubs will be considered in the midterm review.

II. KEY ISSUES FOR GUIDANCE BY THE SOM

28. 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 initiated updating the Strategy and Action Plan. CAREC senior officials are requested to review help ensure their country's full support for the midterm review by nominating focal points who will timely provide logistical support and the requested data/information to the midterm review team.

III. CHANGES TO SECTOR ACTION PLAN

29. No change has been made to the TSCC Work Plan submitted to the SOM in October 2012.

CAREC Transport and Trade Facilitation Strategy Investment Projects as of March 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	2011-2015
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	2011-2012
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	367	1,250	ADB	52.00	C (2011)
				Yevlakh - Ganja Highway				IsDB	10.40	
								SFD	13.00	
								Government	50.95	
				Rehabilitation of Gazakh-Georgian Border Highway				ADB	47.50	C (2011)
8	TSCC	2	AZE	IP 2: Railway Trade and Transport Facilitation	Railway	557	795	World Bank	450.0	2011-2014
								Czech Exlm Bank- 215 mln Euro	282.3	
								Government of Azerbaijan-TBD	0.0	
								Azerbaijan Railways JS Company-TBD	0.0	
9	TSCC	2	AZE	IP 3: Acquisition of High Capacity Ferries and Ro/Ros by Caspian Sea Shipping	Port		69	Government	69.0	2010-2013
10	TSCC	2	AZE	IP 4: Construction of Baku International Sea Trade Port Complex (formerly AZE TA2: Feasibility Study for New Alyat Port)	Port		50	State budget and other sources	50.0	2011-2013
11	TSCC	1, 2, 5	PRC	IP 7: Xinjiang Airport Development	Airport		436.9	National Budget	436.9	C (2009)
				Urumqi International Airport Phase 3 Improvement and expansion			412		412.0	C (September 2009)
				Kashi Airport expansion			24.9		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

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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	
								PRC 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 Funds	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)
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	238	895	Concession	895	2013-2015
25	TSCC	1-b,3	KAZ	IP 2: Almaty-Kapchagay (Kapshagai) Road Rehabilitation	Road	104	429	Concession	429	2013-2015

	Lead CAREC Committee	CAREC Corridors	DMC	Project Title	Subsector	Targeted Total Length (km)	Project Cost (\$million)	Funding Source	Financed Amount (\$ million)	Implementation Period
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	2010-2015
								Government	412	
27	TSCC	1-b, 6-b, c	KAZ	IP 4: Rehabilitation of Western Europe-Western PRC Transit Corridor	Road	2452	5,360	Republic Budget, Loans		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	Private Sector	736	2015-2018
31	TSCC	1-b	KAZ	IP 8: Construction of Korgas–Zhetygen (Jetygen) Rail Line	Rail	293	1,020	Republic Budget, Loan from JSC KTZ		C (2011)
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	Japan/ Government	278	2006-2014
34	TSCC	1-c	KGZ	IP 1: Bishkek–Torugart Road Rehabilitation (CAREC Transport Corridor I)	Road	497	397.4	Export-Import Bank of China	200.0	2010-2015
								ADB	125.0	2010-2015
								ACG (including IsDB)	72.4	2012-2015
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	157.9	ADB	32.8	2008-2012
								IsDB	17.3	2008-2011
								Export-Import Bank of China	75.3	2009-2011
								State Development Bank of China	25.3	2008-2011
								KHP	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	250	2011-2016
38	TSCC	1,3	KGZ	IP 5: Balykchi – Chaldovar –Lugovaya Railroad Rehabilitation Project	Rail	323.4	65.6	TBD	65.6	2011-2015
39	TSCC	1,3	KGZ	IP 6: Equipment Purchase for Wagon Repair/Maintenance Facility	Rail		4.0	TBD	4.0	2011-2012
40	TSCC	2, 3	KGZ	IP 7: Reconstruction of Osh International Airport	Airport		105	TBD	105	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		34.0	External financing with some from national budget	24.7	2011-2013
42	TSCC	4-a	MON	IP 1: Western Regional Road Development	Road	748.0	-	ADB	-	2005-2020
				Package 1: Temeen huzuu-Baga Ulaan davaa	Road	110.8	5.2	ADB, Gov	5.2	TBD
				Package 2: Baga Ulaan davaa-Mankhan	Road	103.3		ADB, Gov		TBD
				Package 3: Mankhan-Khovd	Road	85.3	17.6	PRC, Gov	17.6	2010-2013
				Package 5: Ulgii-Khashaatiin Davaa	Road	60		PRC, Gov		ongoing to 2013
43	TSCC	4-b	MON	IP 2: Ulaanbaatar-Russian Border Road Rehabilitation (Construction of Altanbulag-Ulaanbaatar-Zamiin-Uud highway)	Road	367.0	2,100	TBD	2,100	2012-2016
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 Ulaanbataar	Airport		320	JICA	288	ongoing to 2016
								UTY Funds	TBD	
								Government	TBD	
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	2010-2015
49	NJC	4-a	MON	IP 8: Improvement of Tsagaannur Free Trade Zone	Logi		30	TBD	0	ongoing to 2015
50	NJC	4-b	MON	IP 9: Establishment of Zamyn Uud Free Trade Zone	Logi		100	National budget and assistance from multi-lateral institutions	100	2010-2015
51	TSCC	4-b	MON	IP 10: Access Road to the New International Airport in Ulaanbaatar	Road	35	50	Japan's Official Development Assistance soft loan	50	2013-2015
52	TSCC	3-b, 5	TAJ	IP 1: Dushanbe-Kyrgyz Border Road Rehabilitation Phase II	Road	143.7	50.0	ADB	50.0	C (2012)
							3.5	OPEC Loan	3.5	
							14.5	Government	14.5	

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53	TSCC	3-b, 5	TAJ	IP 2: Dushanbe-Kyrgyz Border Road Rehabilitation, Phase III	Road	114	76.5	ADB	53.4	C (2012)
							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 Pianj Road Rehabilitation	Road	87.4	76.3	JPN	76.3	ongoing to 2014
56	TSCC	3-b	TAJ	IP 5: Dushanbe–Tursunzade–Uzbekistan Border Road	Road	61.5	166.2	ADB	120.0	2010-2015
							-	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	180	Government	31.8	2012-2015
58	TSCC	2a, 6a	UZB	IP 1: CAREC Regional Road Improvement (Phase 1)	Road	131.0	256.9	ADB	60.0	C (2012)
								UZB budget	196.9	
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		121.5	Export-Import Bank of China	112.3	2013-2014
60	TSCC	6-a, b	UZB	IP 4: Electrification of Karshi-Termez Section (formerly UZB IP4: Electrification of Kashi-Tashguzar-Baisun-Kumgurgan Section)	Rail	324.0	388.3	UTY Funds	167.7	2012-2018
								JICA	220.6	
61	TSCC	2-a, 6-a	UZB	IP 6: Completion of construction railway infrastructure for Navoi -Uchkuduk-Sultaniuzgad-Nukus Section (formerly Electrification of Navoi–Uchkuduk-Sultaniuzdag-Nukus Section)	Rail	341.6	149.2	UTY Funds/UZB budget	149.2	C (2012)
62	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
63	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)

	Lead CAREC Committee	CAREC Corridors	DMC	Project Title	Subsector	Targeted Total Length (km)	Project Cost (\$million)	Funding Source	Financed Amount (\$ million)	Implementation Period
64	RJC	All	REG	IP 1: Border Crossing Point Infrastructure Development (formerly REG IP 1 and IP3)	TF		500			ongoing to 2017
65	CCC	All	REG	IP 2: Customs IT Systems Enhancements	TF		100			ongoing to 2017
66	CCC	All	REG	IP 3: Logistics Center Development	TF		300			ongoing to 2014
67	RJC	All	REG	IP 4: Trade and Industrial Logistics Centers with Info Exchange System	TF		22.8			ongoing to 2009

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; IDB/IsDB=Islamic Development Bank; IMAR=Inner Mongolia Autonomous Region; IP=investment project; IT=information technology; JICA=Japan International Cooperation Agency; JPN=Japan; JSC KTZ= 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.