



Reference Document  
For Session 1 of the 18<sup>th</sup> Transport Sector Coordinating Committee Meeting  
April 2019

# **Transport Sector Progress Report and Work Plan 2019–2021**

**18<sup>th</sup> Transport Sector Coordinating Committee Meeting  
Central Asia Regional Economic Cooperation  
25–26 April 2019  
Tashkent, Uzbekistan**

## I. KEY DEVELOPMENTS

### A. Introduction

1. The 11 Central Asia Regional Economic Cooperation (CAREC) countries continue to implement the CAREC Transport and Trade Facilitation Strategy 2020 (TTFS 2020), which aims to establish competitive corridors, facilitate the movement of goods and people through these corridors, and provide sustainable, safe, and user-friendly transport networks.

2. Priority infrastructure work focuses on the construction and upgrade of roads and rail lines along the six CAREC multimodal corridors connecting the mainly landlocked CAREC countries to wider regional and global networks. Appendix 1 shows the CAREC Multimodal Corridor Map, which was revised in 2017 to include Georgia, thus providing the corridor network with access to the Black Sea ports and the land border with Turkey. The implementation of physical investments (hard infrastructure) is supported by a set of complementary soft side initiatives under five pillars, namely (i) road safety, (ii) railways, (iii) road asset management, (iv) transport facilitation, and (v) aviation.

### B. Sector Implementation

3. This report covers progress made by the CAREC member countries in 2018 against the TTFS 2020 and subsequently the CAREC Transport Sector Work Plan 2018–2020. It also covers progress achieved in the implementation of the two major subsector strategies: the CAREC railway strategy ([Unlocking the Potential of Railways: A Railway Strategy for CAREC, 2017-2030](#)) and the CAREC road safety strategy ([Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017-2030](#)).

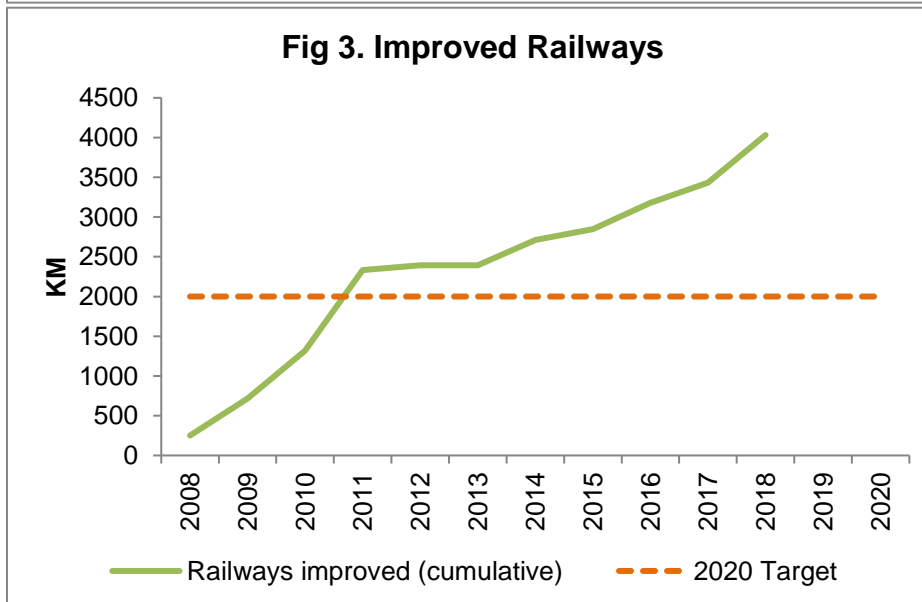
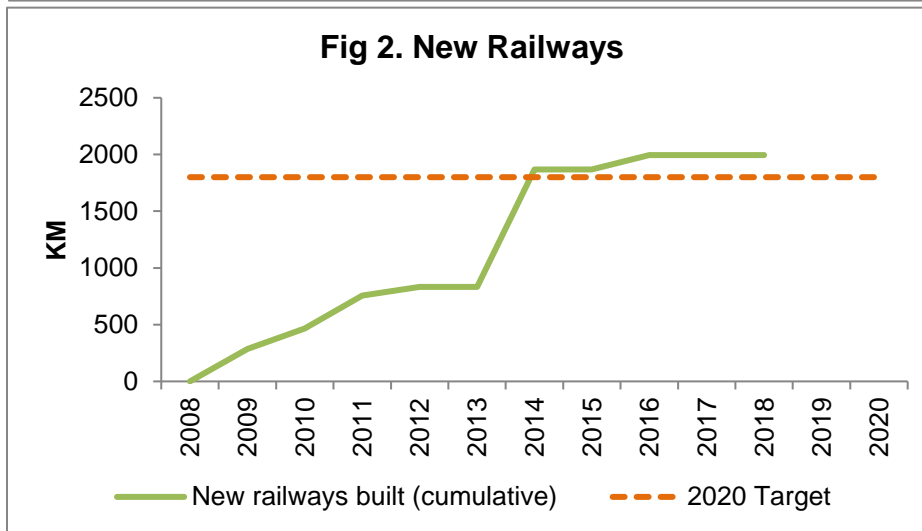
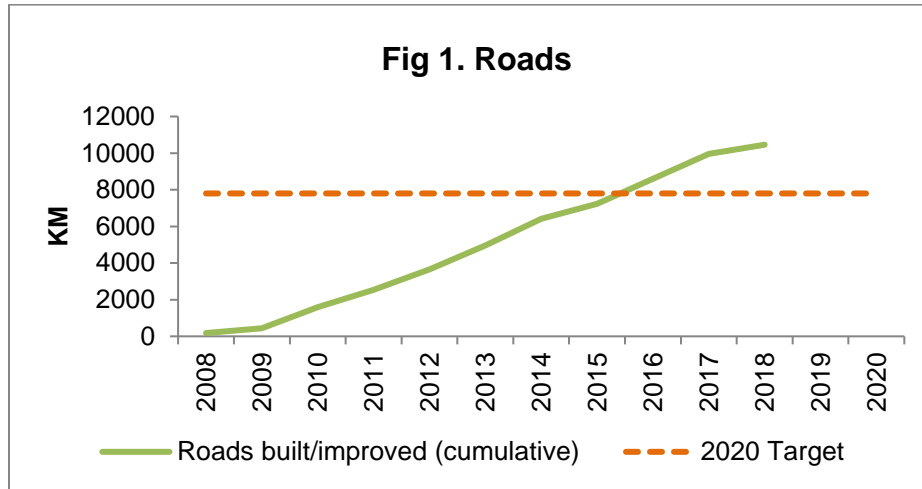
4. The CAREC TTFS 2020 Results-Based Framework identifies three targets to be achieved by 2020 for physical infrastructure: (i) completion of 7,800 km of road construction or rehabilitation<sup>1</sup>; (ii) 1,800 km of newly constructed railway track; and (iii) 2,000 km of renovated, electrified, or signalized railway track. In addition, the TTFS 2020 Results-Based Framework also targets five multimodal logistics centers to be operational and at least five BCPs in the region to be improved by 2020. Figures 1-3 show the cumulative progress from 2008 to 2018 towards the goals for road and railways while Table 1 shows further details of the transport sector performance from 2008 through 2018.

5. The TTFS 2020 and Work Plan continues to be implemented satisfactorily. The progress of road and railway projects in CAREC countries has already surpassed the 2020 targets. For roads, the [498] km of expressways or national highways built, upgraded or improved in 2018 brought the cumulative road infrastructure to 10,462 km, which already exceeds the 7,800 km corridor length targeted for construction or improvement by 2020. While no new railway lines were completed in 2018, 600 km of railway line along the East-West Corridor (Baku-Boyuk Kasik route) in Azerbaijan were successfully rehabilitated. The cumulative progress in railway (1,995 km new and 4,033 km of improved railway) has also surpassed the targets set for 2020.








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

Figures 1–3. Progress of Multimodal Corridor Network Development (2008–2018)



**Table 1: Annual Transport Sector Outputs (2008–2018)**

Indicator	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2018	Progress
	Baseline Value										Actual	Target	
Annual expressways or national highways built or improved (km)	181	254	1,154	953	1,116	1,312	1,450	809	1,363	1,372	[498]	475	
Cumulative expressways or national highways built or improved (km)	181	435	1,589	2,542	3,658	4,970	6,420	7,229	8,592	9,964	[10,462]	6,387	
Cumulative proportion of total CAREC road corridor in good condition (%)*	64	66	71	75	79	85	74	77	82	74**	[76]**	70	
Annual new railways built (km)	0	286	179	293	75	0	1,036	0	126	0	[0]	58	
Cumulative new railways built (km)	0	286	465	758	833	833	1,869	1,869	1,995	1,995	[1,995]	1,635	
Annual improved railways (km)	251	468	600	1,014	60	0	317	140	509	325	[600]	30	
Cumulative improved railways (km)	251	719	1,319	2,333	2,393	2,393	2,710	2,850	3,108	3,433	[4,033]	1,908	

CAREC = Central Asia Regional Cooperation; km = kilometer.

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

\*\*Based on updated length of road corridors with the expansion to Georgia.



6. Progress also continues in other transport subsectors. Under ports and shipping, two major projects have been completed to date. The expansion of Aktau Port was completed in 2017 while the construction of the new international seaport in Turkmenbashi was completed in 2018. The logistics centers (LC) which is integrated with the international seaport in Turkmenbashi was also completed in 2018. Meanwhile, the construction of LC Zamyn-Uud (Mongolia) is expected to be completed by 2019. Two border crossing points (BCPs) in Tajikistan have been improved to date: BCP Dusti in 2015 and Guliston in 2016. Four more BCPs are being implemented under the Regional Improvement of Border Services (RIBS) project by the Asian Development Bank. The construction of BCP Karamyk in the Kyrgyz Republic is currently ongoing. The BCPs Torkham, Chaman, and Wagha in Pakistan are [under procurement, land acquisition and facility design]. Appendix 2 shows the progress and status of the 108 transport investment priority projects under TTFS 2020.

### (i) Multimodal Corridor Network Implementation Progress

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

8. **Azerbaijan.** Azerbaijan continues to implement railway, road, and maritime projects along CAREC Corridor 2. The construction of Baku International Sea Trade Port at Alyat (Phase 1) was completed in 2018, financed by the Government of Azerbaijan. Under railway and trade facilitation, the rehabilitation of the East-West line is ongoing. The power supply, communication and signaling upgrades are ongoing, financed by WB and the government of Azerbaijan, while 599.63 km of carriageway had been reconstructed as of 2018, financed by the Syndicate of Czech Banks and the Government of Azerbaijan. The construction of two additional lanes in the 130 km Gyandja-Gazakh-Georgian border road is ongoing, financed by the European Bank for Reconstruction and Development (EBRD). The construction of a Logistics Center at the Baku International Sea Trade Port is planned as part of the government's program to establish a special economic zone at the port. A CAREC national road safety engineering workshop was held in Baku in April 2019.

9. **People's Republic of China (PRC).** During the 15<sup>th</sup> TSCC meeting in Bangkok in 2016, PRC underscored the common grounds between the Belt and Road Initiative and TTFS 2020, affirming their willingness to work with other CAREC member countries to fully implement the TTFS 2020 projects. The People's Republic of China continues to support the implementation of TTFS 2020 projects through loan financing of investment projects by the Export-Import Bank of China and the Government of PRC. As part of promoting transport and trade facilitation, the PRC ratified the United Nation's Transports Internationaux Routiers (TIR) Convention in 2016.

The PRC started its TIR operations in May 2018. Under aviation, the Urumqi airport comprehensive passenger transport hub was completed in 2018.

10. **Georgia.** Georgia's membership to CAREC in 2016 paved the way for the expansion of the CAREC corridor network to the Black Sea ports and the land border with Turkey. The 11 CAREC member countries endorsed the revised CAREC Corridors in 2017. In line with the Government of Georgia's plan to develop its logistics sector, the planned Tbilisi and Kutaisi Logistics Centers are included are proposed CAREC Logistics Centers. The expansion of Kutaisi International Airport and soft side initiatives including the implementation of European regulations in the national legislation to promote safer and secure air transport system in Georgia are proposed to be included as CAREC investment projects under the Aviation pillar. Georgia supports the CAREC Road Safety Strategy, and is implementing its national road safety strategy. One of the CAREC national road safety engineering technical workshops was held in Tbilisi in April 2019.

11. **Kazakhstan.** Kazakhstan continues to implement TTFS 2020 projects along the CAREC Corridors 1, 2, 3, and 6. The Aktau – Beyneu Road Rehabilitation project, finance by ADB and the Government of Kazakhstan, was completed in 2018. The Astana-Karaganda road rehabilitation project is expected to be completed in 2019. All other road projects under TTFS 2020 in Kazakhstan had been completed, including Kazakhstan portion of the Western Europe - Western China Transit Corridor, the rehabilitation of Almaty-Kapshagai road, Almaty-Khorgos road, and the Shymkent-Tashkent road. The expansion of Aktau port (Phase 3) financed by the Kazakhstan Development Bank, Aktau Sea Port and private investments, was also completed in 2018. The construction of LC Khorgos is ongoing.

12. **Kyrgyz Republic.** Progress of transport projects continues in Kyrgyz Republic along CAREC corridors 1, 2 and 3. The CAREC Corridor 3 Improvement Project (Bishkek-Osh road rehabilitation) is ongoing, financed by a loan and grant from ADB, the Eurasian Development Bank, and the Government of Kyrgyz Republic's own budget. The rehabilitation of the North-South Road (Balykchy-Kochkor-Aral-Kazarman-Jalal-Abad), which links transport corridors CAREC Corridor 3 (Bishkek-Osh) and CAREC Corridor 1 (Bishkek-Naryn-Torugart) is ongoing. The finalization of the feasibility study for the electrification of Lugovaya-Bishkek (Alamedin) railway is underway. Under aviation, the expansion of air traffic control (ATC) system is being implemented from 2019-2023. The Kyrgyz Republic is piloting a performance-based road maintenance contract for the Kara-Balta – Too-Ashuu Tunnel section of the Bishkek-Osh Road.

13. **Mongolia.** Mongolia continues to implement transport projects along CAREC Corridor 4. Three major projects under TTFS 2020 were completed in 2018, including the new international airport in Ulaanbaatar, the access road from Ulaanbaatar to the new international airport, and the construction of the Western Regional Road Development to the PRC border. The Western Regional Road Development Phase 2, connecting Ulaanbaishint (border point to Russia) and Yarant (border point to PRC) is expected to be completed in 2019, while the Undurkhaan-Baruun-Urt-Bichigt-Huludao/Chifeng-Jinzhou road is also in progress and expected to be completed by 2020. Under logistics, construction is ongoing for the Zamyn Uud Logistics Center, financed by a loan and grant from ADB. The development of a national road safety policy and action plan is also in progress, supported by a technical assistance from ADB.

14. **Pakistan.** Progress continues towards the completion of transport projects along Corridors 5 and 6 in Pakistan. The Hasanabdal-Havelian section of the E-35 expressway, which provides a link to Northern Pakistan and PRC via Karakoram Highway was completed in 2018, financed by ADB, the Department for International Development (DFID) and the Government of

Pakistan. The upgrading of 80 km section of N-70 from Muzaffargarh to DG Khan was also completed in 2018. The 62 km Gojra-Shorkot (Section 2) of M-4 Motorway was also completed, financed by a loan from ADB and a grant from DFID. Section 3 of M-4 Motorway (64 km from Shorkot to Khanewal) is in progress, financed by ADB, the Asian Infrastructure Investment Bank (AIIB), DFID, and the Government of Pakistan. The improvement of BCP infrastructure at Torkham, Wagha, and Chaman is under procurement, land acquisition, and facility design, supported by a loan from ADB under the CAREC Regional Improving Border Services (RIBS) Project. A railway rehabilitation of the main trunk line (ML-1) between Karachi and Peshawar is planned under China-Pakistan Economic Corridor (CPEC) program.

15. **Tajikistan.** Tajikistan continues to implement road, railway, and logistics projects along CAREC Corridors 3, 5, and 6. The rehabilitation of the Vose-Khovaling and Sairon-Karamyk roads (174 km) under the CAREC Corridors 3 and 5 Enhancement Project, financed by ADB and the Government of Tajikistan, has been completed. Two performance-based contracts are being implemented to maintain these two road sections. The CAREC Corridor 3 (Dushanbe-Uzbekistan Border) is ongoing and expected to be completed by 2020, supported by loans from ADB, EBRD, AIIB and the Government of Tajikistan's own budget. The alignment design and feasibility study for the construction of the Kholkhozabad-Dusti-Panji-Poyon-Afghan border railway line (50 km) is in progress. Under logistics, the feasibility study for the construction of Logistics Center Nizhny Pyandzh has been completed.

16. **Turkmenistan.** Turkmenistan continues to implement multimodal and logistics projects along CAREC Corridor 2, supported by the Government of Turkmenistan's own budget. The construction of the International Seaport in Turkmenbashi and the integrated logistics center was completed in 2018. The rehabilitation of the Ashgabat-Turkmenbashi Highway is ongoing and is expected to be completed by 2020.

17. **Uzbekistan.** Uzbekistan continues to implement road, rail, and trade facilitation projects along CAREC Corridors 2, 3, and 6. The reconstruction and modernization of 100 km along M39 was completed in 2018, financed by IDB and the Government of Uzbekistan. Under railways, the electrification of Karshi-Termez railway section (325 km) was completed in 2017, supported by a loan from JICA and Uzbekistan Temir Yollari's (Uzbekistan Railways) own funds. This follows the successful electrification of the 140 km Marakand-Karshi line (CAREC Corridor 6) in 2016. The electrification of the Marokand-Navoi-Bukhara railway section (452 km) is planned to be completed by 2022, to be financed by AIIB and the Government of Uzbekistan. Phase 3 of the CAREC Corridor 2 Road Investment Program, which aims to reconstruct 220 km of road in Tashkent, Namangan and Bukhara oblast is in progress, financed by ADB and the Government of Uzbekistan. Under aviation, the construction of a hangar for Boeing-787 is ongoing and expected to be completed by 2020, financed by the Uzbekistan Airways' own funds and a loan from the Uzbekistan Reconstruction and Development Fund.

### (iii) Operational and Institutional Strengthening

18. The transport sector implements the TTFS 2020 through initiatives in five priority areas, namely (i) road safety, (ii) railways, (iii) road asset management, (iv) cross-border transport facilitation, and (v) aviation. Progress and accomplishments under the five pillars are summarized below.



## Road Safety

19. CAREC countries are currently implementing [Safely Connected: A Regional Road Safety Strategy for CAREC Countries \(2017–2030\)](#), a regional road safety strategy (RSS) endorsed by the 15<sup>th</sup> Ministerial Conference in November 2016. Following the framework provided by the United Nations Global Plan for the Decade of Action for Road Safety 2011-2020, the CAREC RSS rests on the five pillars that underpin road safety planning: (i) road safety management, (ii) safer roads, (iii) safer vehicles, (iv) safer road users, and (v) post-crash care. Initial implementation efforts focused on pillar 2 (safer roads) through the conduct of two regional road safety engineering workshops in Dushanbe (August 2018) and Istanbul (April 2018).

20. CAREC countries continue to operationalize the RSS. Ongoing efforts focus on Pillar 2 (Safer Roads). The three CAREC Road Safety Engineering Manuals (Manual 1: [Road Safety Audit](#); Manual 2: [Safer Road Works](#); Manual 3: [Roadside Hazard Management](#)) were published in 2018 and are now available in four languages (English, Russian, Mongolian, and Mandarin). A series of national road safety engineering workshops have been conducted (in Kyrgyz Republic, Tajikistan, Azerbaijan, Georgia, and Uzbekistan) to assist road agencies in CAREC countries in providing safer roads. The 4-day workshops featuring practical training on blackspot investigations and road safety audits were well-received by the participating road transport practitioners and stakeholders.

21. Appendix 3 provides a summary of road safety status among the CAREC member countries as of 2018. Seven out of the 11 member countries (Azerbaijan, the People's Republic of China, Georgia, Mongolia, Pakistan, Turkmenistan, and Uzbekistan) have a government-approved national road safety strategy. Kyrgyz Republic is currently finalizing their national road safety strategy. Having a system for coordinating, managing and funding road safety at the national level remains a challenge for most of the countries.

## Road Asset Management

22. Road Asset Management was identified as a key priority to the TTFS 2020 in recognition of the continuing challenge to meet adequate levels of financial and technical inputs to maintain existing and new road assets along CAREC corridors. Three knowledge products ([Compendium of Best Practices in Road Asset Management](#); [Guide to Performance Based Road Maintenance Contracts](#), and [Decision Makers' Guide to Road Tolling in CAREC](#)) have been published in two languages (English and Russian) and are now being disseminated to CAREC countries.

23. As of 2018, RAM components have been included in road projects in CAREC countries including Afghanistan, Georgia, and Tajikistan. Performance-Based Maintenance contracts are being implemented in several road projects in Afghanistan, People's Republic of China, the Kyrgyz Republic and Tajikistan.

## Railways

24. The 11 CAREC member countries are currently implementing [Unlocking the Potential of Railways: A Railway Strategy for CAREC, 2017–2030](#), which was developed to serve as a guiding document for the sound, long-term development of CAREC railways. At the 17<sup>th</sup> TSCC meeting

in Istanbul, Turkey in April 2018, CAREC member countries sought further assistance to accelerate the implementation of the railway strategy. Based on this request, ADB has now mobilized a new technical assistance (TA) project with the financial support of the People's Republic of China Poverty Reduction and Regional Cooperation Fund (PRCF), and the United Kingdom Fund for Asia Regional Trade and Connectivity (ARTCF). The TA has a budget of \$2 million and is being implemented from 2019-2021.

25. The CAREC Railway Working Group (RWG) convened in Tashkent, Uzbekistan on 22-25 April to agree on practical measures to implement the CAREC Railway Strategy. The RWG reviewed the proposed approach to the new TA project and agreed on how it may be optimized for the effective implementation of the Strategy in the following key areas:

- **Sector assessments**, to identify the key strengths and opportunities for further improvement of the railway subsector in each CAREC member country;
- **Development of a subregional rail traffic model** to allow for a data-driven approach to railway corridor development;
- **Project preparation**, to be guided by sound principles and to be supported by the TA;
- **Capacity development, knowledge products and events**, aligned with CAREC member country needs.

### **Cross-Border Transport Facilitation**

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

27. With the recent accession of Pakistan and PRC to the UN Transports Internationaux Routiers (TIR) Convention, the entire CAREC region is now covered by the TIR customs transit guarantee system. The newest signatories, Pakistan and the People's Republic of China have both launched the operations of TIR transport in 2018. CAREC countries continue to implement regional improvement of border services projects in Kyrgyz Republic, Tajikistan, Pakistan, and Mongolia.

### **Aviation**

28. The strategic location of CAREC countries means that the region has the potential to serve as a hub for aviation, including for both passengers and freight. The land-locked nature of many CAREC countries makes air transport an essential mode. During the 15th CAREC Ministerial Conference, held in October 2016, Prime Minister Nawaz Sharif of Pakistan encouraged CAREC countries to work toward more regional integration in the aviation sector. In support of this initiative, a consultation workshop was held in Singapore in April 2017.

29. The 16<sup>th</sup> TSCC in Tbilisi, Georgia (May 2017) endorsed the inclusion of aviation as a fifth pillar under the CAREC transport sector. Furthermore, the 16<sup>th</sup> TSCC endorsed the development of a Scoping Study on CAREC aviation to understand the current state of aviation in the CAREC region and identify areas in which CAREC can support regional connectivity and economic development through aviation. The Aviation Scoping Study was published in 2018 and is now being disseminated among the CAREC countries. The study is structured around three principal

components of aviation development: policy and regulation, infrastructure and equipment, and operations. A phased approach to opening the CAREC aviation market is a principal recommendation of the study.

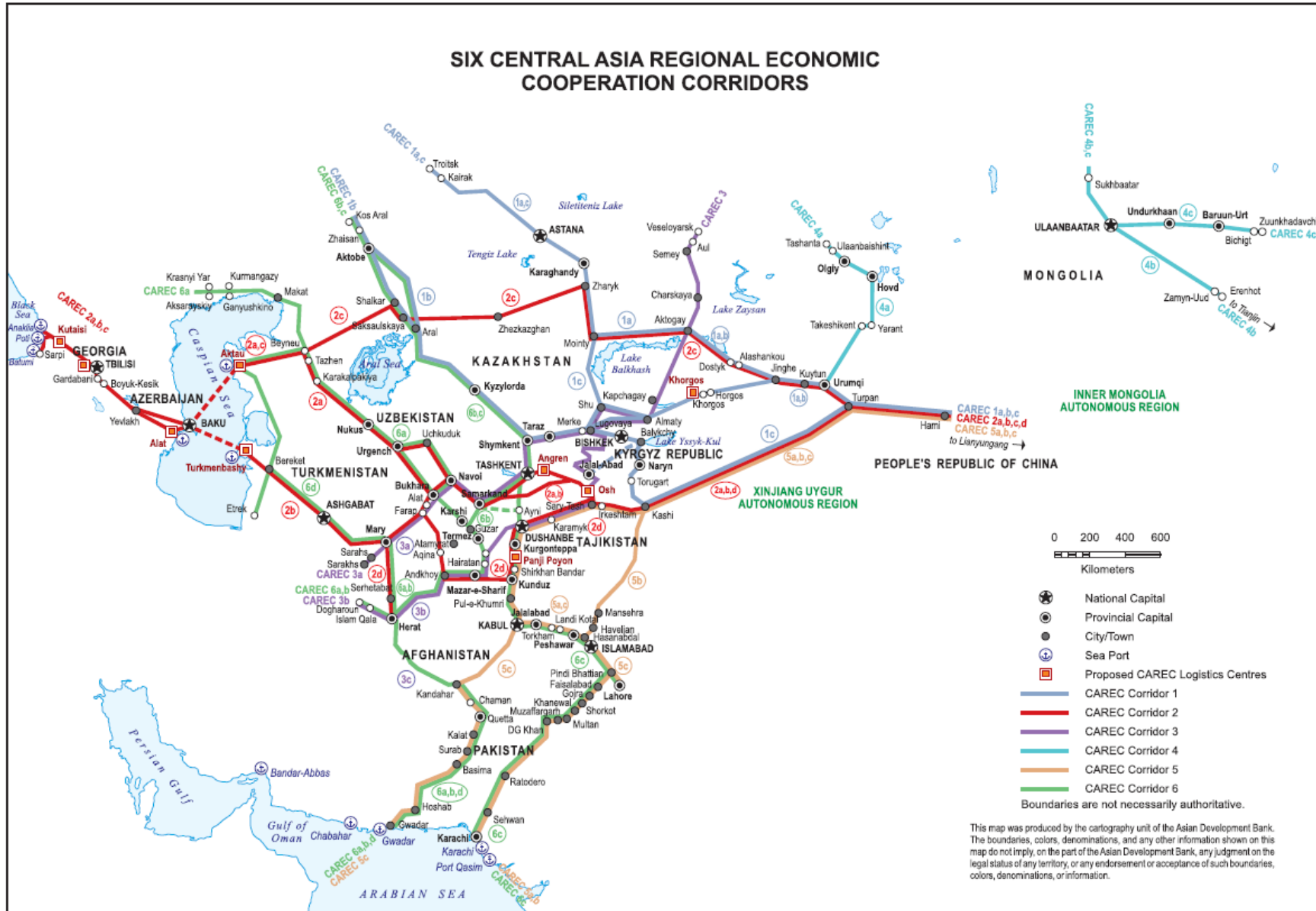
30. Upon the request of the Government of Mongolia, a project is currently being developed to help Mongolia and other CAREC countries understand how the air transport sector can be liberalized to the benefit of tourism and the overall economy. The study will look at the numerous issues constraining aviation in Mongolia and within CAREC.

## II. KEY ISSUES FOR GUIDANCE BY THE TSCC

31. **Approval to submit the draft Transport Strategy 2030 for endorsement by the CAREC Senior Officials and Ministers.** During the 17<sup>th</sup> TSCC meeting held in Istanbul, Turkey on 18-20 April 2018, the CAREC member countries confirmed the need to prepare a new CAREC Transport Strategy 2030 to build on the progress achieved through TTFS 2020, deepen the work on all the transport subsectors, and align activities with the infrastructure agenda of the CAREC Strategy 2030. The draft Strategy has been prepared and circulated for comments to the CAREC member countries. The TSCC is therefore requested to approve the submission of the draft CAREC Transport Strategy 2030 for consideration of the CAREC Senior Officials and Ministers.

32. **Guidance to proceed with the preparation of the new technical assistance to support transport sector activities.** ADB is currently preparing a \$1 million technical assistance (TA: Knowledge Sharing and Services in Transport and Transport Facilitation, Phase 2) to support activities of the Transport Sector Coordinating Committee including the implementation of the CAREC Transport Strategy 2030. The TSCC's approval is therefore requested to proceed with the finalization and approval of the TA by June 2019.

### APPENDIX 1: CAREC CORRIDOR MAP



## APPENDIX 2: LIST OF INVESTMENT PROJECTS BY COUNTRY

No.	Country	IP No.	Project Title	Cost (\$ million)	Implementation Period	Status
1	AFG	IP 1	Qaisar–Bala Murghab Road	407	2012–2023	Ongoing
2	AFG	IP 3	Laman–Armalick Road	39	2012–	Ongoing
3	AFG	IP 4	Pul-e-Khumri–Doshi Road	21	[2013–2018]	[Completed]
4	AFG	IP 8	Construction of Kabul–Jalalabad Road	172	2011–2019	Ongoing
5	AFG	IP 9	Rozanak/Ghorian–Herat Railway Line Construction (Iran–Afghanistan)	150	2015–2020	F/S completed
6	AFG	IP 11.1	Construction of Shirkhan Bandar–Kunduz–Kholam–Naibabad– Andkhoy–Herat Railway	2,000	2015–2020	F/S partly completed
7	AFG	IP 12	Construction of Aqina–Andkhoy Railway (Turkmenistan–Afghanistan)	75	2016–2020	F/S completed
8	AFG	IP 101	Construction Turkmenistan Border–Herat Railway	TBD	2015–2020	Pre-F/S completed
9	AFG	IP 102	Salang Road Tunnel	1,000	2014–2020	Ongoing
10	AFG	IP 103	Rehabilitation of Mazar-e-Sharif–Kunduz Road	99	2011–	Ongoing
<b>Subtotal</b>				<b>3,963</b>		
11	AZE	IP 1	East–West Highway (Yevlakh–Ganja: additional two lanes; Ganja Ring Road: four lanes)	237	2007–2014	Completed
12	AZE	IP 2	Railway Trade and Transport Facilitation: Reconstruction of Azerbaijan Railways	1,600	2010–2020	Ongoing
13	AZE	IP 3	Acquisition of High Capacity Ferries and Ro/Ros by Caspian Sea Shipping	69	2010–2014	Completed
14	AZE	IP 4	Construction of Baku International Sea Trade Port Complex (Alyat) Phase 1	440	2011–2018 (Phase 1)	Completed
15	AZE	IP 5	Hajigabul–Yevlakh and Ganja–Qazakh Roads (Hajigabul–Kurdamir: additional two lanes; Kurdamir–Ujar–Yevlakh: additional two lanes; Ganja–Gazak–Georgian Border: additional two lanes)	1,212	2011–2021	Ongoing
16	AZE	IP 101	LC Baku Port at Alyat	TBD	TBD	Planned
<b>Subtotal</b>				<b>3,558</b>		
17	KAZ	IP 1	Astana–Karaganda Road Rehabilitation	415	2013–2019	Ongoing
18	KAZ	IP 2	Almaty–Kapchagay (Kapshagai) Road Rehabilitation	208	2013–2017	Completed
19	KAZ	IP 3	Aktau–Beyneu Road Rehabilitation (MFF CAREC Corridor 2: Mangystau Oblast Section)	718	2010–2017	Completed

No.	Country	IP No.	Project Title	Cost (\$ million)	Implementation Period	Status
20	KAZ	IP 4	Rehabilitation of Western Europe–Western PRC Transit Corridor (Aktubinskaya Oblast, Kazakhstan, to Xinjiang, PRC)	4,670	2009–2017	Completed
21	KAZ	IP 5	Electrification of Almaty–Aktogay Railway Section	740	TBD	Planned
22	KAZ	IP 6	Electrification of Dostyk–Aktogay Railway Section	510	TBD	Planned
23	KAZ	IP 7	Electrification of Aktogay–Mointy Railway Section	740	TBD	Planned
24	KAZ	IP 10	Expansion of Aktau Port (Phase 1&2)	82	2006-2015	Completed
			Expansion of Aktau Port (Phase 3) – New Project	38	2015-2018	Completed
25	KAZ	IP 13	Construction of New Railway Line Zhezkazghan–Saksaulskaya	3,032	2012–2016	Completed
26	KAZ	IP 17	Shymkent–Tashkent Road	267	2012–2017	Completed
27	KAZ	IP 101	Almaty–Khorgos Road	1,068	2013–2017	Completed
28	KAZ	IP 102	BCP Improvement for Road Vehicles at Dostyk	8	2014–	Ongoing
29	KAZ	IP 103	BCP Improvement for Trains at Dostyk	300	TBD	Planned
30	KAZ	IP 104	BCP Improvement for Road Vehicles at Khorgos	8	2014–	Ongoing
31	KAZ	IP 105	BCP Improvement for Road Vehicles at Tazhen	8	2014–	Ongoing
32	KAZ	IP 106	BCP Improvement for Road Vehicles at Konysbaeva	3	2014–	Ongoing
33	KAZ	IP 107	LC Aktau Port	31	TBD	Planned
34	KAZ	IP 108	LC Khorgos	85	2014–	Ongoing
<b>Subtotal</b>				<b>12,931</b>		
35	KGZ	IP 1	Bishkek–Torugart Road Rehabilitation	453	2010–2017	Completed
36	KGZ	IP 4	Electrification of Lugovaya–Bishkek (Alamedin) Railway	TBD	2019-2025	Ongoing
37	KGZ	IP 5	Rehabilitation of Balykchy–Chaldovar–Lugovaya Railroad	TBD	2019-2025	Ongoing
38	KGZ	IP 6	Equipment Purchase for Wagon Repair/Maintenance Facility for Rail	TBD	2019-2025	Ongoing
39	KGZ	IP 7	Reconstruction of Osh International Airport	105	TBD	Planned
40	KGZ	IP 8	Kyrgyz ATC System Capacity Enhancement	14	2019-2023	Ongoing
41	KGZ	IP 9	Rehabilitation of Bishkek–Osh Road	192	2014–2019	Ongoing
42	KGZ	IP 11	Construction of the Northern Bypass Road (Bishkek–Kara-Balta)	350	TBD	Planned
43	KGZ	IP 102	North–South Road: Balykchy–Kochkor–Aral–Kazarman–Jalal-Abad	850	2014–2020	Ongoing
44	KGZ	IP 104	BCP Improvement for Road Vehicles at Karamyk	8	2016–2018	Ongoing
45	KGZ	IP 105	LC Osh	15	TBD	Planned
<b>Subtotal</b>				<b>1,987</b>		
46	MON	IP 1	Western Regional Road Development (PRC Border at Yarant–Khovd–Ulgii–Ulaanbaishint)	145	1995–2018	Completed
47	MON	IP 2	Regional Road Development (Construction of Altanbulag-Ulaanbaatar-Zamiin-Uud)	126	1995–2014	Completed
48	MON	IP 5	Construction of New International Airport in Ulaanbaatar	591	2008–2018	Completed

No.	Country	IP No.	Project Title	Cost (\$ million)	Implementation Period	Status
49	MON	IP 10	Access Road to the New International Airport in Ulaanbaatar	140	2015–2018	Completed
50	MON	IP 11	Western Regional Road Development Phase 2 MFF—Bayan Ulgii and Khovd Aimags (provinces)	120	2012-2019	Ongoing
51	MON	IP 12	Railway Rolling Stock Maintenance Depot	59	2020–2022	Planned
52	MON	IP 13	Railway Centralized Traffic Control Center	29	2020–2021	Planned
53	MON	IP 14	Ulaanbaatar City Railway Passenger Station	36	2020-2021	Planned
54	MON	IP 101	Undurkhaan (AH32)—Baruun-Urt—Bichigt—Huludao/ Chifeng—Jinzhou Road	268	2014–2024	Ongoing
<b>Subtotal</b>				<b>1,514</b>		
55	PAK	IP 101	Realignment of Karakoram Highway at Hunza due to Attabad Lake Overflow, N-35	281	2012–2015	Completed
56	PAK	IP 103	Karachi–Hub-Dureji–Sehwan–M-7 (250 km), New Alignment, 6-Lane Motorway	1,050	2020-2025	Planned
57	PAK	IP 104	Sehwan–Ratodero, N-55 (Expressway, 199 km)	219	2010-2015	Completed
58	PAK	IP 105	Ratodero–Dera Ghazi (DG) Khan, N-55 (Expressway, 200 km)	600	2019-2023	Ongoing
59	PAK	IP 110	Peshawar–Torkham, N-5	150	2014–2016	Completed
60	PAK	IP 111	Gwadar–Hoshab (M8)	550	2014-2016	Completed
61	PAK	IP 115	BCP Expansion and Upgrading at Torkham, Wagah and Chaman	250	2015-2020	Ongoing
62	PAK	IP 116.1	M-4 (Section 2 Gojra–Shorkot (4-Lane Motorway)	317	2015-2018	Completed
63	PAK	IP 116.2	M-4 (Section 3–Shorkot–Khanewal (4-Lane Motorway, including bridges over Ravi and Sidhni Rivers)	273	2016–2018	Ongoing
64	PAK	IP 118	M-4 (Section 1 Faisalabad–Gojra 4-Lane Motorway)	170	2013–2015	Completed
65	PAK	IP 119	Railway Rehabilitation Lahore–Peshawar	665	TBD	TBD
66	PAK	IP 120.1	Hoshab–Surab (N85 and N25)	450	2014–2017	Completed
67	PAK	IP 120.2	Surab–Kalat (N85 and N25)	100	2017–2019	Planned
68	PAK	IP 121	E-35 (Section 1 Hasanabdal–Havelian) 4-Lane Expressway	150	2015–2017	Completed
69	PAK	IP 122	E-35 (Section 1 Havelian–Mansehra) 4-Lane Expressway	200	2015–2018	Ongoing
70	PAK	IP 123	M-4 (Section 4 Khanewal–Multan) 4-Lane Motorway	150	2012–2015	Completed
71	PAK	IP 124	N-70 Muzaffargarh–DG Khan Section (Upgrading of Existing Road to 4-Lane Dual Carriageway)	150	2016–2019	Completed
<b>Subtotal</b>				<b>5,725</b>		
72	TAJ	IP 4	Kurgonteppa–Dusti–Panji Poyon Road Rehabilitation	58	2007–2014	Completed
73	TAJ	IP 7	Dushanbe–Tursunzade–Uzbekistan Border Road	313	2011–2020	Ongoing



No.	Country	IP No.	Project Title	Cost (\$ million)	Implementation Period	Status
74	TAJ	IP 8	Reconstruction of Some Sections of Dushanbe–Kurgonteppa–Dangara–Kulyab Road (243.3 km)	231	2017-2021	Ongoing
75	TAJ	IP 9	Vahdat–Yavan Railway Construction (New)	127	2009–2016	Completed
76	TAJ	IP 10	Construction of Railway Line of Kolkhozabad–Dusti–Panji Poyon–Afghan Border (50 km)	90	TBD	Planned
77	TAJ	IP 11	Construction of Ayni–Panjakent to Uzbekistan Border (114 km)	115	2012–2016	Completed
78	TAJ	IP 101	LC Panji Poyon	8	TBD	Ongoing
79	TAJ	IP 102	CAREC Corridors 3 and 5 Enhancement Project	140	2014–2021	Ongoing
<b>Subtotal</b>				<b>1,082</b>		
80	TKM	IP 101	Construction of Dashoguz–Shasenem–Gazojak Railway	490	2013–2015	Completed
81	TKM	IP 102	Construction of Atamyrat–Ymamnazar–Aqina Railway	297	2013–2016	Completed
82	TKM	IP 103	LC Turkmenbashi (included in the construction of International Seaport at Turkmenbashi)	1,500	2014–2018	Completed
83	TKM	IP 104	Reconstruction of Ashgabat–Turkmenbashi Highway	975	2014–2020	Ongoing
84	TKM	IP 105	CAREC Maritime Transport Corridor Development (Construction of International Sea Port at Turkmenbashi)	50	2013-2018	Ongoing
<b>Subtotal</b>				<b>3,312</b>		
85	UZB	IP 3	Acquisition of New Cargo and Passenger Locomotives	167	2009-2016	Completed
86	UZB	IP 4	Electrification of Karshi–Termez Railway Section	328	2012–2017	Completed
87	UZB	IP 16	First MFF: CAREC Corridor 2 Road Investment Program (Phase 2)	552	2008–2017	Completed
88	UZB	IP 17	Electrification of Marokand–Karshi Railway Section	208	2012–2017	Completed
89	UZB	IP 18	Electrification of Marokand–Navoi–Bukhara Railway Section	359	2017–2022	Planned
90	UZB	IP 19	Reconstruction of Landing Strip in Andijan Airport	16	TBD	Postponed
91	UZB	IP 24	Reconstruction and Modernization of M39	243	2011–2018	Completed
92	UZB	IP 26	Construction of Hangar for Boeing-787	TBD	2014–2020	Ongoing
93	UZB	IP 27	Reconstruction of Airport Complex in Termez Airport	6	2019–2020	Planned
94	UZB	IP 30	Second MFF: Second CAREC Corridor 2 Road Investment Program (Phase 3)	441	2011–2020	Ongoing
95	UZB	IP 31	Acquisition and Standardization of Uzbekistan Airway Aircraft	784	2010–	Ongoing
96	UZB	IP 32	Reconstruction R87 Guzar–Chim Kukdala	114	2011–2019	Ongoing
97	UZB	IP 33	Construction of Centralized Filling Station in Navoi Airport and LC Navoi	35	2016-2020	Planned
98	UZB	IP 101	BCP Improvement for Road Vehicles at Yallama	-	2014-	Ongoing
99	UZB	IP 102	BCP Improvement for Road Vehicles at Alat	5	2014–	Ongoing
100	UZB	IP 103	BCP Improvement for Road Vehicles at Daut-Ata	2	2014–2015	Completed
101	UZB	IP 104	LC Angren (Extension)	25	TBD	Planned



No.	Country	IP No.	Project Title	Cost (\$ million)	Implementation Period	Status
102	UZB	IP 105	Third MFF: Third CAREC Road Investment Program	1,600	2016-2022	Planned
<b>Subtotal</b>				<b>4,885</b>		
No.	Country	IP No.	Project Title	Cost (\$ million)	Implementation Period	Status
103	REG	IP 1	Regional Improvement of Border Services 1: Border Crossing Point Improvement and Single Window Development	21	Ongoing to 2017	
104	REG	IP 2	Customs IT Systems Enhancements	100	Ongoing to 2017	
105	REG	IP 4	Trade and Industrial Logistics Centers with Information Exchange System	300	Ongoing to 2014	
106	REG	IP 101	Regional Improvement of Border Services 2	300	2016–2020	
107	REG	IP 102	Regional Improvement of Corridor Efficiency	176	2015–2020	
108	REG	IP 103	Regional Upgrade of SPS Measures for Trade	176	2015–2020	
<b>Subtotal</b>				<b>1,073</b>		
<b>Total</b>				<b>[40,300]</b>		

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

Sources: CAREC Secretariat.

### Appendix 3a: Road Safety Status (2018)

Indicator	AFG	AZE	PRC	GEO	KAZ	KGZ	MON	PAK	TAJ	TKM	UZB
Does your country have a government-approved national road safety strategy and action plan?	NO	YES	YES	YES	NO	NO	YES	YES	NO	YES	YES
Does your country have a system for coordinating, managing and funding road safety at the national level?		YES	NO	YES		YES	NO	NO	NO	YES	YES
Does your country have access to a road crash database for monitoring and planning road safety?		YES	YES	NO		NO	NO	YES	YES	YES	YES
Do the road engineering standards used for the CAREC road corridors in your country conform to internationally accepted standards?		YES	YES	YES		YES	YES	YES	YES	YES	YES
Are road safety audits carried out for all CAREC road projects in your country?		NO	NO	YES		NO	NO	YES	YES	YES	YES
Do the regulations for new vehicles in your country incorporate internationally accepted safety standards?		YES	YES	YES		YES	YES	NO	YES	YES	YES
Are heavy vehicle load limits enforced and monitored on CAREC road corridors in your country?		YES	YES	YES	YES	YES	NO	YES	YES	YES	YES
Does your country have an effective vehicle inspection, maintenance and insurance system in place?		YES	YES	YES	YES	YES	NO	NO	YES	YES	YES
Has your country carried out a review of the legislation for road safety in the last 5 years?		YES	NO	YES		YES	YES	YES	YES	YES	NO
If yes, has your country made improvements, where required, including penalties for traffic offences?		YES		YES		YES	YES	YES	YES	YES	
Does your country regularly conduct effective enforcement programs designed to mitigate high risk road safety behavior, specifically: Speeding		YES	YES	YES		YES	YES	YES	YES	YES	YES
Alcohol/drug-impaired driving		YES	YES	YES		YES	YES	YES	YES	YES	YES
Seat belt wearing		YES	YES	YES		YES	YES	YES	YES	YES	YES
Helmet wearing		YES	NO	YES		YES	YES	YES	YES	YES	YES
Distracted driving (e.g. using phone while driving)		YES	NO	YES		YES	YES	YES	YES	YES	YES
In your country, are effective public awareness and education campaigns held regularly to improve road safety?		YES	YES	YES		YES	YES	YES	YES	YES	YES
Does your country have a driver licensing and training system that ensures drivers are qualified and safe to use CARE road corridors?		YES	YES	YES		YES	NO	YES	YES	YES	YES

<b>Indicator</b>	<b>AFG</b>	<b>AZE</b>	<b>PRC</b>	<b>GEO</b>	<b>KAZ</b>	<b>KGZ</b>	<b>MON</b>	<b>PAK</b>	<b>TAJ</b>	<b>TKM</b>	<b>UZB</b>
In your country, do commercial and public transport fleet safety regulations, management and standards reflect international good practice?		YES	YES	YES		YES	NO	NO	YES	YES	YES
In your country, is an appropriately equipped and skilled emergency response provided to all crash victims within 1 hour on CAREC road corridors?		YES	NO	YES		YES	NO	YES	YES	YES	YES
Are all parts of CAREC corridors in your country no more than 1 hour away from an adequately staffed and equipped trauma treatment center?		YES	NO	YES		NO	NO	YES	YES	YES	NO
Are drivers of goods and public transport vehicles in your country trained in first aid?		NO	NO	NO		YES	NO	NO	YES	YES	YES
If yes, do they have access to appropriate equipment?		NO		NO		NO	NO		YES	YES	YES
Is modern and reliable communication coverage available on all CAREC roads in your country?		YES	YES	YES		YES	NO	YES	YES	YES	NO
Is a single emergency call number available for all CAREC roads in your country?		YES	YES	YES		YES	NO	YES	YES	YES	YES

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

Country	2010	2011	2012	2013	2014	2015	2016	2017	2018
AFG	No data	No data	No data	No data	No data	No data	No data	No data	No data
AZE	238	262	347	343	318	289	251	53	45
PRC	No data	No data	No data	No data	No data	No data	No data	No data	No data
GEO	233	185	225	182	195	202	197	98	87
KAZ	712	673	777	856	810	704	592	645	No data
KGZ	No data	No data	No data	No data	No data	No data	No data	No data	177
MON	No data	No data	No data	No data	No data	No data	48		48
PAK							545		
TAJ	192	167	141	126	118	121	117		110
TKM	No data	No data	No data	No data	No data	No data	No data	No data	No data
UZB	9	12	14	12	9	9	11	12	18

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

Country	2010	2011	2012	2013	2014	2015	2016	2017	2018
AFG	No data	No data	No data	No data	No data	No data	No data	No data	No data
AZE	925	1,016	1,168	1,164	1,124	894	759	750	722
PRC	65,225	62,387	59,997	58,539	58,523	58,022		63,772	
GEO	685	526	605	514	511	602	581	517	459
KAZ	1,130	1,084	1,186	1,211	1,041	1,027	922	791	No data
KGZ	No data	No data	No data	No data	No data	No data	No data	No data	297
MON	333	434	541	560	654	556	479		392
PAK							6,548		
TAJ	412	438	442	472	446	449	483		395
TKM	771	771	750	821	674	580	451		No data
UZB	No data	No data	No data	No data	No data	No data	No data	2,430	2,262