



CAREC Institute Foundation Study: Transport and Trade Facilitation

**Working Draft
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ABBREVIATIONS

ADB	- Asian Development Bank
BCP	- Border control post
BOMCA	- Border Management Programme for Central Asia
CD	- Capacity development
CAR	- Central Asian Republic
CAREC	- Central Asia Regional Economic Cooperation
DFID	- Department for International Development
EurAsEc	- Eurasian Economic Community
EBRD	- European Bank for Reconstruction and Development
FSU	- Former Soviet Union
GTZ	- Gesellschaft für Technische Zusammenarbeit
HRM	- Human resource management
IBM	- Integrated border management
ICT	- Information and communications technology
IFI	- International Finance Institutions
INOGATE	- Interstate Oil and Gas Transport to Europe
IOM	- International Organisation for Migration
IRU	- International Road Transport Union
LPI	- Logistics Performance Index
OPEC	- Organization of the Petroleum Exporting Countries
OSCE	- Organization for Security and Cooperation in Europe
PRC	- People's Republic of China
SECO	- Secrétariat d'Etat à l'Économie
SPECA	- Special Programme for the Economies of Central Asia
TA	- technical assistance
TIR	- Transports Internationaux Routiers (International Road Transport)
TRACECA	- Transport Corridors Europe, Caucasus and Central Asia
UNCTAD	- United Nations Conference on Trade and Development
UNDP	- United Nations Development Programme
UNECE	- United Nations Economic Commission for Europe
UNESCAP	- United Nations Economic and Social Commission for Asia and the Pacific
UN NEXt	- United Nations Network of Experts for Paperless Trade
USAID	- United States Agency for International Development
WCO	- World Customs Organization
WTO	- World Trade Organization

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I. INTRODUCTION

A. Purpose

1. This study responds to a request from Senior Officials involved in the Central Asia Regional Economic Cooperation (CAREC) Program¹ for a consolidated picture of development projects in the CAREC region. This study focuses on the transport and trade facilitation sectors in 2000-2008. It seeks to provide as detailed a picture as possible of planned project outputs since 2000, and of future plans (investment, technical assistance, other). The study focuses on actions funded by multilateral, bilateral, and other development agencies active in the CAREC region. The information would provide an opportunity for all parties to share information and experience about their work in the region, seek more effective ways of coordination and explore options for further collaboration.

2. The study has three main purposes, to:

- (i) **Establish a database of planned project activities from 2000** and to present it in an easily accessible manner for the information of all interested parties. The starting point is the objectives set for each project. To be most effective, the database will need to be updated regularly with information about missing projects, achieved outputs of each project and new projects as they are planned and approved;
- (ii) **Present a preliminary analysis of the data** to identify gaps and areas of potential overlap in funding agency activities and plans. The identification of gaps and overlaps could help identify future priorities and opportunities for collaboration, and areas where activities might benefit from more effective coordination;
- (iii) **Identify some broad management and other issues** that may help improve the effectiveness of development activities in the region for the consideration of CAREC countries and funding agencies. If the database were to be extended to include a lessons-learned section, those issues are likely to increase.

3. The study is not a situational analysis of the transport and trade facilitation sub-sectors. It presents what funding agency-supported projects set out to do. What they achieved is not identified. Consequently the study is not an assessment of the status of each country with regard to the various

The purpose of this study is to compile a compendium of funding agency activities in the CAREC region during the period 2000-2008 in the transport and trade facilitation sectors.

The study includes:

- (i) **a data base of implemented and planned projects for the period 2000-2008 and beyond;**
- (ii) **a preliminary analysis of the data, identifying possible gaps and overlaps, and development opportunities;**
- (iii) **an identification of issues which might act as constraints to the efficiency and effectiveness of regional development activities.**

¹ The CAREC Program is a partnership of eight countries (Afghanistan, Azerbaijan, Kazakhstan, Kyrgyz Republic, Mongolia, People's Republic of China, Tajikistan, and Uzbekistan) and six multilateral institutions (Asian Development Bank, European Bank for Reconstruction and Development, International Monetary Fund, Islamic Development Bank, United Nations Development Programme, and World Bank). Its work is focused on four priority areas: transport, trade facilitation, trade policy and energy.

issues impacting on transport and trade facilitation. Undoubtedly, substantial progress has been made on a number of issues.

B. Organization of the Information

4. The database remains incomplete. It lacks entries for some funding agency interventions and outputs achieved. It also lacks basic information on government policy, legislative and regulatory frameworks governing the broad areas addressed by the study and the government-funded programs directed at implementing transport and trade facilitation policies. The data base therefore remains a work in progress.

5. The data and preliminary analyses are included as appendices. The appendices pay particular attention to gaps and overlaps in funding agency interventions and planned interventions. Opportunities for additional funding agency assistance are identified in the appendices and prioritized in this section of the study.

6. There are five appendices:

- (i) Four sections address the transport sub-sectors: road, rail and maritime, and air;
- (ii) The fifth addresses trade facilitation.

7. Each appendix includes a table of reported funding agency interventions in the sub-sector. The information provided includes project name, project number, details of planned outputs, implementation dates and funding. The information is organized by funding agency. To assist reference, each project is given a discrete study number. The sections on rail and roads are accompanied by maps showing the rail and road corridors being supported by four regional organizations: CAREC; Eurasian Economic Community (EurAsEc); Transport Corridors Europe, Caucasus and Central Asia (TRACECA); and United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP).

8. There is a commentary on project activities in the period and future projects identified in the Implementation Action Plan for the CAREC Transport and Trade Facilitation Strategy². The commentary summarizes the planned activities of projects under a number of headings, allowing overlaps and gaps to be identified. Each project mentioned in the commentary is referenced to a discrete study number in the attached table.

C. Organization of Delivery of Funding agency Assistance

9. Funding agencies have adopted four broad approaches in the region. They have acted on a:

The data in this study presents background information for the completion of a situational analysis of trade and transport facilitation. Such a situational analysis might be a useful tool for future planning.

The data collected are discussed in more detail in five appendices:

- (i) Four on the transport sub-sectors of road, rail, maritime, and air;**
- (ii) One on trade facilitation.**

The appendices pay particular attention to gaps and overlaps in funding agency interventions and planned interventions. Opportunities for additional funding agency assistance are identified in the appendices and prioritized in this section.

Each appendix includes a table of reported funding agency interventions. The appendices on roads and rail include maps comparing the proposed road and rail networks of CAREC, EurAsEc, TRACECA and UNESCAP.

² Endorsed at the 7th Ministerial Conference on CAREC, November 2008.

- (i) Regional basis, in the form of technical assistance. This has involved working directly with individual institutions across a number of different countries to, for example, provide infrastructure like border control posts (BCP), communication and ICT systems; to produce studies about issues deemed important to countries in the region; or to provide training and awareness raising through workshops.

Generally, there did not appear to be strong linkages between regional technical assistance activities and individual technical assistance interventions at the country level. Much of the technical assistance delivered on a regional basis was relatively short term, with little obvious follow up to encourage sustainable outcomes;

- (ii) Group of countries basis, usually delivered to Central Asian Republics (CAR). This mode of assistance was particularly favored by bilateral funding agencies. This assistance tended to be long term (USAID's work on trade facilitation in CARs, for example, was supported for most of the period under review) and was focused on a relatively limited number of issues. The projects were usually managed out of local offices which improved flexibility to address opportunities as they became apparent;
- (iii) A two-country basis, which was infrequent and usually related to transport infrastructure loan projects which crossed an international boundary. Opportunities were taken in these projects to develop bilateral agreements between the countries concerned to facilitate trade relationships;
- (iv) A country basis. Loans were usually related to infrastructure improvements, though ADB and World Bank both supported loans to improve customs' operations in a number of countries. Technical assistance varied from very short term interventions to address a single issue to short term ones addressing a small range of issues over a period of up to 2 years.

10. There were no examples of an approach which combined a regional intervention and dovetailed it into single country work progressing the detail of an issue in each country.

Funding agencies have pursued four broad approaches to the delivery of assistance for transport and trade facilitation:

- (i) **Through regional technical assistance. Particular attention is paid to training and awareness raising in this mode;**
- (ii) **To a restricted group of countries like CARs, usually by bilateral funding agencies, on a reasonably long term basis;**
- (iii) **To two adjacent countries, usually related to the delivery of cross-border infrastructure;**
- (iv) **To one country on a loan or grant basis.**

A number of regional initiatives might be regarded as having potential for seeding individual initiatives at the country level.

II. COMPETITIVE TRANSPORT CORRIDORS

A. Background

11. The CAREC region stands at an important crossroads for surface transport between East Asia, Southeast Asia and South Asia, on one hand, and Europe and Russia on the other. Four regional associations - CAREC, EurAsEc, TRACECA and UNESCAP have identified networks of surface corridors for development to provide transport links between the markets of Europe, Russia and Asia. CAREC's and UNESCAP's transport corridors through the CAREC region run in two general directions: east/west between Europe and Asia and north, north-west/south, south-east between Russia and Asia. TRACECA is interested in east/west corridors and EurAsEc, north/south. Some east/west routes cross the Caspian Sea, requiring multimodal points to transfer freight from a land to a sea mode. There are differences between the rail and road networks of the four regional associations as illustrated on maps 1 and 2. The differences suggest that there might be a case for some consolidation to facilitate prioritization.

12. This chapter addresses the linked surface corridors of rail, road and sea, and of air. CAREC countries, with the exception of Afghanistan and PRC, inherited the infrastructure and operating and maintenance plant of the Former Soviet Union (FSU). The infrastructure system was designed without reference to future borders. As a result, major routes criss-cross borders. Consequently, there are pressures for new rail tracks and roads to be constructed so that major arterial routes between destinations in the same country do not cross international borders.

13. The countries also inherited centralized approaches to planning, with little experience of policy and program development. With independence, the FSU countries experienced a pronounced economic decline with the result that funds for infrastructure and plant maintenance were seriously limited. The condition of infrastructure and plant generally deteriorated during the early years of nationhood. There were also insufficient government funds to support the development of new management practices to make utility and other operations more efficient.

B. Assistance Priorities

14. In transport, funding agency activity has focused on five broad areas: (i) improvements in policy development and planning, (ii) construction and rehabilitation of infrastructure, (iii) provision of equipment, (iv) maintenance and (v) capacity development.

1. Policy and Planning

15. Funding agencies have paid a lot of attention paid to the development of transport master plans and sub-sector master plans, less on policy and legislative issues. Funding agencies assisted CAREC countries, with the exception of Kazakhstan and PRC, to develop transport master plans.

CAREC, EurAsEc, UNESCAP and TRACECA have established road and rail networks through the CAREC region. Essentially, they run in two directions: north/south and east/west.

Most CAREC participating countries inherited their infrastructure systems from the Former Soviet Union (FSU). The systems were not necessarily consistent with the new international borders.

Transport infrastructure tended to deteriorate markedly in the decade after independence with economies unable to afford the necessary maintenance requirements.

In transport, funding agencies have focused on five broad areas: improvements in policy development and planning; construction and rehabilitation of infrastructure; provision of equipment; maintenance; and capacity development.

The principal focus of the master plans has been on developing investment programs. The master plans have addressed policy and regulatory issues, particularly in Afghanistan and Azerbaijan. The policy thrust in Afghanistan has been to corporatize the management of the sector and place infrastructure on a self-financing basis. That policy thrust has not been replicated in other countries, though there has been support for putting road maintenance on a self-financing basis through the establishment of road funds. There has also been one regional transport policy study. TRACECA funded technical assistance (TA) to harmonize policy agendas by establishing principles for national transport policies coordinated at the regional level and to develop legislative frameworks to reflect international and European Union standards. This work was to be accompanied by a short, medium and long-term action program for legislative action. How those action plans have been developed and implemented does not appear to be in the public domain. Establishment of an information centre to produce information about the outcomes of funding agency interventions might improve efficiency and help countries build on successful initiatives.

2. Construction and Rehabilitation

16. Based on activity, the major priorities of funding agencies for construction and rehabilitation have been airports and roads. Major international airports have been addressed with the construction of new terminals, an emphasis on bringing traffic control and air navigation equipment up to international standards and an increasing emphasis on improving regional airports with a number of projects proposed by CAREC in the near future.

17. There has been a large number of road construction and rehabilitation projects. Only in Afghanistan has there been a program systematically to construct or rehabilitate a regional road corridor. The program of 'ring road' and spurs leading to neighboring countries has largely been completed. Elsewhere, the tendency has been to concentrate on parts of corridors which experience the heaviest traffic. That has resulted in a situation in which no road corridor of any of the four regional organizations has been completely rehabilitated and upgraded. Each corridor still experiences a number of gaps where rehabilitation is required. The gaps are itemized in the Roads appendix.

18. The different networks of the four regional associations have expanded the number of roads competing for funding priority. The majority of investment has been focused on a core network (i.e. roads which appear on each of the association's networks) and on the roads in CAREC's corridors. There has also been significant investment activity on roads outside CAREC corridors but along corridors of one of the other associations, particularly in Azerbaijan. This situation leads to the question of the advisability of prioritizing a more limited set of corridors and completing them before moving to address other corridors. That would have the advantage of producing at least a number of efficient transport links to external markets. Such prioritization could also produce a focus for improving and consolidating the management of maintenance support along these corridors. That

Funding agencies have paid significant attention to the development of transport master plans. Their principal focus has been to develop investment programs.

In policy development, TRACECA has tried to harmonize policy agendas. How this work has progressed is not clear. There might be merit in maintaining some kind of data base to record outputs of initiatives and track outcomes.

Regulatory environments still have opportunities for improvement.

In construction and rehabilitation, airports and roads have been the major priority of funding agencies.

In roads, only Afghanistan has experienced a systematic program to rehabilitate all its regional roads. Elsewhere, no road corridor has been completely rehabilitated. Roads, however, outside CAREC corridors have been funded. If funding is limited, there might be a case for prioritizing a more limited set of corridors.

would, in turn, provide a model for maintenance management along other corridors and across the total road network of a country.

19. Construction and rehabilitation of railroads has received relatively less funding. Like roads, no corridor has been completely rehabilitated to a high standard. As with roads, there has been some investment funding and there is proposed funding for rail lines outside the CAREC corridors. Funding agency investment support produced a total of about 984 km. of improved, rehabilitated and new railroad in the period 2000-2008. There are proposals for slightly more than 3,900 km of improvements, rehabilitation and new railroads. The gaps which have neither been rehabilitated nor scheduled for rehabilitation are itemized in the Rail appendix. As with roads, there appears to be a case for prioritizing corridors and providing the finance to complete them. There remains the constraint of different railway gauges of FSU states and PRC and the eventual destination of some of the corridors.

20. Since 2001, the United Nations Special Programme for the Economies of Central Asia (SPECA) has been organizing demonstration runs of container block trains and international train services operating in its region. When they are produced, details about these demonstration runs may provide very interesting information to guide prioritization of the rail sector and determine the additional costs of moving freight along rail networks of different gauges.

21. There are four sea ports of interest to the proposed transport corridors of the four regional associations: Baku and Alyat in Azerbaijan, Aktau in Kazakhstan and Turkmenbashi in Turkmenistan. Alyat is being planned to address capacity constraints at Baku. There has been little investment activity directed at ports. There appears significant interest in the routes across the Caspian for the transport of oil products by rail.

3. Equipment

22. The funding of equipment purchases has focused mostly on the air and maritime sectors and on maintenance activities. Attention has been paid to improving communication and navigation equipment and training personnel to operate it so that it meets international certification standards in air and sea ports. Communication systems have also been supported to improve the rail systems of Azerbaijan, Uzbekistan and Mongolia.

23. The provision of ships, locomotives and rolling stock is beginning to receive priority from funding agencies. In the maritime sub-sector, CAREC has a proposal to lever private sector funding to purchase ferries in Azerbaijan. In rail, Uzbekistan, Azerbaijan and Mongolia have received finance to purchase locomotives. There are CAREC plans for further acquisitions in Uzbekistan and Kyrgyzstan. No country has had their locomotive fleets completely upgraded. That leaves all countries with significant opportunities for improving locomotive fleets. There has been assistance to Azerbaijan and Mongolia for rolling stock. Renewal of rolling stock does not appear to have been

No rail corridor has been completely modernized. As with roads, there is a case for concentrating on a more limited set of corridors.

There has been little funding agency activity on the sea corridor across the Caspian.

***Equipment* has predominantly been provided for road maintenance and for the air and maritime sectors.**

The provision of ships, locomotives and rolling stock is beginning to be prioritized by funding agencies. Air, rail and maritime fleets, however, remain old and inefficient, presenting significant opportunities for upgrading to modern fleet standards.

prioritized by funding agencies. Governments, generally, have not been able to afford significant purchases from their own funds. With much rolling stock being old, there are opportunities for further support to bring rolling stock into line with modern fleet standards. The same observations apply to track.

24. Maritime and rail utilities, because of their commercial orientation, self financing opportunities and control over own revenues and costs, should be of interest to EBRD and the private finance arms of International Finance Institutions (IFI). EBRD has been active in this area. The private arms of other IFIs have not been used as a source of financing. If there is to be encouragement of the private arms of IFIs to provide finance to utility companies, their due diligence reviews will require good financial and management accounting information. Consequently, if funding sources are to be expanded, there might be a strong case to support the commercialization of utilities and, initially, provide for effective financial and management accounting systems and improving management practices generally.

4. Maintenance

25. There has been little funding agency activity in maintenance in the air and maritime sub-sectors. Both sub-sectors might benefit from attention.

26. Rail maintenance has received some attention in Kazakhstan, Uzbekistan and Mongolia. The projects in Kazakhstan and Mongolia, however, started before 2000. CAREC has plans to upgrade maintenance facilities in Kyrgyzstan. As the railway sub-sector has tended to be underfunded, there are probably significant opportunities to address maintenance of both track and stock in all CAREC countries to ensure that operating standards are improved and safety is optimized.

27. The road sub-sector has received a significant amount of funding agency attention for maintenance. Some of it has been directed at encouraging outsourcing to the private sector. Assistance to a relatively inexperienced private sector has been limited to providing training for the preparation of tenders and administration of contracts. Management of a road fund to ensure funds are dedicated to maintenance has also been supported in a number of countries.

28. Approaches to maintenance have varied from country to country. In some, the public sector has received assistance. In others, governments have been encouraged to outsource maintenance to the private sector. In some countries, some funding agencies supported the public sector while others encouraged outsourcing to the private sector. It is not clear if there has been an objective anywhere to establish competition for maintenance between private and public sectors.

29. All CAREC countries had projects which supplied maintenance plant and equipment. Details of the plant were not always available. However, it appears that plant from a variety of manufacturers has been supplied. Significant attention did not seem to be paid to encourage the

Transport utilities should be of interest to the private sector arms of IFIs. There are opportunities for CAREC to encourage this interest. To enhance such an interest, a focus on effective financial and management accounting systems might warrant attention.

Maintenance has predominantly been directed at the road sector. The maritime and air sectors have not elicited much attention.

In road maintenance, there has been funding agency encouragement for its outsourcing to the private sector. There has, however, been little attention paid to upgrading the capacity of the private sector nor to establishing the conditions for the private sector to be able to compete fairly with the public sector for government and other contracts.

Maintenance plant supplied has often been provided from international suppliers. Authorities and operating companies, in their own purchase programs, acquire equipment from a different set of suppliers. The different sources can result in inefficient management of inventories of spare parts.

plant supplied to conform with the inventory policies an agency had. There is a risk when sourcing the same items of plant from a number of manufacturers, that spare parts inventories have to be increased to cover the different models, leading to inefficiencies in carrying costs and greater requirements for working capital.

30. In Mongolia and Uzbekistan, funding agency attention has been directed at establishing plant leasing companies. There did not appear to be prior pilot schemes to assess the effectiveness of privatizing plant for road maintenance. There might remain a number of constraints to the viability of such companies including under-capitalization, inappropriate tariff-setting and weak commercial management practices.

31. Where both the public and private sectors are competing for maintenance contracts, the question of contestability to ensure a level playing field is important. This might represent a gap in the advice provided by funding agencies to governments. A key aspect of contestability is to ensure that public sector organizations have no hidden or other subsidies, providing them with an unequal advantage in competitive bidding. In the move to outsourcing, the question of contestability might warrant increased attention so transitions can be managed effectively, especially those which commercialize public sector operations.

32. A second gap which might benefit from study is the overall make up of an effective road maintenance industry in a country. One aspect of CAREC road corridors is that they traverse long lengths of very lightly populated territory. Small companies might be able to undertake the requirements of routine maintenance. There remains the question, however, especially in isolated areas, of whether or not the volume of work would be sufficient to sustain a business financially. It is doubtful that small companies would have the capacity to undertake major maintenance work. Consequently, the development of a viable national road construction and maintenance capacity might be desirable.

5. Capacity Development

33. There was considerable funding agency attention to capacity development (CD) in each of the sub-sectors. Much of it was focused on training, the installation of ICT systems, and the development of financial accounting and management information systems. A wide spread of government agencies received attention. Each country experiences a different set of CD interventions, raising the question of the extent to which individual agencies are progressing in comparison with their peers in other CAREC countries.

34. Some attention was given to the corporate structures of operating companies in the air, maritime, and rail sectors. If government-owned joint stock companies or fully privatized companies represent the most viable commercial models for transport utilities, only a small proportion of utility companies have been assisted to commercialize. There is little activity preparing organizations for

There is no profile of the kind of road construction/maintenance company that would be able to manage the requirements of a sophisticated road corridor. Support might be required to develop national companies to acquire such capability.

In *capacity development*, much funding agency attention has been focused on training, the installation of ICT systems and the development of financial accounting and management information systems.

Some attention has been given to the corporate structures of operating companies in the air, maritime and rail sectors. There remain a number of opportunities to expand such assistance.

privatization. There remain a number of opportunities to continue such assistance. That assistance might be enhanced if there were improved opportunities for the newly commercialized/privatized companies to borrow from the private sector arms of IFIs.

35. In training, TRACECA has had a particular focus on training academies, providing support to national civil aviation training institutions, maritime academies, transport training establishments, as well as the development of training material for very senior public sector transport managers. TRACECA also assessed the potential for establishing a regional training centre for advanced transport training. There was some other funding agency support for training academies in particular countries, but this support was not extensive. There probably remain a number of opportunities for improvement in the quality of training establishments for the transport industry so that course and teaching standards are raised to best international practice.

36. ICT development has been prominent. A range of different issues have been addressed. Apart from the development of financial accounting and management information systems, rarely have two countries had a same issue addressed, indicating a program to encourage a consistent approach might be beneficial.

C. Funding Agency Foci

37. Funding agencies have a variety of interests in what areas they are prepared to support within the region and within countries. Some like, for example, EU's Border Management Programme for Central Asia (BOMCA) essentially have a 'product' such as integrated border management (IBM) or a number of products they promote and support across the sub-region in which they work. Others, like the multilaterals, articulate their country programs to work in a range of sectors with the result that they address a different set of issues in each of the countries they work in. A third approach which seems to be followed by organizations like TRACECA, seems to be to seed ideas and better practices into a region in the expectation that they will take root and lead to improved practices.

38. Tables 1 and 2 (at the back of this section) summarize the major foci of the work of funding agencies in transport by country based on the number of projects they are supporting.

D. Potential Overlaps

39. Overlaps are infrequent. There have been a number of examples of different funding agencies working on transport policy or plans in the same country. Where two different funding agencies work in the same area, there is a risk that they might approach an issue in a different way and introduce inconsistencies in what they produce. Funding agencies do not appear to have had a focus on developing the competencies of local policy officers to conduct policy development and

In training, TRACECA has provided substantial assistance to training establishments. There probably remain opportunities to build on this work.

A range of different issues have been addressed in ICT development resulting in a variety of computer systems from country to country. Compatibility of systems in the absence of ICT master plans remains an issue.

Funding agencies display a variety of interests in what issues they are prepared to support. Multilaterals have a tendency to spread their interests widely across the region but more narrowly at the country level as shown in tables 1 and 2 at the back of this report. They provide the main foci of donors and the donors working in each country on a given issue.

Potential overlaps are infrequent. The few include:

- (i) Different funding agencies working on transport policy or plans in the same country;**
- (ii) Workshops of different funding agencies discussing the same material, often at a too superficial level.**

planning studies themselves. In policy development, there are well accepted methodologies which take a policy unit through the set of steps that produce a draft policy on a particular issue.

40. Future CAREC planning has occasionally identified a priority for infrastructure improvements where rehabilitation work had already been done during 2000-2008. Frequent rehabilitation of particular infrastructure presents a case for greater support being directed at maintenance management and/or the design of the infrastructure. Upgrading regional airports might benefit from prioritization, especially in the context of an overall transport plan for a country.

41. Workshops present a number of examples of different funding agencies presenting material on the same subject, often, according to some participating countries, not relating the presentation of an issue to the interest and knowledge of an audience. There are occasional examples of different funding agencies providing training on the same subject matter to the same organization. There might be a case for focusing training interventions on specialized training institutes and continuing to support those institutes to maintain the standards of courses in line with best practice.

42. Where overlap would be an advantage is in the procurement of equipment for utility companies. Standardization of equipment and vehicle/rolling stock inventories could minimize maintenance costs or stock outs and contribute to the efficiency of a utility.

43. Other inconsistencies can lead to inefficiencies. They include:

- (i) A focus on public sector or private sector provision of maintenance;
- (ii) Provision of ICT equipment and systems prior to government's or agency's development of ICT master plans.

E. Gaps

44. There are a small number of possible gaps in infrastructure programs, including:

- (i) CAREC route 2b on Corridor 2 passes through Turkmenistan which is not a participating country in CAREC. As a consequence, there is no CAREC funding agency investment activity on the route;
- (ii) The sub-sector appendices record a number of gaps in modernization programs which, if the sub-sector is a priority, would benefit from attention. There might be a case for performing a prioritization exercise in each sub-sector with rail and regional airports possibly being addressed first (given the assumption that the principal priority of roads has already been addressed);

45. Laboratory equipment for quality control of road construction and maintenance has been provided to some countries, but not to others. Similarly, there has been a diverse set of issues addressed by technical assistance. If there is to be an even improvement of standards across the

Funding agencies have not provided much assistance to improve the policy development capacity of agencies.

There are instances of infrastructure requiring rehabilitation not long after similar work suggesting that subsequent projects should also pay attention to improving maintenance and/or designs.

There have been inconsistencies in:

- (i) **Funding agency approaches to developing road maintenance some focusing on public and others on private provision;**
- (ii) **Providing ICT equipment without first ensuring that an ICT master plan is in place.**

There remain a number of *gaps* in rehabilitation and modernization plans for CAREC corridors, particularly in rail.

There has been uneven distribution of some assistance across the region with the result that some countries lag behind others. Policy development, laboratory equipment and capacity development are examples.

region, consistent capacity levels would be beneficial. Systematic planning for the extension of successful models to other countries may have merit. In a sense, this would involve 'product development', the value of which cannot be underestimated.

F. Opportunities

46. The efficiency of a network is dependent on each link and node operating as efficiently as all others. Consequently, one objective in developing competitive transport corridors is to ensure even development along each corridor, particularly on the 'soft' issues of regulatory frameworks and such like which can contribute positively or negatively to efficiency. Funding agency interventions, particularly on 'soft' issues, do not appear to be distributed evenly across all countries in the region. While some countries are able to fund the necessary developments themselves, the majority are not. **There might be a case for building on the performance monitoring which CAREC has already implemented to identify instances where additional support would assist a country advance an issue more effectively.** A situational analysis would show the different stages of development of each country on important issues and would provide the information to produce a timetable to synchronize overall development. That timetable might be based on the organizing principle that each of the headings in this chapter could be the focus of a program. One other area, road safety which is not discussed in this chapter but addressed in the appendix, might also warrant being included as a program.

Carefully monitoring progress in each country to identify instances where additional support might be helpful.

47. A number of opportunities have already been touched on in this chapter. The more important might include:

- (i) **Harmonize transport policies and regulatory environments to support effective corridor development.** The work might build on the promising initiatives started by TRACECA in the area of harmonization of policies. Such a policy review might also benefit from an examination of the questions of:
 - a. contestability in countries to encourage fair competition between private sector companies and state owned ones, especially in the provision of maintenance;
 - b. standardizing equipment requirements for rail, shipping and airport operators and maintenance companies to minimize maintenance costs, enhance maintenance capacity and maximize the efficiency of the networks;
- (ii) **Consider the advisability of prioritizing a more limited set of rail/road corridors and completing them before moving to address other corridors so that there do exist efficient transport links to Russia and Europe.** That would assist in the prioritization of other infrastructure developments such as BCPs and multi or intermodal nodes. Such a prioritization might also have the advantage of

Opportunities for consideration also include:

- (i) ***Harmonizing transport policies and regulatory environments to support effective corridor development;***

concentrating a focus on consolidating the improvement of maintenance support along these corridors and, subsequently, using these as models for maintenance management along other corridors and throughout a country. If Corridor 2 is one of the priorities, greater attention might then be given to the connections and transport links across the Caspian Sea. They might benefit from a particular study to ensure that the multimodal or intermodal facilities enable freight to transfer between rail/road and sea and back as efficiently as possible;

- (iii) **Conduct a training audit as a precursor to institutionalizing training to support best practice across corridors.** CAREC has recently conducted a training needs analysis. This will establish the demand for training. The training audit would determine how that demand is managed through training establishments and training units in agencies by examining issues like the adequacy of budgets, the capacity of training establishments and trainers, the planning of training, the processes whereby training establishments adjust to market needs and how they compare with best practice. The priority market might include work force planning, general management, policy development, regulation, contract management, maintenance management, road safety management and quality control;
- (iv) **Establish a data base of project outcomes as an input for forward planning and to enhance a management capacity to monitor progress systematically.** Such information should reveal disparities in the progress of particular countries to address certain issues. The information could help funding agencies assess options to support countries in relevant areas and help ensure consistency of service quality along corridors;
- (v) **Examine options to improve maintenance services across the CAREC region.** An examination of the attributes that have to be met by national companies seeking to supply road construction and maintenance services with a view to establishing a program to assist prospective companies develop those attributes. They particularly concern size and working capital required for maintaining long lengths of road corridors.

- (ii) *Considering the advisability of prioritizing a more limited set of railroad corridors and completing them so concrete results can be delivered at an earlier stage;*
- (iii) *Conducting a training audit as a precursor to institutionalizing training to support best practice across corridors;*
- (iv) *Establishing a data base of project outcomes as an input for forward planning and to enhance a management capacity to monitor progress systematically;*
- (v) *Examining options to improve maintenance services across the CAREC region with a view to establishing a program to secure appropriate capacity.*

III. TRADE FACILITATION

A. Background

48. While the previous chapter was concerned with improving the links in the CAREC network, this chapter examines progress in operations at the nodes. Links were predominantly concerned with infrastructure improvements. While infrastructure does have an important place in the efficiency of nodes, it is less central than in the links. In a sense, process is 'king' at the nodes. When freight reaches a node like a border crossing point, it only has to travel a short distance, but the time taken to process the paper work can be extensive. The process is important because a significant amount of the annual tax take is collected at nodes. Countries need to ensure that entry of people and goods meet legal requirements. Addressing this issue has costs. Efficiency requires that the time taken to pass through such nodes is as minimal as possible.

49. The World Bank's Logistics Performance Index (LPI) suggests there remains considerable work to make CAREC corridors competitive. The index rates 150 countries against seven categories³. CAREC countries, other than PRC, occupy the lower reaches of the index. For freight routed through Russia, there is added cost inefficiency in that Russia is ranked 99.

50. Figure 1 compares the scores of CAREC countries on the index. Singapore, which scores highest in the index, is added for comparative purposes. Only in domestic logistics' costs is there a meeting point on costs with Singapore and PRC.

CAREC Countries in the World Bank Logistics Performance Index, 2007

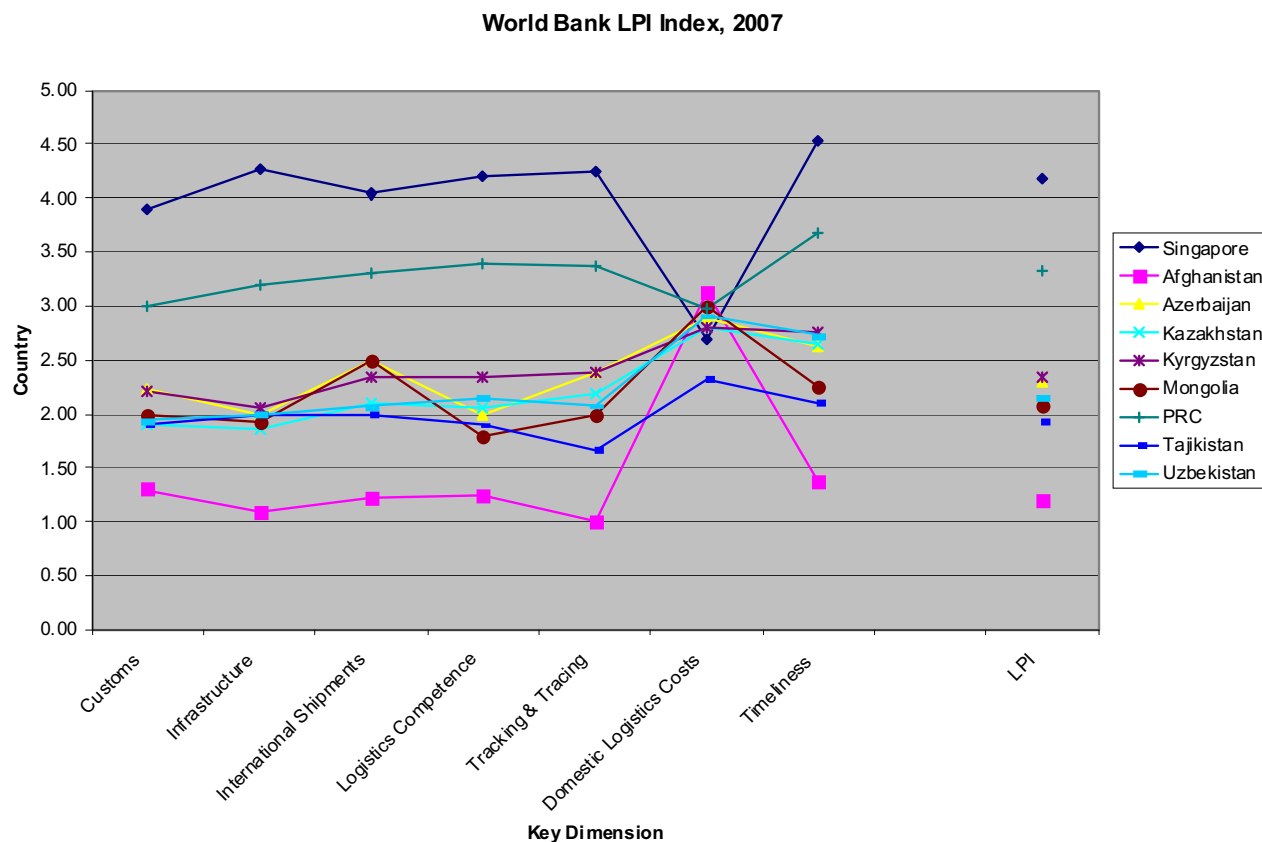
Participating Country	LPI Position
PRC	30
Kyrgyzstan	103
Azerbaijan	111
Uzbekistan	129
Kazakhstan	133
Mongolia	136
Tajikistan	146
Afghanistan	150

Transport concerns links between nodes. Trade facilitation concerns operations at nodes. While transport tends to concentrate on 'hard' infrastructure, trade facilitation tends to concentrate on 'soft' issues like policy development, management effectiveness, process engineering and harmonization.

The World Bank's Logistics Performance Index (LPI) has rated the performance of CAREC countries, apart from PRC, poorly. They are all in the bottom third for performance with most in the bottom quartile.

³ a) *Customs*, which concerns the effectiveness of customs and other border procedures; b) *Infrastructure*, which relates to the quality of transport and IT infrastructure for logistics; c) *International shipments*, which concerns the ease and affordability of arranging shipments; d) *Logistics competence*, which concerns the competence of the local logistics industry (which includes transport operators and customs brokers); e) *Tracking and tracing*, addresses the ability to track and trace shipments; f) *Domestic logistics costs*, relate to local transportation, terminal handling and warehousing costs; g) *Timeliness*, is that of shipments in reaching their destination.

Figure 1: Scores of Participating Countries in the World Bank Logistics Performance Index, 2007



Other than on local logistics costs, CAREC countries need to progress a number of issues.

51. Process at nodes is affected by a number of issues. Policy is important in determining a range of matters including what goods are permitted to enter a country, what transit charges are levied for goods in transit, how vehicles carrying such goods are to be managed, what tariffs and duties apply to goods destined for a country, how taxes and duties are to be collected, what documentation is required to clear passage of goods and, among a number of other things, what international conventions a country seeks accession to. The most important convention is WTO, membership of which is dependent on a country aligning its international and domestic trade policies

Customs has a central role in trade facilitation. Appropriate policies are critical. Infrastructure needs to be developed for appropriately designed border crossing facilities and multimodal and intermodal transport facilities and logistics centers.

and laws with WTO rules. A major focus of funding agency activity has been to assist countries' progress to accession.

52. Customs authorities have a central role in processing freight and people through nodes. A number of other agencies also have responsibilities including border control, transport control, veterinary/phytosanitary control and sanitary/epidemiological control. These agencies need to be brought into the overall process of clearing freight so that they do not contribute negatively to the efficiency of the process.

53. There are two areas of infrastructure which contribute to the efficiency of nodes: the physical infrastructure provided for border crossing posts (BCP) and the multi or intermodal infrastructure provided for the transshipment of freight from one mode of transport to another. Associated with multimodal and intermodal transport is the idea of a logistics centre which provides freight agencies with all the amenities they require to carry out their businesses.

54. Customs cooperation has been the core trade facilitation program of CAREC with the Customs Cooperation Committee serving as a regional forum to address issues of common interest. The work program has focused on five priority areas:

- (i) Simplification and harmonization of customs' procedures;
- (ii) ICT for customs modernization and data exchange;
- (iii) Risk management and post entry audit;
- (iv) Joint customs' control and one stop services;
- (v) Regional transit development with accession to the TIR convention being a priority interest.

Customs cooperation is CAREC's core trade facilitation program.

55. This chapter addresses the nodes. All CAREC countries, with the exception of Afghanistan and PRC, have inherited the bureaucratic organizations and approach to bureaucratic work which developed in the FSU. Customer service and efficiency were not part of the cultures of such organizations. Consequently, to make trade facilitation efficient, the bureaucratic organizations concerned are undergoing organizational and cultural changes at the same time that processes and procedures are made more efficient. As part of that transformation, CAREC has recently undertaken a training needs analysis for stakeholders in trade facilitation, both in government and the private sector.

B. Assistance Priorities

56. In trade facilitation, the activities of funding agencies have been focused on eight predominant areas: (i) policy and enabling environments; (ii) customs and border crossing posts; (iii) integrated border management; (iv) metrology, standards and product certification; (v) multimodal

and intermodal facilities and logistics centers; (vi) transit; (vii) information; and (viii) capacity development.

1. Policy and Enabling Environments

57. Much of the work on policy issues and regulatory environments has been related to WTO accession. PRC, Kyrgyzstan and Mongolia have gained accession. Accession assistance has been provided to all other countries, other than Afghanistan which has just started the process of accession. A range of laws have been addressed in each country by different funding agencies. Customs codes have been revised in all countries other than Afghanistan. In CARs, USAID has played a prominent role in legislative change. The quality of funding agency coordination is reported to vary from country to country. Formal coordination involving government counterparts is reported as not strong.

58. With all CAREC countries (other than PRC) landlocked, efficient transport benefits from harmonized policies. That suggests that a regional approach to policy development might have some benefits over assistance at a country level only. Country level work risks policy being developed independently and uniquely. There does not appear to be an overarching mechanism to track progress on policy development across the range of trade facilitation issues and its outputs in legislative and regulatory change. Providing such a mechanism might be an area of opportunity. There have been two regional initiatives which provide building blocks for consistent policy development. A TRACECA project set out to establish principles for national transport policies coordinated at the regional level and to develop short, medium and long-term action programs for legislative action. UNDP provided similar assistance on trade, transport and transit issues.

59. Funding agency assistance has resulted in significant legislative action on the part of CAREC participating countries. What is less in evidence is assistance to convert the legislation into appropriate regulatory frameworks and produce the enabling environments which contribute to trade facilitation.

2. Border Crossing Posts

60. With border management, priority has been given to facilities, equipment and procedures at border crossing posts. Principles have also been enunciated by some regional organizations. For example, EurAsEc has a policy of only having border guards and customs officials at BCPs with other agencies being located away from a border.

61. Over the past seven years, a significant amount of funding has been directed at border guards as international attention became focused on border security. There has been a major infrastructure building program at border crossings in some countries. The design of BCPs does contribute to operational efficiency. There might be opportunities for funding agencies to work to a

Much of the work on *policy issues and enabling environments* has been related to WTO accession. Legislative change in each country has been addressed by different funding agencies, with particular attention on the revision of customs codes.

Trade facilitation might benefit from a more regional approach to policy development. TRACECA followed such an approach, for example, in developing principles for national transport policies. There does not appear to be an overarching mechanism to draw together different strands of policy development across the region and produce compatibility.

While there has been significant progress on legislative change, there remain opportunities to improve enabling environments.

Much attention has been given to upgrading *border crossing posts* (BCP), especially in the vicinity of Afghanistan. Elsewhere few BCPs have had their facilities upgraded, with rail BCPs receiving little attention and providing significant investment opportunities in buildings and facilities in Kazakhstan and Mongolia and at almost all rail border crossing points.

common design for BCPs which accommodate all agency requirements while facilitating the flow of people and documentation.

62. There are 28 border posts on CAREC corridors. In Afghanistan, all the major BCPs with Pakistan, Iran, Turkmenistan, Uzbekistan and Tajikistan have had funding for infrastructure and equipment. Elsewhere very few BCPs on CAREC corridors have had their buildings and facilities upgraded. Rail BCPs have received significantly less attention than roads. The major funding agency programs operating in border regions are not integrated with CAREC. Consequently, coordination is not conspicuous though CAREC focal points do attend conferences. There appears still to be significant investment opportunities for improving buildings and facilities at BCPs in Kazakhstan, Mongolia and at almost all rail border crossing points.

63. BCPs have complex needs for equipment if they are to operate efficiently and effectively. Equipment includes communications and ICT equipment to enable transactions to be processed quickly and for information to be passed to other agencies in the country concerned and in neighboring countries. BCPs also have needs for scanning and other checking equipment. Standardization of equipment might be as important for information flows as for maintenance and operational efficiency. Similarly, there would be advantages in encouraging the adoption of a common platform for exchange of data to ensure compatibility of hardware and software.

64. A number of funding agencies are working in border management. BOMCA, in association with UNDP is leading a program to construct BCPs and introduce integrated border management (IBM). The US military has played a part in many locations, particularly those in the vicinity of Afghanistan. ADB, World Bank, GTZ and USAID are prominent players in assisting customs departments improve their processes. Other agencies, like departments of health and agriculture have not received the same level of attention. There might be advantages in bringing together all these threads. CAREC has identified two projects in its forward plans, one to improve technology and the second to determine needs for and invest in weighing, inspection and scanning, and material handling equipment, warehouses, inspection yards, cross-docking facilities, and ICT systems. These projects might warrant early implementation in light of current activity. A systematic inventory of the equipment each BCP needs might be helpful so that funding agencies can work to a standardized inventory and suppliers can have a reasonable volume of equipment installed so that they invest in responsive levels of customer support.

3. Integrated Border Management

65. Integrated border management concerns the organization of all border agency activities to facilitate the movement of persons and goods while maintaining secure borders. It requires agencies to reach a certain level of capacity so that all are able to combine efficiently to achieve an effective level of border management. The drive for IBM has focused on border forces, with BOMCA being

BCPs have complex needs for communications, ICT, scanning and checking equipment. Standardizing inventories might be as important for information flows as for maintenance and operational efficiency.

Most assistance at border crossings has been directed at border guards and customs. There are opportunities for including other departments with responsibilities for trade facilitation like health and agriculture in the broad process of organizational and process change.

Integrated border management (IBM) activities generally have tended to focus on border guards and customs.

prominent. CAREC has supported Joint Customs Control activities at a number of BCPs. There might be an important role for CAREC to play in the development of IBM, especially to assist customs services to take a prominent role in developing and implementing national strategies in border management and working closely with other agencies with responsibilities for border management.

66. There has been significant funding agency activity in work to improve customs' operations. A particular focus has been on departmental headquarters and developing central data banks and information systems. In ICT, some departments have preferred to develop their own systems architecture themselves while others have installed available proprietary software. There have been a number of regional initiatives. In 2004, an ADB regional initiative helped develop master plans for the capacity development of customs departments with measures such as reengineering of customs business practices, change management, training of staff, and consultation with private sector stakeholders. TRACECA has recently produced recommendations to improve border crossing procedures as they relate to railways and on addressing restrictive practices. These initiatives might merit further support by CAREC if their outputs are deemed promising by participating countries.

67. A major area of support in IBM has been towards establishing single windows and single administrative documents, one of CAREC's five priority areas. In CARs, the work is in large part led by GTZ. The effectiveness of these initiatives depends to a great extent on robust ICT systems being in place, being compatible and officials being competent to use them. The drive for a single window in CARs appears, at least in part, to operate separately from the work on re-engineering departmental processes and systems and raising the competencies of staff.

68. The harmonization of customs' procedures is a CAREC priority area. CAREC is currently implementing a project which seeks to integrate the development of a single window and a one stop shop for submitting documentation on a regional basis. Another project will examine the nature of mandate needed for a single window across the region and present a workplan for its establishment. CAREC also plans to test the concept by establishing a single window in one border post processing a high volume of cargo. A second concurrent project will evaluate border documents/forms and identify requirements to align them with documents such as the EU single administrative document. CAREC is also planning a broad based ICT review, part of which will be an examination of the feasibility of upgrading current systems to support a single window and an evaluation of declaration forms to introduce a single administrative document. UNESCAP is also starting a project to assist landlocked countries to work towards a single window based on electronic documentation. In this project, a United Nations Network of Experts for Paperless Trade (UN NExT) in Asia and the Pacific will be established to build up a regional pool of technical expertise that can support the

There has been significant funding agency activity addressed at improving the operations of customs departments. Central data banks and information systems have been prominent.

ADB and TRACECA have supported regional initiatives to map out capacity development requirements for customs departments. This work does not seem to have been taken up at the country level.

Single windows, one-stop shops and single administrative documents have received significant attention. In CARs, the work is in large part led by GTZ with the support of USAID and ADB. CAREC and UNESCAP are planning a number of initiatives.

implementation of paperless trade and a single window in the region⁴. Good coordination will be important to integrate this work with the activities already being conducted by GTZ and USAID.

69. Risk management and post-clearance audits are also CAREC priority areas. CAREC has addressed various aspects of risk management on a regional basis in three projects. One produced a WCO Risk Management Guide to serve as a common framework within which each participating country can develop its own risk management system. A second assisted with the adoption of risk management based customs control procedures and developed a regional framework for a risk management system. The third project seeks to address issues of common concern in risk management and post clearance audits. These projects might merit being followed up as almost all the attention in risk management and post-clearance audit has been directed at three CARs.

4. Metrology, Standards and Product Certification

70. A number of projects have been active in metrology, standards and product certification, largely in Azerbaijan, Kazakhstan, Kyrgyzstan and Tajikistan. There appear to be numerous opportunities to improve the standards of certification bodies, not least of which being to improve governance in this area which so far does not appear to have been addressed. CAREC is planning what appear to be two quite similar projects which should be an important first step in bringing standards to international best practice. One will prepare a 'gap analysis' of the legal framework and technical and operational capability of certification bodies leading to investment proposals for establishment of development certification laboratories. The second proposes an assessment of the product certification capability of each country, followed by appropriate assistance to address those gaps.

5. Multimodal and Intermodal Facilities, and Logistics Centers

71. With multimodal and intermodal facilities and logistics centers, opportunities extend to obtaining finance for developments from the private sector arms of IFIs. CAREC is planning a study to produce an action plan for multimodal transport, but not until 2013. Recently, it has completed trade logistics' studies and prepared strategy reports focusing on addressing trade facilitation and logistics' development constraints. The Trans-Asian Railway Network⁵ has identified approximately 25 locations as potential intermodal points. There might be value in CAREC's proposed action plan and strategies considering these locations for prioritization.

72. With logistics centers, TRACECA is currently conducting a study to produce a logistic centers' network. This could serve as a prototype for CAREC to adopt and extend to its non-

Risk management and post clearance audits have also received significant attention. Much of this work has been in CARs; it could now be extended to other CAREC participating countries.

There has been work in *metrology, standards and product certification*, mainly in Azerbaijan, Kazakhstan, Kyrgyzstan and Tajikistan. There appear to be numerous opportunities to build on this work.

The development of *multimodal and intermodal facilities and logistics centres* is beginning to receive attention. Logistics centres are of particular interest. Both TRACECA and CAREC are conducting studies to develop networks.

⁴ UNESCAP: Single Window, 2009

⁵ Azerbaijan, Kazakhstan, Tajikistan and Uzbekistan are signatories of the Agreement

TRACECA members. CAREC has a study in the pipeline to assess market demand as a basis for establishing short, medium, and long term needs for logistics facilities and equipment which could also build on TRACECA's work.

6. Transit

73. Development of the regional transit system is a CAREC priority area. TRACECA has conducted important preparatory work in transit which might be built on by CAREC. It has catalogued present bilateral and multilateral transport transit agreements applicable to TRACECA members, analyzed their impact and recommended appropriate action to adapt or modify them where they are in conflict with TRACECA agreements. It also has produced a guide to international conventions and agreements and proposed a draft multimodal transit law and technical standards for road freight vehicle construction-and-use. CAREC has piloted a "safe packet" system between Kyrgyzstan and Kazakhstan and has plans to roll out the system to other countries if it proves effective.

74. Guarantee systems have an important role in transit. CAREC has plans to review transit systems and, in particular, to examine the feasibility of implementing alternative customs guarantee systems. Another CAREC study sets out to propose measures to manage coordination in transit countries and will examine the feasibility of implementing a pilot transit system along a corridor based on a one-time customs guarantee. Transit appears well catered for in the short term.

7. Information

75. Availability of up-to-date trade information is an important attribute of an efficient trade and transit system. Information is also important about the conditions of corridors and tariff and other schedules of freight distribution systems. CAREC is planning support to increase the flow of trade information to assist exporters, importers and the logistics industry in three projects by:

- (i) surveying all measures affecting trade and transport and publishing them on the CAREC website;
- (ii) compiling, documenting, and publishing, all import/export trade procedures, rules and regulations and requirements of customs and other government agencies and all other national measures affecting trade like bans, prohibitions, quotas, licensing, technical standards, taxes and fees, finance measures and foreign exchange regulations;
- (iii) documenting all taxes, charges, fees and payments affecting transporters in each CAREC country and categorizing them by type or purpose.

76. A number of funding agencies have established web sites. UNDP is currently assembling all international trade forms and documents used in Kyrgyzstan together with information on the

In *transit*, TRACECA is also prominent, producing a basic study of bilateral and multilateral transit agreements and a guide to international conventions and agreements. Other funding agencies also have significant programs.

Transit appears well catered for in the short term.

Public *information* has been addressed. CAREC is planning support to increase the flow of trade information to assist exporters, importers and the logistics industry. A number of funding agencies have established web sites showing trade documents required for processing freight and other relevant information. It will be particularly important to ensure that all the sites publishing information present consistent and up-to-date detail.

documentary procedures and the legislative acts governing the documents to develop them into an electronic format. They will be entered into a forms repository as a pilot project that, if successful, may be implemented in other CARs. UNDP also plans to develop a regional web facility for gathering document forms and for information exchange on documentary procedures in SPECA countries. GTZ has recently established a web site to make very similar information available. Consideration, however, might be given to a dedicated site concentrating on trade matters of interest to transport companies, importers and exporters, logistics companies and other interested parties. It will be particularly important to ensure that all the sites publishing information present consistent detail on each site.

77. Funding agencies have collected information about the performance of corridors in the general context of the time taken and additional costs to complete a journey. GTZ tracked the experience of freight on a small number of journeys. USAID in conjunction with the World Bank is more systematically tracking freight movements along road corridors through CARs and Afghanistan to Pakistani ports. CAREC has recently established a corridor performance measurement monitoring system to generate baseline information on the movement of goods and people along six corridors, using freight forwarders and road carrier associations to collect the information.

8. Capacity development

78. Training in trade facilitation, as in transport, has witnessed two approaches. Funding agencies like BOMCA have approached it through developing national training institutes. Other funding agencies have delivered it through projects providing training directly to targeted groups. Some funding agencies have sought to strengthen specialized training establishments in a particular country as well as, in other projects, having training establishments deliver training. There has also been training provided on a regional basis addressing particular matters like risk management. Some training has been directed at the private sector like training freight forwarders in Kazakhstan and business councils regionally. There has been little training directed at management other than in one TRACECA project. Participation in study tours seems to be the preferred approach for management. There have been initiatives to twin parts of Kazakhstan and Mongolian customs departments with counterparts in Spain and the Netherlands respectively, but neither has been progressed to any depth. Training has been delivered by a host of different funding agencies. There are significant risks of overlap with the same subject matter often being addressed by a number of funding agencies. For participating countries, this was most in evidence with workshops.

79. CD has addressed a broad range of issues, particularly central computer systems, process re-engineering and improving base level skills of customs officers. There have been a number of loan projects directed at CD in customs departments, all of which having a major emphasis on installing a central ICT system to support management, provide a data base, facilitate transactions and provide management information. CAREC is planning a major regional ICT review with a

The performance of corridors is also receiving attention. CAREC's corridor performance measurement monitoring system and USAID/World Bank's tracking of freight movements to the ports of Pakistan intend to provide important information about costs of moving freight and identify costs of inefficiencies along routes.

Training has received extensive support from funding agencies. Management training, however, has not attracted a great deal of attention. In training, there are significant risks of overlap with the same subject matter often being addressed by a number of donors.

Capacity development has also had a particular focus on central computer systems, process re-engineering and improving base level skills of customs officers. There remains an issue of computer systems being compatible. CAREC's planned regional ICT review might warrant priority to provide a set of building blocks to ensure systems are able to communicate with each other across the region.

diagnostic of ICT strategies and a technical evaluation of software, hardware and communications compared with world standard customs clearance and MIS systems. This study appears to warrant a high priority to provide a basis for harmonization of systems and ensuring that architecture is compatible.

80. In the private sector, USAID has been particularly active in supporting the establishment of a sustainable network of business associations with the financial and technical capacity to continue to improve the business environment for their members. It has also brought together business representatives and members of the Office of the Prosecutor General to identify and discuss illegal and improper agency actions and set up consultative councils to bring business and customs officers together.

C. Funding Agency Foci

81. Trade facilitation has engaged a number of funding agencies. The mix is quite different from those engaged in transport, though ADB and the World Bank remain principal players. In trade facilitation, bilateral funding agencies play a prominent part, though confined to a restricted group of CAREC countries (principally the CARs). In contrast to transport which is focused on infrastructure, most work focuses on soft issues like legislative change, organizational change and process re-engineering which, on development issues, have proved challenging. There are, however, a number of international conventions which influence this area, especially the WTO, which enables progress on change to be measured against ultimate goals. At a regional level, TRACECA has been especially prominent with its approach to seed ideas and better practices in the expectation that they will take root and lead to improved practices.

82. Tables 3 and 4 (at the back of this report) summarize the major foci of the work of major funding agencies in trade facilitation by country.

D. Potential Overlaps

83. Trade facilitation has been of interest to a large number of funding agencies. There is acknowledgement that in some areas coordination has not been exemplary. Counterpart organizations have not always taken the lead in coordination in their own areas of activity.

84. The situation of more than one funding agency working in a particular area does not necessarily lead to overlap. It can also produce synergies, as seems to have happened in Kyrgyzstan with the work of GTZ, USAID and ADB on single windows and single administrative documents.

In the private sector, USAID has been particularly active in supporting the establishment of a sustainable network of business associations. Building on this work and extending it to other trade associations might be an area of opportunity for CAREC.

Tables 3 and 4 (at the back of this report) summarize the major foci of the work of major funding agencies in trade facilitation by country and the funding agencies working in individual countries on given issues.

In some areas of trade facilitation, coordination has not been exemplary.

Overlaps do occur, indicating that there are opportunities for efficiency improvements.

85. There have been overlaps. Their existence, however minor, indicates that there are opportunities to improve management of development initiatives to produce greater efficiencies. Overlaps which might have led to inefficiencies include:

- (i) With customs codes, an occasional duplication of the work being done by bilateral funding agencies and those addressing the issue at a regional level;
- (ii) A number of funding agencies running intensive courses and workshops on the Agreement on Trade Related Aspects of Intellectual Property Rights (TRIPS);
- (iii) Development of some BCP infrastructure. For example, BCPs at Hairatan, Torkham and Shirkhan Bandar in Afghanistan received attention from more than one funding agency;
- (iv) Different funding agencies separately working on the same issue as happened in Kazakhstan with the production of training needs analyses and HRM and HRD strategies for customs;
- (v) Numerous agencies working on a single window. There might be merit in having a situational analysis of this work so that funding agencies, agencies and countries can work within an overall framework to lead to harmonized systems across the region and funding agencies with comparative advantages in certain areas being preferred to do this work;
- (vi) A number of agencies, some of which are working reasonably independently, addressing border management principally from the perspective of border guards or customs;
- (vii) The provision of information through websites, especially about requirements to process freight. With many current activities being directed at re-engineering the design of documentation, proposed changes need to be publicized as quickly as possible so that business associations have an opportunity to become engaged in the process. When the changes have been announced, equally, the information needs to be come available so that enterprises and the general public can adjust their processes.

86. Though not overlaps, there have also been inconsistencies which can lead to inefficiencies.

- (i) There has been considerable assistance with the provision of ICT and communications equipment. There are distinct possibilities that some equipment is difficult to integrate with other ICT and communications systems in a user agency or generally used by government. One matter which did not come up in any project designs was the

Overlaps and inconsistencies might include:

- (i) Regional initiatives, particularly in policy development and legislative change, overlapping with work at the country level;**
- (ii) Multiple funding agencies working on the same issues, for example HRM strategies in Kazakhstan, border management across the region and workshops addressing the same issues;**
- (iii) The provision of information through websites. Coordination to ensure consistent information is particularly important;**
- (iv) Provision of ICT and communications systems, not all of which are compatible;**
- (v) While some funding agencies have supported enhancing the quality of training establishments, others have delivered training directly through projects. Training delivered by projects need not be consistent with that delivered by a training establishment.**

development of an ICT master plan for a country and at an agency level to ensure compatible architecture, systems and protocols;

- (ii) The delivery of training by funding agencies has a number of cross overs. As mentioned, there have been two broad approaches: to develop in-country institutions to deliver training; and for specific training to be delivered by a project. There is a risk that project delivered training might not take cognizance of training curricula and methodologies of training establishments and deliver partly confusing messages. On-the-job training, other than for border guards, needs to be consistent with the principles enunciated by training institutions and might profit from greater funding agency attention.

E. Gaps

87. Both TRACECA and ADB have funded initiatives at a regional level which have proposed solutions to trade facilitation issues. How far the solutions proposed are disseminated and adopted is not clear. It might be of interest to support a study of the impact of such recommendations and proposals in individual countries. Those that have been adopted by a majority of countries might be attractive as templates or standards for other countries to move towards. There remains a tension in the region between consistent development based on regional initiatives and countries independently developing their own solutions to common issues.

88. The trade facilitation appendix details work in one country which is not replicated in all countries. It suggests progress on any one issue is not even across the CAREC region. This seems particularly prevalent in ICT and CD.

F. Opportunities

89. One objective in developing competitive transport corridors is to ensure that there is even development along each corridor. Funding agency interventions are not necessarily distributed evenly across all countries. While some countries have the economies which enable them to fund the necessary developments themselves, the majority do not. Consequently, **there might be merit in:**

- (i) **producing a situational analysis to determine areas where additional attention might be focused and subsequently tracking progress on those issues;**
- (ii) **providing an appropriate mechanism to track progress on prioritized issues.** Additionally, funding agencies might consider building on the broad initiatives started by TRACECA, particularly in its work on policy harmonization. Where CAREC has an

Both TRACECA and ADB have funded significant initiatives at a regional level. How far the solutions proposed have been disseminated and adopted is not clear. There remains a tension between development based on regional initiatives and countries independently developing their own solutions to common issues.

Progress on a number of issues has not been even across the region. This seems particularly prevalent in ICT and capacity development. *There might be a case for a situational analysis to determine the extent of any.*

There is also a case for providing a mechanism to monitor progress of each country on prioritized issues. Additionally, there might be value in building on the broad initiatives started by TRACECA in policy development work.

advantage with its membership is in being able to follow regional work conducted by a funding agency with country specific support for implementation.

90. A number of opportunities have already been touched on in this chapter. They include:

- (i) **Plan for regional level work to lead into supporting implementation activities at a country level.** There have been many studies, especially regional, which have led to bodies of recommendations about trade facilitation issues. The impact of much of the information and recommendations is difficult to access. Making this work available might prove useful so that the work can be built on where findings are relevant;
- (ii) **Examine the effectiveness of training with a view to systematizing its provision.** There do not appear to have been any tracer studies of the impacts of training, workshops and study tours on participants. Systematization might build on the work already done by TRACECA in this field and encourage communities of interest among training establishments. Management training, in particular, might be given prominence. CAREC's proposed Regional Customs Training and Development Project might provide a mechanism to address this issue. There might be a case for advancing its proposed implementation date;
- (iii) **Build on USAID's assistance to business and other private sector associations.** In particular, attention might be given to providing effective mechanisms for associations to meet on an equal footing with government agencies over trade facilitation issues;
- (iv) **Build on SPECA's and TRACECA's proposed networks of logistics centers and CAREC's logistics studies for prioritizing logistic centre development;**
- (v) **Conduct a regional review of IBM approaches in participating countries to integrate a comprehensive approach which targets all agencies engaged in trade facilitation.** Particular attention might be given to establishing communities of interest among participating agencies.

Important additional opportunities for consideration include:

- (i) *Planning for regional level work to be followed by work at a country level;*
- (ii) *Examining the effectiveness of training with a view to systematizing its provision;*
- (iii) *Building on USAID's assistance to business and other private sector associations throughout the region;*
- (iv) *Building on SPECA's and TRACECA's proposed networks of logistics centres for prioritizing logistic centre development;*
- (v) *Conducting a regional review of IBM approaches in participating countries to integrate a comprehensive approach which targets all agencies engaged in trade facilitation.*

TABLE 1: FUNDING AGENCY ACTIVITIES IN TRANSPORT

Area of Work									
Policy/Planning	ADB	WB	EBRD		TRACECA				
Master Plans	REG, AZE, KGZ, MON, TAJ, UZB	AFG,	AZE						
Capacity Development					REG				
Air	ADB	WB	EBRD	JICA/JBIC	TRACECA				
Airports	AFG, PRC		AZE, KAZ, TAJ	AFG, KAZ, MON					
Equipment		AFG	AZE, TAJ	KAZ					
Maintenance									
Master Plans			MON						
Policy/Legislation			TAJ						
Capacity Development	AFG	AFG	MON, TAJ		REG				
Corporatization			MON, TAJ						
Maritime	ADB	WB	EBRD		TRACECA				
Ports			AZE		KAZ				
Equipment					AZE, KAZ				
Maintenance									
Master Plans					AZE, KAZ				
Policy/Legislation									
Capacity Development					AZE, KAZ				
Corporatization					KAZ				
Rail	ADB	WB	EBRD	JICA/JBIC	TRACECA	SPECA	UNESCAP	EU/TACIS	
Infrastructure	TAJ, UZB	AZE, KAZ	AZE	MON, UZB	REG				
Equipment		AZE	UZB	MON, UZB				AZE	
Maintenance	UZB	AZE	KAZ	MON, UZB					
Master Plans	AZE, UZB				REG				

Area of Work									
Policy/Legislation			KAZ			REG	REG		
Capacity Development	UZB	AZE	UZB						
ICT	UZB	AZE, MON	AZE, KAZ						
Corporatization		AZE	UZB						
Roads	ADB	WB	EBRD	JICA/JBIC	TRACECA	USAID	IDB	EU	UNESCAP
Infrastructure	AFG, AZE, KAZ, KGZ, MON, PRC, TAJ, UZB	AFG, AZE, KAZ, KGZ, MON, PRC	AZE, KAZ	AFG, KAZ, KGZ, TAJ	KGZ	AFG, TAJ	AFG, AZE, KAZ, KGZ, TAJ,	AFG, KGZ	
Equipment	AFG, AZE, KAZ, KGZ, MON, PRC, TAJ, UZB	AFG, AZE, KAZ, MON, PRC	TAJ	KGZ, UZB			KGZ, UZB	AZE	
Maintenance	AFG, KAZ, KGZ, MON, TAJ	AFG, AZE, KAZ, MON, PRC	AZE, KAZ, TAJ	AFG	AZE	AFG	KAZ	AZE	
Road safety	KAZ, KGZ, MON, PRC, TAJ	AZE, KAZ, KGZ, MON, PRC		KAZ			KAZ	AZE	
Master Plans	AFG, TAJ	MON	TAJ						REG
Policy/Legislation	AFG, KAZ, KGZ, MON, TAJ	AZE	AZE		KAZ, KGZ, TAJ, UZB				REG
Capacity Development	AFG, AZE, KGZ, TAJ, UZB,	AFG, AZE, KAZ, KGZ, MON, PRC	AZE, KAZ	AFG				AZE	
ICT	AFG, KAZ, UZB	AZE, PRC							REG
Corporatization	KGZ								

TABLE 2: FUNDING AGENCY ACTIVITIES BY COUNTRY IN TRANSPORT

Area of Work									
General	Afghanistan	Azerbaijan	Kazakhstan	Kyrgyzstan	Mongolia	PRC	Tajikistan	Uzbekistan	Regional
Master Plans	WB	ADB, EBRD		ADB	ADB		ADB	ADB	ADB
Capacity Development									TRACECA, UNESCAP
Air									
Airports	ADB, JICA	EBRD	EBRD, JICA	IDB, Kuwait Saudi Arabia, OPEC, Abu Dhabi	JICA	ADB	EBRD		
Equipment	WB	EBRD	JICA				EBRD		
Maintenance									
Master Plans					EBRD				
Policy/Legislation							EBRD		
Capacity Development	ADB, WB				EBRD		EBRD		TRACECA
Corporatization					EBRD		EBRD		
Maritime									
Ports		EBRD	TRACECA						
Equipment		TRACECA	TRACECA						
Maintenance									
Master Plans		TRACECA	TRACECA						
Policy/Legislation									
Capacity Development		TRACECA	TRACECA						
Corporatization			TRACECA						
Rail									
Infrastructure		WB, EBRD			JICA		ADB	ADB, JICA	TRACECA
Equipment		WB, EU/TACIS			JICA			EBRD, JICA	

Area of Work									
General	Afghanistan	Azerbaijan	Kazakhstan	Kyrgyzstan	Mongolia	PRC	Tajikistan	Uzbekistan	Regional
Maintenance		WB	EBRD		JICA			ADB, JICA	
Master Plans		ADB						ADB	TRACECA
Policy/Legislation			EBRD						SPECA, UNESCAP
Capacity Development		WB						ADB, EBRD	
ICT		WB, EBRD	EBRD		WB			ADB	
Corporatization		WB						EBRD	
Roads									
Infrastructure	ADB, WB, JICA, USAID, IDB, EU, Saudi, India, Iran, Pakistan	ADB, WB, EBRD, IDB, Saudi, Arabic Fund, OPEC, Kuwait, Czech Export Bank	ADB, WB, EBRD, EU-TACIS, JICA, IDB, Saudi, Abu Dhabi	ADB, WB, JICA, TRACECA, IDB, EU, PRC, OPEC	ADB, WB, Korea, PRC, Nordic Dev. Fund,	ADB, WB	ADB, JICA, USAID, EU, IDB, OPEC, Kuwait, Saudi, Iran, Norway, US Army,	ADB	EU-TACIS
Equipment	ADB, WB	ADB, WB, EU	ADB, WB	ADB, JICA, IDB	ADB, WB	ADB, WB	ADB, EBRD	ADB, JICA, IDB	
Maintenance	ADB, WB, JICA, USAID	WB, EBRD, TRACECA, EU	ADB, WB, EBRD, IDB	ADB	ADB, WB	WB	ADB, EBRD		
Road safety		WB, EU	ADB, WB, JICA, IDB	ADB, WB	ADB, WB	ADB, WB	ADB		
Master Plans	ADB				WB		ADB, EBRD		UNESCAP
Policy/Legislation	ADB	WB, EBRD	ADB, TRACECA	ADB, TRACECA	ADB		ADB, TRACECA	TRACECA	UNESCAP
Capacity Development	ADB, WB, JICA	ADB, WB, EBRD, EU	WB, EBRD	ADB, WB	WB	WB	ADB	ADB	
ICT	ADB	WB	ADB			WB		ADB	UNESCAP
Corporatization				ADB					

TABLE 3: FUNDING AGENCY ACTIVITIES IN TRADE FACILITATION

Area of Work									
Policy	ADB	WB	EU	GTZ	TRACECA	UNDP	BOMCA	SPECA	USAID
Policy and Regulatory Environments	AFG, KGZ, MON, PRC, TAJ, REG	AFG, KAZ, KGZ, TAJ	AFG, KAZ, KGZ, UZB	KAZ, KGZ, UZB	AZE, KAZ, KGZ, TAJ, UZB	AZE, KAZ, UZB, REG	KAZ, KGZ, TAJ, UZB	REG	AFG, AZE, KAZ, KGZ, TAJ, UZB
Border Crossings	ADB	WB	EU	JICA/IBIC	TRACECA	UNDP	BOMCA	IOM	USAID
Border Crossing Posts	AFG, AZE, KGZ, MON, TAJ	AFG	AFG, KAZ, KGZ, TAJ, UZB	AFG, TAJ	KAZ, KGZ, UZB	AFG, KGZ, TAJ	KAZ, KGZ, TAJ, UZB	AZE, KAZ, KGZ, TAJ, UZB	
ICT	KGZ, TAJ	KAZ			KAZ, KGZ, UZB	KAZ, KGZ, TAJ, UZB	KAZ, KGZ, TAJ, UZB		
Capacity Development	KGZ, TAJ	KAZ					KAZ, KGZ, TAJ, UZB	KGZ	
General	ADB	WB	EU	GTZ	IOM	BOMCA	SPECA	WCO	USAID
Integrated Border Management			AFG	KAZ, KGZ	AZE	KAZ,KGZ, TAJ, UZB	KAZ, KGZ, TAJ, UZB	AZE, KAZ, TAJ	KAZ, KGZ, TAJ
General	ADB	WB	EU	GTZ	TRACECA	UNDP	SPECA	WCO	USAID
Private Sector Associations	AFG, KGZ, MON, TAJ, REG			UZB	AZE, KAZ, KGZ, TAJ, UZB	KAZ, KGZ, PRC, TAJ, UZB			KAZ, KGZ, TAJ
Single Window and One Stop Shops	KAZ, MON, REG	KAZ		KAZ, KGZ, TAJ, UZB	AZE	UZB		KGZ, MON, TAJ	AFG, KAZ, KGZ, MON, TAJ
Harmonization of Customs Procedures	AFG, KAZ, KGZ, MON, PRC, TAJ, REG	AFG, AZE, KAZ		KGZ, TAJ	AZE, KAZ, KGZ, TAJ, UZB		AFG, AZE, KAZ, KGZ, TAJ, UZB	AZE, KAZ	AFG, KAZ, KGZ, TAJ
Risk Management and Post Clearance Audits	KGZ, TAJ, REG	KAZ	KAZ, KGZ, TAJ					KGZ, MON	AFG, KAZ, KGZ, TAJ
Metrology, Standards and Product Certification	MON	KGZ	KGZ	KAZ, KGZ, TAJ, UZB	KAZ, KGZ, TAJ, UZB				KAZ, KGZ, TAJ, REG

Area of Work									
Multimodal Facilities and Logistics Centres	AFG, AZE, KAZ, KGZ, MON, PRC, TAJ, UZB, REG				AZE, KGZ, UZB	KAZ, TAJ,		REG	
Transit	AFG, KAZ, KGZ, MON, PRC, TAJ, REG	AFG, AZE, KAZ				KAZ, PRC, UZB	KGZ, TAJ,		AFG, MON
Information	REG	AZE, KAZ, REG	KAZ	KGZ	AZE, KGZ, UZB	KAZ, TAJ,	REG		REG
ICT	KGZ, MON, TAJ	AFG, AZE, KAZ, KGZ						AZE	
Capacity Development	AFG, AZE, KAZ, KGZ, MON, PRC, TAJ, UZB, REG	KAZ	KAZ, KGZ, TAJ, UZB	KAZ, KGZ,	AZE, KGZ, UZB	KAZ, TAJ,	KAZ, KGZ, PRC, TAJ, UZB, REG	AFG, AZE, KAZ, KGZ, TAJ, UZB	AZE, KAZ, KGZ, MON, PRC

TABLE 4: FUNDING AGENCY ACTIVITIES BY COUNTRY IN TRADE FACILITATION

Area of Work									
Policy	Afghanistan	Azerbaijan	Kazakhstan	Kyrgyzstan	Mongolia	PRC	Tajikistan	Uzbekistan	Regional
Policy and Regulatory Environments	ADB, WB, EU, USAID	TRACECA, UNDP, USAID	WB, EU, GTZ, TRACECA, UNDP, BOMCA, USAID, DFID	ADB, WB, EU, GTZ, TRACECA, BOMCA, USAID	ADB	ADB	ADB, WB, TRACECA, BOMCA, USAID, IOM	EU, GTZ, TRACECA, UNDP, BOMCA, USAID, Eurocustoms	ADB, TRACECA, UNDP, SPECA
Border Crossings									
Border Crossing Posts	ADB, WB, EU, JICA, UNDP, US Army Corps, USDOS	ADB, IOM	EU, TRACECA, BOMCA, IOM	ADB, EU, TRACECA, UNDP, BOMCA, IOM	ADB		ADB, EU, JICA, UNDP, BOMCA, IOM, US army corps	EU, TRACECA, BOMCA, IOM	
ICT			WB, TRACECA, UNDP, BOMCA	ADB, TRACECA, UNDP, BOMCA, SECO			ADB, IOM, UNDP, BOMCA	TRACECA, UNDP, BOMCA	
Capacity Development			WB, BOMCA, IOM	ADB, IOM, BOMCA, US Govt.			ADB, IOM, BOMCA	BOMCA	
General									
Integrated Border Management	EU	IOM, WCO	GTZ, BOMCA, SPECA, WCO, USAID	GTZ, BOMCA, SPECA, USAID			BOMCA, SPECA, WCO, USAID	BOMCA, SPECA	
General									
Private Sector Associations	ADB	TRACECA	TRACECA, UNDP, USAID	ADB, TRACECA, UNDP, USAID	ADB	UNDP	ADB, TRACECA, UNDP, USAID	GTZ, TRACECA, UNDP	ADB
Single Window and One Stop Shops	USAID	TRACECA	ADB, WB, GTZ, USAID	GTZ, WCO, USAID	ADB, WCO, USAID		GTZ, WCO, USAID	GTZ, UNDP	ADB, UNECE, UNESCAP
Harmonization of Customs	ADB, WB, SPECA,	WB, TRACECA,	ADB, WB, TRACECA,	ADB, GTZ, TRACECA,	ADB	ADB	ADB, GTZ, TRACECA,	TRACECA, SPECA	ADB, TRACECA,

Area of Work									
Policy	Afghanistan	Azerbaijan	Kazakhstan	Kyrgyzstan	Mongolia	PRC	Tajikistan	Uzbekistan	Regional
Procedures	USAID	SPECA, WCO	SPECA, WCO, USAID, EurAsEc	SPECA, USAID, EurAsEc, Eurocustoms			SPECA, USAID, EurAsEc		SPECA
Risk Management and Post Clearance Audits	USAID		WB, EU, USAID, Eurocustoms	ADB, EU, WCO, USAID, Eurocustoms	WCO		ADB, EU, USAID, Eurocustoms		ADB
Metrology, Standards and Product Certification		EBRD	GTZ, TRACECA, USAID	WB, EU, GTZ, TRACECA, USAID	ADB		GTZ, ITC, TRACECA, USAID	GTZ, TRACECA	USAID
Multimodal Facilities and Logistics Centres	ADB	ADB, TRACECA, INOGATE	ADB, TRACECA, INOGATE	ADB, TRACECA	ADB	ADB	ADB, TRACECA	ADB, TRACECA	ADB, IDB, SPECA, ECO, UNESCAP, UNCTAD, UNEP
Transit	ADB, WB, USAID	WB	ADB, WB, UNDP, IRU, INOGATE	ADB, UNDP, INOGATE	ADB, USAID	ADB, UNDP	ADB, UNDP, IRU	UNDP, INOGATE, OSCE	ADB, UNESCAP, IRU
Information		WB, TRACECA	WB, EU, TRACECA	GTZ, TRACECA, EAEC			TRACECA, EAEC	TRACECA	ADB, WB, UNDP, USAID, UNESCAP
ICT	WB, UNCTAD	WB, WCO, TRACECA	WB, TRACECA, Eurocustoms, UNESCAP	ADB, WB, TRACECA, Eurocustoms, UNESCAP, EAEC	ADB, Korea, UNESCAP	UNESCAP	ADB, TRACECA, Eurocustoms, UNESCAP, EAEC	TRACECA	UNESCAP, UNCTAD, SECO
Capacity Development	ADB, SPECA, WCO, USAID	ADB, TRACECA, SPECA, UNECE	ADB, WB, EU, GTZ, TRACECA, UNDP, SPECA, WCO, Eurocustoms	ADB, EU, GTZ, SECO, TRACECA, UNDP, SPECA, WCO, Eurocustoms, UNECE	ADB, WCO, Netherlands	ADB, UNDP, WCO	ADB, EU, TRACECA, UNDP, SECO, SPECA, Eurocustoms	ADB, EU, TRACECA, UNDP, SPECA	ADB, UNDP, WCO, SPECA

Preliminary Foundation Study Report¹

Appendix 1. Roads

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¹ The report examines assistance since 2000.

A. Background

1. The CAREC region, with the exception of Afghanistan and PRC, has inherited the road system of the FSU. The system was designed without reference to future borders between nations that were not conceived of at the time. Regional road routes, as a consequence, tend to head in a north and north-westerly direction to Russia. Some criss-cross borders. A number of major cities are very close to a border. For example, the original road from Tashkent to Samarkand crossed into Kazakhstan not far from Tashkent and the direct road from Osh to Jalabad ran largely through Uzbekistan. Consequently, a number of alternative routes along secondary roads have been developed, leaving the part of the road passing through the neighbouring country carrying less traffic than it was designed for.

2. Since the break up of the FSU, as with other transport systems, funds for road maintenance have proved inadequate with a result that much road infrastructure has deteriorated. Traffic remained light for a number of years as economies struggled to make the necessary adjustments from command economies to market ones, which meant that there was less pressure on the need for maintenance. The same circumstances applied to road maintenance equipment, almost all of which had been inherited from FSU and much of it was already old. For example, the ADB found that Mongolia, in 2000, had a large fleet of road construction and maintenance equipment, much of which was inoperable due to age and lack of spare parts (ADB-5)². Road management also experiences other constraints including legislative and regulatory frameworks which require updating, a reluctance on the part of government to open up operations and development to the private sector, some weak operational management practices – especially regarding maintenance and supervision of axle loads, overmanning, and operating policies and systems which would benefit from revision.

3. Four organisations have developed road corridors through the region. They are CAREC, UNESCAP (United Nations Economic and Social Commission for Asia and the Pacific), TRACECA (Transport Corridors Europe, Caucasus and Central Asia) and EurAsEc (Eurasian Economic Community). All differ in membership:

- (i) ESCAP's Asian Highway route map is more a network than a set of corridors. It differs from the other three sets of corridors in that it provides linkages between major arteries. The 25 numbered arteries passing through the CAREC region largely correspond with those of the other three organizations. All CAREC countries are members of UNESCAP³;
- (ii) TRACECA includes the Baltic states (other than Russia), Azerbaijan and the Central Asian Republics. Its primary focus is on developing transport corridors from Europe east to Afghanistan and PRC which do not pass through Russia. It has 14 priority road routes in the region;
- (iii) EurAsEc (Eurasian Economic Community) consists of Belarus, Kazakhstan, Kyrgyzstan, Russia, Tajikistan and Uzbekistan. EurAsEc has an objective to develop a unified transport system. Priorities include the issue of unified tariffs, increasing the flow of goods, simplifying customs procedures, completing intra-state procedures on signed agreements, and establishing transnational freight forwarding corporations. EurAsEc tends to work at the planning level and then persuading its membership to implement the plans through self-financed investment. Four of its road corridors are on a north-south axis from Russia south

² L 1700MON: Second Roads Development, 2000, p. 18

³ ESCAP, **Toward an Asian Integrated Transport Network**, New York 2007, p. 137

while the fifth travels across the CARs in a south-easterly direction from Volgograd.

4. The core of the four sets of corridors overlaps. There are, however, a number of roads in the ESCAP, TRACECA and EurAsEc systems which are different from CAREC's road corridors. For development financing, the overlapping core area would benefit from coordination between the four organizations for prioritizing development financing.

5. The road routes which are not part of CAREC's network are (many of which have border crossings not in CAREC's network):

- (i) EurAsEc route 1 enters Kazakhstan on CAREC route 6a and heads along various CAREC routes through Uzbekistan to Almaty and then to Taldy Korgan where it deviates from CAREC corridor 3, passing through Usharau, Taskaskan, Ayagus, Djorgiska, Ust Kamenogorsk and thence back into Russia. ESCAP has a similar route along its highway AH60 to Djorziska and Semipalatinsk and continues in Kazakhstan through Pavlodar and Paikent;
- (ii) EurAsEc corridor 2 enters Kazakhstan separately from Kurgan in Russia, passing through Petropavlovsk to join CAREC routes 1a and 1c somewhere south of Kokchetav. It then follows CAREC routes to Torugart and PRC. ESCAP highway AH64 also passes through Petropavlovsk and Kokchetav;
- (iii) EurAsEc corridor 3 enters Kazakhstan from Samara passing through Uralsk before joining CAREC route 1b north of Aktobe and follows various CAREC routes to Yerkeshitan and PRC. ESCAP highway AH61 passes through Kamenka and AH63 through Pogodaev to Uralsk;
- (iv) EurAsEc corridor 4a, enters Kazakhstan from Omsk in Russia passing through Pavlodar, Semipalatinsk, Maikapchagay and thence into PRC without joining or crossing any CAREC corridor.
- (v) TRACECA route 21 follows CAREC route 2b from Turkmenbashi to Bokhara but has a spur from Mary proceeding south into Afghanistan between Serkhetabad and Torgundi as does ESCAP's highway AH77;
- (vi) TRACECA route 23 is from Samarkand to Dushanbe in Tajikistan along a different route from the CAREC route which would require passing through Djizzak. From Dushanbe, it shares CAREC route 6c as far as Kurgan Tube before heading north east to Kulab;
- (vii) TRACECA route 25 has a spur leaving CAREC route 2a at Uzgen and travelling across country to Kazarman before joining CAREC route 1c to Torugart and PRC;
- (viii) TRACECA route 27 follows CAREC networks from Beyneu in Kazakhstan to Samarkand in Uzbekistan. It, however deviates at Nukus on a separate route through Uchkuduk before rejoining CAREC route 2a at Navoi;
- (ix) TRACECA route 32 follows the CAREC network from Aktau to Makat where it leaves the CAREC corridors. It crosses from Makat to Aktyubinsk, through Subarkuduk and Kandargash, where it joins CAREC route 1b to the PRC border at Korgas. It has a spur which passes separately from Saryozek to Dostyk (Druzhba) on the PRC border;
- (x) TRACECA route 34 is a largely distinctive route from Dushanbe to the PRC border, leaving the CAREC network at Kulab, and follows the border between

Tajikistan and Afghanistan through Kalaykhum and Khorog before heading north to Murgab and then crossing from Tajikistan into PRC due east of Rangkul as does ESCAP's highway AH66;

- (xi) ESCAP's Asian Highway is much more extensive than those of the other three organizations. The unique sections are illustrated in map 1.

B. Policy

6. There has been significant attention paid to policy development. TRACECA has approached road policy development very systematically. It has set out to harmonize policy agendas by establishing principles for national transport policies coordinated at the regional level and for legislative frameworking reflecting international and European Union standards accompanied by a short, medium and long term action program for legislative action (TRAC-4)⁴. Information would be helpful about the extent to which TRACECA's proposals have been accepted by its CAREC membership and acted on. If they have, the work might provide a useful framework to propose their extension to CAREC's non-TRACECA membership.

7. Two ADB projects addressed policy early this decade. In Kyrgyzstan (ADB-7) and Mongolia (ADB-13), projects set out to develop a new policy agenda to provide the basis for enhancing the efficiency and effectiveness of the sector. The two studies were not linked. The ADB also has prepared a concept paper in its Azerbaijan CPS to address road sector policy issues involving rationalizing road user charges for maintenance funding, ensuring effective maintenance, controlling vehicle overloading, minimizing environment and social impacts, and enhancing road safety (ADB-100)⁵. **EBRD also has a transport policy review in Azerbaijan on its agenda with a project to develop and implement a national sustainable transport policy, with a focus, where appropriate on further approximation of legislative and regulatory frameworks with European and international standards, in particular for safety and security (all transport modes) (EBRD-21)⁶.**

C. Planning

8. There has been a number of transport plans prepared for individual countries in the CAREC region. UNESCAP has set out to develop an agreed Asian Highway in its Asian Land Transport Infrastructure Development (ALTID) project. In the period of this work, it conducted a study of the road network connecting PRC, Kazakhstan, Mongolia, Russian Federation and Korean peninsula to identify priority road networks to connect these countries efficiently (ESCAP-12)⁷. There is no published overall road development plan for the region and none specifically planned by CAREC, though one might emerge from ADB's Transport Sector Study. The study has a requirement for the formulation of a transport sector strategy and a time bound implementation plan designating what resources are required (ADB-50)⁸. Early in the period of this study, ADB provided assistance to prepare road maps in each priority sector based on regional sector studies (ADB-148)⁹. CAREC did commission a reassessment of its regional

⁴ EUROPEAID/122076/C/SER/Multi: Development of Coordinated Transport Policies, 2007-2008

⁵ L 1853KGZ: Third Road Rehabilitation, 2001-2004; TA 3990MON: Road Development Project III, 2002; ADB: Southern Road Corridor Improvement, 2005

⁶ EBRD on http://www.delaze.ec.europa.eu/pdfs/enp/EU_Azerbaijan_AP.pdf

⁷ ROK98649: Study on Road Network Connecting China, Kazakhstan, Mongolia, Russian Federation and Korean Peninsula, 2001-2002

⁸ TA6347REG: Central Asia Regional Economic Cooperation: Transport Sector Strategy Study, 2006

⁹ TA 6053REG: Silk Road Initiative, 2002

transport strategy which proposed a draft strategy¹⁰ and an investment plan. The study identified a number of investments for the road sector, most of which have entered into CAREC's overall program. The guiding document for roads is the transport master plan which was endorsed by CAREC in 2005. For the road sub-sector, two strategic priorities are relevant:

- (i) development and improvement of regional and international transport corridors to link production centers and markets within the CAREC member countries, and to enhance CAREC member countries' access to neighboring regions and markets;
- (ii) improvement of sector funding and management to ensure that the regional transport network is developed, and maintained properly¹¹.

9. A number of plans specifically address road transport within a country. They are likely to concentrate on what is best for a country rather than what is best for a region. For most countries, plans are prepared by international consultants. This suggests that attention might be given to enhancing the transport planning capacities of each country. It is important that plans are updated regularly if they are to remain the basis for executive action and that is best done by departmental personnel:

- (i) In Afghanistan, the World Bank conducted a Transport Sector Review in 2003 to develop an institutional and policy framework for the sector but that did not include investment plans for the road system¹². It did, however, result in a transport policy statement by the government which had a strong emphasis on corporatizing the whole sector. The policy had regional roads being "managed by an autonomous road agency, and its preservation and further development financed by road user charges, which are not part of the consolidated budget"¹³. At much the same time, the World Bank also helped prepare an overall vision and strategic plan for the transport sector, consistent with the policy statement (WB-4)¹⁴. The ADB also prepared a master plan for road network improvement at the same time which included a 5-10 year road rehabilitation investment program. It also prepared long-term strategies to introduce a financing mechanism for operations and maintenance (ADB-22)¹⁵. In 2006, Afghanistan released its own road sector master plan. According to the US Government Accountability Office, there were significant gaps in the necessary data to prepare such a plan. For CAREC, there might be value in assisting the Afghanistan Government to build up that data to improve road planning¹⁶;
- (ii) In Azerbaijan, the ADB set out to produce a medium-term (2006–2016) transport sector development strategy, covering the roles of Government, private sector, and regulatory bodies. It included an identification and prioritization of long-term needs for transport infrastructure and proposals for policy, institutional and regulatory reforms (ADB-29)¹⁷;

¹⁰ Jenkins, Ian and Paul Pezant, **Central Asia: Reassessment of the Regional Transport Sector Strategy - Draft Strategy**, 2003

¹¹ ADB, **Connecting Central Asia: A Road Map for Regional Cooperation**, 2005, p. 53

¹² P078284: Emergency Transport Rehabilitation Project, 2003

¹³ WORLD BANK, **TRANSPORT SECTOR REVIEW**, JANUARY 2004, P. 4/8

¹⁴ P078284: Emergency Transport Rehabilitation Project, 2003

¹⁵ TA 4371AFG: Master Plan for Road Network Improvement, 2004

¹⁶ Government Accountability Office, **AFGHANISTAN RECONSTRUCTION - Progress Made in Constructing Roads, but Assessments for Determining Impact and a Sustainable Maintenance Program Are Needed**, July 2008

¹⁷ TA4582AZE: Transport Sector Development Strategy, 2005

- (iii) There have been no transport master plans prepared by donors for Kazakhstan which comprises the major land mass of Central Asia. All CAREC corridors other than one through Turkmenistan pass through Kazakhstan. The World Bank is discussing a project which, among a number of things, would assist the government prepare a prioritized road rehabilitation program (WB-13)¹⁸. Kazakhstan had already developed a transport sector strategy itself to improve and expand its network over the short to medium term. This plan provides a basis for planning investment programs, but, given the length of the road network, seems to apply the available budget fairly evenly across the whole system. EBRD has also provided assistance with road sector planning and management (EBRD-2)¹⁹;
 - (iv) In Kyrgyzstan, the ADB has recently embarked on the preparation of a transport master plan for the period 2010-2025. It will develop long-term investment programs for the road sector (ADB-76)²⁰. ADB's CPS is proposing the development of a transport and communications strategy to start in 2009²¹;
 - (v) In Mongolia, ADB has prepared a transport strategy for the period 2005-2015 based on a review of sub-sector master plans (ADB-32)²². At much the same time ADB also prepared a sub-regional study, confined to Mongolia and PRC, which set out to identify a road map to improve integration of the transport network in various economic corridors and find alternative routes to the sea for landlocked regions in Mongolia and the PRC (ADB-47)²³. The World Bank prepared a road master plan between 2001 and 2005 (WB-3)²⁴;
 - (vi) In Tajikistan, the ADB is currently preparing a transport master plan. It will identify priority directions for each subsector to improve policy and regulations, increase outputs and efficiency, and prepare an investment program (ADB-49)²⁵;
 - (vii) In Uzbekistan, the ADB has prepared a transport sector plan broken down to short-term (2006–2010), medium-term (2011–2015), and long-term (2016–2020) plans and a sector road map for transport sector development (ADB-46)²⁶.
10. There is considerable variation in the planning treatment of roads among CAREC participating countries. This leads to a number of observations:
- (i) Most countries in the region have their own transport master plans, some of which have been based on planning interventions provided by donors. For regional planning, it might be helpful to reconcile these plans with CAREC's own regional plans for monitoring infrastructure investment priorities;
 - (ii) On a regional basis, there might be value in preparing a road/railways master plan. Neither road nor rail system operates independently from the other particularly where rail freight is transferred to road. A joint plan would be able to plan for the location of multimodal centres. UNESCAP has done work in this

¹⁸ WB: Road Management Modernization, under discussion

¹⁹ 21582: Road Sector Restructuring Project, 2003

²⁰ G0123KGZ: CAREC Transport Corridor 1 (Bishkek-Torugart Road) Project, 2008

²¹ ADB, Kyrgyz Republic Joint Country Support Strategy 2007–2010, p. 78

²² TA4471MON: Formulating a Transport Strategy (2005-2015), 2005

²³ TA 6370REG: Development of Regional Cooperation Programs for Mongolia and the PRC, 2006

²⁴ P056200: Transport Development, 2001-2005

²⁵ TA4926TAJ: Transport Sector Master Plan, 2006

²⁶ TA4659UZB: Transport Sector Strategy 2006-2020, 2006

area. The plan could also consider the issue of competition between the two modes of transport, especially for freight and, in the case of CARs with their investments in primary industry, bulk freight. UNESCAP has done some work in this area, with a small transport pricing study to provide users with a set of prices which reflect the resource cost of providing facilities and services of different alternative modes of transport (ESCAP-24)²⁷. Such a master plan might also benefit from considering bringing each participating country to international best practice, possibly in line with the work done by TRACECA concerning policy frameworks, enabling environments, road pricing, road safety standards and other standards.

- (iii) For roads, with the very high investment costs, there is likely to be an uneasy relationship between country and sub-regional planning. One country, for example, which had reached its borrowing limits as a result of other priority areas, might cause very costly delays to regional systems development if there were serious limitations on its borrowing because of priorities other than road. Afghanistan is a good example of a major road building program at the regional and national levels which has attempted to address years of underinvestment and the ravages of war as well as positioning itself effectively within each of the proposed regional road systems. With donor assistance, it has rehabilitated all but a small length of its regional road system, part of which corresponds to CAREC's two corridors passing through the country. No other CAREC country has a complete regional road system to a similar standard.

D. Road Development

11. There has been significant activity in regional road development and rehabilitation in participating countries, especially Afghanistan. The Afghan road system is divided into regional, national, provincial and rural roads. The 3,240 km of regional highways predominantly comprise a circular road linking Kabul, Kandahar, Herat and Mazar-e-Sharif with 8 links exiting the circle to neighbouring countries. Two are into Iran from Herat and Detaram, two into Pakistan from Kabul and Kandahar, two into Turkmenistan from Herat and Andkhoy, one into Uzbekistan from Mazar-e-Sharif and one into Tajikistan from Kokan. Donor funds have been committed to reconstruct the whole of this length. By February 2008, approximately 1,955 km. had been completed²⁸. USAID and ADB were the main contributors²⁹.

12. Investments in road improvements have been spread across all CAREC corridors. Investments, including ADB, have also been directed at roads outside CAREC corridors, though not outside the corridors of ESCAP, TRACECA and EurAsEc:

- (i) Corridor 1 has three routes: from Troisk through Kazakhstan to the Chinese border at Dostik; from Orenburg through Kazakhstan to the Chinese border at Khorgos; and from Troisk through Kazakhstan and Kyrgystan to the Chinese border at Torugart:

²⁷ NET99728: Transport Pricing and Charges for Promoting Sustainable Development, 2001

²⁸ Government Accountability Office, **AFGHANISTAN RECONSTRUCTION - Progress Made in Constructing Roads, but Assessments for Determining Impact and a Sustainable Maintenance Program Are Needed**, July 2008

²⁹ US Department of Defense committed Commander's Emergency Response Program (CERP) funds for civilian road projects, and Military Construction and Military Engineering funds for roads for military purposes. It is assumed that the latter did not include any regional highways.

- a. Route 1a does not appear to have received a great deal of donor finance. **It is possible that some gaps have been filled by construction programs financed by the governments themselves.** The section from Troitsk to Astana has not received finance. 183 km. between Vishnevka - Astana of the Astana-Karaganda section was funded by IDB (IDB-6). The Saudi Fund financed the 42.9 km. Osakarovka-Vishnevka section and the Government of Kazakhstan covered the cost of the reconstruction of the 85.6 km. Karaganda-Osakarovka section³⁰. A further 215 km. section south, Karaganda-Akshatau, was supported by the World Bank (WB-1)³¹. The Astana-Karaganda section is also in CAREC's forward plans for rehabilitation between 2009 and 2012 (ADB-81)³² which might overlap with the recent work of IDB. The long section Akshatau-Dostik has not received funding. In PRC, a 106 km. section Ala Shankou-Jinghe is in CAREC's forward plans (ADB-69)³³;
- b. Route 1b has had more attention. The 102 km. section Kos Aral-Aktobe is currently being upgraded with EBRD and Japan-Europe Cooperation funds (EBRD-8)³⁴. The 834 km section Aktobe-Turkestan is about to be addressed by the World Bank (WB-9)³⁵. Up to 2008 the long section Aktobe-Taraz received attention predominantly from the Kazakhstan Government. The need for a World Bank project indicates that additional funding was required. The Kazakhstan government committed \$68.6 million to the section Irghiz-Karabutak, \$193.8 million to reconstruct the section Kyzyl-Orda-Shymkent and \$162.5 million to the Shymkent-Taraz-Almaty-Khorgos section. Information about which parts of these sections were addressed in full would be helpful³⁶. The ADB, IDB and JBIC have provided funds for a 125 km. section Taraz-Korday (ADB-75, IDB-5)³⁷ and JICA is planning further work in Zhambyl oblast (JICA-21)³⁸. CAREC has forward plans for a 2,815 km. length of the route through Kazakhstan to be completed in a 3 year period (ADB-82), and separately and specifically for a 104 km. section Almaty-Kapchagai (ADB-87), and a section Lianyungang-Khorgas in PRC to be funded by the government (ADB-38)³⁹;
- c. Route 1c replicates route 1a to Mointy with only the Astana-Akshatau section having been funded. The World Bank rehabilitated a 255 km. set of Almaty-Gulshad sections (sections 1-5 and 17-21) (WB-1)⁴⁰. ADB has plans to rehabilitate the Bishkek-Torugart section of the route (ADB-85)⁴¹ and has so far funded 39 km. of the route (ADB-76)⁴². On the PRC side of the border, CAREC

³⁰ KHZ0011: Karaganda-Astana Road, 2000-2003

³¹ KZ-PE-8499: Road Transport Restructuring Project, 1999-2004

³² KAZ IP1: Astana-Karaganda Road Rehabilitation, 2009-2012

³³ PRC IP2: Jinghe - Ala Shankou Road, 2008-2009

³⁴ 39258: South West Corridor Road Project, 2008

³⁵ P099270: South West Roads Project: Western Europe – Western China International Transit Corridor, 2009-2012

³⁶ UNECE-UNESCAP, Information on Investment Activities, 2004, p.21

³⁷ L2503KAZ: CAREC Transport Corridor I (Zhambyl Oblast Section) [Western Europe–Western People's Republic of China International Transit Corridor] Investment Program, 2008-2014; KYR0014: Taraz-Talas-Suusamyr, 2000-2009

³⁸ JICA: CAREC West-East Hiway Improvement Project, tbd

³⁹ KAZ IP4: Rehabilitation of Western Europe-Western PRC Transit Corridor, 2009-2012; KAZ IP2: Almaty-Kapchagay Road Rehabilitation, 2010-2011; PRC IP3: Lianyungang - Khorgas Expressway, 2005-2010

⁴⁰ KZ-PE-8499: Road Transport Restructuring Project, 1999-2004

⁴¹ KGZ IP1: Bishkek-Torugart Road Rehabilitation, 2009-2014

⁴² G0123KGZ: CAREC Transport Corridor 1 (Bishkek-Torugart Road) Project, 2008-2014

has plans for the 110 km. Torugart-Wuqia County section (ADB-72)⁴³ and is upgrading the 296.5-km Korla–Kuqa section (ADB-55)⁴⁴. The latter project did not include construction of the Torugart-Wuqia section which had been included in CAREC forward plans. The sections Wuqia County-Kuqa and Kuqa-Korla-Turpan have not been funded though they **might have been part of internal PRC road improvement programs**;

- (ii) Corridor 2 has one route from Europe through Azerbaijan and across CARs to PRC through Kyrgyzstan. It has two alternative sections, one in Azerbaijan with a route from Yevlakh, through Alyat to Baku instead of the direct route between Yevlakh and Baku. In Uzbekistan, there is a bypass of Tashkent which follows the section Djizzak-Bekabad-Nau-Kokland. At Baku, the corridor bifurcates with one route from Turkmenbashi in Turkmenistan to Bukhara in Uzbekistan, where it merges with the northern route. The northern route proceeds from Aktau in Kazakhstan to Bukhara. Turkmenistan is not a participating country in CAREC. As a consequence, the former route is not in the CAREC program.

The east-west road from the Georgian border to Baku has received assistance for much of its western sector. The ADB completed the 38 km section from the Georgian border to Gazakh (ADB-37)⁴⁵; the World Bank, assisted by EC-TACIS, the 94 km. section Gazakh-Ganja (WB-2)⁴⁶; ADB, IDB and Saudi Arabia shared financing of the 89 km section from Ganja-Yevlakh (ADB-37, IDB-28)⁴⁷; IDB the Yevlakh-Ujar (IDB-13)⁴⁸; and EBRD, the 85 km section Kyurdamir-Hajigabal (EBRD-9)⁴⁹. **The section, Hajigabal-Alyat-Baku does not appear to have received donor financing. CAREC's northerly but parallel section Yevlakh-Baku also does not appear to have received donor attention.** CAREC has programmed work on a further 534 km of the East-West Highway in the period 2007-2015 (ADB-56)⁵⁰.

Heading east from the port of Aktau, CAREC has programmed work on the Aktau-Beyneu section in the period 2009-2012 (ADB-83)⁵¹. There has been an EBRD project, started in 2003, which rehabilitated 900 km of the section Atyrau-Aktau (EBRD-2)⁵². From Beyneu to the Uzbekistan border, the Kazakhstan government has a \$26.9 million rehabilitation project expected to be completed in 2007⁵³. From the Uzbekistan border east, ADB has a current project to rehabilitate a short 138 km in sections between Dautata, Nukus, Bukhara and Gubar (ADB-53)⁵⁴. To give an idea of the lengths involved, CAREC is planning improvements to 40 km between Km 876-916 in Karakalpakstan and 91 km between Km 490-581 in Korezm⁵⁵, leaving long lengths which still might need attention. East of Bukhara, funding has been provided for an ADB feasibility

⁴³ PRC IP1: Xinjiang Regional Road Improvement Project (Korla–Kuqa Section), 2008-2012

⁴⁴ L 2393PRC: Xinjiang Regional Road Improvement Project (Korla–Kuqa Section), 2007-2012

⁴⁵ L 2205 and L 2206: East West Highway Improvement, 2005-2009

⁴⁶ P040716: Highway Project, 2001-2005

⁴⁷ L 2205 and L 2206: East West Highway Improvement, 2005-2009; AZ0023: Reconstruction of Yevlakh -Ganja Road, 2005-2007

⁴⁸ AZ0020: Reconstruction of Ujar-Yevlakh, 2003-2005

⁴⁹ EBRD: Azerbaijan East west Highway, nd

⁵⁰ AZE IP1: Azerbaijan East west Highway, 2007-2015

⁵¹ KAZ IP3: Aktau-Beyneu Road Rehabilitation, 2009-2012

⁵² 21582: Road Sector Restructuring Project, 2003

⁵³ UNECE-UNESCAP, Information on Investment Activities, 2004, p.21

⁵⁴ L 2403: CAREC Regional Road Project, 2007-2011

⁵⁵ UZB IP1: Regional Road Improvement, 2009-2011

study of the 150 km section Angren-Gulistan, the part of the corridor which bypasses Tashkent (ADB-33)⁵⁶. IDB has a project to reconstruct 124 km of the 258 km Osh-Irkestan road (IDB-15)⁵⁷ but the Kokland-Andijan section does not appear to have received donor attention;

- (iii) Corridor 3 heads in a south south westerly direction from Veseloyarsk through Kazakhstan and bifurcates at Merke. One route passes through Kyrgyzstan, Tajikistan and Uzbekistan before entering Afghanistan and passing down to Herat and thence into Iran through Islam Qila. The second route is in a parallel direction to the north passing through Shymkent into Uzbekistan and then down to Bukhara and into Turkmenistan. From there it passes through Mary and enters Iran through Sarakhs. The central part of this route from Almaty to Shymkent has already been covered in route 1b and Tashkent to Bukhara in route 2.

The major length in Kazakhstan from Veseloyarsk to Almaty does not appear to have received donor funding. JICA has built a bridge over the Irtysh river (JICA-18)⁵⁸. The length has received funding of \$363.2 million from the Kazakhstan Government in a program to 2008. Instead of following Corridor 3 through Aul and Veseloyarsk, the road funded proceeded further east through Kamenogorsk and Ust. The Merke-Chaldovar-Kara Balta section does not appear to have received donor funding. The section Kara Balta-Osh is part of the Bishkek-Osh road which has been rehabilitated with ADB, IDB and JBIC funds (ADB-7, IDB-3)⁵⁹. The section Osh-Sopu Korgon has been financed by ADB (ADB-34)⁶⁰ but the section on to Sary Tash does not appear to have received donor funds. TRACECA has done a feasibility study of the 136 km section Sary Tash-Karamik on the Tajikistan border (TRAC-3) which CAREC has in its forward planning for 2009-2012 (ADB-84)⁶¹. A series of ADB projects takes the road from Karamik to Dushanbe (ADB-73, ADB-51, ADB-25)⁶² followed by technical assistance to design a project to continue the road to the Uzbekistan border (ADB-66)⁶³. There does not appear to have been donor assistance for the section from Saryasia, on the Uzbekistan border to Termez on the Afghanistan border.

Once into Afghanistan, ADB projects take the route through Mazar-e-Sharif to Andkhoy (ADB-17, ADB-18, ADB-21, ADB-27, ADB-54, ADB-19)⁶⁴. The 55 km section Naibabad-Hairatan was rehabilitated in 2003 and is in CAREC planning for further rehabilitation in 2008 (ADB-63)⁶⁵. The section Andkhoy-Leman does not appear to have received donor funding. IDB has funded the section Aquina-

⁵⁶ TA 6294REG: Facilitation of Transport Cooperation among Central Asia Regional Economic Cooperation Countries (Phase I), 2005-2007

⁵⁷ KYR0022: Reconstruction of Osh-Irkeshtan Road, 2007-2010

⁵⁸ JICA: Irtysh River Bridge Construction Project, 1997-2004

⁵⁹ L 1853KGZ: Third Road Rehabilitation, 2001-2004; KYR0010: Bishkek-Osh, 1998-2000

⁶⁰ L 2106KGZ: Southern Transport Corridor Road Rehabilitation, 2005-2008

⁶¹ 110-465: Feasibility Study for the SaryTash Road, 2006-2008; KGZ IP4: Sary Tash-Tajik Border Road Rehabilitation, 2009-2012

⁶² G 0084: CAREC Regional Road Corridor Improvement Project, 2008-2013; L 2196TAJ and G 0023TAJ: Dushanbe-Kyrgyz Border Road Rehabilitation Phase II, 2007-2009; L 2062TAJ: Dushanbe-Kyrgyz Border Road Rehabilitation Project (Phase I), 2004-2007

⁶³ TA 7080TAJ: Preparing the CAREC Transport Corridor III (Dushanbe-Uzbekistan Border Road), 2008

⁶⁴ AFG37728-01: Emergency Road Rehabilitation (Hairatan-Naibabad), 2003; L 1997AFG: Emergency Infrastructure Rehabilitation and Reconstruction Project (Hairatan-Naibabad), 2003; L 2140AFG: Andkhoy-Qaisar Road Project, 2004; G 0012AFG: Qaisar-Bala Murghab Road Project, 2005; G 0081AFG: Road Network Development Project I (Bala Murghab to Leman), 2007-2012; TA 4177AFG: Preparing Herat-Andkhoy Road Project, 2003

⁶⁵ AFG IP5: Naibabad-Hairatan Road, 2008

Andkhoy (IDB-12)⁶⁶. Iran has funded two projects for the sections Islam Qila-Herat and Heart-Armalik (IRAN-1, IRAN-2)⁶⁷.

- (iv) Corridor 4 consists of two parallel north-south roads from Russia to PRC through Mongolia. They are not linked together. The western route is attached to the CAREC network but the eastern route is not as CAREC has not developed a corridor in Inner Mongolia. The western route through Olgiy and Hovd links with Xinjiang province and passes to Urumqi. The more easterly route through Ulaan Baatar exits into Inner Mongolia which is part of CAREC but has not yet been included on a road corridor. There are no roads travelling east-west to link the two routes in the CAREC network (though there is on ESCAP's Asian Highway.

The western route, a 748.4 km road stretching from Ulaanbaishint to Yarang is currently being addressed by ADB in a two stage project (ADB-71)⁶⁸. The eastern route from Altanbulag to Zameen Uud is also being addressed in a sequence of 3 projects, the northern part of which was completed before 2000 (ADB-5)⁶⁹;

- (v) Corridor 5 is from Xinjiang, through Kyrgyzstan, Tajikistan and Afghanistan to the Pakistan border. The PRC section from Hexi to Kashi replicates route 1c and Hexi to Sary Tash replicates route 2b and has been considered under those corridors. The section from Sary Tash to Dushanbe replicates route 3b and has been considered under this corridor.

The 80 km section of road south from Dushanbe-Kurgan Tyube is being addressed by ADB (ADB-8)⁷⁰. CAREC has programmed a 15 km section Dusti-Nizhny Pianj on the Afghanistan border in its forward plans (ADB-70)⁷¹. The US Government provided funds for a bridge across the Syr Darya river into Afghanistan at Nizhny Pianj (USAID-1)⁷². **The section Kurgan Tyube-Dusti does not appear to have received donor assistance.** Once into Afghanistan, the route from the Tajikistan border to the Pakistan border has been completed. The World Bank funded the section from the Tajikistan border to Kabul (WB-4)⁷³ with assistance from IDB for the 50 km section Doshi-Pol-e-Komri (IDB-11)⁷⁴. **The same section has been included in CAREC forward plans for 2009 (ADB-78)⁷⁵.** The European Union funded the 142 km section Kabul-Jalabad (EU-1)⁷⁶ and the Pakistan Government funded the section Jalabad-Torkham on the Afghanistan/Pakistan border (PAK-1)⁷⁷;

- (vi) Corridor 6 has two largely parallel roads running north-south from Russia to Afghanistan with the easterly route destined for Pakistan and the westerly one,

⁶⁶ IDB: Construction of Andkhoy to Aquina Road, 2005

⁶⁷ Government of Iran

⁶⁸ G 0107MON: Western Regional Road Corridor Development Phase 1, 2008-2012

⁶⁹ L 1700MON: Second Roads Development, 2000-2007; L 2807MON: Regional Road Development, 2004-2009

⁷⁰ L 1819TAJ: Road Rehabilitation, 2001-2004

⁷¹ TAJ IP4: Dusti-Nizhni Pianj Road Rehabilitation, 2008-2010

⁷² USAID: Bridge at Pyandzh River, 2003

⁷³ P078284: Emergency Transport Rehabilitation Project, 2003

⁷⁴ IDB: Doshi to Pol-e-Khumri Road, 2004-2007

⁷⁵ AFG IP4: Pul-e-Khumri-Doshi Road, 2009-2010

⁷⁶ Europeaid/122358/CW/AF: Reconstruction of the Kabul-Jalalabad-Torkham Road, nd

⁷⁷ Reported in Government Accountability Office, **AFGHANISTAN RECONSTRUCTION - Progress Made in Constructing Roads, but Assessments for Determining Impact and a Sustainable Maintenance Program Are Needed**, July 2008

Iran. There is a link between the two routes between Khavast and Tashguzar. Route 6a replicates route 2a from Beyneu to Bukhara, then continues from Bukhara to Termez at the Afghanistan border before replicating route 3b through Herat and to the Iran border at Islam Qila. Route 6b is the road which links the two routes. Route 6c replicates route 1b from Novomarkova to Shymkent and route 3a from Shymkent to Tashkent. It then proceeds from Tashkent to Dushanbe before replicating route 5 to Kabul and thence to Torkham on the Pakistan border. Consequently most of these routes have been discussed under the earlier routes. The link between Khavast and Tashguzar replicates routes 2 and 3a travelling between Khavast and Samarkand.

The only section which does not replicate other corridors to have received funds is the section Atyrau-Beyneu which has been rehabilitated by EBRD (EBRD-2)⁷⁸. The remainder does not appear to have received donor funding. They are the sections Aksarayaskaya-Atyrau, Bukhara-Termez, Tashkent-Dushanbe and Samarkand-Tashguzar.

13. Other than corridor 4, no corridor has work planned so that the whole corridor is completely constructed. The two countries which have the longest road sections and significant sections still to be funded are Uzbekistan and the hub of the network in Kazakhstan.

14. There has significant investment activity outside the CAREC corridors:

- (i) The national level road system in Afghanistan has received considerable funding, including from the ADB (ADB-61, ADB-52, ADB-62)⁷⁹;
- (ii) In Azerbaijan, ADB attention has moved to a north-south road corridor which is not part of the CAREC system. It has provided a feasibility study of a road section from Alyat to Astara (which is on ESCAP's Asia Highway AH8) and a program to construct that highway starting with the section Astara-Masalli. Further work is planned in the period to 2014 (ADB-30, ADB-68)⁸⁰. The World Bank has funded a section Zarat-Samur (WB-12)⁸¹. EBRD has funded a 60 km section Sumgait-Zarat (EBRD-10)⁸². Both of these sections are on the Asian Highway AH8 north of Baku;
- (iii) In Kazakhstan, ADB's rehabilitation of the Almaty-Bishkek road is not on a CAREC corridor. JICA has funded a project to rehabilitate the 950-km section of the western Kazakhstan road Astana-Atyrau, which is not on any of the corridors of UNESCAP, TRACECA, EurAsEc and CAREC (JICA-20)⁸³;
- (iv) In Kyrgyzstan, there have been three IDB projects rehabilitating the road Taraz-Talas- Suusamyr (IDB-5, IDB-14, IDB-16)⁸⁴ and a new World Bank project, **perhaps supported by EU-TACIS**, to improve the Osh-Isfana road (WB-8)⁸⁵;

⁷⁸ 21582: Road Sector Restructuring Project, 2003

⁷⁹ G 9097AFG: Rehabilitation of Bamian-Yakawlang Road, 2008; G 0054AFG, L2257AFG, G 9097AFG: North South Corridor, 2007-2010; G 0025AFG, G0135AFG: Road Network Development Investment Program I, 2008

⁸⁰ TA 4684AZE: Preparing the Southern Road Corridor Improvement Project Alyat-Astara, 2005-2006; L 2354AZE: Road Network Development Program, Project 1 – Masally-Astara section of the North-South Highway, 2008-2009

⁸¹ 31570-AZ: Azerbaijan Highway Project, nd

⁸² 34723: Baku to Samur, nd

⁸³ JICA: Western Kazakhstan Road Network Rehabilitation Project, 2000-2008, JICA:

⁸⁴ KYR0014, KYR0024, KYR0025: Taraz-Talas-Suusamyr, 2000-2009

⁸⁵ P107608: National Road Rehabilitation Osh-Isfana, 2009

- (v) In Mongolia, a World Bank project potentially starts a linkage between the two routes of CAREC corridor 4, reconstructing 177 km of road from Erdenesant to Arvaikheer and upgrading 93 km of the earth road from Arvaikheer to Khovd (the length of the road is 1040km) (WB-3)⁸⁶. This project appears to follow some of the Asian Highway route AH32;
- (vi) In PRC, the World Bank has been active with a sequence of three projects in Xinjiang province and one in Inner Mongolia, the latter addressing sections of the highway network identified as being key links for international trade facilitation at smaller border crossings with Russia and Mongolia and which might warrant inclusion in the CAREC network;
- (vii) In Tajikistan, there has been a lot of activity on TRACECA route 34, particularly IDB which has had 6 projects (IDB-2, IDB-4, IDB-8, IDB-9, IDB-22, IDB-23)⁸⁷. OPEC has also had one (OPEC-1)⁸⁸.

E. Maintenance

15. There has been extensive donor interest in maintenance. Much has been directed at outsourcing it and sequestering funds for it:

- (i) In Afghanistan, five projects have had components addressing maintenance. In line with its policy framework, the World Bank focused on ensuring that funds were raised to fund maintenance, particularly for a tunnel and the sections of the ring road it was financing. It set out to assist Afghanistan move away from its force account approach to maintenance (WB-4)⁸⁹. ADB initially assisted the government develop long-term strategies to develop a financing mechanism for operations and maintenance (O&M) (ADB-22)⁹⁰. More recently, the ADB has financed the provision of a minimum 3 years routine and periodic maintenance on at least 1,000 km of the regional road network. The work is to be performed by private contractors under performance-based contracts (ADB-54)⁹¹. **More information would be helpful about the relationship between the ADB approach and the World Bank supported policy of roads being self financing.** Recently Japan has funded a project to renovate the Kabul Road Engineering Centre which will serve as the principal technical centre of the country's road administration and maintenance policy (JICA-5)⁹². The intervention might present an opportunity for additional assistance to link it closely with the donor emphasis on outsourcing maintenance to private contractors and on road financing being self-financing. USAID has a project to carry out routine and emergency maintenance on approximately 1,500 km of regional and national roads (USAID-43)⁹³.
- (ii) In Azerbaijan, the World Bank addressed the road authority's capacity to manage maintenance according to specified standards and provided training to that end

⁸⁶ P056200: Transport Development, 2001-2005

⁸⁷ TAD0005: Shagon-Zigar, 1998-2000; TAD0010: Murgab-Kulma Bypass, 1999-2002; TAD0014: Shagon-Zigar, 2001-2003; TAD0023: Shagon-Zigar Phase 2, 2004-2009; nn: Shagon-Zigar Phase 3, 2010; nn: Kulyab-Khataikhum, 2009-2010;

⁸⁸ OPEC: Shkev-Zigar Road Rehabilitation Project, 2001

⁸⁹ P078284: Emergency Transport Rehabilitation Project, 2003

⁹⁰ TA 4371AFG: Master Plan for Road Network Improvement, 2004

⁹¹ G 0081AFG: Road Network Development Project I (Bala Murghab to Leman), 2007-2012In Azerbaijan,

⁹² JICA: Improvement of Kabul Road Engineering Centre, 2007

⁹³ USAID: Infrastructure Rehabilitation Program, 2007-2010

(WB-2)⁹⁴. The EBRD next set up 4 to 6 maintenance units which were to establish a 'service level agreement' with in-house 'suppliers' undertaking road maintenance work. Provision was also made for quality control audits (EBRD-10)⁹⁵. EBRD also plans to establish a long-term and transparent system of road financing in order to ensure continued maintenance of the extant public road network (EBRD-21)⁹⁶. TRACECA at the same time produced a maintenance manual (TRAC-2)⁹⁷. In 2010, CAREC plans to provide capacity development to staff responsible for road maintenance (ADB-86)⁹⁸;

- (iii) In Kazakhstan, the World Bank addressed developing the capacity of maintenance contractors and of the Department of Roads to supervise their work (WB-1)⁹⁹. CD, however, was confined to preparing tenders and administering contracts. Next, a small scale ADB technical assistance set out to assess future maintenance requirements. It included the development of a performance-based road maintenance plan, performance standards, and technical specifications (ADB-20)¹⁰⁰. There are presently three concurrent projects being implemented by ADB (ADB-75), World Bank (WB-9) and EBRD (EBRD-8)¹⁰¹, each with a component addressing maintenance. The ADB project is developing future maintenance requirements including a performance-based road maintenance plan, performance standards, and technical specifications. It also is to review Kazakhavtodor's strategy and funding allocations and make recommendations to strengthen its technical and operational capacity. The World Bank project is assisting Kazakhavtodor, the Committee for Roads and Infrastructure Development and KazdorNII to improve road sector planning, programming, budgeting, and management. The EBRD project is developing client-supplier relationships in the road sector and to prepare the sector for the introduction of performance based contracts. The World Bank is currently discussing a project part of which will develop a local capacity for road construction and maintenance (WB-13)¹⁰².

Consistent with the encouragement of the private sector to conduct road maintenance in Kazakhstan, EBRD is currently launching the first road sector PPP following international best practice on the section of CAREC routes 1b, 6b and 6c from the Russian border to Aktobe (EBRD-8)¹⁰³. At a regional level, ADB has studied PPP with a view to proposing measures to enhance PPPs in regional transport (ADB-50)¹⁰⁴. SPECA also has a small project to promote investment and

⁹⁴ P040716: Highway Project, 2001-2005

⁹⁵ 34723: Baku to Samur, 2005

⁹⁶ EBRD on http://www.delaze.ec.europa.eu/pdfs/enp/EU_Azerbaijan_AP.pdf

⁹⁷ TRACECA: Rehabilitation of Hajigabul Highway (Rehabilitation of Azerbaijan Highways), 2005-2008

⁹⁸ AZE TA1: Road Maintenance, 2010

⁹⁹ KZ-PE-8499: Road Transport Restructuring Project, 1999-2004

¹⁰⁰ TA 4091KAZ: Aktau-Akyrau Road Improvement Project, 2003

¹⁰¹ L 2503KAZ: CAREC Transport Corridor I (Zhambyl Oblast Section) [Western Europe–Western People's Republic of China International Transit Corridor] Investment Program, 2008-2014; P099270: South West Roads Project: Western Europe – Western China International Transit Corridor, 2009-2012; 39258: South West Corridor Road Project, 2008 respectively

¹⁰² WB: Road Management Modernization, under discussion

¹⁰³ 39258: South West Corridor Road Project, 2008

¹⁰⁴ TA 6347REG: Central Asia Regional Economic Cooperation: Transport Sector Strategy Study, 2007

strengthening of PPP for the development and upgrading of the Asian Highway and Trans Asian Railway networks (SPECA-1)¹⁰⁵;

- (iv) In Kyrgyzstan, maintenance has been addressed in a number of ADB projects. The projects have had a primary focus on management, capacity development and outsourcing. Two TAs addressed maintenance. One reviewed the operation of the Road Fund and recommended changes to the financing mechanism for road maintenance (ADB-16)¹⁰⁶. A second set out to establish operational corridor departments to manage maintenance (ADB-48)¹⁰⁷. A loan project supported the outsourcing of maintenance, the most recent one, like the World Bank in Kazakhstan, also developing the capacity of local contractors to prepare tenders and to administer contracts (ADB-73)¹⁰⁸. There was also a technical assistance project to develop a maintenance program for regional transport corridors in Kyrgyzstan and Tajikistan with the intention to extend the model to other CARs which have similar topographic and climatic conditions (ADB-45)¹⁰⁹. CAREC has not yet planned to extend this model to other CAREC countries;
- (v) The approach in Mongolia has been quite different from those in Kazakhstan, Kyrgyzstan and Tajikistan. By the turn of the century, the Government had established 22 maintenance companies, 4 of which were private and the rest, state-owned. This action might be regarded as a step in the direction of commercializing maintenance operations. A 2001 World Bank project prepared a 3 year rolling maintenance plan (WB-3)¹¹⁰. In a current project, the ADB is helping to establish 3 road maintenance centres along the western regional road corridor (ADB-71)¹¹¹. There has been little attention on outsourcing maintenance to private companies, or on rationalizing the large number of companies initially established;
- (vi) In Xinjiang province, a World Bank project set out to improve the management of road maintenance, partly by improving computer systems and training staff in their operations and by establishing a training program in maintenance management. Part of the work was also directed at managing maintenance equipment effectively (WB-5)¹¹²;
- (vii) In Tajikistan, as reported under Kyrgyzstan, there has been an emphasis on outsourcing road maintenance. Earlier, however, the ADB invested in improving government managed road maintenance by revising the routine road maintenance manual and training chief engineers of road maintenance units to implement the practices described in the manual. Departmental personnel were also trained in the management of maintenance. The work developed short-term and medium-term program activities to implement a proposed maintenance strategy (ADB-26)¹¹³. EBRD separately developed a road maintenance

¹⁰⁵ SPECA: ?, 2008-2009

¹⁰⁶ TA 3757KGZ: Institutional Support in the Transport Sector, 2002-2006

¹⁰⁷ TA 4444KGZ: Improving Road Maintenance and Strengthening the Transport Corridor Management Department, 2006-2008

¹⁰⁸ G 0084KGZ: CAREC Regional Road Corridor Improvement Project, 2008-2013

¹⁰⁹ TA 6309REG: Maintenance of Regional Road Transport Corridors Project, 2006

¹¹⁰ P056200: Transport Development, 2001-2005

¹¹¹ G 0107MON: Western Regional Road Corridor Development Phase 1, 2008-2012

¹¹² P058447: Third Xinjiang Highway Project, 2003-2007

¹¹³ TA 4294TAJ: Strengthening implementation of road maintenance, 2004-2007

development plan (EBRD-11)¹¹⁴. In the more recent period, the attention has switched to gearing up the private sector to be able to bid for maintenance contracts and to manage them effectively;

- (viii) There has been little activity in the road sector in Uzbekistan and little attention directed at road maintenance. A JICA project addressed road construction equipment (JICA-8)¹¹⁵ and an ADB project provided assistance to a State owned equipment company to develop business and marketing plans, improve financial and management accounting practices and to introduce a more commercial charging system (ADB-53)¹¹⁶

16. A CAREC objective is to have a set of well maintained road corridors which are operational in all weather conditions. A corridor is more likely to be used by international freight carriers if the whole corridor is well maintained and driving conditions are safe whatever the weather conditions. In a number of countries, the idea of a road fund has been accepted which secures a guaranteed level of funds for maintenance. The question of delivery of maintenance formerly was provided by road departments. Private sector contractors were non-existent. There might be an important opportunity to provide assistance to private contracting companies to develop their competencies in managing road maintenance contracts in a commercially competitive environment. The transfer to the private sector has started in Afghanistan, Kazakhstan, Kyrgyzstan and Tajikistan. It probably would benefit from assistance to develop operations so that they approach best practice.

17. Securing funds for road maintenance has been touched on by projects in some CAREC participating countries, though there still appears to be much to be done. In Afghanistan, the World Bank is attempting to secure sustainable arrangements for cost recovery from road users of the section of the regional road system which it has funded. Other donors might not have paid the same attention to securing the necessary funds. The US Government Accountability Office reported that “without a sustainable road maintenance program, newly constructed roads will ultimately deteriorate, expected benefits will not materialize, and the billions of dollars spent on road reconstruction would be wasted”¹¹⁷. If these remarks are valid, there is an opportunity to assist the Afghanistan Government to improve further the road maintenance environment.

18. On the issue of road charges in Azerbaijan, the World Bank has conducted a road user charges study (WB-2)¹¹⁸. An ADB country concept paper is planning a study to address road sector policy issues involving rationalizing road user charges for maintenance funding (ADB-100)¹¹⁹. There is also a planned CAREC regional study for 2009 to establish road user charging regimes fully compatible with the principles of the European Conference of Ministers of Transport (ECMT), while allowing the CAREC countries to equitably recover the costs of providing and maintaining good road infrastructure from foreign as well as domestic traffic (ADB-80)¹²⁰.

19. Ensuring that the starting point for a maintenance regime is that a road has been constructed or rehabilitated to a sufficient standard in terms of quality was, to some extent,

¹¹⁴ EBRD: Road Maintenance Development Project (TC component), 2007

¹¹⁵ JICA: Second Road Construction Equipment, 2004

¹¹⁶ L 2403UZB: CAREC Regional Road Project, 2007-2011

¹¹⁷ Government Accountability Office, **AFGHANISTAN RECONSTRUCTION - Progress Made in Constructing Roads, but Assessments for Determining Impact and a Sustainable Maintenance Program Are Needed**, July 2008

¹¹⁸ P 040716: Highway Project, 2001-2005

¹¹⁹ ADB: Southern Road Corridor Improvement, 2005

¹²⁰ REG TA2: Equitable Road Maintenance User Charges and Cross Border Fees, 2009-2011

addressed in Afghanistan, Kazakhstan and Xinjiang province through the provision of laboratory equipment to check construction and maintenance standards (ADB-43, ADB-3, ADB-55)¹²¹. There has been no similar assistance to other CAREC countries.

20. For a road maintenance system at least partly outsourced to the private sector to work effectively, there remain a number of issues which might present opportunities for CAREC support. They include the question of contestability to ensure that there is a level playing field in competition between privately owned and state owned companies (Mongolia, for example, had 4 private companies and 22 state owned operating maintenance businesses). A key aspect of contestability is accurate activity accounting, especially on the part of state owned companies, to ensure that there are no subsidies, especially hidden ones, providing them with an unequal advantage in competitive bidding. The issue might also benefit from assistance to improve management accounting systems in both state owned and private sector organizations.

21. A second issue which might benefit from a study is the overall make up of an effective road maintenance industry. One aspect of CAREC road corridors is that they traverse long lengths of very lightly populated territory, especially in Kazakhstan and Mongolia, and in the mountainous areas of Kyrgyzstan and Tajikistan. Small companies might be able to undertake the requirements of routine maintenance, but there remains the question, especially in isolated areas, of whether that work would be sufficient to sustain a business financially. Such companies certainly would not have the capacity to undertake major maintenance work because they would not be able to afford the appropriate machinery. Plant leasing companies (for example, a state owned company was being assisted by an ADB project in Uzbekistan (ADB-53)¹²² and a World Bank project in Mongolia (WB-3)¹²³) might provide part of the answer. Such companies, however, will be driven first by profitability objectives and not by the need to keep a road network to a certain standard. As a consequence, critical plant might be in short supply from time to time, especially where emergency work is required after some natural event. The question of emergency responses is also important, especially in terrain subject to extreme weather conditions and other natural events like earthquakes. In wealthy countries, these situations are addressed usually by large companies with diversified construction interests. A second issue which a study might address is the approach that international companies take to developing their contracting and maintenance capacities.

22. The question of plant for road maintenance is an important one. Most CAREC countries (PRC and Afghanistan being the exceptions) inherited plant sourced from Russia. The plant usually was based on simple technologies. Plant maintenance technicians were well trained to maintain it. There was a limited number of models, resulting in spare parts inventories being efficient. Donor assistance brings with it an opening up of access to a much bigger selection of models from a more diverse market. Competitive tendering ensures that the lowest bidder supplies plant, regardless of its fit with the plant already owned by a maintenance organization. Some donors restrict tenders to members and some bilateral donors to home based companies. Increasing the number of varieties of items of plant can have implications for the costs of inventory management and risk management. Risk management, among other things, would have to address the possibility of an expensive item of plant becoming inoperable for a period of time because of the lack of a spare part. In Kazakhstan, for example, a winning tender supplied 19 Renault, Grün and Wirtgen multifunctional trucks in a country in which it is possible that none of these companies had significant representation, especially in some of the remoter routes that

¹²¹ TA 4675AFG: Capacity Building for Road Sector Institutions, 2006; L 1774KAZ: Almaty Bishkek Regional Road Rehabilitation, 2000-2007; L 2393PRC: Xinjiang Regional Road Improvement Project (Korla–Kuqa Section), 2007-2012

¹²² L2403UZB: CAREC Regional Road Project, 2007-2011

¹²³ P 056200: Transport Development, 2001-2005

CAREC road corridors traverse. Such a situation often means that an item of plant, if it breaks down, at best, has to be transported back to the commercial capital city for repairs. In this regard, there are concerns among some CAREC participating countries that there is not complete compatibility between the equipment provided by donors and that procured by themselves which does add to the complexity and costs of maintenance management. It might be interesting, for example, for CAREC to compare the equipment purchased for Uzbekistan in the three projects which supplied maintenance equipment, and to establish their operational performance and the maintenance regimes applied to them (IDB-10, JICA-8, ADB-53)¹²⁴. There might be advantages for CAREC to consider how this question might be addressed effectively without undermining the procurement principles of international donors.

23. All CAREC participating countries had projects which supplied maintenance plant and equipment. Occasionally, the purchase of equipment seemed to be contrary to the trends in the development of maintenance approaches being supported by another donor. For example, in 2007, EBRD provided road maintenance equipment to be employed by the Tajikistan Ministry of Transport and Communications to carry out essential maintenance work on its road network (EBRD-7)¹²⁵. At about the same time, an ADB project set out to support outsourcing maintenance to the private sector (ADB-74)¹²⁶.

F. Road Safety

24. Road safety has been a major interest of donors. Road statistics indicate that accidents are high and road fatalities very high across the CAREC region. Donors have generally paid great attention to the engineering aspects of road safety on the roads they have funded. More broadly, there has been support for the establishment of an organisation in some countries which would be responsible for developing road safety policies and generally promoting road safety in the country. In Kazakhstan and Kyrgyzstan, ADB established national road safety councils (ADB-3, ADB-4)¹²⁷. In Kyrgyzstan, ADB also provided training on Microcomputer Accident Analysis Package (MAAP) software (ADB-10)¹²⁸. In Xinjiang province, the World Bank provided assistance in capacity development for the multi-agency Leading Group for Traffic Safety (WB-5)¹²⁹. ADB is providing similar support to the Transport Safety and Security Unit in Tajikistan (ADB-51)¹³⁰. **Afghanistan, Azerbaijan, Mongolia and Uzbekistan do not appear to have received donor assistance to establish a peak road safety organisation.**

25. Preparation of road safety plans was supported by the World Bank in Azerbaijan, Kazakhstan, and Xinjiang province (WB-2, WB-1, WB-5)¹³¹. There might be value in CAREC preparing a case study of these plans, particularly of their underlying principles, so that other participating countries can prepare their own in the knowledge that there will be broad consistency in such plans across all participating countries.

26. The collection of road accident data has been supported in Mongolia and Kazakhstan by the World Bank (WB-3, WB-1)¹³². In Kyrgyzstan, ADB supported the purchase of MAAP and

¹²⁴ UZB012: Road Maintenance and Construction Equipment for Asphalt Plant, 2004-2009; JICA: Second Road Construction Equipment, 2004; L 2403UZB: CAREC Regional Road Project, 2007-2011

¹²⁵ 36826: Road Maintenance Development Project, 2007

¹²⁶ L 2359TAJ, G 0085TAJ: CAREC Regional Road Corridor Improvement Project, 2008-2013

¹²⁷ L 1774KAZ and L 1775KGZ: Almaty Bishkek Regional Road Rehabilitation, 2000-2007

¹²⁸ TA 3531: Improvement of Road Sector Efficiency, 2001-2004

¹²⁹ P058447: Third Xinjiang Highway Project, 2003-2007

¹³⁰ L 2196TAJ: Dushanbe-Kyrgyz Border Road Rehabilitation Phase II, 2007-2009

¹³¹ P040716: Highway Project, 2001-2005; KZ-PE-8499: Road Transport Restructuring Project, 1999-2004; P058447: Third Xinjiang Highway Project, 2003-2007

¹³² P056200: Transport Development, 2001-2005; KZ-PE-8499: Road Transport Restructuring Project, 1999-2004

trained users in its application (ADB-10)¹³³. In Kazakhstan, ADB is proposing to install an intelligent transport system to improve road safety (ADB-75)¹³⁴.

27. There was donor support for public affairs programs in road safety in two World Bank projects in Kazakhstan (WB-1, WB-9) and in ADB projects in Mongolia (ADB-24) and Xinjiang province (ADB-55)¹³⁵. CAREC might consider the value of developing consistency across countries in their treatment of road accident data and in the promotion of road safety campaigns. Special attention might be given to Afghanistan and Uzbekistan where there does not appear to have been donor support for road safety other than in engineering appropriate road safety standards into road designs.

28. For the future, CAREC is proposing a regional project to undertake a safety audit of CAREC corridors and expects it to result in proposals to cover a range of safety improvement measures covering infrastructure, management, technology and public affairs (ADB-94)¹³⁶. There might be value in extending the objectives of the project to ensure that overall management issues relating to road safety are addressed and the involvement of other agencies like the police in road safety, is also considered.

G. Capacity development

29. Capacity development has generally been focused on government departments. A small amount has been directed at training provided to private sector contractors mentioned under paragraph 15(iii). Almost all the participating countries in CAREC started from much the same institutional base in terms of road management. Consequently, there might be advantages in addressing training, at least in part, on a regional basis.

30. TRACECA has been a significant player in training. One project targeted top level decision-makers at Ministries of Transport, Railways, Customs and Port Authorities and, separately, the heads of border and customs stations, ministerial departments, railway departments, port and ferry operators and stakeholders from the road transport industry. A training needs analysis was followed by the development of training material for each of the two groups and the delivery of training programs (TRAC-1)¹³⁷. This is the only donor funded project which has been directed at management levels. In a current project, TRACECA is extending its work to training establishments, to ensure that teaching staff are familiarised with latest transport planning techniques and tools, investment appraisal techniques and other methodologies including environmental analysis of transport sector investments. It is improving training through improved pedagogical skills, teaching techniques and curricula development methods. There is a particular focus on multi-modal transport and interoperability to ensure that training institutes and internal departmental training areas are able to deliver 'state-of-the-art' training in these areas (TRAC-5)¹³⁸. This project is also to produce an appraisal of the potential for establishing a regional training centre for advanced transport training. The establishment of such an institute might be of interest to CAREC in its development of the CAREC Institute.

¹³³ TA 3531KGZ: Improvement of Road Sector Efficiency, 2001-2004

¹³⁴ L 2503KAZ: CAREC Transport Corridor I (Zhambyl Oblast Section) [Western Europe–Western People's Republic of China International Transit Corridor] Investment Program, 2008-2014

¹³⁵ KZ-PE-8499: Road Transport Restructuring Project, 1999-2004, P099270: South West Roads Project: Western Europe – Western China International Transit Corridor, 2009-2012; L 2087MON: Regional Road Development, 2004-2009; L 2393PRC: Xinjiang Regional Road Improvement Project (Korla–Kuqa Section), 2007-2012

¹³⁶ REG TA36: Regional Road Corridor Safety Auditing, 2010

¹³⁷ TRACECA: Capacity Development for Senior Transport Officials, 2003-2005

¹³⁸ TRACECA: Strengthening of Transport Training Capacity in NIS Countries, 2008

31. ADB has also addressed the question of the quality of training institutions in a non-TRACECA country. In Afghanistan it is strengthening the curriculum of the road construction department of Kabul Polytechnic University (KPU) in project management and procurement, and social, resettlement, and environmental impact assessments (ADB-44)¹³⁹. So far, the focus is limited to supporting the development of investment projects. There might be value in extending the scope to include the subject areas addressed by TRACECA in its region.

32. Much donor assistance for capacity development has been directed at improving project management capacity. ADB provided significant assistance to the Afghanistan Ministry of Public Works (MPW) in developing curricula and training courses for project management and procurement and upgrading computer equipment in the project management and procurement unit of MPW. It also provided training for Ministry of Transport officials in their new role as regulators (ADB-44)¹⁴⁰. An earlier World Bank project also provided capacity building to the Ministries of Transport and Public Works (WB-4)¹⁴¹. ADB has also provided project management support in Azerbaijan (ADB-68)¹⁴².

33. Building institutional capacity has been a significant focus of capacity development interventions. ADB is planning to address this issue with the Road Transport Service Department in Azerbaijan (ADB-100)¹⁴³, the Bishkek–Torugart Road Corridor Management Department in Kyrgyzstan (ADB-76) and the Road Department of the Ministry of Roads Transport and Tourism in Mongolia (ADB-67)¹⁴⁴. The World Bank had the same focus for Azerbaijan's national road organization Azyol (WB-2) and the Transportation Administration Bureau in Xinjiang province (WB-5)¹⁴⁵. A number of other issues have been addressed by individual projects. Given that TRACECA has started a process of institutionalizing training, there might be value in CAREC performing a training audit to build on its recently completed training needs analysis which would focus on the capacity to manage and deliver training, especially that identified in the training needs analysis. Training issues that might also be considered might include general management, policy development, regulation and contract management.

34. ICT development has featured in a number of projects. A range of different issues were addressed. Afghanistan received ICT equipment for project management and procurement and, separately, to install a management information system (ADB-44, ADB-54); Azerbaijan to improve its road data bank (WB-7); Kazakhstan to install an Intelligent Transport System (ADB-20); Xinjiang Province for road maintenance management (WB-5); and Uzbekistan for a road network data base system (ADB-53)¹⁴⁶. On a regional basis, UNESCAP has set out to develop an Asian Highway (AH) database to provide member countries with a computerized database as a tool which could facilitate identifying/prioritizing the AH routes/road sections to be upgraded and which could, consequently, facilitate the dialogue between countries, international lending

¹³⁹ TA 4828: Road Rehabilitation and Capacity Building Cluster, 2006

¹⁴⁰ TA 4828: Road Rehabilitation and Capacity Building Cluster, 2006

¹⁴¹ P078284: Emergency Transport Rehabilitation Project, 2003

¹⁴² L 2354AZE: Road Network Development Program, Project 1 – Masally-Astara section of the North-South Highway, 2008-2009

¹⁴³ ADB concept paper: Southern Road Corridor Improvement, 2005

¹⁴⁴ G0123KGZ: CAREC Transport Corridor 1 (Bishkek-Torugart Road) Project, 2008-2014; ADB concept paper: Regional Transport Project, 2008

¹⁴⁵ P040716: Highway Project, 2001-2005; P058447: Third Xinjiang Highway Project, 2003-2007

¹⁴⁶ TA 4828AFG: Road Rehabilitation and Capacity Building Cluster, 2006; G 0081AFG: Road Network Development Project I (Bala Murghab to Leman), 2007-2012; P094488: Second Highways Project, 2006-2011; TA 4091KAZ: Aktau-Akyrau Road Improvement Project, 2003; P058447: Third Xinjiang Highway Project, 2003-2007; L 2403UZB: CAREC Regional Road Project, 2007-2011

agencies and other donors (ESCAP-6, ESCAP-7)¹⁴⁷. A relevant question for CAREC might be the degree to which particular ICT systems are developed in harmony with each other so that methodologies are similar and data is comparable. If Kazakhstan, for example, has an intelligent transport system to guide drivers, are there advantages in CAREC seeking to support such a system along all CAREC corridors? A second issue might be the importance of transport organisations, particularly government ones, possessing an ICT strategy and master plan. There are often long term disadvantages for organisations and agencies acquiring stand alone systems from donors for particular purposes. They can be difficult to integrate with other systems. There might be value in considering having a workshop on ICT and transport, to examine common issues which might confront participating countries.

35. On the question of ICT and data bases, the US Government Accountability Office observed in Afghanistan that: “there is a lack of comprehensive information on all donor-funded road projects in Afghanistan, as donors are not reporting road project data systematically and regularly to the Consultative Group for the Transport Sector, a joint Afghan government and donor group responsible for collecting these data”¹⁴⁸. CAREC might consider the value of establishing a central information bank to keep up to date information about developments and the situation in each corridor. That information could be made available publicly through a web site and would be of interest to freight forwarders and freight companies. Such an information bank would require its own source of funds. That might ultimately be achieved by some kind of levy. It will be very dependent on accurate information being supplied by participating countries and by donors. UNESCAP has attempted to collect such information, but submissions are far from complete.

H. Overlaps and Gaps

36. There are a number of potential overlaps:

- (i) In Afghanistan, the World Bank produced a strategic plan for the transport sector and the ADB a master plan for road network improvement;
- (ii) In Azerbaijan, the ADB has signalled the possibility of its addressing a number of policy issues in a concept paper and EBRD also appears to have a transport policy review there on its agenda;
- (iii) In Mongolia, the ADB prepared a transport strategy and, separately, a road map to improve integration of the transport sector network;
- (iv) In Kazakhstan, IDB financed a rehabilitation of 185 km. of road between Astana and Karaganda. CAREC's forward plans for 2009-2012 plan to renovate the section. The estimated cost of \$1 billion suggest that it will be an extensive length;
- (v) In Azerbaijan, the east west highway has been extensively renovated and upgraded in the period 2000-2008. CAREC is planning further work on 534km in the period 2007-2015;

¹⁴⁷ JPN99722: Promotion, Development and Formalization of the Asian Highway (Phase II) - Asian Land Transport Infrastructure Development (ALTID) Project, 2001; JPN97530: Upgrading of the Asian Highway Routes - Asian Land Transport Infrastructure Development (ALTID) Project, 2001

¹⁴⁸ Government Accountability Office, **AFGHANISTAN RECONSTRUCTION - Progress Made in Constructing Roads, but Assessments for Determining Impact and a Sustainable Maintenance Program Are Needed**, July 2008

- (vi) EBRD renovated the road between Aktau and Beyneu in a project which started in 2003. CAREC has programmed rehabilitation work on the same section for 2009-2012 as cracks threaten the integrity of the road;
- (vii) The ADB rehabilitated the 55 km Naibabad-Hairatan road link to Uzbekistan in a project starting in 2003 and CAREC is planning a further rehabilitation in 2008. The road is built along a very unstable sand surface;
- (viii) In Azerbaijan, the World Bank provided training to staff responsible for road management between 2001-2005. CAREC is planning further training in 2010. This might be a case to encourage institutionalizing such training in a training academy;
- (ix) Both ADB and EBRD have projects in Azerbaijan which address performance based contracts and performance standards;
- (x) In Tajikistan, both ADB and EBRD have assisted in the preparation of road maintenance development plans;
- (xi) In Azerbaijan, the World Bank has conducted a road user charges study. ADB has a concept paper for a project for a study to address road sector policy issues which would include road user charges and their rationalization;
- (xii) There have been differences in the application of plant purchases for plant maintenance. EBRD, for example, has provided plant for the Ministry in Transport and Communications in Tajikistan close to the time when ADB was seeking to outsource the provision of road maintenance to the private sector.

37. There are a number of gaps in the rehabilitation of road corridors which have been itemized in paragraph 12. Other potential gaps/inconsistencies include:

- (i) Different approaches to maintenance, between outsourcing it to the private sector and having it conducted by government agencies;
- (ii) Provision of maintenance equipment which is difficult to integrate into the current stock of equipment carried by an agency;
- (iii) Provision of ICT systems which might be stand alone and difficult to integrate into an overall system;
- (iv) Laboratory equipment for quality control which has been provided only to a number of participating countries;
- (v) Training which is institutionalized into training establishments so that it is sustainable;
- (vi) Numerous interventions in one country which, if effective, could be applied in other countries.

I. Opportunities

38. Only two of CAREC's road corridors are in the course of being completely reconstructed or rehabilitated, and those two are comparatively short lengths in Mongolia, one of which to Inner Mongolia has not been attached to the CAREC network. All others appear to have gaps in their rehabilitation or construction programs. Freight traffic remains low. Road lengths are long which has implications for maintenance costs. The section on rail made a case for prioritizing two corridors to Europe. There might be a case for prioritizing CAREC's road corridors in line with any prioritization of rail corridors, and directing investments initially to completely

modernizing two alternative routes to Europe, one through Russia and the second through Aktobe and across the Caspian Sea. That would produce alternative routes through different countries which would put competitive pressure on the countries involved in their tariff setting for transit freight. It would also physically attach Azerbaijan to the Central Asian core of the CAREC region. Each of these corridors could link up with exits to PRC and Afghanistan. Parts of other corridors could also be prioritized so that individual countries could link into the priority corridors effectively. CAREC's proposed REG TA6 (ADB-211) might be the vehicle for doing this, but that might require it being started before 2011 and its funding increased.

39. Consistency in policy development and capacity development across the participating countries might benefit from attention. There might be value in working towards a situation in which similar policy and regulatory frameworks govern the operations of the road system and that government agencies apply the same sets of standards across the road sector. There also might be a case for CAREC to build on the most promising initiatives started by TRACECA, particularly in the areas of harmonization of policies and in a systematic approach to training based on an agreed set of standards, management and technical competencies. CAREC might also consider the value of approaching the work on a regional basis with the flexibility to supplement the work and address detail with specific support to a particular country. That would apply when a country considers that it needs the additional assistance to catch up with developments elsewhere.

40. There does seem to be competition for funding in some countries between roads in the CAREC network and those outside it. Some of the latter roads are part of the networks of other regional organisations. The country priorities might be cause for CAREC to reconsider its own proposed network and consider including these other routes in its network which would also ensure that its network is in keeping with regional priorities. Such funding also might lead to CAREC examining how it allocates its own funds to road priorities.

41. Diversified construction companies are important to the rehabilitation and maintenance of road corridors. Developing locally owned companies is likely to be important and, apart from the construction industry in two countries receiving training in bid management, there has been little attention to the needs of this sub-sector. With growth, such companies would then present opportunities for financing from the private finance arms of IFIs and from EBRD to acquire construction equipment and plant and, possibly to develop more sophisticated computer systems to help them manage their operations. It might be in CAREC's interests to examine means whereby locally owned construction industries can be assisted to develop with a particular focus on removing barriers to their being able to bid for internationally financed projects. A second opportunity, discussed earlier, lies in improving accounting practices and the provision of good management accounting information to enable management to manage operations more effectively and to provide the financial information necessary for realistic tendering.

42. Important opportunities might include systematic support for:

- (i) The CAREC Institute seeking a formal linkage with any proposed TRACECA regional training centre for advanced transport training, as discussed in paragraph 30;
- (ii) The private sector contracting industry so that it is competent to manage complex maintenance requirements. The support might also address the question of acquiring and managing complex items of maintenance equipment. Such support might also address the competencies of Department of Roads to manage contracts effectively and, where state owned companies compete for maintenance contracts, developing and applying a robust policy of contestability;

- (iii) The development of a data base on the CAREC road network which reports up to date development, conditions and other issues for the benefit of users and planners;
- (iv) The development of effective ICT systems and ICT architecture to manage road development. There might be value in considering having a workshop on ICT and transport, to examine common issues which might confront participating countries targeted at senior decision makers, some of whom might not have a deep knowledge of many management issues concerning ICT;
- (v) A study to reconcile the transport and road policies and plans of participating countries and CAREC's own regional road plans;
- (vi) Working closely with the private finance arms of IFIs to establish what interventions CAREC might make to improve the environment for PPPs and for private sector financing of road activities;
- (vii) A study of the opportunities for benchmarking standards, which could be applied to a number of areas including road maintenance and road safety.

J. Projects

Donor		Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
								Donors	Country
AFG-1	Afghanistan Government	AFG	Afghanistan			119 km Herat-Torghondi (pending) [not located]		30.00	
AFG-2		AFG	Afghanistan			42 km Kandahar-Spin Boldak (pending)		13.00	
ADB-1	ADB	TAJ	ADB	Road Rehabilitation	TA 3168TAJ	i) a transport sector profile that will provide the broad framework in which the needs and priorities in the sector can be assessed; ii) a capital investment and maintenance program for the sector iii) a feasibility study for the formulation of a priority project in the road subsector; iv) an initial environmental examination, and if warranted, an environmental impact assessment (EIA); v) a social impact assessment (SIA) for the Project with particular emphasis on how the Project will promote poverty reduction and employment generation; vi) detailed design and procurement documents for the Project.	1999	0.84	
ADB-2		KGZ	ADB	Third Road Rehabilitation	TA 3335KGZ	Road feasibility study and detailed design [TA reports not seen] Possibly i) Feasibility study of third phase of Bishkek-Osh road. ii) review the ongoing transport sector policy reform iii) review institutional strengthening initiatives undertaken by the Government iv) develop a new policy agenda to provide the basis for enhancing the efficiency and effectiveness of the sector.	2000	0.60	
ADB-3		KAZ	ADB EBRD	Almaty Bishkek Regional Road Rehabilitation	L 1774KAZ 8072	Rehabilitation of 417KM	2000-2007	65.00 28.50	

Donor		Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
								Donors	Country
ADB-4		KGZ	ADB	Almaty Bishkek Regional Road Rehabilitation	L 1775KGZ	i) rehabilitation of 245 km of the Almaty–Bishkek road (about 204 km in KAZ and 41 km in KGZ), ii) customs facilities at the Akzhol-Chu border point equipped with an automated system for customs clearance, iv) a cross-border agreement (CBA) - Harmonized vehicle weights and dimensions and customs documentation v) specific road safety initiatives ratified and implemented by KAZ and KGZ vi) Laboratory equipment in KAZ to check construction standards purchased internally vii) revisions were made to the Road Traffic Regulations in KGZ (in the TA) viii) Proposal for “one window” customs clearance being considered by the parliaments of the two countries; ix) National Road Safety Councils established in both countries.	2000-2007	5.00	
ADB-5		MON	ADB	Second Roads Development	L 1700MON	i) 200 km between Nalayh and Choyr. ii) The Government established 22 maintenance companies, 4 of which are private and the rest are state-owned companies iii) Maintenance equipment including 3 tandem rollers; 3 asphalt distributors; a bitumen lorry; 6 hand vibrating rollers; 2 snow removers; 3 wheel tractors rear mounted backhoe; 3 motor graders, 3 chip spreaders; 6 dump trucks; a mobile workshop; and 3 water tank trucks by ICB, and 3 air compressors; 6 asphalt concrete cutting saws; 3 diesel engine generators; 6 small equipment for pavement construction; 9 vibrator plate compactors; 3 hand cart type asphalt sprayers; 3 mobile living houses; and 3 double cab pickup trucks were leased to the equipment leasing company	2000-2007	21.50	8.50
ADB-6		TAJ	ADB	Preparing Second Road Rehabilitation Project	TA 3738TAJ	Prepare a project for rehabilitation of the Dushanbe-Garm-Jirgatal-Kyrgyz border road. [TA Paper not seen]	2001	0.60	
ADB-7		KGZ	ADB	Third Road Rehabilitation	L 1853KGZ	i) rehabilitate 120 kilometers the Bishkek–Osh highway, ii) improve 125 km of secondary roads in Jalal-Abad feeding the Bishkek–Osh road, iii) implement reformed road maintenance practices, iv) procure routine maintenance equipment.	2001-2004	40.00	10.00

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
ADB-8		TAJ	ADB	Road Rehabilitation	L 1819TAJ	i) Road rehabilitation (80Km of worst sections) Dushanbe-Khulyab and KurganTyube ii) procurement of appropriate equipment for road maintenance, laboratory and field material testing, technical surveys, and design computerization; v) training in contract management, pavement management systems, and other areas critical for maintaining the rehabilitated road sections.	2001-2004	20.00
ADB-9		KAZ	ADB	Improvement of Road Sector Efficiency	TA 3530KAZ	Implement: i) the Cross-Border Agreement (CBA) signed by KAZ/KGZ governments on 15 November 1999; ii) Road Sector Policy Statement (RSPS) that was adopted by GOK on 31 March 1996, iii) continuation of institutional reforms agreed with GOK, iv) actions to improve road safety	2001-2004	0.75
ADB-10		KGZ	ADB	Improvement of Road Sector Efficiency	TA 3531KGZ	Road Safety i) Road Map comprising four stages: a. Getting Support for Road Safety Commission (RSC) and Extending Legal Bases, b. Strengthening the Legal Framework and Organizing Sustainable Funding of Road Safety, c. Setting up the Road Safety Fund (RSF), installing the RSC, the Permanent Secretariat for Road Safety (PSRS) and Road Safety Scientific and Technical Network (RSSTN), d. A Sustainable Road Safety Management System; ii) purchase of Road Accident Database Software (MAAP) and training of the users; iii) procurement of road safety equipment for the Road Safety Secretariat iv) ADB Road Safety Guidelines for Asian and Pacific Region, ADB Road Safety Audit for Road Projects and MAAP manual translated into Russian and distributed in a road safety training seminar. Cross Border Agreement i) facilitation of cross border controls; ii) simplified and harmonized customs and trade procedures; iii) automated customs clearance procedures; iv) transport in transit through Kazakhstan; v) shared border facilities and joint border controls	2001-2004	0.44

Donor		Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
								Donors	Country
ADB-11		TAJ	ADB	Institutional and Policy Support in the Road Sector	TA 3602TAJ	i) implement the market-oriented policy reforms initiated under the ADB financed Postconflict Infrastructure Program, and the recommendations for sector policy reforms and institutional restructuring made by the ADB-financed TA 3114-TAJ: Institutional strengthening of the transport and energy sectors; ii) help the Government build up basic institutional capacity in MOT to enable economic recovery and develop the road subsector; iii) help MOT strengthen its capacity in transport planning, project costing and financing, commercialization of transport operations, and investment management by introducing internationally recognized engineering, technical, economic, and financial analysis methodologies	2001-2006	0.50	
ADB-12		KAZ	ADB	Feasibility Study of Borovoe-Petropavlovsk Road Rehabilitation Project §	TA 3964KAZ	Feasibility Study: i) review of the IDB-financed feasibility study; ii) assessment of national road maintenance needs and development of a conceptual plan for developing a NPMS; iii) preparation of a report outlining the feasibility of the Project, and detailing the conceptual plan of the NPMS	2002	0.15	
ADB-13		MON	ADB	Road Development Project III	TA 3990MON	i) Feasibility study of Choyr to Zamyn-Uud road; ii) identify procedures and facilities needed to expedite the flow of people and goods across the international border with the PRC; iii) develop a framework for institutional and policy reform aimed at enhancing efficiency of road transport and logistical services; iv) assess opportunities for modal integration to support seamless freight and passenger transport; v) evaluate overall social impact of road investment, particularly on poverty and traffic safety	2002	0.60	
ADB-14		REG	ADB	Reassessment of the Regional Transport Sector Strategy	TA 6044REG	i) review the status of regional transport, focusing on main transport corridors linking countries within the region through it to South Asia, links with Russia, PRC, and Iran. ii) identify existing and emerging regional transport issues in the sector - infrastructure rehabilitation and rebuilding, and "soft infrastructure" aspects including policy, institutional, administrative, and procedural impediments to efficient and effective transport, transit and trade within the region and with other main world markets;	2002	0.15	

Donor		Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
								Donors	Country
						iii) assess how private sector involvement could be beneficial to transport development. Propose ways in which private sector could become involved and propose measures to be taken by the CARs to promote such involvement.			
ADB-14						vi) propose an action plan for the next 3-5 years. Given these recommended actions, the plan should identify investment and non-investment projects that ADB could assist, and coordinate with other donors. The draft strategy should also identify areas where further in-depth studies would be needed and the resources required. The output should be in the form of a sector roadmap.			
ADB-15		KGZ, PRC, UZB	ADB	Regional Cooperation in Transport Projects in Central Asia	TA 6024REG	i) facilitate cooperation among the participating countries of PRC, Kyrgyz Republic and Uzbekistan to develop regional transport projects; ii) reach agreement on the route, funding, and inter-country institutional arrangements on the PRC-Kyrgyz Republic-Uzbekistan railway corridor development in the form of a project implementation accord [EU study found a very low EIRR]. iii) reach agreement on the approach to funding of and the Andizhan-Osh-Irkeshtan-Kashgar road improvement project and on cross-border arrangements; iv) evaluation of inter-modal options of the Osh-Sary Tash-Irkeshtan Road	2002-2006	0.85	
ADB-16		KGZ	ADB	Institutional Support in the Transport Sector	TA 3757KGZ	i) estimate financing needs of the road sector; ii) review the operation of Road Fund and recommend required changes to the financing mechanism of road maintenance including workshops to present the recommendations.	2002-2006	0.65	
ADB-17		AFG	ADB	Emergency Road Rehabilitation	AFG37728-01	rehabilitation and reconstruction of 112 km Khulum-Naibabad-Mazar Sharif-Balkh section [heading east from Balkh past Mazar-e-Sharif] of the primary national road (ring road) and includes the 55 km Naibabad-Hairatan road link to Uzbekistan	2003	20.00	
ADB-18		AFG	ADB	Emergency Infrastructure Rehabilitation and Reconstruction Project	L 1997AFG	repair and rehabilitation to the: a. 392 km Pule Khumri – Mazar Sharif – Sheberghan – Andkhoy section of the ring road, b. 56 km Naibabad – Hairatan road [link to Uzbekistan]	2003	82.67	

Donor		Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
								Donors	Country
ADB-19		AFG	ADB	Preparing Herat-Andkhoy Road Project	TA 4177AFG	Feasibility study	2003	1.00	
ADB-20		KAZ	ADB	Aktau-Akyrau Road Improvement Project §	TA 4091KAZ	Program: i) 480 km of constructed highway sections in Zhambyl Oblast, ii) an improved road operations and maintenance system. Project 1: i) 125 km of highway sections between Taraz and Korday ii) development of a strategic plan for the deployment of Intelligent Transport Systems technologies for the existing and future road network in the country; iii) preparation of an implementation plan, equipment specifications, layout design, and schedule for the entire corridor. iv) Future maintenance requirements will be developed including a performance-based road maintenance plan, performance standards, and technical specifications Projects 1+: i) 355 km of reconstructed roads; ii) strengthening road operation and maintenance	2003	0.15	
ADB-21		AFG	ADB	Andkhoy-Qaisar Road Project	L 2140AFG	i) rehabilitation and reconstruction of the Andkhoy-Qaisar road (210 km); ii) installation of road tolling facilities including toll plazas, computers and communications equipment, and weighing machines for the project road and other primary roads being improved; Ongoing according to GAO	2004	80.00	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
ADB-22		AFG	ADB	Master Plan for Road Network Improvement	TA 4371AFG	i) Based on a survey, transport sector data, past and ongoing studies relating to the transport sector, and regional and subregional trade, transport requirements will be estimated for the next 20 years, i.e., traffic demands, required network capacity, and costs for O&M; ii) develop a road investment program for efficient and effective road rehabilitation for the next 5–10 years, taking into account O&M financing requirements; iii) Long-term strategies of implementing a financing mechanism for O&M will also be developed taking into account the process of strengthening the government's capacity. iv) define the most efficient network under a multimodal transport framework, giving due consideration to a railway option for some routes. v) prepare a high priority road improvement project for follow-on investment.	2004	2.00	0.36
ADB-23		TAJ	ADB	Preparing the Dushanbe-Kyrgyz Border Road Rehabilitation Phase II	TA 4382TAJ	feasibility study and preliminary design to rehabilitate the section of the road from km 140 (between Nurobod and the Tavildara Junction) to Nimich (km 217, the Tajikabad Junction), a total distance of approximately 77 km, and selected rural roads totaling about 100 km. (i) an update of the transport sector profile for Tajikistan, including financial status, road safety, road maintenance, and traffic management; (ii) a review of the status of institutional development and policy reforms in the road subsector initiated under previous projects; (iv) technical and economic feasibility study for the main road and rural roads comprising the Project; (viii) analysis of the need for further advisory TA for institutional strengthening of MOT.	2004-2005	0.59	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
ADB-24		MON	ADB Korea PRC	Regional Road Development	L 2087MON	i) construction of the project road - 428 km from Choyr (the point where the ADB-assisted Second Roads Development Project ends) to the border with the PRC in Zamyn-Uud, ii) implementation of a cross-border road transport facilitation plan: a. develop a transit traffic framework agreement with the PRC and Russia, b. establish regulations on cross-border vehicles according to international standards, c. negotiate with the PRC on increased access of Mongolian vehicles to PRC territory, d. improve the road between Zamyn-Uud and the border with the PRC, e. collect vehicle fees for road maintenance, f. enforce vehicle weight control, g. establish emergency services for vehicles and passengers traveling on the north-south road corridor	2004-2009	37.1 23.9 1.5	15.60
ADB-24						iii) road safety improvement: a. installation of road safety features on the Altanbulag-Ulaanbaatar section; b. independent road safety audit of the detailed design of the Project c. distribution of pamphlets and posters on road safety to raise public awareness; d. procurement of two patrol vehicles equipped with breath analyzers and speed monitoring equipment and 11 two way communication radios e. training of traffic police officers on traffic regulations and enforcement iv) implementation of an area development program, v) TA for awareness and prevention of HIV/AIDS and human trafficking on the north-south road corridor			
ADB-25		TAJ	ADB OPEC	Dushanbe-Kyrgyz Border Road Rehabilitation Project (Phase I)	L 2062TAJ	i) improvement of about 140 km of the highway from Dushanbe to Nurobod; ii) improvement of 77 km of rural roads in the project area; iii) procurement of maintenance equipment for use in routine and periodic maintenance of all of the improved road sections.	2004-2007	15.00 6.00	2.60

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
ADB-26		TAJ	ADB	Strengthening implementation of road maintenance	TA 4294TAJ	i) Review road maintenance and revise the routine maintenance manual; ii) Develop a strategy for a 5-year planning period to maintain the project roads. iii) Develop short-term (0 to 3 years) and medium-term (3 to 5 years) program activities to implement the proposed strategy. iv) On the basis of supervising ther short term program, prepare recommendations for modifying the strategy and program for the draft final and final reports; v) Train MOT personnel in management and financing of construction, rehabilitation, and maintenance of national as well as local roads by organizing seminars and workshops and designing specialized training for key MOT personnel. vi) Train the chief engineers of the road maintenance units to implement the practices developed in the maintenance manuals for national and secondary roads.	2004-2007	0.60	
ADB-27		AFG	ADB	Qaisar-Bala Murghab Road Project	G 0012AFG	i) rehabilitation of the Qaisar-Bala Murghab section (90 km) of the Herat-Andkhoy road; ii) installation of road tolling facilities including toll plazas, computers and communications equipment, and weighing machines for the project road; iii) HIV/AIDS prevention awareness campaign	2005	55.00	
ADB-28		MON	ADB	Prefeasibility Study of the Western Regional Road Corridor Development	TA 4643MON	Feasibility study	2005	0.15	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
ADB-29		AZE	ADB	Transport Sector Development Strategy [TAR]	TA 4582AZE	i) undertake an analytical review of the status of the transport sector, and preparing a transport sector update; ii) review the development plans for civil aviation, railways, roads, maritime transport, ports and/or harbors, oil pipeline, and urban transport; iii) identify the long-term development needs, policy reforms, and regulatory requirements that are in line with the Government's envisaged development goals; iv) advise the Government on establishing a logistics center for international transit traffic, v) consult with stakeholders; vi) identify MOT capacity-building needs, and undertaking and/or arranging selected training; vii) prepare the medium-term (2006–2016) transport sector development strategy, covering the roles of Government, private sector, and regulatory bodies. viii) preparation of a capacity development plan for the Ministry of Transport (MOT) and its road related organizations in support of the transport sector development strategy, ix) provision of computer equipment to various MOT departments to improve their working and efficiency.	2005	0.35	0.09
ADB-30		AZE	ADB	Preparing the Southern Road Corridor Improvement Project Alyat-Astara	TA 4684AZE	(i) a feasibility study of the Alyat–Astara road, [There is no CAREC southern road corridor] (ii) finalized detailed design of the road section to be financed under the Project, (iii) design of a cross-border facility at Astara, (iv) meeting safeguard compliance requirements, (v) feasibility of proposed local roads in the project area, (vi) proposals for institutional strengthening of road agency and policy reforms, (vii) a project framework	2005-2006	1.13	
ADB-32		MON	ADB	Formulating a Transport Strategy (2005-2015)	TA 4471MON	i) undertake an analytical review of the current status of the transport sector and prepare a transport sector update; ii) review the existing master plans for civil aviation, railways, roads, and Ulaanbaatar urban transport; iii) identify the long-term sector challenges and assessing the Government's response to the challenges v) prepare the transport strategy for 2005–2015 including the role of the private sector, based on the transport sector review	2005-2006	0.30	

Donor		Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
								Donors	Country
ADB-33		REG	ADB	Facilitation of Transport Cooperation among Central Asia Regional Economic Cooperation Countries (Phase I)	TA 6294REG	Prepare prefeasibility studies of the selected transport corridors: a. 604 km Bishkek–Torugart–Kashi Road (499 km in the Kyrgyz Republic and 105 km in the PRC); b. 220 km Oybek–Pungan Road (between northern Tajikistan and Uzbekistan); c. 150 km Angren–Gulistan Road	2005-2007	0.65	
ADB-34		KGZ	ADB	Southern Transport Corridor Road Rehabilitation	L 2106KGZ	i) improve about 124 km of the two-lane highway from Osh to Sopol Korgon, ii) provide consulting services for construction supervision and monitoring and evaluation, iii) procure maintenance equipment to maintain the entire Osh-Sary Tash-Irkeshtam road, iv) provide two advisory TAs for a. improving road maintenance and strengthening the transport corridor management department; b. awareness and prevention of HIV/AIDS, STIs, and human trafficking.	2005-2008	32.80	
ADB-36		REG	ADB	Greater Silk Road Initiative 2005	TA 6199REG	i) forums for continued dialogue among participating countries and multilateral institutions (MIs) under the CAREC mechanism; ii) sector road maps and new regional projects, particularly in priority areas of transport, energy, trade facilitation, and trade policy [did not receive a major focus from TA, apparently]; iii) analytical studies on regional cooperation; iv) effective constituencies for regional cooperation; v) expanded networks for information exchange and dissemination	2005-2008	0.90	

Donor		Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
								Donors	Country
ADB-37		AZE	ADB IsDB Saudi	East West Highway Improvement	L 2205AZE L 2206AZE AZ0023	i) Improvement of: a. the section between Yevlakh and Ganja via the Ganja bypass (89 km), b. the section between Qazakh and the Georgian border at Red Bridge (38 km); ii) Institutional strengthening: a. road maintenance: 1. reorganization of regional maintenance units, 2. capacity building of regional maintenance units located in the project area and provision of equipment, 3. implementation of new pavement management system, 4. prioritization of roads for maintenance, 5. identification of alternative sources of maintenance funding; b. axle-load control: 1. assessment of axle overloading, 2. establishment of vehicle weigh stations along the main roads, 3. capacity building of vehicle weigh stations and provision of equipment, 4. strengthening of RTSD monitoring;	2005-2009	52.00 10.40 11.00	19.80
ADB-37						c. road safety: 1. implementation of the new national road safety program developed with World Bank assistance in April 2005; 2. improvement of domestic legislation and regulations on road safety; 3. development of road accident monitoring, reporting, and information systems; 4. assistance to RTSD in identifying accident black spots on the road network; 5. capacity building iii) Cross border facilitation at Red Bridge border, Georgia a. civil works for improving border infrastructure for customs and frontier guard posts; b. equipment for inspection of vehicles and passengers; c. improvements to the existing cross-border agreement between Azerbaijan and Georgia, d. harmonized and simplified cross-border procedures and documentation in accordance with international standards,			

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
					e. address cross-border security issues, f. build up the capacity of officers serving at the border			
ADB-38		PRC	National regional	Lianyungang - Khorgas Expressway	PRC IP3	Road construction Guo Zhi Go to Qin Shui He (?Km)	2005-2010	393.00
ADB-39		MON	ADB	Preparing the Western Regional Road Development Project	TA 4785MON	Feasibility study	2006	0.65 0.12
ADB-40		PRC	ADB	Xinjiang Regional Road Improvement Project	TA 4773PRC	i) feasibility study and preliminary design for the project for upgrading the section of Highway 312 between Korla and Kuqa; ii) Training for staff of XCD and other relevant Xinjiang government agencies to prepare projects	2006	0.60
ADB-41		TAJ	ADB	Preparing Dushanbe-Kyrgyz Border Road Rehabilitation Phase III	TA 4784TAJ	Feasibility study and project design of n the key regional corridor, focusing on the remaining 121 km section between Dushanbe and the Kyrgyz Republic border	2006	0.65
ADB-42		UZB	ADB	Preparing the Regional Infrastructure (Roads) Project	TA 4889UZB	Feasibility study for Guzar-Beyneu section of UZB to KAZ border road	2006	0.30 0.13

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
ADB-43		AFG	ADB	Capacity Building for Road Sector Institutions	TA 4675AFG	(i) develop curricula for road database management and quality control for road works to be provided in RCD of KPU; (ii) develop training courses for road database management and quality control for road works to be included in the MPW retraining scheme; (iii) upgrade testing equipment and a computer network in the material testing laboratory, the quality control and database management unit of the Survey and Design Department (SDD) in MPW and RCD of KPU; (iv) develop synopses of curricula, operations manuals, and training manuals for road database management and quality control of road works; (v) provide international training for faculty members of RCD of KPU and MPW staff; (vi) provide with MPW staff and selected engineers from local construction companies local training through the MPW retraining scheme.	2006-	1.00
ADB-44		AFG	ADB	Road Rehabilitation and Capacity Building Cluster	TA 4828AFG	i) prepare a series of high-priority road improvement projects; ii) strengthen the curriculum of the road construction department of Kabul Polytechnic University (KPU) particularly for project management and procurement, including social, resettlement, and environmental impact assessment; iii) strengthen the MPW retraining scheme, standardizing the retraining program to ensure the sustainability of capacity development. iv) develop and implement a secondment program by which MPW staff will be seconded to local construction companies for agreed periods to gain hands on experience in project management and procurement; v) develop curricula for project management and procurement, including social, resettlement, and environmental impact assessment, for the road construction department of KPU; vi) develop training courses for project management and procurement to be provided under the MPW retraining scheme; vii) upgrade computer equipment in the project management and procurement unit of MPW;	2006-	2.70

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
ADB-44					viii) develop curricula synopses, operation manuals, handbooks, and training manuals for project management and procurement; ix) provide overseas training for faculty members of the road construction department of KPU and MPW staff as required; x) provide local training through the MPW retraining scheme for MPW staff and selected engineers from local construction companies; xi) develop a time-bound restructuring plan for MOT and implement key areas of MOT restructuring; xii) develop a regulatory framework for road transport services covering operator licensing; refusing, suspending, and revoking licenses; license fees; appeals procedures; route and terminal planning; control of terminals; monitoring services; reporting offences; enforcing license regulations; penalty provision; and establishing a system to monitor the payment of fines; xiii) draft laws, acts, and decrees necessary to support the regulatory framework;				
ADB-44					xiv) develop a capacity building program for MOT to help it carry out its regulatory function as defined in the regulatory framework; xv) train MOT personnel with skills appropriate to carrying out their new role as regulators in a restructured organization				
ADB-45		REG	ADB	Maintenance of Regional Road Transport Corridors Project	TA 6309REG	i) a project, suitable for ADB financing, to promote regional cooperation by carrying out periodic road maintenance and implementing measures to improve safety on roads in Kyrgyz Republic comprising parts of key regional transport corridors in Central Asia; ii) a maintenance program for regional transport corridors in Kyrgyz Republic and Tajikistan; iii) program will be designed for use in other CARs that have similar topographic and climatic conditions.	2006-	0.50	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
ADB-46		UZB	ADB	Transport Sector Strategy 2006-2020	TA 4659UZB	i) analytical review of the status of the transport sector and preparation of a transport sector update; ii) review of development plans for roads, railways, civil aviation, river transport, and urban transport; iii) identification of long-term development needs, policy reforms, and regulatory requirements in line with the Government's development goals; iv) preparation of short-term (2006–2010), medium-term (2011–2015), and long-term (2016–2020) plans and a sector road map for transport sector development in Uzbekistan.	2006-2007	0.60
ADB-47		REG	ADB	Development of Regional Cooperation Programs for Mongolia and the PRC	TA 6370REG	i) Examine all relevant issues, identify a road map, and formulate policy papers for improving integration of the transport network in various economic corridors and finding alternative routes to the sea for landlocked regions in Mongolia and the PRC, and consult other neighboring countries as appropriate; iii) Expedite a joint processing pilot project between the PRC's and Mongolia's customs authorities by establishing policies, preparing procedures, and providing training. (iv) Facilitate the PRC's accession to the TIR by introducing the experiences of other TIR countries and providing training on customs-related operations. (v) Formulate a regional strategy for trade logistics development and facilitate the development of trade logistics plans for relevant geographic areas. (vi) Assist the authorities at border towns such as Zamyn-Uud and Erenhot to formulate and implement urban development plans aimed at developing trade logistics. (vii) Provide capacity building to ensure effective participation in regional activity.	2006-	0.80

Donor		Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
								Donors	Country
ADB-48		KGZ	ADB	Improving Road Maintenance and Strengthening the Transport Corridor Management Department	TA 4444KGZ	i) proposals for improving utilization of the national road maintenance budget; ii) an updated, accurate corridor analysis including traffic projections, operation and maintenance costs; iii) the establishment of an operational corridor department institutional structure and corridor regional executive management agency, system for a. setting and collection of tolls, b. financial management, c. maintenance management, d. procurement of maintenance equipment for the transport corridor, e. traffic facilitation	2006-2008	0.80	
ADB-49		TAJ	ADB	Transport Sector Master Plan	TA 4926TAJ	i) assess a. existing sector policies, regulations, and institutional structures; b. technical and operational effectiveness of public and private entities in transport sector (for civil aviation, based on earlier EBRD and WB assessments); c. financial efficiency. d. prepare a detailed asset inventory prepared for road and railway subsectors, and evaluate their performance e. prepare traffic projection to assess future investment needs ii) prepare a long-term transport sector master plan to serve as a framework for assessing the investment program, and will adopt an integrated multimodal approach to identify sector priorities. Priority directions for each subsector will be identified to improve policy and regulations, increase outputs and efficiency, and sustain the development process.	2007-2008	0.60	0.14

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
ADB-50		REG	ADB	Central Asia Regional Economic Cooperation: Transport Sector Strategy Study	TA 6347REG	i) The overview will cover a. existing regional transport infrastructure networks and services; b. demand for regional and transit transport of freight and passengers; c. modal shares of cross-border transport; d. cross-border facilities, arrangements, and logistics; e. policies, legislation, and regulations on cross-border transport; f. financing for regional transport infrastructure (including investment and maintenance) and services; g. institutional and human resource capacity for cross-border transport; h. status of PPPs in regional transport; i. national transport sector strategies or master plans in CAREC countries from a regional perspective; j. existing regional transport studies by CAREC countries, ADB, and other development partners.	2007-2008	1.28
ADB-50						ii) The strategy will: a. identify the long-term challenges for CAREC regional transport cooperation and development, b. assess the impact of new global supply chains on CAREC regional trade and traffic flows, c. forecast the demand for regional and transit trade and transport, d. set strategic priorities for regional transport development through cooperation, e. identify key (up to 6) regional transport corridors based on the analysis of trade flows, f. specify the role of each transport mode in the regional transport network, g. identify further policy and institutional reforms needed to promote regional traffic and improve management and maintenance of regional transport corridors, h. propose measures to enhance PPPs in regional transport, i. propose measures to improve cross-border logistics, j. develop a time bound implementation plan, k. specify the resources required for implementing the CAREC transport sector strategy		

Donor		Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
								Donors	Country
ADB-51		TAJ	ADB	Dushanbe-Kyrgyz Border Road Rehabilitation Phase II §	L 2196TAJ G 0023TAJ	i) improvement of 89 km of the central and border sections of the Dushanbe–Kyrgyz border road and 60 km of rural roads; ii) improved sustainability of the road network through increased financing of road maintenance, procurement of road maintenance equipment, installation of vehicle weighing systems, and implementation of pilot cases of tendering road maintenance; iii) strengthened institutional capacity of MOT by making its Road Planning and Assessment Unit and Economic Policy Division fully operational, and reaching an agreement with the Tajikistan Transport Institute on a training program for MOT staff; iv) improved governance in MOT through institutional strengthening of MOT's Accounting Department and internal auditing function, and provision of computers: a. develop a high-level competency framework for the accounting function and develop job descriptions based on the existing organization structure; b. document core business processes to assess the nature and extent of financial transactions processed by MOT;	2007-2009	29.5 0.5	9.50
ADB-51						c. review existing financial accounting and reporting processes; d. determine the need for financial accounting and reporting manuals; e. complete a training needs assessment; f. develop typical audit work programs focusing on both substantive and compliance procedures; g. develop performance auditing guidelines; h. design, develop, and conduct training and/or identify training opportunities in Tajikistan or externally, focusing on generally accepted accounting principles and international standards on accounting and auditing v) improved road safety through strengthening of the Transport Safety and Security Unit			

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
ADB-52		AFG	ADB ADB Japan Fund for Poverty Reduction	North South Corridor	G 0054AFG L 2257AFG G 9097AFG	i) rehabilitation of the Mazar-e-Sharif–Dara-i-Suf road (140.3 km) and the Bamian–Yakawlang road (98.9 km) ii) installation of cross-border customs facilities including gammaray scanner, computers with internet connection, solar panel, and other office equipment in the border point of Spin Boldak iii) HIV/AIDS Prevention: a. support to MOPH to develop MPW capacity to work with the National HIV/AIDS/STI Control Program in developing a concerted approach to HIV/AIDS prevention and transmission in transportation and related road construction; b. capacity development of local NGOs to increase outreach and impact of HIV/AIDS prevention, trafficking, and regulation of migration in the project area; c. awareness and prevention initiatives to target high-risk groups including injecting drug users and commercial sex workers, young people and adolescents, contractors, construction workers, and communities along the corridor of influence.	2007-2010	40.00 78.20 20.00	2.70
ADB-53		UZB	ADB	CAREC Regional Road Project	L 2403UZB	(i) 131 km of reconstructed highway sections of the A-380: Guzar–Bukhara–Nukus–Dautata (Uzbekistan and Kazakhstan border); (ii) strengthened road sector institutions and road network management capacity: a. support to improve the Government’s current road sector planning and road sector financing systems b. promotion of road user charges and tolling systems; c. introduction of a computerized road network data base system and road sector planning and management systems; d. preparation of a time-bound program to roll out these systems for countrywide application; e. support to rationalize road sector institutions and road enterprises, and promote competition in roadworks; f. training of dedicated EA staff to build capacity in road sector planning and management;	2007-2011	75.30	98.20

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
ADB-53					(iii) finance the procurement of road equipment for the Road Equipment Pool Company including development of: a. business and marketing plans; b. an equipment service charge system; c. proper administrative, accounting, and financial procedures; d. feasibility of privatizing the REPC in the longer term.				
ADB-54		AFG	ADB	Road Network Development Project I (Bala Murghab to Leman)	G0081AFG	i) construction of a new 143-km road between Bala Murghab and Leman ii) provide a minimum of 3 years of routine and periodic maintenance on at least 1,000 km of the regional road network by private contractors under performance-based contracts iii) project support through specialists on maintenance contract administration, bridge and pavement management, right-of-way preservation, and environmental management; iv) implementation of an MIS - a simple computerized system for storing and analyzing information on all road assets, including date of construction, location, physical condition, level of usage, preservation history, and contractor and designer details.	2007-2012	176.00	4.00
ADB-55		PRC	ADB	Xinjiang Regional Road Improvement Project (Korla–Kuqa Section)	L 2393PRC	i) upgrade the 296.5-km Korla–Kuqa section of the existing two-lane class II national highway (G314) to a four-lane access-controlled tolled expressway; ii) rehabilitate three priority local roads totaling 193 km in Kuqa and Qiemo counties to class III or IV, providing access to remote and poorer areas of Xinjiang; iii) improve operational efficiency of freight terminals in Urumqi by introducing a web-based transport logistics system; iv) improve rural transport services by pilot testing of bus route licensing reforms in Kuqa county; v) improve road safety through: a. conducting a safety audit for the project roads, b. developing an action plan to ensure safe operation of the expressway, c. installing modern traffic safety devices along the project roads, d. increasing public awareness through training, e. providing a traffic surveillance monitoring system for ensuring road safety during winter and for controlling speeds on the project expressway;	2007-2012	150.00	444.00

Donor		Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
								Donors	Country
ADB-55						f. enhancing the institutional capacity of Xinjiang Communications Department through the provision of winter maintenance equipment and training; v. procure maintenance equipment for Xinjiang Highway Administration Bureau to maintain expressways, and local road maintenance by Qiemo and Kuqa county communication bureaus; vi. procure additional weighbridge and road condition testing equipment for Xinjiang Communications Construction Administration Bureau (XCCAB)			
ADB-55				Road Network Development Program		Stage 1 as per 2354AZE Stage 2 might include: (i) upgrading of a 2-lane road between Ganja and Qazakh on the east–west corridor to a 4-lane expressway (about 94 km), (ii) development of crossborder infrastructure and facilities in Astara (iii) project support and capacity building for road network	2007-2014	400.00	
ADB-56		AZE	ADB IsDB WB	East West Highway Improvement	AZE IP1	Improvement of 534 Km of east west corridor	2007-2015	207M 7M 500M	
ADB-57		AFG	ADB	Preparing the Road Network III	AFG TA1	Prepare a feasibility study for a regional road project	2008	1.00	
ADB-59		AFG	Government	Kabul to Jalalabad Road Feasibility Study	AFG TA3	Review feasibility of four laning of Kabul-Jalalabad road	2008		0.80
ADB-61		AFG	ADB	Rehabilitation of Bamian-Yakawlang Road	G 9097AFG	i) Improvement of national highway sections from Mazar-e-Sharif to Dara-i-Suf ii) Cross-border facilities at Hairatan and Spin Boldak iii) Improvement of public awareness about HIV/AIDs iv) Improvement of national highway sections from Bamian to Yakawlang	2008-	20.00	

Donor		Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
								Donors	Country
ADB-62			ADB WB USAID Others	Road Network Development Investment Program I	G 0025AFG G 0135AFG	i) new road sections (300 km) and repair, rehabilitation, and reconstruction works on about 100 km. a. Faizabad to Ishkashem (100 km) b. Jabul Saraj to Surobi (90 km) c. Kabul to Jalalabad (alternative) road (160 km) d. part of Darisuf to Yakawlang road (50 km) ii) Maintenance works, both routine and periodic, on approximately 1,500 km of regional and national roads iii) Refinement of policy framework	2008-	400.00 150.00 400.00 300.00	
ADB-63		AFG	ADB	Nailabad-Hairatan Road	AFG IP5	Rehabilitation of 55 Km of road	2008	10.00	
ADB-64		KAZ	ADB	Preparing the CAREC Transport Corridor I (Zhambyl Oblast Section) Project	TA 7071REG	Feasibility Study and reduce vehicle operating costs, travel time, and traffic accident rate of domestic, regional, and transit traffic of regional highway in Zhambyl Oblast connecting Almaty and Shymkent	2008	0.15	
ADB-65		KGZ	ADB	Bishkek-Torugart	TA 7066KGZ	Road feasibility study and detailed design	2008	0.15	
ADB-66		TAJ	ADB	Preparing the CAREC Transport Corridor III (Dushanbe-Uzbekistan Border Road)	TA 7080TAJ	i) Project design of the Dushanbe– Tursunzade– Uzbekistan border road ii) develop an investment package of road and cross-border infrastructure, management, and technology; iii) make recommendations on cost recovery measures for such investments, and on institutional and human resources capacity development; iv) explore possibilities for bilateral customs service and systems improvement.	2008-	0.65	0.15
ADB-67		MON	ADB	Regional Transport Project	concept Paper	i) build the institutional capacity of the Road Department of the Ministry of Roads Transport and Tourism. ii) ensure effective maintenance, minimizing environment and social impacts, and enhancing road safety. iii) determine the scope of the project loan, which will include improvements to Mongolia's road network and its links to neighboring countries.	2008	0.60	

Donor		Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
								Donors	Country
ADB-68		AZE	ADB	Road Network Development Program, Project 1 – Masally-Astara section of the North-South Highway [not part of CAREC corridors]	L 2354AZE	(i) construction of approximately 59 km of a new four-lane category I expressway between Masalli and Astara; (ii) rehabilitation of approximately 120 km local two-lane category III roads in the project area; (iii) installation of a vehicle weighing station along the Project Road; (iv) provision of road maintenance equipment; (v) project management support and consulting services for construction supervision, financial audit, social and environmental assessments, and institutional capacity development.	2008-2009	200.00	
ADB-69		PRC	National regional	Jinghe - Ala Shankou Road	PRC IP2	Road construction Jinghe to Ala Shankou (106Km)	2008-2009		70.00
ADB-70		TAJ	Japan To be determined	Dusti-Nizhni Pianj Road Rehabilitation	TAJ IP4	Improve 15 km of forad from Dusti to Nizhni-Pianj	2008-2010	10.00 ?	80.00
ADB-71		MON	ADB	Western Regional Road Corridor Development Phase 1	G 0107MON	A 748.4 km road stretching from Yarant at the Mongolia and PRC border to Ulaanbaishint at the Mongolia and Russian border will be developed in two phases. i) phase I, a. improvement of a 431.2 km road between Yarant and Hovd aimag center b. Three road maintenance centers will be established along the project road (approximately one every 100 km) c. procure new equipment - a grader, bitumen spreaders, excavator, asphalt concrete cutter, and moving water tank to supplement the equipment of the existing road maintenance center. d. install two weigh scales near the PRC border and Hovd aimag center to control vehicle axle weight on the project road. e. provide a vehicle scanning machine and related equipment for the Yarant border crossing point at the PRC border to reduce the custom processing time	2008-2012	37.60	74.60

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
ADB-71					f. capacity building to prevent overloading issues, including: 1. enforcing the new overloading regulation, 2. strengthening organizations for enforcement of regulations by Ministry of Roads, Transport and Tourism inspectors with support of traffic police, 3. funding two weigh scales, 4. providing training for road administrators and traffic police			
ADB-72		PRC	ADB	Xinjiang Regional Road Improvement Project (Korla–Kuqa Section)	PRC IP1 i) Upgrade national highway 314 Korla-Kuga ii) Rehabilitate Wuqia County to Torugart border (110Km) iii) facilitate harmonized cross border procedures and documentation as agreed in 6th Transport Sector Coordination Meeting; iv) improve efficiency of freight terminal with ICT; v) improve road safety	2008-2012	150.00	444.00
ADB-73		KGZ	ADB	CAREC Regional Road Corridor Improvement Project	G 0084KGZ i) 263 km of improved two-lane road from Sary Tash to Nimich in Tajikistan (about 142 km from Sary Tash to the Kyrgyz-Tajik border at Karamik and about 121 km from Karamik border to Nimich); ii) improved infrastructure and facilities at the Kyrgyz-PRC border crossing (Irkeshtam) and the Kyrgyz-Tajik border crossing (Karamik); iii) increased sustainability and capacity of the road subsectors through outsourcing maintenance operations to the private sector in the Kyrgyz Republic Tajikistan; a. training private sector practitioners in best international contracting practices, preparing bids for performance and/or output-based road maintenance contracts, and contract management and execution. b. assist government introduce institutional reforms; develop a program for road maintenance privatization and outsourcing; and design, preparation, and administration of performance and/or output based contracts.	2008-2013	25.60	13.90

Donor		Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
								Donors	Country
ADB-73						iv) a cross-border agreement among the Kyrgyz Republic, PRC, and Tajikistan to cover: a. facilitating border crossing formalities, b. cross-border movement of people and goods, c. requirements for admitting road vehicles, d. exchange of commercial traffic rights, e. infrastructure, f. institutional issues,			
ADB-74		TAJ	ADB	CAREC Regional Road Corridor Improvement Project	L 2359TAJ G 0085TAJ	i) 263 km of improved two-lane road from Sary Tash to Nimich in Tajikistan (about 142 km from Sary Tash to the Kyrgyz-Tajik border at Karamik and about 121 km from Karamik border to Nimich); ii) improved infrastructure and facilities at the Kyrgyz-PRC border crossing (Irkeshtam) and the Kyrgyz-Tajik border crossing (Karamik); iii) increased sustainability and capacity of the road subsectors through outsourcing maintenance operations to the private sector in the Kyrgyz Republic Tajikistan; a. training private sector practitioners in best international contracting practices, preparing bids for performance and/or output-based road maintenance contracts, and contract management and execution. b. assist government introduce institutional reforms; develop a program for road maintenance privatization and outsourcing; and design, preparation, and administration of performance and/or output based contracts.	2008-2013	40.9 12.5	23.10
ADB-74						iv) a cross-border agreement among the Kyrgyz Republic, PRC, and Tajikistan to cover: a. facilitating border crossing formalities, b. cross-border movement of people and goods, c. requirements for admitting road vehicles, d. exchange of commercial traffic rights, e. infrastructure, f. institutional issues,			

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
ADB-75		KAZ	ADB IsDB JICA	CAREC Transport Corridor I (Zhambyl Oblast Section) [Western Europe–Western People’s Republic of China International Transit Corridor] Investment Program	MFF 0024KAZ L 2503KAZ	i) a road development component, targeting construction of 125 km of highway sections between Taraz and Korday in Zhambyl Oblast; ii) a road operation and maintenance component: a. Development of intelligent transport system (ITS) to improve road safety, and reduce travel time and delay using its three major functions: (a) surveillance, (b) control of highway operations, and (c) display of information to the motorist consisting of: 1. development of a strategic plan for the deployment of ITS technologies for the implementation approach; 2. preparation of an implementation plan, equipment specifications, layout design, and schedule for the entire corridor; b. Improvement of road maintenance system: 1. review the road maintenance system in Kazakhstan; 2. develop future maintenance requirements including a performance-based road maintenance plan, performance standards, and technical specifications;	2008-2014	700.00 414.00 150.00	216.00
ADB-75						3. review Kazakhavtodor’s strategy and plan, and funding allocations versus requirements; 4. provide recommendations for strengthening its technical and operational capacity; 5. assess road fund and possible private sector involvement in the operation of the Investment Program.			
ADB-75						i) 54 km Zhambyl Oblast Border–Taraz (project 2); ii) 60 km Taraz–Bypass (project 3) iii) 79 km Taraz–Kulan (project 1) iv) 144 km 404–301 Kulan–Blagoveshchenka (projects 2 and 3) v) 81 km 5 Blagoveshchenka–Otar (project 3) vi) 46 km Blagoveshchenka–Korday (project 1) vii) 16 km Korday–Kyrgyz Republic Border (project 3)			

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
ADB-76		KGZ	ADB	CAREC Transport Corridor 1 (Bishkek-Torugart Road) Project	G 0123KGZ	i) improved 39-km road stretch from Km 400 to Km 439 (within Char Pass–Ak Beit Pass section), ii) modernized customs infrastructure at the Kyrgyz Republic–PRC border crossing at Torugart, including rehabilitation and repair of customs facilities, provision of customs operations and control equipment; iii) a transport sector master plan (2010–2025) adopted by the Government including: a. building on the existing country and sector strategies; b. refining the policy framework for the transport sector; c. developing long-term investment programs in road, railway, and civil aviation subsectors; d. laying the ground for development of intermodal services; iv) fully operational Bishkek–Torugart Road Corridor Management Department introducing: a. adequate institutional arrangements; b. effective road asset planning and management systems; c. a reliable emergency response system; d. best practices in effective operation and management of corridor assets.	2008-2014	20.00	10.30
ADB-77		KGZ	ADB	Transport and Communications Strategy Development	mentioned in CPS	No information	2009-	0.80	
ADB-78		AFG	IsDB	Pul-e-Khumri-Doshi Road	AFG IP4	Rehabilitation of 52 Km of road	2009-2010	7.00	3.00
ADB-79		UZB	ADB	Regional Road Improvement	UZB IP1	Improve 40 km between Km876-916 in Kungzad district of Karakalpakstan and 91 km between Km490-581 om Khazarop district of Korezm	2009-2011	75.30	98.20

Donor		Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
								Donors	Country
ADB-80		REG	To be determined	Equitable Road Maintenance User Charges and Cross Border Fees	REG TA2	The goal of the TA is to establish road user charging regimes fully compatible with the principles of the ECMT, including nondiscrimination and transparency, while allowing the CAREC countries to equitably recover the costs of providing and maintaining good road infrastructure from foreign as well as domestic traffic. The TA will assess and recommend options for CAREC countries to charge for use of their roads, with a particular focus on regional harmonization. Factors to take into account will include: i) Cost recovery for the road authority (under different conditions of terrain, climate, level of service provided and consequent vehicle operating economies) ii) Recommendations and resolutions by international bodies such as ECMT, UN ECE and UN ESCAP iii) Overweight interdictions or fee scales iv) Transparency and probity in collection of fees v) Present charges on domestic transport (registration, fuel taxes, tolls etc) vi) The permit regimes	2009-2011		1.00
ADB-80						vii) Current inadequacies or failures of Road Funds These outputs will serve as benchmarks for CAREC countries to refine their individual approaches.			
ADB-81		KAZ	Concession	Astana-Karaganda Road Rehabilitation	KAZ IP1	Road	2009-2012	1000.00	
ADB-82		KAZ	ADB JBIC EBRD IsDB WB Private National	Rehabilitation of Western Europe-Western PRC Transit Corridor	KAZ IP4	Road 1430 Highway	2009-2012	650 150 181 414 2000 1575 1600	
ADB-83		KAZ	Concession	Aktau-Beyneu Road Rehabilitation	KAZ IP3	Rehabilitation of 104KM	2009-2012	550.00	
ADB-84		KGZ	ADB	Sary Tash-Tajik Border Road Rehabilitation	KGZ IP4	Construction of 136 km Sary Tash to Karamik on Tajikistan border.	2009-2012	25.60	13.90
ADB-85		KGZ	ADB IsDB	Bishkek-Torugart Road Rehabilitation	KGZ IP1	Road 1430 Highway	2009-2014	60 27	213.00

Donor		Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
								Donors	Country
ADB-86		AZE	To be determined	Road Maintenance	AZE TA1	Support institutional changes and capacity building of staff responsible for road maintenance	2010	.6-.8	
ADB-87		REG	ADB	Regional Road Corridor Safety Auditing	REG TA36	Reviews of: i) road design standards (SNiP and GB); ii) Black spot analysis; iii) Institutional structures and legal frameworks relevant to road safety; iv) responsibilities for road accident data collection; v) budgeting for implementation of road safety measures; vi) road reserve widths and zoning regulations of road side service developments; vii) extent of public education on road safety.	2010	0.80	
ADB-88		KAZ	Concession	Almaty-Kapchagay Road Rehabilitation	KAZ IP2	Rehabilitation of 2815Km of road	2010-2011	580.00	
ADB-89		TAJ	ADB	Dushanbe-Tursunzade Road	TAJ IP5	Improve 66 km from Dushanbe through Tursunzade to Uzbek border	2010-2012	80.00	20.00
ADB-90		MON	Being sought	Ulaan Baatar - Russian Border Rehabilitation	MON IP2	Feasibility study of Yarant–Hovd–Olgii–Tsagaannuur route	2010-2013		120.70
ADB-91		AFG	Russian Federation	Salang Tunnel Expansion Feasibility	AFG TA2	Prepare a feasibility study.	2011	2.00	
ADB-92		REG	To be determined	Collaborative Regional Operations and Maintenance of Corridors	REG TA1	Organize regional workshops to bring together - a) road transport and logistics firms operating across borders and their national association representatives; b) road maintenance operational managements and contractors to encourage, among other things, performance contracts	2011		0.80
ADB-93		AFG	ADB	Qaiser-Bala Murghab Road	AFG IP1	Construction supervision Management support for Ministry of Public Works	?-2009	55M	
ADB-94		TAJ	ADB	Dushanbe-Kyrgyz Border Road Rehabilitation Phase II	TAJ IP1	Rehabilitation of 89 km between Nurobad and Nimich	?-2009	30.00	9.50
ADB-95		AFG	ADB	Bala Murghab-Leman Road	AFG IP2	Project management support for Ministry of Public Works	?-2011	176M	4M

Donor		Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
								Donors	Country
ADB-96		KGZ	ADB OPEC IsDB	Osh-SaryTash-Irkestan Road Rehabilitation Project	KGZ IP2	equipment to maintain the entire Osh-Irkestan road	?-2011	32.8 4.0 32.5 (17.5M in 2007)	100.70
ADB-97		TAJ	To be determined	Dushanbe-Khavast Road	TAJ IP3	Improve 302 km of Dushanbe-Khujand-Chanak-Uzbeki (Khavast) border road	?-2011		150.00
ADB-98		TAJ	ADB	Dushanbe-Kyrgyz Border Road Rehabilitation Phase III	TAJ IP2	Rehabilitation of 121 km between Nimich and Kyrgyz border	?-2013	53.40	32.10
ADB-99		AFG	ADB			61 km Kandahar-Spin Boldak (complete) [link to Qetta in Pakistan but not found on ADB site]		25.00	
ADB-100		AZE	ADB	Southern Road Corridor Improvement	Concept Paper	(i) improve a section of the 243 kilometer (km) Alyat–Astara road; (ii) develop a cross-border facility at Astara; (iii) provide access to poor communities along the road, (iv) build the institutional capacity of the Road Transport Service Department; (v) address road sector policy issues involving rationalizing road user charges for maintenance funding, ensuring effective maintenance, controlling vehicle overloading, minimizing environment and social impacts, and enhancing road safety.			
ADB-101		AZE	ADB	Road Network Development Program, Project 2	L 2433AZE	i) upgrading of a 2-lane road between Ganja and Qazakh on the east–west corridor to a 4-lane expressway (about 94 km), ii) development of crossborder infrastructure and facilities in Astara (provided that the Government has decided the location of the new border crossing point), iii) project support and capacity building for road network management. No access to RRP			

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
ADB-148		REG	ADB	Silk Road Initiative	6053REG	i) assist the implementation of the existing multiphased priority projects through working-level meetings, ii) assist in preparing road maps in each priority sector based on regional sector studies, iii) identify and develop new regional projects. iv) prepare a capacity building plan including regional training programs, which will assist the countries in better managing the CAREC Program and improving effectiveness in implementing regional projects.	2002	0.95	0.05
ADB-211		REG	To be determined	CAREC Trade Portal	REG TA6	i) compile, document, translate and publish import/export trade procedures, rules and regulations and requirements of customs and other government agencies: ii) compile document, translate and publish all other national measures affecting trade - bans, prohibitions, quotas, licensing, technical standards, taxes and fees, finance measures and foreign exchange regulations; iii) dissemination of information in appropriate forms	2011	0.60	
CEB-1	Czech Export Bank	AZE	Czech Export Bank			Sumgait - Zarat			
EBRD-1	EBRD	AZE	EBRD	Silk Road Project	1863	i) Reconstruction of an 85 km section of road from Gazi Mamed to Kyurdamir; ii) Assistance with road sector restructuring	1997-	41.00	5.60?
EBRD-2		KAZ	EBRD	Road Sector Restructuring Project	21582	i) rehabilitate the existing 900 km road between Atyrau and Aktau Atyrau is off TRACECA and CAREC corridors ; ii) particular focus involves fees and charges for heavy goods vehicles; iii) assistance with improved road sector planning and management.	2003-2008	119.00	124.00?
EBRD-3		AZE	EBRD	Azerbaijan Silk Road			2004	EUR30.40	
EBRD-4		AZE	EBRD	Gazzi Mammed - Kyurdamir Road : Revisions to Designs		Design	2004	EUR0.077	

Donor		Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
								Donors	Country
EBRD-5		AZE	EBRD	Assistance to the Road Transport Services Department (RTSD) in the Implementation of the Corporate Plan		No information	2005-	EUR0.40	
EBRD-6		AZE	EBRD	Gazimamad-Kurdamir			2005-2007	41.70	
EBRD-7		TAJ	EBRD Netherlands	Road Maintenance Development Project	36826	i) procurement of road maintenance equipment to be employed by the Ministry of Transport and Communications to carry out essential maintenance work on the road network of Tajikistan;	2007-	4.00 2.00	
EBRD-8		KAZ	EBRD Japan Europe Coop Fund	South West Corridor Road Project	39258	i) rehabilitation and upgrading of the 102 km road section between the Russian border and the city of Aktobe; ii) preparation and launch of the first road sector PPP following international best practice; iii) in the area of routine and winter maintenance contracting, introduction of service level agreements to promote further the development of client – supplier relationships in the road sector; iv) preparation of the sector for the introduction of performance-based maintenance contracts v) preparation of a PPP concept paper and subsequent transaction advisory services for a pilot PPP project preparation..	2008-	180.00 1.50	27.00?
EBRD-9		AZE	EBRD	Azerbaijan East west Highway		Hajigabul-Kurdamir section of the East-West Highway		EUR30.00	
EBRD-10		AZE	EBRD	Baku to Samur	34723	i) upgrade and rehabilitate a 60 km section of road, from Sumgait to Zarat [heading north and not on any TRACECA CAREC corridors]; ii) establish 4 – 6 regional maintenance units; iii) establish a 'service level agreement' between these regional maintenance units and the in-house 'suppliers' undertaking the road maintenance work; iv) strengthen the role of the Roads Advisory Board to empower it to audit the operation of the service-level-agreement in place between the Ministry and Road Transport Services Department		100.00	10.00?
EBRD-11		TAJ	EBRD	Road Maintenance Development Project (TC component)		Develop a road maintenance development plan	2007	0.80	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
EBRD-21		AZE	EBRD	http://www.delaze.ec.europa.eu/pdfs/enp/EU-Azerbaijan_AP.pdf	Planned??	i) Develop and implement a national sustainable transport policy, with a focus, where appropriate on further approximation of legislative and regulatory frameworks with European and international standards, in particular for safety and security (all transport modes); ii) Strengthen and if necessary establish the necessary independent regulatory authorities and further facilitate institutional reforms as well as the administrative structures to prepare specific plans for priority sectors; iii) Creation of a long-term and transparent system of road financing in order to ensure continued maintenance of the existent public road network; v) Implement the recommendations of the High Level Group on the Extension of Major Trans-European Transport Axes to the Neighbouring Countries concerning transport axes and related horizontal measures.		
EU-1	EU	AFG	EU	Reconstruction of the Kabul-Jalalabad-Torkham road	Europeaid/12 2358/C/W/AF	142 km Kabul-Jalalabad (complete) [link towards Pakistan]	Complete	66.00
EU-2		KAZ	EU-TACIS	Road Sector Restructuring Project		feasibility study	2003	0.85
EU-3		KGZ	EU-TACIS	Osh-Irkestan §		Road Phase 2 [no information]		
EU-4		KGZ	EU-TACIS	Osh-Isfana	no information	Improvement of: a. 60Km of Bishkek-Torugart road b. Improvement of customs and border infrastructure		
EU-5		REG	EU-TACIS	Termez-Dushanbe-SaryTash		Pre-feasibility study [no information]		
IND-1	Indian Government	AFG	India			216 km Delaram-Zaranj (Ongoing) [spur to Iraq through Nimruz province]		84.00
IRAN-1	Iran Government	AFG	Iran			120 km Herat-Islam Qala (complete) [spur to Iran in Heart province]		45.00
IRAN-2		AFG	Iran			60 km Herat-Armalik (complete) [spur north towards Bala Murghab possibly]		25.00
IRAN-3		TAJ	Iran		G 827812 L ILS/BTBT-03	Construction of Anzob Tunnel	2003 2004	5.00 21.20

Donor		Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
								Donors	Country
IDB-1	IDB	AZE	IsDB Kuwait	Alyat Gazi Muhammad Road	AZ0009	Upgrading of 44 km road section Alyat-Gazi Mohammad from two lane to a dual carriageway road .	1997-2001	13.144 18.147	5.21
IDB-2		TAJ	IsDB	Shagon-Zigar	TAD0005	Feasibility study and preliminary design for 30,7 km Shagon-Zigar Road	1998-2000	0.27	0.40
IDB-3		KGZ	IsDB ADB JBIC	Bishkek-Osh	KYR0010	Construction of two new 7,5 meter wide carriage way road sections: i) Madaniyat detour (9 km); ii) Jalalabad -Uzgen (40 km) in order to bypass Uzbekistan	1998-2000	10.40	2.70
IDB-4		TAJ	IsDB	Murgab-Kulma Bypass	TAD0010	Reconstruction of 32 km Murgab - Toktamys road some 58 km southeast of Murgab the ending point is at Kulma pass at the Tajik-China border.	1999-2002	9.50	4.48
IDB-5		KGZ	IsDB	Taraz-Talas-Suusamyr	KYR0014	Reconstruct 52 Km of the Taraz-Talas-Suusamyr road (total length of 199 Km), including: i) Section 1(km 0-37): Otmek Pass; ii) Section 2 (km 37-52) Upgrade the road from Class IV to Class III	2000-2009	9.15	1.80
IDB-6		KAZ	IsDB Saudi AbuDhabi	Karaganda-Astana	KHZ0011	Reconstruction of road Section III of Karaganda -Astana Road (54,5 km) between Vishnevka - Astana Road (last portion of road stretch). Saudi Fund undertook Section II (Osakarovka-Vishnevka, 42,9 km. The Government of Kazakhstan has been assigned to cover the cost of the reconstruction of Section I (Karaganda-Osakarovka, 85,6 km).	2000-2003	20.00 12.00 22.00	47.88
IDB-7		KAZ	IsDB	Borovoe-Kokshetau-Petropavlosk	KHZ0020	Road feasibility study for 223 km Borovoe-Kokshetau-Petropavlovsk	2001	0.23	0.06
IDB-8		TAJ	IsDB	Shagon Zigar	TAD0014	Construction of 5,5 km (from km 13,75 to 19,25) of Shagon-Zhigar road, which will open up the existing track for traffic and facilitate the contruction of Phase II of the project.	2001-2003	9.10	2.30
IDB-9		TAJ	IsDB	Shagon Zigar Phase 2	TAD0023	Construction of 9,75 km (from 19,25 to 29) of Shagon-Zhigar Road	2004-2009	13.77	2.13
IDB-10		UZB	IsDB	Road Maintenance and Construction Equipment for Asphalt	UZB0012	Equipment purchased under open international tender with suppliers from Russia, UK, Germany, China	2004-2009	12.56	2.43

Donor		Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
								Donors	Country
				Plant					
IDB-11		AFG	IsDB	Doshi to Pol-e-Komri Road		Rehabilitate and reconstruct 50 Km Doshi to Pol-e-Komri Road - provide civil works and maintenance [between Pol-e-Komri and Kabul]	2004-2007	10.00	
IDB-12		AFG	IsDB	Construction of Andkhoy to Aquina road	?	Construction of 34 km. Andkhoy to Aquina	2005	20.00	
IDB-13		AZE	IsDB OFID	Reconstruction of Ujar-Yevlakh	AZ0020	Reconstruction of 46 km of the single carriageway 2 lane highway from Ujar to Yevlakh east junction (km 70-216).	2003-2005	22.00 5.5	3.00
IDB-14		KGZ	IsDB	Taraz-Talas-Suusamyr	KYR0024	Supplementary financing to meet the soaring prices of the construction materials which are used in Phase I	2007-2009	3.60	0.00
IDB-15		KGZ	IsDB	Reconstruction of Osh-Irkeshtan Road	KYR0022	Reconstruction of road section between km 80-124 that was severely damaged	2007-2010	17.30	2.50
IDB-16		KGZ	IsDB	Taraz-Talas-Suusamyr Phase 2	KYR0025	Reconstruction of Section-2 (25 km) of the 198-km road from Taraz (located on Kyrgyz-Kazakh border) in the west and the junction with the Bishkek-Osh road near the town of Suusamyr in the east, passing through the town of Talas	2008-2010	11.20	1.57
IDB-17		AZE	IsDB	Bahramtapa-Bilasuvur		The road reconstruction project is included in the IDB Work Program for processing in 2009-2010	2009-2010	40.00	
IDB-18		AZE	IsDB	Ujar-ZargabAghjabedi		The road reconstruction project is included in the IDB Work Program for processing in 2009-2010	2009-2010	50.00	10.00
IDB-21		KGZ	IsDB	Bishkek-Naryn-Torugart		The Co-financiers' meeting convened in Bishkek in October 2008 (IsDB, Kuwait Fund, Saudi Fund, Abud Dhabi Fund and OFID) to discuss the financing of the project "Road rehabilitation from Dolon Pass to Atbashi". The involved parties in principle agreed to co-finance the project.	2009-2010	15.00	
IDB-22		TAJ	IsDB	Shagon-Zigar Phase 3		Reconstruction of Shagon-Zhigar road, Phase III. The project documentation was submitted to the IDB for consideration. Upon successful completion of Phase II, the IDB will consider the financing conditions for Phase III project.	2010	17.00	

Donor		Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
								Donors	Country
IDB-23		TAJ	IsDB Kuwait Saudi Arabia OPEC Abu Dhabi	Construction of Kulyab-Khalaikhum Road		The Co-financiers' meeting convened in Dushanbe in October 2008 to discuss the financing of the project "Reconstruction of Kulyab-Khaklaikum road". The involved parties in principle agreed to co-finance the project.	2009-2010	10.00	120.00
IDB-28		AZE	IsDB Saudi	Reconstruction of Yevlakh -Ganja road	AZ0023	Reconstruction of 50 km of the single carriageway 2 lane highway from Yevlakh to km 50 in the direction to Ganja. The Yevlakh-Ganja Road is a part of the main highway crossing the country from Baku to the Georgian border in the west.	2005-2007	10.4 11.0	6.60
IDB-29		KAZ	IsDB World Bank	Reconstruction of the Almaty-Gulshad Road	KHZ0009	Reconstruction of 88 km of Almaty-Gulshad road (from km 509 to 597).	1998-2002	8.93	12.11
IDB-30		KAZ	IsDB	Reconstruction of 58 km road Section of South Kazakhstan Region border to Taraz city	KHZ0050	Reconstruction of 58 km from South Kazakhstan region border to Taraz city. The IDB approved the project in February 2009. The revised terms and conditions were presented to the Government of Kazakhstan. Awaiting the approval from Kazakh side.	2009	186.00	67.00
JBIC-4	JBIC	AFG	Japan	Road rehabilitation from Kandahar to Spin Boldak		61 km Kandahar-Spin Boldak (complete) [link to Qetta in Pakistan]	2002	15.00	
JICA-1	JICA	KGZ	Japan	Road maintenance equipment for Naryn oblast		Road maintenance equipment for Naryn oblast	2006	¥532.00	?
JICA-4		AFG	Japan	Mazar-e-Sharif Road Construction Equipment		Road built in the city - no mention of this in report of Japanese assistance in 2008	2005	12.00	
JICA-5		AFG	Japan	Improvement of Kabul Road Engineering Centre		Program components include construction and renovation of various buildings such as the repair workshop, administrations building and heavy machinery parking buildings. The renovated center will serve as the principle technical center of the country's road administration and maintenance policy.	2007	8.00	
JICA-8		UZB	Japan	Second Road Construction		(Grant)	2004	¥976.00	

Donor		Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
								Donors	Country
				Equipment					
JICA-9		TAJ	Japan	Dusti-Kurgan Tyube Road Rehabilitation		Detailed design for a 15 km of road from Dusti to Kurgan Tyube (Grant)	2008	¥3432	
JICA-10		TAJ	Japan	Dusti-Nizhni Pyanzh I		(Grant)	2006	¥595	
JICA-11		TAJ	Japan	Dusti-Nizhni Pyanzh II		(Grant)	2007	¥1324	
JICA-18		KAZ	Japan	Irtys River Bridge Construction Project		Yen Loan	1997-2004	¥21530	¥6791
JICA-20		KAZ	Japan	Western Kazakhstan Road Network Rehabilitation Project		i. rehabilitate the 950-km portion of the Western Kazakhstan Road from Astana to Atyrau - re-pave and repair road bed for the three most degraded portions of the West Kazakhstan Road: a. Atyrau - Uralsk (total length: about 492km); b. Kostanai Oblast Border - Karabutak (249km); c.Karabutak - Aktyubinsk (213km) [not part of any of the three corridors] ii. provision of technical assistance to improve road maintenance capability at the local level	2000-2008	¥16539	¥5513
JICA-21		KAZ	Japan	CAREC West-East Hiway Improvement Project		The construction & repair work of the roads in Zhambyl oblast (Yen loan, expected to be signed in 2009)	TBD	¥10000	TBD
JICA-22		KGZ	Japan	Bishkek-Osh Road Rehabilitation Project		Repair of the trunk road between the metropolitan Bishkek and the second city Osh (Yen loan)		¥5459	
JICA-26		AFG	Japan			50 km Kabul-Kandahar (Section G) (completed)	2004	33.70	
JICA-27		AFG	Japan			114 km Kandahar-Herat (Section 1) (ongoing)	2003-2006	108.00	
KUW-1	Kuwait Government	AZE	Kuwait	Kyurdamir - Ujar		Design study	2005-2007		
KUW-2		AZE	Kuwait			Hajigabul - Kyurdamir			
KUW-3		AZE	Kuwait			Alyat-Gazi Mammad			

	Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
								Donors	Country
OPEC-1	OPEC	TAJ	OPEC Kuwait Saudi	Shkev-Zigar Road Rehabilitation Project	830-R 608 1/392	Shkev-Zigar Road Rehabilitation	2001	4.00 6.00 6.00	
PAK-1	Pakistan Government	AFG	Pakistan			74 km Jalalabad-Torkham (complete) [assumed continuation of link to Pakistan, but not sure where Torkham is]		50.00	
PRC-1	PRC Government	KGZ	PRC	Osh-SaryTash-Irkestan		Improvement of 124Km of road (of a total of 258Km to be rehabilitated)			
SAUDI-1	Saudi Fund for Development	AFG	Saudi Fund for Development	Leman-Armalick Road	AFG IP3	Rehabilitation of 53 Km of ring road [not located]	2009-2010	30.00	
SPECA-1	SPECA	REG	SPECA			Promotion of investment and strengthening of PPP for the development and upgrading the Asian Highway and Trans Asian Railway networks, including those networks within the SPECA region and those linking to neighbouring countries	2008-2009	0.10	
SPECA-2		REG	SPECA			Joint project on developing Euro-Asian transport links (phase II)	2008-2011	0.61	
TRAC-1	TRACECA	REG	TRACECA	Capacity Development for Senior Transport Officials		i) Analysis of existing situation at border crossings, in ports, railway stations and customs clearance offices along the TRACECA corridor. ii) Training needs assessment for both the top level decision-makers of the Ministries of Transport (or other bodies fulfilling their tasks), Railways, Customs and Port Authorities (Target Group - Level A) and the heads of border and customs stations, ministerial departments, railway departments, port and ferry operators and stakeholders from the road transport industry (Target Group - Level B) based on standardised questionnaire. iii) Development of training material for each of the groups (Target Groups - Levels A and B). iv) Implementation of the training programme for Level A, 65 trainees, 5 of each TRACECA country v) Implementation of the training programme for Level B, 260 trainees, 20 of each TRACECA country. vi) Carrying out of study tours, 3 groups, total of 52 participants, 4 of each TRACECA country.	2003-2005	EUR1.8	

Donor		Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
								Donors	Country
TRAC-2		AZE	TRACECA	Rehabilitation of Hajigabul Highway (Rehabilitation of Azerbaijan Highways)		i) Supervise rehabilitation of Hajigabul to Kyurdamir road section ii) Prepare maintenance manual	2005-2008	EUR2.0 0	
TRAC-3		KGZ	TRACECA	Feasibility Study for the SaryTash Road	110-465	Feasibility study for the rehabilitation of the road linking the Tajik border and Sary-Tash.	2006-2008	EUR1.7 5	
TRAC-4		KAZ, KGZ, TAJ, UZB	TRACECA	Development of Coordinated Transport Policies	EUROPEAID /122076/C/S ER/Multi	i) Principles for National Transport Policies coordinated on the regional level; ii) Short, medium and long term action programme for legislative action iii) Legislative frameworking principles and proposals, reflecting TRACECA Basic Multilateral Agreement on International Transport for Development of the Europe – the Caucasus – Asia Corridor (TRACECA MLA) and Strategy as well as international/EU standards iv) Legal harmonisation principles to establish a regional market for the road transport sector in Central Asia v) Preliminary qualitative scanning of existing logistic centres, needs assessment and catalogue of good practice, as a precursor for the 2006 TRACECA project on “International Logistics Centres/Nodes Network in Central Asia)	2007-2008	EUR2.0	
TRAC-5		AZE, KAZ, KGZ,TAJ, KGZ, UZB	TRACECA	Strengthening of Transport Training Capacity in NIS countries		i) Ensure that the teaching staff of transport training entities and students in higher educational transport institutes are familiarised with latest transport planning techniques and tools; ii) Ensure that the teaching staff of transport training entities and students in higher educational transport institutes are familiarised with latest investment appraisal techniques and tools including environmental analysis of transport sector investments; iii) Transport training is to be improved through improved pedagogical skills, teaching techniques and curricula development methods; iv) Departments/chairs for multi-modal transport and interoperability are further developed and enabled to deliver state-of-the-art training contents; v) An in-depth appraisal for the establishment of a regional training centre for advanced transport training is elaborated.	2008-	EUR2.0	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
ESCAP-6		AZE,KA Z,KGZ, MON,P RC,TAJ, UZB	UNESCAP	Promotion, Development and Formalization of Asian Highway (Phase I) - (98/TCTD-Z/031/JPN- 8) - Asian Land Transport Infrastructure Development (ALTID) Project	JPN98618	To assist in providing reliable and efficient land transport linkages within the Asian and the Pacific region as a part of integrated sea, land and air transport systems to facilitate regional and international trade and tourism, and the facilitation of land transport. This project is a part of the Asian Land Transport Infrastructure Development (ALTID) integrated project, 1998-1999, a priority project of the New Delhi Action Plan on Infrastructure Development in Asia and the Pacific, Phase I, 1997-2001.	-2001	0.11
ESCAP-7		AZE,KA Z,KGZ, MON,P RC,TAJ, UZB	UNESCAP	Promotion, Development and Formalization of the Asian Highway (Phase II) - Asian Land Transport Infrastructure Development (ALTID) Project	JPN99722	Upon completion of the on-going exercise in 1999, the work to develop other components/layers of the software to automatically identify possible routes for the ISO and non-ISO container transport and graphical representation/illustration are planned to be done under this project. When completed, the modified AH database will be able to provide a freight forwarder with a choice of possible routes to facilitate international trade. The AH database for ASEAN subregion established in the project "computerized AH database" as well as database for SAARC subregion supposed to be done in Phase I are planned to be reflected in the development of software in this project.	-2001	0.11
ESCAP-8		AZE,KA Z,KGZ, MON,P RC,TAJ, UZB	UNESCAP	Upgrading of the Asian Highway Routes - Asian Land Transport Infrastructure Development (ALTID) Project	JPN97530	AH database format to be developed (Phase I) and validated software to be developed (Phase II) to enable the AH countries to have a computerized database as a tool which could facilitate identifying/prioritizing the AH routes/road sections to be upgraded and which could, consequently, facilitate the dialogue between the countries and international lending agencies as well as donor countries. The proposed project "Upgrading of the Asian Highway routes" is a logical step taken after the above-mentioned projects were completed to assist ESCAP member countries in developing/improving their plans for the upgrading of major national roads. In this project, it is planned that the AH routes/sections on which major upgrading work is required and the major issues/problems related to the upgrading of road and road-side facilities will be identified. Available related experiences in road and road-side facilities upgrading will be collected and reviewed. This information will be shared with the national planners/engineers and feasible approaches will be	-2001	0.13

Donor		Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
								Donors	Country
						discussed at the regional seminar. Guidelines for upgrading of the subregional/regional AH routes will subsequently be developed and discussed. The outcomes of the project will assist the national policy makers and road planners to develop/improve their plans for the upgrading of national roads to meet the national/subregional/regional requirements.			
ESCAP-9		AZE, KAZ, PRC, UZB	UNESCAP	Highway Transport Engineering Assistance (Phase III) (96/TCT/002/GTZ-4)	GTZ97521	i. identification of priority areas regarding road transport and environment and development of an action programme; ii. preparation and propagation of guidelines to minimize the impact of road construction on natural and human environment; iii. development of concepts/ guidelines and respective know-how exchange/training to reduce the negative effects of road traffic on human and natural environment; iv. preparation of proposals for inter-/intra-regional transport infrastructure development management and conservation.	2001	0.62	
ESCAP-10		AZE, KAZ, KGZ, MON, PRC, TAJ, UZB	UNESCAP	Promotion, Development and Formalization of Asian Highway (Phase III) - Asian Land Transport Infrastructure Development (ALTID) Project	JPN00814	To assist in providing reliable and efficient land transport linkages within the Asia and the Pacific region as well as the regions with the United Nations Economic Commission for Europe and the United Nations Social Commission for Western Asia as a part of integrated sea, land and air transport systems to facilitate regional and international trade and tourism, the Commission at its 48th Session endorsed an integrated project on Asian Land Transport Infrastructure Development (ALTID) comprising the AH, the Trans-Asian Railway, and the facilitation of land transport. Balanced development of an international highway network in Asia is the goal of the AH project.	2001-2002	0.12	
ESCAP-11		AZE, KAZ, KGZ, MON, PRC, TAJ, UZB	UNESCAP	Promotion, Development and Formalization of Asian Highway (Phase IV) - Overall Review of Asian Highway Development and a Proposed AH Network Covering the Whole of Asia - Asian Land Transport Infrastructure	JPN01843	Prepare draft documents required for proceedings of an Expert Group Meeting on the above issues related to the AH to generate discussion and agreement among member countries to have an agreed action plan on development and formalization of AH and maintenance and updating of AH Database. The draft working arrangements should be considered and finalized by the EGM. Reflecting the result of the meeting, AH network revision along with review of technical standards and numbering system will be undertaken and revised network route map will also be	2001-2004	0.11	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
				Development (ALTID) Project		published as part of this project.		
ESCAP-12		KAZ,MO N,PRC	UNESCAP	Study on road network connecting China, Kazakhstan, Mongolia, Russian Federation and Korean peninsula	ROK98649	The immediate objective of the study is to assist the countries concerned to develop their policy, related technical standards and road transport facilitation measures regarding the development of national highway routes of international importance [Asian Highway (AH) network]; as a part of integrated regional approach to the development of reliable and efficient intraregional and interregional land transport linkages in the North- East Asia and in Asia to facilitate international and bilateral movement of goods and people: i. identify potential international road networks connecting China, Kazakhstan, Mongolia the Russian Federation and the Korean peninsula for development of efficient road connection among these countries. ii. identify the international roads connecting these countries which, will contribute to the formulation of Asian Highway network; On completion of this study the status and national standards of international road networks would be reviewed, some international routes would be identified to form part of the Northern Corridor of the Asian Highway connecting the North-East Asia and Europe.	2001-2002	0.07
ESCAP-13		AFG,AZ E,KAZ,K GZ,MO N,PRC, TAJ,UZ B	UNESCAP	Development of a Regional Intergovernmental Agreement on Asian Highway Network - Asian Land Transport Infrastructure Development (ALTID) project	JPN02933	The expert group meeting scheduled for 24-26 April 2002 is expected to complete the formulation of the Asian Highway network. For regular regionwide review of the identified network's development and timely coordination between national and regional transport networks it is necessary to establish a coordination mechanism among countries. A regional intergovernmental agreement for the Asian Highway network could establish such a mechanism to guide the coordinated development of the identified networks in member countries, as it will define the AH routes and numbering system, the mechanism for revision of networks, set design standards, and define route signs. The expert group meeting is expected to develop an action plan for Asian Highway promotion and development. The project will also support implementation of some the activities for its promotion.	2002-2004	0.14

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
ESCAP-14		AFG,AZ E,KAZ,K GZ,MO N,PRC, TAJ,UZ B	UNESCAP	Identifying Investment Needs and Development Priorities for the Asian Highway Network and Related Intermodal Connections and Freight Terminals	JPN03005	Currently 17 per cent of the 140,000 kilometers of the AH network is below the agreed minimum standards, and upgrading and improvement of this network is one of the priorities for members. Many national governments in the region have limited resources for investment in the transport sector. In this backdrop, the project aims to provide an overview of state development of the Asian Highway network including investment requirements, identify national and subregional priorities and showcase identified priority projects. These overviews can be used as the basis for transport investment planning at the national and subregional levels and will provide a framework for development assistance from bilateral donors and multilateral banks: i. national transport planners and policy makers of participating countries with subregional overviews of investment needs and priorities for development of the Asian Highway network, with a particular focus on the missing or substandard Asian Highway links and freight terminals. This analysis can be used as the basis for transport investment planning at the national and regional level and will also provide a framework for development assistance from donors and international financing institutions.	2003-2006	0.12	
ESCAP-15		AFG,AZ E,KAZ,K GZ,MO N,PRC, TAJ,UZ B	UNESCAP	Promotion and development of the Asian Highway: Capacity building for implementation of the intergovernmental agreement	JPN05006	The project aims to promote and encourage governments to improve implementation and decision making on agreements related to regional transport networks and initiate public private partnerships for infrastructure development.Building on the momentum gained by the adoption and signing of the Intergovernmental Agreement, the project will focus on the promotion of the Intergovernmental Agreement and capacity building of policy makers, transport planners and government officials of implementing agencies in the areas of: (a) implementation and administration of the Agreement; (b) road safety; and (c) public-private initiatives for development and upgrading of international transport connections. The project will support organization of regional Working Group Meeting and a regional training workshop.	2005-2007	0.08	
ESCAP-16		REG	UNESCAP	Promotion and development of the	JPN06002	One of the main obligations of the Contracting Parties to the Intergovernmental Agreement on the Asian Highway	2006-2008	0.09	

Donor		Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
								Donors	Country
				asian highway: Upgrading of asian highway priority routes		Network is to develop the adopted highway network in conformity with the Asian Highway classification and design standards. Currently 16 per cent (22,000 km) of the 141,000 Kilometres of the Asian Highway network is below the agreed minimum standards. Mobilization of financial and technical resources to upgrade and improve the Asian Highway network to the requirements of international transport is a major challenge for all participating countries. The project aims to assist least developed, landlocked and transit member States as well as economies in transition in mobilizing resources towards bringing the Asian Highway Network to the minimum standards, as well as to upgrade those sections which are insufficient to meet current levels of traffic demand. The project will: (a) support analytical and technical assessment of selected priority Asian Highway routes: and (b) convene regional/subregional training workshops/seminars and a regional investment forum. In particular, the project will bring a "cross-country" or regional perspective to the analysis, which is otherwise not usually considered in investment project assessments.			
ESCAP-24		KAZ, KGZ, PRC	UNESCAP	Transport pricing and charges for promoting sustainable development (99/TCTID-Z/008/NET-8)	NET99728	Intended impacts of the project include: i. improving the efficiency with which transport infrastructure and services are utilized; ii. increasing internal sources of funds for financing the development and maintenance of transport services and infrastructure facilities; iii. creating an environment which is more conducive to attracting private sector interest in the provision and operation of transport services and infrastructure facilities; " iv. presenting transport users with a set of prices which reflect the resource cost of providing facilities and services of different alternative modes of transport; and v. utilizing prices as one of the instruments for internalizing the externalities generated by the transport sector. vi. promoting more equitable spatial distribution of economic activities and easier access to social amenities with the aim of alleviating poverty in the region	-2001	0.07	
USAID-1	USAID	TAJ	USAID			construction of 672 metre weathering steel bridge over Pyandzh River (Tajikistan–Afghanistan)	2003	28.00	

Donor		Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
								Donors	Country
USAID-2		AFG	USAID	Rehabilitation of Economic Facilities		389 km, Kabul-Kandahar (Sections B to F) completed	2002-2004	311.00	
USAID-3		AFG	Saudi Fund for Development USAID	Rehabilitation of Economic Facilities		116 km Kandahar-Herat (Section 2) (complete)	2005-2006	52.00 13.00	
USAID-4		AFG	USAID (LBG)	Rehabilitation of Economic Facilities		326 km Kandahar-Herat; (Sections 3 to 5) (complete)	2004-2006	181.00	
USAID-43		AFG	USAID	Infrastructure Rehabilitation Program		Maintenance works, both routine and emergency, on approximately 1,500 km of regional and national roads	2007-2010	36.00	
USAID-44		AFG	USAID	Infrastructure Rehabilitation Program		103 km Kishem-Faizabad Road	2007-2009	118.00	
WB-1	World Bank	KAZ	WB	Road Transport Restructuring Project	KZ-PE-8499	i) Rehabilitation of the 215 km-long Akchatau-Karaganda road section, estimated to cost US\$60.0 million; ii) Rehabilitation of sections of road between Almaty and Gulshad (contiguous Section nos. 1-5 and 17-21), totaling 255 km; iii) Strengthening capability of routine road maintenance - RSRE and the (private) Oblast road maintenance companies on the Almaty-Astana road. iv) Provision of equipment and spare parts for improving routine road maintenance. (The equipment included in the Project would complement the equipment provided under the on-going ADB project for the Almaty-Karaganda road, and provide adequate equipment for the Karaganda-Astana road. v) Institutional strengthening of the Department of Roads and development of the Kazakh Road Maintenance and Construction Industry: a. establishment of planning, budgeting and monitoring procedures for the national and regional road network, as well as the training of staff of DOR, RSRE, and local consultants in these procedures; b. establishment of procedures for the supervision of roadworks carried out under contracts on the national and regional road network, as well as the training of staff of DOR, RSRE and local consultants in these procedures;	1999-2004	100.00	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
WB-1					<p>c. preparation of training programs for Kazakh contractors in subjects such as bid preparation, contract administration, cost control, management, and quality control;</p> <p>d. strengthening of DOR's training capability in the above three subjects;</p> <p>vi) Improvement in road transport policies and regulations:</p> <p>a. e.g. regulations on vehicle size and weight, [on international road freight transport, on traffic rules, on vehicle roadworthiness and environmental standards, and on the operation of inter-city and rural bus routes, as well as the phasing out (where applicable) of obsolete or contradictory regulations inherited from the Soviet era - square bracketed probably not completed];</p> <p>b. improvement of enforcement activities, through a clarification and better coordination of the roles of the enforcement agencies involved, the elimination of duplication and inefficient controls, the strengthening of the agencies, and better information of the public;</p> <p>c. improvement of systems to collect and process data on the road transport subsector and to monitor its development;</p>			
WB-1					<p>d. development of a more competitive market for the provision of inter-city and rural passenger transport services, including the development of independent bus stations;</p> <p>vii) Improvement in road safety [probably not completed]:</p> <p>a. setting up a temporary road safety task force and the preparation of a preliminary National Road Safety Action Plan and Local Safety Plans, which would outline the main features of the national road safety policies, the main actions to be taken in the coming years, and monitorable objectives;</p> <p>b. improvements in the collection and processing of road accident data, and in their dissemination (including improvements in the methods for identifying and analyzing black spots);</p> <p>c. development of road safety research in Kazakhstan, including assisting local road safety experts in carrying out detailed economic evaluations related to road accidents according to latest international procedures, and helping to establish liaison between Kazakh institutes and international</p>			

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
					road safety institutes;			
WB-1					<p>d. improved enforcement of road safety rules and regulations by law enforcement entities, including the provision of appropriate equipment for the conduct of such activities;</p> <p>e. development of a better understanding of road safety problems among young people and in the population at large, and the corresponding promotion of better driving behavior and safer traffic practices including road safety publicity and awareness campaigns, the dissemination of related materials, teaching road safety in schools, and training of road safety instructors and teachers;</p> <p>f. review of the state of existing, and possible provision of additional, emergency medical and other equipment (air ambulances, emergency roadside telephones, etc.) for use in dealing with road accidents</p>			

Donor		Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
								Donors	Country
WB-2		AZE	WB EC-TACIS	Highway Project	P040716	i) Reconstruction and upgrading of selected portions of the existing East-West Highway from Ganja to the vicinity of Gazakh (approximately 94 km); ii) Institutional strengthening of the national road organization Azyol, including: a. development of a corporate plan for Azyol, b. technical support, training, and other elements necessary for Azyol's restructuring and modernization, c. review and updating the classification of roads for management and financing purposes; d. use of economic analysis for evaluating priorities for the use of road funds for maintenance and new construction, e. update and systematize the traffic, road and bridge inventories and the establishment of Road Data Bank and a Pavement Management System, f. update Azyol's design and maintenance standards; g. establishment of a quality control system for evaluating the contracted works as well as the works still carried out on a force account basis,	2001-2005	40.00 1.50	6.50
WB-2						h. establishment of a sound cost accounting system, i. preparation of a road safety plan, j. definition of performance indicators for the road network and Azyol; k. development of a methodology and the preparation of a five year rolling Road Management Program; l. conduct of a road user charges study, m. provision of office equipment, 4 vehicles to facilitate field surveys and oversight supervision, and laboratory equipment needed to improve the quality of road works.			

Donor		Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
								Donors	Country
WB-3		MON	WB Nordic Development Fund	Transport Development	P056200	i) reconstruction of the paved road from Erdenesant to Arvaikheer (177 km- out of the total road length of about 240 km); ii) eighteen short section upgradings of the earth road from Arvaikheer to Khovd)93 km out of the total road length of about 1040 km); iii) nine additional short section improvements of the road from Kharkorin to Tosontsengel(86 km out of the total road length of about 450 km) i) Training in management and planning techniques; ii) design and implement a revised accident reporting system, and provide for an analysis of its first two years' results. iii) stationary vehicle inspection stations were provided for all 21 aimags G249; iv) preparation of a three-year rolling road maintenance plan and procurement of six additional sets of equipment comprising a grader, a pneumatic tired roller and a backhoe loader. This equipment will become part of a pool that will be managed by a leasing company; vi) preparation of a road master plan added	2001-2005	34.00 6.7	8.84
WB-3						v) provision of an off-the-shelf comprehensive Financial Accounting System, which when used together with the components of the MIS already in place, will give Mongolian Railways the ability to determine the costs and revenues of individual services, to design more efficient operating methods, to make better use of its financial resources and allocate its staff, traction and rolling stock to services in a more efficient way than is possible at present.			

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
WB-5		PRC	WB	Third Xinjiang Highway Project	P058447	i) Construction and rehabilitation of 302.6 km Kuitun - Wusu - Bole Fork - SailimuHu highway; ii) institutional strengthening: a. training of Xinjiang Communications Department Head Office (XHGHAB), the Xinjiang Provincial Survey, Planning and Design Institute (XRSPDI) and the QCMC [not in acronym list]; b. training in environmental protection, construction and maintenance technology and mnanagemnt, highway network planning and operations management, for senior professionals; c. Road Maintenance Management Improvement: 1. Upgrade the present database and computer systems - to produce good executive information, extend and adapt the application of China Pavement Management System to all the N/P network, install a computer network, and train staff in road management and use of the system; 2. Prepare the 2003 annual program and new 5-year plans using the new system, 3. Strengthen the management of large road maintenance equipment assets.	2003-2007	150.00	184.20
WB-5						d. Road safety - continuation of the work of the previous two projects supporting the multi-agency Leading Group for Traffic Safety and implementing the two Traffic Safety Action Plans prepared in the previous projects; e. implementing the action plan on improved management of toll highways f. strengthening of the Transportation Administration Bureau and support for the development of a Regional Transport Services Information System (RTSIS) to improve the management of transport facilities and services in Xinjiang; g. provision of specialized equipment for institutional strengthening of the head office of XCD, the Construction Quality Control Center and the Design Institute, as well as equipment needed for the study under the Road Maintenance Management Improvement component; h. provision of operations and maintenance equipment; i. improving the management of a large fleet of maintenance equipment.			

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
WB-6		PRC	WB	Inner Mongolia Transport and Trade Facilitation	P068752	i) Upgrade or construct 177 km of Hailar–Manzhouli Highway. ii) Upgrade and rehabilitate about 413 km of the highway network, sections identified either as key links for international trade facilitation at smaller border crossings with Russia and Mongolia, or as critical missing links in the highway network iii) Institutional strengthening and training - various technical assistance and training to improve the quality of development zone planning, trade promotion, transportation efficiency, project management, environmental monitoring, and supervision of highway construction	2004-2009	100.00	162.66
WB-7		AZE	WB	Second Highways Project	P094488	i) Upgrade some sections (75-80km) of the M 3 highway between Alat and Masalli and Rehabilitation of 124 km of the M 4 road Baku-Shamakhi [assumed on the corridor] as well as about 120 km of access roads (US\$259 million); ii) Provide technical assistance, training and goods to support MOT's and RTSD's strengthening, RTSD road maintenance capacity and project implementation (US\$5.375 million): a. Update and modernize the Road Law; b. Improve and expand computer systems in MOT, RTSD, and (during the second tranche) RTSD's Regional Offices; c. Complete the Road Data Bank; d. Establish technical road classes superimposed on the functional road classification; e. Develop a model for the Service Agreement between RTSD and its Regional Offices; f. Develop the capacity of the Ecology and Safety Sector (ESS) and the Land Acquisition Department (LAD) in RTSD for environmental and resettlement issues, including possible use of a Geographical Information System (GIS) to manage environmental and social impacts;	2006-2011	200.00	64.88
WB-8		KGZ	WB	National Road Rehabilitation Osh-Isfana	P107608	i) Construction/Rehabilitation of a section of the Osh-Isfana Road (estimated USD 17 million); ii) Institutional Development (estimated USD 0.6 million) - include technical assistance on road management and financing, road safety, training on environmental due diligence, and similar activities.	2009-	20.00	10.00

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
WB-9		KAZ	WB	South West Roads Project: Western Europe – Western China International Transit Corridor (CAREC 1b & 6b). §	P099270	i) Upgrade and reconstruction of 834 km road sections between Aktobe/Kyzylorda Oblast border to Turkestan (excluding the bypass to Kyzylorda), estimated at a total cost of US\$ 1,641 million ii) Upgrade and reconstruction of 189 km road sections between Turkestan to Shymkent, including the bypass to Kyzylorda, at an estimated cost of US\$ 973 million; iii) Institutional Development estimated at US\$ 4.0 million - provision of equipment and training to strengthen the internal management and operations of the Committee, Kazakhavtodor, and KazdorNII particularly to improve road sector planning, programming, budgeting, and implementation, and to improve the efficiency of road maintenance practices; iv) Improvements in road safety and road-side services along the corridor estimated at US\$ 31.0 million:	2009-2012	2255.00	398.00
WB-9						a. technical studies and physical improvements targeted at specific road safety improvements leading to a medium-term action plan for achieving road safety improvements in the form of a qualitative road safety investment strategy together with an action plan including: 1. public awareness campaigns, 2. strengthening regulations to improve road safety, 3. introduction of new approaches to enforcement, 4. development of new approaches for timely emergency medical services; 5. remedial actions to improve accident “black-spots”; 6. preparation of a road safety design manual, 7. preparation of a physical road safety audit of all major roads; 8. preparation of an action plan to facilitate private sector investments in the provision of services to transporters along the corridor with the provision of funds for public sector investments, such as access roads, bus terminals, road/rail terminals, etc.			
WB-10		AFG	WB			232 km Pol-e Khomri-Kunduz-Sher Khan Bandar and Kunduz-Taloqan [spur towards Tajikistan]		30.00	
WB-11		AFG	WB			202 km Pol-e Khomri-Kabul (complete)		68.00	
WB-12		AZE	WB	Azerbaijan Highway Project	31570-AZ	Zarat - Samur [not on WB site]		40.00	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
WB-13		KAZ	WB	Road Management Modernization	under discussion	Support the Committee for Roads and Infrastructure Development within the Ministry of Transport and Communications to: a. improve its capacity and modernize its system of road management; b. prepare a prioritized road rehabilitation program, c. rehabilitate selected main roads that form parts of major transit corridors for regional trade; d. develop local capacity for road construction and maintenance.		
WB-14		PRC	WB	First Xinjiang Highway Project	documents not found			
WB-15		PRC	WB	Second Xinjiang Highway Project	documents not found			
WB-16		KGZ	WB	In Kyrgyzstan CAS		IDF grant for Institutional Capacity Enhancement for the PPER, was provided to the Government for introducing a rational budgeting process, including an integrated way to evaluate road investments and maintenance expenditures based on objective economic and engineering criteria and covering the full road management cycle.		

Preliminary Foundation Study Report¹

Appendix 2. Railways

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¹ The report examines assistance since 2000.

A. Background

1. The CAREC region, with the exception of Afghanistan and PRC, has inherited the railway system of the FSU. The system was designed without reference to future borders between nations that were not conceived of at the time. Rail lines and roads, as a consequence, tend to head in the direction of Russia. Roads and railways criss-cross borders in a few areas which produces great inefficiencies for border crossing management as well as requiring numerous agreements between countries on tariff structures, maintenance regimes and traffic management. As a consequence, there has been a push by individual countries to construct new lines to ensure routes remain within the jurisdiction of their country.

2. For a significant period since independence, railway systems tended to be underfunded. Maintenance and the upgrading of systems to new technologies were particularly neglected. To some extent, that still remains the case, though there has been some investment in the past decade. Much of the rolling stock remains old. Other common issues affecting the operations of rail systems include legislative and regulatory frameworks which would benefit from amendments, non-commercial tariff setting, unwieldy management practices, poor demand forecasting making planning difficult, overmanning, inefficient operational practices, a lack of a commercial orientation, weak marketing, a non-customer oriented culture, and incomplete human resource management policies and systems.

3. Through the region, there are a number of slightly different railway networks formulated by different interest groups. UNESCAP, in its Asian Land Transport Infrastructure Development (ALTID) project, has formulated a Trans-Asian rail network and prioritized certain freight routes. Additionally, CAREC, TRACECA (Transport Corridors Europe, Caucasus and Central Asia) and EurAsEc (Eurasian Economic Community) have, each, identified a network of corridors. All these interest groups differ in membership:

- (i) TRACECA includes the Baltic states (other than Russia), Azerbaijan and the Central Asian Republics. Its primary focus is on developing transport corridors east to Afghanistan and PRC. Of CAREC's participating countries, Afghanistan, Mongolia and PRC are not members;
- (ii) EurAsEc (Eurasian Economic Community) consists of Belarus, Kazakhstan, Kyrgyzstan, Russia, Tajikistan and Uzbekistan. EurAsEc has an objective to develop a unified transport system. Priorities include the issue of unified tariffs, increasing the flow of goods, simplifying customs procedures, completing intra-state procedures on signed agreements, and establishing transnational freight forwarding corporations. EurAsEc tends to work at the planning level and persuading its membership to implement the plans through self-financed investment.

4. TRACECA is funded by the European Community. Its rail networks are Euro-centric. Russia is a major player in EurAsEc. Its networks are Russo-centric. EurAsEc has an association with the Eurasian Development Bank, the membership of which currently comprises Russia and Kazakhstan. CAREC has no location focus. It is driven by where the best economic interests lie. Its membership which includes a number of IFIs provides it with access to significant levels of investment funding.

5. All four organizations have identified a network of rail corridors to develop. While the core of the four sets of corridors overlaps, there are a number of routes which do not. For development financing, the overlapping core area would benefit from coordination between the four organizations for prioritizing investment activity. CAREC has four rail corridors heading north and north-westerly through CARs to Russia and a fifth through Mongolia. Freight traffic is

not yet heavy in, through and from the region. There are also investment funds available as well as a question about the ideal railway gauge given the differences between European, FSU and Chinese gauges. There might, therefore, be value in restricting the number of corridors to be developed first to a small number and fund them to the standards that are required before moving to other corridors.

6. There are differences in CAREC, TRACECA, UNESCAP and EurAsEc rail routes. They are:

- (i) the part of TRACECA's route 21 which goes between Turkmenbashi in Turkmenistan and Alyat in Uzbekistan. CAREC has a road corridor following the same route. Turkmenistan is not a member of CAREC;
- (ii) parts of TRACECA's route 23: Karshi to Termez via Kerkichi in Turkmenistan, a spur from Kurgan-Tube in Tajikistan which terminates in Kulab. This spur which is also on EurAsEc's route 10r;
- (iii) the part of TRACECA route 30 from Turkmenabad to Naymankul in Turkmenistan passing through Uzbekistan and Urgench between Gazojak and Dushkavuz;
- (iv) the part of TRACECA route 32 from Makat through Subarkuduk and Kandagash in Kazakhstan which is also part of EurAsEc's route 86 and ESCAP's Trans-Asian Railway network;
- (v) EurAsEc routes 2 and 5 which enter Kazakhstan through Mamlutka and proceed to Astana through Petropavlosk and Kokchetav. They are also part of ESCAP's Trans-Asian Railway network;
- (vi) the Trans-Asian Railway network has a line between Aktobe and Kairak which is not shared by any of the other three corridors.

B. Planning

7. In its Regional Transport Sector Roadmap (2005)², CAREC established five strategic priorities, one of which was to restructure and modernize railways to provide quality and efficient services through private sector participation and improved corporate governance. A second strategic transport priority was to improve sector funding and management to ensure that the regional transport network is developed and maintained properly.

8. There have been a number of transport plans prepared for individual countries in the CAREC region. There is no overall railway development plan for the region and none specifically planned by CAREC, though UNESCAP has undertaken a comprehensive technical assessment on the current status of the Trans-Asian Railway (TAR) network, with particular emphasis on the through-movement of containerized freight traffic along TAR corridors, leading to a drafting of an Intergovernmental Agreement on the Trans-Asian Railway Network (ESCAP-20)³. **The status of any agreements would be helpful to know.** An overall plan might, however be prepared by ADB's Transport Sector Study which has a requirement for the formulation of a transport sector strategy (ADB-50)⁴. UNESCAP, in its ALTID project, has undertaken a review of the development priorities for rail in a subregional and regional context to help member governments agree on priority projects, make efforts at achieving greater synchronization in

² ADB, Connecting Central Asia: A Road Map for Regional Cooperation, 2005, p. 53

³ ROK04001: Development of an Intergovernmental Agreement on the Trans-Asian Railway Network, 2004-2007

⁴ TA6347REG: Central Asia Regional Economic Cooperation: Transport Sector Strategy Study, 2006

their implementation, allocate resources and acquire greater leverage to approach international financial institutions for assistance (ESCAP-21)⁵ The Eurasian Development Bank is planning a feasibility study of road and railway infrastructure development in its 'community' which **might be restricted to Kazakhstan or to the EurAsEc community (EDB-1)**⁶.

9. At a systems level, TRACECA has prepared an overall master-plan for modernisation of the Central Asian Railways telecommunications and signalling systems (TRAC-17)⁷. Such a plan could form the basis of CAREC supporting a study to extend the parts that participating countries support to Afghanistan, Mongolia and Xinjiang Province.

10. For Uzbekistan, in 2000, ADB prepared a master plan for the institutional development of the sector but focusing on the railway operating company (ADB-117)⁸.

11. **Information would be helpful about the extent to which countries have adopted master plans and the way in which they continue to update them to take account of technological advances and changing economic circumstances. Such information would be helpful in monitoring the synchronization between the plans of each country.**

12. CAREC did commission a reassessment of its earlier regional strategy which produced a draft strategy⁹. The study produced a number of projected investments for the rail and road sectors. CAREC has also proposed a number of investment projects in the rail sector. CAREC's proposals are different from those nominated in the reassessment 'draft strategy'. CAREC's investment proposals for Kazakhstan, however, reflect the routes taken by UNESCAP's container block train demonstration runs, especially from PRC to Europe and Russia. CAREC has no investment proposals for Mongolia which provides a second route taken by UNESCAP's container demonstration runs from PRC (ESCAP-1)¹⁰.

13. There are a number of plans which address rail transport within a country:

- (i) In Afghanistan, the World Bank conducted a Transport Sector Review in 2003 to develop an institutional and policy framework for the sector. It did not include investment plans for the rail system¹¹. The proposed transport policy committed railways to the private sector. The policy envisaged that the government would only participate in such developments provided that they demonstrated economic benefits which could not be captured by private investors¹². At much the same time, the World Bank also helped prepare an overall vision and strategic plan for the transport sector, which adhered to the policy statement (WB-4)¹³;
- (ii) In Azerbaijan, the ADB has recently conducted a study for a railways sector development program (ADB-125)¹⁴ which followed a transport sector review which included rail services. The latter study set out to produce a medium-term (2006–2016) transport sector development strategy, covering the roles of Government, private sector, and regulatory bodies (ADB-29)¹⁵. **EBRD also has a**

⁵ ROK07002: Identifying Investment Needs and Development Priorities for the Trans-Asian Railway network, 2007

⁶ Eurasian Development Bank: Feasibility Study of Road and Railway Infrastructure, 2009

⁷ TRACECA: Central Asia Railways Telecommunications, 2002

⁸ TA3068UZB: Institutional Strengthening of the UTY, 1999

⁹ Jenkins, Ian and Paul Pezant, **Central Asia: Reassessment of the Regional Transport Sector Strategy - Draft Strategy**, 2003

¹⁰ UNESCAP: Asian Land Transport Infrastructure Development (ALTID) Project, 2001-ongoing

¹¹ P078284: Emergency Transport Rehabilitation Project, 2003

¹² World Bank, **Transport Sector Review**, January 2004, p. 5/8

¹³ P07824: Emergency Transport Rehabilitation Project, 2003

¹⁴ TA7150REG: Preparing the Railways Sector Development Program, 2008

¹⁵ TA4582AZE: Transport Sector Development Strategy, 2005

transport policy review on its agenda with a project to develop and implement a national sustainable transport policy, with a focus, where appropriate on further approximation of legislative and regulatory frameworks with European and international standards, in particular for safety and security (all transport modes) (EBRD-21)¹⁶;

- (iii) There have been no rail master or other rail plans for Kazakhstan which, for Central Asia, forms the spine of UNESCAP's transport network from PRC to Russia and the rest of Europe;
- (iv) In Kyrgyzstan, the ADB has recently embarked on the preparation of a transport master plan for the period 2010-2025 which will develop long-term investment programs for railways (ADB-76)¹⁷;
- (v) In Mongolia, the ADB has prepared a transport strategy for the period 2005-2015 based on a review of sub-sector master plans (ADB-32)¹⁸;
- (vi) In Tajikistan, the ADB is currently preparing a transport master plan. It will identify priority directions for each subsector to improve policy and regulations, increase outputs and efficiency, and propose an investment program (ADB-49)¹⁹;
- (vii) In Uzbekistan, the ADB prepared a railways master plan in 2004 (ADB-120)²⁰ which was followed by a recently completed transport sector plan broken down to short-term (2006–2010), medium-term (2011–2015), and long-term (2016–2020) plans and a sector road map for transport sector development including railways (ADB-46)²¹. In 2002, EBRD prepared a railway sector study assessing the possibility of establishing railway production facilities in Uzbekistan (EBRD-19)²².

14. There is considerable variation in the planning treatment of railways among CAREC participating countries:

- (i) ADB's transport sector strategy will be important, particularly if it takes cognizance of other sub-regional developments, especially UNESCAP's container routes. Their routes are north through Kazakhstan and Mongolia. As yet, they have not included westerly routes across the Caspian. These latter routes seem likely to be developed for the rail transport of oil. As a result, they might be able to offer very competitive tariffs for other freight traffic;
- (ii) UNESCAP's present container routes through Central Asia and Mongolia are focused on PRC and do not yet include South Asia. TRACECA, EurAsEc and CAREC all have rail corridors into Afghanistan which will eventually link up with the large potential markets of South Asia;
- (iii) On a regional basis, a road/railways master plan might be helpful as neither system operates independently from the other. Such a plan would also address linkages with other infrastructure like multimodal and logistics centres. A plan could also examine the comparative advantages of rail and road for freight and, particularly, bulk freight;

¹⁶ EBRD on http://www.delaze.ec.europa.eu/pdfs/enp/EU_Azerbaijan_AP.pdf

¹⁷ G0123KGZ: CAREC Transport Corridor 1 (Bishkek-Torugart Road) Project, 2008

¹⁸ TA4471MON: Formulating a Transport Strategy (2005-2015), 2005

¹⁹ TA4926TAJ: Transport Sector Master Plan, 2006

²⁰ TA3529UZB: Facilitating Development of the Railway Sector, 2002

²¹ TA4659UZB: Transport Sector Strategy 2006-2020, 2006

²² JAP-2002-04-01: Uzbek Railways (UTY) Assistance with Implementation of Railway Restructuring, 2002

- (iv) For intercontinental rail traffic, it might be important to build on the synchronization of developments between countries which has been started by UNESCAP. That would be enhanced if medium and long term planning operates to the same time frames. Given the different stages of development of rail systems and operations between countries, that would help a timetable to bring each country to the same standards;
- (v) For railways, with their high investment costs, there is likely to be an uneasy relationship between country and sub-regional planning. One country, for example, which had reached its borrowing limits as a result of other priority areas, might cause very costly delays to regional systems development if there were serious limitations on its borrowing because of priorities other than rail. A regional or systems' borrowing facility might be helpful in this respect.

C. Inter Country Agreements

15. ADB has sought to progress one inter-country rail agreement in the form of a project implementation accord. The agreement was on route, funding, and inter-country institutional arrangements on a PRC-Kyrgyzstan-Uzbekistan railway corridor development. An earlier EU study had found a very low EIRR for this route. The proposed route was not part of a CAREC rail corridor (ADB-15)²³. UNESCAP has also been prominent with its draft of an intergovernmental agreement on the Trans-Asian Railway Network

D. Railroad Development

16. There has not been a great deal of donor investment in railroad development in the period 2000-2008. Rail corridors have received the following attention:

- (i) Corridor 1 does not appear to have attracted any donor investment. There are, however, plans for developments:
 - a. On route 1a, there are plans to electrify the sections Aktogay-Dostik (ADB-132)²⁴ and Ala Shankou-Urumqi (ADB-124)²⁵. The two sections are planned for 2009-2011 and 2007-2009 respectively. There remain gaps on sections Kairak-Astana-Mointy-Aktogay in Kazakhstan and Dostik-Ala Shankou across the Kazakhstan/PRC border which do not appear to have received investment attention;
 - b. On route 1b, there are plans to electrify the line Shu-Almaty (ADB-133)²⁶. There do not appear to be plans for the section Zhaisan-Shu in Kazakhstan. There are also plans to construct a line from Zhetygen-Korgas (ADB-127)²⁷ and to construct a line from Khorgos-Yining-Jinghe in PRC (ADB-122)²⁸ which, on the section Sary Ozak-Korgas-Khorgos-Kuylun, follows road corridor 1b but is not part of a rail corridor;
 - c. Route 1c follows the same route as 1a Kairak-Astana-Mointy and continues Mointy-Shu for which there are electrification plans for Almaty-Mointy (ADB-

²³ TA6024REG: Regional Cooperation in Transport Projects in Central Asia, 2002-2006

²⁴ KAZ IP6: Electrification of Dostyk-Aktogay Line, 2009-2011

²⁵ PRC IP6: Electrification of Urumqi-Ala Shankou Line, 2007-2009

²⁶ KAZ IP7: Electrification of Aktogay-Mointy Line, 2009-2011

²⁷ KAZ IP8: Construction of Korgas-Zhetygen Line, 2008-2011

²⁸ PRC IP4: Jinghe-Yining-Khorgas Railway, ?-2009

133)²⁹. There do not appear plans for the section Shu-Merke-Chaldovar across the Kazakhstan/Kyrgyzstan border. In Kyrgyzstan, there are plans to provide track rehabilitation between Chaldovar and Balykchy (ADB-135)³⁰, electrification of the Lugovaya-Bishkek-Balykchy line and provision of the necessary power grid to support the electrification (ADB-147)³¹ which was a priority in ADB's reassessment of its transport strategy for 2003-2005. The plan is for the work to be done between 2015-2017. TRACECA prepared a feasibility study for the Lugovaya-Bishkek-Balykchy line in 2006 (TRAC-18)³²;

- d. The plans for Kazakhstan and PRC are consistent with ESCAP's container block train routes from PRC through Kazakhstan and on to Russia. The World Bank is also reported to be discussing a project which includes railway improvement in Kazakhstan, **but details have not been accessed**;
- (ii) Corridor 2a has the road/rail link from the Azerbaijan border with Georgia across the Caspian Sea to Aktau in Kazakhstan and then via Beyneu through Uzbekistan to Andijan and Kara Suu on the border with Kyrgyzstan. Corridor 2b is a road route only through Turkmenistan before it links up with 2a at Bokhara in Uzbekistan. In Azerbaijan, the World Bank has recently started a project to upgrade 240km of the east west railroad (WB-19)³³ following an earlier EBRD project to improve the Azeri section of the trans-Caucasian rail link between Baku and Tbilisi (EBRD-12)³⁴. ADB has been active in Uzbekistan supporting the rehabilitation of 341 km of the Samarkand-Bukhara-Khodjadavlet railroad and parts of a second line between Djizzak and Samarkand (ADB-119)³⁵. There remain gaps, however. In Azerbaijan, the whole east west line does not appear to have been electrified. In Kazakhstan, TRACECA has prepared a feasibility study for the Aktau-Beyneu-Kungrad section (TRAC-18)³⁶ leaving the section Kungrad-Nukus-Miskin-Uchkuduk not yet receiving donor attention and the whole section Aktau-Uchkuduk still to attract investment plans. CAREC also has plans to electrify the quadrangle linking Karshi, Bokhara, Navoi and Samarkand (ADB-141, ADB-142)³⁷ and the section Navoi-Uchkuduk (ADB-143)³⁸ which extends the electrification a little less than halfway the distance from Tashkent to the Caspian port at Aktau. There also do not appear to be investment plans for the sections Djizzak-Bekabad-Kara Suu in Uzbekistan and Kashi-Hexi in PRC. Just beyond the end of the rail corridor, but part of the FSU system, TRACECA has prepared a feasibility study for linkages between Andijan in Uzbekistan, and Osh and Jalalabad in Kyrgyzstan (TRAC-18)³⁹;
- (iii) Corridor 3a passes from Aul in Kazakhstan through Saryagash into Uzbekistan and then through Tashkent to Samarkand where it branches to Bokhara and Alat and to Saryasia and Termez on the Afghanistan border. In Kazakhstan, the

²⁹ KAZ IP7: Electrification of Aktogay-Mointy Line, 2009-2011

³⁰ KGZ IP6: Track Rehabilitation (Chaldovar-Balykchy), 2010-2014

³¹ KGZ IP5: Electrification of Bishkek-Balykchy Line, 2015-2017

³² TRACECA: Review of Railway Rehabilitation in Central Asia, 2004-2006

³³ P083108: Railway Trade and Transport Facilitation, 2008

³⁴ 4810: Trans Caucasian Rail Link, 1998

³⁵ L1773UZB: Railway Modernization, 2001

³⁶ TRACECA: Review of Railway Rehabilitation in Central Asia, 2004-2006

³⁷ UZB IP5: Electrification of Samarkand-Navoi and Samarkand-Kashi Sections, 2011-2014; UZB IP6: Electrification of Navoi-Bukhara and Bukhara-Kashi Sections, 2011-2014

³⁸ UZB IP7: Electrification of Navoi-Uchkuduk Section, 2011-2014

³⁹ TRACECA: Review of Railway Rehabilitation in Central Asia, 2004-2006

section Aul-Aktogay does not appear to have been addressed by donor investments or plans for investment. CAREC has plans to electrify the sections Aktogay-Almaty and Almaty-Shu (ADB-131, ADB-133)⁴⁰. The section Shu-Tashkent across the Kazakhstan/Uzbekistan border does not seem to have received donor attention. In Uzbekistan, the line Tashkent-Samarkand has been electrified and the section Samarkand-Bokhara has been described under Corridor 2. Part of the section Samarkand-Termez between Karshi and Tashguzar has been supported by JICA with finance for the rehabilitation of the 31 km line from Karshi to Tashguzar and a new 222 km line from Tashguzar to Kumkurgan (JICA-25)⁴¹. There is also a section across the Uzbekistan/Tajikistan border, Termez-Dushanbe, which does not seem to have been covered by donor investments;

- (iv) Corridor 4b is confined to Mongolia. The Millennium Challenge Account has just started a project, the stated objectives of which included the construction of 150km of track (MIL-1)⁴². Earlier Japan made a small grant of \$7.4 million for rail, but details still need to be collected (JICA-17)⁴³. It might have included improved track, particularly curved, as rails manufactured in Russia had to be replaced every 6 months. Apart from these two projects, there do not appear to have been other donor investments in nor plans for this corridor;
- (v) The only rail section on Corridor 5 is the PRC section between Kashi and Hexi for which there are no plans as discussed under Corridor 2 above;
- (vi) Corridor 6 largely replicates Corridors 1 and 2:
 - a. Corridor 6a starts in Ganyushking, Kazakhstan and passes through Atyrau-Makat-Beyneu where it joins Corridor 2. It follows Corridor 2 to Bokhara in Uzbekistan which has been described under Corridor 2. It then travels Bokhara-Tashguzar which has been described under Corridors 2 and 3a. The section Ganyushking-Beyneu does not seem to have been considered for investment by donors. As mentioned for 2a, TRACECA has prepared a feasibility study for the Aktau-Beyneu-Kungrad section leaving the section Kungrad-Nukus-Misken-Uchkuduk not addressed and the whole section Beyneu-Uchkuduk still to attract investment plans.
 - b. Corridor 6b/6c initially follows Corridor 1a's route from Zhaisan-Shymkent. It then follows Corridor 3a from Shymkent-Tashkent. Neither of these sections appear to have received donor attention. It continues along Corridor 3a Tashkent-Samarkand-Tashguzar-Termez which have been described under 3a.

17. Donor investment support has produced a total of about 984 km. of improved, rehabilitated and new railroad in the period 2000-2008. CAREC members have proposals for approximately 3910 km of improvements, rehabilitation and new railroads and are conducting or have conducted feasibility studies for approximately 2,654 km of railroad⁴⁴. Not all of these proposals are for CAREC rail corridors. They are planned to occur throughout the next decade.

⁴⁰ KAZ IP5: Electrification of Almaty-Aktogay Line, 2009-2011; KAZ IP7: Electrification of Aktogay-Mointy Line, 2009-2011

⁴¹ JICA: Tashguzar-Kumkurgan New Railway Construction Project, 2004

⁴² Millennium Challenge Account: Rail Project, 2007

⁴³ JICA: Railway Transportation Rehabilitation Project, 1993-2000

⁴⁴ A few project proposals do not provide the length of railroad to be improved.

18. There is a number of prospective investments in CAREC's forward plans which are not part of its rail corridors, though they do follow road corridors. In Afghanistan, feasibility studies are planned for 2009-2010 for the routes from Uzbekistan to Herat and the Iranian border, and from the Tajikistan and Uzbekistan borders through Kabul to Pakistan (ADB-129)⁴⁵. A feasibility study is planned for a Tajikistan section Kolkhozabad-Nizhni Pianj to the border with Afghanistan for 2011 (ADB-136)⁴⁶. CAREC is planning a number of feasibility studies in Tajikistan including the electrification of a link from Uzbekistan to Tajikistan and the construct of a rail link from Dushanbe to Kyrgyzstan (ADB-137, ADB-128)⁴⁷. Feasibility studies are also planned for electrifying the line between Tashkent and Angren (ADB-138, ADB-146)⁴⁸.

19. There is no investment planning to modernize telecommunications and signalling systems, nor to address rail safety which is a major feature of CAREC's road planning. There have, however, been some investments in these areas. In telecommunications and signalling systems, TRACECA supplied Azerbaijan with optical cable for communication and signalling (TRAC-15)⁴⁹. A component of ADB's loan to Uzbekistan included financing the provision of fibre optics telecommunications systems (ADB-119)⁵⁰. JICA has also financed the provision of fibre optic cable for the Mongolian system along Corridor 4b (JICA-17)⁵¹. These projects might draw attention to the importance of agreement of CAREC participating countries on governing standards for communications equipment and systems.

E. Locomotives and Rolling Stock

20. There has been some donor support for the supply of locomotives and rolling stock. 50 main line locomotives are to be financed for Azerbaijan (WB-19)⁵². In Uzbekistan, finance has been provided for the purchase of new electric freight locomotives (EBRD-14)⁵³ and the repowering of existing diesel-electric stock (EBRD-17)⁵⁴. In Mongolia, JICA provided finance for the purchase of two locomotives, 30 passenger cars and 455 freight wagons (JICA-17)⁵⁵. CAREC also has plans for the acquisition of 15 new passenger electric locomotives for Uzbekistan in 2009-2010, finance for which is expected to be internally generated (ADB-130)⁵⁶ and for electrically powered freight and passenger locomotives for Kyrgyzstan in the period 2015-2017 (ADB-147)⁵⁷.

21. There are no plans for assistance to Afghanistan, Kazakhstan, Mongolia and Tajikistan to upgrade their locomotive fleets. PRC is also not included in forward plans.

22. With rolling stock, EU-TACIS has funded the purchase of 120 oil tank wagons for Azerbaijan (EU-6)⁵⁸ and JICA, the purchase of passenger cars for Uzbekistan (JICA-24)⁵⁹.

⁴⁵ AFG TA6: Rail Feasibility Study Hairatan-Mazare-e-Sharif-Herat and Shirkhan Bandar-Kanduz-Nailabad, 2009-2010

⁴⁶ TAJ TA4: Kolkhozabad-Nizhni Pianj Railway, 2011

⁴⁷ TAJ TA5: Electrification within Tajikistan, 2011; TAJ TA2: Vahdat-Yavan Railway Feasibility Study, 2009

⁴⁸ UZB TA1: Electrification of the Tashkent-Angren Rail Line, 2011; UZB TA2: Angren-Pap Rail Feasibility Study, 2013

⁴⁹ TRACECA: Supply Of an Optical Cable System for Communication and Signalling, 2000-2002

⁵⁰ L1773UZB: Railway Modernization, 2001

⁵¹ JICA: Railway Transportation Rehabilitation Project, 1993-2000

⁵² P083108: Railway Trade and Transport Facilitation, 2008-2011

⁵³ EBRD4033: Freight Traction Renewal and Modernization Project, 1999

⁵⁴ EBRD18493: Locomotive Repowering Project, 2001

⁵⁵ JICA: Railway Transportation Rehabilitation Project, 1993-2000

⁵⁶ UZB IP3: Acquisition of New Locomotives, 2009-2010

⁵⁷ KGZ IP5: Electrification of Bishkek-Balykchy Line, 2015-2017

⁵⁸ EU-TACIS: Supply of Oil Tank Wagons to Azerbaijan Railways, 2002

⁵⁹ JICA: Railway Passenger Transport Improvement Project, 1999-2001

CAREC has no current plans for investment assistance for the acquisition of rolling stock. In Mongolia, the Millennium Challenge Account is establishing a separate leasing company to hold all rolling stock (MIL-1) which might be a useful model to restructure parts of railway operations so that they are more amenable to private sector financing and to the operations of the private sector finance arms of IFIs.

23. Little attention has been paid to fleet management other than in Uzbekistan which has received assistance (EBRD-14, EBRD-16, EBRD-18)⁶⁰.

24. Multi modal transport has been studied for the TRACECA region and produced recommendations on harmonisation of standards and operating procedures and interoperability (TRAC-18)⁶¹. Information about the extent to which these recommendations have been adopted by CAREC participating countries would be helpful. If there has been a significant amount of adoption, there would be a case for CAREC supporting their extension to non-TRACECA members.

F. Maintenance

25. There has been some donor support for maintenance activities. Maintenance includes track, locomotives, rolling stock, signalling, communication and other systems and railway stations and goods yards including multi modal facilities. In 1999, Kazakhstan received assistance to improve track maintenance (EBRD-13)⁶² and Uzbekistan to construct a passenger car repair facility and to procure spare parts for it (JICA-24)⁶³. Mongolia received assistance from JICA in the period 1993-2000. There it was established that the existing stock of curved rails had to be replaced every 6 months due to low quality manufacturing standards ((JICA-17)⁶⁴. CAREC has plans to upgrade maintenance facilities in Kyrgyzstan in 2011-2012 (ADB-139)⁶⁵.

26. In maintenance, the question of efficient management of rolling stock, spare parts and inventories might be an issue. Donor procurement practices where the lowest tenderer is usually awarded a contract, can result in a proliferation of different stock and a resulting expansion of the number of spare part items which have to be carried in an inventory. This adds to the costs of operational management and to the requirement for working capital. There might be advantages for CAREC to consider how this question might be addressed effectively without undermining the procurement principles of international donors.

G. Capacity development

27. Railway operators inherited unwieldy management practices, overmanning issues, cultures lacking a commercial orientation and incomplete human resource management policies and systems, as mentioned in the background section. There appear to be numerous opportunities for donor assistance with capacity development.

28. There has been donor activity in commercializing railway operations and making them more efficient. Before 2000, assistance was provided to reduce railway payroll in Kazakhstan and Uzbekistan. In business restructuring, EBRD has provided assistance to Uzbekistan's rail

⁶⁰ EBRD4033: Freight Traction Renewal and Modernization Project, 1999; EBRD ECT98-2000-11-75: Uzbek Railways: Implementation Assistance & Fleet Management study, 2000; EBRD ECT2000-2002-06-02: Uzbek Railways: Implementation Assistance & Fleet Management – extension, 2002

⁶¹ TRACECA: Review of Railway Rehabilitation in Central Asia, 2004-2006

⁶² EBRD2920: KTZ Track Maintenance and Commercialization Project, 1999.

⁶³ JICA: Railway Passenger Transport Improvement Project, 1999-2001

⁶⁴ JICA: Railway Transportation Rehabilitation Project, 1993-2000

⁶⁵ KGZ IP7: Equipment for Wagon Repair/Maintenance Facility, 2011-2012

corporation (EBRD-19) to separate, divest and privatize non-core activities, consolidate management procedures for annual updating of a Five Year Business Plan, introduce international accounting standards at the consolidated level and to develop its procurement policies, procedures and skills⁶⁶; the World Bank is currently assisting Azerbaijan Railway divide its operations into business centres (WB-19)⁶⁷; and in Mongolia, the Millennium Challenge Account is helping to split operations between a rail authority, Ulaanbaatar Railway Joint Stock Company which will run the services and a leasing company which will own the hardware of the system (rolling stock, track and signalling and communication systems) and lease them to the rail authority (MIL-1)⁶⁸. CAREC has plans to introduce management improvements to Uzbekistan's railway operator, Temir Yullare between 2011 and 2015 (ADB-144)⁶⁹. There is a strong economic, financial and management case for commercializing railway operations to provide an environment in which commercially efficient operations can be expected throughout the system, enabling rail to compete effectively with roads in freight transport, particularly over long distances.

29. There have been 2 interventions to introduce commercial accounting systems to railway operations, in Azerbaijan (WB-19)⁷⁰ and Uzbekistan (ADB-117)⁷¹. The World Bank also designed a project to do the same in Mongolia but that was cancelled (WB-18)⁷². Kazakhstan has received assistance from EBRD to install a management information system (EBRD-13)⁷³.

30. With human resource development (HRD), JICA has provided substantial supervisory and technical training in Uzbekistan (JICA-24)⁷⁴. Operational and management training is being provided by the Millennium Challenge Account project in Mongolia. Training was provided to operate the accounting systems introduced in Azerbaijan and Uzbekistan and TRACECA's optical cable systems in Azerbaijan. The ADB's transport sector strategy includes a requirement for a capacity development and human resource development plan for the sector (ADB-50)⁷⁵ while TRACECA's communications and signalling master plan made recommendations for training (TRAC-17)⁷⁶. **Information about the extent to which these recommendations have been adopted and implemented would be helpful.**

31. At a regional level, TRACECA has made a substantial investment in training. One project targeted top level decision-makers at Ministries of Transport, Railways, Customs and Port Authorities and, separately, the heads of border and customs stations, ministerial departments, railway departments, port and ferry operators and stakeholders from the road transport industry. A training needs analysis was followed by the development of training material for each of the two groups and the delivery of training programs (TRAC-1)⁷⁷. In a current project, TRACECA is extending its work to training establishments, to ensure that teaching staff are familiarised with latest transport planning techniques and tools, investment appraisal techniques and other methodologies including environmental analysis of transport sector investments. It seeks to improve training through improved pedagogical skills, teaching techniques and curricula development methods. There is a particular focus on multi-modal

⁶⁶ EBRD JAP-2002-04-01: Uzbek Railways (UTY) Assistance with Implementation of Railway Restructuring, 2002

⁶⁷ WB P083108: Railway Trade and Transport Facilitation, 2008

⁶⁸ Millennium Challenge Account: Rail Project, 2007

⁶⁹ UZB IP2: Regional Railway. 2011-2015

⁷⁰ WB P083108: Railway Trade and Transport Facilitation, 2008

⁷¹ TA3068UZB: Institutional Strengthening of the UTY, 1999

⁷² WB P056200: Transport Development, 2001

⁷³ EBRD2920: KTZ Track Maintenance and Commercialization Project, 1999

⁷⁴ JICA: Railway Passenger Transport Improvement Project, 1999-2001

⁷⁵ TA6347REG: Central Asia Regional Economic Cooperation: Transport Sector Strategy Study, 2006

⁷⁶ 01-0166: Central Asia Railways Telecommunications, 2002

⁷⁷ TRACECA: Capacity Development for Senior Transport Officials, 2003-2005

transport and interoperability to ensure that training institutes and internal departmental training areas are able to deliver 'state-of-the-art' training in these areas (TRAC-5)⁷⁸. This project is also to produce an appraisal of the potential for establishing a regional training centre for advanced transport training. The establishment of such an institute might be of interest to CAREC in its development of the CAREC Institute.

H. Overlaps and Gaps

32. There are few instances of overlap in CAREC activities in railways. There is a possible overlap in planning in Azerbaijan, where both the ADB and (possibly) EBRD have projects addressing transport policy and in Uzbekistan where ADB and EBRD have both addressed railway plans. There is an overall network plan in UNESCAP's ALTID project with studies of gaps and priorities for development.

33. There are differences in the rail networks proposed by each of the four organisations, CAREC, TRACECA, EurAsEc and UNESCAP which are promoting such networks. That could result in differences in prioritization of investments among participating countries.

34. There are small differences in a few link ups of cross border investments. For example, present proposals for the electrification of the Urumqi-Ala Shankou line are for 2007-2009 and for the Dostyk-Aktogay line in 2009-2011. The two lines are on either side of the PRC/Kazakhstan border on Corridor 1a.

35. There are a number of gaps in modernization/rehabilitation plans for each of CAREC's proposed rail corridors which have been noted in paragraph 16.

36. Maintenance is still to receive substantial support from donors. There is a case for standardizing equipment and rolling stock to minimize maintenance costs and to prepare for the possible situation of international railway companies being interested in running services to and within CAREC countries. There is also a case for standardizing track so that speed limitations and load levels are consistent across the region.

I. Opportunities

37. CAREC has four rail corridors north and north-west from PRC through Kazakhstan to Russia and thence to Europe. One corridor has a spur to Aktobe in Kazakhstan and it then crosses the Caspian Sea and moves westwards into Europe through Azerbaijan without entering into Russia. There is also a corridor from PRC north through Mongolia into Russia. From Afghanistan, there are two routes through Uzbekistan and Tajikistan before joining up with the corridors north and north-west through Kazakhstan. CAREC presently has no rail corridors south through Iran and then west to Europe, though it does have plans to do a feasibility study of a rail link to Herat and thence into Iran. CAREC also is planning a feasibility study for a rail link south to the Pakistan border.

38. For PRC, CAREC currently has only one corridor into Kazakhstan through Ala Shankou and Dostik. There are plans for a second link through Khorgos and Korgas which would provide a direct route to Almaty in Kazakhstan, though this route is not a recognized CAREC rail corridor.

39. In prioritizing rail corridors through Central Asia, there are three important issues. First, the current quantity of freight traffic is light, but the potential might be great once the linkages with PRC have been established. Secondly the costs of modernizing rail systems is high. Thirdly, distances are great which might be an advantage for rail. There might be value for

⁷⁸ TRACECA: Strengthening of Transport Training Capacity in NIS Countries, 2008

CAREC to fund a study of the costs of modernizing each proposed corridor to best practice standards which would include the cost of acquiring the necessary rolling stock and the subsequent cost of operating the corridor. The study would establish the freight levels and tariff levels that would be required to provide any investment with a satisfactory return on the capital invested and an evaluation of how competitive those tariff levels would be with road. The study might also consider the questions of subsidy and the impact of reducing the number of corridors on freight levels. CAREC's proposed REG TA21 might be the vehicle for such a study. There would be value, however, for it to be started before 2011 and its funding to be increased.

40. Such a study might then lead into a second one which would produce a regional railway master plan or a combined road/railway master plan. This study might consider the different stages of development of each country's rail systems and make recommendations about a timetable to synchronize operational and management standards.

41. Given the costs of developing railway networks, there might be a case for prioritizing CAREC's rail corridors and directing investments initially to completely modernizing two alternative routes to Europe, one through Russia and the second through Aktobe and across the Caspian Sea. That would produce alternative routes through different countries which would put competitive pressure on the countries involved in their tariff setting for transit freight. The program might include modernizing rolling stock and upgrading communication, signalling and other systems with a particular emphasis on standardising equipment to minimize maintenance costs. Such an approach would also enable the location of multi modal centres to be prioritized along these corridors and supported by the requisite funding.

42. There is an opportunity for providing assistance to optimize the efficiency of railway operations. There has been some assistance to start the commercialization of railway operations particularly in Azerbaijan, Kazakhstan and Uzbekistan. Prior to commercialization, there might be a case for concentrating some assistance on developing management competencies and practices to encourage commercialization being supported by commercial management practices. Consideration might be given to introducing fast track management development programs to produce a pool of middle and junior managers at operational levels well grounded in commercial practices. Specific rail practices like fleet management might be included in any such development program. Such a program might include secondments to other railway companies and the exchange of management staff. CAREC might consider seeking partnerships with railway operators which might be willing to share their expertise and provide opportunities for operators in CAREC participating countries to gain experience through managed associations with them. Attention might also be given to developing HRM systems to ensure that there is always a sufficient pool of qualified personnel to fill all technical positions. The associations with other railway operators could also be extended to assistance in the development of the training provided by training institutes in CAREC countries, especially those run in-house by railway operators.

43. Rail utilities, because of their commercial orientation, self financing opportunities and control over own revenues and costs, should present acceptable opportunities for the private finance arms of IFIs like the International Finance Corporation of the World Bank and the Private Sector Operations Group (PSOD) of the ADB. Apart from EBRD, they have not been used as a source of financing. There might be an opportunity for CAREC to examine the benefits of restructuring some railway organisations so that the ensuing entities would become more attractive to private sector financing. Importantly, most CAREC rail companies require a major program of locomotive and rolling stock upgrading, especially to improve reliability of locomotives, which lends itself to financing from private sector finance arms.

44. Other opportunities might include systematic support for:
- (i) The development of maintenance systems, upgrading of maintenance repair shops and training of maintenance staff, including management;
 - (ii) improving government policy and regulation to enhance competitiveness;
 - (iii) standardizing equipment requirements to minimize maintenance costs, enhance maintenance capacity and systems and maximize the efficiency of a network;
 - (iv) development of multi-modal and/or logistics facilities at major centres which could serve as a model for the management of logistics centres at other locations;
 - (v) building on the work TRACECA has done in the institutionalization and improvement of training.

J. Projects

Donor		Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
								Donors	Country
ADB-15		KGZ, PRC, UZB	ADB	Regional Cooperation in Transport Projects in Central Asia	TA 6024REG	i) facilitate cooperation among the participating countries of PRC, Kyrgyz Republic and Uzbekistan to develop regional transport projects; ii) reach agreement on the route, funding, and inter-country institutional arrangements on the PRC-Kyrgyz Republic-Uzbekistan railway corridor development in the form of a project implementation accord [EU study found a very low EIRR].	2002-2006	0.85	
ADB-29		AZE	ADB	Transport Sector Development Strategy	TA 4582AZE	i) updated transport sector database; ii) identification and prioritization of long-term needs for transport infrastructure and policy, institutional and regulatory reforms; iii) identification of roles of the Government, state-owned enterprises, regulatory bodies, and the private sector; iv) sustainable measures to address sector and thematic issues; v) framework and plans for development of an international logistics center; vi) capacity building of the Ministry of Transport and preparation of a capacity development and human resource development plan for the sector; vii) links developed between transport sector development and the national poverty reduction strategy; viii) a Government-owned Transport Sector Development Strategy for Azerbaijan (2006–2016); ix) provision of computer equipment to various MOT departments to improve their working and efficiency.	2005-2006	0.35	
ADB-32		MON	ADB	Formulating a Transport Strategy (2005-2015)	TA 4471MON	i) undertake an analytical review of the current status of the transport sector and prepare a transport sector update; ii) review the existing master plans for civil aviation, railways, roads, and Ulaanbaatar urban transport; iii) identify the long-term sector challenges and assessing the Government's response to the challenges v) prepare the transport strategy for 2005–2015 including the role of the private sector, based on the transport sector review	2005-2006	0.30	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
ADB-46		UZB	ADB	Transport Sector Strategy	TA 4659UZB	i) an analytical review of the status of the transport sector and preparation of a transport sector update; ii) review of development plans for roads, railways, civil aviation, river transport, and urban transport; iii) identification of long-term development needs, policy reforms, and regulatory requirements in line with the Government's development goals; v) preparation of short-term (2006–2010), medium-term (2011–2015), and long-term (2016–2020) plans and a sector road map for transport sector development.	2006-2020	0.60	
ADB-49		TAJ	ADB	Transport Sector Master Plan	TA 4926TAJ	i) assess a. existing sector policies, regulations, and institutional structures; b. technical and operational effectiveness of public and private entities in transport sector (for civil aviation, based on earlier EBRD and WB assessments); c. financial efficiency. d. prepare a detailed asset inventory prepared for road and railway subsectors, and evaluate their performance e. prepare traffic projection to assess future investment needs ii) prepare a long-term transport sector master plan to serve as a framework for assessing the investment program, and will adopt an integrated multimodal approach to identify sector priorities. Priority directions for each subsector will be identified to improve policy and regulations, increase outputs and efficiency, and sustain the development process.	2007-2008	0.60	0.14
ADB-50		REG	ADB	Central Asia Regional Economic Cooperation: Transport Sector Strategy Study	TA 6347REG	i) an analytical overview of CAREC regional transport networks and cross-border arrangements, ii) a CAREC transport sector strategy.	2006-	1.28	
ADB-76		KGZ	ADB	CAREC Transport Corridor 1 (Bishkek-Torugart Road) Project	G 0123KGZ	iii) a transport sector master plan (2010–2025): a. refine the policy framework for the transport sector; b. develop long-term investment programs in road, railway, and civil aviation subsectors; c. lay the ground for development of intermodal services	2008-2014	20.00	10.30

Donor		Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
								Donors	Country
ADB-117	ADB	UZB	ADB	Institutional Strengthening of the UTY	TA 3068UZB	i) preparation of a master plan for institutional development of the sector; ii) assist railway business units to formulate commercial objectives, business plans, and initial preparation of a regulatory framework; iii) help them to undertake efficient commercial operations by improving their financial management and introducing internationally accepted accounting systems; iv) improve marketing capabilities; v) prepare mitigation measures for social costs resulting from organizational restructuring.	1999-2000	0.58	
ADB-118		TAJ	ADB	Regional Railway Improvement Project	TA 3494TAJ	Feasibility study	2000	0.15	
ADB-119		UZB	ADB	Railway modernization	L 1773UZB	i) rehabilitation of 341 km of railway track on the Samarkand-Bukhara-Khodjadavlet route and parts of the second line between Djizzak and Samarkand; ii) provision of modern equipment for track laying and efficient maintenance of railway tracks; iii) installation of fiber optic telecommunications systems; iv) computerization of financial accounting systems; v) human resources development, including training staff in sustaining the technological improvements; vi) establishment of the Small Business Fund (SBF).	2001-2007	70.00	
ADB-120		UZB	ADB	Facilitating Development of the Railway Sector	TA 3529UZB	i) preparation of a railway master plan; ii) drafting of policies and procedures for the operation of the proposed SBF, which was established in connection with staff reduction measures; iii) preparation of a marketing strategy for tourists; iv) assessment of the impact of soil salinity on railway infrastructure and proposed mitigation measures.	2002-2004	0.60	
ADB-121		UZB	ADB	Railways development	TA 4076UZB	i) Detailed feasibility of the rehabilitation of 137.3 km of track and roadbed between Marokand and Karsi; ii) assistance in the areas of modernization of the signaling system along the Marokand-Karshi Line	2003-2005	0.60	
ADB-122		PRC	National Regional	Jinghe-Yining-Khorgas Railway	PRC IP4	Construction of 286Km of new railway	?-2009		875.00
ADB-123		PRC	National Regional	Double tracking Wuxi-Jinghe line	PRC IP5	Construction of 382Km of new railway	2007-2009		394.00

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
ADB-124		PRC	National	Electrification of Urumqi-Ala Shankou line	PRC IP6	Electrification of 456Km of new railway	2007-2009	190.00
ADB-125		AZE	ADB	Preparing the Railways Sector Development Program	TA7150	no information	2008	1.00
ADB-126		AFG	Iran	Rail Feasibility Study Shntikh-Herat	AFG TA5	Feasibility study of 125 km rail line from Shntikh (Iran) to Herat	2008-2009	0.60
ADB-127		KAZ	Concession	Construction of Korgas-Zhetygen line	KAZ IP8	Construction of 298.4Km of new line	2008-2011	742.00
ADB-128		TAJ	IsDB?	Vahdat-Yavan Railway Feasibility Study	TAJ TA2	Feasibility study of 76km between Dushanbe and Vaksh	2009	0.60
ADB-129		AFG	ADB?	Rail Feasibility Study Hairatan-Mazare-e-Sharif-Herat and Shirkhan Bandar-Kanduz-Nailabad	AFG TA6	Feasibility Study Hairatan-Mazare-e-Sharif-Herat and Shirkhan Bandar-Kanduz-Nailabad including extensions between Torghundi and Herat and Herat and Islam Qila	2009-2010	1.00
ADB-130		UZB	Internally generated	Acquisition of New Locomotives	UZB IP3	acquisition of 15 new passenger electric locomotives	2009-2010	25.00
ADB-131		KAZ	Concession	Electrification of Almaty-Aktogay line	KAZ IP5	Electification of 558Km of railway	2009-2011	243.00
ADB-132		KAZ	Concession	Electrification of Dostyk-Aktogay line	KAZ IP6	Electification of 312Km of railway	2009-2011	134.00
ADB-133		KAZ	Concession	Electrification of Aktogay-Mointy line	KAZ IP7	Electification of 521Km of railway	2009-2011	250.00
ADB-134		AFG	Chinese copper concession-aire	Rail Feasibility Study Hairatan-Nailabad-Kabul-Torkham	AFG TA7	Rail Feasibility Study of 666 km Hairatan-Nailabad-Kabul-Torkham connecting Uzbekistan, Afghanistan and Pakistan	2010	1.00
ADB-135		KGZ	to be determined	Track Rehabilitation (Chaldovar-Balykchy)	KGZ IP6	Study of track condition track rehabilitation	2010-2014	65.00
ADB-136		TAJ	To be determined	Kolkhozabad-Nizhni Pianj Railway	TAJ TA4	Feasibility study	2011	0.60

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
ADB-137		TAJ	To be determined	Railway electrification (Bekabad-Kanibadam)	TAJ TA5	Electrification within Tajikistan	2011	0.60
ADB-138		UZB	KFW	Electrification of the Tashkent-Angren Rail line	UZB TA1	Feasibility study of 106 km of rail line between Tashkent and Angren	2011	0.60
ADB-139		KGZ	to be determined	Equipment for Wagon Repair/Maintenance Facility	KGZ IP7	Replacement/upgrade of existing facilities and equipment	2011-2012	4.00
ADB-140		UZB	Kuwait	Electrification of Kashi-Tashguzar-Boysun-Kumgurgan Section	UZB IP4	Electrification of 262 km of line from Kashi to Kumgurgan	2011-2014	6.00 180.00
ADB-141		UZB	To be determined	Electrification of Samarkand-Navoi and Samarkand-Kashi Sections	UZB IP5	Electrification of 265 km of lines from Samarkand-Kashi and Samarkand-Navoi	2011-2014	185.00
ADB-142		UZB	To be determined	Electrification of Navoi-Bukhara and Bukhara-Kashi Sections	UZB IP6	Electrification of 280 km of line from Navoi to Bukhara and Bukhara to Kashi	2011-2014	195.00
ADB-143		UZB	To be determined	Electrification of Navoi-Uchkuduk Section	UZB IP7	Electrification of 290 km of line from Navoi to Uchkuduk	2011-2014	180.00
ADB-144		UZB	to be determined	Regional Railway	UZB IP2	Modernize Uzbekistan Temir Yullare through needed investment, management improvements and technology acquisition	2011-2015	50.00
ADB-145		TAJ	To be determined	Dushanbe-Kyrgyz Border (Karamik) Railway	TAJ TA3	Feasibility study	2013	0.60
ADB-146		UZB	To be determined	Angren-Pap Rail Feasibility Study	UZB TA2	Feasibility study of 140 km of rail line between Angren and Pap	2013	0.60
ADB-147		KGZ	to be determined	Electrification of Bishkek-Balykchy line	KGZ IP5	i) Construction of power grid, power supply substations and auxiliary equipment ii) Electrification of the Lugovaya to Bishkek section and track rehabilitation iii) Supply of electrically powered freight and passenger locomotives	2015-2017	100.00

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
EDB-1	Eurasian Development Bank	REG	Eurasian Development Bank	no details about the feasibility study		feasibility study of road and railway infrastructure development in the community	2009-	
EBRD-12	EBRD	AZE	EBRD EC-TACIS	Trans Caucasian Rail Link	4810	i) improve the Azeri section of the trans-caucasian rail link, which is the main international transit route between Baku and the Georgian ports; ii) conduct major repairs to oil tanker wagon washing facilities at Balajari Washing Plant; iii) introduce measures to corporatise the Azerbaijan State Railways	1998-	20.20 8.00
EBRD-13		KAZ	EBRD EU-TACIS	KTZ Track Maintenance and Commercialization Project	2920	i) introduction of improved track maintenance on the Almaty-Astana line; ii) assistance in a pilot staff retrenchment and retraining programme; iii) introduce open tendering practices to Kazakhstan Temir Zholy; iv) strengthen KTZ's marketing, accounting and control skills through the implementation of the business plan; v) develop a modern legal framework for the railways and draft railway law; vi) develop management information systems, vii) undertake a tariff study; viii) restructure ancillary businesses.	1999	65.00 1.695
EBRD-14		UZB	EBRD	Freight Traction Renewal and Modernization Project	4033	i) finance the modernisation of its locomotive fleet through the purchase of new electric freight locomotives; ii) transfer of skills in the areas of procurement and modern fleet management practices;	1999-	40.00
EBRD-15		AZE	EBRD	Azerbaijan Railways: Accounts Strengthening & Business Planning		No information	2000	EUR0.29
EBRD-16		UZB	EBRD	Uzbek Railways: Implementation Assistance & Fleet Management Study	ECT98-2000-11-75	Assistance with Project preparation - Completed	2000	0.01

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
EBRD-17		UZB	EBRD	Locomotive Repowering Project	18493	i) Re-power diesel-electric locomotives, including the installation of new diesel engines, main alternators, cooler groups etc; ii) Assist in the implementation of divestment and the sale or part sale of over 40 core and non-core enterprises, which are presently owned by the railway; iii) Implement Government Resolution 108 on railway de-monopolisation and restructuring	2001-	68.00	15.00?
EBRD-18		UZB	EBRD	Uzbek Railways: Implementation Assistance & Fleet Management - extension	ECT2000-2002-06-02	Continuation of ECT 98-2000-11-75 - Completed	2002	0.28	
EBRD-19		UZB	EBRD	Uzbek Railways (UTY) Assistance with Implementation of Railway Restructuring	JAP-2002-04-01	i. implement the separation, divestment and privatisation of non-core activities in accordance with Resolution 108/109; ii. consolidate and improve management procedures for annual updating of the UTY's Five Year Business Plan to reflect the restructured organisation and management structures; iii. apply International Accounting Standards (IAS), at the consolidated level, in a step by step approach; iv. develop UTY's procurement policies, procedures and skills; v. advise on the scope for track access rights and charges vi. prepare a railway sector study assessing the possibility of establishing railway production facilities in Uzbekistan, providing recommendations to UTY. - Completed	2002	1.00	
EBRD-20		AZE	EBRD	ADDY2		Assistance with project preparation	2003	EUR0.05	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
EBRD-21		AZE	EBRD	http://www.delaze.ec.europa.eu/pdfs/enp/EU_Azerbaijan_AP.pdf	<ul style="list-style-type: none"> i) Develop and implement a national sustainable transport policy, with a focus, where appropriate on further approximation of legislative and regulatory frameworks with European and international standards, in particular for safety and security (all transport modes); ii) Strengthen and if necessary establish the necessary independent regulatory authorities and further facilitate institutional reforms as well as the administrative structures to prepare specific plans for priority sectors; iii) Creation of a long-term and transparent system of road financing in order to ensure continued maintenance of the existent public road network; iv) Develop co-operation in satellite navigation (including joint research actions and applications); v) Implement the recommendations of the High Level Group on the Extension of Major Trans-European Transport Axes to the Neighbouring Countries concerning transport axes and related horizontal measures. 	Planned?		
EBRD-22		AZE	EBRD	http://www.delaze.ec.europa.eu/pdfs/enp/EU_Azerbaijan_AP.pdf	<ul style="list-style-type: none"> i) Improve efficiency of freight transport services (including issues of border crossing procedures). Promote multi-modal services, address issues of interoperability; ii) Further develop OSJD/OTIF cooperation. 	Planned?		
EU-6	EU-TACIS	AZE	EU-TACIS	Supply of oil tank wagons to Azerbaijan Railways	<p>"SUPPLY and DELIVERY of OIL TANK WAGONS to the RAILWAYS of AZERBAIJAN." Within TACIS National budget of Azerbaijan, supply of 50 tank wagons for the transport of oil and oil products between Baku and Batumi.</p> <p>"SUPPLY and DELIVERY of OIL TANK WAGONS to the RAILWAYS of AZERBAIJAN." Within TACIS TRACECA Budget, supply of 70 tank wagons for the transport of oil and oil products between Baku and Batumi.</p>	2002	EUR1.60	

Donor		Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
								Donors	Country
INO-1	INOGATE	AZE; KAZ	INOGATE	Follow-up on Institutional Issues (Phase B) - Multimodal Oil Transport System and Creation of a Common Operator	98.01	i) Measure, further elaborate and analyse the Pre-Feasibility Study's findings (96.07; 97.04) and deliver a definite study on the potentiality of the system; ii) Analyse the conditions of an uninterrupted and efficient flow of oil and oil products from the hydrocarbon-producing regions of Caspian Sea and Central Asia, to the international markets; iii) Identify the technical and management requirements and constraints for the implementation of the Multimodal Oil Transport System, capable of carrying 10 million tons of oil or oil products per year, using rail, ports at Aktau and Dubendi (including the Supsa Maine Export Terminal); iv) Produce the institutional mechanisms serving the overall project objectives in general, and the establishment of the Common Commercial Operator in particular.	2000-2001	EUR1.00	
JBIC-3	JBIC	MON	Japan	Railway (North South)			2001	¥7.4	
JICA-15	JICA	KAZ	Japan		Reported in EU's Central Asia Indicative Program 2007-2010	Railway Transport Capacity Development Project Refurbishing transit facility etc. (Yen loan)	1995-2001	¥7236	¥2413
JICA-17		MON	JICA	Railway Transportation Rehabilitation Project		i) Cars: two locomotive cars, 455 freight cars and 30 passenger cars ii) Track equipment: track replacement totaling 92km, rail fasteners and rail construction machinery; iii) Communications equipment: installation of digital telephone switching system (3,000 lines x 1 set, 500 lines x 4sets) iv) Controlling equipment: host computers (2 sets), terminal computers (50 sets) v) Locomotive maintenance equipment: machine tools and maintenance equipment for the minimum necessary overhaul; vi) Installation of fibre optic for communications	1993-2000	¥8123	

Donor		Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget Donors Country	
JICA-24		UZB	JBIC JICA	Railway Passenger Transport Improvement Project		i) Construction of a passenger car repair shop (civil work and equipment supply) ii) Procurement of (new) passenger cars iii) Procurement of spare parts iv) Consulting services	1999-2001	¥6102.00	JICA-24
JICA-25		UZB	JICA	Tashguzar-Kumkurgan New Railway Construction Project		i) construction of a new railway line stretching 222 kilometers from Tashguzar, Kashkadarya Oblast, to Kumkurgan, Surkhandarya Oblast, ii) rehabilitation of the existing 31-kilometer section from Karshi to Tashguzar	2004	¥16359.00	JICA-25
MIL-1	Millennium Challenge Account	MON	Millennium Challenge Account	Rail Project		i) provides assets needed to operate longer, heavier trains; ii) construction of 150 kilometers of railroad; iii) creates a government-owned, contractor-operated leasing company to own and lease key assets to shippers; iv) Encourages efficient and transparent operating procedures in the rail sector. v) fund the development of a new state-owned company (LeaseCo), which will own the modern freight locomotives, freight wagons, track upgrade and maintenance equipment, and signaling and communication system funded under the Compact. LeaseCo will be managed and operated by OpCO, a private sector firm, and will be responsible for leasing the MCC-funded railway assets to Ulaanbaatar Railway Joint Stock Company (UBTZ) and other railway users to support development and modernization of the railway sector in Mongolia. vi) serve the training needs of UBTZ personnel and other rail users in several areas of rail infrastructure, operations, and management, vii) support the Mongolian Railway Authority (MRA) and related organizations in regulation and reform of the sector	2007-	188.38	
PRC-2	PRC	UZB	PRC	reported in WB CAS		Railway transportation machinery and equipment			
SPECA-3	SPECA	REG	SPECA			Promotion of demonstration runs of container block trains and international train services operating in the SPECA region (in collaboration with OSJD and UIC)	2001-2009	0.10	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
SPECA-4		REG	SPECA			Assistance to SPECA member countries in acceding to multilateral agreements on infrastructure including AGR, AGC, AGTC, IGA on AH and IGA on TAR to prioritize infrastructure development of international importance	2008-2009	0.10	
TRAC-1	TRACECA	REG	TRACECA	Review of Railway Rehabilitation in Central Asia		i) Recommendations concerning the multimodal transport; ii) Recommendations on harmonisation of standards and operating procedures and interoperability; iii) Recommendations on improvements of border-crossing procedures; iv) Traffic forecasts and tentative prioritisation of recommended actions; v) Technical and economic feasibility study of the following line sections: a. Jalal-Abad – Kara-Su – Andijan (79 km); b. Osh – Kara-Su – Andijan (72 km); c. Lugovaya – Bishkek – Balykchi (322 km); d. Aktau – Beyneu – Kungrad (700 km).	2004-2006	EUR2.00	
TRAC-5		REG	TRACECA	Strengthening of Transport Training Capacity in NIS countries		i) Ensure that the teaching staff of transport training entities and students in higher educational transport institutes are familiarised with latest transport planning techniques and tools; ii) Ensure that the teaching staff of transport training entities and students in higher educational transport institutes are familiarised with latest investment appraisal techniques and tools including environmental analysis of transport sector investments; iii) Transport training is to be improved through improved pedagogical skills, teaching techniques and curricula development methods; iv) Departments/chairs for multi-modal transport and interoperability are further developed and enabled to deliver state-of-the-art training contents; v) An in-depth appraisal for the establishment of a regional training centre for advanced transport training is elaborated.	2008	EUR2.00	
TRAC-15		AZE	TRACECA	Supply Of an Optical Cable System for Communication and Signalling	Traceca1999	i) supply, installation and testing of Optical Cable System for Communication and Signalling to the Railways Of Armenia, Azerbaijan and Georgia, ii) training Railways' staff	2000-2002	EUR15.00	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
TRAC-16		REG	TRACECA	Pre-feasibility Study of a New Rail Link between the Ferghana Valley, Bishkek and Kashgar (China)	01-0165	Prefeasibility study of a Kashgar-Ferghana Valley rail link paying particular attention to the route between Samarkand/Bulungur and Pendjikent	2001	1.50	
TRAC-17		KAZ, KGZ, TAJ, UZB	TRACECA	Central Asia Railways Telecommunications (assumed same project as EU-TACIS 'Review of Railway Rehabilitation in Central Asia (Turkmenistan, Tajikistan, Uzbekistan, Kazakhstan, Kyrgyzstan)' of the same date but for 2.496880)	01-0166	i) Know-how transfer to the railways telecommunications and signalling managements ii) Preparation of detailed feasibility studies for modernisation of each of the Central Asian railways' telecommunication and signalling systems, including if necessary fibre optic cable backbones, and ancillary equipment. iii) Preparation of detailed specifications for procurement of system components, according to standard procedures of IFI; iv) Survey of equipment needs which may include - Signalling, Detectors, Automatic block system operations, Manual systems, Dispatching, Energy control, Switches, level crossings, Station-to-station dedicated telephone lines for safety and other purposes, Dedicated telephone lines for work crews, track and overhead, Ground to train radio, and other radio communications, The switched telephone network, as used for operations, Freight and wagon tracking systems, Commercial management, customer relations, Locomotive, wagon, and track maintenance management	2002	1.50	
TRAC-17						systems, Stock control, purchasing of consumables, and spare parts, Border crossing communication and management (e.g.in collaboration with neighbouring state railways and customs authorities), Accounting systems, cost controls, invoicing, Ticketing and reservation systems; v) Develop an overall master-plan for modernisation of the Central Asian Railways telecommunications and signaling systems; vi) Make recommendations on: a. Training programs b. Harmonization of standards c. Reform of the institutional, legal and regulatory environment to fully realise benefits of technical modernization			

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
TRAC-18		REG	TRACECA	Capacity Development for Senior Transport Officials	<ul style="list-style-type: none"> i) Analysis of existing situation at border crossings, in ports, railway stations and customs clearance offices along the TRACECA corridor. ii) Training needs assessment for both the top level decision-makers of the Ministries of Transport (or other bodies fulfilling their tasks), Railways, Customs and Port Authorities (Target Group - Level A) and the heads of border and customs stations, ministerial departments, railway departments, port and ferry operators and stakeholders from the road transport industry (Target Group - Level B) based on standardised questionnaire. iii) Development of training material for each of the groups (Target Groups - Levels A and B). iv) Implementation of the training programme for Level A, 65 trainees, 5 of each TRACECA country v) Implementation of the training programme for Level B, 260 trainees, 20 of each TRACECA country. vi) Carrying out of study tours, 3 groups, total of 52 participants, 4 of each TRACECA country. 	2003-2005	EUR1.8	
ESCAP-1	UNESCAP	REG	UNESCAP	Asian Land Transport Infrastructure Development (ALTID) Project	<p>demonstration runs of container block trains:</p> <ul style="list-style-type: none"> a. Lian Yunggang (China) – Almaty (Kazakhstan), b. Brest (Belarus) – Ulaan Baatar (Mongolia), c. Hohhot (China) – Duisburg (Germany) d. Brest (Belarus) – Iletsk -1 – Aktobe (Kazakhstan) <p>“The Kazakhstan Vector” (2x a week)</p> <ul style="list-style-type: none"> e. Brest (Belarus) – Naushki (Russian F.) – Ulaan-Baatar (Mongolia) – Hohhot (China) “The Mongolian Vector” (2x a month) f. Almaty (Kazakhstan) – Dostyk/Alataw Shankou (Kazakhstan/China) (5x a week) g. Almaty – Lokot (Kazakhstan) – Nakhodka-Vostochnaya (Russian F.) (planned) h. Nakhodka Vostochnaya (Russian F.) – Lokot – Almaty (Kazakhstan) – Saryagash (Kazakhstan) (3x a week) i. Lian Yunggang (China) – Alataw Shankou/ Dostyk (China/Kazakhstan) – Saryagash (Kazakhstan) – Assake [Andijan] (Uzbekistan) (planned) j. Tianjin (China) – Alataw Shankou/ Dostyk (China/Kazakhstan) – Almaty (Kazakhstan) (2x a week) k. Lian Yunggang (China) – Alataw Shankou/Dostyk (China/Kazakhstan) – Almaty (Kazakhstan) (2x a week) 	2001-		

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
ESCAP-1					l. Aksu-1 (Kazakhstan) – Tobol (Kazakhstan) – Topoly – port Kherson (Ukraine) (panned) m. Urumchy (China) – Alataw Shankou/Dostyk (China/Kazakhstan) – Ozinky (Kazakhstan) – Novorossoysk (Russian F.) (planned) n. Aksu (Kazakhstan) – Klaipeda (Lithuania) (panned) o. Ports of Turkey – Novorossoysk (Russian F.) – Almaty (Kazakhstan) (planned) p. Urumchy (China) – Alataw Shankou/Dostyk (China/Kazakhstan) – Iletsk(Kazakhstan) – Moscow (Russian F.) (planned) q. Urumchy (China) – Alataw Shankou/Dostyk (China/Kazakhstan) – Iletsk(Kazakhstan) – Sankt Petersburg (Russian F.) (planned) r. Rezekne (Latvia) – Silupe (Latvia) – Shakhovskaya (Russian F.) – Ryzhsk (Russian F.) – Blagodatka (Russian F.) – Ozinky (Kazakhstan) – Arys-1 (Uzbekistan) “Baltics–Transit” (planned) s. Berlin (Germany) – Malasheviche/Brest (Poland/Belarus) – Krasnoye (Russian F.) – Iletsk (Kazakhstan) – Arys-1 (Uzbekistan [Kazakhstan]) – Almaty (Kazakhstan), Tashkent (Uzbekistan) “East Wind” (planned)			

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
ESCAP-1					t. Istanbul (Turkey) – Tehran (Iran) – Tashkent (Uzbekistan) – Almaty (Kazakhstan) (planned) u. Hohhot (China) - Ulaan-Baator (Mongolia) – Naushky (Russian F.) – Brest (Belarus) “Mongolian Vector” (1x a month) v. Riga (Latvia) – Possin (Russian F.) - Ozinki – Aktobe (Kazakhstan) “Baltic-Transit” (2-3x a week) w. Sinjang (China) – Ulaan-Baator (Mongolia) “Druzhba” (2x a week) x. Zamyn Uud (Mongolia) – Ulaan-Baator (Mongolia) “East Wind” (2x a week) y. Nakhodka-Vostochnaya (Russian F.) – Lokot (Kazakhstan) (planned) z. Almaty-1 (Kazakhstan) – Budapest (Hungary), Berlin (Germany) (planned) aa. Lian Yunggang, Xi'an (China) – Alataw Shankou / Dostyk – Iletsk-1 (Kazakhstan) – Suzemka / Zernovo (Russian F./Ukraine) – Izov (Ukraine) – Khrubeshuv/ Slavkuv (Poland) Hungary, Czech R., Slovakia “The New Silk Road” (planned) ab. Muuga (Estonia) – Tallin-Riga-Rezekne (Latvia) – Possin (Russian F.) – Ozinky-Arys-Chengeldy-Almaty (Kazakhstan) “Baltic-Transit” (1x a week)			
ESCAP-17		KAZ, MON, PRC	UNESCAP	Container transport demonstration project in the northern corridor of the Trans-Asian Railway	ROK97569	In the field of railway, an important feasibility study was completed in 1996 on the Trans-Asian Railway Northern Corridor, namely the "Feasibility study on connecting the rail networks of China, Kazakhstan, Mongolia, the Russian Federation and the Korean Peninsula ". This study showed the great potential of the Trans-Asian Railway Northern Corridor to provide efficient rail movements between Asia and Europe. The study (i) defined a network of routes making up the TAR Northern Corridor (TAR-NC), (ii) stipulated routes requirements in terms of technical indicators (loading gauge and axle-load) and commercial indicators (minimum average speed), (iii) dealt with operational aspects including tariff issues, and (iv) stressed the importance of cross-border traffic facilitation measures. The study was followed by a related Policy Level Expert Group Meeting which convened in Bangkok in October 1995 to study the findings and recommendations. Given the conclusions drawn in the study, a follow-up demonstration project,	2001	0.16

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
					"Development of Asia-Europe Container Transport through Block Trains -Phase I" was II requested and endorsed by the participating countries. This project is aimed at providing the policy makers and planning officials of the participating countries to determine the tasks that need to be implemented in order to develop the services attractive to shippers.			
ESCAP-18		KAZ, MON, PRC	UNESCAP	Container demonstration project in the northern corridor of the Trans-Asian Railway (Phase II) (00/TCTID-Z/011/ROK-6)	ROK00796	The Trans-Asian Railway Northern Corridor has the potential to offer landbridge container movements between North-East Asia and Europe, thereby offering to some shippers an alternative to maritime transport while allowing the railways concerned to develop profit-generating services. However, a number of institutional and technical bottlenecks exist along the routes in the corridor. An important set of activities under the project is to identify these bottlenecks and discuss with the countries concerned ways of removing them: i. identify physical and non-physical barriers to efficient international train operation on all routes in the corridor and to the development of long-standing commercially attractive services. ii. map out the necessary tasks to be accomplished before efficient operation and railway standing services matching customers' expectations can be developed. iii. define the institutional frameworks, which are crucial to ensure smooth international movements of goods between Asia and Europe, and also between the various economically developing areas located along the corridor.	2001-2002	0.06
ESCAP-19		KAZ, MON, PRC	UNESCAP	Container transport demonstration project in the northern corridor of the Trans-Asian Railway (Phase II)	ROK01871	At a policy-level expert group meeting, the participating countries agreed that the demonstration runs of container block-trains will provide useful analysis of the strengths and weaknesses of the railways along the routes in the Trans-Asian Railway Northern Corridor and will assist them in developing efficient services for the movement of containers between Asia and Europe. Project activities are guided by a Memorandum of Understanding among the countries concerned and articulated on a series of Steering Committee Meetings and a number of demonstration runs of container block-trains along the routes in the corridor. Two Steering Committee Meetings have already been organized and have provided a forum to discuss issues of common interest relating to project implementation.	2001-2006	0.08

Donor		Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
								Donors	Country
						Meanwhile, two demonstration runs (from the port of Tianjin to Ulaanbaatar, and from the port of Lianyungang to Almaty) have already been implemented along key segments of the corridor providing insights on the physical and non-physical bottlenecks impeding efficient cross border movements by rail. Two more runs are scheduled to take place (from the Russian port of Vostochny to Berlin or Warsaw, and from Brest to Ulaanbaatar). The findings of these four initial demonstration runs will be presented at a third Steering Committee Meeting scheduled to take place in China in September 2004.			
ESCAP-20		AZE, KAZ, KGZ, MON, PRC, TAJ, UZB	UNESCAP	Development of an intergovernmental agreement on the Trans-Asian Railway Network	ROK04001	Undertake a comprehensive technical assessment on the current status of the Trans-Asian Railway (TAR) network, with particular emphasis on the through-movement of containerized freight traffic along TAR corridors, and draft an Intergovernmental Agreement on the Trans-Asian Railway Network through a consultative process with active involvement of all relevant stakeholders.	2004-2007	0.15	
ESCAP-21		AFG, AZE, KAZ, KGZ, MON, PRC, TAJ, UZB	UNESCAP	Identifying investment needs and development priorities for the Trans-Asian Railway network	ROK07002	The project aims to achieve one of the expected accomplishment of the Transport and Tourism Subprogramme, i.e. “more effective policies and programmes by governments to enhance transport logistics” by (i) providing, transport policy planners and railway managers in member countries, with subregional overviews of investment needs and priorities for the development of the Trans-Asian Railway network and (ii) facilitating dialogue among member countries, as well as between member countries and international financial institutions. As a step toward the goal of establishing a regional intermodal transport network, a review of the development priorities in a subregional and regional context will help member governments agree on priority projects, make efforts at achieving greater synchronization in their implementation, allocate resources and acquire greater leverage to approach international financial institutions for assistance.	2007	0.05	

Donor		Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
								Donors	Country
WB-4	World Bank	AFG	WB	Emergency Transport Rehabilitation Project	P078284	iv) Institutional, Policy and Other Studies to lay the foundation for sustainable management of the transport sector: a. Transport Sector Review (TSR) to develop Institutional and Policy Framework for the Sector,	2003-	IDA 108.00 Others 5.10	5.10
WB-17		KAZ	WB	ECA Railways: Trends, Prospects and Challenges	33880	Eastern Europe and Central Asia railways (including Kazakhstan) have large amounts of redundant employees (up to 85%), as well as track, locomotives, and rolling stock in excess of future needs. Modernization of railway assets must be preceded by rationalization since it is unrealistic to expect financially stretched Governments to provide the required funding	?		
WB-18		MON	WB Nordic Development Fund	Transport Development	P056200	v) provision of an off-the-shelf comprehensive Financial Accounting System, which when used together with the components of the MIS already in place, will give Mongolian Railways the ability to determine the costs and revenues of individual services, to design more efficient operating methods, to make better use of its financial resources and allocate its staff, traction and rolling stock to services in a more efficient way than is possible at present which was cancelled.	2001-2005	34.00 6.7	8.84
WB-19		AZE	WB	Railway Trade and Transport Facilitation	P083108	i) Rehabilitation of 240km East- West Main Line track (US\$117 million), signaling (US\$17 million) and power supply conversion to 25 kv (US\$307 million) along the east-west corridor ii) Purchase of 50 main line locomotives iii) Support for the full implementation of IFRS accounting (US\$2 million); a. installation of a computerized accounting system - includes accounting and database software, client server software, application and database servers with dual processors, disk arrays and backup storage, client servers, and a local area network and adapting the system to ADDY's specific needs and for training and implementation support; b. completion of a first full audit iv) Provision of Advisory services to Axerbaijany Railways (ADDY) to implement its modernization program (US\$9 million): a. establish an appropriate corporate governance and performance-based incentive structure for ADDY,	2008-2011	450M (Phase 1) Total est 1.75B	345.00

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
					b. implement the separation of ADDY into lines of business;			
WB-19					c. define required passenger services, finalize a business plan for passenger services (including a review of the need for high speed train) and prepare public service obligation agreements; d. define a new tariff policy for the railway and track access charges; e. develop contracts with rolling stock providers; v) Provision of equipment to ADDY to improve soil spill prevention and response capacity (US\$6 million).			
WB-20		KAZ	WB	Railways Program Implementation Support	Under discussion i) support the Government to achieve: a. the remaining elements of the restructuring plan for KTZ, particularly divestiture of the remaining social and non-core railway assets, and the creation of competitive railway supply markets, local railway services, and passenger services, b. improvements in the condition of the railway infrastructure and rolling stock, and thereby improve the efficiency and quality of service offered by KTZ and its subsidiaries.			
UNK-1	Unknown	TAJ	?	Kafarnigan-Yavan railway		Feasibility study	2009	0.25

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Appendix 3. Maritime

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¹ The report examines assistance since 2000.

A. Background

1. Land routes from Europe to Central Asian Republics (CAR), South Asia and People's Republic of China (PRC) have three broad alternatives: through Russia, through Iran or through Azerbaijan which requires a crossing of the Caspian Sea. There are two ports on the eastern board of the Caspian: Aktau in Kazakhstan and Turkmenbashi in Turkmenistan and one major port on the western side, Baku. Alyat is an alternative port just south of Baku. It is regarded as a port to develop to counteract the physical constraints of Baku.

2. The three Caspian ports are treated as terminuses in TRACECA's transport routes. They are also part of the east/west road and rail route to and from PRC and South Asia. The ports are nodes on CAREC's road and rail corridors 2a and 2b from Baku to Afghanistan and PRC on a rail/road corridor through Aktau, Kazakhstan and Bukhara, Uzbekistan and on a road corridor through Turkmenbashi, Turkmenistan and Bukhara.

3. The routes across the Caspian have figured prominently in the planning of the European Commission, predominantly implemented through TRACECA. They have figured less prominently in CAREC planning, where roads have been the major focus.

4. Ports in the land locked Caspian Sea are major multi-modal points on transport routes, requiring transshipment from and to road or rail at departure and arrival.

B. Planning

5. There have been two levels of planning directed at maritime routes: transport master plans and individual port plans. The ADB funded a transport master plan for Azerbaijan in 2005 (ADB-29) which included identifying the long-term development needs, policy reforms, and regulatory requirements for maritime transport and ports to form part of a medium-term transport sector development strategy for 2006-2016. (Has there been a similar planning exercise for Kazakhstan?)

6. TRACECA funded the preparation of a master plan for Aktau Port in 2007 (TRAC-9). The plan is for port development up to 2020 and included a feasibility study for the extension of the port to the south after the northern extension had been completed. It also included the preparation of a corporate plan for the port operators, Aktau International Maritime Trade Port. CAREC, in its forward plans, has proposed a feasibility study for a new international port at Alyat (ADB-31). Has there been a master planning exercise for Baku Port comparing a situation with development of Alyat and no development of Alyat?)

7. There is a planned TRACECA project: Motorways of the Sea for the Black Sea and the Caspian Sea (TRAC-11) which appears to be an extension of the 2001 eponymous European program. That program set out to introduce new 'intermodal maritime-based logistics chains in Europe' to produce more sustainable and more efficient transport solutions for short distance journeys than road-only transport. The planned project has a requirement to produce short and medium term action programs. It appears to address many of the gaps indicated in the previous two paragraphs. CAREC is proposing a Needs Assessment of Caspian Shipping along CAREC Corridors for 2010, which is designed to produce a development master plan (ADB-102). There seems to be the potential for overlap between this proposed project and TRACECA's "Motorways of the Sea".

C. Port Development

8. Donor funding for port facilities has been limited in the period 2000-2008. TRACECA funded the rehabilitation of the rail ferry terminal in Aktau, renovating marine works, berthing and ferry ramps in 2001 (TRAC-6). There is a CAREC proposal for the Japan Bank for

International Cooperation (JBIC) to provide partial finance for the construction of oil berths, dry cargo terminals, a breakwater and a naval jetty for Aktau (JBIC-5). There appears to have been no donor funding of port developments at Baku since an EBRD project during 1997-1999.

9. TRACECA has also upgraded navigational systems at the ports of Baku and Aktau. Equipment included radar surveillance equipment, Global Maritime Distress Safety Systems and meteorological equipment. Lighthouses, beacons and leading lights in navigational areas were also replaced (TRAC-7).

D. Vessels

10. Donor funding for vessels has been limited. A 2003 TRACECA project provided support to Aktau Port for tendering for the leasing of one or two tugboats (TRAC-8). There is also a CAREC proposal to lever private sector funding to purchase 5 new ferries of 56 wagon capacity and 2 RO/ROs for Azerbaijan (ADB-35).

E. Maintenance

11. There appears to have been no donor support for maintenance of port facilities, equipment or vessels.

F. Capacity development

12. Capacity development has predominantly been focused on training, though TRACECA, as part of its Aktau Port Development project, developed improved corporate structures and a corporate plan for the port authority as a preliminary to commercializing the authority (TRAC-9).

13. TRACECA in 2005 funded a major project to strengthen the capacity of maritime academies serving the Black and Caspian Seas, particularly to ensure that training was consistent with the requirements of the International Maritime Organization. A major part of the work was the development of curricula and training courses followed by the training of lecturers, instructors and trainers (TRAC-10). TRACECA is planning a project which focuses on developing training modules to enhance the security of ports, two targets of which are border guards and customs officers (TRAC-12). All TRACECA training programs start with a diagnostic survey leading to a training needs analysis.

14. TRACECA has also targeted port and ferry operators as well as training institutes to improve both human resource training and its delivery. It based its work on training needs assessments for both the top level decision-makers of the Ministries of Transport, Railways, Customs and Port Authorities and the heads of border and customs stations, ministerial departments, railway departments, port and ferry operators and stakeholders from the road transport industry. This analysis was followed by the development of training material for each of the two groups and the delivery of training programs (TRAC-1). In a current project, TRACECA is extending its work to training establishments, to ensure that teaching staff are familiarised with latest transport planning techniques and tools, investment appraisal techniques and tools including environmental analysis of transport sector investments (TRAC-5). This project also sets out to improve training through improved pedagogical skills, teaching techniques and curricula development methods. There is to be a particular focus on multi-modal transport and interoperability to ensure that departments are able to deliver 'state-of-the-art' training in these areas². This project also will produce an in-depth appraisal for the

² TRACECA: Capacity Development for Senior Transport Officials, 2003-2005; TRACECA: Strengthening of Transport Training Capacity in NIS Countries, 2008

establishment of a regional training centre for advanced transport training. The establishment of such an institute might be of interest to CAREC in its development of the CAREC Institute and in extending this work to the non-TRACECA membership of CAREC.

15. In 2005, ADB's Transport Sector Development Strategy in Azerbaijan set out to prepare a capacity development and human resource development plan for the transport sector. Information would be valuable about the degree this plan has been adopted and acted on.

G. Opportunities

16. Caspian ports with underdeveloped roll on/roll off facilities could represent major bottlenecks for transport providers, particularly international road and rail users. Opportunities include:

- (i) a situational analysis of the trans-Caspian transport system to identify development opportunities;
- (ii) Coordinated study and potential support for port and fleet operating company organisations, systems development (particularly ICT), maintenance systems, logistics facilities and fleet development.

H. Projects

Donor		Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
								Donors	Country
ADB-29	ADB	AZE	ADB	Transport Sector Development Strategy	TA 4582AZE	i) updated transport sector database; ii) identification and prioritization of long-term needs for transport infrastructure and policy, institutional and regulatory reforms; iii) identification of roles of the Government, state-owned enterprises, regulatory bodies, and the private sector; iv) sustainable measures to address sector and thematic issues; v) framework and plans for development of an international logistics center; vi) capacity building of the Ministry of Transport and preparation of a capacity development and human resource development plan for the sector; vii) links developed between transport sector development and the national poverty reduction strategy; viii) a Government-owned Transport Sector Development Strategy for Azerbaijan (2006–2016); ix) provision of computer equipment to various MOT departments to improve their working and efficiency.	2005-2006	0.35	
ADB-31		AZE	To be determined	Feasibility Study for new Major International Port near Alyat	AZE TA2	Feasibility study	2010	\$1.00	
ADB-35		AZE	Private Sector	Acquisition of High Capacity Ferries and Ro/Ros	AZE IP3	5 new ferries of 56 wagon capacity 2 Ro/Ros	2010-2013	\$69.00	
ADB-102		REG	To be determined	Needs Assessment of Caspian Shipping along CAREC Corridors	REG TA23	Development master plan	2010	\$1.00	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
EBRD-21	EBRD	AZE	EBRD	http://www.delaze.ec.europa.eu/pdfs/enp/EU_Azerbaijan_AP.pdf		i) Develop and implement a national sustainable transport policy, with a focus, where appropriate on further approximation of legislative and regulatory frameworks with European and international standards, in particular for safety and security (all transport modes); ii) Strengthen and if necessary establish the necessary independent regulatory authorities and further facilitate institutional reforms as well as the administrative structures to prepare specific plans for priority sectors; iii) Creation of a long-term and transparent system of road financing in order to ensure continued maintenance of the existent public road network; iv) Develop co-operation in satellite navigation (including joint research actions and applications); v) Implement the recommendations of the High Level Group on the Extension of Major Trans-European Transport Axes to the Neighbouring Countries concerning transport axes and related horizontal measures.	Planned?		
EBRD-37		AZE	EBRD	Baku Port Development	3686	i) improve structures and equipment at the Port's ferry terminal; ii) restructure organisation of the port to make it autonomous and profitable; iii) review tariff structures; iv) provision of accounting systems and business planning.	1997-1999	EUR16.2	EUR3.8?

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
INO-1	INOGATE	AZE; KAZ	INOGATE	Follow-up on Institutional Issues (Phase B) - Multimodal Oil Transport System and Creation of a Common Operator	98.01	i) Measure, further elaborate and analyse the Pre-Feasibility Study's findings (96.07; 97.04) and deliver a definite study on the potentiality of the system; ii) Analyse the conditions of an uninterrupted and efficient flow of oil and oil products from the hydrocarbon-producing regions of Caspian Sea and Central Asia, to the international markets; iii) Identify the technical and management requirements and constraints for the implementation of the Multimodal Oil Transport System, capable of carrying 10 million tons of oil or oil products per year, using rail, ports at Aktau and Dubendi (including the Supsa Marine Export Terminal); iv) Produce the institutional mechanisms serving the overall project objectives in general, and the establishment of the Common Commercial Operator in particular.	2000-2001	EUR1.00	
JBIC-5	JBIC	KAZ	Japan Bank for International Cooperation	Expansion of Aktau port	KAZ IP10	Construction of: 4 new oil berths 3 dry cargo terminals breakwater naval jetty dredging	2008-2014	\$21.40	\$326.50
TRAC-6	TRACECA	KAZ	TRACECA	Rehabilitation of the Rail Ferry Terminal at Aktau		i) renovate marine works and berthing; ii) renovate ferry ramp including procurement and installation of a new control system for lifting operations	2001	EUR2.00	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
TRAC-7		AZE,KAZ	TRACECA		Supply of Navigational Aid Equipment (assumed same as EU-TACIS 'Supply of Navigation Aid Equipment and Training' for which there is no detail) <ul style="list-style-type: none"> i) Module A : Port of Baku <ul style="list-style-type: none"> a. Equip the Port Control Centre with radar surveillance equipment. The equipment must be fitted with ARPA (Automatic Radar Plotting Aids) b. Equip the Port Control Centre with GMDSS (Global Maritime Distress safety System) receivers and transmitters with decoders for VHF and MW c. Equip the Port Control Centre with VHF hand-held radios and voice recorders d. Equip the Port Control Centre with meteorological equipment for wind velocity and direction, as well as with equipment to receive weather reports and weather charts e. Equip the Port Control Centre with PC computer with internet capability and printer f. Overhaul, and replace where necessary, lighthouses, beacons and leading lights in the Baku Navigational Area g. Rehabilitate, and replace where necessary, all buoys in the Baku Navigational Area h. Fit some aids to navigation with racons (radar transponders) i. Supply pollution protection and oil spill fighting equipment and materials 	2003	EUR1.6	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
TRAC-7					ii) Module B : Port of Aktau a. Equip the Port Control Centre with one 3 cm units radar surveillance equipment. The equipment must be fitted with ARPA (Automatic Radar Plotting Aids) b. Equip the Port Control Centre with GMDSS (Global Maritime Distress safety System) receivers and transmitters with decoders for VHF and MW c. Equip the Port Control Centre with VHF hand-held radios and voice recorders d. Equip the Port Control Centre with meteorological equipment for wind velocity and direction, as well as with equipment to receive weather reports and weather charts e. Equip the Port Control Centre with PC computer with internet capability and printer f. Overhaul, and replace where necessary, lighthouses, beacons and leading lights in the Aktau Port Approach g. Fit some aids to navigation with racons (radar transponders) h. Supply pollution protection and oil spill fighting equipment and materials iii) Module C : Port of Turkmenbashi			

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
TRAC-8		AZE,KAZ	TRACECA	Supervision and Training for the supply of Navigational Aid Equipment	<p>i) ensure adequate and timely supply of Aids to Navigation and other Nautical Equipment and Materials and to guarantee its compliance with the technical specifications and contractual obligations as set forth in the project "Supply of Navigational Aid Equipment" and subsequent contracts signed between European Commission and the successful bidders;</p> <p>ii) ensure a coordinated technical and operational execution for the contracts;</p> <p>iii) support the supply and installation of Aids to Navigation and other Nautical Equipment and Materials that the EC is proposing to grant under the project "Supply of Navigational Aid Equipment" and subsequent contracts signed between European Commission and the successful bidders, by appropriate training measures;</p> <p>iv) support the Port of Aktau in all aspects of the tendering procedures for the leasing of one or two tug boats, to ensure adequate and timely supply of the tug boats under the frame of a leasing contract and to guarantee the compliance with the technical specifications and contractual obligations as set forth in the project "Supply of Navigational Aid Equipment" and subsequent contracts signed between European Commission and the successful bidders.</p>	2003-2004	EUR0.40	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
TRAC-9		KAZ	TRACECA	Aktau Port Development		i) prepare traffic forecasts for 2010, 2015 and 2020, including modes of transport distribution, navigation and container transport forecasts as well as transport potentialities estimation for free economic zone and transport logistic centre; ii) develop phased Master Plan and access transport communications for the port development up to 2020, based on the assessment of the existing facilities and the Northern extension under construction; iii) prepare feasibility Study of short-term and medium-term development of the port (mainly extension in the southern direction, free economic zone and transport logistic centre) in coordination with the involved International Financial Organizations; iv) make proposal of legal and institutional strengthening of the Aktau port to create the structure able to involve private financing;	2007-	EUR1.6
TRAC-9						v) prepare consolidated corporative plan for RSE (Republican State Enterprise) «AIMTP» (Aktau International Maritime Trade Port), with the focus on further administrative and institutional strengthening, marketing and administrative informational system as well as meeting modern requirements for competitiveness among ports.		

Donor		Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
								Donors	Country
TRAC-10		AZE,KAZ	TRACECA	Maritime Training	EuropeAid/ 120541/ C/SV/Multi	i) provide assistance to the Maritime Academies and other maritime training centres to help strengthen its management and performance, to facilitate regional cooperation, to develop curricula, to train lecturers and to provide rules, regulations and international conventions so as to upgrade the training programs to meet EU directives and International Maritime Organisation conventions and standards ii) detailed problem and training needs analysis in the involved countries to cover regional and sub-regional demand with regard to materials, human resources, management, organisational and legal aspects and recommendations for further improvements. it shall concentrate on training of multipliers and shall be in line with IMO requirements. iii) curricula development for tailor-made training courses and programmes for the involved training institutes in accordance with requirements of conventions, resolutions and recommendation of IMO and taking into account the specific strengths and weaknesses of the institutes and possible regional know-how exchange. Training to address all categories of specialists on all levels dealing with port and terminal operations, shipping and emergency services. It shall comprise vocational training, graduate training and postgraduate training and it shall take latest technologies and requirements of the international market into account	2005-2007	EUR2.0 0	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
TRAC-10					<p>iv) Provision of full sets of materials such as Conventions, regulations and other IMO documents, including their electronic versions, as well as new maritime textbooks to the Beneficiaries' maritime institutions according to their individual needs.</p> <p>v) Organisation and implementation of training for lecturers, instructors and trainers according to identified most urgent needs in the form of study tours, internships, scholarships and pilot training courses.</p> <p>vi) Advise on and promote the institutional strengthening of training institutes involved according to identified problem areas, elaborated recommendations and regional and subregional cooperation in the field of maritime training</p>			

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
TRAC-11		AZE, KAZ	TRACECA	Motorways of the Sea (MoS) for the Black Sea and the Caspian Sea	<ul style="list-style-type: none"> i) Study the River Systems and the Ports and the hinterland structure of the beneficiary countries to be integrated in an overall inter-modal network: <ul style="list-style-type: none"> a. Actual Ro-Ro Services for trucks and Rail Cars in both, the Black and the Caspian Sea b. Tariff structures of the Ro-Ro services in both, the Black and the Caspian Sea c. Possibilities of integration of these services into new inter-modal services d. Hinterland connection of the ports in the view of designing inter- modal services; e. Assessment of the deep sea fleets (RoRo and Rail ferries) and the sea going river vessels f. The Terminal Facilities (Inland and Sea Ports) including cargo handling equipment g. Storage facilities including reefer or temperature controlled facilities h. Documents used for transports for Rivers, Deep Sea, Land Transportation around the Black and Caspian Sea i. Communication possibilities between inter-modal hubs j. Equipment and standards used 	2008-2010	EUR2.5	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
TRAC-11					<p>ii) Prepare short and medium-term Action Programmes for improvement of technical conditions of the intermodal links, the infrastructure and supra-structure facilities including modernisation of terminal, fleets, equipment, communication links and standards for the existing links and possible new links. As there are funds available for the improvement of hard- and software an assessment has to be included of urgently required equipment or standard software.</p> <p>iii) Recommendations on actions to be taken to establish or modernise inter-modal services and/or "Motorways of the Sea" networks within the Black and Caspian Sea Area and for the attraction of private investments, e.g.:</p> <ul style="list-style-type: none"> a. attract ship owners to bring necessary equipment into the Black Sea and Caspian Region b. convince transportation companies and shipping lines to implement "Motorways of the Sea" as parts of the inter-modal services c. force the ideas of liner services with regular calls of ports and the hinterland connections to support inter-modal services d. to emphasize the use of standard documents and procedures 			

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
TRAC-12		AZE, KAZ	TRACECA		<p>i) For Seaport Authorities and Harbour Masters, Maritime inspectors in charge of safety of navigation, maritime police or environmental police, border guards and customs, authorities issuing seafarers books and certifying the qualification of sailors, and maritime education and training institutes:</p> <p>a. Assess the state of the implementation of IMO Conventions and relevant regulations as well as Port State Control.</p> <p>b. Identify deficiencies in personnel qualifications</p> <p>c. Assess the institutional prerequisites to meet the requirements including the qualification of trainers, deficiencies in equipment and communication systems,</p> <p>d. Develop an action plan to meet shortfalls.</p> <p>e. Identify investment needs to fulfill the needs</p> <p>f. Establish education and training facilities.</p> <p>g. Attract finance to perform the human and physical institution building components.</p> <p>h. Assimilate the various institutional structures to the most efficient level.</p>	New	EUR3.5	

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Appendix 4. Civil Aviation

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¹ The report examines assistance since 2000.

A. Background

1. Air routes are different from land based transport corridors. They are, however, an integral part of a country's transport network, both domestically and internationally. International routes are just beginning to be developed for many CAREC countries. The traditional routes to Russia and neighbouring countries continue much as they were pre-independence. Within the CAREC region, international traffic tends to be between major cities with little between smaller centres. Internally, national routes are important given the long distances between urban complexes within a country or, as for example with Tajikistan, the extreme difficulty of surface travel given the terrain that has to be passed through. Systems and equipment still significantly reflect the inheritance that each country received after the break up of the former Soviet Union (FSU) and require development. In 2000, many airports in the region needed to improve their infrastructure (navigational lighting, markings, minima according to AIP etc) and required new, internationally recognized procedures (EBRD-25)². As with other transport sub-sectors, maintenance was underfunded resulting in relative neglect of much of the infrastructure and some equipment.

2. In the case of Afghanistan, it is likely that information on assistance is more incomplete than for other CAREC participating countries. The US government has probably made a number of interventions in the aviation sub-sector, details of which still have not entered the public arena.

B. Planning

3. There have been a number of transport plans prepared for individual countries in the CAREC region. This report lacks information about the degree to which the plans submitted for civil aviation have been adopted by the governments concerned. There is no overall civil aviation plan for the region. CAREC is planning one, to take place between 2010-2012 (ADB-114)³. This intervention is expected to produce a targeted action plan for each country to improve the overall performance of the sub-sector, to address existing deficiencies in critical areas to ensure safe operations and to enable a country's aviation sector to cope with growing demands for air transport. CAREC is presently conducting a study of transport networks which is expected to produce a transport strategy (ADB-50)⁴. In part, this study might cover some of the same ground as the planned aviation study. CAREC also has a number of other proposals for assistance in civil aviation in its pipeline which are planned to be implemented before the civil aviation study. There might be a case for advancing the date of the latter so that other planned projects have a good fit with the civil aviation plan.

4. There are a number of plans which address civil aviation within a country:

- (i) In Afghanistan, there were three studies which addressed civil aviation. The World Bank conducted a Transport Sector Review in 2003 to develop an institutional and policy framework for the sector. It had an emphasis on privatisation specifying that airports would be managed by a number of airport companies. The operations of companies would be self-financing. Their development need not be. Air navigation systems would be operated by a corporate entity which would charge for its services and generate sufficient

² Southern Ring Air Routes Phase II, Airline Questionnaire Analysis, 2000

³ REG TA24: Needs Assessment of Central Asian Civil Aviation

⁴ TA6347REG: Central Asia Regional Economic Cooperation: Transport Sector Strategy Study, 2006

revenue to cover operating and fixed costs⁵. At much the same time, the World Bank also helped prepare an overall vision and strategic plan for the transport sector, consistent with its policy framework (WB-4)⁶. The ADB has also prepared a civil aviation master plan to provide the framework and a time-bound action plan for sustainable and effective development of the civil aviation sector (ADB-60)⁷;

- (ii) In Azerbaijan, the ADB conducted a transport sector review which included civil aviation. The review was to produce a medium-term (2006–2016) transport sector development strategy, covering the roles of Government, private sector, and regulatory bodies⁸. EBRD also has a transport policy review on its agenda. It has a project to develop and implement a national sustainable transport policy, with a focus, where appropriate, on further approximation of legislative and regulatory frameworks with European and international standards. In particular, they would address safety and security of all transport modes. An aspect of the planning concerns the development of cooperation in satellite navigation (including joint research actions and applications) (EBRD-21)⁹;
- (iii) In Kyrgyzstan, the ADB has recently embarked on the preparation of a transport master plan for the period 2010–2025. The plan will develop long-term investment programs in civil aviation (ADB-76)¹⁰;
- (iv) In Mongolia, the ADB has prepared a transport strategy (2005–2015). The civil aviation strategy was based on a review of the existing civil aviation master plan¹¹. In its technical cooperation program, EBRD notes participation in the preparation of a civil aviation master plan (EBRD-36)¹²;
- (v) In Tajikistan, the ADB is currently preparing a transport master plan based on earlier studies by EBRD and the World Bank. The plan will identify priority directions for each subsector to improve policy and regulations, increase outputs and efficiency, and propose an investment program (ADB-49)¹³;
- (vi) In Uzbekistan, a recently completed ADB intervention was to produce short-term (2006–2010), medium-term (2011–2015), and long-term (2016–2020) transport sector development plans and a sector road map. The plans included civil aviation (ADB-46)¹⁴.

5. There does not appear to be donor funding for Kazakhstan and Xinjiang and Inner Mongolia Provinces of PRC to produce transport master plans or a civil aviation plan.

⁵ World Bank, **Transport Sector Review**, January 2004, p. 5/8 - <http://siteresources.worldbank.org/EXTSARREGTOPTRANSPORT/Resources/579597-1128434742437/1735263-1128436052415/1000PolicyStatement.pdf>

⁶ P07824: Emergency Transport Rehabilitation Project, 2003

⁷ TA4210AFG: Preparing the Rehabilitation of Regional Airports Project, 2004

⁸ TA4582AZE: Transport Sector Development Strategy, 2005

⁹ EBRD on http://www.delaze.ec.europa.eu/pdfs/enp/EU_Azerbaijan_AP.pdf

¹⁰ G0123KGZ: CAREC Transport Corridor 1 (Bishkek-Torugart Road) Project, 2008

¹¹ TA4471MON: Formulating a Transport Strategy (2005–2015), 2005

¹² TC: Preparing a Civil Aviation Master Plan, nd

¹³ TA4926TAJ: Transport Sector Master Plan, 2006

¹⁴ TA4659UZB: Transport Sector Strategy 2006–2020, 2006

C. Airport Development

6. There has not been extensive donor investment in airport development nor in development of other aspects of civil aviation operations in the CAREC region since 2000. Donor activity directed at developing international airports located in capital cities has been supported by JICA and JBIC. They have provided funding for the construction of a new international terminal at Kabul airport (JICA-6)¹⁵, a number of developments at Manas International Airport, Kyrgyzstan and a new airport at Ulaan Baatar (JBIC-7)¹⁶. There has been development of airport infrastructure in centres other than capital cities. ADB provided Afghanistan with a loan to rehabilitate airports at Bamian, Chagcharan, Faizabad, Farah, Meymaneh, Qala-i-Naw and Zaranj (ADB-104)¹⁷. USAID has funded the upgrading of Lashkar Gah Bost airport (USAID-6)¹⁸. JICA upgraded Samarkand, Bokhara and Urgench airports in Uzbekistan so that they would meet international standards (JICA-23)¹⁹. EBRD rehabilitated the main runway and provided associated investments to improve operations at Atyrau airport, Kazakhstan in 2001 (EBRD-29)²⁰.

7. CAREC has plans for the development of civil aviation centres. There are plans to upgrade Shymkent, Semey and Kokchetau airports in Kazakhstan (ADB-110), though Semey and Kokchetau have been dropped for lack of financing; to rehabilitate Osh International Airport in Kyrgyzstan (ADB-116); to rehabilitate Olgiy and Hovd airports in Mongolia (ADB-109); to upgrade the international airports in Urumqi and Kashi in Xinjiang Province (ADB-107); and to prepare a feasibility study for upgrading Bokhara Airport in Uzbekistan (ADB-113)²¹. IDB is also planning to expand and upgrade Issykul Airport in Kyrgyzstan in 2010 (IDB-31)²².

8. Donors have also provided assistance with equipment. JICA funded an unspecified amount of equipment for Kabul Airport (JICA-7)²³. The World Bank has provided navigation, communications and various other equipment, including maintenance equipment, for Kabul Airport and communications equipment for 15 domestic airports in Afghanistan (WB-4)²⁴. JBIC provided air traffic control equipment and air navigation equipment for Samarkand, Bokhara and Urgench airports (JICA-23) and EBRD replaced air navigation equipment in Tajikistan (EBRD-30)²⁵. CAREC's forward plans also include navigation equipment for 7 domestic airports in Afghanistan (ADB-108), for Ulaan Baatar, Olgiy and Hovd airports in Mongolia (ADB-109) and for airports in Kyrgyzstan including Osh Airport (ADB-112, ADB-116)²⁶.

¹⁵ Japan: Construction of the Terminal of Kabul International Airport, 2004

¹⁶ Japan: New Ulaanbaatar Airport Construction Project, 2008-2015

¹⁷ L2105AFG: Regional Airports Rehabilitation Project Phase 1, 2005

¹⁸ USAID: Alternative Development Program - Southern Region, 2008

¹⁹ JICA: Three Local Airports Modernization Project, 1996-2003

²⁰ 18492: Atyrau Airport Project, 2001

²¹ KAZ IP9: Expansion of Shymkent, Semey and Kokchetau Airports; KGZ IP8: Rehabilitation of Osh International Airport; MON IP4: Improvement of Olgiy and Hovd Airports, MON TA1: Rehabilitation of Regional Airports; PRC IP7: Xinjiang Airport Development; UZB TA3: Upgrading Bukhara Airport respectively.

²² IDB: Expansion and Upgrading Issyk Kul Airport, 2010

²³ Japan: Improvement of Equipment of the Kabul International Airport, 2003

²⁴ P078284: Emergency Transport Rehabilitation Project, 2003

²⁵ 15857: TSA Air Navigation Systems, 2001

²⁶ AFG IP6: Rehabilitation of Regional Airports, Phase 1, Mon IP5: New International Airport in Ulaanbaatar, MON IP4: Improvement of Olgiy and Hovd Airports, KGZ IP8: Rehabilitation of Osh International Airport, KGZ IP9: ATC Capacity Enhancement respectively

D. Aircraft

9. Only one project set out to provide funds for the purchase or lease of aircraft. EBRD proposed that it would provide funds to Tajikistan State Air Company (TSA) to lease two western aircraft (EBRD-33)²⁷ in 2005. This project, however, was cancelled in 2007.

E. Maintenance

10. There appears to have been little donor funding for maintenance activities in the civil aviation sub-sector. ADB has prepared an implementation program to strengthen the institutional capacity of the Ministry of Civil Aviation and Tourism in Afghanistan to operate and maintain all rehabilitated airports (ADB-60)²⁸.

F. Capacity development

11. Capacity development has received attention from donors. Much of it has been directed at government agencies with less attention directed at air operations. ADB has undertaken capacity development in the Ministry of Transport in Azerbaijan (ADB-29)²⁹ and plans a similar intervention for Afghanistan (ADB-108)³⁰. ADB has also provided assistance to Afghanistan to address civil aviation legislative and enabling environment weaknesses and to develop improved systems and procedures including financial management systems, human resource management and operational manuals (ADB-103)³¹. CAREC has a proposal to develop a new set of air navigation procedures to comply with new air code and international standards for Kyrgyzstan (ADB-112)³². TRACECA is currently supporting a project to improve aviation safety, security and environment management systems to develop the necessary regulatory frameworks, technical and institutional conditions, regional management and monitoring systems in line with the standards of EU/EASA (European Aviation Safety Agency) and ICAO (International Civil Aviation Organisation) (TRAC-14)³³. EBRD provided assistance to Kazakhstan's Ministry of Transport and Communications to improve the legal and regulatory environment of air transport in Kazakhstan (EBRD-29)³⁴. USAID has assisted in improving the airport management system in Dushanbe (USAID-7)³⁵.

12. There have been two projects assisting a national airline improve its organizational and operational structures. EBRD provided assistance to Mongolia's Mongolyn Irgenii Agaaryn Teever (MIAT) airline to restructure and to position itself for privatization (EBRD-35)³⁶, and to Tajikistan State Air (TSA) to restructure itself initially into three business units (air transport services, airport services and air navigation services) (EBRD-27) as well as an aviation sector restructuring study (EBRD-30)³⁷.

13. There have been three interventions directed at improving financial management and management information systems. In addition to ADB's support for financial management systems in Afghanistan, mentioned in paragraph 11 above, EBRD has provided assistance to

²⁷ 28156: TSA Air Fleet Upgrade Project, 2004

²⁸ TA4210AFG: Preparing the Rehabilitation of Regional Airports Project, 2004

²⁹ TA4582AZE: Transport Sector Development Strategy, 2005

³⁰ AFG IP6: Rehabilitation of Regional Airports, Phase 1, 2008-2009

³¹ TA 4594AFG: Capacity Strengthening of the Civil Aviation Sector, 2005

³² KGZ IP9: ATC Capacity Enhancement, 2009-2013.

³³ TRACECA: TRACECA Civil Aviation Safety and Security, 2008-2010

³⁴ 18492: Atyrau Airport Project, 2001

³⁵ USAID: International Narcotics and Law Enforcement Program, reported in L 113REG

³⁶ The project is mentioned in EBRD's country strategy.

³⁷ AUS-2000-02-02: Aviation Sector Restructuring Study, 2000; 15857: TSA Air Navigation Systems, 2001

the company managing Atyrau airport in Kazakhstan to improve its financial management (EBRD-29)³⁸ and to TSA to improve its cost accounting and management information systems (EBRD-30)³⁹.

14. Many projects provided training in project implementation. Additionally, in Afghanistan, ADB has assisted in strengthening the training capacity of the Civil Aviation Training Center in areas such as airport management, airport inspection, airport maintenance, airport engineering, airside operations and management, flight safety, and aviation security (ADB-104)⁴⁰. CAREC has a proposal for a project in Kyrgyzstan to train ATC controllers, which already appears to be being provided by the TRACECA training project described in the next paragraph (ADB-112)⁴¹.

15. More specifically, technical training to ATC control staff in 'southern ring states' (which exclude Afghanistan, PRC and Mongolia) has recently been provided by TRACECA to bring their performance up to international standards. Sustainability of the training programs has been addressed by focusing on developing the institutional capacity of National Civil Aviation training institutions and other institutions responsible for aviation safety (TRAC-13)⁴². This training appears to be being supplemented by TRACECA's Civil Aviation Safety and Security project which will strengthen the technical skills of personnel in safety, security and environmental management (TRAC-14)⁴³. Technical training across the region is also proposed by CAREC directed at aviation safety officials. It would be based on a training needs analysis and would provide an understanding of the law governing air safety and international standards and training in technical aspects of applying them (ADB-111)⁴⁴.

G. Potential Overlaps

16. There are potential overlaps in the following areas:

- (i) CAREC is currently conducting a transport strategy study and proposes a study which will produce a targeted action plan for each CAREC country to enhance the capacity of each country's aviation sector to cope with growing demands for air transport;
- (ii) In Afghanistan, both the ADB and World Bank produced strategic documents planning the future of civil aviation there;
- (iii) In Azerbaijan, both the ADB and (possibly) EBRD have projects addressing transport policy;
- (iv) In Mongolia, the ADB has prepared a civil aviation strategy and EBRD might be assisting with an updated civil aviation master plan;
- (v) In Uzbekistan, JICA upgraded Bokhara Airport between 1996 and 2003. The United Arab Emirates are planning to finance a further upgrade;
- (vi) TRACECA has provided technical training to ATC staff across the region through upgrading the capacity of National Civil Aviation training institutes. CAREC has plans to provide training to ATC controllers in Kyrgyzstan.

³⁸ 18492: Atyrau Airport Project, 2001

³⁹ 15857: TSA Air Navigation Systems, 2001

⁴⁰ L2105AFG: Regional Airports Rehabilitation Project Phase 1, 2005

⁴¹ KGZ IP9: ATC Capacity Enhancement, 2009-2013

⁴² TRACECA: Training of Operational Air Transport Staff of South Ring States, 2007

⁴³ TRACECA: Training of Civil Aviation Administration and the Personnel Involved in the Air Transportation, and

⁴⁴ REG TA37: Training of CAREC Experts in Aviation Safety Oversight in ICAO Standards, 2009-2011

H. Opportunities

17. Air traffic is international. To participate, a country and an airline must manage their operations according to international rules and standards, particularly IATA's, which means that international standards must be recognized and met. Despite this harmonization, there is only one regional project in the period 2000-2008, TRACECA's recent training of ATC staff. CAREC members are at different stages of development of their civil aviation systems and these differences might be augmented by the country focus of donor interventions (for example TRACECA's work does not include Afghanistan, Mongolia and PRC. Only three CAREC countries received assistance in installing financial accounting and management information systems). Consequently, a study of the differential stages of development of various systems (legislative, policy, operational) linked to market prospects might assist in developing programs to help participating countries develop their systems to meet international standards sustainably. This could be accomplished by CAREC's planned civil aviation master plan.

18. Important opportunities might include systematic support for:

- (i) airport operations and maintenance systems, including aspects like passenger management and airport and flight safety;
- (ii) improving government policy and regulation to enhance competitiveness;
- (iii) developing international regional routes between smaller centres, one aspect of which is small business development of the 'carry trade';
- (iv) capacity development of airline and airport operating company organisations, systems (particularly management and financial information systems), human resource management to ensure there is always a sufficient pool of qualified people to fill all technical positions;
- (v) standardizing equipment requirements to minimize maintenance costs and enhance maintenance capacity and systems;
- (vi) development of logistics facilities at airports which could serve as a model for the management of logistics centres at other locations.

I. Projects

Donor		Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
								Donors	Country
ADB-29	ADB	AZE	ADB	Transport Sector Development Strategy	TA 4582AZE	i) updated transport sector database; ii) identification and prioritization of long-term needs for transport infrastructure and policy, institutional and regulatory reforms; iii) identification of roles of the Government, state-owned enterprises, regulatory bodies, and the private sector; iv) sustainable measures to address sector and thematic issues; v) framework and plans for development of an international logistics center; vi) capacity building of the Ministry of Transport and preparation of a capacity development and human resource development plan for the sector; vii) links developed between transport sector development and the national poverty reduction strategy; viii) a Government-owned Transport Sector Development Strategy for Azerbaijan (2006–2016); ix) provision of computer equipment to various MOT departments to improve their working and efficiency.	2005-2006	0.35	
ADB-32		MON	ADB	Formulating a Transport Strategy (2005-2015)	TA 4471MON	i) an analytical review of the status of the transport sector and preparation of a transport sector update; ii) review of development plans for roads, railways, civil aviation, river transport, and urban transport; iii) identification of long-term development needs, policy reforms, and regulatory requirements in line with the Government's development goals; v) preparation of short-term (2006–2010), medium-term (2011–2015), and long-term (2016–2020) plans and a sector road map for transport sector development.	2005-2006	0.30	

Donor		Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
								Donors	Country
ADB-46		UZB	ADB	Transport Sector Strategy 2006-2020	TA 4659UZB	i) analytical review of the status of the transport sector and preparation of a transport sector update; ii) review of development plans for roads, railways, civil aviation, river transport, and urban transport; iii) identification of long-term development needs, policy reforms, and regulatory requirements in line with the Government's development goals; iv) preparation of short-term (2006–2010), medium-term (2011–2015), and long-term (2016–2020) plans and a sector road map for transport sector development in Uzbekistan.	2006-2007	0.60	
ADB-49		TAJ	ADB	Transport sector master plan	TA 4926TAJ	i) assess a. existing sector policies, regulations, and institutional structures; b. technical and operational effectiveness of public and private entities in transport sector (for civil aviation, based on earlier EBRD and WB assessments); c. financial efficiency. d. prepare a detailed asset inventory prepared for road and railway subsectors, and evaluate their performance e. prepare traffic projection to assess future investment needs ii) prepare a long-term transport sector master plan to serve as a framework for assessing the investment program, and will adopt an integrated multimodal approach to identify sector priorities. Priority directions for each subsector will be identified to improve policy and regulations, increase outputs and efficiency, and sustain the development process.	2007-2008	0.60	0.14
ADB-50		REG	ADB	Central Asia Regional Economic Cooperation: Transport Sector Strategy Study	TA 6347REG	i) an analytical overview of CAREC regional transport networks and cross-border arrangements, ii) a CAREC transport sector strategy.	2006-	1.28	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
ADB-60		AFG	ADB	Preparing the Rehabilitation of Regional Airports Project	TA 4210AFG	(i) prepare a civil aviation master plan (CAMP) to provide the framework and time-bound action plan for sustainable and effective development of the civil aviation sector in Afghanistan; (ii) undertake feasibility studies for rehabilitating selected major domestic airports and other regional airports; (iii) prepare an implementation program to strengthen the institutional capacity of MCAT to implement the ensuing investment projects, and operate and maintain the rehabilitated airports.	2004	1.00	
ADB-76		KGZ	ADB	Bishkek-Torugart	G 0123KGZ	iii) a transport sector master plan (2010–2025): b. refine the policy framework for the transport sector; c. develop long-term investment programs in road, railway, and civil aviation subsectors; d. lay the ground for development of intermodal services	2008-2014	20.00	10.30
ADB-103		AFG	ADB	Capacity Strengthening of the Civil Aviation Sector	TA 4594AFG	(i) an air safety regulatory framework; (ii) a draft civil aviation act that would remedy the deficiencies of the existing acts; (iii) draft civil aviation regulations and civil aviation safety orders; (iv) work manuals for airworthiness control, flight operations inspection, personnel licensing, air operator certification, and accident and incident investigation; (v) a financial management system for airport operations; (vi) accounting and audit manuals; (vii) a human resources development plan	2005-2006	1.00	
ADB-104		AFG	ADB	Regional Airports Rehabilitation Project Phase 1	L 2105AFG	i) Rehabilitation of airports: Bamian Chagcharan Faizabad Farah Meymaneh Qala-i-Naw Zaranj ii) strengthen the training capacity of the Civil Aviation Training Center operated by Ministry of Civil Aviation and Tourism with support for course	2005-2008	30.00	

Donor		Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
								Donors	Country
						development and engagement of instructors and in a 2-year period will produce about 180 graduates in a range of disciplines, such as airport management, airport inspection, airport maintenance, airport engineering, airside operations and management, flight safety, airport security checks for opium smuggling, and aviation security; iii) overseas training program for MCAT staff for advanced training.			
ADB-105		MON	ADB?	Rehabilitation of Regional Airports (cancelled)	MON TA1	Feasibility studies of Ulaangom, Altai, Ulaitai airports	2007-2008	0.48	
ADB-106		PRC	ADB Equity Investment Commercial Banks	Central and Western Airports Development Project		HNA Airport Group Company, Limited (HAG) procures the ownership and management rights to all its portfolio airports through privatization, so both new and existing portfolio airports generate revenue and cash flow. HAG has its own team to conduct pre-privatization evaluation and negotiation, with support from external professionals	2007-	160.00 50.00 200.00	
ADB-107		PRC	National	Xinjiang Airport Development	PRC IP7	Upgrade international airports: Urumqi Kashi	2007-2015		372.50
ADB-108		AFG	ADB UNOPS	Rehabilitation of Regional Airports, Phase 1	AFG IP6	i) Rehabilitation of airports and procurement of air navigation equipment: Bamian Chagcharan Faizabad Farah Meymaneh Qala-i-Naw Zaranj ii) Capacity development of Ministry of Transport	2008-2009	30.00 2.00	
ADB-109		MON	to be determined	Improvement of Olgiy and Hovd Airports	MON IP4	Rehabilitate runway parking and upgrade passenger terminals Improvement of navigation systems	?-2010		20-25M

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
ADB-110		KAZ	National	Expansion of Shymkent, Semey and Kokchetau Airports	KAZ IP9	Extension of runways and buildings: Shymkent Semey Kokchetau	2009-2011	163.00
ADB-111		REG	to be determined	Training of CAREC Experts in Aviation Safety Oversight in ICAO Standards	REG TA37	Training needs and develop training programs in: i) primary aviation law; ii) operating regulations; iii) CAA structure and safety oversight functions; iv) technical guidance; v) technical personnel qualifications; vi) continued surveillance obligations; vii) resolution of safety issues and enforcement.	2009-2011	2.00
ADB-112		KGZ	to be determined	ATC Capacity Enhancement	KGZ IP9	i) Replace ATC equipment and nav aids ii) Provide training for ATC controllers iii) Develop a new set of Air Navigation Procedures to comply with new Air Code and international standards	2009-2013	4.50
ADB-113		UZB	To be determined	Upgrading Bukhara Airport	UZB TA3	Feasibility study	2010	0.60
ADB-114		REG	To be determined	Needs Assessment of Central Asian Civil Aviation	REG TA24	Review: (i) institutional structure; (ii) legislation and regulatory framework, and compliance with ICAO SARPs; (iii) infrastructure, including airfields and ATC; (iv) airlines and maintenance; (v) passenger and cargo transport; (vi) flight and ground safety; (vii) security; (viii) airport (civil aviation) infrastructure and equipment. (ix) preparation of a targeted action plan for each country to improve the overall performance and address existing deficiencies in the critical areas to ensure safe operations and the ability of the country's aviation sector to cope with growing demands for air transport.	2010-2012	3.00
ADB-115		REG	To be determined	Emergency Compliance with International Civil Agency Organization Requirements	REG TA25	i) compliance audits; ii) recommendations on resolving deficiencies in complying with ICAO SARPs	2010-2012	6.00

Donor		Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
								Donors	Country
ADB-116		KGZ	to be determined	Rehabilitation of Osh International Airport.	KGZ IP8	Rehabilitation of runway, taxiways and apron Reconstruction of passenger terminal construction of cargo terminal Installation of 2 jet ways Replacement of lighting equipment Reconstruction of airport power supply grid Ramp lighting 2 fire trucks and one crash fire rescue vehicle ramp equipment for aircraft handling airfield ground support vehicles C-SCANS, X-Ray equipment and passenger screening equipment ATC equipment and ATC/ATM equipment	2011-2012	40.00	
EBRD-21	EBRD	AZE	EBRD	http://www.delaze.ec.europa.eu/pdfs/enp/EU_Azerbaijan_AP.pdf	Planned??	i) Develop and implement a national sustainable transport policy, with a focus, where appropriate on further approximation of legislative and regulatory frameworks with European and international standards, in particular for safety and security (all transport modes); ii) Strengthen and if necessary establish the necessary independent regulatory authorities and further facilitate institutional reforms as well as the administrative structures to prepare specific plans for priority sectors; iv) Develop co-operation in satellite navigation (including joint research actions and applications); v) Implement the recommendations of the High Level Group on the Extension of Major Trans-European Transport Axes to the Neighbouring Countries concerning transport axes and related horizontal measures.			
EBRD-23		AZE	EBRD	Air Navigation Systems Upgrading	1754	i) procurement of new air navigation equipment; ii) reconstruction of the upper central part of the existing unfinished international passenger terminal; iii) training and consulting services for project implementation; iv) develop financial management information system of AZANS (the newly established air navigation services company).	1996-	13.70	2.00?

Donor		Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
								Donors	Country
EBRD-24		TAJ	EBRD Japan Fund for Post Conflict Support	Khoujand Airport	5796	i) Emergency repair of Khoujand Airport's unsafe runway; ii) Increase the government's effectiveness at policy formation and air transport regulation	1999	3.00 2.50	
EBRD-25		REG	EBRD	Southern Ring Air Routes	TNREG 9804 132 01 01	Survey of how airlines operate in the region	2000		
EBRD-29		KAZ	EBRD	Atyrau Airport	18492	i) rehabilitation of the main runway and associated investments to improve operations at Atyrau airport; ii) assistance to the airport company to improve its financial management; iii) assistance to the Ministry of Transport & Communications with the legal and regulatory environment of air transport in Kazakhstan.	2001-	24.50	5.50?
EBRD-30		TAJ	EBRD Japan Fund for Post Conflict Support	TSA Air Navigation Systems	15857	i) replace ageing equipment for air navigation services; ii) implement reform of the aviation sector in Tajikistan; iii) support corporate restructuring of Tajikistan State Air including the establishment of a civil aviation department; iv) support the establishment of a cost accounting and management information system; v) TC for Aviation sector restructuring study	2001	5.5+ 2.00	
EBRD-33		TAJ	EBRD	TSA Air Fleet Upgrade Project	28156 [cancelled in 2007]	pre-operation costs (technical support contract, modification work, cost for inspection and validation of certificates, registration cost, security deposits and other preparatory costs) in connection with TSA's leasing of two western aircraft: i) fleet rationalisation; ii) improvement of aircraft utilisation by route analysis and schedule co-ordination; iii) introduction of a management information system; iv) improvement of distribution, ticketing, reservation systems; v) capacity building of an in-house maintenance crew.	2004-	6.70	1.00?

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
EBRD-34		MON	EBRD	no information in country strategy paper		Emergency domestic airport upgrade	0.35	
EBRD-35		MON	EBRD	no information in country strategy paper		MIAT management contract	0.68	
EBRD-36		MON	EBRD	no information in country strategy paper		Master plan for civil aviation	0.36	
IDB-24		KGZ	IDB Kuwait	Expansion and Upgrading Osh Airport (cancelled)		Upgrade the airport to met international standards for operational and safety certification and to improve the quality of passengers and cargo services.	7.00	
IDB-31		KGZ	IDB Kuwait Saudi Arabia OPEC, Abu Dhabi	Expansion and Upgrading Issyk Kul Airport		The project will be considered during Round Table Meeting to be held in Bishkek in 2009. Upgrade the airport to met international standards for operational and safety certification and to improve the quality of passengers and cargo services.	12.00	136.00
JICA-6	Japan	AFG	Japan	Construction of the Terminal of Kabul International Airport		i) construction of a new terminal west of the current one to serve international flights. ii) development of aprons, electricity facilities, facilities for the supply and disposal of water, and boarding bridges as well as provision of equipment including aircraft tow tractors, x-ray inspection machines and metal detectors.	30	
JICA-7		AFG	Japan	Improvement of Equipment of the Kabul International Airport		No indication of what equipment	3.40	
JICA-19		KAZ	Japan	Astana Airport Reconstruction Project Repair of the Astana airport		Construction of passenger and freight terminal building etc.(Yen loan)	¥22122	¥3555
JICA-23		UZB	JBIC	Three Local Airports Modernization Project		develop and modernize the airports at Samarkand, Bukhara and Urgench: a. repave runways, taxiways, etc. b. rehabilitation/construction of passenger terminals, construction of cargo terminals, etc. c. procurement of air traffic control equipment: installation of lighting equipment such as taxiway lights, radio beacons, radar equipment for	¥18397.00	JICA-23

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
					monitoring air space, control tower equipment, etc			
JICA-28		KGZ	JBIC	Bishkek-Manas International Airport Modernization Project (I), (II)		Repair and modernization of Bishkek-Manas International Airport (Yen loan)	1996	¥8266
JBIC-7	JBIC	MON	JBIC	New International Airport in Ulaanbaatar	MON IP5	New airport facility and multiple runways and a newly constructed road linking Ulaanbaatar to the new airport location improvements in the air navigation system to allow for improved airspace safety	2008-2015	280.00
TRAC-1	TRACECA	REG	TRACECA	Capacity Development for Senior Transport Officials		i) Analysis of existing situation at border crossings, in ports, railway stations and customs clearance offices along the TRACECA corridor. ii) Training needs assessment for both the top level decision-makers of the Ministries of Transport (or other bodies fulfilling their tasks), Railways, Customs and Port Authorities (Target Group - Level A) and the heads of border and customs stations, ministerial departments, railway departments, port and ferry operators and stakeholders from the road transport industry (Target Group - Level B) based on standardised questionnaire. iii) Development of training material for each of the groups (Target Groups - Levels A and B). iv) Implementation of the training programme for Level A, 65 trainees, 5 of each TRACECA country v) Implementation of the training programme for Level B, 260 trainees, 20 of each TRACECA country. vi) Carrying out of study tours, 3 groups, total of 52 participants, 4 of each TRACECA country.	2003-2005	EUR1.8
TRAC-5		AZE, KAZ, KGZ, TAJ, KGZ, UZB	TRACECA	Strengthening of Transport Training Capacity in NIS countries		i) Ensure that the teaching staff of transport training entities and students in higher educational transport institutes are familiarised with latest transport planning techniques and tools; ii) Ensure that the teaching staff of transport training entities and students in higher educational transport institutes are familiarised with latest investment appraisal techniques and tools including environmental analysis of transport	2008-	EUR2.0

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
					sector investments; iii) Transport training is to be improved through improved pedagogical skills, teaching techniques and curricula development methods; iv) Departments/chairs for multi-modal transport and interoperability are further developed and enabled to deliver state-of-the-art training contents; v) An in-depth appraisal for the establishment of a regional training centre for advanced transport training is elaborated.			
TRAC-13	TRACECA	South Ring	Training of operational air transport staff of South Ring states	TRACECA	i) institutional and training needs analysis is provided for each target institution and group of beneficiaries, including recommendations on further development needs to be addressed in future technical assistance programme; ii) new modern training curricula are developed for ATC control staff, managers and trainers, while capacities of National Civil Aviation Authorities in evaluation of compliance of the ATC staff with ICAO SARPs are enhanced; iii) ATC staff skills improved, with a particular focus on their ability to use ICAO phraseology and procedures correctly and appropriately, with a upgraded level of technical English in their field of activity; iv) achieve improved levels of safety through exercises in a simulated environment for both traditional ATC and for data-linked (ADS-B/VDL Mode 4) applications such as Controller Pilot Data Linked Communication (CPDLC) and Advanced Surface Movement and Guiding System (ASMGCS) and in their use in a Gate-to-Gate context; enhanced competence of controllers to a level where they are able to handle traffic during the forthcoming transition period when ADS-B capable and non-capable aircraft will operate in the same airspace segments. Following training, a general assessment shall be carried out on the performance levels of the controllers comparing the "traditional" and the "data-linked" environment. v) institutional capacity of National Civil Aviation training institutions and entities responsible for	2007-2009	EUR2.5	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
					aviation safety is strengthened, with upgraded skills of ATC trainers, managers and supervisory staff			
TRAC-14		REG	TRACECA	Training of Civil Aviation Administration and the Personnel Involved in the Air Transportation		No information	New	EUR2.0
USAID-6	USAID	AFG	USAID	Alternative Development Program - Southern Region		Lashkar Gah Bost airport upgrade to a fully functional regional airport level	2008-	
USAID-7		TAJ	USAID	International Narcotics and Law Enforcement Program	Reported in L 2113	Improve the airport management system in Dushanbe.	Ongoing	?

Donor		Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
								Donors	Country
WB-4	World Bank	AFG	WB	Emergency Transport Rehabilitation Project	P078284	ii) Provision of communications and air traffic control equipment identified by ICAO as necessary for the Kabul Airport to function to international standard: a. Communication and Radio Navigation Aids; b. Equipment for Kabul Passenger Terminal; c. Runway Operation, Fire fighting equipment, mobile lighting for runway, taxiway; d. communication equipment for 15 domestic airports; e. Meteorological Equipment; f. Ground Handling Equipment at KBL; g. Airfield Operational Equipment (maintenance, deicing equipment, ambulances, etc.) iv) Institutional, Policy and Other Studies to lay the foundation for sustainable management of the transport sector: a. Transport Sector Review (TSR) to develop Institutional and Policy Framework for the Sector,	2003-	IDA 108.00 Others 5.10	5.10

Preliminary Foundation Study Report¹

Appendix 5. Trade Facilitation

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¹ The report examines assistance since 2000.

A. Background

1. Trade facilitation seeks to minimize the costs of moving freight and people internationally while ensuring that taxes are collected and security is maintained. A significant area of cost in the movement of goods is time. Time is consumed in two general areas: moving from one border crossing to the next, and passing through a border crossing. Associated with the costs and time taken passing through a border crossing are the time and cost to obtain the necessary permits to enable a person or a vehicle to continue his, her or its journey. From the perspective of the countries managing the roads and border points, there is an important balance between expediting freight and people and ensuring that illegal goods do not enter into the country and dutiable goods are processed appropriately. Of concern also is that vehicles have regard to the engineering standards of the roads available and, particularly, do not exceed permitted axle loadings.

2. Customs authorities have a major role in trade facilitation. Sometimes the movement of goods has to be negotiated before their release by customs and officials of other agencies. That takes time and often has hidden costs. Customs and tariff regulations can leave issues to the discretion of customs officers and officers of other agencies which contribute to uncertainty about the costs of importing or exporting goods and an environment in which rules can be bent to expedite clearance.

3. Important to trade facilitation is the idea of multimodal and intermodal transport. The idea is that goods are transported 'seamlessly' from one mode of transport to another. Intermodality is particularly important with containerization. Consequently, there is a need for intermodal transport sites which are able to move containers efficiently between road, rail and maritime freight carriers. Provision for such sites is clearly important for cost effective transport solutions and to maintain competition between different transport systems. Associated with the idea of multimodal and intermodal transport is the idea of a logistics centre which provides a centre for freight suppliers to provide them with all the amenities they require to carry out their businesses. Such centres usually include locations for government departments like customs and quarantine services where international freight is cleared. They sometimes include multimodal and intermodal nodes where transshipment can occur from one kind of freight carrier to another. International airports usually have such a centre attached to them. Logistics centres are often developed on the basis of PPP with governments providing the site and private organisations being responsible for developing the site, reticulating services and leasing out office space, the warehouses and other amenities which are built on the site.

4. Central to effective trade facilitation is harmonization of a country's rules and regulations regarding trade with a number of international agreements. There are a number of international conventions which apply to trade, the most important of which is that of the World Trade Organisation (WTO), membership of which is dependent on a country aligning its international and domestic trade policies and laws with WTO rules. All but three of the CAREC participating countries have not yet gained accession to WTO. Consequently, a major focus of activity has been to assist countries gain access and, for those that have gained access, to continue to adapt their enabling environments to meet their obligations under WTO rules.

B. Planning

5. CAREC has developed a transport and trade facilitation strategy. It focuses on three strategic areas:

- (i) Establishing competitive transport corridors across the regions. This strategic area primarily relates to the rail, road and maritime corridors discussed in other sections. Significant funds are still required to complete these corridors;
- (ii) Facilitating movements of people and goods across borders. This strategic area is the subject of this section. There are five areas which are to be addressed in CAREC programs:
 - a. Operationally effective border crossing facilities;
 - b. Simplified and standardized cross-border procedures and documentation;
 - c. Use of shared electronic information in control and inspection;
 - d. Competent and effective staff;
 - e. Elimination of high transaction costs.

These areas are facilitated if there is agreement between neighbouring countries about documentation and procedures and there is mutual confidence in the capacity of officials so that duplicated activities can be eliminated;
- (iii) Developing safe, people friendly transport systems. That requires a customer responsive culture, which often takes a significant amount of time to introduce into a uniformed service.

6. Other than CAREC's recent transport sector strategy study, the transport master plans, discussed in previous sections concentrated on the physical aspects of transport systems. Consideration of trade facilitation issues, if addressed, tended to examine areas which also had physical requirements like logistics centres and multimodal and intermodal services. These plans generally did not address improving the environment for trade facilitation. Consequently, at the planning and policy levels, there remain opportunities to develop improved trade facilitation environments with a country's immediate neighbours.

7. Three ADB regional TAs have addressed the question of trade facilitation. One was a reassessment of ADB's transport and trade facilitation strategy. It had a focus on developing an infrastructure investment program. Nevertheless, it was also required to identify existing and emerging regional transport issues including "soft infrastructure" issues like policy, institutional, administrative, and procedural impediments to efficient and effective transport, transit and trade within the region. The reassessment produced only two trade facilitation priorities for immediate action: the construction of three multimodal terminals and concluding a tripartite cross border agreement between PRC, Kyrgyzstan and Uzbekistan (ADB-14)².

8. This work was followed by a TA which was predominantly focused on providing appropriate organisational forms to encourage dialogue. It also conducted analytical studies on regional cooperation (ADB-36)³.

² TA 6044REG: Reassessment of the Regional Transport Sector Strategy, 2002; and Jenkins, Ian, and Paul Pezant, **Central Asia: Reassessment of the Regional Transport Sector Strategy - Draft Strategy**, 2003

³ TA6199: Greater Silk Road Initiative 2005, 2005-2008

9. CAREC's recent transport sector strategy study was required to examine a number of issues including cross-border facilities, arrangements, and logistics; policies, legislation, and regulations on cross-border transport; institutional and human resource capacity for cross-border transport; status of PPPs in regional transport; and national transport sector strategies or master plans in CAREC countries from a regional perspective⁴.

10. These studies had no requirement to examine organizational cultures which are so important to CAREC's third strategic priority of people friendly transport systems.

C. WTO Accession

11. Of CAREC participating countries, Kyrgyzstan has been a WTO member since 1998, Mongolia since 1997 and PRC since 2001. All other participating countries are now in the process of accession. Of them, Uzbekistan started its process in 1994. This was followed by Kazakhstan in 1996, Azerbaijan in 1997, Tajikistan in 2001 and, most recently, Afghanistan in 2004. Progress is consistent with when working parties were established. Uzbekistan is the most advanced. It has already conducted bilateral market access negotiations with interested members on the basis of initial offers in goods and services, which were circulated in September 2005.

12. WTO establishes legislative and regulatory requirements which set a level of minimum standards which a country has to meet for accession. All countries have received donor assistance, but that assistance has not been evenly applied. For example, Kyrgyzstan continues to receive assistance to improve a number of aspects of its trade management. Mongolia, in contrast, does not appear to receive significant levels of assistance:

- (i) Afghanistan does not appear to have received substantial donor assistance. It is, however, unlikely that it would have had the capacity to take the first steps without some assistance. USAID has just started a project which will support Afghanistan's accession (USAID-37)⁵;
- (ii) Azerbaijan's application might have been stalled for a period as a recent USAID project set out to "jump start" its WTO application. The USAID project focuses on developing legislative and regulatory frameworks, possibly within the framework of a strategic plan to gain accession (USAID-33)⁶. EBRD also might have had a presence in Azerbaijan, reviewing the Customs Code and generally improving legislation (EBRD-39)⁷;
- (iii) Kazakhstan has received and is receiving a considerable amount of assistance on its preparation for WTO accession. There must have been an accession strategy in place, which the World Bank has assessed (WB-25)⁸. UNDP has assisted Kazakh officials to elaborate strategy and tactics for conducting bilateral/multilateral negotiations in the WTO accession process and supported them with training (UNDP-1)⁹. EU-TACIS has provided assistance with the harmonization of legislation, particularly harmonizing legislation on technical regulation and standardization with the WTO Agreement on Technical Barriers to Trade, and with the corresponding EU legislation. The EU has also supported the

⁴ TA 6347REG: Central Asia Regional Economic Cooperation: Transport Sector Strategy Study, 2007-2008

⁵ USAID, Trade Facilitation, 2009

⁶ USAID: Trade and Investment Support Program, 2007

⁷ http://www.delaze.ec.europa.eu/pdfs/enp/EU_Azerbaijan_AP.pdf

⁸ JERP FY04-07: WTO Accession, 2004 [documentation not seen]

⁹ KAZ/98/01: Support for KAZ's Accession to the WTO, 1998-2001

Ministry of Industry and Trade and the Centre of Trade Policy Development in their work on WTO accession and provided support on the most effective implementation of measures in accordance with WTO requirements (EU-38, EU-14)¹⁰. The EU recently reviewed customs-related legal and regulatory frameworks (EU-40)¹¹. USAID has had two successive programs in CARs to assist with WTO accession which addressed each CAR individually (USAID8-31, USAID34-37)¹². In Kazakhstan, the first program supported the drafting of a law On Technical Regulations (a law which EU-TACIS also addressed in its assistance) to meet the requirements of the Technical Barriers to Trade (TBT) and Sanitary and Phytosanitary Measures (SPS) Agreements. It also produced information about WTO accession through a public affairs' program to educate the private sector on issues of international trade and the impact of WTO accession. The second program is focusing on achieving customs code conformity with the Revised Kyoto Convention, on phytosanitary issues and on developing regulations and enforcement procedures to achieve full compliance with Trade Related Aspects of Intellectual Property Rights (TRIPS). Intellectual property rights and valuation were also the focus of WTO working group experts in the country in 2006¹³. DFID has also provided accession assistance.

- (iv) In Kyrgyzstan, USAID has produced a Unified List of Permits for Business Activity which has been adopted and amendments to the Law On Licensing. The World Bank is providing assistance with implementation of the Law on the Fundamentals of Technical Regulation and in developing it in critical sectors (WB-28)¹⁴;
- (v) In Tajikistan, USAID has assisted with the preparation of the Memorandum on the Foreign Trade Regime and has concentrated on identifying the legislation which will require amendment for the Tajik government's preparation of a WTO Legislative Compliance Action Plan. It has assisted with the drafting and review of the laws and regulations required to implement the Action Plan resulting in the enactment of Customs and Tax Codes, and laws on Inventions, Industrial Designs, Standardization, Accreditation, Metrology, Technical Regulations and on Licensing of Separate Types of Activity. The World Bank has provided sector assessments of trade and trade-related policy reforms required for WTO accession (WB-33)¹⁵. Training has been addressed by the Swiss Secrétariat d'Etat à l'Économie (SECO) which provided funding to the United Nations Institute of Training and Research (SECO-5)¹⁶. USAID has also funded training directed at customs and trade officials in aspects of the WTO agreements that are most important for facilitating trade;
- (vi) In Uzbekistan, USAID has assisted in the preparation of draft laws "On Technical Regulations" and "On Conformity Assessment" and made recommendations on

¹⁰ EU-TACIS: Support to WTO Accession in Kazakhstan, 2005-2007; EU2007/019-246: Economic Development in Kazakhstan - Enhancing Economic Diversification and Competitiveness in Kazakhstan, 2007-2011

¹¹ EU-TACIS: Reform and Modernization of the Customs Control Committee of the Republic of Kazakhstan, 2006

¹² In the case of Kyrgyzstan, it was to assist it with compliance with requirements, USAID: Trade Facilitation and Investment Project, 2001-2006; USAID: Regional Trade Liberalization and Customs Project, 2007-2011

¹³ Booz Allen Hamilton, **Assessment Report – Central Asia Customs and Trade Assessment Activity, Kazakhstan, Kyrgyzstan and Tajikistan**, 2006, p.19

¹⁴ P087811: Reducing Technical Barriers for Entrepreneurship and Trade Project, 2006-2010

¹⁵ WB: Trade Diagnostic Study, no information

¹⁶ SECO: from a secondary source

amendments to a variety of laws and other legal acts to bring them into compliance with the TRIPS Agreement, including the Civil Code, Criminal Code, Administrative Code, Economic Code, Copyright Law, Patent Law and Trademark Law. UNDP has provided support for accession negotiations by providing required information and studies (UNDP-6)¹⁷. GTZ is currently providing support with the preparation of a Transit Law and the implementation of a new Law on Technical Regulation (GTZ-8)¹⁸;

- (vii) Information is sparse about donor assistance to Mongolia to move its enabling environment in line with WTO requirements.

13. Appropriate legislative and regulatory frameworks are a critical area of change to gain WTO admission. Compliant customs codes are high on the list especially for signatories of the Revised Kyoto Convention. Customs procedures and practices can also be a major obstacle to efficient trade movement. UNDP has assisted Azerbaijan to upgrade customs legislation and supporting regulations and procedures together with support for capacity development (CD) of the customs service with a particular emphasis on the States Customs Committee (UNDP-18, UNDP-19)¹⁹. USAID's Trade Facilitation and Investment and Regional Trade Liberalization and Customs Projects have led the way in Kazakhstan, Kyrgyzstan and Tajikistan on revising customs codes and, presently, helping Kazakhstan to move its customs code into conformity with the Revised Kyoto Convention. In Kyrgyzstan, ADB has worked with USAID to simplify the Customs Code and revise implementing regulations on customs issues (ADB-152)²⁰. USAID was joined by ADB in Kyrgyzstan and Tajikistan and the two agencies worked together collaboratively. The World Bank is implementing a project in Kazakhstan which is to comprehensively review legislation leading to rationalization of all import, export, and transit procedures and documentation across government agencies. It will align the Customs Code and secondary legislation with major international instruments and best practice. In a separate intervention in Tajikistan, the World Bank is also helping to revise the Customs Code (WB-29)²¹. UNDP is assisting Uzbekistan with "methodological assistance" to the working group in drafting a revised Customs Code. There was also an ADB RETA which was intended to simplify customs codes in the region, but might have addressed other priorities when it was confronted with the work being done on customs' codes (ADB-155)²². The EU has also been active in Kazakhstan and Kyrgyzstan in this area but precise information is unavailable. EurAsEC has also been active. One of EurAsEC's goals is to "converge and harmonize national legislation", one aspect of which is customs codes. Precise information on EurAsEC's activities remain to be collected.

14. Afghanistan does not seem to have benefited from assistance in developing a compliant Customs Code.

15. CD, particularly training on a regional basis, has been a major feature of assistance. ADB has financed "intensive" courses on the WTO TRIPS agreement (work on TRIPS also has been done by USAID in Kazakhstan and Uzbekistan), the simplification and harmonization of customs' procedures, and bringing regulations into line with the WTO Customs Valuation

¹⁷ UNDP: Capacity Building and Strengthening Foreign Trade in Investment Promotion Institutions in Uzbekistan, 2005-2009

¹⁸ GTZ: Support to Regional Economic Cooperation in Central Asia, Phase II, 2008-2010

¹⁹ UNDP: Modernization of Customs Services in Azerbaijan, 2006-2007; UNDP: Capacity Building and Data Transmission Network Implementation for the State Customs Committee, 1999-2007

²⁰ L 1926KGZ, L 1927TAJ, TA 3951TAJ: Regional Trade Facilitation and Customs Cooperation Program, 2002-2005

²¹ P096998: Customs Modernization, 2008-2013; WB: Second Structural Adjustment Credit, ongoing but no information

²² TA 6203REG: Trade Facilitation and Customs Cooperation Phase II, 2004

Agreement, investment, anti-dumping, rules of origin and various aspects of the implementation of the Agreement on Trade Facilitation. UNDP conducted training and a workshop on WTO Accession in 2002, Japan has conducted courses on WTO accession and ADB, UN Special Programme for the Economies of Central Asia (SPECA) and UNECE have provided technical assistance on WTO accession. Additionally, ADB has provided training for senior negotiators in high level meetings just as UNDP had earlier done in Kazakhstan. Most of this training was directed at specific groups of officers in government agencies.

D. Policy

16. Policy precedes legislation and improved regulatory frameworks. CAREC countries inherited little capacity in policy development when they became independent, being at the delivery end of a command economy directed from Moscow. Harmonized policies on transport development and trade facilitation are important steps in improving the trade environment. Legislation and regulatory frameworks would then follow to provide the enabling environment for implementing the policies. EU-TACIS, UNDP and TRACECA have been the main players in policy development on a regional basis. EU-TACIS supported the development of rational, transparent fee and tariff scales across the TRACECA region and TRACECA has just completed a project to establish principles for national transport policies coordinated at the regional level and to develop short, medium and long term action programs for legislative action (EU-22)²³. UNDP, through Shanghai Cooperation Organization's (SCO) working groups on trade, transport and transit, helped to produce a series of policy analysis and policy recommendation papers (including an in-depth report on status, bottlenecks and recommendations on issues like the Transit Transport Framework Agreement (TTFA)/Transit Trade Agreements (TTA) status) leading to a draft action plan on these issues for dissemination and endorsement by SCO and national governments (UNDP-4)²⁴.

17. There have been individual initiatives at a country level. They have the advantage of only having to get agreement by one country to be adopted. They run the risk of having policy developed which is contrary to that being developed elsewhere. There might be opportunities for CAREC to provide assistance to coordinate policy development across the region.

18. In participating countries:

- (i) ADB supported a trade policy review in Mongolia which was to produce recommendations to enhance the country's institutional capacity to develop a sound trade policy and legal framework (ADB-149)²⁵;
- (ii) UNDP supported policy research and recommendations on facilitation of foreign trade and foreign investments in Uzbekistan (UNDP-6)²⁶;
- (iii) EU-TACIS has provided assistance on the development of a law on combined transport in Kazakhstan and on establishing a coherent trade strategy linked with the overall development plan of Afghanistan (EU-19, EU-11)²⁷;

²³ EU-TACIS: Unified policy on transit fees and tariffs, 2001-2003; EUROPEAID/122076/C/SER/Multi: Development of Coordinated Transport Policies, 2007-2008

²⁴ UNDP: Silk Road Area Regional Programme, 2004-2006

²⁵ TA 3934MON: Trade Policy Review, 2002

²⁶ UNDP: Capacity Building and Strengthening Foreign Trade and Investment Promotion Institutions in Uzbekistan, 2005-2009

²⁷ EU-TACIS: Support to the Development of a Transit Corridors Policy in the Republic of Kazakhstan, 2000-2002; EU: Needs Assessment of Trade and Trade Related Assistance, 2005

- (iv) USAID is about to embark on a project which will develop trade policy in Afghanistan (USAID-37)²⁸.

19. There appears to be an opportunity for CAREC to provide assistance with the development of a more comprehensive program on policy development in transport and trade facilitation for the CAREC region with support in CD of policy development experts.

E. Legislation

20. A key advantage of the requirements for WTO accession is that they lay down a set of principles and agreed standards which must be attained for accession. The approach of first seeking agreement on principles before addressing detail seems to be one which is adopted by TRACECA. Such an approach was followed in the project noted in paragraph 16 above where legislative action was to follow agreement on principles on national transport policies. TRACECA was also active in establishing a common legal basis for transit transportation. It started with an enunciation of principles following multilateral agreements and international conventions. That led to the drafting of a model multimodal transit law as a basis for legislative action by TRACECA members (TRAC-24)²⁹. Information about what legislative action has resulted would be helpful.

21. In individual countries, in addition to the support for WTO succession, there has been assistance at the country level towards legislative change in a number of discrete areas:

- (i) In Afghanistan, the World Bank has provided assistance in developing a Law on Freight Forwarding (WB-24)³⁰ and ADB in drafting a Domestic Transport Law and in amending or developing laws, rules, and regulations for the operation of the new/improved cross-border infrastructure being constructed in the country (ADB-167, ADB-157)³¹;
- (ii) In Kazakhstan, USAID has supported the development of draft laws on private entrepreneurship and procurement (USAID-11)³². EU-TACIS conducted a review of customs related legislation (EU-40, EU-19)³³ and provided assistance on laws on transit and combined transport.

22. UNESCAP has worked with SCO to develop subregional legal regimes for facilitation of international land transport (ESCAP-27) and an agreement to adopt the United Nations Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention) for Customs management of transit transport (ESCAP-29, ESCAP-30)³⁴.

23. The EU's Border Management Programme for Central Asia (BOMCA) has been active in CARs and their common borders with Afghanistan. BOMCA's focus is on border management

²⁸ USAID, Trade Facilitation, 2009

²⁹ 2002/027-526: Common Legal Basis for Transit Transportation, 2002-2004

³⁰ P083906: Emergency Customs Modernization and Trade Facilitation Project, 2004

³¹ TA 4906AFG: Capacity Building for Customs and Trade Facilitation, 2006; TA 4536AFG: Cross Border Trade and Transport Facilitation, 2004-2006

³² USAID: Trade Facilitation and Investment Project - Legislation 1, 2001-2006

³³ EU/TACIS: Reform and Modernization of the Customs Control Committee of the Republic of Kazakhstan, 2006

³⁴ CPR04002: Expert Group Meeting on Facilitation of International Land Transport among the Members of the Shanghai Cooperation Organization, 2004-2006; CPR05005: Assistance to Formulation of the Inter-governmental Agreement of the Shanghai Cooperation Organization Member States on Facilitation of International Road Transport, 2005-2006; AD106002: Technical Assistance for Formulating and Implementing an Intergovernmental Agreement of the Shanghai Cooperation Organization Member States on Facilitation of International Road Transport, 2006-2008

and it has supported new legislation and/or regulation on border management in line with EU best practice working through an interagency working group (BOMCA-5)³⁵.

F. Enabling environments

24. Much of the work already described on legislative change in the areas of transport and trade facilitation do not appear to have resulted in donor assistance to implement the provisions effectively with the principal exception of the Customs Codes. There has been a lot of donor assistance to customs departments. USAID's two sub-regional projects in Kazakhstan, Kyrgyzstan and Tajikistan followed up the legislative work on Customs Codes with assistance in their implementation and enforcement and in simplifying regulations and instructions. In Kyrgyzstan, the World Bank has also assisted in the area to develop a work plan for implementation of a Law on the Fundamentals of Technical Regulation. One priority for the work was to develop technical regulations in critical sectors with a high contribution to GDP such as agro-business and food processing.

25. An interesting approach was taken by the USAID Trade Facilitation and Investment Project in Kyrgyzstan to support the enforcement of regulations in the revised legislation. It used the Office of the General Prosecutor, which has the potential to be a kind of Ombudsman's Office with teeth, to identify illegal and improper agency actions. This has resulted in a number of repealed regulations and challenged actions including illegal road checkpoints; mandatory government collections for public funds; excessive documentation required for trade transactions; supernumerary inspection bodies; officially promulgated revenue targets from inspection; illegally restrictive permits; and illegal requisitioning of private assets for government use.

G. Customs and Border Crossing Posts

26. A lot of donor attention has been directed at border management. Excluding assistance to customs' departments, the major player in the CARs is the US with programs run by USAID, Justice Department, military, State Department and an EXBS program (export border control and security). Within border management, much attention and government priority has been given to border posts in terms of facilities, equipment and procedures. Less attention has been given to operationalizing them. Customs departments are a major player in border crossing posts (BCP) as that is where a significant amount of their routine is performed. There are also other agencies which operate in BCPs including border guards, immigration personnel, quarantine services and other agencies with an interest in the passage of people, goods and freight. If poorly managed, the combination of numerous agencies at BCPs produces significant obstacles to the efficient passage of people and goods. EurAsEc has a policy of only having border guards and customs officials at BCPs with other agencies being located away from a border. Information would be helpful about the degree to which this policy has been adopted by EurAsEc members.

27. Much donor attention has been directed at border guards. Customs' operations have also benefited from the support for border guards. There has been a major infrastructure building program. Physical facilities do contribute to the efficiency or inefficiency of operations at border crossings. One of the obstacles to efficient border crossing processes has been that agencies are located in different buildings and each has to process some documentation necessary for freight to proceed through a crossing. The design of BCPs, is therefore important, because it can contribute significantly to operational efficiency. No reference has been made to

³⁵ 45524: BOMCA4, nd

a standard design for facilities at various kinds of crossing in donor project documentation. BOMCA works to at least one 'interagency' design. It, for example, has constructed facilities at three international BCPs on the Tajik-Afghan border in the Gorno-Badakhshan Autonomous Oblast which include fully equipped joint working buildings and amenities for all agencies responsible for border management.

28. If one includes the border post on the Almaty/Bishkek road, which is not on a CAREC corridor, there are 28 border posts on CAREC corridors. With CAREC corridors, less attention has been paid to rail BCPs than to road. International airports should not be neglected as border posts.

1. Facilities

29. There has been much activity directed at border post infrastructure. For example, the US military has established 100 border posts along Afghanistan's border with Pakistan. Systematic attention does not appear to have been directed at the border posts along CAREC corridors. The majority of BCPs have yet to be improved. There are also marked distinctions between countries. In Kazakhstan, on CAREC corridors, only the BCP on the road between Almaty and Bishkek has had infrastructure improvements funded by donors. In Afghanistan, all the major BCPs with Pakistan, Iran, Turkmenistan, Uzbekistan and Tajikistan have had funding for infrastructure and equipment from CAREC members. Some Afghanistan BCPs have had attention from more than one donor. Hairatan, Torkham and Shirkhan Bandar, for example, have had at least two projects develop infrastructure there. The World Bank's 2004 Emergency Customs Modernization and Trade Facilitation Project improved and developed physical infrastructure (including equipment) at all three BCPs (WB-24). The European Union's 2007 Support to Customs Administration in Afghanistan set out to build and maintain the necessary border crossing post infrastructure at Hairatan and its North and North-eastern Afghanistan - Integrated Border Management Program finalized the Torkham crossing and constructed a BCP at Shirkhan Bandar (EU-13, EU-12)³⁶. The UNDP has a program to develop border crossings between Tajikistan and Afghanistan with infrastructure shared between the 'border force' and local communities (UNDP-12)³⁷.

30. BOMCA has invested heavily in border posts in CARs. It concentrates on the activities of border guards, while extending assistance to customs operations where there is synergy. BOMCA's activities might raise an interesting point for CAREC. Its concentration on border guards, sometimes supported by the US military, might introduce disparities in the working conditions, competencies, support like training institutes and equipment between border guards, who are peripheral to trade facilitation, and customs which is central. Discrepancies in working conditions can have negative impacts on the organizational cultures of those which suffer by comparison and can prove difficult to address.

31. For CAREC road BCPs, the situation appears to be:

- (i) in Afghanistan, border posts have been constructed at Hairatan, Torkham and Shirkhan Bandar as mentioned above. USAID has also had a project expanding and rehabilitating customs posts (USAID-38)³⁸;

³⁶ P083906: Emergency Customs Modernization and Trade Facilitation Project, 2004; DCI-ASIE/2007/019068: Support to Customs Administration in Afghanistan, 2007-2011; NA-IBM: North and North-eastern Afghanistan - Integrated Border Management Program, 2006

³⁷ UNDP: Safe Borders Through Enabled Border Communities, nd

³⁸ USAID: Improve Economic Policy and the Business Environment, nd

- (ii) in Azerbaijan, ADB has constructed a BCP at the Red Bridge crossing with Georgia on Corridor 2 which provides for customs and border guards. In a concurrent TA, it also designed a border post for Astara which is not on a CAREC corridor (ADB-37, ADB-30)³⁹. No attention has apparently been paid to the port crossings from Baku to Aktobe and Turkmenbashi;
- (iii) in Kazakhstan, BOMCA has completed construction works at the rail BCP at Merke on Corridor 1c and ADB at the Akzhol-Chu BCP on the Almaty-Bishkek road. BOMCA also has plans to construct a BCP at Daut-ota, which might be on the Kazak/Uzbek border on Corridors 2a and 6a. Kazakhstan has 9 other BCPs on CAREC road corridors. USAID has supported the drafting of an initial agreement between Kazakhstan and Russia on the establishment of joint border arrangements at key border crossings and established joint border commissions at Aktobe/Orenburg, Uralsk and Petropavlovsk based on Customs Consultative Councils (USAID-8)⁴⁰;
- (iv) Kyrgyzstan has 5 BCPs on CAREC corridors, including the Bishkek-Almaty road crossing with Kazakhstan. Both Kyrgyzstan and Tajikistan started systematically with a project to develop a strategy and an investment plan for border infrastructure development and a loan requirement for both countries to develop a comprehensive plan for construction and installation of border infrastructure (ADB-150, ADB-152)⁴¹. Publication of the strategy might provide useful information for other donors interested in this area of support. As a result of the strategy, about 10 border posts in the Kyrgyz Republic and 50 in Tajikistan are to be rehabilitated and constructed in a current project, but which ones have not yet been agreed (ADB-165)⁴². Karamik, on the Corridors 3b and 5 Kyrgyzstan/Tajikistan border is likely to be one and the two borders between Kyrgyzstan and PRC at Irkeshtan on Corridors 2 and 5 and Torugart on Corridor 1c are likely to be two others (ADB-74, ADB-76)⁴³;
- (v) Tajikistan has 3 BCPs on CAREC corridors. In addition to Karamik, the one with Uzbekistan at Pakhtaabad/Saryasia on Corridor 3b, should be one of the posts addressed in ADB's Regional Customs Modernization and Infrastructure Development Project (ADB-186)⁴⁴. The third one at Nizhny Pianj on corridors 5 and 6c border with Afghanistan has been addressed by the US Army Corps which constructed customs buildings, inspection bays and check points by the bridge it had constructed across the Syr Darya river (USG-2)⁴⁵;
- (vi) Uzbekistan has 6 BCPs on CAREC corridors. Only that with Afghanistan at Termez on Corridors 3a, 6a and b appears to have been rehabilitated, with the possibility that BOMCA is addressing Daut-ota, which might be on Corridors 2a and 6a;

³⁹ L 2205AZE, L 2206AZE, AZ0023: East West Highway Improvement, 2005-2009; TA 4684AZE: Preparing the Southern Road Corridor Improvement Project Alyat-Astara, 2005-2006

⁴⁰ USAID: Trade Facilitation and Investment Project, 2001-2006

⁴¹ TA 6058REG: Trade Facilitation and Customs Cooperation, 2002-2007, L 1926KGZ, L 1927TAJ, TA 3951TAJ: Regional Trade Facilitation and Customs Cooperation Program, 2002-2005

⁴² L 2113REG: Regional Customs Modernization and Infrastructure Development Project, 2005-2010;

⁴³ G 0084KGZ: CAREC Regional Road Corridor Improvement Project, 2008-2013; G 0123KGZ: CAREC Transport Corridor 1 (Bishkek-Torugart Road) Project, 2008-2014

⁴⁴ REG IP5: Customs Modernization and Infrastructure Development II, 2009

⁴⁵ US Army Corps: Nizhny Pyandzh Bridge and Border Facilities, 2007

- (vii) There appears to have been little attention to the BCPs between Mongolia and Russia and PRC, though Zamyn Uud has received attention from ADB as a multimodal transit point;
- (viii) Plans seem to be fairly well advanced in planning for border posts, especially by the US, BOMCA and IOM. For BCPs, there appears still to be significant investment opportunities in Kazakhstan, Mongolia and at almost all rail BCPs. In its forward planning, CAREC has four proposed projects which address the physical development of border posts for the period 2009-2017 (ADB-206, ADB-192, ADB-186, ADB-190)⁴⁶. If border crossings are a major constraint to the easy flow of trade, improving facilities to facilitate processes might warrant being considered a high priority, especially as efficient buildings and equipment encourage efficient processes on the part of officialdom.

2. Equipment

32. There might be an opportunity for CAREC to support the setting of a standardized set of equipment for different levels of BCP and across agencies working in border security. BOMCA appears to have a standardized set for border guards as it is working to a 'framework' and operating within an integrated border management framework. Equipment includes scanning equipment, communications equipment (Georgia, for example, with a BCP with Azerbaijan, has taken its first steps towards the standardization of communication systems of agencies operating in border control⁴⁷) and ICT equipment to enable a number of different kinds of transaction to be processed quickly and for information to be passed to other agencies with responsibilities for aspects of border control both in the country concerned and in neighbouring countries. Standardization might be as important for information flows as for maintenance efficiency.

33. There appear to be opportunities for improving coordination of the provision of equipment to bring all players, including the US military, under the same practical umbrella. The US military has installed a number of communication links within CARs, including Kyrgyzstan. Equipment has also been provided by a number of donors. EurAsEc is currently preparing a comprehensive plan for BCPs using 'high tech' equipment to expedite the movement of containers across borders. In the case of Kyrgyzstan and Tajikistan, ADB has developed a comprehensive plan for BCPs which includes basic search and examination equipment in them and processing points (ADB-152)⁴⁸. On CAREC corridors, ADB has financed the supply of equipment for:

- (i) inspection of vehicles and passengers at Red Bridge between Azerbaijan and Georgia (ADB-37);
- (ii) customs operations and control equipment at Torugart between Kyrgyzstan and PRC (ADB-165);
- (iii) an automated system for customs clearance at the Akzhol-Chu border point between Kyrgyzstan and Kazakhstan (ADB-4);

⁴⁶ REG IP1: Border Crossing Point Infrastructure and Investment, 2010-2017; REG IP3: Border Post Improvements and Joint Border Processing, 2009-2017; REG IP5: Customs Modernization and Infrastructure Development II, 2009; REG TA3: Facility and Process Improvements at Border Crossing Points, 2009-2015

⁴⁷ <http://se2.dcaf.ch/serviceengine/FileContent?serviceID=21&fileid=F9F44700-03F3-1FFE-D5AD-16231E12B310&lng=en>

⁴⁸ L 1926KGZ, L 1927TAJ, TA 3951TAJ: Regional Trade Facilitation and Customs Cooperation Program, 2002-2005

- (iv) a communications network connecting customs headquarters, regional offices, and priority customs border posts with associated protocol for communications operations, an upgraded capacity of the existing area network to facilitate data-sharing and communication between agencies, and customs administrations of other countries, and mobile inspection platform, X-ray machines, detectors and patrol vehicles at border posts in Kyrgyzstan and Tajikistan (ADB-165);
- (v) equipment, such as X-ray machines and surveillance equipment at selected BCPs in Mongolia which includes Zamyn-Uud, the border town with PRC (ADB-171)⁴⁹.

34. TRACECA has supplied computers and telecommunications equipment at selected BCPs in Kazakhstan, Kyrgyzstan, Tajikistan and Uzbekistan (TRAC-20)⁵⁰, a fact which was taken into account in ADB project designs. The EU has supplied drug control and search and scanning equipment for Kyrgyzstan and Tajikistan. The US Army Corps has provided 'state of the art' scanning equipment at the Tajikistan/Afghanistan BCP at Nizhny Pyandzh (USG-2)⁵¹. IOM has provided equipment for BCPs and BOMCA has supplied phyto-sanitary equipment to the Ministry of Agriculture for use in BCPs in southern Kazakhstan (IOM-2, BOMCA-1)⁵². The US Government has provided equipment for anti-smuggling, control of weapons, and radioactive substances in Kyrgyzstan and other CARs. SECO had earmarked \$3-5 million for computerization of customs in Kyrgyzstan (SECO-2)⁵³.

35. BOMCA has supplied equipment to border guards and customs at Tashkent and Bukhara international airports and ICT and office equipment at the railway BCP at Merke on the Kazakhstan/Kyrgyzstan border (BOMCA-4).

36. It is not possible to determine the degree to which equipment supply is being provided within a framework of an overall systematic plan. BOMCA, in association with UNDP is leading the program of developing border posts and integrated border management. ADB seems to have taken the greatest interest in developing customs departments with USAID another prominent player. The US government and World Bank are prominent in developing border guards and customs services in Afghanistan. Other agencies, like departments of health and agriculture appear to be relatively neglected. PRC has received little donor attention, though it seems to have similar levels of concern about border security, especially along the Xinjiang border. There might be advantages in bringing together all these threads. CAREC in its forward plans, is proposing two projects, one to improve technology and the second to determine needs for and invest in weighing, inspection and scanning, and material handling equipment, warehouses, inspection yards, cross-docking facilities, and ICT systems (ADB-206, ADB-192)⁵⁴. A systematic inventory of what equipment each BCP needs would be helpful to standardize requirements. Both projects are planned for the period 2009-2017. In the absence of an equipment plan, the later they occur, the greater the risk that individual items will be procured which might prove incompatible with the technological solutions later provided.

⁴⁹ L 2205AZE, L 2206AZE, AZ0023: East West Highway Improvement, 2005-2009; L 2113REG: Regional Customs Modernization and Infrastructure Development Project, 2005-2010; L 17775KGZ: Almaty Bishkek Regional Road Rehabilitation, 2000-2007, L 2113REG: Regional Customs Modernization and Infrastructure Development Project, 2005-2010, L 2307MON: Customs Modernization, 2006-2010

⁵⁰ SCR-E/110622/C/SV/WW: Customs Facilities at C. Asian Road Border Crossings, 2001

⁵¹ US Army Corps: Nizhny Pyandzh Bridge and Border Facilities, 2007

⁵² IOM: Capacity Building in Border Management on Southern Borders of Kazakhstan, nd, BOMCA5

⁵³ SECO, reported in L1997TAJ

⁵⁴ REG IP1: Border Crossing Point Infrastructure and Investment, 2010-2017; REG IP3: Border Post Improvements and Joint Border Processing, 2009-2017

H. Integrated Border Management and Strengthening Customs Departments

37. Integrated border management (IBM) relates to the organization of all border agency activities in order to facilitate the movement of permitted persons and goods while maintaining secure borders and observing national legal requirements. It requires agencies working in border management to reach a certain level of capacity so that all are able to work together efficiently to achieve an effective level of border management. Customs administrations are usually the agency of choice to lead the development of integrated processes and procedures because of their responsibility for processing goods at a point of entry which requires them also to deal with the people carrying the goods. Border police and immigration personnel focus primarily on people. As a consequence, in many countries, customs services have become responsible for both goods and people at points of entry. In CAREC countries, the drive for IBM has focused on border forces, with BOMCA being prominent. IBM is the framework guiding BOMCA. BOMCA has prepared an IBM Handbook for Central Asia which is being applied by CAR governments (BOMCA-9)⁵⁵. BOMCA pays particular attention to the development of national strategies for border management. Kyrgyzstan has produced one. BOMCA is running this strategy program in every CAR except Tajikistan, which is being supported by OSCE. IOM is working in the south of Azerbaijan where it is seeking to establish a replicable IBM system at the southern border (IOM-1)⁵⁶. There might be an important role for CAREC to play in the development of IBM, especially to assist customs services to develop the capacity to take a leadership role in developing and implementing national strategies in border management.

38. An IBM program across a region benefits from a data base recording the regulations, procedures and other issues relevant to processing freight across border crossings in each of the countries in a region and making it available to the public. As part of an agreement with BOMCA, UNDP has created a border management and security data base in Central Asia to assist coordination. The data base currently provides a set of country linkages to what BOMCA is doing in that country.

39. Capacity development (CD) features prominently in the work of BOMCA. Senior border and customs commanders have been familiarized with concepts and practices of European IBM and local border guard and customs trainers trained in IBM methodologies under BOMCA5. A number of workshops have been held in CARs, usually attended by officials engaged in customs, border, phytosanitary, sanitary-epidemiological, and veterinary controls. USAID is also working to improve customs procedures in Kazakhstan, Kyrgyzstan and Tajikistan through pilot testing joint customs control between Kazakhstan and Kyrgyzstan and between Tajikistan and Afghanistan (USAID-35)⁵⁷. GTZ has just begun supporting the dissemination to other CARs of Kazakh experience in IBM through a series of seminars (GTZ-2)⁵⁸. EBRD developed a comprehensive education and training strategy on border management for Azerbaijan, including improved understanding of Schengen rules and standards (EBRD-40)⁵⁹.

40. CAREC members have provided a variety of support to the capacity development of customs departments in Kazakhstan, Kyrgyzstan, Mongolia and Tajikistan:

- (i) In Azerbaijan, EBRD has assisted in enhancing the efficiency of Azerbaijan police, state border service and customs officers through the provision of modern

⁵⁵ BOMCA5

⁵⁶ IOM: Integrated Border Management, nd

⁵⁷ USAID: Regional Trade Liberalization and Customs Project, 2007-2011

⁵⁸ GTZ: Support to Regional Economic Cooperation in Central Asia, Phase II, 2008-2010

⁵⁹ http://www.delaze.ec.europa.eu/pdfs/enp/EU_Azerbaijan_AP.pdf

equipment, adequate infrastructure, facilities and training in order to increase their effectiveness at border crossing checkpoints (EBRD-40)⁶⁰;

- (ii) In Kazakhstan, the World Bank has a project following the World Custom Organization's capacity building methodology and framework. It is high tech. It provides a systematic approach to improving capacity across a service. It includes the development of an HRM strategy to improve service conditions and culture and an HRD strategy to develop staff competencies (which EU/TACIS had also touched on in 2006 (EU-40)⁶¹. Eurocustoms also helped develop modern HRM policies and procedures [EuroC-5]⁶², the establishment of a Customs Academy to institutionalize training (in its earlier project, EU/TACIS had enhanced the training capacity and methods of the Customs Control Committee (CCC) Training Centre), development of a management information system including HRM, process engineering and risk management, all within a comprehensive change management and continuous improvement strategy. The project also seeks to strengthen interaction and collaboration within customs, and between customs and other border control agencies both within Kazakhstan and with neighboring countries, and with regional and international institutions. The project has a focus on developing procedures to streamline and integrate border control activities into a "single window" and applying one-stop principles through the establishment of a unified information database shared by regulating authorities (WB-29)⁶³;
- (iii) In Kyrgyzstan and Tajikistan, the ADB has supported a succession of projects which have differed in emphasis from that of the World Bank in Kazakhstan. The first project had a focus on headquarters' operations and HRM. It included the development of a procedural and instruction manual with revised customs clearance and control procedures. A data base was to be established which included risk profiling and communication protocols for exchange of customs and trade data and information among CAREC participating countries. The development of the data base in Kyrgyzstan has not been smooth and might impinge on the development of other IBM processes across agencies in the country. Completion of the system is important to GTZ's current project to introduce integrated and joint border control procedures at pilot check points in Kyrgyzstan to reduce the number of goods inspections, different procedures and other tasks and minimize process times (GTZ-3, GTZ-5)⁶⁴. In Tajikistan, the focus of the project has been on headquarters and HRM. It included the development of an operations manual to meet ISO9000 standards to institutionalize performance indicators and service standards (ADB-152)⁶⁵. The second project has a strong emphasis on ICT systems and, like the World Bank project in Kazakhstan, addresses a management information system including HRM and financial systems supported by a communications network. There is a strong focus on BCP facilities and operations. The communications network would already have had equipment on the ground from the TRACECA project which

⁶⁰ http://www.delaze.ec.europa.eu/pdfs/enp/EU_Azerbaijan_AP.pdf

⁶¹ EU/TACIS: Reform and Modernization of the Customs Control Committee of the Republic of Kazakhstan, 2006

⁶² Booz Allen Hamilton, **Assessment Report – Central Asia Customs and Trade Assessment Activity, Kazakhstan, Kyrgyzstan and Tajikistan**, 2006,

⁶³ P096998: Customs Modernization, 2008-2013

⁶⁴ GTZ: Support to Regional Economic Cooperation in Central Asia, Phase II, 2008-2010

⁶⁵ L 1926KGZ, L 1927TAJ, TA 3951TAJ: Regional Trade Facilitation and Customs Cooperation Program, 2002-2005

provided telecommunications and computer terminals to BCPs (TRAC-20)⁶⁶. The ADB project supports the establishment of cooperative partnerships between border inspection agencies and traders to simplify procedures and management of border-post facilities. Business process re-engineering is addressed through technical assistance to ensure customs practices and procedures are in line with the Revised Kyoto Convention and World Customs Organization agreements (ADB-165, ADB-163)⁶⁷.

There are other donors working in capacity development in Kyrgyzstan and Tajikistan. The World Bank provided a grant to purchase computers and servers for headquarters in Kyrgyzstan⁶⁸. In HRM, Eurocustoms is providing support for improving the recruitment system for customs officers in Kyrgyzstan⁶⁹;

- (iv) In Mongolia, the ADB is providing assistance to upgrade the Mongolian GAMAS system [Mongolian Customs Automated Data Processing System which had replaced an earlier ASYCUDA system] to provide an electronic processing environment supporting internet-enabled and Windows-based systems and to introduce a one-stop service for customs clearances and improve inter-agency coordination (ADB-171)⁷⁰.

41. In Afghanistan, ADB has provided technical assistance to harmonize customs procedures with neighbours, to improve inter-agency coordination and, in HRM, to reduce the opportunities for corruption (ADB-167)⁷¹. The World Bank provided assistance for improvements to communications systems, automated data systems and management information systems (WB-24)⁷². It supported UNCTAD to install ASYCUDA to improve data collection, documentation trails, tariff handling and risk management. The system has been operationalized at Hairatan on Corridors 3b and 6a.

42. On a regional basis, ADB had a project to modernize data management including data sharing and development of a regional framework for a risk management system. It also set out to develop master plans for the capacity development of customs departments with measures such as reengineering of customs business practices, change management, training of staff, and consultation with private sector stakeholders (ADB-155)⁷³. TRACECA produced recommendations on border crossing procedures as they relate to railways and, separately, recommendations concerning the documents that are currently used in freight forwarding activities and addressing the improvement of restrictive practices in each of the TRACECA countries (TRAC-18, TRAC-27)⁷⁴. SECO is planning to install an automated system, the Customs Data Program to modernize administrative customs clearance procedures. It also is planning to assist anti-corruption efforts (SECO-7)⁷⁵. It might be helpful to develop some kind of data base to monitor which recommendations and proposed actions from regional studies are

⁶⁶ SCR-E/110622/C/SV/WW: Customs Facilities at C. Asian Road Border Crossings, 2001

⁶⁷ L 2113REG: Regional Customs Modernization and Infrastructure Development Project, 2005-2010; TA 4450KGZ: Capacity Building and Institutional Strengthening for the Customs Modernization and Infrastructure Development, 2005-2008

⁶⁸ Mentioned in L 2113REG RRP – occurred during 2000-2002

⁶⁹ Reported in L 2113REG RRP

⁷⁰ L 2307MON: Customs Modernization, 2006-2010

⁷¹ TA 4906AFG: Capacity Building for Customs and Trade Facilitation, 2006

⁷² P083906: Emergency Customs Modernization and Trade Facilitation Project, 2004

⁷³ TA 6203REG: Trade Facilitation and Customs Cooperation Phase II, 2004

⁷⁴ TRACECA: Review of Railway Rehabilitation in Central Asia, 2004-2006; EUROPEAID/120540/C/SV/MULTI: Freight Forwarders Training Course, 2005-2007

⁷⁵ Reported in EU's Central Asia Indicative Program 2007-2010

adopted by which countries and provide it to all CAREC members. It might provide useful material to coordinate some activities.

1. Agreements

43. A number of projects have been concerned with effecting agreements:

- (i) ADB, in collaboration with UNESCAP, set out to establish an intergovernmental agreement of SCO member states on the facilitation of an International Road Transport Agreement (ADB-156, ESCAP-29)⁷⁶;
- (ii) USAID supported the drafting of an initial agreement between Kazakhstan and Russia on the establishment of joint border arrangements at key border crossings (USAID-8)⁷⁷;
- (iii) The ADB is providing support for a cross-border agreement between Kyrgyzstan, PRC, and Tajikistan on facilitating border crossing formalities, cross-border movement of people and goods, requirements for admitting road vehicles and other issues (ADB-73, ADB-74)⁷⁸. In a separate project, ADB provided assistance to implement bilateral transit agreements between Kazakhstan, Kyrgyzstan, and Tajikistan (ADB-155)⁷⁹. ADB has also set out to establish a cross-border agreement between Kazakhstan and Kyrgyzstan on harmonized vehicle weights and dimensions and customs documentation at the Chu crossing point (ADB-3)⁸⁰;
- (iv) ADB has supported Mongolia in developing a transit traffic framework agreement with PRC and Russia (ADB-24)⁸¹.

44. TRACECA has negotiated a number of agreements, starting with its Basic Multilateral Agreement. It recently negotiated an agreement on the development of multimodal transport⁸². TRACECA agreements might present an opportunity for CAREC to consider their extension to non-TRACECA countries participating in CAREC.

2. Process Efficiency

a. Licensing

45. The number of licenses a business requires to be able to operate in a CAREC participating country has received attention. In Kazakhstan, USAID set out to reduce the number of activities subject to licensing (246 broad categories of activities were covered) and eliminated a large number. In Kyrgyzstan, it has assisted in drafting amendments to the Law "On Licensing" which will streamline the licensing process. Similarly, in Tajikistan, it has supported the enactment of a Law on Licensing of Separate Types of Activity which has established a single set of procedures for the issuance, suspension and revocation of licenses

⁷⁶ TA 6223REG: Formulating and Implementing an Intergovernmental Agreement of the Shanghai Cooperation Organization Member States on Facilitation of International Road Transport, 2004; CPR05005: Assistance to Formulation of the Inter-governmental Agreement of the Shanghai Cooperation Organization Member States on Facilitation of International Road Transport, 2005-2006

⁷⁷ USAID: Trade Facilitation and Investment Project, 2001-2006

⁷⁸ TA 6415REG: Cross Border Agreement Among the Kyrgyz Republic, People's Republic of China and Republic of Tajikistan, 2008-2013, L2359TAJ: CAREC Regional Road Corridor Improvement Project, 2008-2013

⁷⁹ TA 6203REG: Trade Facilitation and Customs Cooperation Phase II, 2004

⁸⁰ L 1774KAZ: Almaty Bishkek Regional Road Rehabilitation, 2000-2007

⁸¹ L 2087Mon: Regional Road Development, 2004-2009

⁸² TRACECA, **Agreement of the IGC TRACECA on the Development of Multimodal Transport**, 17 July 2008

(USAID-13)⁸³. TRACECA is currently providing assistance to CARs to develop licensing systems for transport operators of perishable goods in the frame of the Agreement on the Transport of Perishable Foodstuffs (ATP Agreement) (TRAC-28)⁸⁴.

b. Single Window and Single Administrative Document

46. A single window is a concept usually dependent on one agency satisfying other agencies that it is able to distribute all required information submitted by an importer or exporter and coordinate all agency responses effectively to the trader. Alternatively, a trader will submit an e-declaration to all concerned agencies for processing and approval. Submission and responses are all done electronically between the trader's computer and agency computers. Both approaches assume that processes have reached a reasonable level of efficiency and that risk management systems are in place. The latter approach also assumes that robust ICT systems are in place, that they are compatible and officials are competent to use them. Both approaches rely on competent, professional agencies able to use the systems and apply processes and procedures efficiently. Consequently, the individual work done in improving systems, processes, procedures and staff competencies in various customs departments, which is the most likely agency to take on a lead role, is important for establishing the conditions to introduce a single window.

47. A single administrative document ideally contains all the information each agency requires to process the import or export of goods. The efficiency of a single window is increased where a single administrative document is also in place. For such a document to be feasible, the requirements of each agency for information need to be kept to a minimum. In the context of this, UNDP is assembling all the forms and documents used in Kyrgyzstan for international trade together with information on the documentary procedures and the legislative acts governing the documents. It intends to develop them into an electronic format and enter them into a forms repository as a pilot project that can be implemented in other Central Asian countries (UNDP-10)⁸⁵.

48. GTZ has a major program supporting the introduction of a single window in CARs. Other donors, particularly USAID and ADB, have an interest in the issue and have parts of projects addressing it. GTZ has an informal relationship with USAID and ADB, obtaining support from them in areas where it considers that they have a comparative advantage. The relationships currently work well. Such relationships are dependent on the goodwill of each donor and some flexibility in the application of funds when there is a need for a contribution to address some issue. UNECE has also been providing workshops on UN/CEFACT Recommendation 33 (the Single Window) supported by training in all CAREC participating countries other than PRC (UNECE-2)⁸⁶.

49. The drive for a single window in CARs is operating separately from the work on re-engineering departmental processes and systems and raising the competencies of staff, pre-conditions which would seem to be necessary if a single window is to work effectively. As already noted, ADB has been working for much of this decade in Kyrgyzstan and Tajikistan, the World Bank has just started a major organisational reform project in Kazakhstan while donor support for Uzbekistan does not appear great. For the efficient flow of goods across international

⁸³ USAID: Trade Facilitation and Investment Project, 2001-2006

⁸⁴ EUROPEAID/123761/C/SER/Multi: Development of Equipment Certification Centres for the Transportation of Perishable Goods in Kazakhstan, Kyrgyz Republic, Tajikistan, Uzbekistan and Turkmenistan in the frame of ATP Agreement, 2007-2009

⁸⁵ ECE/GC/2009/005: Develop a Trade Forms Repository for Kyrgyzstan as a Pilot Project in Central Asia, 2009

⁸⁶ http://www.unece.org/cefact/cf_plenary/plenary08/ece_trd_c_cf_08_21E.pdf

land borders, there would be advantages in having similar standards operational across the region. There might be scope for CAREC to develop an overall idea and agreement on those standards and benchmark their achievement.

50. There have been a number of discrete donor activities on a single window:

- (i) In Afghanistan, USAID is embarking on a project in Afghanistan which seeks to develop a single window for import/exports (USAID-37)⁸⁷;
- (ii) In Kazakhstan, the ADB proposed a single window for the Almaty/Bishkek crossing which has been considered by the respective parliaments (ADB-3)⁸⁸. Currently, the World Bank is developing procedures to streamline and integrate border control activities based on “single window” and one-stop principles through the establishment of a unified information database shared by all agencies (WB-29)⁸⁹. GTZ is supporting a single window pilot project based on existing Centres of People Services (GTZ-2)⁹⁰ and USAID is also supporting the development of a single window (USAID-35)⁹¹. There is an opportunity, if ADB’s earlier work is to bear fruit, to locate a pilot project at the Chu crossing between Kazakhstan and Kyrgyzstan, which, if effective, could prove a model for elsewhere given the high volume of traffic passing through the BCP;
- (iii) In Kyrgyzstan, the ADB has had a succession of projects directed at improving performance in the Customs Department. Much of it has been directed at establishing an ICT system, which has proven to be a complex task. Its early work on having the concept of a single window presented to parliament was followed by GTZ setting out to develop a one stop shop for import/export documentation based on a single administrative document submitted at a customs control checkpoint, details of which were entered into a single automated integrated database shared by all concerned agencies (GTZ-3)⁹². GTZ is following up this project with one which will implement a single window system. Part of the work will be to promote the idea of a single window for pre-customs procedures as part of an integrated system, which will be dependent on Kyrgyz Customs Department making headway with the design and installation of an effective ICT system. That system needs to be compatible with those in other concerned agencies (GTZ-5)⁹³. USAID is also working in this area, providing support to the single window working group and assisting with the development and introduction of a single window and single administrative document.
- (iv) In Mongolia, USAID and ADB have been active in promoting the concept of a single window and one stop shop. USAID has assisted in the preparation of a national program to establish a single electronic window for trade facilitation (USAID-32)⁹⁴. ADB later set out to implement one-stop services for customs

⁸⁷ USAID, Trade Facilitation, 2009

⁸⁸ L 1774KAZ: Almaty Bishkek Regional Road Rehabilitation, 2000-2007

⁸⁹ P 096998: Customs Modernization, 2008-2013

⁹⁰ GTZ: Support to Regional Economic Cooperation in Central Asia, Phase II, 2008-2010

⁹¹ USAID: Regional Trade Liberalization and Customs Project, 2007-2011

⁹² GTZ: Support to Regional Economic Cooperation in Central Asia, nd

⁹³ GTZ: Support to Regional Economic Cooperation in Central Asia, Phase II, 2008-2010. This project also applies to Tajikistan and Uzbekistan.

⁹⁴ USAID: Economic Policy Reform and Competitiveness Project, 2003-2008

clearances which would lay the foundation for inter-agency coordination (ADB-171)⁹⁵.

- (v) In Tajikistan, GTZ is the main player, starting its work on a single window with a study on simplifying export and import procedures. In its current project, GTZ proposes to undertake a feasibility study of introducing a single window, seeking money to develop the concept and promoting the idea within the country (GTZ-7). It is supported by ADB which is working on CD of the Customs Department.
- (vi) GTZ is the main player in Uzbekistan. It is developing the concept of a single window with the Ministry for Foreign Economic Relations, Investment and Trade (MFERIT) and the Customs Department (GTZ-8).

51. At a regional level, ADB is currently supporting an integrated trade facilitation approach by, establishing one-stop and single electronic window services in CAREC participating countries (ADB-172)⁹⁶. CAREC plans to follow this project with a small scale TA which would examine, among a number of things, the nature of mandate needed for a single window and the agencies involved, the requirements for a single window in each country and how to meet them and then to prepare a workplan with a timeline for the establishment of a single window. It also plans to test the concept by establishing a single window in one border post processing a high volume of cargo. It might consider the Chu border crossing between Kazakhstan and Kyrgyzstan as discussed in paragraph 50(ii) above. That would produce a useful sub-regional plan to guide future interventions. A second small scale, concurrent TA would evaluate border documents/forms and identify requirements to align them with documents such as the EU single administrative document. The TA also plans to identify common mandatory elements for a single window (ADB-198, ADB-199)⁹⁷. CAREC is also planning a broad based ICT review, part of which will be an examination of the feasibility of upgrading current systems to support a single window and an evaluation of declaration forms for the purpose of introducing a single administrative document (ADB-210)⁹⁸. UNESCAP is also starting a regional based project for landlocked countries which will assist them to work towards a single window based on electronic documentation. In this project, a United Nations Network of Experts for Paperless Trade (UN NEXt) in Asia and the Pacific will be established to build up a regional pool of technical expertise that can support the implementation of paperless trade and a single window in the region (ESCAP-3)⁹⁹. UNESCAP has also a program to run a number of seminars on single window throughout the region for the period up to 2011 (ESCAP-4, ESCAP-5)¹⁰⁰.

c. Procedures

52. CAREC countries have received various amounts of assistance to improve customs and other procedures related to trade:

- (i) At a regional level, TRACECA addressed the question of improved procedures among its members in 2001. It proposed a harmonised list of controls and documents required in respect of transit traffic that conforms to international

⁹⁵ L 2307MON: Customs Modernization, 2006-2010

⁹⁶ TA 6437REG: Integrated Trade Facilitation Support for Central Asia Regional Economic Cooperation, 2007

⁹⁷ REG TA8: National Single Window, 2010; REG TA11: Standardized Cargo Declaration and Other Harmonized Requirements, 2010

⁹⁸ REG IP2: Enhancements of the Information Technology Systems and Customs, 2011

⁹⁹ UNESCAP: Single Window, 2009

¹⁰⁰ UNESCAP: Capacity Building in Support of Trade Integration with emphasis on Integrated Trade Information Flow Management and Trade Facilitation in Central Asia (UNDA 5th), 2006-2009; UNESCAP: Enhancing Trade Competitiveness of Least-Developed Countries, Countries in Transition, Transit Countries through the Implementation Single Window Facilities, 2008-2011

norms and satisfies national and regional objectives. It produced a manual for customs officers and a user guide for transport operators and traders and supported this work with on-the-job training and such re-organisation that was needed to introduce new procedures and documents (TRAC-21)¹⁰¹;

- (ii) Across the CAREC region, ADB set out to improve procedures in 2002 with assistance to CAREC countries to simplify and harmonize customs documentation, commodity descriptions, coding systems and practices and to adopt standard and simplified procedures and practices under the Revised Kyoto Convention. It also worked to formulate recommendations to improve the acceptability of the Transport International Routier (TIR) carnet at border crossings and for removal of arbitrary transit fees on key transit routes. This work was followed by a second project which set out to reengineer customs' business practices (ADB-150, ADB-155)¹⁰². These projects have been followed by a current regional project. It is focusing on a number of issues. They include a) harmonization of custom procedures and documentation; b) customs automation; c) data exchange; d) joint customs control; e) supporting an integrated trade facilitation approach through bilateral initiatives, and f) pilot testing and establishing a technical level forum for all agencies involved in providing trade facilitation support in the region to improve coordination and develop good practice models (ADB-172)¹⁰³;
- (iii) Both USAID and World Bank have provided assistance to Afghanistan customs to improve procedures. USAID has provided assistance with systems improvement, introducing a single administrative document for imports, developing a harmonized system for classification of customs goods and delivering a country-wide customs' brokers training program (USAID-38)¹⁰⁴. The World Bank has provided assistance in improving trade and transport documents and procedures (WB-24)¹⁰⁵;
- (iv) EBRD has worked in Azerbaijan assisting with the simplification of procedures to bring them into line with EU and international standards (EBRD-39)¹⁰⁶;
- (v) For Kazakhstan, Kyrgyzstan and Tajikistan, EurAsEc has been promoting simplification of customs procedures and documentation, standardization of electronic forms, transition to uniform administrative records, use of a unified customs database and control of transit trucks and a one stop electronic window. It lacks the funds, however, to support the work with specialist assistance other than through shared training¹⁰⁷. USAID, in addition to supporting the Single Window Working Group, is providing assistance towards the harmonization of customs documentation and transport regulations and simplification of customs

¹⁰¹ 01-0167: Harmonization of Border Crossing Procedures, 2001

¹⁰² TA 6058REG: Trade Facilitation and Customs Cooperation, 2002; TA 6203REG: Trade Facilitation and Customs Cooperation Phase II, 2004

¹⁰³ TA 6437REG: Integrated Trade Facilitation Support for Central Asia Regional Economic Cooperation, 2007

¹⁰⁴ USAID: Improve Economic Policy and the Business Environment, nd

¹⁰⁵ P083906: Emergency Customs Modernization and Trade Facilitation Project, 2004

¹⁰⁶ http://www.delaze.ec.europa.eu/pdfs/enp/EU_Azerbaijan_AP.pdf

¹⁰⁷ Booz Allen Hamilton, **Assessment Report – Central Asia Customs and Trade Assessment Activity, Kazakhstan, Kyrgyzstan and Tajikistan**, 2006, pp.20, 36, 52

and transit procedures. It also is helping to simplify regulations and instructions (USAID-35)¹⁰⁸;

- (vi) In Kazakhstan, EU/TACIS prepared an overview of current customs procedures, tariffs, insurance, taxation and control mechanisms relevant to transit traffic (EU-19)¹⁰⁹. ADB sought to harmonize customs documentation at the Chu road crossing point with Kyrgyzstan (ADB-3)¹¹⁰. The World Bank, supported by USAID, will consolidate this work. It will also prepare a comprehensive review of legislation leading to the rationalization of all import, export, and transit procedures and documentation across government agencies and that in turn should lead to the development of e-document systems software (WB-29)¹¹¹. The Booz Allen report concluded that there were opportunities for further work on simplifying customs procedures and documentation requirements in Kazakhstan, including the licensing and certification requirements of other government agencies;
- (vii) ADB has supported Kyrgyzstan and Tajikistan to improve customs procedures, harmonizing clearance and control procedures with international standards and procedures in relation to risk assessments and post clearance verification and simplifying transit shipment procedures. ADB has sought to adopt and publicize new customs clearance and control procedures by introducing post clearance verifications based on risk assessments and supported the adoption with a procedural and instruction manual and staff training (ADB-152)¹¹². It has also supported re-engineering business processes to help ensure customs' practices and procedures are in line with international standards (ADB-162, ADB-163)¹¹³;
- (viii) In Mongolia, ADB did some work on enhancing business processes including preparation of a manual (ADB-171)¹¹⁴. It has also set out to expedite a joint processing pilot project between PRC and Mongolia customs authorities to harmonize procedures and provided training in administering those procedures (ADB-47)¹¹⁵.

53. In Kazakhstan, Kyrgyzstan and Tajikistan, there has been in-country support for business process improvement. Azerbaijan, Mongolia, Uzbekistan and Afghanistan do not appear to have received a similar level of support. It might be interesting for CAREC to determine the advantages and respective impacts of regional projects establishing frameworks and country projects following up with the necessary detailed work to implement the frameworks.

d. Risk Management and Post Clearance Audit

54. An important process to expedite customs' clearance is based on risk management and post clearance audit. ADB has financed three projects which addressed various aspects of risk management on a regional basis. The first developed risk management and post entry audit

¹⁰⁸ USAID: Regional Trade Liberalization and Customs Project, 2007-2011

¹⁰⁹ EU/TACIS: Support to the Development of a Transit Corridors Policy in the Republic of Kazakhstan, 2000-2002

¹¹⁰ L 1774KAZ: Almaty Bishkek Regional Road Rehabilitation, 2000-2007

¹¹¹ P 096998: Customs Modernization, 2008-2013

¹¹² L 1926KGZ, L 1927TAJ, TA 3950KGZ, TA 3951TAJ: Regional Trade Facilitation and Customs Cooperation Program, 2002-2005

¹¹³ TA 4450KGZ, TA4451TAJ: Capacity Building and Institutional Strengthening for the Customs Modernization and Infrastructure Development, 2005-2008

¹¹⁴ L 2307MON: Customs Modernization, 2006-2010

¹¹⁵ TA 6370REG: Development of Regional Cooperation Programs for Mongolia and the PRC, 2006

capacities and produced a WCO Risk Management Guide to serve as a common framework within which each participating country can develop its own risk management system. The second project assisted with the adoption of risk management based customs control procedures. It developed a regional framework for a risk management system. Both projects included training on risk management. The third project is seeking to address issues of common concern in both risk management and post clearance audit (ADB-150, ADB-155, ADB-172)¹¹⁶. ADB has identified a “baseline of compliance” for traders and sponsored risk management and post-entry audit seminars. Apart from this, almost all the attention in risk management and post-clearance audit has been directed at Kazakhstan, Kyrgyzstan and Tajikistan where USAID, ADB, World Bank and EU-TACIS have been active. Azerbaijan has received some attention with risk management from the EBRD, which assisted Customs to fully implement the currently applicable principles of risk-based customs control and post-clearance control (EBRD-39)¹¹⁷. A USAID project which has just started is to install a risk management module in Afghanistan’s ASYCUDA ICT system (USAID-37)¹¹⁸. Mongolia and Uzbekistan do not appear to have received the same level of donor attention directed at risk management and post clearance audits.

55. In Kazakhstan, USAID assisted with the introduction of a risk management system to streamline import procedures. That led to special Risk Management and Post-Entry Control units being established in all oblast Customs Departments (USAID-15)¹¹⁹. Risk management has been addressed by EU/TACIS. It improved the application of risk analysis and selectivity control in line with international standards at Kazakhstan’s international airports (EU-40)¹²⁰. The World Bank is presently supporting the implementation of new measures of cargo control and declaration processing based on risk management. This support includes implementation of a Risk Management System integrated with the Integrated Customs Information System (TAIS) to build-up experience with risk-management based operations. The World Bank is strengthening post-clearance verification and audit through the development of a risk management system for post clearance verification and post-clearance audit and is providing audit training (WB-29)¹²¹.

56. In Kyrgyzstan, USAID has assisted in having low risk trader designation and procedures introduced (USAID-21)¹²². ADB is assisting the Kyrgyz Customs Department introduce risk management practices at 10 border posts.

57. In Tajikistan, the ADB introduced post-clearance audit procedures based on risk assessments and preferred importers/exporters mechanism (ADB-152)¹²³.

58. In both Kyrgyzstan and Tajikistan, ADB has assisted in the introduction of databases with risk profiles (ADB-152)¹²⁴. It is helping to improve risk management and post-clearance audit procedures through: a) streamlining the examination of documents and merchandise at entry; b) supporting institutional capacity building to adopt risk-based post-transit and post-entry compliance audits; c) developing computerized models to analyze the “risk profiles” of

¹¹⁶ TA 6058REG: Trade Facilitation and Customs Cooperation, 2002-2007; TA 6203REG: Trade Facilitation and Customs Cooperation Phase II, 2004; TA 6437REG: Integrated Trade Facilitation Support for Central Asia Regional Economic Cooperation, 2007

¹¹⁷ http://www.delaze.ec.europa.eu/pdfs/enp/EU_Azerbaijan_AP.pdf

¹¹⁸ USAID, Trade Facilitation, 2009

¹¹⁹ USAID: Trade Facilitation and Investment Project, 2001-2006; USAID: Regional Trade Liberalization and Customs Project, 2007-2011

¹²⁰ EU/TACIS: Reform and Modernization of the Customs Control Committee of the Republic of Kazakhstan, 2006

¹²¹ P096998: Customs Modernization, 2009-2013

¹²² USAID: Trade Facilitation and Investment Project, 2001-2006

¹²³ L 1926KGZ, L 1927TAJ, TA 3951TAJ: Regional Trade Facilitation and Customs Cooperation Program, 2002-2005

¹²⁴ L 1926KGZ, L 1927TAJ, TA 3951TAJ: Regional Trade Facilitation and Customs Cooperation Program, 2002-2005

shipments; and d) establishing standardized procedures for post-clearance audits according to risk profile of shipments (ADB-153) ¹²⁵.

59. In Kazakhstan, Kyrgyzstan and Tajikistan, Eurocustoms has provided support for developing a cargo risk management system that provides simplified procedures for low-risk importers, assisted in the implementation of selective passenger inspections. In 2006, it started a project to develop and implement a risk management strategy, set up central risk information and analysis, and develop valuation, origin, classification, and fraud databases. In these countries, it has also helped to develop a post-clearance control strategy, develop a fraud database and financial fraud analysis procedures and train senior and middle management in post-clearance control (EuroC-2) ¹²⁶. In the three countries, it has trained senior and middle management in post-clearance control methodology, supported study tours for middle management, and provided a due diligence model to ensure that Customs Departments provide all necessary information to the business community (EuroC-2) ¹²⁷. USAID is improving risk assessment and post clearance auditing (USAID-35) ¹²⁸.

I. Metrology, Standards and Product Certification

60. A range of projects has addressed aspects of metrology and standards. In Tajikistan, USAID is assisting in the development of a Law on Metrology (USAID-35) ¹²⁹. It reorganised the Kyrgyz State Inspectorate on Standards and Metrology (KyrgyzStandard) into the National Institute of Standards and Metrology (NISM) to provide technical services to industry and government in line with international practice. It provided training for 72 technical specialists in government and industry from CARs. The training enabled them to become internationally qualified assessors to perform accreditation of testing and calibration laboratories in full accordance with the International Standard ISO/IEC 17025 “General Requirements for the Competence of Testing and Calibration Laboratories” (USAID-30) ¹³⁰. It is also helping to modernize metrology, accreditation and standardization regimes in Kazakhstan and supporting the Central Asian Cooperation on Metrology, Accreditation and Standardization (CAC-MASQ) and other regional organisations to ensure harmonization of procedural and documentary requirements. The World Bank is providing assistance to Kyrgyzstan to help structure and build-up a proposed standards and metrology accreditation body in accordance with international standards (WB-28) ¹³¹. GTZ is assisting the Kyrgyzstan government join the Metric Convention as well as providing capacity development for a number of national technical committees for standardization (GTZ-4) ¹³². In Azerbaijan, EBRD is strengthening the institutions in charge of standardisation, accreditation, conformity assessment, metrology and market surveillance to integrate them as much as possible within European and international structures (EBRD-38) ¹³³. Azerbaijan has also received assistance from the EU as part of a sub-regional project to harmonize standards, rules and practices in the gas and oil sectors (EU-8) ¹³⁴.

¹²⁵ TA 6058REG: Trade Facilitation and Customs Cooperation, 2002

¹²⁶ Booz Allen Hamilton, **Assessment Report – Central Asia Customs and Trade Assessment Activity, Kazakhstan, Kyrgyzstan and Tajikistan**, 2006, pp.20, 36, 52-53

¹²⁷ Booz Allen Hamilton, **Assessment Report – Central Asia Customs and Trade Assessment Activity, Kazakhstan, Kyrgyzstan and Tajikistan**, 2006, pp.21, 37 and 53

¹²⁸ USAID: Regional Trade Liberalization and Customs Project, 2007-2011

¹²⁹ USAID: Regional Trade Liberalization and Customs Project, 2007-2011

¹³⁰ USAID: Trade Facilitation and Investment Project, 2001-2006

¹³¹ P087811: Reducing Technical Barriers for Entrepreneurship and Trade Project, 2006-2010

¹³² GTZ: Support to Regional Economic Cooperation in Central Asia, Phase II, 2008-2010

¹³³ EBRD: http://www.delaze.ec.europa.eu/pdfs/enp/EU_Azerbaijan_AP.pdf

¹³⁴ 23010: Strengthening Regional Energy Co-operation in Eastern Europe and Caucasus, 2004-2006

61. With equipment, USAID has supplied modern scientific instrumentation and electronic test equipment to the National Metrology Institutes (GosStandards) of Kazakhstan, Kyrgyzstan and Tajikistan. It also arranged for the US Navy and the Boeing Corporation to provide modern scientific instrumentation and electronic test equipment to NISM in Kyrgyzstan in 2004 and 2006¹³⁵.

62. In certification, EBRD is also working in Azerbaijan to strengthen the capacity of the central coordinating body responsible for the regulation and certification of locally produced foodstuffs and other products with a view to ensuring the alignment of local quality standards and conformity certification to European standards (EBRD-38)¹³⁶. In Kyrgyzstan, the World Bank is supporting, on a pilot basis, the upgrading and accreditation of selected laboratories operating in the agro-business and food processing sectors as well as selected certifying bodies in quality management systems and products (WB-28)¹³⁷. In Tajikistan, the International Trade Centre has studied National Quality Infrastructure (NQI) and Regulatory Infrastructure and recommended the splitting of the accreditation function from Tajikstandart with the latter embarking on a major program to upgrade the facilities and national metrology standards in order to support industry and authorities with appropriate metrology services¹³⁸. GTZ, in its current project, is proposing to support Tajikstandart implement ISO 9000-9001 into their procedures and participate at ISO technical committees. It will also assist developing a strategy for NQI which will include a review of legislation to facilitate NQI. In Uzbekistan, GTZ is providing support to improve standardization and certification through adoption of ISO standards and to improve NQI to international standards in respect of export oriented goods (GTZ-8)¹³⁹. CAREC is proposing two regional technical assistance projects. One is to perform a 'gap analysis' of the legal framework and technical and operational capability of certification bodies leading to investment proposals for establishment of development certification laboratories. The second is to assess product certification capability of each country, followed by assistance to close gaps through training and other HRD interventions and the provision of facilities and equipment (ADB-220, ADB-221)¹⁴⁰.

J. Multimodal and Intermodal Facilities, and Logistics Centres

63. All CAREC members are signatories to the Intergovernmental Agreement on the Asian Highway Network. All but PRC are members of SPECA. Azerbaijan, Kazakhstan, Tajikistan and Uzbekistan are signatories of the Agreement on the Trans-Asian Railway Network. This agreement has identified about 25 stations of international importance in the CAREC region which SPECA considers warrant being intermodal points (SPECA-11)¹⁴¹. There might be value in there being considered for adoption within the CAREC framework. UNESCAP has done a number of small studies of intermodal and logistics centre opportunities along its Asian Highway network (ESCAP-22, ESCAP-23, ESCAP-32)¹⁴².

¹³⁵ http://centralasia.usaid.gov/files/Instrument_donation-Kg_FEb_24.pdf

¹³⁶ EBRD, reported in http://www.delaze.ec.europa.eu/pdfs/enp/EU_Azerbaijan_AP.pdf

¹³⁷ P087811: Reducing Technical Barriers for Entrepreneurship and Trade Project, 2006-2010

¹³⁸ http://www.untj.org/files/news/SME/Issue3_eng.pdf

¹³⁹ GTZ: Support to Regional Economic Cooperation in Central Asia, Phase II, 2008-2010

¹⁴⁰ REG TA4: Strengthening Capabilities of National Certification Bodies, 2011-2012; REG TA5: Product Certification and Weighing Machine Standards, 2010

¹⁴¹ <http://www.unescap.org/oes/speca/docs/events/12th%20session%20of%20the%20speca%20pwg%20on%20transport%20and%20border%20crossing%20-%202013-14%20march%202007,%20dushanbe/presentations/ahtarnet.pdf>

¹⁴² ROK06005: Promoting the Role of the Asian Highway and Trans-Asian Railway: Intermodal Interfaces as Focus for Development, 2006-2008; ROK05003: Regional Intermodal Transport Planning (Phases I and II), 2005-2008; AG306001: Logistics Planning Models for Enterprises and Logistics Clusters, 2006-2008

64. There have been a number of regional and other studies of inter or multimodal issues. The Economic Cooperation Organisation (ECO)¹⁴³ has investigated freight forwarding and multimodal transport operations and facilities and made recommendations for improvements to overcome transport bottlenecks, and thereby introduce cost effective multimodal transport operations in the ECO region (ECO-1)¹⁴⁴. TRACECA made a study of railway operations leading to recommendations concerning multimodal transport (TRAC-18)¹⁴⁵ and INOGATE of oil and gas requirements for a multimodal oil transport system capable of carrying 10 million tons of oil or oil products per year, using rail and ports at Aktau and Dubendi (INO-1)¹⁴⁶. At a country level, ADB assessed opportunities for multimodal integration in Mongolia to support seamless freight and passenger transport. It is now assisting with the preparation of a national strategy for promoting multimodal transport in Mongolia. The strategy will include a road map for promoting multimodal transport including the development of a multimodal facility at Zamyn Uud, on CAREC Corridor 4b but not on UNESCAP's intermodal network development. Ulaan Baatar serves as UNESCAP's preferred location (ADB-13)¹⁴⁷. CAREC is proposing three further studies of multimodal facility issues during the period 2010-2013. The first follows an earlier study which evaluated intermodal options of the Osh-Sary Tash-Irkeshtam road and is planned to survey and examine potential logistics sites, facilities, terminals and equipment that could be adapted to produce appropriate intermodal facilities along two CAREC corridors. The second proposes an examination of physical infrastructure, transloading technologies and processes leading to an action plan for multimodal transport in the CAREC region. The third is to prepare a feasibility study of an intermodal logistics park in Ulaan Baatar (ADB-15, ADB-202, ADB-228, ADB-221, ADB-195)¹⁴⁸. The second study might be considered a priority because it has the potential to determine priorities between each of the CAREC corridors. Identifying two corridors would have the advantage of prioritizing rail and road investment priorities. EBRD also has the promotion of multimodal services in Azerbaijan on its agenda (EBRD-22)¹⁴⁹.

65. SPECA currently is encouraging the operationalization of international intermodal transport corridors to and from SPECA countries.

66. On other issues, TRACECA has proposed a draft multimodal transit law as well as providing on-the-job training in international transport law to specialists within each national TRACECA commission (TRAC-24)¹⁵⁰. UNDP is proposing a comprehensive study of international container transshipment stations to promote the development of a multimodal transportation system in PRC (UNDP-16)¹⁵¹. CAREC is also proposing what is predominantly a management study to seek improvements in the competitive capacity, management, technological, logistical and other aspects of cargo delivery by mode of transport in the CAREC

¹⁴³ of CAREC participating countries, Afghanistan, Azerbaijan, Kazakhstan, Kyrgyzstan, Tajikistan and Uzbekistan are members

¹⁴⁴ LDSMD166/A:04.DOC/PI-10/RI: Multimodal Transport Study, 1999

¹⁴⁵ TRACECA: Review of Railway Rehabilitation in Central Asia, 2004-2006

¹⁴⁶ 98.01: Follow-up on Institutional Issues (Phase B) - Multimodal Oil Transport System and Creation of a Common Operator, 2000-2001

¹⁴⁷ TA 3990MON: Road Development Project III, 2002; TA 7110MON: Regional Logistics Development Project, 2009

¹⁴⁸ TA 6024REG: Regional Cooperation in Transport Projects in Central Asia, 2002-2006; REG TA28: Feasibility study for Rail and Intermodal Transport in PRC, Kyrgyzstan and Uzbekistan, 2010; REG TA13: Development of Multimodal Transport along CAREC corridors, 2013; MON TA5: Regional Logistics Development, 2008-2009; MON TA2: Ulaan Baatar Intermodal Logistics Park Feasibility Study, 2010

¹⁴⁹ EBRD: http://www.delaze.ec.europa.eu/pdfs/enp/EU_Azerbaijan_AP.pdf

¹⁵⁰ 2002/027-526: Common Legal Basis for Transit Transportation, 2002-2004

¹⁵¹ UNDP – reported in the New Silk Road Project documentation

region (ADB-213)¹⁵². There might be advantages in having this aspect of multimodal operations also examined in the study described in paragraph 64 above.

67. Logistics and logistics centres have become of increasing interest to donors in the second part of this decade. Early in the decade, TRACECA conducted a study of the logistics of oil transport in Azerbaijan, leading to a specification of sustainable tailor-made oil transport by rail logistics concept, which was to include "one-stop-shopping" for customers and the development of logistics centres and logistics support units (TRAC-23)¹⁵³. ADB also addressed logistics in Azerbaijan, developing a framework and plans for development of an international logistics centre (ADB-29)¹⁵⁴.

68. There has not been much activity regarding logistics centres in CARs other than a TRACECA study which included the preparation of a feasibility study for the establishment of modern logistic centres to consolidate freight, starting with road transport in each of the four countries of Central Asia, including proposals for the location of such centres. This work is to be followed by a second project reviewing logistics capacities leading to an identification of what needs to be done to develop an efficient logistic centres' network along all TRACECA corridors with prioritization as to where the centres should be located (TRAC-4, TRAC-31)¹⁵⁵. The study appears to be part of CAREC's forward planning (ADB-181).

69. In Xinjiang province, ADB provided assistance to help prepare a strategy to develop the logistics industry. The strategy was to address the development of a regional logistics system and matching transportation network centred around Urumqi through a master plan. The work also supported trade logistics development studies for Mongolia and PRC's Inner Mongolia Autonomous Region (ADB-150, ADB-166)¹⁵⁶. A subsequent project formulated a sub-regional strategy for trade logistics development in PRC and Mongolia and assisted the authorities at border towns such as Zhamyn Uud and Erenhot to formulate and implement urban development plans aimed at developing trade logistics (ADB-47)¹⁵⁷. A current project is supporting the improvement of the operational efficiency of freight terminals in Urumqi by introducing a web-based transport logistics system (ADB-174)¹⁵⁸. CAREC is proposing a logistics centre in Khorgas with the latest technology to sustain economic development and trade in the area. The centre is targeted for private sector funding and presents opportunities for the private arms of IFIs to become engaged in CAREC's trade development activities (ADB-197)¹⁵⁹. If the study starts before CAREC's action plan for multimodal transport noted in paragraph 65, it is likely to point that study to the Khorgas route to Europe rather than alternatives through Dostik in Kazakhstan or Torugart or Irkeshtan in Kyrgyzstan.

70. On a regional basis, ADB is currently engaged in assisting the development of efficient regional trade logistics industries including promoting the development of public private partnerships (PPP) (ADB-172)¹⁶⁰. CAREC is also proposing a project to study market demand as a basis for establishing short, medium and long term needs for logistics facilities and

¹⁵² REG TA30: Developing Multimodal Transport Systems, 2011

¹⁵³ EUROPEAID 113200/C/SV/Multi: Railway Transit Oil Logistical Centre, 2002-2003

¹⁵⁴ TA 4582AZE: Transport Sector Development Strategy, 2005-2006

¹⁵⁵ EUROPEAID/122076/C/SER/Multi: Development of Coordinated Transport Policies, 2007-2008; TRACECA: Logistic Centres Network for All TRACECA Countries: Central Asia, Caucasus and European TRACECA, nd; REG TA29: Development of Logistics Centres and Rail Multimodal Hubs to Serve CAREC Region, 2008-2010;

¹⁵⁶ TA 6058MON: Trade Facilitation and Customs Cooperation, 2002-2007; TA 4873PRC: Logistics Development and Capacity Building in Xinjiang Uygur Autonomous Region, 2006

¹⁵⁷ TA 6370REG: Development of Regional Cooperation Programs for Mongolia and the PRC, 2006

¹⁵⁸ L 2393PRC: Xinjiang Regional Road Improvement Project (Korla-Kuqa Section), 2007-2012

¹⁵⁹ PRC IP8: Khorgas International Logistics Centre, nd-2010

¹⁶⁰ TA 6437REG: Integrated Trade Facilitation Support for Central Asia Regional Economic Cooperation, 2007

equipment and to evaluate current plans for the construction of logistics centres in a number of locations in Kyrgyzstan, Tajikistan, Mongolia, Xinjiang province and Inner Mongolia (which is not part of CAREC). It intends to develop a list of investment priorities and identify potential sources of finance for construction (ADB-226) ¹⁶¹.

K. Transit

71. TRACECA has done a study of transit fees across its rail, road and maritime routes with a particular focus on rail tariffs. The project also sought to improve contact between traders and rail companies by easier access through all freight forwarders, so that there is greater opportunity to establish competitive tariffs for new business (TRAC-22) ¹⁶². A separate project catalogued present bilateral and multilateral transport transit agreements applicable to TRACECA states, analysing their impact and recommending appropriate action to adapt or modify them where they are in conflict with TRACECA agreements. It also produced a guide to international conventions and agreements and proposed a draft multimodal transit law and technical standards for road freight vehicle construction-and-use that could be incorporated within the road transport Annexe to the Basic Multilateral Agreement (TRAC-24) ¹⁶³. USAID, in collaboration with the World Bank, is also charting the main transit corridors, both road and rail, in Central Asia, including Afghanistan. Its study will show the distance, time and costs associated with moving a truck along each route. The information is being used as a tool to work with transport associations and national regulators to reduce the number and nature of the constraints identified along the routes as well as a source of valuable data to exporters (USAID-5, WB-37) ¹⁶⁴. GTZ has done a similar study. CAREC has also recently established a corridor performance measurement monitoring system to generate baseline information on the movement of goods and people along six corridors, using freight forwarders and road carrier associations to collect the information.

72. Some work is being done on developing a guarantee system. USAID is helping to design and introduce a transit scheme and guarantee or insurance mechanisms appropriate for Central Asia and its main trading partners (USAID-35) ¹⁶⁵. GTZ is considering a customs guarantees system and electronic payments to be included at later stages of its single window project implementation in Kyrgyzstan (GTZ-5) ¹⁶⁶. CAREC is also planning projects to develop recommendations on the feasibility of implementing alternative customs guarantee systems and further steps for development of a customs guarantee system, including those related to the TIR Carnet (ADB-187, ADB-212) ¹⁶⁷.

73. In the context of TIR, the International Road Transport Union (IRU) provides obligatory training for all new members. The training is directed at representatives of transport associations, customs and ministries of transport that deal with TIR matters at the operational and management level. The trainees then are responsible for training other people in their organisations. Training includes a grounding in the TIR System, the TIR Convention, the roles and responsibilities of the actors involved, the TIR guarantee chain overview, and a description of a TIR operation (IRU-3) ¹⁶⁸. IRU and CAREC are supporting the development of a SafeTIR

¹⁶¹ REG IP4: Trade and Industrial Logistics Centers with an Information Exchange System, 2011-2014

¹⁶² 01-0181: Unified Policy on Transit Fees and Tariffs, 2001

¹⁶³ 2002/027-526: Common Legal Basis for Transit Transportation, 2002-2004

¹⁶⁴ USAID: Regional Trade Liberalization and Customs Project, 2007-2011

¹⁶⁵ USAID: Regional Trade Liberalization and Customs Project, 2007-2011

¹⁶⁶ GTZ: Support to Regional Economic Cooperation in Central Asia, Phase II, 2008-2010

¹⁶⁷ REG TA9: Simplified Transit Procedures, 2009; REG TA12: Strengthening Customs Guarantee Systems in the CAREC Region, 2011

¹⁶⁸ http://www.iru.org/index/en_iru_tir_scope_index#

system for Kyrgyzstan¹⁶⁹. USAID has studied the utilization of the TIR System in Central Asia to provide information to produce a transport cost analysis (USAID-31)¹⁷⁰. It is presently supporting the implementation of TIR systems in Kazakhstan, Kyrgyzstan, Tajikistan and Afghanistan (USAID-35, USAID-37)¹⁷¹. In an earlier project, USAID had used IRU to provide training to CARs. This training encouraged customs officers to develop their own staff training programs and to develop TIR application manuals that could be used at each BCP to assist on-the-ground customs officers (USAID-31)¹⁷². PRC is the only CAREC participating country which is not a member of IRU, (Afghanistan is not yet an operational member). ADB is assisting PRC's accession to TIR by providing PRC with access to the experiences of other TIR countries and providing training on customs-related operations (ADB-47)¹⁷³. CAREC is proposing a major review of transit systems among its participating countries. The study would lead to recommendations to address transit difficulties making systems more efficient. It would include coordination in transit countries or the establishment of an association to implement the system. It would also determine the feasibility of implementing a pilot transit system along one corridor based on a one-time customs guarantee (ADB-187)¹⁷⁴. ADB is also proposing a project to address the issue of perceived low TIR acceptance and usage (ADB-173)¹⁷⁵.

74. In Afghanistan, ADB, as part of a study of infrastructure investment options, has recommended specific cost recovery measures (e.g. transit fees and tolls) for infrastructure investments (ADB-157)¹⁷⁶. It provided assistance to strengthen and modernize transit agreements by establishing and supporting the operation of an inter-ministerial permanent commission to review trade and transit agreements and renegotiate them or negotiate new agreements as necessary. It also helped draft a Domestic Transport Law which included provision for transit fees and control of vehicle entry into Afghanistan and temporary storage of goods unloaded from overloaded trucks (ADB-167)¹⁷⁷. USAID is about to start a project which will address TIR issues in Afghanistan (USAID-37)¹⁷⁸. The World Bank provided assistance to develop a transit-related financial and insurance capacity (WB-24)¹⁷⁹.

L. Vehicle Standards

75. USAID is presently supporting the harmonization of vehicle standards, weight limits and measurement systems and the adoption of common standards for vehicle registration and documentation in Kazakhstan, Kyrgyzstan and Tajikistan (WB-24)¹⁸⁰. In Mongolia, ADB supported the establishment of regulations on cross-border vehicles according to international standards (ADB-24)¹⁸¹. CAREC plans a project which will seek a cross border agreement

¹⁶⁹ Booz Allen Hamilton, **Assessment Report – Central Asia Customs and Trade Assessment Activity, Kazakhstan, Kyrgyzstan and Tajikistan**, 2006, p. 39

¹⁷⁰ USAID: Trade Facilitation and Investment Project, 2001-2006

¹⁷¹ USAID: Regional Trade Liberalization and Customs Project, 2007-2011, USAID: Trade Facilitation and Liberalization Project, 2009

¹⁷² USAID: Trade Facilitation and Investment Project, 2001-2006

¹⁷³ TA 6370REG: Development of Regional Cooperation Programs for Mongolia and the PRC, 2006

¹⁷⁴ REG TA9: Simplified Transit Procedures, 2009

¹⁷⁵ REG TA14: Development of Coordinated National Transport Policies, 2007-2009

¹⁷⁶ TA 4536AFG: Cross Border Trade and Transport Facilitation, 2004-2006

¹⁷⁷ TA 4906AFG: Capacity Building for Customs and Trade Facilitation, 2006

¹⁷⁸ USAID, Trade Facilitation, 2009

¹⁷⁹ P083906: Emergency Customs Modernization and Trade Facilitation Project, 2004

¹⁸⁰ USAID: Regional Trade Liberalization and Customs Project, 2007-2011

¹⁸¹ L 2087MON: Regional Road Development, 2004-2009

between PRC, Kyrgyzstan and Tajikistan which will address common requirements for the admittance of road vehicles (ADB-179)¹⁸².

M. Information

76. Availability of information is an important attribute of an efficient trade and transit system. The World Bank recognized this when it recommended that publishing up-to-date border crossing rules and their interpretation needs to be addressed (WB-23)¹⁸³. ADB has established a website to publish all reports on CAREC's trade facilitation program (ADB-150)¹⁸⁴. Being able to obtain all relevant material remains an issue. ADB has also sought to establish an information platform, pilot-tested initially with Kyrgyz and PRC customs and with Kazakh and PRC customs (ADB-155)¹⁸⁵. The platform does not yet appear to have been extended to other countries. In Kyrgyzstan, ADB supported the adoption of new customs clearance and control procedures and having them made publicly available (ADB-152)¹⁸⁶. GTZ has recently established a web site to provide information in English and Russian for exporters/importers concerning trade (export/import) forms, contacts (agencies, addresses, costs), "who is responsible for what" and to provide information or links about relevant legislation and tariffs (GTZ-5)¹⁸⁷. OSCE has recently opened a centre for promoting cross-border trade between Tajikistan and Afghanistan in order to provide information on customs and markets to entrepreneurs on both sides of the border (OSCE-1)¹⁸⁸. For its region, TRACECA has supported the establishment, operation and regular update of a web based centre for Frequently Asked Question (FAQ's), major events of TRACECA and an update of the TRACECA traffic database (TRAC-26)¹⁸⁹. UNDP examined the issue of improved communication and access to information as a means of promoting trade and transit in the Silk Road Region (UNDP-4)¹⁹⁰. In Kazakhstan, EU-TACIS supported the development of an effective state-supported mechanism for attracting private investment for establishment of services to be arranged along international transit highways and the provision of integrated information services on those routes for international suppliers (EU-31)¹⁹¹. CAREC is also planning support to increase the flow of information about trade to assist exporters, importers and the logistics industry in three projects. The first will survey all measures affecting trade and transport and publish them on the CAREC website. The second will compile, document, and publish all import/export trade procedures, rules and regulations and requirements of customs and other government agencies and all other national measures affecting trade like bans, prohibitions, quotas, licensing, technical standards, taxes and fees, finance measures and foreign exchange regulations and publish this information in an appropriate way. The third will document all taxes, charges, fees and payments affecting transporters in each CAREC country and categorize them by type or purpose and will publish the information in an appropriate way (ADB-200, ADB-211, ADB-224)¹⁹². UNDP is supporting

¹⁸² REG TA18: Preparation of a Cross Border Agreement among the People's Republic of China, Kyrgyz Republic and Tajikistan, 2008-2010

¹⁸³ 33879: Transport and Trade Facilitation Issues in the CIS 7 and Kazakhstan and Turkmenistan, 2003

¹⁸⁴ TA 6058REG: Trade Facilitation and Customs Cooperation, 2002-2007

¹⁸⁵ TA 6203REG: Trade Facilitation and Customs Cooperation Phase II, 2004

¹⁸⁶ L 1926KGZ: Regional Trade Facilitation and Customs Cooperation Program, 2002-2005

¹⁸⁷ GTZ: Support to Regional Economic Cooperation in Central Asia, Phase II, 2008-2010

¹⁸⁸ OSCE: no information

¹⁸⁹ TRACECA: Trade Facilitation and Institution Support, 2004-2006

¹⁹⁰ UNDP: Silk Road Area Regional Programme, 2004-2006

¹⁹¹ EU-TACIS: Mechanism to Support Development of Road Service Infrastructure on Transit Routes of Kazakhstan, 2004-2005

¹⁹² REG TA15: Survey of Measures/Practices Affecting the Movement of Goods in CAREC Countries, 2010; REG TA6: CAREC Trade Portal, 2011; REG TA22: Survey of Taxes and Charges Applicable to Transport Operators, 2011-2012

the publication of a series of guides and catalogues for foreign investors and national exporters about Uzbekistan (UNDP-6)¹⁹³. UNDP also plans to gather the forms used in international trade transactions in Kyrgyzstan, together with information on documentary procedures and data elements required in the forms, legislative acts regulating the documentary procedures and business processes. Using this information as a base for a pilot project, it intends to develop a regional web facility for gathering document forms and information exchange on documentary procedures in SPECA countries (UNDP-10)¹⁹⁴. As mentioned in paragraph 38, UNDP also maintains a webpage on IBM programs in the CAR region.

N. Capacity development

77. Capacity development has already been touched on in the sub-sections on WTO accession, IBM and process efficiency. It should be borne in mind that CD is likely to require a long term focus based on a clear change management strategy. That change management strategy needs to be followed consistently unless it proves ineffective. Two projects have made a clear commitment to a change management strategy: the World Bank's Customs Modernization Project in Kazakhstan and ADB's regional Trade Facilitation and Customs Cooperation Project Phase II (WB-29, ADB-150)¹⁹⁵.

78. There have been large projects in most CAREC countries which have had a strong focus on CD. A major focus of the CD has been the development of a central ICT system and human resource development. EBRD has assisted Azerbaijan Customs (EBRD-38, EBRD-39)¹⁹⁶; the World Bank has funded Afghanistan's Emergency Customs Modernization and Trade Facilitation Project (WB-24) and Kazakhstan's current Customs Modernization Project (WB-29); ADB has supported the Regional Trade Facilitation and Customs Cooperation Program and the Regional Customs Modernization and Infrastructure Development Project (ADB-165)¹⁹⁷ in Kyrgyzstan and Tajikistan and the Customs Modernization Project in Mongolia (ADB-171)¹⁹⁸.

79. In its border work, BOMCA has approached training through developing country based training institutes. The programs concentrate on border guards but also train customs officers in specialised activities. BOMCA6 has supported training sniffer dogs, initially at the Kazakh National Training Institute. It has subsequently constructed a dog training centre in Kyrgyzstan (BOMCA-2). BOMCA6 built or renovated training institutes in Kazakhstan, Kyrgyzstan, Tajikistan and Uzbekistan (BOMCA-8). IOM established a Border Guards' Training School in Azerbaijan and developed a curriculum there (IOM-1)¹⁹⁹.

80. CD has addressed a broad range of issues, though there has been a focus on central computer systems, process re-engineering and improving base level skills of customs officers. The principal CD issues addressed include:

- (i) in Afghanistan, USAID has performed a major overhaul of the Customs Department which included reviewing the structure and management of all customs' entities and providing training to existing and new staff members (USAID-39)²⁰⁰. ADB developed training courses to be run by the Customs

¹⁹³ 45910: Capacity Building and Strengthening Foreign Trade and Investment Promotion Institutions in Uzbekistan, 2005-2009

¹⁹⁴ ECE/GC/2009/005: no name, 2009

¹⁹⁵ P096988: Customs Modernization, 2008-2013; TA6058: Trade Facilitation and Customs Cooperation, 2002

¹⁹⁶ http://www.delaze.ec.europa.eu/pdfs/enp/EU_Azerbaijan_AP.pdf

¹⁹⁷ L 2113REG: Regional Customs Modernization and Infrastructure Development Project, 2005-2010

¹⁹⁸ L 2307MON: Customs Modernization Project, 2005-2010

¹⁹⁹ IOM: Integrated Border Management, nd

²⁰⁰ Reported in EU's support to Customs Admin in Afghanistan

Training Centre and provided training on corruption issues (ADB-167)²⁰¹. In other agencies, it developed training for Ministry of Commerce staff in trade and facilitation (ADB-161)²⁰²;

- (ii) in Azerbaijan, the ADB made proposals for the institutional strengthening of the Ministry of Transport and the road agency (ADB-29, ADB-30)²⁰³. EBRD has strengthened training capacity, conducted training and provided information to strengthen the proficiency of customs officials based on EU best practice and experience. It also developed a comprehensive education and training strategy on border management, including improved understanding of Schengen rules and standards (EBRD-40)²⁰⁴. WCO has recently produced a technical report with recommendations to facilitate economic and trade diversification/reduce the cost of customs processes and re-engineer the IT system (WCO3)²⁰⁵;
- (iii) in Kazakhstan, the World Bank with WCO is assessing the viability of a Customs Academy and developing a wide range of training courses for customs officials, financial management staff in the Customs Department and in integrated tariff systems, intelligence, investigations, and anti-smuggling functions related to law enforcement. Most importantly it is developing a comprehensive HRM plan (WB-29, WCO-13)²⁰⁶. USAID has provided customs officers with details of Kazakh law and internationally applied mechanisms for enforcement through workshops and specialized training (USAID-11)²⁰⁷. It has also trained both governmental and non-governmental personnel in its reduction of investment constraints (RIC) methodology. The idea is for trained personnel to apply the methodology to reduce administrative barriers in cities and oblasts throughout Kazakhstan. This work has been extended through a multiplication program that is using Kazakh partner associations to train associations in Tajikistan, Kyrgyzstan and Uzbekistan in RIC methodology (USAID-28)²⁰⁸. In Kazakhstan, EU-TACIS has produced a training needs assessment for freight forwarders and a training course in accordance with recommendations of the International Federation of Freight Forwarders Associations (FIATA) (EU-19)²⁰⁹. It had a small project to develop a training needs analysis for the Customs Training Centre and supported some seminars for training trainers (EU-25)²¹⁰. Later it sought to develop an HRM strategy and enhance the training capacity and methods of the CCC Training Centre (EU-40)²¹¹. It also arranged for the twinning of customs operations at Astana Airport with Madrid, supporting the arrangement with training and study tours (EU-26)²¹². It helped develop a code of conduct for customs officers supported by training in the Arusha Declaration²¹³. The EU is

²⁰¹ TA 4906AFG: Capacity Building for Customs and Trade Facilitation, 2006

²⁰² TA 4699AFG: Building the Capacity of the Ministry of Commerce for Trade and Transit Facilitation, 2005

²⁰³ TA 4582AZE: Transport Sector Development Strategy, 2005-2006; TA 4684AZE: Preparing the Southern Road Corridor Improvement Project Alyat-Astara, 2005-2006

²⁰⁴ http://www.delaze.ec.europa.eu/pdfs/enp/EU_Azerbaijan_AP.pdf

²⁰⁵ WCO: Economic and Trade Assessment Mission, 2009

²⁰⁶ P 096998: Customs Modernization, 2008-2013

²⁰⁷ USAID: Trade Facilitation and Investment Project, 2001-2006

²⁰⁸ USAID: Trade Facilitation and Investment Project, 2001-2006

²⁰⁹ EU-TACIS: Support to the Development of a Transit Corridors Policy in the Republic of Kazakhstan, 2000-2002

²¹⁰ EU-TACIS: Training (Support to the Customs Training Centre), 2002

²¹¹ EU-TACIS: Reform and Modernization of the Customs Control Committee of the Republic of Kazakhstan, 2006

²¹² EU-TACIS: Customs Control (Airport Twinning Madrid-Astana), 2002

²¹³ Booz Allen Hamilton, **Assessment Report – Central Asia Customs and Trade Assessment Activity, Kazakhstan, Kyrgyzstan and Tajikistan**, 2006, p.20

also supporting capacity development within the Ministry of Industry and Trade and the Centre of Trade Policy Development to develop and implement trade policy (EU-14)²¹⁴. Eurocustoms is also providing support in developing modern HRM policies and procedures and providing basic and advanced training on priority customs' topics and training in training centre management (EuroC-5)²¹⁵;

- (iv) in Kyrgyzstan, the ADB is currently supporting the establishment of a fully operational Bishkek–Torugart Road Corridor Management Department demonstrating best practice in effective operation and management of corridor assets (ADB-76)²¹⁶. The US Government provided training for border guards and customs officers on anti-smuggling operations (USG-6)²¹⁷. The US Department of State funded two people from Kyrgyzstan and Tajikistan to participate in an intellectual property course in Hungary run by the US Department of Justice. ADB has provided and continues to provide training on basic computer skills, computer management and maintenance skills, risk management and post-clearance audit and modern customs control practices (ADB-152, ADB-165)²¹⁸. Eurocustoms has provided training in risk assessment, ethics awareness and the revised Customs Code²¹⁹ and EU on the Arusha Declaration (EU-15)²²⁰. USAID is providing capacity development and training to ensure agencies are able to meet their WTO obligations (USAID-35)²²¹. GTZ is providing training on development of technical regulation and their differentiation from standards (GTZ-5)²²²;
- (v) in Mongolia, training has been directed at laboratory officials over the management of toxic waste and other hazardous substances (ADB-171)²²³. WCO has been active providing specialized training and workshops on risk management and post clearance audits and an agreement for the Netherlands Customs Department to provide CD (WCO-22, 24, 25, 26, 27, 28, 29, 31, 32). Despite WCO activities, Mongolia does not appear to have had the same level of CD support as other CAREC countries;
- (vi) Tajikistan very much reflects Kyrgyzstan experience with the conjoint ADB projects providing training on basic computer skills, computer management and maintenance skills, risk management and post-clearance audit and modern customs control practices. ADB also provided 'targeted' training courses, designed curricula in line with international best practice and provided training in using and maintaining customs examination equipment which had been provided

²¹⁴ 2007/019-246: Economic Development in Kazakhstan - Enhancing Economic Diversification and Competitiveness in Kazakhstan, 2007-2011

²¹⁵ Booz Allen Hamilton, **Assessment Report – Central Asia Customs and Trade Assessment Activity, Kazakhstan, Kyrgyzstan and Tajikistan**, 2006, pp.20-21

²¹⁶ G 0123KGZ: CAREC Transport Corridor 1 (Bishkek-Torugart Road) Project, 2008-2014

²¹⁷ USG: Customs Control and Border Security, mentioned in L 2113KGZ

²¹⁸ L 1926KGZ: Regional Trade Facilitation and Customs Cooperation Program, 2002-2005; L 2113REG: Regional Customs Modernization and Infrastructure Development Project, 2005-2010

²¹⁹ Reported in L 2113REG

²²⁰ Booz Allen Hamilton, **Assessment Report – Central Asia Customs and Trade Assessment Activity, Kazakhstan, Kyrgyzstan and Tajikistan**, 2006

²²¹ USAID: Regional Trade Liberalization and Customs Project, 2007-2011

²²² GTZ: Support to Regional Economic Cooperation in Central Asia, Phase II, 2008-2010

²²³ L 2307MON: Customs Modernization Project, 2005-2010

(ADB-152, ADB-165)²²⁴. USAID has provided customs staff with training in the Arusha Declaration (USAID-35)²²⁵;

- (vii) in Uzbekistan, UNDP has provided training for officials on their new Customs Code (UNDP-7)²²⁶. IFC has provided training for regulatory agencies such as the Fire and Sanitary Inspectorates targeted at inspectors to streamline their work (SECO-1)²²⁷. Uzbekistan also appears to have received less CD assistance than some of its neighbours.

81. In Kazakhstan, Kyrgyzstan and Tajikistan, USAID is training customs and trade officials in aspects of the WTO agreements that are most important for facilitating trade and in basic skills of customs administration, including tariff classification, valuation, and rules of origin (USAID-35)²²⁸. Eurocustoms has supported the development of training centres, trained trainers and also delivered basic and advanced courses to customs' officers (EuroC-10)²²⁹.

82. At a regional level, ADB has provided generalized training to customs' officers (ADB-172)²³⁰. It is currently delivering a broad based set of training modules on trade policy, law and regulation, and border management. There has also been a strong emphasis on general management within a management development program (ADB-178)²³¹. Training on a regional basis has been provided by a number of donors:

- (i) Risk management by the ADB (ADB-150)²³²;
- (ii) operating ICT and communication systems provided to BCPs by TRACECA (for CARs) (TRAC-20)²³³;
- (iii) training courses for business people and business councils in CARs and PRC on trade and transit issues as they affect business (UNDP-4)²³⁴ and workshops on WTO accession by UNDP (UNDP-3)²³⁵;
- (iv) a comprehensive set of training modules for senior and very senior departmental officials responsible for cross-border operations and other transport issues by TRACECA, including supporting the training with study tours (TRAC-1)²³⁶. TRACECA has provided on-the-job training in international transport law to the specialists within each National TRACECA Commission and to members of the legal working groups (TRAC-24)²³⁷. In a current project, TRACECA is extending its work to training establishments, to ensure that teaching staff are familiarised with latest transport planning techniques and tools, investment appraisal

²²⁴ L 1927TAJ: Regional Trade Facilitation and Customs Cooperation Program, 2002-2005; L 2113REG: Regional Customs Modernization and Infrastructure Development Project, 2005-2010

²²⁵ USAID: Regional Trade Liberalization and Customs Project, 2007-2011

²²⁶ 53569: Improving the System of Customs Administration in the Republic of Uzbekistan, 2006-2008

²²⁷ IFC: Uzbekistan Business Enabling Environment Project, 2002

²²⁸ USAID: Regional Trade Liberalization and Customs Project, 2007-2011

²²⁹ Booz Allen Hamilton, **Assessment Report – Central Asia Customs and Trade Assessment Activity, Kazakhstan, Kyrgyzstan and Tajikistan**, 2006, pp. 21, 38, 54

²³⁰ TA 6437REG: Integrated Trade Facilitation Support for Central Asia Regional Economic Cooperation, 2007

²³¹ TA 6375REG: Capacity Development for Regional Cooperation in CAREC Participating Countries Phase1, 2008-2010

²³² TA 6058REG: Trade Facilitation and Customs Cooperation, 2002-2007

²³³ SCR-E/110622/C/SV/WW: Customs Facilities at C. Asian Road Border Crossings, 2001

²³⁴ UNDP: Silk Road Area Regional Programme, 2004-2006

²³⁵ UNDP: Silk Road Area Development Programme: Capacity Building for Regional Cooperation and Development, 2002-2004

²³⁶ TRACECA: Capacity Development for Senior Transport Officials, 2003-2005

²³⁷ 2002/027-526: Common Legal Basis for Transit Transportation, 2002-2004

techniques and other methodologies including environmental analysis of transport sector investments. Training is enhanced through improved pedagogical skills, teaching techniques and curricula development methods. There is a particular focus on multimodal transport and interoperability to ensure that training institutes and internal departmental training areas are able to deliver 'state-of-the-art' training in these areas (TRAC-5)²³⁸. This project is also to produce an appraisal of the potential for establishing a regional training centre for advanced transport training. The establishment of such an institute might be of interest to CAREC in its development of the CAREC Institute and in extending this work to the non-TRACECA membership of CAREC. TRACECA has provided training to develop expertise in the international carriage of perishable foodstuffs (ATP Agreement), for customs brokers in the new procedures being introduced (TRAC-21)²³⁹, for customs staff in operating the Automated Customs Clearance System (ACCS) installed in a project. For freight forwarders, it has prepared a training needs analysis and comprehensive training materials according to FIATA (TRAC-27)²⁴⁰,

- (v) CAREC is planning to support the strengthening of regional customs educational institutions, translate and adapt WCO training materials and focus on training trainers (ADB-225)²⁴¹, improve skills in supply chain management, particularly for logistics companies, through investigating the feasibility of establishing a training institute specializing in logistics and identifying potential training providers like FIATA before developing training courses (ADB-215)²⁴²;
- (vi) For TRACECA countries except Tajikistan, SPECA is providing training courses on the implementation of trade facilitation standards and instruments on a continuous basis (SPECA-5)²⁴³

83. All the country specific major projects mentioned in paragraph 78 above had a major emphasis on installing a central ICT system to support management, provide a data base, facilitate transactions and provide management information. ASYCUDA was installed in Afghanistan (UNCTAD-1)²⁴⁴, but appears to have been rejected by Kyrgyzstan and Mongolia. In Mongolia's case, it seems it was because of issues concerning post-millennium applicability at the time. Importantly, in Kyrgyzstan and Tajikistan, ADB also supported the development of a master plan for customs automation leading to the development of a unified automated information system (ADB-150)²⁴⁵. Prior to that, in Kyrgyzstan, the World Bank provided a grant to purchase computers and servers at Customs Department Headquarters between 2000-2002 (WB-22)²⁴⁶. TRACECA had a project which set out to design modern integrated border crossing systems based on international standards in collaboration with the national authorities concerned. It specified, procured and installed the ICT and telecommunications equipment necessary and trained operators in their use (TRAC-20)²⁴⁷. Additionally EU-TACIS provided

²³⁸ TRACECA: Strengthening of Transport Training Capacity in NIS Countries, 2008

²³⁹ TRACECA: Harmonization of Border Crossing Procedures, nd

²⁴⁰ TRACECA: Freight Forwarders Training Course, 2005-2007

²⁴¹ REG TA10: Regional Customs Training and Development, 2011-2013

²⁴² REG TA31: Supply Chain Training Institute, 2011

²⁴³ SPECA: not sure of name and is being provided on a continuous basis.

²⁴⁴ AFG0T4CE: Emergency Customs Modernization and Trade Facilitation Project, 2004-2008

²⁴⁵ TA 6058REG: Trade Facilitation and Customs Cooperation, 2002-2007

²⁴⁶ Booz Allen Hamilton, **Assessment Report – Central Asia Customs and Trade Assessment Activity, Kazakhstan, Kyrgyzstan and Tajikistan**, 2006, p. 37

²⁴⁷ SCR-E/110622/C/SV/WW: Customs Facilities at C. Asian Road Border Crossings, 2001

assistance to Kazakhstan to establish a standard information system and a national transport database for the Ministry of Transport and Communication (EU-19)²⁴⁸.

84. At a regional level, ADB has supported customs modernization for data sharing with the establishment of customs automation systems compatible with each other (ADB-155)²⁴⁹. CAREC is proposing a major regional ICT review with a diagnostic of ICT strategies and a technical evaluation of software, hardware and communications compared with world standard customs clearance and MIS systems. The study is to make recommendations to improve connectivity and would install a database system for collecting trade and transport vehicle data (ADB-210)²⁵⁰. TRACECA is currently reviewing existing transport data collection and information systems and methodologies in TRACECA countries, establishing data collection centres and a data collection strategy and further developing content, on-line access and availability, and a user manual for the TRACECA GIS traffic data base (TRAC-29)²⁵¹.

85. Donors have paid attention to the establishment and development of peak bodies to represent private sector interests in improving the environment for trade and transit. USAID established customs consultative councils in Kazakhstan, Kyrgyzstan and Tajikistan to provide a forum for business interests to raise and resolve issues with customs. USAID has supported the establishment of a sustainable network of business associations with the financial and technical capacity to continue to improve the business environment for its members. Participants were trained to apply USAID's RIC methodology to new partners. Initially, 37 associations were trained (USAID-10)²⁵². USAID's current project is assisting public and private sectors develop capacity to assess trade constraints and conduct economic impact analyses of trade policy options (USAID-35)²⁵³. USAID and GTZ are also supporting regional freight forwarders through consolidated transport and bonded warehousing in Kazakhstan, Kyrgyzstan and Tajikistan (USAID-35, GTZ-8)²⁵⁴. UNDP also supported professional business associations in silk road countries through parallel trade development seminars and ran training courses and workshops on trade/transit issues for business (UNDP-4)²⁵⁵. In Kyrgyzstan, USAID supported the establishment of a customs' brokers' association (USAID-20)²⁵⁶ and ADB did the same in Tajikistan establishing an association which would function as a self-regulatory organization (ADB-152)²⁵⁷. Earlier, TRACECA had supported the establishment of an Institute of Customs Brokers in each country with close links to the Freight Forwarders' Associations established by the previous Trade Facilitation and Legal Framework projects (TRAC-21)²⁵⁸. TRACECA sought to establish freight forwarders' associations in Kyrgyzstan and Tajikistan to be sustainable and provided comprehensive training materials (TRAC-27)²⁵⁹.

O. Overlaps and Gaps

86. Given the number of donors involved in border management and trade facilitation, there is a great risk of overlap and poor integration of assistance. The description in the previous

²⁴⁸ EU-TACIS: Support to the Development of a Transit Corridors' Policy in the Republic of Kazakhstan, 2000-2002

²⁴⁹ TA 6203REG: Trade Facilitation and Customs Cooperation Phase II, 2004

²⁵⁰ REG IP2: Enhancements of the Information Technology Systems and Customs, 2011

²⁵¹ 121627 EuropeAid / 122883/C/SER/Multi: Analysis and Forecasting of Traffic Flows, 2007-2009

²⁵² USAID: Trade Facilitation and Investment Project, 2001-2006

²⁵³ USAID: Regional Trade Liberalization and Customs Project, 2007-2011

²⁵⁴ USAID: Regional Trade Liberalization and Customs Project, 2007-2011; GTZ: Support to Regional Economic Cooperation in Central Asia, Phase II, 2008-2010

²⁵⁵ UNDP: Silk Road Area Regional Programme, 2004-2006

²⁵⁶ USAID: Trade Facilitation and Investment Project – Others, 2001-2006

²⁵⁷ L 1927TAJ: Regional Trade Facilitation and Customs Cooperation Program, 2002-2005

²⁵⁸ 01-0167: Harmonization of Border Crossing Procedures, 2001

²⁵⁹ TRACECA: Freight Forwarders Training Course, 2005-2007

paragraphs has described a number of instances where multiple donors are involved in addressing a particular activity. There is every probability that they were able to develop synergies. They included:

- (i) both EU-TACIS and USAID working on a Law on Technical Regulations in Kazakhstan;
- (ii) the work of donors on country customs codes and an ADB RETA working across the region on customs codes;
- (iii) USAID working with a specific focus on TRIPS. ADB has run intensive courses on the subject and there have been workshops sponsored by other agencies on the subject;
- (iv) The facilities of the BCPs at Hairatan, Torkham and Shirkhan Bandar in Afghanistan having attention from more than one donor;
- (v) EU/TACIS working to enhance the capacity of the CCC Training Centre in Kazakhstan and the World Bank examining the viability of a Customs Academy. Both organisations also worked on developing training needs analyses, HRM and HRD strategies there;
- (vi) numerous agencies working on a single window. There might be advantage in having a situation analysis of this work so that donors, agencies and countries can work within an overall framework;
- (vii) the work of USAID and the World Bank in Afghanistan to improve customs procedures;
- (viii) a lot of agencies working reasonably independently on border management with an increased likelihood of overlaps or different solutions being proposed for similar issues;
- (ix) agency communication and ICT systems receiving individual attention by donors. There is a possibility of incompatible systems being a consequence. CAREC's proposed Enhancements of the Information Technology Systems and Customs Project is timely, though there might be a strong case for advancing that timing (ADB-210)²⁶⁰.

87. There appear to be a number of potential gaps. What the description in this section appears to have drawn attention to is a significant amount of work or some amount of work in one or a number of countries but not extended to all countries. It suggests progress is not even on a comparative basis across all countries. This seems particularly prelevant in ICT and CD interventions. There might be a case for a CAREC study of the situational analysis kind to determine significant gaps between countries in their improvements to their trade facilitation regimes based on agreed international standards followed by a program of agreed support from CAREC to redress the gaps. One country with significant inefficiencies in trade facilitation could produce substantial costs to a road or rail corridor and impact negatively on that corridor's competitiveness. CAREC's proposed ICT study mentioned in the previous paragraph would partly address this broad issue. Consideration might be given to a broadening of its scope and advancing its implementation date.

88. Border management has been of particular interest to donors. Facilities are built usually funded by a donor with a particular interest. Funding has tended to be provided by donors more

²⁶⁰ REG IP2: Enhancements of the Information Technology Systems and Customs, 2011

interested in border forces than in customs. There is likely to be a question about the functionality of a BCP from a freight processing point of view if it is designed with a priority for border guards. There do not appear to be any basic designs for the lay out of a BCP at a major freight crossing and at smaller ones. There are similar issues about equipment, especially communications and ICT equipment. They need to be compatible not only within the agency concerned and between it and agencies in neighbouring countries, but also with other agencies within that agency's government. In Kyrgyzstan, for example, there is a Kyrgyz government funded project for Kyrgyz Telecom to develop a telecommunications infrastructure for the Ministry of Finance. With between 30% and 40% of government revenue being collected by Customs, compatibility between that technology and the technology provided by the US to Kyrgyz border posts will be important. Similarly, the EU provided ICT equipment to Kyrgyz Customs to be installed in BCPs. If the hardware is not open ended and the software open sourced, there might be subsequent problems with the intercommunicability of the systems with other interested agencies. One matter which did not come up in any project designs was the development of an ICT master plan for a country and at an agency level to ensure compatible architecture, systems and protocols.

89. The delivery of training might experience a number of different approaches. One approach is to develop in-country institutions to deliver training which then become the focus of donor support. A second is for specific training to be delivered by a project without the curriculum being institutionalized in some training establishment or agency training unit. The World Bank in Kazakhstan is working in Customs to a change management strategy and examining the viability of establishing a Customs Academy. TRACECA places an emphasis on training being provided through strengthened regional or in-country training institutes. Such institutes have their own training methodologies and curricula. Project delivered training, on the other hand, might not take cognizance of extant curricula and training methodologies and deliver partly confusing messages. On-the-job training by projects also benefits from being consistent with the messages delivered by training institutions.

90. There are also a number of systems which are proposed for a regional level, but not necessarily adopted by all the countries in the region. For example, Eurocustoms provided support for developing a cargo risk management system that provides simplified procedures for low risk importers at a regional level. In Kyrgyzstan, USAID has assisted in having low risk trader designation and procedures introduced. Both TRACECA and ADB have made major investments in working at a regional level. How far the solutions they propose are disseminated and adopted is not clear. There is conflicting overlap if alternative systems are promoted by a country level project.

91. Information dissemination in a way which is easily accessible to intended audiences, is important. There is potential overlap in this area, which might not be an issue. For example, in Kyrgyzstan, ADB supported the adoption of new customs clearance and control procedures and having them made publicly available. GTZ has recently established a web site to make very similar information available. It is important that there is consistency between these sites in the detail of the information being provided. What also might be of value is information about donor and other development activities being made available to an interested audience in an easily accessible format. With many current activities being directed to process re-engineering and in particular to the processing and design of documentation, changes need to be publicized as quickly as possible so that enterprises and the public can adjust their processes to accommodate the changes and take an opportunity to engage with government to try to influence decisions.

P. Opportunities

92. As argued in the section on roads, consistency in policy development and CD across participating countries might need attention so that similar policy frameworks govern trade management between countries. TRACECA approaches its work on a sub-regional basis and strives for sustainability through institutionalizing much of its CD work. It might be a good model for CAREC. There are probably opportunities for CAREC to build on the broad initiatives started by TRACECA, particularly in harmonization of policies and in a systematic approach to training based on an agreed set of standards and human competencies. Where CAREC has an advantage is that it can follow its regional work with country specific support for implementation.

93. CAREC is proposing a study which might prioritize two corridors. Given the incompleteness of infrastructure improvements along all CAREC corridors (other than those in Mongolia and Afghanistan), the study might warrant priority attention. Prioritization of BCPs would be influenced by such a study. It seems important to ensure that the development of BCPs along corridors does not fall behind road and rail infrastructure investments. Similarly, CAREC has realised the importance of logistics centres and multimodal nodes, but Mongolia seems to have excited the most interest in proposed investment funding. SPECA has a plan for intermodal nodes at railway centres. It is also running container block trains from a number of CAREC participating country centres. These centres might warrant examination as potential locations for logistics centres based around an intermodal node on the assumption that freight volumes warrant such an investment.

94. There have been a great number of studies, especially regional, in the context of trade facilitation, many of which have led to bodies of recommendations about important issues. Much of the information and recommendations are difficult to access. Many of the recommendations might be of interest to CAREC working groups as a set of ideas to consider, some of which might have practical application. Making them available might prove a useful service.

95. There do not appear to have been any tracer studies of the impacts of training, workshops and study tours on the participants, especially those who have attended specialist or management training. One indicator of the effectiveness of training is the subsequent promotions a participant has received since participating in training. A second indicator is how long a person remains in the agency after the training. CAREC might find that there is value in examining how effective training has been and which of the different approaches has proved most effective.

96. Systematizing the provision of training is another area of opportunity. Management training, in particular, is not prominent in projects. It is interesting, for example, that border force management does not receive training in BOMCA programs. Instead, it participates in study tours. CAREC's proposed Regional Customs Training and Development Project seems important in this regard (ADB-225)²⁶¹. There might be a case for advancing its proposed implementation date.

97. IBM appears to be a concept and system which brings together many strands of process re-engineering of trade in transit and of export and import processing. There are opportunities to have a regional review of the approaches adopted in CAREC's participating countries leading to an overall guide of initiatives which would assist in bringing a number of strands together, particularly in relation to non-customs' agencies with responsibility for various aspects of processing freight. Particular attention might be given to establishing communities of interest

²⁶¹ REG TA10: Regional Customs Training and Development, 2011-2013

among participating agencies and in designing efficient geographical architecture for BCPs to enhance efficiency of the various mandatory processes managed there.

98. There are also opportunities for greater involvement of the private sector arms of donors in supporting the development of a number of industries, especially in logistics. Hitherto, many CAREC participating countries have not been viewed as favourable destinations for business on the part of the private sector arms of IFIs. There are opportunities for CAREC to review the causes of these views and seek to address the issues that give rise to them.

99. Other opportunities which might be considered might include systematic support for:

- (i) increasing attention paid to agency capacity in policy development. There are also opportunities to work to greater coordination of policy development under relevant international agreement umbrellas;
- (ii) developing a standardized architectural design and equipment for different levels of BCP;
- (iii) a study of recommendations made in regional studies, especially those by TRACECA and from ADB RETAs to determine how they are processed and the extent to which they are adopted;
- (iv) developing a CAREC strategy for work at a regional level being dovetailed into work at the country level. GTZ's work on more efficient trade facilitation procedures with USAID and ADB might provide one interesting model;
- (v) a study of the opportunities for benchmarking standards, which could be applied to a number of areas including road maintenance and road safety.

Q. Projects

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
ADB-3	ADB	KAZ	ADB	Almaty Bishkek Regional Road Rehabilitation	L 1774KAZ	iv) a cross-border agreement (CBA) - Harmonized vehicle weights and dimensions and customs documentation v) specific road safety initiatives ratified and implemented by KAZ and KGZ viii) Proposal for “one window” customs clearance being considered by the parliaments of the two countries; ix) National Road Safety Councils established in both countries.	2000-2007	65.00	
ADB-4		KGZ	ADB	Almaty Bishkek Regional Road Rehabilitation	L 1775KGZ	ii) customs facilities at the Akzhol-Chu border point equipped with an automated system for customs clearance, iv) a cross-border agreement (CBA) - Harmonized vehicle weights and dimensions and customs documentation	2000-2007	5.00	
ADB-10		KGZ	ADB	Improvement of Road Sector Efficiency	TA 3531KGZ	Cross Border Agreement i) facilitation of cross border controls; ii) simplified and harmonized customs and trade procedures; iii) automated customs clearance procedures; iv) transport in transit through Kazakhstan; v) shared border facilities and joint border controls	2001-2004	0.44	
ADB-13		MON	ADB	Road Development Project III	TA 3990MON	iv) assess opportunities for modal integration to support seamless freight and passenger transport;	2002	0.60	
ADB-14		REG	ADB	Reassessment of the Regional Transport Sector Strategy	TA 6044REG	i) review the status of regional transport, focusing on main transport corridors linking countries within the region through it to South Asia, links with Russia, PRC, and Iran. ii) identify existing and emerging regional transport issues in the sector - infrastructure rehabilitation and rebuilding, and “soft infrastructure” aspects including policy, institutional, administrative, and procedural impediments to efficient and effective transport, transit and trade within the region and with other main world markets; iii) assess how private sector involvement could be beneficial to transport development. Propose ways in which private sector could become involved and propose measures to be taken by the CARs to promote such involvement.	2002	0.15	REG

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
ADB-14					vi) propose an action plan for the next 3-5 years. Given these recommended actions, the plan should identify investment and non-investment projects that ADB could assist, and coordinate with other donors. The draft strategy should also identify areas where further in-depth studies would be needed and the resources required. The output should be in the form of a sector roadmap.				
ADB-15		KGZ, PRC, UZB	ADB	Regional Cooperation in Transport Projects in Central Asia	TA 6024REG	iv) evaluation of inter-modal options of the Osh-Sary Tash-Irkeshtam Road	2002-2006	0.85	
ADB-24		MON	ADB Korea PRC	Regional Road Development	L2087 MON	i) establish Mongolia's first paved road corridor to link the Asian highway network of the PRC and Russia - 428 km from Choyr to the border with the PRC in Zamyn-Uud; ii) implementation of a cross-border road transport facilitation plan: a. develop a transit traffic framework agreement with the PRC and Russia, b. establish regulations on cross-border vehicles according to international standards, c. negotiate with the PRC on increased access of Mongolian vehicles to PRC territory, d. improve the road between Zamyn-Uud and the border with the PRC, e. collect vehicle fees for road maintenance, f. enforce vehicle weight control, g. establish emergency services for vehicles and passengers traveling on the north-south road corridor	2004-2009	37.1 23.9 1.5	15.60
ADB-29		AZE	ADB	Transport Sector Development Strategy	TA 4582AZE	v) framework and plans for development of an international logistics center;	2005-2006	0.35	
ADB-30		AZE	ADB	Preparing the Southern Road Corridor Improvement Project Alyat-Astara	TA 4684AZE	(iii) design of a cross-border facility at Astara,	2005-2006	1.13	
ADB-36		REG	ADB	Greater Silk Road Initiative 2005	TA 6199REG	i) forums for continued dialogue among participating countries and multilateral institutions (MIs) under the CAREC mechanism; ii) sector road maps and new regional projects, particularly in priority areas of transport, energy, trade facilitation, and trade policy [did not receive a major focus from TA, apparently]; iii) analytical studies on regional cooperation;	2005-2008	0.90	

Donor		Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
								Donors	Country
						iv) effective constituencies for regional cooperation; v) expanded networks for information exchange and dissemination			
ADB-37		AZE	ADB IsDB Saudi	East West Highway Improvement	L 2205AZE L 2206AZE AZ0023	iii) Cross border facilitation at Red Bridge border, Georgia a. civil works for improving border infrastructure for customs and frontier guard posts; b. equipment for inspection of vehicles and passengers; c. improvements to the existing cross-border agreement between Azerbaijan and Georgia, d. harmonized and simplified cross-border procedures and documentation in accordance with international standards, e. address cross-border security issues, f. build up the capacity of officers serving at the border	2005-2009	52.00 10.40 11.00	19.80
ADB-47		REG	ADB	Development of Regional Cooperation Programs for Mongolia and the PRC	TA 6370REG	i) Examine all relevant issues, identify a road map, and formulate policy papers for improving integration of the transport network in various economic corridors and finding alternative routes to the sea for landlocked regions in Mongolia and the PRC, and consult other neighboring countries as appropriate; iii) Expedite a joint processing pilot project between the PRC's and Mongolia's customs authorities by establishing policies, preparing procedures, and providing training. iv) Facilitate the PRC's accession to the TIR by introducing the experiences of other TIR countries and providing training on customs-related operations. v) Formulate a regional strategy for trade logistics development and facilitate the development of trade logistics plans for relevant geographic areas. vi) Assist the authorities at border towns such as Zamyn-Uud and Erenhot to formulate and implement urban development plans aimed at developing trade logistics. vii) Provide capacity building to ensure effective participation in regional activity.	2006-	0.80	
ADB-52		AFG	ADB	Rehabilitation of Bamian-Yakawlang Road	G 9097AFG	ii) Cross-border facilities at Spin Boldak [Pakistan to Quetta] - equipment	2008-	20.00	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
ADB-66		TAJ	ADB	Preparing the CAREC Transport Corridor III (Dushanbe-Uzbekistan Border Road)	TA 7080TAJ	iv) explore possibilities for bilateral customs service and systems improvement.	2008-	0.65	0.15
ADB-72		PRC	ADB	Xinjiang Regional Road Improvement	PRC IP1	Facilitate harmonized procedures and documentation as per 6th. Transport Sector Coordination meeting Improve efficiency through ICT	2008-2012	150.00	444.00
ADB-73		KGZ	ADB	Cross Border Agreement Among the Kyrgyz Republic, People's Republic of China and Republic of Tajikistan	TA 6415REG	i) review operations of the border, immigration, customs, and quarantine facilities; ii) review existing customs and transport documentation; iii) identify physical and nonphysical barriers, both inland and at border posts, and recommend measures for their removal; iv) hold consultations with involved government officials to establish agreeable documentation and procedures for drivers, vehicles, and goods; v) facilitate regular meetings and reaching an agreement on CBA terms and conditions.	2008-2013	25.60	13.90
ADB-74		TAJ	ADB	CAREC Regional Road Corridor Improvement Project	L 2359TAJ G 0085TAJ G 0084KGZ	ii) improved infrastructure and facilities at the Kyrgyz-PRC border crossing (Irkeshtam) and the Kyrgyz-Tajik border crossing (Karamik); iv) a cross-border agreement among the Kyrgyz Republic, PRC, and Tajikistan to cover: a. facilitating border crossing formalities, b. cross-border movement of people and goods, c. requirements for admitting road vehicles, d. exchange of commercial traffic rights, e. infrastructure, f. institutional issues,	2008-2013	40.9 12.5	23.10
ADB-76		KGZ	ADB	CAREC Transport Corridor 1 (Bishkek-Torugart Road) Project	G 0123KGZ	ii) modernized customs infrastructure at the Kyrgyz Republic–PRC border crossing at Torugart, including rehabilitation and repair of customs facilities, provision of customs operations and control equipment;	2008-2014	20.00	10.30
ADB-91		REG	To be determined	Collaborative Regional Operations and Maintenance of Corridors	REG TA1	Organize regional workshops to bring together - i) road transport and logistics firms operating across borders and their national association representatives; ii) road maintenance operational managements and contractors to encourage, among other things, performance contracts	2011		0.80

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
ADB-101		AZE	ADB	Road Network Development Program, Project 2	L2433AZE	ii) development of crossborder infrastructure and facilities in Astara (provided that the Government has decided the location of the new border crossing point), No access to RRP		
ADB-148		REG	ADB	Silk Road Initiative	TA 6053REG	i) assist the implementation of the existing multi-phased priority projects through working-level meetings, ii) assist in preparing road maps in each priority sector based on regional sector studies, iii) identify and develop new regional projects. iv) prepare a capacity building plan including regional training programs, which will assist the countries in better managing the CAREC Program and improving effectiveness in implementing regional projects.	2002	0.95 0.05
ADB-149		MON	ADB	Trade Policy Review	TA 3934MON	i) Examine: a. past, current and emerging trade policies and patterns, to map key trends and features of exports and imports, with the purpose of examining the sustainability of Mongolia's external trade positions in key commodity groupings; b. legal framework governing Mongolia's external trade, including multilateral, regional, and bilateral trade relations and agreements, provisions that directly affect imports and exports, and issues of market access; an assessment of the degree of compliance with the current requirements; c. policy and legal framework governing domestic and foreign investments and incentives that facilitate external trade, including the operation of free-trade zones; d. competitive pressures emerging from Mongolia's neighbours with the accession of PRC to the WTO and Russia's pending accession; e. implications emerging from, and responses need to, the Singapore Ministerial Meeting (1996) and the Doha Ministerial Meeting (2001); f. potential to join regional trade and economic alliances; ii) Examine various options for trade creation as well as product and geographic diversification, and formulate recommendations to enhance the institutional capacity to formulate a sound trade policy and legal framework.	2002	0.15
ADB-150		KGZ/TAJ	ADB	Trade Facilitation and Customs Cooperation	TA 6058REG	i) Simplified and harmonized customs documentation a. harmonization of commodity description and coding systems; b. WTO Customs Valuation Agreement;	2002-	2.40

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
					<ul style="list-style-type: none"> c. WTO Rules of Origin Agreement; d. adoption of standard and simplified procedures and practices under the revised Kyoto Convention; e. single-window and one-stop solutions to expedite customs transactions; f. harmonization of practices to encourage the development of efficient customs service infrastructure relating to improve enforcement of restrictions and prohibitions; g. international trade rules as well as customs integrity, particularly transparency ii) Development of border posts and facilities: <ul style="list-style-type: none"> a. a blueprint for simplified and harmonized procedures and documentation for border posts; b. launch feasibility studies for joint border processing; c. provide support for their implementation; d. develop agreements among customs that opt for the pilot project. 			
ADB-150					<ul style="list-style-type: none"> iii) Simplified transit systems; <ul style="list-style-type: none"> a. enhance the use of the transit-under-bond system (TIR carnet), b. formulate recommendations to improve the acceptability of the TIR carnet at border crossings and for removal of arbitrary transit fees on key transit routes; c. develop modalities for improvement of communication and exchange of information between border-control agencies and to improve border-crossing facilities; d. evaluate the potential for upgrading their transport systems to multimodal means to facilitate transportation of goods and expedite border crossing. iv) Data consolidation/ information sharing and ICT development for customs operations: <ul style="list-style-type: none"> a. flexible technology plan for a customs clearance system and management information system; b. migration plans to replace, reuse, or relocate existing assets; c. develop a model procedural manual for customs staff to use in daily operations involving ICT v) Risk management and post entry audit procedures: <ul style="list-style-type: none"> a. streamline the examination of documents and merchandise at the time of entry; b. support institution capacity building to adopt risk-based post-transit and post-entry compliance audits; 			

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
ADB-150					<div>c. develop computerized models to analyze the “risk profiles” of shipments; d. establish standardized procedures on post entry audit according to risk profile of shipments vi) A regional intelligence system: a. proposal for strengthening the regional intelligence system; b. training of customs officers in tracking and tracing vii) Training and institution building activities on revised Kyoto Convention, customs legislation and implementing regulations, harmonization and streamlining of customs procedures, implications of WTO membership, postrelease audit, risk management, risk assessment selectivity, developing a database, use of IT, electronic data exchange, institutionalizing cooperation mechanisms, control of illegal goods and trade facilitation and public-private sector partnership.</div>			
ADB-151		REG	ADB	Capacity Building on the World Trade Organization Trading System	TA 6035REG <div>i) a trade component: a. a high-level meeting to discuss the WTO trading system, key policy issues, implications for participants’ economies, and negotiation techniques for the new WTO round of negotiations; b. intensive course on the WTO TRIPS Agreement, including border enforcement. ii) a customs component : a. a course on trade facilitation, with emphasis on the World Customs Organization (WCO) Convention on the Simplification and Harmonization of Customs Procedures (“Revised Kyoto Convention”), b. an intensive course on the WTO Customs Valuation Agreement, including a post-entry audit system.</div>	2002-2003	0.45	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
ADB-152					j. improve intelligence gathering and establish a database with risk profiles; k. adopt and publicize new customs clearance and control procedures harmonized with international standards and procedures to improve service efficiency by introducing post clearance verifications based on risk assessments; l. provide SCI staff with training in revised procedures and practices; m. develop a procedural and instruction manual with revised customs clearance and control procedures; n. develop regulations and associated supervision procedures on customs service intermediaries, such as brokers, declarants and transit facility operators; o. develop a comprehensive plan for construction and installation of border infrastructure, including basic search and examination equipment at border posts and processing points - included 1 improving conditions of selected border posts, 2 developing facilities and procedures to be at par with modern customs control practices, 3 providing special equipment for the prevention of smuggling and drug trafficking.;			

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
ADB-152					<p>p. develop standard formats for databases and communication protocols for exchange of customs and trade data and information among CARs and PRC;</p> <p>q. establish procedures for simplification of transit shipment procedures -</p> <p>r. Simplified clearance and control procedures will be developed to facilitate trade flows and post-clearance audit verifications will be the norm;</p> <p>ii) TAJ Ministry of State Revenues and Duties:</p> <p>a. develop a corporate strategy for customs operations to rationalize its organizational structure and distribute staff resources optimally according to good international practices;</p> <p>b. develop a staff manual of recruitment policies that are transparent and fair, a code of ethics and a code of discipline;</p> <p>c. develop an operation manual and supporting administrative circular that meet ISO9000 standards to institutionalize performance indicators and service standards;</p> <p>d. establish a human resources database for customs staff, supplemented by job descriptions and selection criteria;</p> <p>e. conduct targeted training courses and design curriculums in line with international best practices;</p> <p>f. establish an internal audit department and ensure manuals and regulations are consistently adopted and enforced;</p>			
ADB-152					<p>g. revised Customs Code harmonized with revised Kyoto Convention and WTO requirements - provides clear distinction between primary laws and secondary regulations;</p> <p>h. develop implementing regulations under general provision of Customs Code for day-to-day operations of the customs system;</p> <p>i. adopt a single customs tariff band of 5%, except those due to preferential rates and treaties;</p> <p>j. Develop and implement a comprehensive plan for construction and installation of customs border infrastructure, including basic search and examination equipment at high priority border posts and processing points;</p> <p>k. Develop an IT strategy aimed at service automation, collection, reconciliation and dissemination of information - including electronic linkage among computer networks and databases of departments in MSRD and among government agencies;</p> <p>l. train staff in using and maintaining the customs examination equipment and the IT system and anti-smuggling;</p>			

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
					m. adopt new customs clearance and control procedures harmonized with international standards;				
ADB-152					n. introduce postclearance audit procedures based on risk assessments and preferred importers/exporters mechanism; o. improve intelligence gathering and establish a database with risk profiles; p. develop standard formats for databases and communication protocols for easy exchange of customs information with other countries in the region; q. establish procedures for simplification of transit shipments; r. set up a database with details of required software and hardware including customs service information s. introduction of several laws to meet requirements stipulated in WTO's General Agreement on Tariffs and Trade and the General Agreement on Trade in Services including law on the use of taxpayer identification numbers; t. customs duties paid directly to banks near customs clearance points that transfer payments to the national treasury account u. establish an association of customs brokers that functions as a self-regulatory organization				
ADB-153		REG	ADB	Trade Facilitation and Customs Cooperation	TA 6058REG	i) Simplification and harmonization of customs procedures and documentation - revision of customs codes, joint customs control, and business process reengineering. ii) development of a strategy and an investment plan for border infrastructure development in the Kyrgyz Republic and Tajikistan iii) development of a strategy and an associated action plan for regional transit development. iv) promote bilateral agreements on data-sharing and development of ICT infrastructure for data-sharing. Support to the Kyrgyz Republic and Tajikistan in their development of a masterplan for customs automation leading to the development of a unified automated information system; v) Development of risk management and post entry audit - included regional and country-specific training to strengthen risk management capacity and a WCO Risk Management Guide for a common and regional framework within which each participating country can develop its own risk management system based on its strategic priorities and country circumstances.	2002-2007	2.00	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
ADB-153					vi) Capacity building for regional customs organizations including regional seminars/meetings and provision of equipment to the customs training institutes of the PRC, Kyrgyz Republic, Mongolia, Tajikistan, and Uzbekistan. vii) website for program to publish all reports on program - http://www.adb.org/projects/tradefacilitation viii) the Trade Logistics Strategy for PRC's Xinjiang Uygur Autonomous Region; ix) an Integrated Trade Facilitation Strategy based on interagency cooperation and partnership with the business community. x) support trade logistics development studies for Mongolia and the Inner Mongolia Autonomous Region of the PRC.				
ADB-154		REG	ADB	Technical Assistance for Capacity Building on Selected World Trade Organization Issues	TA 6142REG	(i) a high-level meeting for DMC negotiators on key Doha Development Agenda issues, (ii) an intensive course on investment, (iii) an intensive course on antidumping, (iv) an intensive course on rules of origin	2003-2005	0.45	
ADB-155		REG	ADB	Trade Facilitation and Customs Cooperation Phase II	TA 6203REG	i) adoption of revised customs codes by DMCs in the ECA region; ii) customs modernization for data sharing with the establishment of customs automation systems compatible with each other including master plans with measures such as reengineering of customs business practices, change management, training of staff, and consultation with private sector stakeholders; iii) adoption of risk management based customs control procedures as part of broad customs modernization efforts including development of a regional framework for a risk management system in light of country experiences with the risk management practices. Includes training on risk management; iv) implementation of the bilateral transit agreements among Kazakhstan, Kyrgyz Republic, and Tajikistan; v) establishment of an information platform, pilot-tested initially between the Kyrgyz and PRC customs, and between the Kazakh and PRC customs vi) PRC's accession to the TIR Convention; vii) support for accession to WTO and negotiations on trade facilitation.	2004-	0.90	0.22

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
ADB-156		REG	ADB	Formulating and Implementing an Intergovernmental Agreement of the Shanghai Cooperation Organization Member States on Facilitation of International Road Transport	TA 6223REG	Development of an intergovernmental agreement of SCO member states on Facilitation of International Road Transport Agreement. i) Framework Agreement signed by the Governments of the SCO members. ii) Eight protocols under the Agreement negotiated. iii) Capacity of the Governments of the SCO members enhanced for implementing the Agreement.	2004	0.50	
ADB-157		AFG	ADB	Cross Border Trade and Transport Facilitation	TA 4536AFG	i) infrastructure investment options, including road and rail options, to facilitate the cross-border movement of goods; ii) specific cost recovery measures (e.g. transit fees and tolls) for such investments; iii) amended and/or new laws, rules, and regulations for the operation of the new/improved cross-border infrastructure; iv) amended and/or new bilateral and multilateral agreements regulating cross-border movement of goods required for the operation of the new/improved infrastructure; v) appropriate institutional arrangements at the concerned ministries and agencies for operating the new/improved cross-border infrastructure.	2004-2006	0.55	
ADB-158		REG	ADB	Capacity Building for Regional Cooperation in Central Asia	TA 6158REG	i) develop a comprehensive capacity-building assessment plan to strengthen the overall institutional framework including: a. identification and analysis of constraints and weaknesses in government structures for regional cooperation; b. detailed needs assessment for capacity-building interventions to address constraints and weaknesses; c. recommendations of time-bound steps needed to develop clear mandates, detailed terms of reference, adequate staffing, work procedures, and an operating budget including topics and content of training programs; ii) deliver training program including: a. planning, implementation, and monitoring of regional program and projects; b. impact evaluation of subregional projects; c. case studies of successful regional cooperation initiatives and projects. iii) set up functioning regional cooperation support units within each government; iv) train national officials involved in regional cooperation;	2004-2006	0.95	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
ADB-159		REG	ADB	Central Asia Regional Cooperation in Trade, Transport and Transit	TA 6184REG	(i) Prepare background notes on regional cooperation in trade, transport, and transit, among CAREC member countries; (ii) Estimate the intra- and inter-regional trade potential of CAREC member countries with and without barriers to trade regimes, transport, and transit. (iii) Develop a computable general equilibrium (CGE) model for two CAREC member countries and estimate the potential impact of increased regional cooperation in trade, transport, and transit on their economies, using the CGE models. (iv) Analyze how individual CAREC member countries and key stakeholders in them will be affected by increased regional cooperation in trade, transport, and transit. (v) Analyze constraints on, and options for, fostering regional economic cooperation among CAREC member countries. (vi) Prepare a chapter on trade, transport, and transit for the UNDP report on regional cooperation for human development and security in Central Asia.	2004-2006	0.35	
ADB-160		REG	ADB	Capacity Building on Selected World Trade Organization and Doha Development Agenda Issues	TA 6330REG	Training in: i) high-level meeting for negotiators at director-general level and above; ii) accession for senior trade officials; iii) dispute settlement.	2004-2006	0.40	
ADB-161		AFG	ADB	Building the Capacity of the Ministry of Commerce for Trade and Transit Facilitation	TA 4699AFG	i) establish and assist a National Transport and Trade Facilitation Committee in accordance with Central and South Asia Trade and Transport Forum recommendations; ii) assist the Government in developing and implementing the Corridor Development Plan under CSATFF [Central and South Asia Trade and Transport Forum]; iii) prepare a preliminary road map for clarifying the role of MOC in transit and trade facilitation; iv) identify training requirements for MOC staff in the areas of transit and trade facilitation and agreement negotiations to involve on-the-job training and skills development within MOC as an integrated part of the day-to-day operations; v) devise action plan for the development of a cross-border economic zone.	2005	0.40	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
ADB-162		TAJ	ADB	Capacity Building and Institutional Strengthening for the Customs Modernization and Infrastructure Development Project	TA 4451TAJ	i) Effective management and public-private partnership for customs modernization; ii) Reengineering of customs business processes; iii) Conceptual Design of the Unified Automated Information System; iv) Quality and security assurance of the UAIS v) border-post infrastructure development - costs of the infrastructure itself and Customs equipment such as power generators, inspection equipment etc.	2005-2007	0.50	
ADB-163		KGZ, TAJ	ADB	Capacity Building and Institutional Strengthening for the Customs Modernization and Infrastructure Development	TA 4450KGZ	i) review the organizational structure and human resource policy (including in-house training capacity) and propose necessary changes to support the customs modernization efforts. ii) develop a master plan [for organizational change] and maximize the development impact of customs modernization. iii) support consultation with traders and their representatives to ensure stakeholders' participation and support, iv) conduct a survey of pilot border posts to provide the benchmarks and inputs for the project performance management system and project evaluation. v) Reengineer Customs Business Processes to ensure practices and procedures are in line with revised Customs Code, Kyoto Convention, and customs-related WTO agreements; and that automation and procedural changes reinforce each other; vi) support an ICT systems development audit to establish quality and security assurance for the systems development plan and implementation, and the security aspects to cover all the components of the UAIS	2005-2008	0.50	
ADB-164		KGZ	ADB	Southern Transport Corridor Road Rehabilitation	L 2106KGZ	i) improve about 124 km of the two-lane highway from Osh to Sopol Korgon, ii) provide consulting services for construction supervision and monitoring and evaluation, iii) procure maintenance equipment to maintain the entire Osh-Sary Tash-Irkeshtam road, iv) provide two advisory TAs for a. improving road maintenance and strengthening the transport corridor management department; b. awareness and prevention of HIV/AIDS, STIs, and human trafficking.	2005-2008	32.80	

Donor		Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
								Donors	Country
ADB-165		KGZ, TAJ	ADB	Regional Customs Modernization and Infrastructure Development Project	L 2113REG	i) establish the operating environment on which the database systems and application software will operate; ii) install a database system for the management and integration of various databases, iii) develop the core operation systems of the Unified Automated Information System including: a. core elements of the customs declaration processing system that forms the backbone of the UAIS; b. operations support systems, such as the customs intelligence system and WTO valuation system; c. selected management support systems, such as human resource management and financial management systems; iv) install a communications network connecting the CSD headquarters, regional offices, and priority customs border posts with associated protocol for communications; v) provide telecommunications services to connect customs posts with the CSD headquarters and regional offices; vi) install small-scale local area networks in the regional offices and priority border posts;	2005-2010	KGZ 7.5 TAJ 10.7	KGZ 1.87 TAJ 2.68

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
ADB-165					<p>vii) upgrade the capacity of the existing wide area network to facilitate data-sharing and communication with the CSDs, agencies, and customs administrations of other countries;</p> <p>vii) training including:</p> <ul style="list-style-type: none"> a. training for customs officers on basic computer skills and applications systems; b. advanced training on system administration, network management, systems development, and systems maintenance and support; c. training on modern customs techniques based on risk management and post-entry audit; <p>viii) construction and rehabilitation of border posts and facilities:</p> <ul style="list-style-type: none"> a. About 10 border posts in the Kyrgyz Republic and 50 in Tajikistan will be rehabilitated and constructed, and control facilities reorganized in line with best practices in trade facilitation; b. About 10 border posts in the Kyrgyz Republic and 50 in Tajikistan will receive operations and anti-smuggling equipment c. About 28 border posts will be connected to the customs headquarters system <p>ix) provision and reorganization of border-post facilities to strengthen customs processing capacity and facilitate trade in line with modern customs practices;</p> <p>x) For selected border posts, operations and search facilities (e.g., mobile inspection platform, X-ray machines, and detectors) and the acquisition of mobile intervention equipment (e.g., patrol vehicles) to carry out patrols along major transit routes and borders;</p>			
ADB-165					<p>xi) training to customs officers on modern customs control practices and the use of newly acquired equipment, as well as training on investigation techniques;</p> <p>xii) creation of cooperative partnerships between border inspection agencies and traders to simplify border-post procedures, and provide effective coordination and management of border-post facilities.</p>			

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
ADB-165						System would include: Import and export processing; passenger entry; cargo and baggage tracking; valuation; trade compliance and post-entry audit; risk management and intelligence; HRM; statistics; legal management; financial management; general services management			
ADB-166		PRC	ADB	Logistics Development and Capacity Building in Xinjiang Uygur Autonomous Region	TA 4873PRC	i) a strategy to develop the logistics industry in Xinjiang Uygur Autonomous Region which will consider: a. developing the regional logistics system with a matching transportation network centered around Urumqi; b. selection, allocation, and definition of functions of logistics hubs, both for class A and class B; ii) a master plan to implement the strategy which will address: a. logistics service requirements at border posts—including logistics centers, logistics related basic infrastructure, and logistics companies and single windows; b. containerization issues, such as demand, cost and benefits, and multimode transport of containers; c. improvement of the road transportation network, including market demand, organization of the shipping industry, and methods to lower the ratio of return with an empty load; d. functioning and architecture of the logistics platform, including a general market information system for demand and supply as well as a specialized system for logistics operators; and interface with customs and financial service providers;	2006	0.43	0.18
ADB-166						e. improvement of the efficiency of financial services for logistics operations, particularly focusing on cross-border financial services; iii) a preliminary list of investments to support the strategy			

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
ADB-167		AFG	ADB	Capacity Building for Customs and Trade Facilitation	TA 4906AFG	i) assist with capacity-building activities within Afghan Customs Department and providing, as required, training sessions at the Customs Training Centre; ii) harmonize customs procedures with neighboring countries in line with CSATTF [Central and South Asia Trade and Transport Forum] and CAREC recommendations; iii) facilitate the coordination of various Government agencies at the border; iv) provide training for ACD staff on, inter alia, how to a. detect occurrences of corruption, b. effectively manage complaints, c. conduct investigations into allegations of corruption, d. identify institutional risks for corruption and design measures to mitigate them; v) strengthen and modernize transit agreements; vi) establish and support the operation of an interministerial permanent commission to review trade and transit agreements, renegotiating them or negotiating new agreements as necessary; vii) strengthen the capacity of MOC to participate proactively in CAREC and CSATTF meetings;	2006-	1.20	
ADB-167						viii) assist in establishing and operating a border trade facilitation committee at each border to monitor cross-border trade flows; ix) promote and facilitate private investment in cross-border facilities in coordination with MOF; x) draft the Domestic Transport Law and recommend institutional reforms required to implement it. The law will include a. regulations on market entry, operations, and pricing with a view to deregulating domestic road transport; b. the issuance of driver and vehicle licenses; c. traffic and safety regulations; d. axle load control and weighing stations; e. road worthiness testing; f. enforcement of technical and safety regulations; g. road security; h. third party liability insurance; i. transport services to remote and isolated areas; j. the issuance of transit permits to trucks; k. the construction and management of transport terminals and highway rest areas; l. a transport commission fee;			

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
					m. a transit fee;				
ADB-167					n. control of vehicle entry into Afghanistan and temporary storage of goods unloaded from overloaded trucks; xi) Promote interagency cooperation at the border.				
ADB-168		REG	ADB	Subregional Economic Cooperation in South and Central Asia II	TA 6299REG	strategy and action plan reports on: i) transport infrastructure and services; ii) customs and transit systems; iii) drug and human trafficking, money laundering, and HIV/AIDS; iv) trade and investment	2006	0.95	
ADB-169		REG	ADB	Capacity Development of Selected Developing Member Countries on the Implementation of the Trade Facilitation Agreement of the World Trade Organization	TA 6355REG	i) Customs DG-Commissioner Meeting on policy aspects of the Agreement on Trade Facilitation; ii) Intensive Course on Obligations of Customs Administration under the Agreement on Trade Facilitation; iii) Intensive Course on Possible Measures and Changes Required to Implement the Agreement on Trade Facilitation; iv) Intensive Course on the Implementation Plan of the Agreement on Trade Facilitation	2006-	0.45	
ADB-170		REG	ADB	Support Preparations for the CAREC Business Development Forum	TA 6340REG	i) deepen awareness of the region and draw attention to the wide range of investment opportunities available; ii) establish an effective public-private sector partnership mechanism for regional cooperation; iii) improve the business environment through the adoption of relevant policy reforms; iv) develop the business sector's capacities in undertaking regional business by giving it a voice in the region.	2006-2007	0.20	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
ADB-171		MON	ADB Korea	Customs Modernization	L 2307MON	i) Migration and upgrading of GAMAS system [Mongolian Customs Automated Data Processing System] to provide an electronic processing environment supporting internet-enabled and Windows-based systems, ii) interfacing GAMAS with the planned national SEW as part of e-government initiatives, and iii) improvement of communications and network infrastructure iv) improving customs border facilities including expansion of the cargo terminal at the border control complex in Zamyn-Uud; v) provision of equipment, such as X-ray machines and surveillance equipment at selected key customs houses and border posts, vi) provision of equipment to enhance the analytical capacity of customs laboratories including construction of a data center in the new headquarters building of MCGA; vii) implementation and further enhancement of business processes including preparation of a manual; viii) training following a detailed training plan to be formulated at the beginning of project implementation including trainers of trainers and maintenance training;	2006-2010	5.00 0.50	1.26
ADB-171						ix) public-private sector partnerships, which includes conducting quality and compatibility testing of software used by the trading community (including traders, customs brokers, logistics operators, and banks) for interfacing with the upgraded GAMAS in an electronic processing environment; x) implementation of one-stop services for customs clearances, laying the foundation for inter-agency coordination, xi) moving forward the Government's plan on e-government and e-Mongolia;			

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
ADB-172		REG	ADB	Integrated Trade Facilitation Support for Central Asia Regional Economic Cooperation	TA 6437REG	i) Promote concerted customs reform and modernization and serve as a regional forum to address issues of common concern, focusing on tasks of : a. harmonization of custom procedures and documentation; b. customs automation; c. data exchange; d. joint customs control; e. risk management, post-entry audit, and customs intelligence; f. regional transit development; g. frameworks for customs cooperation; h) training. ii) Support an integrated trade facilitation approach by a. establishing a regional mechanism for integrated trade facilitation to complement and strengthen the CCC process; b. establishing national transport and trade facilitation committees; c. establishing one-stop and single electronic window services; d. enhancing cooperation in other trade related areas (such as quarantine, sanitary and pseudo sanitary) as well as those behind the border issues (such as product standards and other technical barriers to trade);	2007-	3.00	
ADB-172						e. priority trade facilitation support for the designated CAREC transport corridors; f. bilateral initiatives to pilot test an integrated trade facilitation approach; g. accession to international conventions in support of integrated trade facilitation; h. establishing a technical level forum for the range of agencies involved in providing trade facilitation support to the region to improve coordination and develop good practice models; iii) Develop efficient regional trade logistics industries to a. establish a regional forum to harmonize and plan trade logistics development; b. support national level trade logistics assessments; c. facilitate and assist to finance key investments, including public-private partnerships.			

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
ADB-173		REG	EU/TACIS	Development of Coordinated National Transport Policies	REG TA14	i) Near-term Issues: a. commercial barriers – tariffs, border delays; b. safety; c. harmonization of BCP hours; d. single window; e. low TIR acceptance and low TIR usage; f. violation of conventions; g. lack of bonded carriers; h. new transport code; i. infrastructure investment (allow more market influence); j. preparedness for PPP (adequate legal framework); k. national transport strategies (follow ADB's lead); l. physical barriers (outdated fleet, poor BCP facility, bad roads, lack of intermodal dry ports); ii) Medium to Long-term Issues: a. legal – All Central Asian countries should sign the 7 conventions recommended by UN ESCAP; b. liability issues regarding traffic movement; c. common, shared space for Customs.	2007-2009	€ 1.25	
ADB-174		PRC	ADB	Xinjiang Regional Road Improvement Project (Korla–Kuqa Section)	L 2393PRC	iii) improve operational efficiency of freight terminals in Urumqi by introducing a web-based transport logistics system;	2007-2012	150.00	444.00
ADB-175		PRC	ADB	Logistics Development and Capacity Building in Zinjiang Uygur Autonomous Region	PRC TA1	A strategy to develop the logistics industry In Xinjiang Master plan to implement the strategy; Preliminary list of investments to support the strategy	2008	0.43	0.18
ADB-176		AZE	ADB	Road Network Development Program, Project 1 – Masally-Astara section of the North-South Highway	2354AZE	iii) installation of a vehicle weighing station along the Project Road;	2008-2009	190.00	
ADB-177		MON	ADB	Regional Logistics Development	MON TA5	Prepare a national strategy for promoting multimodal transport in Mongolia Identify the scope of the multimodal facility to be developed at Zamyn Uud	2008-2009	0.40	0.10

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
ADB-178		REG	ADB	Capacity Development for Regional Cooperation in CAREC Participating Countries Phase1	TA 6375REG	i) Proposed following courses: a. Public Policy for Regional Cooperation b. Trade Policy and Practice c. Cross Border Infrastructure d. Management Development Program e. Advanced Management Development Program for Senior Officials f. GMS Study Visit Program: Showcasing the Benefits of Regional Cooperation g. Leadership in Development h. Mastering Negotiations: Building Sustainable Agreements i. Asian Economic Development j. Energy Regulation k. Global Integration and the New Trade Agenda l. Trade Law and Trade Regulation ii) materials development accompany program design, to ensure relevance in training content.	2008-2010	0.49	
ADB-179		PRC/KG Z/TAJ	ADB	Preparation of a Cross Border Agreement among the People's Republic of China, Kyrgyz Republic and Tajikistan	REG TA18	The agreement to cover: facilitation of border crossing formalities, cross-border movement of people, cross-border movement of goods, requirements of the admittance of road vehicles, exchange of commercial traffic rights, infrastructure, institutional issues, and miscellaneous and final provisions.	2008-2010	0.50	0.05
ADB-180		REG	ADB	Corridor Performance Monitoring and Reporting	REG TA27	i) Establish performance measurement methodology and system for performance data collection and reporting; ii) support for running the system for the first 2 years	2008-2010	3.00	
ADB-181		REG	EU TRACECA	Development of Logistics Centres and Rail Multimodal Hubs to Serve CAREC Region	REG TA29	i) analysis of the logistics industry and transportation flows in the region, legal assessments and analysis of land, construction and labor costs for different locations. ii) a recommended network to include different types of logistics facilities: multimodal logistics centers, cross-border area trade and logistics centers, agricultural logistics centers, etc., with detailed description of main functions and operations assigned to every facility, preferred locations, size, indicative total investment and investment schedule, estimated NPV/IRR, and details of financial arrangements for establishment of logistics facilities (government grants and subsidies, tax incentives, government guarantees, loans and grants by international financial institutions).	2008-2010	3.00	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
ADB-182		MON	ADB	Western Regional Road Corridor Development Phase 1	G 0107MON	A 748.4 km road stretching from Yarant at the Mongolia and PRC border to Ulaanbaishint at the Mongolia and Russian border will be developed in two phases. i) phase I, e. provide a vehicle scanning machine and related equipment for the Yarant border crossing point at the PRC border to reduce the custom processing time	2008-2012	37.60	74.60
ADB-183		MON	ADB	Regional Logistics Development Project	TA 7110MON	i) national strategy for promoting multimodal transport in Mongolia: a. an investment plan; b. recommend the policy, institutional, reform, legal, and other facilitating measures to be adopted by the Government to create an enabling environment for developing multimodal transport; c. road map for promoting multimodal transport will be prepared at the end of the PPTA ii) scope of the project loan for developing a multimodal facility at Zamyn Uud; iii) examine possible opportunities for private sector participation including the possibility of public-private partnerships, iv) provide support for enterprise reforms and restructuring of transport enterprises, v) assess opportunities for promoting good governance in operation and procedures for enhancing efficiency and achieving financial self-sufficiency in a market environment, vi) examine the capacity-development initiatives that can be supported for developing a vibrant and sustainable logistics industry in Mongolia.	2009-	0.40	
ADB-184		MON	To be determined	Comprehensive Master Plan for Development of Zamyn-Uud	MON TA4	Comprehensive development plan for development of Zamyn-Uud Sum - i) urban planning for town of Zamyn-Uud ii) rail infrastructure improvements including capacity increase to Zamyn-Uud station and new rail routes; iii) road infrastructure improvement including adding lanes at the border truck staging area, increasing lanes for customs inspection, design of feeder roads to and from Zamyn Uud town and free economic zone; iv) customs and border control infrastructure improvement; v) application of smart transport technologies in managing traffic; vi) assessments of social, health and environmental impacts:	2009	0.70	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
					recommendations on specific industries to be targeted.				
ADB-185		PRC	To be determined	Regional Customs Cooperation - Joint Control and One Stop Inspection	PRC TA2	Simplify customs procedures Reduce clearance times	2009	0.40	
ADB-186		REG	ADB	Customs Modernization and Infrastructure Development II	REG IP5	Customs border post infrastructure	2009-	35.00	
ADB-187		REG	ADB	Simplified Transit Procedures	REG TA9	i) review the measures that have been implemented to reduce trade and transport formalities and costs as well as their effectiveness, including reciprocal road transport permits; ii) analyze the reasons behind the difficult implementation of transit systems, making use of the results of previous studies; iii) examine other transit trade models; iv) recommend solutions to these transit difficulties to enable the efficient implementation of transit systems, including coordination in transit countries or the establishment of an association to implement the system, and the required legal basis; v) define the accompanying set of procedures covering transit trade from entry into the transit country to exit to the country of final destination, including electronic transit guarantee; vi) determine the feasibility of implementing a pilot transit system along one corridor based on a one-time customs guarantee.	2009	0.20	
ADB-188		REG	ADB/WCO	Assistance in Implementation of WCO Recommendations on Customs Development	REG TA7	i) assess customs' improvement programs in CAREC countries; ii) propose implementation of activities to cover gaps identified during Columbus diagnostics program, which are not addressed by the on going programs of customs' modernization; iii) TORs for new customs' improvement programs; assist in implementation of focused improved initiatives, joint improvement programs with other customs' agencies and joint ones with other government agencies involved in trade and transportation.	2009-2011	3.00	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
ADB-189		KGZ	ADB IDB	Bishkek-Torugart Road Rehabilitation	KGZ IP1	Improvement of: 60Km of Bishkek-Torugart road Improvement of customs and border infrastructure	2009-2014	60 27	213.00
ADB-190		REG	ADB	Facility and Process Improvements at Border Crossing Points	REG TA3	Prepare investment packages for improvement projects	2009-2015	2.00	
ADB-191		REG	ADB	Institutional Support for National and Regional Transport and Trade Facilitation	REG TA26	i) Establish National Trade and Transport Facilitation Committees that incorporate representatives of all relevant private and public sector stakeholders; ii) Formulate working agendas for NTTFCs and initiate their activities: a.) review policy and legislation to identify and correct gaps and anomalies relative to international best practice; b. provide a national forum for the harmonization of procedures, and documentation used in international transport; propose, for government approval, draft transport and trade-related regulations and practices; c. increase awareness of the methods and benefits of transport facilitation; d. implement other more narrowly focused trade and transport facilitation projects; e. monitor corridor performance. iii) Border crossing procedures to comply with the new Annex 8 on the Convention on the Harmonization of Frontier Controls of Goods; and others	2009-2016	Phase 1: 4M Phase 2: 2M	
ADB-192		REG	To be determined	Border Post Improvements and Joint Border Processing	REG IP3	Construct or renovate the building and provide the facilities that are required based on the evaluation including "no man's zone" for joint processing. Evaluate the potential for the TAJ/PRC border at Kulma Pass to be developed into a joint duty free zone and formal channel for trade (including barter) by residents. The example is the PRC/KAZ border town of Horgos where a retail center, exhibition complex and entertainment facilities are being constructed.	2009-2017	200M (estimate)	
ADB-193		REG	To be determined	Border Post Improvements and Joint Border Processing	REG IP3	Evaluate needs for - weighing equipment, inspection and scanning equipment, material handling equipment, warehouses including refrigerated storage, inspection yards, cross-docking facilities, separate space for passengers and cargo, IT systems including those enabling e-guarantee	2009-2017	200M (estimate)	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
ADB-194		REG	To be determined	PSP in Transport Development and Trade Facilitation	REG TA33	i) assess legal base for PSP/PPP in the development of Transportation and Logistics infrastructure, provides support to CAREC countries in strengthening their legal frameworks, regulating private sector participation in the long-term investment projects, and provides support for institutional development of private-public partnerships in CAREC region; ii) develop recommendations; iii) provide assistance to CAREC countries in elimination of legal and institutional barriers for PSP/PPP.	2009-2017	3.00	
ADB-195		MON	To be determined	Ulaan Baatar Intermodal Logistics Park Feasibility Study	MON TA2	Feasibility study	2010	0.85	
ADB-196		MON	To be determined	Development Plan for Tsagaanur Free Trade Zone	MON TA3	Feasibility study	2010	0.30	
ADB-197		PRC	Private sector	Khorgas International Logistics Centre	PRC IP8	Logistics centre in Khorgas with latest technology to sustain economic development and trade in area.	-2010	100M (estimated)	
ADB-198		REG	To be determined	National Single Window	REG TA8	i) examine framework in each country - existence of inter-agency committee on trade facilitation, nature of mandate needed for single window, agencies involved in movements of goods and vehicles across borders; ii) evaluate requirements of a single window in each country and how to meet them - legal/regulatory, infrastructural, operational; iii) identify mandatory data elements to be included in the declaration form under a single window concept; iv) prepare a workplan with a timeline for the establishment of a single window; v) test the concept by establishing a single window in one border post with high volume of cargo.	2010	0.20	
ADB-199		REG	To be determined	Standardized Cargo Declaration and Other Harmonized Requirements	REG TA11	i) Evaluate border documents/forms and identify requirements to align with standard from such as UN Layout Key for trade documents or EU Single Administrative Document; ii) identify common mandatory elements for a single window and agree final harmonized format; iii) examine systems of commodity classification, customs valuation, origin and destination codes that should be standardized	2010	0.20	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
ADB-200		REG	To be determined	Survey of measures/practices affecting the movement of goods in CAREC countries	REG TA15	The survey will be periodically conducted and will cover all forms of measures affecting trade and transport such as policy, regulations, fees and requirements, procedures, practices: i) compile, document, translate, and categorize measures, establishing the rationale behind each, implementing agency, and manner of implementation, ii) publish all measures through the CAREC website; iii) evaluate each in terms of their objectives and impact on trade, iv) identify those measures that are redundant and may be eliminated or replaced by more efficient alternatives, those that need to be rationalized such as “crossing fees”, “translation fees”, etc, and those that may be simplified or harmonized across countries, e.g. technical standards; v) determine gaps between the measures and international conventions such as the Revised Kyoto Convention, technical standards, transport regulations, and propose a timetable for compliance; vi) Assess whether requirements are uniform across border posts.	2010	0.80	
ADB-201		REG	To be determined	Supporting Management of Cross Border Rail Operations	REG TA20	i) review railway sector reforms in all CAREC countries and the opportunities for new cross-border railway services including railway operations beyond CAREC borders; ii) identify necessary reforms including legislative and regularity reforms and private sector participation in the CAREC countries for the provision of cross border railway services; iii) recommend an action plan for efficient provision of cross-border railway services.	2010	1.50	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
ADB-202		REG	To be determined	Feasibility study for Rail and Intermodal Transport PRC/KGZ/UZB	REG TA28	i) a comprehensive and detailed analysis of the existing and potential traffic along the two corridors; ii) consider the potential for attracting additional intra-regional, Eurasian and other interregional traffic to the bridge; iii) estimate the potential traffic flows under different scenario of macro economic development and with better infrastructure and regulatory conditions; iv) survey and examine the potential logistics sites, facilities, terminals and equipment that could be adapted to realize the intermodal bridge such as a. border crossings and authorities operating them; b. information and communication technology (ICT) capacities; c. institutional and regulatory frameworks governing the possible intermodal operation; d. potential commercial partners and other stakeholders; e. plans for free trade zones along the corridors; v) identify the opportunities and the constraints and development needs among these and any other relevant factors; vi) recommend the most promising commercial alternatives to develop the intermodal bridges, estimate development costs and cost/benefit; vii) carry out preliminary environmental and social assessments of the recommended options; viii) suggest financing mechanisms (public sector, PPP, or joint venture). Also assess constraints met on shipments and assist with pilot operations.	2010	0.60	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
ADB-203		REG	To be determined	Common CAREC Approach to Road Vehicle Emission Standards and Reduction Measures	REG TA35	Reviews of: i) Current and planned emission standards within CAREC (SNiP and GB, national and municipal decrees etc); ii) Institutional structures and legal frameworks relevant to emission standards (national, municipal, policy, enforcement, etc); iii) The commercial vehicle fleets, their origins and the standards to which they could theoretically comply without modification; iv) The emission standards of commercial vehicles available from CAREC sources, and imports, including second hand vehicles; v) Fuels available and their influence on emission standards; vi) Testing equipment and procedures used in the region; vii) The region's knowledge resource base in the domain of vehicle emission origins, impacts and mitigation technologies; viii) The general cost impacts to the region of progressively applying higher EURO standards over a range of time lines; ix) The probable health impacts, with indications of resultant economic effects, of a range of vehicle emission standard scenarios; x) The probable impacts in CAREC of other region's plans to tighten emission standards (EU, Russia, Pakistan etc).	2010	0.80	
ADB-204		MON	Unfunded	Improvement of Tsangaanuur Free Trade Zone	MON IP8	Tsaganuur on CAREC corridor 4a to improve and expand the zone with provision of additional services	2010-2011	30M (estimated)	
ADB-205		REG	To be determined	International Road Transport Conventions and CAREC Road Transport Agreements	REG TA17	i) assess the status of CAREC PC accession to the international conventions; ii) assist countries to review priorities and address the constraints that they must overcome to accede; iii) adopt a common standard for weights and dimensions of vehicles; iv) adopt international standards as the reference benchmarks to harmoniously regulate CAREC cross border transport relations; v) review and adapt national legal and regulatory frameworks to comply with the accepted standards; vi) Examine potential application of the EU "T system" or CAREC general equivalents.	2010-2011	1.00	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
ADB-206		REG	Part unfunded; part ADB	Border Crossing Point Infrastructure and Investment	REG IP1	i) Improve physical functions of border points including transport infrastructure investments adjoining border crossing points ii) Improvement of technology	2010-2017	500M (estimate)	
ADB-208		MON	Unfunded	Establishment of Altanbulag Free Trade Zone	MON IP7	Altanbulag on CAREC corridor 4b to develop the zone into major trade, commerce, industry and service centre in N Mongolia	?-2011	90M (estimated)	
ADB-209		KAZ	To be determined	Transport Services Sector Study	KAZ TA1	Examination of the nature of business conditions operating in KAZ for transport service providers, pinpoint the reasons for a less than competitive environment, and recommend ways to encourage competitive conditions.	2011	0.10	
ADB-210		REG	Unfunded	Enhancements of the Information Technology Systems and Customs	REG IP2	i) Ensure interactive data exchange between customs agencies and the trading and logistics community; ii) Diagnostic of each DMC ICT strategy; iii) Technical evaluation of software, hardware and communications compared with world standard customs clearance and MIS systems; iv) assess data exchange capability with other trade and transport related agencies and customs and evaluate how UNeDocs model can be applied; v) recommend developments to improve connectivity; vi) explore upgrading of current systems to a Single Window and evaluate declaration form for purpose of introducing Single Administrative Document; vii) Institute a database system for collecting trade and transport vehicle data; viii) allow automated registration of declarants, advance declaration and offline completion of declaration, electronic payment, automated cargo release and process goods in transit; ix) ensure data mining and analysis for risk management and post-entry audits.	2011	0.20	
ADB-211		REG	To be determined	CAREC Trade Portal	REG TA6	i) compile, document, translate and publish import/export trade procedures, rules and regulations and requirements of customs and other government agencies; ii) compile document, translate and publish all other national measures affecting trade - bans, prohibitions, quotas, licensing, technical standards, taxes and fees, finance measures and foreign exchange regulations; iii) dissemination of information in appropriate forms	2011	0.60	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
ADB-212		REG	To be determined	Strengthening Customs Guarantee Systems in the CAREC Region	REG TA12	i) assess current transit practices under TIR Carnet in close liaison with Road Unions of CAREC countries, ii) analyze alternative customs guarantee systems with detailed cost-benefit analysis, iii) assess implications from implementation and enforcement of electronic systems of customs guarantee; iv) recommendations on feasibility of implementation of alternative customs guarantee systems and further steps for development of customs guarantee system, including those related to the TIR Carnet.	2011	0.30	
ADB-213		REG	To be determined	Developing Multimodal Transport Systems	REG TA30	i) analyze the current capacity of multimodal transport along CAREC corridors, and gather requirements for inter-modal facility and equipment from inland ports; ii) estimate demand for each mode along CAREC corridors, actual volume of goods transported and income earned, including prospects of routes that connect to Europe's E-40 and E-30; iii) analyze freight traffic such as goods type and origin/destination at different points along the corridors, and create a database on demand by industry; iv) identify problems and constraints to development; v) construct a registration and certification system for trade logistics and a grading system for the operators' resources and quality of service; vi) identify areas for harmonization of technical standards e.g. axle load limits, emission standards, etc.	2011	0.20	
ADB-214						Draft a development program for improvements in: i) the competitive capacity, management, technological, logistical and other aspects of cargo delivery by mode of transport, taking best practice into account; ii) auxiliary services in the medium and long term period. Also prepare a draft agreement to harmonize standards and legal bases for multimodal transport in CAREC countries, including the use of a unified transport document.			

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
ADB-215		REG	To be determined	Supply Chain Training Institute	REG TA31	i) Identify the exact needs for supply chain training in each country for major industries; ii) determine the optimal arrangement for training in the short-term, such as interactive technology for online training programs, regular courses in rotating venues in the region, and in the long-term such as a training institute, seeking the assistance of established providers such as the FIATA; iii) define the necessary arrangements for online training programs; iv) identify the prerequisites for establishing a training institute, and draft a financial plan for its operation; v) obtain investment financing to establish the program and institute; vi) establish the training program and institute	2011	0.50	
ADB-216		REG	To be determined	Promote Containerization	REG TA32	i) assess where the use of containers will contribute the most to efficiency in each corridor; ii) estimate the number of containers needed for medium- and long-term period and total cost; iii) define a procurement plan for containers.	2011	1.00	
ADB-217		REG	To be determined	Financing for Renewal of Vehicle Fleets and Equipment for Private Sector Operators	REG TA34	Evaluate demand for financing of commercial fleets and logistics equipment, commercial returns of regional operators and their ability to repay the loans. Recommend a financing scheme.	2011	0.50	
ADB-218		REG	To be determined	Facilitating Border Crossing of Drivers, Traders and Migrant Workers	REG TA39	Identification of: i) main barriers for cross-border movement of drivers, traders and migrant workers; ii) cost benefit analysis for simplification of cross-border regimes; iii) recommendations for establishment of user friendly and safe transit system for drivers, traders and migrant workers	2011	0.50	
ADB-219		KAZ	ADB	National coordinator for CAREC	KAZ TA2	Analysis of transit, transport and trade facilitation issues; conceptualization of requirements for transit development that are consistent with CAREC Transport and Trade Facilitation Strategy; Coordination and other support for the committee.	2011-2012	0.10	
ADB-220		REG	To be determined	Strengthening Capabilities of National Certification Bodies	REG TA4	Gap analysis of legal framework, technical and operational capability of certification bodies; Investment proposals for establishment of development certification laboratories	2011-2012	1.00	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
ADB-221		REG	to be determined	Product Certification and Weighing Machine Standards	REG TA5	Assess product certification capability of each country; Close gaps through training and other HRD interventions and provision of facilities and equipment; Propose adoption of standard weighing machines or certification system that would ensure their accuracy Work out adoption of mutual recognition of certificates in tandem with system of random confirmation of such certificates by international bodies	2011-2012	0.10 TA 5.00 laboratory	
ADB-222		REG	To be determined	Establishment of a Third Party Motor Vehicle Liability Insurance Regime	REG TA16	i) Conduct workshops with government authorities, insurance agencies and companies in each of the CAREC countries; ii) Identify the strengths and weaknesses of the current vehicle insurance regulatory regimes, and of the insurance industries in each country; iii) Formulate recommendations for the establishment of a third-party motor vehicle liability insurance regime valid across CAREC	2011-2012	0.30	
ADB-223		REG	To be determined	Liability Insurance System for transport operators	REG TA19	i) review and describe national insurance policies; ii) examine existing liability insurance systems in CAREC countries, in particular the terms of policies, insurance rates, insurance providers, and clients; iii) assess the record enforcement across international borders, compared with international practice in EU and other Asian countries; iv) evaluate the need for and advantages/disadvantages of compulsory insurance or a single insurance company; v) draft an agreement on mutual recognition of insurance policies that includes a dispute settlement mechanism.	2011-2012	0.10	
ADB-224		REG	To be determined	Survey of Taxes and Charges Applicable to Transport Operators	REG TA22	i) document all taxes, charges, fees, payments affecting transporters in each CAREC country and categorize them by type or purpose; ii) identify basic or primary taxes, charges or fees as well as redundant ones; iii) provide principles and rules for taxation of transport that simplifies tax administration; iv) provide arguments for reciprocal agreements such as on transit fees, etc. and review convoy/escort policy; v) publish or post the information on taxes, charges, fees, or payments.	2011-2012	0.10	
ADB-225		REG	To be determined	Regional Customs Training and	REG TA10	i) Support strengthening of regional customs educational institutions, translation and adaptation of WCO training	2011-2013	2.00	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
			d	Development		materials; ii) Train the trainer programs; iii) development of on line library of customs materials; iv) financial support for training customs' staff		
ADB-226		REG	To be determined	Trade and Industrial Logistics Centers with an Information Exchange System	REG IP4	i) Study market demand to establish the short, medium, and long term needs for facilities and equipment in relation to the existing logistics facilities, including determination of proper location, ii) Evaluate current plans for the construction of logistics centers or other similar proposals: a. Planned logistics centers are at Sary-Tash and At-Bashi in KGZ for Customs clearance and reloading of cargo with cross-docking facility and service facility for road carriers, as well as railways stations with potential to become multimodal centers, e.g. Alamedin, Balykchy, Osh, Kara-Suu, or Jalal-Abad stations in KGZ. b. At Inner Mongolia Autonomous Region of PRC: 1. Ganqimaodao Port – construct office building and facilities for inspection, communications, electronic instruments (\$531,645), 2. Ceke Port – construct warehouse center (\$5 million), 3. Erenhot Port – improve facilities at public bonded warehouse and build coal store yard,	2011-2014	150M (estimated)

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
ADB-226					<p>4. Jining – enlarge railway terminal and add facilities and equipment for logistics hub with rail and road access,</p> <p>5. Baotou BTICT – crane and hoist for rail transport and container scanning,</p> <p>6. Linhe –distribution center and warehouse for fruit and vegetables,</p> <p>7. Erenhot dry port – common facility for approval of animal products from MON;</p> <p>c. At Tajikistan:</p> <p>1. Dushanbe, and Khuzhand or Khorog for wholesale or trade center, with visa, Customs, and freight handling capacity,</p> <p>2. Karamik – x-ray machines,</p> <p>3. Ayvad, Pahtaabad, Pendzhekent, Chanaki Fotehabod, Batken, Kizil-Art Pass – storage facilities</p> <p>d. At Xinjiang Uygur Autonomous Region of PRC:</p> <p>1. Horgos – container terminal,</p> <p>2. Turgat – transport network and logistics facilities,</p> <p>3. Urumqi – storage warehouses</p> <p>iii) Develop a list of priorities for upgrading facilities based on requirements of trade and manufacturing logistics service providers and users, and write a business plan for them,</p>				
ADB-226					<p>iv) Advise stakeholders on best logistics practice in mining, agriculture, processed products, and other industries, e.g., financial, technology, and distribution;</p> <p>v) Assist in sourcing financial assistance, favorable loan and tax concessions to address the high investment requirements and expensive financing.</p> <p>vi) Design and construct Tier 1 and Tier 2 Logistics Centers in these suggested locations along the following corridors. Tier 1 are main hubs and Tier 2 supporting nodes</p>				
ADB-227		REG	To be determined	Transport Cost and the Level, Structure and Direction of Trade	REG TA21	<p>i) examine cost components for the different modes of transport for each major section of each CAREC corridor;</p> <p>ii) analyze the cost-price relationship and how prices are determined for the different modes of transport, including price elasticity of transport services;</p> <p>iii) examine tariff discount policies;</p> <p>iv) suggest ways to rationalize transport charges and eliminate biases for certain goods or certain modes of transport;</p> <p>v) test market pricing for selected cargo, e.g. less strategic commodities, to reveal the true optimization arrangement for</p>	2012-2013	0.20	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
					freight movement.			
ADB-228		REG	To be determined	Development of Multimodal Transport along CAREC corridors	REG TA13	i) assess national regulations, multilateral and bilateral agreements in the area of multimodal transportation; ii) assess transportation market; iii) examine physical infrastructure, transloading technologies and processes through interviews with transport users and site visits; iv) conduct cost-benefit analysis for the use of multimodal transportation along main CAREC corridors; v) prepare action plan (including recommendations) for multimodal transport in CAREC countries.	2013	1.00
ADB-229		REG	To be determined	Developing Inter-Country Bus Services in CAREC Countries	REG TA38	Review: i) Causes for limited international bus services; ii) identify measures to address causes; iii) propose implementation program and marketing plan for efficient regional bus services.	2013	0.50
ADB-230		MON	Unfunded	Establishment of Zamyn-Uud Free Economic Zone	MON IP9	Zamyn-Uud on CAREC corridor 4b to develop the zone into major commercial, industrial and tourism hub in the area	?-2015	100M (estimated)
BOMCA-1	BOMCA	KAZ	BOMCA			i) Construction works were completed at "Merke" Railroad Crossing BCP, including re-roofing and refurbishment of all offices, purchase of IT/office equipment, and a skills training for border guards as a joint training from BOMCA / IOM/ UNHCR and OSCE was conducted. ii) Drug Detectors have been successfully procured and delivered to BCP "Kordai" (Kazakh – Kyrgyz border), IT Equipment for Ministry of Agriculture and Procurement of special iii) Equipment for the Phyto-sanitary Unit of the Ministry of Agriculture was delivered for use at the borders.		

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
BOMCA-2		KGZ	BOMCA		<p>i) Renovation of an Inter-Agency training room at the airport in Osh and a Training Centre of Border Service in Osh, along with provision of equipment to both sites;</p> <p>ii) Construction of a fully equipped Training Centre of Border Service in Novopokrovka. This includes offices, classrooms and conference hall. During 2008-2009, this Training Centre will be expanded by construction of a dormitory for the trainees;</p> <p>iii) A Dog Training Centre for the Border Service has been constructed in Osh, complete with veterinary treatment facilities, a classroom and training area;</p> <p>iv) New facilities at two international border crossing points (BCPs) on the Kyrgyz-Kazakh and Kyrgyz-Uzbek were constructed, including fully equipped buildings for all agencies responsible for border management, and accommodation buildings for Border Force and Customs staff. Equipment has included computers, passport readers, office furniture, drug and precursor chemical detecting kits, vehicle search kits and lockers;</p> <p>v) Passport readers, drug and precursor chemical detecting kits, vehicle search kits and other equipment were provided to 16 Border Posts in Ferghana Valley;</p>			
BOMCA-3		TAJ	BOMCA		<p>i) New facilities at three international border crossing points (BCPs) on the Tajik-Afghan border in the Gorno-Badakhshan Autonomous Oblast (GBAO). These include fully equipped joint working buildings for all agencies responsible for border management, and accommodation buildings including showers, toilets, kitchens / dining rooms for Border Force and Customs staff. Equipment has included X ray machines, generators, computers, passport readers, office furniture, drug and precursor chemical detecting kits, vehicle search kits, kitchen equipment, beds and lockers;</p> <p>ii) Construction of international markets adjacent to the three BCPs, open on Saturdays. These attract between 350 and 1,000 Afghans who cross the border to buy or sell basic foodstuffs, clothing, utensils, timber, and construction materials. These markets have been upgraded with the provision of additional covered market sheds, water and basic sanitary facilities;</p>			

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
BOMCA-3					<ul style="list-style-type: none"> iii) Construction of a fully equipped Training Centre in Dushanbe for Officer Cadets of the Tajik Border Force. This includes residential accommodation for 300 troops, offices, classrooms and resource centre. During 2008, this complex will be expanded under a US funded scheme that has been planned in cooperation with the BOMCA program; iv) Renovation of the Border Force Headquarters building in Dushanbe including re-roofing and refurbishment of all offices on the top floor; 			
BOMCA-4		UZB	BOMCA		<ul style="list-style-type: none"> i) Construction/renovation of training facilities for the Border Guards (BG). The Training Center in Termez was handed over to the beneficiaries on 30th May 2008; ii) Provision of common software and training in intelligence analysis for representatives of Law Enforcement Agencies; iii) Construction/renovation of border infrastructure (border crossing points, border posts) including Border Posts (BPs) Mamuk and Sokh were built and handed over to the Uzbek Border Guards, and Border Crossing Points (BCPs) Vuadil, Madaniyat, and Sariosiyo were renovated. It is also planned to complete a construction of BCP Tynchlik in the Fergana Valley in 2008 and Daut-ota; iv) Provision of equipment to Border Guards and Customs at the borders (BCPs Karasu, Sariosiyo, Gisht-Kuprik, Oybek, Ayritom, Daut-ota, Tashkent and Bukhara International Airports); 			
BOMCA-5		KAZ, KGZ, TAJ, TURK, UZB	Border Manage- ment Central Asia (BOMCA)	BOMCA 4	45524?	<ul style="list-style-type: none"> i) support the elaboration and/or adoption of new legislation and/or regulation on border management in line with EU best practice. Interagency working group will be created and/or reinforced; ii) Control at airports: <ul style="list-style-type: none"> a. assess the current situation in each airport; b. identify needs in terms of training and equipment; c. draft a manual on visa management; d. provide training to border and customs officers in each airport; e. provide specific control equipment for border service. iii) Creation of mobile unit in border pilot zones - in depth assessment of the green border; on the bases of this assessment, pilot border zones will be identified. In these border zones equipment and training will be provided with a view to create operational mobile control capacity of the green border. Tajikistan will receive special emphasis due to the 	EUR8.58	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
					imminent withdrawal of the Russian Border Guards and growing drug trafficking;			
BOMCA-5					iv) Renovation and training of border crossing points in pilot regions - joint training (Customs/Border service) will be implemented in the BCP and neighbouring country will be invited to participate, focusing on KGZ and TAJ. v) Establishment of local dog units in pilot border zones - the project will renovate and equip a local dog centre in the pilot regions of KGZ and TAJ; Uzbek and Kazakh dog training centres will also receive support in terms of equipment and renovation; Uzbek and Kazakh training centres will organise training for their Tajik and Kyrgyz counterparts. vi) Coordination of border and security assistance in Central Asia through an "assistance matrix" and the creation of a data base border management and security in central Asia.			
BOMCA-6		KAZ, KGZ, TAJ, TURK, UZB	Border Management Central Asia (BOMCA)	BOMCA 5	i) Border infrastructure renovated in each pilot region ii) Border security equipment delivered in each pilot region			
BOMCA-7		REG	BOMCA	BOMCA5	48507? i) Training for border guards in Central Asia - 200 border staff trained in each region, 40 border staff trained in Integrated Border Management; ii) Training facilities reinforced in Turkmenistan; iii) Reinforcement of border pilot zones: a. training of frontline staff; b. procurement of border control equipment; c. contracting of works; d. establishment of dog capacities; e. establishment of local forensic capacity linked to a central national laboratory; f. establishment of cross border dialogue; g. confidence building measures in border communities; h. trade and transit corridor study to assess optimal crossing points for targeting BOMCA pilot region interventions.		EUR4.62	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
BOMCA-8		KAZ, KGZ, TAJ, TURK, UZB		BOMCA6		i) Construction or refurbishment of a number of Training Centers, Border Crossing Points (BCPs) at strategic border crossings, and Border Outposts; ii) Encouragement of the move to joint management of BCPs on the European model to facilitate regional trade and transit and more effective interdiction of illegal goods and persons		
BOMCA-9		KAZ, KGZ, TAJ, TURK, UZB	Border Managem ent Central Asia (BOMCA)	BOMCA 6		i) Targeting border guards - Training and exposure to European Best Practices in Integrated Border Management (IBM) form the main component of the program; ii) assist in preparation of the national Border Guards reform plan (based on a Hungarian Border Service reform plan iii) Development of Bi-lateral Action Plans for implementation of cross-border cooperation processes which have been signed by the respective governments of Kazakhstan, Kyrgyzstan and Tajikistan - joint training, sharing of border crossing facilities, and coordination and simplification of procedures at border crossing points iv) Detailed and costed border management strategies prepared with and for the Governments of Kyrgyzstan & Tajikistan; v) Agreement by Kazakh authorities to begin reform of their border management print; vi) IBM Handbook for Central Asia endorsed by the European Commission and used by the CA governments; vii) Senior Border and Customs Commanders familiarized with concepts and practices of European IBM approach;		
BOMCA-9						viii) local Border and Customs trainers trained on IBM methodologies; ix) Construction of Kyrgyz Dog Training Center completed; x) Fifty dogs and dog handlers trained for work on CA borders; xi) Long term inter agency strategy for drug detecting dogs implemented in Tajikistan; xii) Three Border Crossing Points along trade corridors modernized; xii) Three Border Outposts renovated and equipped along the Tajik-Afghan Border;		
DFID-1	DFID	KAZ	DFID	Mentioned in Regional Assistance Plan, SA, S Caucasus and Moldova		Support for KAZ accession (KAZ/KGZ cooperation)		

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
EBRD-22	EBRD	AZE	EBRD	http://www.delaze.ec.europa.eu/pdfs/enp/EU_Azerbaijan_AP.pdf	Planned?	i) Improve efficiency of freight transport services (including issues of border crossing procedures). Promote multi-modal services, address issues of interoperability; ii) Further develop OSJD/OTIF cooperation.		
EBRD-38		AZE	EBRD	http://www.delaze.ec.europa.eu/pdfs/enp/EU_Azerbaijan_AP.pdf		i) Strengthen the institutions in charge of standardisation, accreditation, conformity assessment, metrology and market surveillance; integrate them to the extent possible within European and international structures; ii) Strengthen potential and capacity of the central coordinating body responsible for the regulation and certification of the locally produced foodstuff and other products with a view to ensuring the alignment of local quality standards and conformity certification to European standards; iii) Simplify procedures of conformity assessment of industrial products, with the aim of avoiding compulsory certification of low risk products and repeat testing; iv) Develop market surveillance capacities based on best practice of EU Member States		
EBRD-39		AZE	EBRD	http://www.delaze.ec.europa.eu/pdfs/enp/EU_Azerbaijan_AP.pdf		Improve functioning of customs: i) Continue the improvement of customs legislation and the simplification of procedures in line with EU and international standards including the review of the new Customs Code and the adoption and enforcement of new norms in this field; ii) Continue to implement requirements of the Code of Honour/ Dignity based on the Arusha Declaration and study EU experience on ethics codes for customs officials; iii) Provide information on newly adopted import and export regulations and procedures and conduct regular consultations with business groups in this field. Provide full and regular information on tariffs to the public; iv) Strengthen the overall administrative capacity of the customs administration, implement customs valuation rules in compliance with international and EU standards; v) fully implement the currently applicable principles of risk-based customs control and post-clearance control;		

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
EBRD-39					vi) provide the customs administration with appropriate laboratory expertise as well as sufficient technical facilities in the IT area and other operational capacity; vii) strengthen training of customs officials; viii) Exchange experiences on the implementation of EU standards on modernisation of customs procedures and maintaining security in the international trade chain. ix) Conduct training and provide information to strengthen the proficiency of customs officials based on EU best practice and experience.			
EBRD-40		AZE	EBRD	http://www.delaze.ec.europa.eu/pdfs/enp/EU_Azerbaijan_AP.pdf	i) Develop a comprehensive education and training strategy on border management, including improved understanding of Schengen rules and standards; ii) Enhance the efficiency of Azerbaijan law enforcement authorities (Police, State Border Service, Customs) through the provision of modern equipment, adequate infrastructures, facilities and training in order to increase in particular the effectiveness of border crossing checkpoints.			
EBRD-41		TAJ	EBRD	Reported in WB CPS	Trade facilitation			
ECO-1	ECO	REG	ECO ESCAP UNCTAD IsDB	Multimodal Transport Project	LDSMD166/A:04.DOC/PI-10/RI i) review of existing ECO-wide studies/projections for commodity movements and plans for translating future trade flows into potential container and multimodal transport requirements; ii) multimodal transport corridor studies to identify physical infrastructural and non-physical impediments to the smooth flow of goods; a. Commodity study through analyzing import/export balance of major commodities, estimate their future trade flows by direction and establishing multimodal transport capacity requirements along the designated corridors; b. Determine the condition of existing transport infrastructure facilities in the corridors including interface points as well as investigate the quality and quantity of transport means and operational as well as maintenance procedures (road/rail/inland waterways/air); c. Investigate existing documentary procedures and collate examples of export and import documents, their number and purpose, document content, format and layouts;	1999-	0.27	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
ECO-1					<p>d. Investigate the present status of freight forwarding and multimodal transport operations and existing trade and transport facilities measures including the international transport regulatory measures;</p> <p>e. Identify infrastructure and non-physical impediments to the smooth flow of transport in the selected corridors as well as best practice operations which could -form the basis of technical assistance; and based on the above, the study will,</p> <p>f. Recommend improvements requiring pre-investment studies, operational and institutional solutions which will overcome transport bottlenecks, and thereby introduce a most cost effective Multimodal Transport Operation in the ECO region.</p> <p>iii) a regional multimodal transport seminar;</p> <p>iv) five country-level training workshops on multimodal transport;</p> <p>v) eight country-level workshops on land transport conventions in eight ECO countries.</p>			
EurAsEc-1	Eurasian Economic Community	KGZ; TAJ	EAEC		Uniform automated information system for the control of transit transportation of EAEC member states			
EurAsEc-2		KAZ; KGZ; TAJ	Eurasian Economic Community		Simplification of customs procedures and documentation, standardization of electronic forms, transition to uniform administrative records, use of a unified customs database and control of transit trucks and a one stop electronic window			
EurAsEc-3		KAZ; KGZ; TAJ	Eurasian Economic Community		Harmonize procedures at borders in the Customs Union Only customs and border guards at borders - other agencies inland			
EU-7	EU	UZB	EU	Central Asia 2003 Action Programme: Uzbekistan Customs	Support to Customs	2003	EUR1.00	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
EU-8		AZE	EU	Strengthening Regional Energy Co-operation in Eastern Europe and Caucasus	23010	i) Harmonisation of EU Gas and Oil Standards and Practices in Eastern Europe and Caucasus; a. Cooperation between Beneficiary Countries and EU public and independent bodies for the gas and oil sectors: 1. Unification of gas quality and gas volume measurements, as well as related testing 2. Unification of oil volume measurements, as well as related testing and measuring equipment 3. Standards, testing and certification of equipment for the gas and oil sector 4. Common standards, rules and industrial practices for construction and operation of gas and oil pipelines, including Quality, Health, Safety and Environment (QHSE) standards, EIA practices and Best Available Techniques (BAT) concept 5. Common standards, rules and industrial practices for equipment and materials that will be used in oil and gas sector (exploitation, processing, transportation, storage). b. Development of common standards, rules and practices for the gas and oil sectors, primarily for transmission pipelines 1. Classification and comparison of standards in the Beneficiary countries and EU and the Strategy Paper for ultimate harmonisation 2. Implementation of standards, rules and practices to render them compatible with the industrial practices (equipment, construction and operation of pipeline systems) 3. Case studies evaluating the economic and environmental impact of harmonisation on concrete investment / rehabilitation projects c. Creation of a permanent information platform: 1. Benchmarking EU experience 2. Establishment of an easy accessed information service on the harmonisation of EU standards, rules, rules, certification and accreditation in the gas and oil sectors ii) Feasibility Study for Expanding the Eastern Europe Regional Natural Gas Metrological Centre to include Oil and Oil Products Metrology: a. Support in the negotiations between the beneficiary countries for the agreement on the expansion of the existing Metrological Gas Centre to include oil and oil products metrology b. Elaborate the feasibility study for the expansion of the Centre	2004-2006?	EUR6.00	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
					c. Develop any additional relevant studies for civil works, laboratories for oil and oil products metrology, and equipment design d. Overall management of the various studies to be carried out to ensure a coherent design e. Preparation of all tender documentations for procurement of all necessary equipment and materials as well as civil and mechanical erection works iii) Safety and security of main gas transit infrastructures in Eastern Europe and Caucasus Regions: a. review of the existing INOGATE and other studies relevant to the status of the oil and gas networks in Beneficiary countries b. Update and validate the current gas losses on main gas transit lines c. Prioritise gas losses to be addressed and set out list of emergency actions d. Undertake specific studies (including basic design) for interventions on priority emergency areas with a view to limiting gas losses and environmental impacts e. On the basis of the studies, prepare full set of project documents including economic / budget analyses for obtaining funding f. Promote the projects to the IFIs for financial support			

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
EU-8					<ul style="list-style-type: none"> 1. Classification and comparison of standards in the Beneficiary countries and EU and the Strategy Paper for ultimate harmonisation 2. Implementation of standards, rules and practices to render them compatible with the industrial practices (equipment, construction and operation of pipeline systems) 3. Case studies evaluating the economic and environmental impact of harmonisation on concrete investment / rehabilitation projects c. Creation of a permanent information platform: <ul style="list-style-type: none"> 1. Benchmarking EU experience 2. Establishment of an easy accessed information service on the harmonisation of EU standards, rules, rules, certification and accreditation in the gas and oil sectors ii) Feasibility Study for Expanding the Eastern Europe Regional Natural Gas Metrological Centre to include Oil and Oil Products Metrology: <ul style="list-style-type: none"> a. Support in the negotiations between the beneficiary countries for the agreement on the expansion of the existing Metrological Gas Centre to include oil and oil products metrology 			
EU-8					<ul style="list-style-type: none"> b. Elaborate the feasibility study for the expansion of the Centre c. Develop any additional relevant studies for civil works, laboratories for oil and oil products metrology, and equipment design d. Overall management of the various studies to be carried out to ensure a coherent design e. Preparation of all tender documentations for procurement of all necessary equipment and materials as well as civil and mechanical erection works iii) Safety and security of main gas transit infrastructures in Eastern Europe and Caucasus Regions: <ul style="list-style-type: none"> a. review of the existing INOGATE and other studies relevant to the status of the oil and gas networks in Beneficiary countries b. Update and validate the current gas losses on main gas transit lines c. Prioritise gas losses to be addressed and set out list of emergency actions d. Undertake specific studies (including basic design) for interventions on priority emergency areas with a view to 			

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
					limiting gas losses and environmental impacts				
EU-8					e. On the basis of the studies, prepare full set of project documents including economic / budget analyses for obtaining funding f. Promote the projects to the IFIs for financial support				
EU-9		AZE	EU	Euro-Atlantic technical Assistance Programme		Implement the GUAM Trade and Transport Facilitation Project and the GUAM Virtual Law	2005		
EU-10		AFG	EU	Border Crossing Facilities Pakistan and Tajikistan Borders		Facilitate legitimate cross-border trade and passenger travel, countering of illegal trade/smuggling plus emphasis on revenue generation for Afghanistan. The "Torkham Border" consists of setting up of all facilities [police, customs, controls, buildings and the transport corridor to Kabul etc.].	2005	EUR20.00	
EU-11		AFG	EU	Needs Assessment of Trade and Trade Related Assistance		Establishment of a coherent trade strategy linked with the overall development plan of Afghanistan. Focus on trade development, regional trading system and trade EU Afghanistan. Included input on trade reform impact, intragovernment policy; donor coordination and trade facilitation.	2005	0.10	
EU-12		AFG	EU	North and North-eastern Afghanistan - Integrated Border Management Program	NA-IBM	Finalisation of Torkham BCP, construction of Shir Khan Bandar BCP (major crossing point with Tajikistan) and a number of smaller crossing points in Badakshan	2006	EUR22.2	
EU-13		AFG	EU	Support to Customs Administration in Afghanistan	DCI-ASIE/2007/019068	i) Build and maintain the necessary infrastructure at Heiratan and Andkhoy/Aqeena BCPs;	2007-2011	EUR19.7	
EU-14		KAZ	EU	Economic Development in Kazakhstan - Enhancing Economic Diversification and Competitiveness in Kazakhstan	2007/019-246	i) support Ministry of Industry and Trade and Centre of Trade Policy Development in WTO accession and provide support on the most effective implementation of measures in accordance with WTO requirements ii) Build capacity within Ministry of Industry and Trade and Centre of Trade Policy Development to develop and implement trade policy; iii) Identify significant sectors with high PPP potential; iv) Define and design PPP models to apply; v) Design template documents to use for the technical preparation of projects	2007-2011	6.00	
EU-15		KAZ	EU		Booz Allen	development of code of conduct			

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
EU-16		KAZ	EU	Study on non-tariff barriers in trade and development of competition	Reported in EU's 2007 KAZ programme			
EU-17		KGZ	EU			Support for institutional, legal and administrative reform		
EU-18		KGZ; TAJ	EU/UNDP			No information		
EuroC-1	Euro-customs	Un-certain	Euro-customs	Customs Reform and Modernization Project	Documentation not seen	legislative improvement, risk assessment, post-entry audit, training, human resource management, assistance to the dog-handling centre	2006	EUR0.73
EuroC-2		KAZ, KGZ; TAJ	Euro-customs			develop and implement a post-clearance control strategy, develop a fraud database, develop financial fraud analysis procedures, train senior and middle management in post-clearance control methodology, provide study tours for middle management, and provide a due diligence model to ensure that Customs provides the business community all necessary information	2006	
EuroC-3		KAZ	Euro-customs	Reform and Modernization of the Customs Control Committee		assistance in developing a cargo risk management system that provides simplified procedures for low-risk importers, assisted in the implementation of selective passenger inspections, and is starting a one year project to develop and implement a risk management strategy, set up central risk information and analysis, and develop valuation, origin, classification, and fraud databases		
EuroC-4		KAZ	Euro-customs			No information		
EuroC-5		KAZ	Euro-customs		Booz	TA in developing modern human resource management policies and procedures		
EuroC-6		KAZ, KGZ; TAJ	Euro-customs			No information		
EuroC-7		KAZ, KGZ; TAJ	Euro-customs			No information		
EuroC-8		KAZ, KGZ;	Euro-customs			No information		

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
		TAJ						
EuroC-9		KAZ; KGZ; TAJ	Euro- customs		No information			
EuroC-10		KAZ; KGZ; TAJ	Euro- customs		Development of training centre; Training centre management; Basic and advanced course modules on priority topics; Training groups of officers			
EuroC-11		0	Euro- customs		No information			
EuroC-12		0	Euro- customs		On valuation, origin, classification and fraud			
EU-19	EU-TACIS	KAZ	EU-TACIS	Support to the Development of a Transit Corridors Policy in the Republic of Kazakhstan	i) review of legal and regulatory framework; ii) draft a law on combined transport; iii) prepare an overview of current customs procedures, tariffs, insurance, taxation and control mechanisms relevant for transit traffic; iv) assessment of the current position of the forwarding business in Kazakhstan; v) assessment of training needs and training course preparation in accordance with recommendations of FIATA; vi) assistance in establishing a standard information system and a national transport database for the Ministry of Transport and Communication.	2000-2002	1.88	
EU-20		KGZ	EU-TACIS	(TRACECA) transport corridor program	Equipment for 3 border posts, (Ak-Jul, Korday, and Osh) such as search and scanning equipment, scales, lights, computers, and telecom equipment.	2001-2003	0.80	
EU-21		KAZ	EU-TACIS	Enforcement & Investigation (Dog Training Centre)	Training courses at the dog training centre in Germany	2001-2003	0.20	
EU-22		REG	EU-TACIS	Unified Policy on Transit Fees and Tariffs (in all 12 countries members of TRACECA)	propose rational, transparent fee and tariff scales to improve TRACECA competitiveness from end to end.	2001-2003	2.50	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
EU-23		KAZ, KGZ, TAJ, TKM, UZB	EU-TACIS	Central Asian border crossings		improvement of the Customs facilities at 5 Central Asian border crossing including, with ADB, the Almaty-Bishkek road border crossing.	2001-2005	2.50	
EU-24		KAZ	EU/TACIS	TACIS Kazakhstan Transit Corridors		No information	2002		
EU-25		KAZ	EU-TACIS	Training (Support to the Customs Training Centre)		i) questionnaire, ii) needs assessment, iii) consultancy on the various structures to be established, iv) study visit, v) train the trainer seminars	2002	0.15	
EU-26		KAZ	EU-TACIS	Customs Control (Airport Twinning Madrid-Astana)		i) study tours, ii) consultancy/needs analysis, iii) training courses.	2002	0.14	
EU-28		UZB	EU/TACIS	No information	69434	?	2003-2004		
EU-29		UZB	EU/TACIS	Development of Central Asian Customs Administrations	TACIS/2004/016-770/1	No information	2004	EUR1.242	
EU-30		KAZ	EU-TACIS	WTO Accession in Kazakhstan: the Draft Law on Technical Regulation		i) harmonize the relevant Kazakhstani legislation on technical regulation with the WTO agreement and the European legislation on standards and technical regulation. This project provides valuable preparation for the national project "Support to WTO accession in Kazakhstan" under AP 2003.	2004	0.26	
EU-31		KAZ	EU-TACIS	Mechanism to Support Development of Road Service Infrastructure on Transit Routes of Kazakhstan		i) develop an effective state-supported mechanism for attracting private investment for establishment of services to be arranged along the international transit highways ii) provide international carriers with integrated information services on those routes	2004-2005	0.22	
EU-32		KAZ	EU/TACIS	No information	2004/097-168	?	2004-2005		
EU-33									
EU-34		UZB	EU/TACIS	No information	2005/099-158	Uzbekistan 2	2005-2006		

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
EU-35		TAJ	EU/TACIS	No information	2005/099-147		2005-2006	
EU-36		KGZ	EU/TACIS	No information	2005/099-110		2005-2006	
EU-37		KAZ	EU/TACIS	No information	2005/099-146	Kazakhstan II ?	2005-2006	
EU-38		KAZ	EU-TACIS	Support to WTO Accession in Kazakhstan		i) support the WTO Accession in Kazakhstan by harmonizing Kazakhstan's legislation on technical regulation and standardization with the WTO Agreement on Technical Barriers to Trade, and with the corresponding EU legislation, ii) support to the Government of Kazakhstan on the most effective implementation of measures in accordance with WTO requirements. iii) harmonization of legislation, iv) human resources development and institutional capacity building, v) promotion of membership of Kazakhstan's Committee for Standardization in international and European standardization and accreditation bodies.	2005-2007	1.37
EU-39		KAZ	EU-TACIS/Eurocustoms	Reform and Modernization of the Customs Control Committee of the Republic of Kazakhstan		Assistance of Lithuanian experts in the fields of Customs legislation and training	2006	
EU-40		KAZ	EU/TACIS	Reform and Modernization of the Customs Control Committee of the Republic of Kazakhstan		i) review customs-related legal and regulatory framework; ii) improve the application of "Risk Analysis and Selectivity Control" in line with international standards at the country's international airports; iii) enhance "Post Clearance Auditing" and related legislation; iv) develop a "Human Resources Management" strategy; v) enhance the training capacity and methods of the CCC Training Center vi) unspecified equipment	2006	EUR0.73 EUR0.34
EU-41		KGZ	EU-TACIS/Eurocustoms	Reform and Modernization of the Department of the Customs Service of the Kyrgyz Republic		Assistance of Lithuanian experts in the field of appeal procedures, and possibly in the other areas of customs legislation.	2006	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
EU-42		TAJ	EU-TACIS/Euro-customs	Reform and Modernization of the Customs Department of the Republic of Tajikistan		Training	2006	
EU-43		UZB	EU-TACIS/Euro-customs	Reform and Modernization of the Department of the Customs Service of Uzbekistan		Planned assistance of the Lithuanian experts in the fields of customs legislation, international cooperation and anticorruption	2006	
EU-44		UZB	EU/TACIS	No information	2006/099-168	Uzbekistan 3	2006-2007	
EU-45		KAZ	EU-TACIS		Reported in TORs for TRACECA's Harmonization of Border Crossings Procedures	The TACIS national project in Kazakhstan on "Support to the development of a Transit Corridors Policy, in the Republic of Kazakhstan" will look at specific aspects of transit transport including a review of goods and passenger flow statistics. They will also look at the application of on-line transport management systems		
EU-46		KGZ	EU/TACIS	Training on Technical Regulation and Standards				
GTZ-1	GTZ		GTZ			i) study of the market of transportation services for delivery of goods to the destination points ii) study of the state legal control system for traffic between Bishkek and Osh on delivery of goods as well as unofficial payments charged by the state structures. iii) study of infrastructure of Bishkek-Osh highway	2003	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
GTZ-2		KAZ	GTZ	Support to Regional Economic Cooperation in Central Asia, Phase II		i) Administrative barriers to trade: <ul style="list-style-type: none"> a. Get agreement on lead ministry; b. Develop a feasibility study. c. Organize Single Window pilot project based on existing Centers of People Services. d. Get the introduction of such measures put as a priority on the national development agenda with adequate funding. e. Together with international development partners such as US-AID, WCO, WB and CAREC and private sector companies supply the Kazakh implementing agencies with knowledge about international best practice in order to support them to swiftly draw up and execute effective implementation plans. f. Spread trade facilitation innovations developed and introduced in Kazakhstan to the other countries of the region, as integrated border management and regional transit system. g. Capacity building and support surveys concerning the role of women in the field of shuttle and international trade. 	2008-2010	
GTZ-2					ii) Technical barriers to trade: <ul style="list-style-type: none"> a. Improve structures of economic cooperation and trade in Central Asia through capacity development measures for Kazakhstan's quality institutes, so they can supply business with adequate service to compete internationally. b. Establish Kazakhstan as anchor country for NQI development in region. c. Organize trainings for specialists from CA region in Kazakhstan.(use foreign experts and Kazakh co-finance in kind) d. Promote Kazakh Pilot groups with Central European expert support for standard harmonization and certification (invite other CA states' representatives to participate) e. Support Kazakhstan's NQI to promote ISO 9000 among Kazakh companies 			
GTZ-3		KGZ	GTZ	Support to Regional Economic Cooperation in Central Asia		Administrative barriers to trade: <ul style="list-style-type: none"> i) Mapping of all administrative procedures for export and import (gathering of information, data and document forms) ii) elaboration of recommendations and suggestions to the Government on possible reducing of number of documents, timing and signatures; iii) elaboration of the Single Window Concept together with responsible ministries and private sector 		

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
					Technical barriers to trade: i) support to NQI institutions upon request ii) define field of cooperation with main partners iii) coordinate TBT projects in KG			
GTZ-5		KGZ	GTZ	Support to Regional Economic Cooperation in Central Asia, Phase II	i) Administrative barriers to trade: a. Implement the Single Window project and launch the SW system with ADB finance and state contribution. Promote Single Window for pre-customs procedures as a part of an integrated system. Consider customs guarantees system and electronic payments to be included at later stages of SW project implementation; b. Promote the SW idea at regional, national and local levels among governmental agencies, private sector and NGOs through trainings and information seminars on Kyrgyz SW project as a model project. c. Introduce integrated and joint border control at pilot check points to reduce number of goods inspections, times, procedures etc. d. Lobby and elaborate legal base for small load schemes on bilateral basis and considering gender aspects. e. Reduce number of documents for export to minimum level	2008-2010		
GTZ-5					ii) Technical barriers to trade: a. Support to National Quality Infrastructure institutions to implement the approved NQI Concept towards international recognition b. Support to NQI institutions to participate and cooperate effectively in relevant international organizations (ISO, IEC, Metric Convention, OIML, ILAC, IAF etc.) c. Support work of national technical committees on standardization in developing national standards harmonized with international for export oriented goods d. Capacity Building for NQI specialists to qualify and satisfy international standards through their participation in meetings and trainings of international organizations; Metrology: a. prepare NISM to sign the MRA CIPM, joining to Metric Convention (e.g. through PTB trainings, comparison between NMI) Standardization: a. increase potential of 3-4 national technical committees for standardization (export oriented groups of goods)			

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
					harmonized with international standards b. develop high potential specialists of NISM to be multipliers for NTCs Accreditation: a. support KCA in creation and running the regional organization on accreditation b. provide international expert for laboratory to support accreditation iii) Manage web site which will: a. provide information for exporters/importers concerning trade (export/import) forms (documents), contacts (agencies, addresses, costs, who is responsible for what(which ministry provides which document) b. Information about the project c. Provide information or links about legislation and tariffs			
GTZ-6		TAJ	GTZ	Support to Regional Economic Cooperation in Central Asia	Study on simplification of export and import procedures in the Republic of Tajikistan Map existing procedures and elaborate recommendations for the Government	2007		
GTZ-7		TAJ	GTZ	Support to Regional Economic Cooperation in Central Asia, Phase II	i) Administrative barriers to trade: a. Elaborate and approve the Feasibility Study for Single Window project and ensure financing (ADB, state or private money) and start launching of the SW system. b. Promote SW idea through informational workshops and seminars for export and import procedures with state institutions and private sector; c. Work on measures on reduction of administrative barriers in trade and support Government Decree on simplification of administrative procedures for export and import procedures. d. Participate in drafting the Uzbek transit law, support and ensure implementation of this law and evaluate impacts and benefits for Tajik traders. ii) Technical barriers to trade: a. Support Tajikstandart implement ISO 9000-9001 into their procedures b. Assist with NQI Development Strategy c. Support Tajikstandart participation at ISO Technical Committees d. Support developing laws and regulations effecting NQI towards a new Law e. Capacity building	2008-2010		

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
GTZ-8		UZH	GTZ	Support to Regional Economic Cooperation in Central Asia, Phase II	<ul style="list-style-type: none"> i) Administrative barriers to trade: <ul style="list-style-type: none"> a. Support Working Group activity in preparation of Transit Law and further support on implementing and monitoring of above-mentioned Law (after approval). b. Support the Regional Freight Forwarders Association (RFFA) to get involved in CAREC activities. c. Support MFERIT and Customs in developing Single Window concept. Cooperate with Customs and Chamber of Commerce and Industry in implementation of frame standards of WCO on Business Security. d. Cooperate with Business Women Association of Uzbek in evaluation of unused potential of women in Uzbekistan. 	2008-2010		
GTZ-8					<ul style="list-style-type: none"> ii) Technical barriers to trade: <ul style="list-style-type: none"> a. improve standardization and certification through adoption of ISO standards to gain regional & international recognition and achieve client-oriented NQI b. Support Uzstandart's active participation in ISO technical committees; c. Support implementation of the new Law on Technical Regulation, which complies with WTO requirement in TBT; d. Improve NQI to international standards in respect of export oriented goods; e. Capacity Building for NQI specialists to qualify and satisfy international standards; f. Support regional cooperation in NQI fields, getting membership in PAC, ILAC, IAF, IML, to gain global recognition; g. Support cooperation of Uzstandart with similar International NQI Bodies; 			

Donor		Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
								Donors	Country
INO-1	INOATE	AZE; KAZ	INOATE	Follow-up on Institutional Issues (Phase B) - Multimodal Oil Transport System and Creation of a Common Operator	98.01	i) Measure, further elaborate and analyse the Pre-Feasibility Study's findings (96.07; 97.04) and deliver a definite study on the potentiality of the system; ii) Analyse the conditions of an uninterrupted and efficient flow of oil and oil products from the hydrocarbon-producing regions of Caspian Sea and Central Asia, to the international markets; iii) Identify the technical and management requirements and constraints for the implementation of the Multimodal Oil Transport System, capable of carrying 10 million tons of oil or oil products per year, using rail, ports at Aktau and Dubendi (including the Supsa Maine Export Terminal); iv) Produce the institutional mechanisms serving the overall project objectives in general, and the establishment of the Common Commercial Operator in particular.	2000-2001	1 MEUR	
INO-2			INOATE	Interstate Oil and Gas Transport to Europe (INOATE)		No information	2002-2004	8.36	
INO-3		AZE	INOATE	Financing small scale investments for regional Oil and Gas infrastructure in Azerbaijan, Georgia and Armenia	On INOATE site		2004-2007		
INO-4		Central Asia	INOATE	Financing small scale investments for regional Oil and Gas infrastructure in Central Asia	On INOATE site		2004-2007		
INO-5		KAZ, KGZ, UZB	INOATE	Harmonization of standards and practices in the gas sector in Central Asia		i) Introduction of new standards, practices and reliability concepts applied to the gas sector and approximation of current standards to EU and international standards. ii) Set up a workable basis for improved security of internal supply, security of export and improved market access by the beneficiaries. iii) Provision of an access to EU expertise for adapting and applying best practices for gas operators, infrastructure development, transferring of know how related to modernisation and management of gas production and transport facilities and infrastructures, building sufficient	2008-2009	EUR1.5	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
					regional capacity for longer term sustainability.			
IOM-1	IOM	AZE	International Organisation for Migration	Integrated Border Management	<ul style="list-style-type: none"> i) establish a replicable integrated border management system at the southern border of Azerbaijan, ii) build the capacity of border, customs and other involved authorities and foster cooperation among them. iii) establish a Border Guards Training School, brought to full operational capability and handed over to State authorities; iv) develop a specific curriculum and deliver Border Guards training. v) purchase of Green Border Surveillance equipment for use by Border Guards. 			
IOM-2		KAZ	IOM	Capacity Building in Border Management on Southern Borders of Kazakhstan	<ul style="list-style-type: none"> i) training for border control officers, ii) provision of equipment for check points on the southern border of Kazakhstan 			
IOM-3		KGZ	IOM	Technical Assistance to International Checkpoints in the Kyrgyz Republic	refurbishment of Dostuk and Bekabad border crossings			
IOM-4		KGZ	IOM	Kyrgyz Passport Modernization Programme / Enhancing Immigration Inspection and Border Control	Anti-corruption and capacity-building targeting the Kyrgyz National Passport Agency and the Kyrgyz Police's Passport Department.	2003-		
IOM-5		TAJ	IOM	Expansion of Tajikistan Border Guard Training Center to Khorog, Tajikistan; Supplemental Assistance to Dushanbe Training Center	<ul style="list-style-type: none"> i) training and equipment for Dushanbe International Airport and the Bratsvo border crossing, ii) establish Khorog training center for border crossing inspection officials. iii) establish Document Analysis Center and an information system for border management. 	?		
IOM-6		TAJ	IOM	Capacity Building in Migration Management Programme	<ul style="list-style-type: none"> i) Comprehensive assessment of border management ii) recommendations for institutional, policy and procedural reforms, enhancing the training of border guards, iii) technical support to professionalize inspections 	2002		

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
IOM-7		UZB	IOM	Improving immigration inspection and border control at the land border with Kazakhstan	?	Planned		
IRU-1	IRU	KAZ	IRU		Transit International Routier training seminar conducted by International Road Transport Union			
IRU-2		TAJ	IRU		Harmonization of cargo manifests; One stop and electronic window services			
IRU-3			International Road Transport Union (PRC is not a member, Afghanistan is not an operational country)		Obligatory training for every new member to representatives of transport associations and of customs and the Ministry of Transport that deal with TIR matters at the operational and management level. Trained people are expected to train people back in their country. Training includes: a. Introduction to the TIR System, the TIR Convention, the principles and benefits of the TIR System, Contracting parties to the TIR Convention, Roles and Responsibilities of the actors involved, the TIR guarantee chain overview, Description of a TIR operation b. Step by step guided role-play on how to fill in a TIR Carnet, including the role of the Association, the TIR Carnet Holder and the Customs authorities. c. Objectives, components and data elements of the SafeTIR system including SafeTIR data transmission and reconciliation procedures. Overview of IRU risk management software and hands-on exercises on Cute-Wise; d. Measures to be taken in case of incidents and accidents during a TIR transport. Step by step role-play on how to fill in the TIR Carnet's certified report; e. Principles, inquiry, pre-notification and notification of non-discharge, payment request, administrative management of claims and payment procedures. Step by step scenario on a possible case of claims Attendees gain access to TIR distance Learning			
ITC-1	International Trade Centre (ITC)	TAJ	International Trade Centre	Recommendations for improving the National Quality Infrastructure in Tajikistan	Review of NQI	2007		

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
JICA-12	Japan	AFG	Japan		Reported in EU's support to Customs Admin in Afghanistan	Ai Khanum border crossing with Tajikistan	5.00	
JICA-13		UZB	Japanese Trade & Industry Organization		reported in WB CAS	Potential transportation projects in framework of CAREC activities		
JICA-14		REG	Japan		Reported in EU's Central Asia Indicative Program 2007-2010	v) Training courses expert support on WTO accession;		
JICA-15		REG	Japan		Reported in EU's Central Asia Indicative Program 2007-2010	i) Railway Transport Capacity Development Project Refurbishing transit facility etc. (Kazakhstan); ii) Astana Airport Reconstruction Project Repair of the Astana airport (construction of passenger and freight terminal building etc.); iii) Western Kazakhstan Road Network Rehabilitation Project - The repair work of the superannuated road in western Kazakhstan; iv) Bishkek-Osh Road Rehabilitation Project Repair of the trunk road between the metropolitan Bishkek and the second city Osh; v) Training courses expert support on WTO accession; vi) Bishkek-Manas International Airport Modernization Project Repair and modernization of Bishkek-Manas International Airport; vii) Three Local Airports Modernization Project Repair and modernization of 3 local airports (Samarkand, Bukhara, Urgench).		
OSCE-1	OSCE	TAJ;AFG	OSCE			centre opened for promoting cross-border trade between Tajikistan and Afghanistan in order to provide information on customs and markets to entrepreneurs on both sides of the border.	2007-	
OSCE-2		UZB	OSCE			Study of Uzbekistan's transport sector	2007	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
OSCE-3		UZB	OSCE	reported in WB CAS		Surveys of business on non-official payments in customs.		
OSCE-4		UZB	OSCE			improve the effective and efficient movement of goods and cargo inside and outside of Uzbekistan through a baseline study on existing legislation in Uzbekistan and its international commitments, and through technical assistance.	2008-	
PRC-3	PRC	KAZ; KGZ; TAJ	PRC		no information			
SECO-1	SECO	UZB	SECO IFC	Uzbekistan Business Enabling Environment Project		i) work with regulatory agencies such as the Fire and Sanitary Inspectorates, which is focused on advising and amending policy that regulates business inspections, and providing trainings and consultations for inspectors to streamline their work. ii) conduct a public education campaign to increase the awareness of SMEs about their rights, through mass media appearances and easy-to-understand publications. iii) work to help the government introduce a Regulatory Impact Assessment (RIA), to help it monitor and assess the expected results of government regulations on its own	2002-	
SECO-2		KGZ	SECO			\$3 million-\$5 million earmarked for computerization of customs and technical assistance [reported in L1997TAJ]		
SECO-3		KGZ	SECO/ITC	Trade Promotion Initiative		No information		
SECO-4		KGZ	Switzerlan d:			Help promote regional trade through sustainable expansion and diversification of exports and tackling export problems. Supports improvement of the quality of the human capital working on WTO issues in the private sector, in the Government, and in academia.		
SECO-5		TAJ	SECO		in L 2113REG	training, participation in WTO-related meetings, and support for WTO accession activities, implemented by the United Nations Institute of Training and Research.	Ongoing	
SECO-6		TAJ	SECO		in L 2113REG	support for development of trade strategies, trade support services, enterprise support services, private sector supply management, and public procurement and export quality management	Ongoing	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
SECO-7		REG	Swiss		Reported in EU's Central Asia Indicative Program 2007-2010	Automated System for Customs Data Program – modernization of administrative customs clearance procedures and assistance to anti-corruption efforts		
SPECA-5	SPECA	AZE, KAZ, KGZ, UZB	SPECA			technical assistance of training courses on the implementation of trade facilitation standards and instruments in the Central Asian countries, Prague and Geneva	Continuous	0.05
SPECA-6		REG	SPECA	Technical assistance to development of the intergovernmental Agreement of the Shanghai Cooperation Organisation member States on facilitation of international road transport		No information	2005-2009	0.63
SPECA-7		REG	SPECA			UNECE-EurAsEC initiative on data harmonization (first seminar took place in Moscow, in October 2006, with financing from the 4th Tranche of the UN Development Account	2006-2008	0.01
SPECA-8		REG	SPECA			Capacity-building in support of trade integration with emphasis on integrated trade information flow management and trade facilitation in the SPECA region	2006-2010	0.39
SPECA-9		REG	SPECA			Harmonization of trade and transport documents and documentary procedures in the SPECA member countries: integrating the management of trade information flows	2008	0.60
SPECA-10		REG	SPECA			Promotion of regional trade integration through regulatory and standardization convergence	2008	0.30
SPECA-11		REG	SPECA	Asia Land Transport Infrastructure Development (ALTID)		Operationalization of international intermodal transport corridors to and from SPECA countries - Intergovernmental Agreement on the Asian Highway Network - Afghanistan, Azerbaijan, Kyrgyzstan, Tajikistan and Uzbekistan part of SPECA - PRC, Kazakhstan, Mongolia a signatory	2008-2009	0.20

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
SPECA-12		REG	SPECA		Building the capacity of the SPECA member countries in their accession to WTO, post-accession negotiations and implementation of WTO agreements and commitments, as well as establishment of an informal WTO Forum within SPECA	2008-2009	0.80	
TRAC-1	TRACECA	REG	TRACECA	Capacity Development for Senior Transport Officials	<ul style="list-style-type: none"> i) Analysis of existing situation at border crossings, in ports, railway stations and customs clearance offices along the TRACECA corridor. ii) Training needs assessment for both the top level decision-makers of the Ministries of Transport (or other bodies fulfilling their tasks), Railways, Customs and Port Authorities (Target Group - Level A) and the heads of border and customs stations, ministerial departments, railway departments, port and ferry operators and stakeholders from the road transport industry (Target Group - Level B) based on standardised questionnaire. iii) Development of training material for each of the groups (Target Groups - Levels A and B). iv) Implementation of the training program for Level A, 65 trainees, 5 of each TRACECA country v) Implementation of the training program for Level B, 260 trainees, 20 of each TRACECA country. vi) Carrying out of study tours, 3 groups, total of 52 participants, 4 of each TRACECA country. 	2003-2005	EUR1.8	
TRAC-4		KAZ, KGZ, TAJ, UZB	TRACECA	Development of Coordinated Transport Policies	EUROPEAID /122076/C/SER/Multi <ul style="list-style-type: none"> i) establish principles for National Transport Policies coordinated on the regional level; ii) develop short, medium and long term action programme for legislative action iii) establish legislative frameworking principles and proposals, reflecting TRACECA MLA and Strategy as well as international/EU standards iv) establish legal harmonisation principles to establish a regional market for the road transport sector in Central Asia v) Preliminary qualitative scanning of existing logistic centres, needs assessment and catalogue of good practice, as a precursor for the next TRACECA project on "International Logistics Centres/Nodes Network in Central Asia) 	2007-2008	EUR2.00	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
TRAC-5		REG	TRACECA	Strengthening of Transport Training Capacity in NIS countries	EUROPEAID /113181/C/S V/MULTI	i) ensure that the teaching staff of transport training entities and students in higher educational transport institutes are familiarised with latest transport planning techniques and tools; ii) ensure that the teaching staff of transport training entities and students in higher educational transport institutes are familiarised with latest investment appraisal techniques and tools including environmental analysis of transport sector investments; iii) transport training is to be improved through improved pedagogical skills, teaching techniques and curricula development methods; iv) departments/chairs for multi-modal transport and interoperability are further developed and enabled to deliver state-of-the-art training contents; v) in-depth appraisal for the establishment of a regional training centre for advanced transport training is elaborated.	2008-	EUR2.00	
TRAC-18		REG	TRACECA	Review of Railway Rehabilitation in Central Asia		i) Recommendations concerning the multimodal transport; ii) Recommendations on harmonisation of standards and operating procedures and interoperability; iii) Recommendations on improvements of border-crossing procedures; iv) Traffic forecasts and tentative prioritisation of recommended actions; v) Technical and economic feasibility study of the following line sections: a. Jalal-Abad – Kara-Su – Andijan (79 km); b. Osh – Kara-Su – Andijan (72 km); c. Lugovaya – Bishkek – Balykchi (322 km); d. Aktau – Beyneu – Kungrad (700 km).	2004-2006	EUR2.00	
TRAC-19			TRACECA	Trade Facilitation Project		Recommendations i) In respect of Customs Border Control Points a. Equal opportunities should exist at all borders for use by any international transporter. b. Customs posts should be refurbished to create a positive image. c. Layout at border facilities should be based on "Form follows Function" principles. d. Refurbishment needs to be prioritised. e. Low traffic volume posts should be upgraded or closed to freight traffic. Shared facilities an option. f. Customs posts at rail crossings should be refurbished	1996-1997		

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
					<p>and secured by long term tenancy agreements.</p> <p>g. Customs posts at Ports should be improved and in some cases relocated.</p> <p>h. Approach roads at major border crossings should be widened.</p> <p>i. Control of commercial activities close to border posts should be strengthened.</p> <p>j. Border Control Zones should have restricted access.</p> <p>k. Road signs should be improved, with possible installation of TRACECA route signs to UN format.</p> <p>l. Regulations should promote the use of Customs approved terminals and bonded warehouses to reduce border work.</p>			
TRAC-19					<p>m. Computerised live-entry Management Information Systems (MIS) should be introduced for planning.</p> <p>n. Staff retention is as important as recruitment.</p> <p>o. Shorter work shifts should be introduced where possible.</p> <p>p. Specialised training is required.</p> <p>q. Key borders should have satellite telephone linkage.</p> <p>r. Customs border posts should have emergency generators.</p> <p>s. More detection equipment, training and systems are required.</p> <p>t. Fewer documentation checks should aim to achieve a target of 5-minute processing time per vehicle.</p> <p>u. All organisations present at border posts should co-operate to achieve faster service levels.</p> <p>v. A prioritised investment programme should be initiated.</p> <p>w. External funding should be sought where required and justified;</p> <p>ii) In respect of Customs Computerisation</p> <p>a. The ERMIS report should be used as a basic source of detail.</p>			

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
TRAC-19					<p>b. There should be a specialist study of power and communications systems so that practical and economic decisions can be taken on computerised developments.</p> <p>c. Seminars should be organised on EDI and computerisation for both Customs and Traders to improve awareness of the potential benefits that can result.</p> <p>d. Input of cargo detail to existing networks should be done at the earliest stage possible. Software to extract specific detail from the data input should be obtained.</p> <p>e. Computer developments should aim for a National Trade Data Transfer System (NTDTS).</p> <p>f. TRACECA countries should co-operate to achieve a harmonised NTDTS, in order to save cost and improve regional compatibility.</p> <p>g. The ASYCUDA system should be considered where no network exists and where another system has been selected or is under consideration, a comparison with ASYCUDA should be made.</p> <p>h. There should be an independent Information Technology Department within Customs, to develop the needs of Customs and their customers, the Traders.</p>			
TRAC-19					<p>i. There should be a review of the manner in which statistics are gathered in relation to an integrated NTDTS and compared to the requirements of the receiving agencies to ensure only useful information is provided.</p> <p>j. When designing the systems architecture for a NTDTS, consideration must be given to establishing a pilot scheme in the main clearance centre in the capital city, leading to full implementation in the main clearance centre and perhaps one regional office. This should be followed by progressive implementation at regional level and then at key borders.</p> <p>k. Compliance with international standards in the completion of declarations and in computer systems and protocols is essential.</p> <p>l. WCO should be approached for assistance in the development of this program.</p> <p>iii) In respect of Trade Documentation and Customs Procedures.</p> <p>a. The cargo declaration should remain the key Customs document in its current form.</p>			

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
TRAC-19					<p>b. The Certificate of Origin should be standardised and consideration should be given to reduce the necessity to use this form.</p> <p>c. All countries should work towards implementing the 1995 TIR convention, and eventually SafeTIR.</p> <p>d. A second type of "Community transit" system should be devised and considered for adoption for traffic movements which cross one or two borders.</p> <p>e. The use of UN aligned commercial documentation should be encouraged, particularly by the relevant trade associations.</p> <p>f. All countries should sign the CMR Convention and actively consider signing the COTIF Convention, as this would formalise the widespread usage of relevant documentation in the region.</p> <p>g. All key international trade documentation should be in two languages, one of which should be English. The second language should be national or Russian.</p> <p>h. National implementation plans should be developed which recognise the different stages of development in the various countries towards reaching a common goal.</p>			
TRAC-19					<p>i. A program of additional technical assistance, particularly in relation to training, should be developed.</p> <p>j. A TRACECA Customs Coordinating Committee should be established to co-ordinate and promote standardisation of Customs documentation and harmonisation of procedures as identified in the report. This should include a senior Customs official from each administration.</p> <p>k. An internal review should be undertaken by each Customs administration of their documentation requirements with the objective of simplification and a reduction in the number of documents required to effect a customs procedure for transit.</p> <p>l. A similar internal review should be undertaken with the objective of reducing the requirement to submit technical certificates and documents at the borders and in connection with a clearance.</p> <p>m. Where a secure transit system is in use, border documentation requirements should be limited to production of the transit document.</p>			

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
TRAC-19					<p>n. The trend towards a regional clearance system should continue, thus reducing the role of the border post to that of a checkpoint.</p> <p>o. A review should be undertaken as to the role of the internal Customs control points along the roads and at city boundaries with the objective of reducing or eliminating this activity.</p> <p>p. Customs should examine the potential to introduce a pre-entry clearance system to clear goods before they arrive, subject to examination.</p> <p>q. Customs should introduce a "routing" system with clearance without examination on certain traffic based on the principle of risk assessment. This may require strengthening of penalties in some countries to support the system.</p> <p>r. The incidence of convoys should be reduced to essential traffics only and CIS and non-CIS vehicles should be treated identically.</p> <p>s. Customs should promote the establishment or enhancement of Customs brokering services and issue licenses to appropriate individuals and organisations.</p>			
TRAC-19					<p>t. A review should be undertaken of the demand and format of Customs statistics and to which organisations they are supplied, to reduce unnecessary reporting</p> <p>u. When a Community Transit System is agreed, further contacts should be established with banks and insurance companies to determine their ability to provide appropriate transit and transfer guarantees</p>			
TRAC-20		KAZ, KGZ, UZB	TRACECA	Customs Facilities at C. Asian Road Border Crossings	SCR-E/110622/C/SV/WW <p>i) design modern integrated Border Crossing systems in collaboration with the national authorities concerned, and according to international standards;</p> <p>ii) design interfaces between the border crossings and other necessary centers (e.g. SAFETIR administration in Geneva, inland terminal clearance stations, national centers for statistics and monitoring); to design the remote terminals where necessary;</p> <p>iii) liaise with the EBRD and beneficiaries concerning the customs facilities at the Port of Turkmenbashi, and eventually concerning possible EBRD road investments, presently on hold;</p> <p>iv) specify and procure the IT and telecommunications equipment necessary to equip the border crossings for modern procedures, according to TACIS rules on supply</p>	2001-	EUR2.00	

Donor		Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
								Donors	Country
						contracts; v) install the equipment and to train the beneficiaries in its use; vi) feasibility study of road corridor in Uzbekistan			
TRAC-21		REG	TRACECA	Harmonization of Border Crossing Procedures	01-0167	i) prepare model documents in two languages, one of which is to be English and the other based on the recommendations contained in the key document package from the Trade Facilitation Project; ii) propose a harmonised list of controls and documents required in respect of transit traffic that conforms to international norms and satisfies national and regional objectives. iii) set performance targets for the proposed controls that are specific, measurable, achievable and realistic within the timeframe of this project; iv) establish, country by country, an implementation programme, in agreement with the national authorities (legal basis, model amendments to laws, documents to be scrapped, publishing procedures for informing officers and users on new rules). v) produce a Manual for Customs Officers and a User Guide for transport operators and traders. vi) provide on-the-job training and assistance with such re-organisation as may be needed to introduce new procedures and documents.	2001	EUR2.00	
TRAC-21						vii) In accordance with the MLA, to create an Institute of Customs Brokers in each State with close links to the Freight Forwarders' Associations established by the previous Trade Facilitation and Legal Framework projects. viii) To assess the feasibility of establishing a system of common transit procedures in the region adapted from the Convention on a Common Transit Procedure of 20.5.87.			

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
TRAC-22		REG	TRACECA	Unified Policy on Transit Fees and Tariffs	01-0181	i) determine a unified policy and equitable levels for the imposition of legitimate road transit fees and to seek clarification and with the active participation of the National Commissions, Freight Forwarding and Carriers Associations, expose those that cannot be justified; ii) carry out a study of both the positive and negative features of the existing MTT rail tariff scheme so that it can be compared to any new proposals made by the contractor; iii) improve the contact between traders and the rail companies by easier access through all freight forwarders, so that there is greater opportunity to establish competitive tariffs for new business; iv) clarify the present methodology behind the setting of rail tariffs and to provide external assistance on a regional basis to promote cost accounting methodology, region-wide commercial analysis, and regional collaboration; v) examine maritime rates and port fees, in detail and to propose a basis on which a series of more commercially rational scales can be established.	2001-	EUR2.00	
TRAC-23		AZE	TRACECA	Railway Transit Oil Logistical Centre	EUROPEAID 113200/C/SV /Multi	i) Improvement of Logistic Management for the transport of oil and oil products between Baku and Batumi: a. Study and describe the entire oil transport chain from the places of production via all transshipment facilities to the places of destination, by identifying each link, each link's capacity, capacity improvements/increase, stakeholders and decision makers, existing operations systems b. Study and describe available transport and storage facilities (locomotives, wagons, tanks, pumps, cleaning facilities, etc), their characteristics and their capacity c. Study and describe the composition of oil cargoes carried on rail, its quantities and frequencies d. Study and describe the organisational set-up of all parties involved, communication links and cooperation systems, and wagon tracking systems (if available) e. Conduct a market study for oil transport by rail f. Improve/up-date the oil transport traffic forecast; g. Identify bottle necks in each of the sectors investigated above, taking projected growth into consideration	2002-2003	EUR0.40	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
TRAC-23					h. Develop and specify a sustainable tailor-made oil transport by rail logistics concept, including but not limited to: 1. Organisational set-up 2. Organisational and operational interfaces 3. Communication links and requirements 4. Responsibilities 5. "one-stop-shopping" for customers 6. logistics centres; logistics support unit 7. staff requirements and human resources development activities 8. marketing concept				
TRAC-24		REG	TRACECA	Common Legal Basis for Transit Transportation	2002/027-526	i) catalogue the present bilateral and multilateral transport transit agreements applicable to TRACECA states, analysing their impact on the Basic Multilateral Agreement (MLA) and recommending appropriate action to adapt or modify them where they are in conflict with it: a. local multilateral agreements on road, rail and waterborne transport such as the Sarakhs Agreement of 1996 by which more than two states agree on some common provisions in relation to their transit traffic; b. bilateral agreements on road transport under which annual quotas are agreed for trucks to enter each others' country subject to permits; c. bilateral agreements under which one railway administration agrees the terms for wagon exchange onward carriage etc with the railway administration of another state; d. bilateral agreements under which one state agrees with another the terms on which their respective shipping fleets may have access to each other's territorial waters and ports	2002-2004	EUR2.00	
TRAC-24					ii) assist TRACECA states to accede to and implement priority international conventions as previously defined in ESCAP resolution 48/11, recommended by the TRACECA Legal Framework project and confirmed by the IGC at the Tbilisi Conference. iii) devise a Guide to International Conventions and Agreements building on the work of the earlier Legal Framework project. iv) propose a draft multimodal transit law and similar provisions which could be used in the legislation of other states building on the models devised by the TRACECA Legal Framework project and current TACIS Kazakhstan Transit Corridors project and to carry out an assessment of the				

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
					feasibility of introducing a regional permit system.			
TRAC-24					v) propose technical standards for road freight vehicle construction-and-use that could be incorporated within the road transport Annexe to the MLA and phased in over a period of years. Also to suggest how EU standards on Operator Licensing and Drivers' hours could be adapted for use in the region, building on the work recently completed by the International Road Transport Facilitation project.			
TRAC-25		KGZ, TAJ	TRACECA		in L 2113REG	Provide computers and customs equipment at the designated border posts and provided training for customs officers	-2003	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
TRAC-26		REG	TRACECA	Trade Facilitation and Institution Support	81324	i) evaluate the impact on local legislations for all TRACECA Countries and corresponding issues to be overcome for the Visa and Freight Documentation; ii) report on legal and legislation processes for freight and passenger movement in each TRACECA country iii) design and implement a Pilot scheme project on simplified rules for Freight movement iv) establishment of a time schedule, to be agreed with all TRACECA countries, of the actions to be taken in order to achieve the harmonisation of the TRACECA Visa and Freight Documents initiatives. v) evaluation report on the impact of the implementation of the Hot Line on local Administrations, including recommendations for overcoming them. vi) elaboration of a complete concept, including the practical problems and limitations of the Hot Line system. This should comprise the detailed cost analysis and the development strategy to be applied. vii) provide the required technical and financial support for the establishment, operation and regular update of a web based centre for Frequently Asked Question (FAQ's)	2004-2006	EUR2.00	
TRAC-26						viii) feasibility study on the use of the Web Cam system in the TRACECA countries. ix) provide the technical support and act as webmaster of the TRACECA website by updating: a. the web site with the major events of TRACECA b. the database with TRACECA project reports x) update the TRACECA traffic database.			
TRAC-27		REG	TRACECA	Freight Forwarders Training Course	EUROPEAID /120540/C/S V/MULTI	i) comprehensive analysis of the existing situation with regard to the regulatory framework and the actual situation of the freight forwarding and transport industry in each of the TRACECA countries. ii) recommendations concerning the documents that are currently used in freight forwarding activities, improvement of restrictive practices, the creation of a level playing field and the improvement of the regulatory framework in each of the TRACECA countries. iii) sound basis for the foundation of 3 freight forwarders Associations in respectively Kyrgyz Republic, Turkmenistan and Tajikistan iv) analysis of the current position of freight forwarder associations and a strategy for strengthening this position.	2005-2007	EUR2.00	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
					v) Comprehensive training materials according to FIATA (International Federation of Freight Forwarders Associations) minimum standard in English and Russian. vi) 6 regional training measures, each minimum one week.			
TRAC-28		KAZ, KGZ, TAJ, UZB	TRACECA	Development of Equipment Certification Centres for the Transportation of Perishable Goods in Kazakhstan, Kyrgyz Republic, Tajikistan, Uzbekistan and Turkmenistan in the frame of ATP Agreement	EUROPEAID /123761/C/SER/Multi	i) develop and/or strengthen centres for the testing and certification of transport units and special equipment for transportation of perishable goods in the CA countries in the frame of the ATP Agreement and to improve the performance of road transport of perishable goods at both regional and national level; ii) develop licensing systems of transport operators for transportation of perishable goods in the frame of the ATP Agreement iii) strengthen capability of major stakeholders involved in transportation of perishable goods; iv) preparation of an ATP Manual for ATP testing centres v) identification of technical specification of equipment for ATP test laboratories	2007-2009	EUR1.80
TRAC-29		REG	TRACECA	Analysis and forecasting of traffic flows	121627 EuropeAid / 122883/C/SER/Multi	i) review existing transport data collection and information systems and methodologies in TRACECA countries; ii) establish data collection centres in the TRACECA countries in coordination with the National Secretaries; iii) elaborate specifications, IT requirements and acquiring necessary equipments (hard- and software) for the data collection centres in the inception period and staff the centres adequately; iv) develop a data collection strategy and calendar for TRACECA countries; v) collect transport data, carry out data analysis and surveys update at crucial points of the TRACECA network; vi) review thoroughly the existing data and further develop content, on-line access and availability, User Manual of the TRACECA GIS traffic data base; vii) organise training sessions for the project's staff and countries' relevant experts on data collection, update of database, data analysis and transport forecasts;	2007-2009	EUR3.50

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
TRAC-29					viii) develop a forecasting model able to work on the specified hard- and software, in order to be easily accessible and useable by TRACECA countries; ix) organise training and dissemination workshops aiming at presenting and using traffic data collection, GIS database and traffic forecasts in order to use it efficiently for regional transport dialogue and project planning			
TRAC-31		REG	TRACECA	Logistic Centres Network for All TRACECA Countries: Central Asia	<p>The specific objective of this project is to develop the financial, technical, environmental and institutional conditions and studies for a network of logistical centres along the TRACECA corridor.</p> <p>The results to be of this assignment are to determine the technical feasibility and economic viability of the projects. The expected results are the following:</p> <p>i) a detailed assessment on the relevant traffic flows and the infrastructure condition of the main TRACECA transport links and nodes (see maps) and the capabilities of the existing entities (Ports, Railways, Private companies) to perform all the array of logistic operations needed in the network;</p> <p>a. A short and medium-term action programme for the improvement of condition of performance of logistic activities (legal framework adaptation, customs related issues, technical standards, public policies, training and capacity building) is provided and discussed with the beneficiary countries for further implementation;</p> <p>b. Recommendations are provided for optimizing the degree and nature of the most relevant public granting scheme, covering direct (in infrastructure, equipment) and indirect investments (facilitation of land acquisition, provision of specialized staff of civil servants for custom, safety, sanitary services);</p> <p>ii) A set of relevant logistical projects is identified, evaluated through a multicriteria analysis and approved by the beneficiary countries;</p> <p>a. The identification of priority projects is leading to strong coordination process with the sector's stakeholders, investors and with financing institutions;</p> <p>iii) Capacity and institutional building strategies, pre-feasibility or feasibility studies are developed and implemented for every approved project according to its development phase.</p> <p>Preliminary design for modern infrastructure areas, description of the associated administrative support needed with highly</p>	2008-2010	EUR2.0	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
					<p>qualified staff including efficient customs clearance services, information system network for the organisation and optimisation of carriage and transport forwarding (export, import and transit goods), cargo handling facilities, areas prepared for the creation warehousing facilities, and if necessary processing of goods transported on special conditions (perishable, dangerous, heavy, large dimension, etc.). These logistic zones should be designed to guarantee an efficient business environment and attract multimodal transport operators.</p> <p>a. If relevant, environmental impact assessments and studies of their impact on local labour markets are provided for the identified projects.</p> <p>b. Commercial relevance of the selected options is analysed, detailing the expected benefits within the project's lifetime, including the business plan of the management company and a cost benefit analysis of each project, underlining the socio economic impact of the operations. Coordination with private investors and IFIs is requested.</p> <p>c. Recommendations are provided for synergistic actions of the potential logistic centres in the TRACECA network in the Caucasus and Black Sea region countries, to be coordinated with the parallel project implemented in the Caucasus.</p>			
					<p>The results of this assignment are to determine the technical feasibility and economic viability of the projects. The expected results are the following:</p> <p>i) In view of identifying priority projects, a detailed assessment will be provided on the relevant traffic flows and infrastructure condition of the main TRACECA transport links and nodes (see maps) and the capabilities of the existing entities (Ports, Railways, Private companies) to perform all the array of logistic operations needed in the network;</p> <p>a. A short and medium-term action programme for the improvement of condition of performance of logistic activities (legal framework adaptation, customs related issues, technical standards, public policies, training and capacity building) is provided and discussed with the beneficiary countries for further implementation;</p> <p>b. Recommendations are provided for optimizing the degree and nature of the most relevant public granting scheme, covering direct (in infrastructure, equipments) and</p>			

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
					<p>indirect investments (facilitation of land acquisition, provision of specialized staff of civil servants for customs, safety, sanitary services).</p> <p>ii) A set of relevant logistical projects is identified, evaluated through a multicriteria analysis and approved by the beneficiary countries and priorities established;</p> <p>iii) Capacity and institutional building strategies, pre-feasibility or feasibility studies are developed and implemented for every approved project according to its development phase. Preliminary design for modern infrastructure areas, description of the associated administrative support needed with highly qualified staff including efficient customs clearance services, information system network for the organisation and optimisation of carriage and transport forwarding (export, import and transit goods), cargo handling facilities, areas prepared for the creation warehousing facilities, and if necessary processing of goods transported on special conditions (perishable, dangerous, heavy, large dimension, etc.). These logistic zones should be designed to guarantee an efficient business environment and attract multimodal transport operators.</p> <p>a. If relevant, environmental impact assessments and studies of their impact on local labour markets are provided for the identified projects.</p> <p>b. Commercial relevance of the selected options is analysed, detailing the expected benefits within the project's lifetime, including the business plan of the investor/management company and a cost benefit analysis of each project, underlining the socio economic impact of the operations. Coordination with private investors and IFIs is requested.</p> <p>c. Recommendations are provided for synergetic actions of the potential logistic centres in the TRACECA network in the Caucasus and Black Sea region countries, to be coordinated with the parallel project implemented in Central Asia.</p>				
UNCTAD-1	UNCTAD	AFG	UNCTAD WB	Emergency Customs Modernization and Trade Facilitation Project	AFG0T4CE	<p>i) establish a more efficient customs and transit regime in the country through the implementation of ASYCUDA and the appropriate trade facilitation measures to improve data collection, documentation trail, tariff handling, and risk management.</p> <p>ii) install system in Hairatan and Aqeena border posts in</p>	2004-2008	4.90	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
					2007.			
UNCTAD-2		Global	UNCTAD		i) UNCTAD has developed a computerized customs management system, the Automated System for Customs Data (ASYCUDA), which is installed in more than 70 countries. ii) Project implementation includes a comprehensive training package that allows for the transfer of ASYCUDA know-how and skills to national staff.			
UNDP-1	UNDP	KAZ	UNDP	Support for KAZ's Accession to the WTO	KAZ / 98 / 001 i) assist Kazak officials in elaborating strategy and tactics for conducting bilateral/multilateral negotiations in the WTO accession process; ii) strengthen knowledge of officials of multilateral negotiations' techniques and tactics in order to improve their negotiating capacity; iii) provide advice in trade policy formulation, particularly relating to the WTO accession and trade policies of KAZ's main trading partners; iv) improve technical and information capacities of KAZ to conduct multilateral trade negotiations - all through training of KAZ trade officials, preparation of analytical reports, procurement of necessary equipment and modern technology	1998-2001	0.11	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
UNDP-2		KAZ, KGZ, PRC, TAJ, UZB	UNDP	Silk Road Area Development Project	RAS/99/062 KAZ / 02 / 001	Strengthen cooperation by facilitating: a. regional cooperation with a view to establishing coordinating mechanisms at the national levels for project implementation and long term cooperation; b. transport and transit, to reduce cross-border barriers; c. trade and customs, aiming to review existing trade and customs practices, improve collection and use of trade statistics and customs automation systems; d. facilitate best practices in the region on WTO accession and automated systems management application in neighbouring countries; Achievements: a. WTO Accession Training & Workshop on Transport & Transit conducted in Astana, June 2002; b. Two studies conducted by national experts on the issues of regional economic co-operation and transport & transit issues in the Silk Road Area, October 2002; c. Conference on trade issues: improving customs cooperation and building transport corridors along Silk Road Area conducted in Dushanbe, September 2002; d. establishment of a network of ICT centres between KGZ and TAJ	2002-2004	0.10	
UNDP-3		REG	UNDP	Silk Road area development Programme: Capacity building for regional cooperation and development		i) WTO Accession Training & Workshop on Transport & Transit conducted in Astana, June 2002; ii) Two studies conducted by national experts on the issues of regional economic co-operation and transport & transit issues in the Silk Road Area, October 2002; iii) Conference on trade issues: improving customs cooperation and building transport corridors along Silk Road Area conducted in Dushanbe, September 2002.	2002-2004		
UNDP-4		KAZ, KGZ, PRC, TAJ, UZB	UNDP	Silk Road Area Regional Programme		i) Through Shanghai Cooperation Organization's Working groups on Trade, Transport and Transit, a series of policy analysis and policy recommendation papers prepared (including in-depth report on status, bottlenecks and recommendations on TTFA/TTA status) leading to a draft action plan, for dissemination and endorsement by SCO and National governments; ii) Support to the institutional mechanism under the SCO, the Business Council, to support public/private partnerships and enhance regional business networks; iii) Capacity building programs, training and workshops on trade/transit for business. support to professional business	2004-2006	1.00	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
					associations across the region and linkage of business to the Investment Forum through parallel trade development seminars; iv) Improved communication and access to information as a means of promoting trade and transit in the Silk Road Region.				
UNDP-5		PRC	UNDP	Capacity Building and Human Resource Development for Provinces along the Chinese New Silk Road, Phase II	34283	i) study of possible areas of cross-border economic cooperation between PRC, KAZ, KGZ and TAJ and lay the groundwork for the preparation of a road map; ii) strengthen the training centre in Xi'an through the formulation of business plans; iii) build up the information centre at Lianyungang through the formulation of a business plan which will include a communication strategy	2004-2008	0.55	0.63
UNDP-6		UZB	UNDP	Capacity Building and Strengthening Foreign Trade and Investment Promotion Institutions in Uzbekistan	45910	i) Publication of a series of guides and catalogues for foreign investors and national exporters; ii) Prepare policy research and policy recommendations on facilitation of foreign trade and foreign investments one of which is the investigation of a one stop shop approach; iii) Support negotiations for Uzbekistan's accession to WTO by providing decision makers with required information and studies; iv) A wider discussion among national stakeholders to be held on the perspectives of Uzbekistan joining international economic organizations such as EurAsEC and WTO;	2005-2009	0.35	
UNDP-7		UZB	UNDP	Improving the System of Customs Administration in the Republic of Uzbekistan	53569	i) Methodological assistance to the governmental working group in drafting, adopting and implementing the Revised Customs Code; ii) Carry out extensive research of the current system of customs administration and reviews of related international standards to facilitate preparation of the Revised Customs Code; iii) Analysis of customs administration legal foundations and practices with consequent development of recommendations for the improvement of relevant procedures; iv) Impact analysis of changes in customs legislation on overall economic situation and developing recommendations for further improvement of customs legislation; v) Active involvement of all stakeholders – legislative branch, businesses, NGOs, and leading experts - in the process of drafting and discussing the Revised Customs Code; vi) Provide assistance in developing Commentary to the new	2006-2008	0.25	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
					revision of the Customs Code and new customs declaration forms; vii) Conduct a series of training sessions for SCC personnel as part of the human resource development strategy.			
UNDP-8		REG	UNDP	Trade Facilitation in Central Asia	develop a 3-5 year program (with thorough analysis of the situation identifying a niche/entry points, describing in detail a strategy with set of concrete actions, estimate required resource) for UNDP's involvement in trade facilitation in Central Asia including a resource mobilization strategy	2007-2008	0.08	
UNDP-9		KAZ	UNDP		38718			
UNDP-10		KGZ	UNDP		ECE/GC/2009/005 i) gather the forms used in international trade transactions in Kyrgyzstan (blank and filled in samples of declarations, certificates, consignment notes, permits, etc.); information on the documentary procedures; data elements required in the forms (box names, their definitions and semantic specifics, if possible); box completion guidelines; and legislative acts regulating the documentary procedures and the business process; ii) coordinate an arrangement with all agencies involved in foreign trade to participate in the exercise, so that the final product (a forms repository that will be uploaded on the web site of the Ministry or Customs) will be used and maintained; iii) develop the 8-15 forms in electronic format, the forms repository, and a regional web facility to exchange information with the other SPECA countries on electronic trade forms;	2009	0.02	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
UNDP-10					iv) arrange for: a. the development of a regional web facility for gathering document forms and information exchange on documentary procedures in the SPECA countries (as the Kyrgyz forms repository will be a pilot project that can be implemented in other Central Asian countries, in addition to Kyrgyzstan). b. a draft a paper (at the conclusion of the assignment) describing the experience of Kyrgyzstan to be used as a model to apply the experience in other countries			
UNDP-11		UZB	UNDP	Capacity Building and Strengthening Foreign Trade and Investment Promotion Institutions in Uzbekistan	ii) Prepare policy research and policy recommendations on facilitation of foreign trade and foreign investments one of which is the investigation of a one stop shop approach;			
UNDP-12		TAJ. AFG	UNDP	Safe Borders Through Enabled Border Communities	i) Develop infrastructure to be shared between the border force and neighboring communities, with an emphasis on economic and environmental sustainability. ii) Improve cooperation between local and international law enforcement bodies to stem the cross-border narcotics trade. iii) Enhance the employment potential of border regions, especially through cross-border trade and a better use of local resources and existing infrastructure, therefore promoting stability and reducing volatility			
UNDP-13		CARs	UNDP		Create a data base border management and security in central Asia to assist coordination			
UNDP-14		REG	UNDP UNEP UNECE		Reported in EU's Central Asia Indicative Program 2007-2010 i) Special Program for Economies in Central Asia (SPECA) - strengthen subregional trade cooperation and facilitate the economic integration of member countries with Europe and Asia; ii) Central Asian External Trade and Transit Transport Initiative: Rebuilding the Silk Road - identify subregional transport institutions to ensure the sustainability of transit-transport activities; iii) International Multimodal Transport Operations in the ECO Region: trade Facilitation Component - assist ECO member countries to lay a sound basis for multimodal transport, including trade facilitations measures; iv) Support of Kazakhstan accession to the WTO			

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
UNDP-15		REG	UNDP	Various projects		The New Silk Road Development Strategy: a. develop key cities along the lines of the rail network which will become key development centres such as Xi'an, Urumqi, Lianyungang, and Lanzhou		
UNDP-16		REG	UNDP	Various projects (reported in New Silk Road project documentation)		Comprehensive study on the international container trans-shipment stations to promote the development of a multi-modal transportation system in China		
UNDP-17		REG	UNDP	Building capacity in Central Asia to utilize trade policy for human development		Improve the understanding by policy makers, civil society and research institutes in Central Asian of the impact trade policy will have on human development. The project produced the following knowledge tools and publications: a. Trade and Human Development: How to Conduct Trade Needs Assessments in Transition Economies b. Pilot Aid for Trade Needs Assessments in Kazakhstan, Kyrgyzstan, and Uzbekistan	2007-2008	0.18
UNDP-18		AZE	UNDP	Modernization of Customs Services in Azerbaijan		Overview and upgrade the Customs Legislation and Procedures, with the immediate focus on the introduction and/or revision of the primary legislation to bring it into line with EU Customs legislation and international standards. Develop a draft of implementing provisions in order to complement the new Code. Among the activities are further strengthening of technological capacity of the State Customs Committee and develop and conduct of training programs for the purpose of developing the understanding of customs officers of the changes made in the New Customs Code.	2006-2007	1.69
UNDP-19		AZE	UNDP	Capacity Building and Data Transmission Network Implementation for the State Customs Committee		Enhance the technical potential and operational effectiveness of the SCC.	1999-2007	2.98
UNECE-1	UNECE	REG	UNECE			i) Workshop on UN/CEFACT Recommendation 33 (the Single Window) and the various codes and other recommendations of UN/CEFACT; ii) provision of training on trade facilitation and national trade and transport facilitation bodies (UN/CEFACT	2007-2008	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
					Recommendation 4); iii) Workshop on Capacity Building in Support of Trade Integration with emphasis on Integrated Trade Information Flow Management and Trade Facilitation in Central Asia			
UNECE-2		AZE/ KGZ	UNECE		i) Assistance in the preparation of strategies for trade facilitation and e-business implementation, which cite the UN/CEFACT standards and instruments; ii) Capacity-building workshops on trade facilitation negotiations in the WTO (which provided analytical studies and strengthened the network of trade facilitation negotiators in these countries)	2007-2008		
UNECE-3		REG	UNECE		Workshop on Single Window and Data Harmonization in Central Asia a. the development, establishment and operation of a Single Window for international trade, b. international standards and tools for simplifying and harmonizing trade data for the use of a Single Window, c. success stories in implementing and operating Single Window facilities in Asia and Europe	2008		
ESCAP-2	UNESCAP	REG	UNESCAP		Intergovernmental Agreements on The Asian Highway and Trans-Asian Railway Networks			
ESCAP-3		REG	UNESCAP		enhance institutional and human capacities of landlocked and transit LDCs and countries in transition to develop a single window facility	2009		
ESCAP-4		REG	UNESCAP	Capacity Building in Support of Trade Integration with emphasis on Integrated Trade Information Flow Management and Trade Facilitation in Central Asia (UNDA 5th)	a. Seminar on Single Window and Data Harmonization in Central Asia; b. Training material: Guide to Business Process Analysis to Simplify Trade Procedures and Document; c. Seminar on Trade Facilitation at the Border in Central Asia	2006-2009		

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
ESCAP-5		REG	UNESCAP	Enhancing Trade Competitiveness of Least-Developed Countries, Countries in Transition, Transit Countries through the Implementation Single Window Facilities		a. High-Level Symposium on Building Regional Capacity for Paperless Trade in Asia and the Pacific, Bangkok, 24-25 March 2009; b. Establishment of the UN Network of Experts for Paperless Trade in Asia and the Pacific; c. Four national capacity building workshops; d. Three subregional awareness-raising seminars (Central Asia, South Asia and South East Asia); e. Four country feasibility studies on single window and data harmonization f. Study on best practices in single window in the Asia-Pacific region g. E-Documents Toolkit.	2008-2011	0.76	
ESCAP-22		AZE, KAZ, KGZ, MON, PRC, TAJ, UZB	UNESCAP	Promoting the Role of the Asian Highway and Trans-Asian Railway: Intermodal Interfaces as Focus for Development	ROK06005	The aim of the present project is to improve transport and logistic services of road and rail linkages along the Asian Highway and Trans-Asian Railway networks to facilitate intraregional trade and promote economic and social development, particularly in inland areas. The project will review existing facilities and operational practices along selected international road and rail corridors and formulate policy recommendations based on best practices. The findings of the review will provide the basis for discussion among the project target groups at regional and national workshops designed to enhance awareness and promote policy actions on improving intermodal transport interfaces. The project will also establish partnership with public and private stakeholders, as well as with appropriate subregional organizations.	2006-2008	0.06	
ESCAP-23		AFG, AZE, KAZ, KGZ, MON, PRC, TAJ, UZB	UNESCAP	Regional Intermodal Transport Planning (Phases I and II)	ROK05003	Recognizing the importance of shipping and ports to the countries in the region, UNESCAP has been forecasting maritime container traffic periodically, utilizing the Maritime Policy Planning Model (MPPM) to provide a planning context for informed decision making by governments, shipping lines and port authorities. There is an increasing need to promote seamless intermodal transport that integrates railways, roads and maritime shipping to facilitate the smooth flow of trade. i. The first phase of the project will focus on extensive survey and research/study to develop an Integrated Transport Planning Model (ITPM) and its database by expanding the MPPM and database to include intermodal aspects.	2005-2008	0.07	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
					ii. The second phase of the project will involve: a. a study on regional intermodal container traffic forecast to be undertaken through the application of the ITPM; b. the organization of a series of country-level capacity building workshops to assist countries in utilizing the ITPM at the national level.				
ESCAP-24		KAZ, KGZ, PRC	UNESCAP	Transport pricing and charges for promoting sustainable development (99/TCTID-Z/008/NET-8)	NET99728	Intended impacts of the project include: i. improving the efficiency with which transport infrastructure and services are utilized; ii. increasing internal sources of funds for financing the development and maintenance of transport services and infrastructure facilities; iii. creating an environment which is more conducive to attracting private sector interest in the provision and operation of transport services and infrastructure facilities; " iv. presenting transport users with a set of prices which reflect the resource cost of providing facilities and services of different alternative modes of transport; and v. utilizing prices as one of the instruments for internalizing the externalities generated by the transport sector. vi. promoting more equitable spatial distribution of economic activities and easier access to social amenities with the aim of alleviating poverty in the region	-2001	0.07	
ESCAP-25		AZE, KAZ, KGZ, MON, PRC, TAJ, UZB	UNESCAP	Transit Transport Issues of Landlocked and Transit Developing Countries	JPN02935	Among the disadvantages facing landlocked developing countries, the relatively high transportation costs arising from their geographic position is one of the most serious. These costs are due not only to the greater distances but also to the lack of harmonized policies for transit transport between countries. It has recently been estimated that the average cost of transport for exports from landlocked developing countries are approximately double the cost of transport for developing countries as a group, while a separate economic study by the World Bank argues that landlocked countries are paying around 50 percent more in transport costs than coastal countries, and have up to 60 percent lower volumes of trade. These constraints have a significant impact on patterns of economic development, both in terms of scope for diversification of production and the geographic distribution of economic activities.	2002-2004	0.10	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
ESCAP-26		AFG, AZE, KAZ, KGZ, PRC, TAJ, UZB	UNESCAP	Facilitation of international road transit transport	CPR03004 , CPR03N04	International road transport greatly stimulates the trade and economic development in the developing countries and the economies in transition. However, it is hampered by complicated and time-consuming documentation and unnecessary transshipment at border control points, which increases transportation cost and time as well as cargo damage. The international convention on transit transport (TIR Convention) provides transport operators and Customs authorities with a simple, cost-effective and safe regime for international transit transport. Adoption of the TIR system could facilitate the international transit transport system in the ESCAP region. Two participating countries of this project are not yet contracting parties of the TIR Convention and six of them recently acceded to the Convention and are implementing the initial stage of the TIR system. The overall transit systems in all the participating countries of this project are not consistent and well coordinated. The seminar being organized within this project will review key issues in transit transport including coordination of transit systems between Central Asia and adjacent countries. It is expected that the other countries will take measures to harmonize and simplify their procedures and documentation for cross-border transit transport through accession to the TIR convention or other arrangements as a result of the project. It is also expected that all collaborating bodies will take collective efforts to assist the participating countries in facilitating cross-border transport in this region.	2003-2006	0.02 + 0.01	
ESCAP-27		KAZ, KGZ, PRC, TAJ, UZB	UNESCAP	Expert group meeting on facilitation of international land transport among the members of the Shanghai Cooperation Organization	CPR04002, CPR04N02	Four of the landlocked countries in Central Asia, namely Kazakhstan, Kyrgyzstan, Tajikistan and Uzbekistan, have signed bilateral or trilateral agreements on cross-border or transit transport with China and Russian Federation respectively. Yet the agreements cannot be effectively implemented due to insufficient experience in formulating the complex arrangements and due to the fact that these agreements do not take into account regional and subregional issues. The members of the Shanghai Cooperation Organization recently proposed to adopt a more subregional and regional perspective. To work towards this, the countries of the Shanghai Cooperation Organization require a good understanding of legal regimes currently applied in the Organization's member countries and best practices in other subregions. The secretariat is undertaking a study to collate	2004-2006	0.03 + 0.02	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
					and review elements of existing and proposed agreements within the region and relevant international conventions on transport facilitation and to make proposals for regional harmonization. This project will apply the outcomes of the study and implement the proposals for regional harmonization. The core activity of this project is a 3-day expert group meeting to familiarize the government officials with global, regional and subregional legal regimes and good practices for international land transport. Based on the information provided during the expert group meeting and recommendations of the expert group meeting, appropriate subregional legal regimes for facilitation of international land transport will be further formulated and adopted by the members of Shanghai Cooperation Organization.				
ESCAP-28		KAZ, KGZ, MON, PRC, TAJ	UNESCAP	Institutional capacity building for facilitation of international trade and transport in the Landlocked and Transit countries	NET04001	i. enhance national capacity in establishing effective coordination and cooperation among all stakeholders in trade and transport facilitation through the establishment or strengthening of national trade and transport facilitation committees; ii. develop guidelines on legal frameworks to assist countries in harmonizing conflicting agreements; iii. develop guidelines on the establishment of inter-operable information and communications technology (ICT) systems to assist countries in simplifying and streamlining border crossing formalities and procedures with standards set by relevant international organizations; iv. apply the UNESCAP Trade Facilitation Framework and cost/time-distance model to assist countries in identifying, assessing and reducing bottlenecks in international trade and transport; v. develop comprehensive national plans of action for the six participating landlocked countries, including all elements of the project.	2005-2006	0.12	
ESCAP-29		KAZ, KGZ, PRC, TAJ, UZB	UNESCAP	Assistance to formulation of the inter-governmental agreement of the Shanghai cooperation organization member states on facilitation of international road	CPR05005, CPR05N05	UNESCAP, the Shanghai Cooperation Organization (SCO) and the Ministry of Communications of China, with funding support from the Government of China, co-organized an Expert Group Meeting (EGM) at Urumqi, China, in June 2004 to discuss the prospect of a multilateral agreement on facilitation of international road transport. As recommended by the EGM and at the request of the relevant countries, UNESCAP and SCO, with funding support from the	2005-2006	0.02 + 0.02	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
				transport		Government of China, organized the first negotiating meeting at Urumqi, China in August 2004 and, with the support of the Asian Development Bank (ADB), the 2nd negotiating meeting at Beijing, China, in March 2005. The SCO Agreement will adopt the United Nations Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention) for Customs management of transit transport. This project will provide an opportunity for the SCO members to discuss appropriate application of the TIR system under the SCO Agreement.		
ESCAP-30		KAZ, KGZ, PRC, TAJ, UZB	UNESCAP	Technical Assistance for Formulating and Implementing an Intergovernmental Agreement of the Shanghai Cooperation Organization Member States on Facilitation of International Road Transport	AD106002	The present project will facilitate the adoption of an intergovernmental agreement to eliminate non-physical barriers in international road transport. It will be implemented jointly by UNESCAP, SCO and ADB. UNESCAP will be responsible for preparing draft protocols and providing secretariat services and technical support to the negotiation meetings of the agreement and protocols as well as training activities. ADB will provide inputs to the preparations of draft protocols, training materials and the negotiations meetings. ADB and UNESCAP will be jointly responsible for co-sponsoring the project activities, while SCO will facilitate the organization of negotiation meetings and training courses, and the signing of the agreement and its protocols.	2006-2008	0.14
ESCAP-31		AFG, KAZ, MON, PRC, TAJ, UZB	UNESCAP	Seminar on facilitation of international road transport	CPR06008	International road transport plays an important role in intra-regional trade among the landlocked Afghanistan, Xinjiang Uygur Autonomous Region of China, Kyrgyzstan, Mongolia, Tajikistan and Uzbekistan, and their short-cut sea connection through Pakistan. Most of these countries signed agreements on international road transport in 1990's. However, the benefits of the agreements have not been fully exploited due to inadequate understanding of the obligations and lack of experience in implementation of the agreements. Under the project, a seminar-cum-study tour will be organized to provide an opportunity for the participating countries to exchange experience in formulation and implementation of agreements on international road transport. The secretariat will provide an analysis of the existing problems and constraints relating to effective implementation and introduce the study on legal frameworks for transport facilitation. Visit to border crossing and travel on specific transport route will be organized to enhance the understanding to the problems and possible solutions. This process will help to formulate	2006-2008	0.03

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
					recommendations to improve the implementation of the agreements.			
ESCAP-32		AZE, KAZ, KGZ, MON, PRC, TAJ, UZB	UNESCAP	Logistics planning models for enterprises and logistics clusters	AG306001	The 2001 Seoul Ministerial Conference on Infrastructure stressed the importance of development in intermodal and multimodal transport, and the 2003 Almaty Programme of Action accorded high priority to the establishment of dry ports in landlocked and transit developing countries. Today an important issue in the transport sector is the globalization of logistics systems brought about by the increased need to reduce costs and lead times whilst maintaining economies of scale. Customers now require prompt delivery and custom-built products. To remain competitive, manufacturers need to strategically organize a worldwide network of branches, subsidiaries as well as distribution and/or consolidation centres. For this purpose, logistics clusters (or distribution parks) have been established in many maritime countries. These logistics clusters have well-developed logistics infrastructures and relevant supporting enterprises, including logistics and administrative service providers and material suppliers. There is presently a dearth of information on logistics developments, making it difficult for governments to adopt appropriate policies for developing logistic clusters. The present project aims to improve logistic clusters utilising multimodal transport in inland locations in the UNESCAP region. It will examine key logistics clusters in the region and the collaborative logistics business model of Northeast Asia developed by the Republic of Korea. The project will be undertaken with a view of adapting and utilizing logistics cluster concept in establishing and strengthening dry ports, which can be strategically located at key intermodal transport intersections. The project will provide governments with a clear understanding of logistics systems within the supply chain, as well as the underlying factors that drive a company's location decisions. In addition the project will define logistics planning models both for the formation of logistics clusters around seaports and at inland locations.	2006-2008	0.04
USAID-5	USAID	REG	USAID	Trade Facilitation and Investment Project		Charts the main transit corridors, both road and rail, in Central Asia, including Afghanistan, and shows the distance, time and costs associated with moving a truck along each route. Used as a tool to work with transport associations and national regulators to reduce the number and nature of the constraints identified as well as a source of valuable data to	2007-2011	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
					exporters			
USAID-8		KAZ/Russia	USAID	Trade Facilitation and Investment Project	i) Drafting of an initial agreement between Kazakhstan and Russia on the establishment of Joint Border arrangements at the key border crossings ii) Joint border commissions formed in Aktobe/Orenburg, Uralsk and Petropavlovsk based on Customs Consultative Councils	2001-2006		
USAID-9		KAZ	USAID	Trade Facilitation and Investment Project - Intellectual Property	Assisted with: i) Strengthening IP border measures and compliance to the TRIPS Agreement [trade-related aspects of intellectual property rights]; ii) Removal of Kazakhstan from the USTR IP Watch List	2001-2006		
USAID-10		KAZ	USAID	Trade Facilitation and Investment Project - Business Associations	i) Establishment of a sustainable network of business associations with the financial and technical capacity to continue sustainably to improve the business environment for its members and the general SME community	2001-2006		
USAID-11		KAZ	USAID	Trade Facilitation and Investment Project - Legislation 1	Legislation: i) Development of customs code - effective 2004 - met the requirements of the Revised Kyoto Convention and the essential requirements of the WTO: a. 2005 amendments include: 1. certification of imported goods after customs clearance, 2. streamlined warehousing procedures, 3. new measures for conducting post-entry control audits by customs 4. creation of a new classification of "low-risk" traders who are not subject to cargo inspections at the time of import or export ii) Law on Private Entrepreneurship adopted (2006) which establishes general principles for business and government interaction; ii) Law on Procurement amended lowering financial threshold for bidding and making it harder for less-reputable firms to obtain contracts through bids that are below market value. iii) Decree articulates specific time deadlines within government agencies for consideration of construction and reconstruction applications and conducting inspections of premises.	2001-2006		

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
USAID-12			Trade Facilitation and Investment Project - Legislation 2		iv) drafting the Law On Technical Regulations (2005) to meet the requirements of the TBT and SPS Agreements and in working directly with the GosStandard to educate them on the reforms necessary to implement the law and establish an internationally recognized MAS-Q system. Not yet compliant.			
USAID-13		KAZ	USAID	Trade Facilitation and Investment Project - Licensing	<p>i) Reduce the number of activities subject to licensing, as 246 broad categories of activities are currently covered, eliminate duplication with other forms of regulation, such as certification and accreditation, and to streamline rules for issuing, extending and revoking licenses that favor licensees.</p> <p>ii) Eliminated 197 licenses and sub-licenses for private health care services; 112 licenses and sublicenses for construction related activities; and licensing in its entirety for 7 other categories of business activity. These activities now require only a general license to perform.</p> <p>iii) licensing authority for tourism; nursing and medical activities; pharmaceutical activities; physical training and sporting activities; education services; and architecture, city planning & construction related activities delegated from national to local government.</p>	2001-2006		
USAID-14		KAZ	USAID	Trade Facilitation and Investment Project	<p>Assisted with:</p> <p>i) educating the private sector on issues of international trade and the impact of WTO accession.</p>	2001-2006		
USAID-15		KAZ	USAID	Trade Facilitation and Investment Project - Risk Management	<p>i) Risk management system to further streamline import procedures established</p> <p>ii) Special Risk Management unit established in the Customs Committee;</p> <p>iii) low risk traders beginning to receive simplified customs clearances allowing them to:</p> <p>a. secure and present certification documents for imported goods after customs clearance, rather than during the clearance process;</p> <p>b. store goods in their own warehouses rather than in temporary customs warehouses</p> <p>c. lodge periodic declarations without providing security of payment of customs duties and taxes. Customs duties and taxes are paid when lodging a full customs cargo declaration.</p> <p>iv) special Risk Management and Post-Entry Control units established in all the oblast Customs Departments</p>	2001-2006		

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
USAID-16		KAZ	USAID	Trade Facilitation and Investment Project		30 standards not related to health and safety of tourists were eliminated from mandatory certification.	2001-2006	
USAID-17		KAZ	USAID	Trade Facilitation and Investment Project		Develop a methodology for rating the regulatory environment of oblasts and cities throughout Kazakhstan	2001-2006	
USAID-18		KGZ	USAID	Trade Facilitation and Investment Project - Legislation 1		i) Development of customs code - effective 2005 - included legal recognition of private sector trade service providers, including their rights and obligations under licensing arrangements ii) Law "On the Fundamentals of Technical Regulation in the Kyrgyz Republic (2004) brings those aspects of products and processes having a direct impact on health and safety which may become technical regulations; all other product specifications become voluntary; iii) Regulation "On Products Subject to Mandatory Conformity Assessment" (2006) was approved that reduced the number of products regulated from over 5,500 to just over 2,000 iv) Draft Law on Inspections which reiterates fundamental protections including presumptions of innocence and governmental burdens of proof but also provides that all discrepancies in law are resolved in favor of the entrepreneur; v) Amendments to the Law "On Licensing" have been submitted to Parliament and are under consideration (2006);		
USAID-19		KGZ	USAID	Trade Facilitation and Investment Project - Legislation 2		vi) Unified List of Permits for Business Activity adopted in February 2004 providing a single list of all permissive documents to ascertain the legality of a requirement in an environment where legal information is often difficult to obtain	2001-2006	
USAID-20		KGZ	USAID	Trade Facilitation and Investment Project - Others		i) Establishment of an Inter-Agency Commission on WTO Compliance ii) Establishment of a Customs Brokers Association iii) Reorganization of the Kyrgyz State Inspectorate on Standards and Metrology (KyrgyzStandard) into the National Institute of Standards and Metrology (NISM) to provide technical services to industry and government in line with international practice.	2001-2006	
USAID-21		KGZ	USAID	Trade Facilitation and Investment Project _ Risk Management		Low risk trader designation and procedures introduced	2001-2006	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
USAID-22		TAJ	USAID	Trade Facilitation and Investment Project	<ul style="list-style-type: none"> i) capacity building through trainings for the government officials, businesses and business associations on the WTO accession issues, ii) expert advice and support throughout the accession process, iii) assistance in analyzing and bringing Tajik foreign trade legislation into compliance with the WTO rules and establishing a WTO information center; iv) assistance was also provided, inter alia, in the areas of standards, intellectual property, tax reform and customs; v) assistance in preparation of the Memorandum on the Foreign Trade Regime; vi) Single consolidated registration form for business registration, re-registration and registration of branch offices 	2001-2006		
USAID-23		TAJ	USAID	Trade Facilitation and Investment Project - Legislation 1	<ul style="list-style-type: none"> i) preparation of a list of the laws and regulations to be drafted and enacted along with references to relevant provisions of the various WTO agreements to be a basis for the Tajik government's WTO Legislative Compliance Action Plan that was officially submitted to the WTO Secretariat; ii) drafting and review of the laws and regulations required to implement the action plan leading to Customs and Tax Codes, The Law on Inventions, and the Law on Industrial Designs; iii) development of customs code - effective 2005 - included WTO-compliant Customs Valuation instructions and IPR enforcement procedures at end of project parts of it are non-compliant) iv) Law on Licensing of Separate Types of Activity (2004) established: <ul style="list-style-type: none"> a. a single set of procedures for the issuance, suspension and revocation of licenses (to be later approved by the government), b. set the validity term and the cost of licenses, c. established a detailed list of activities requiring licenses 	2001-2006		

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
USAID-24		TAJ	USAID	Trade Facilitation and Investment Project - Legislation 2	v) Supporting Regulation (2006) provides: a. detailed procedures for licensing which will promote transparency; b. detailed procedures for payment of license fees; c. certain rights and obligations of licensing bodies, d. detailed procedure of control, e. detailed list of licensing requirements and conditions per each type of licensing type of activity. vi) Amendments to more than 20 laws have been adopted by Parliament with another 20 pending in Parliament	2001-2006		
USAID-25		UZB	USAID	Trade Facilitation and Investment Project	i) assisted in preparation of the draft Laws "On Technical Regulations" and "On Conformity Assessment" ii) recommendations on amendments to a variety of laws and other legal acts to bring them into compliance with the TRIPS Agreement, including the Civil Code, Criminal Code, Administrative Code, Economic Code, Copyright Law, Patent Law and the Trademark Law	2001-2006		
USAID-26		KAZ/ KGZ	USAID	Trade Facilitation and Investment Project	i) brought together business representatives and members of the Prosecutor's office in five regions of the Kyrgyz Republic to identify and discuss illegal and improper agency actions. ii) repealed regulations and challenged actions include: illegal road checkpoints; mandatory government collections for public funds; excessive documentation required for trade transactions; redundant inspection bodies; officially promulgated inspection collection targets; illegally restrictive permits; and, illegal requisitioning of private assets for government use; iii) Similar working group formed in Astana, KAZ	2001-2006		
USAID-27		REG	USAID	Trade Facilitation and Investment Project	i) 28 Customs Consultative Councils in Kazakhstan, 2 in the Kyrgyz Republic and 3 in Tajikistan; ii) three local KAZ councils established cross-border councils with their counterparts in the Russian Federation	2001-2006		

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
USAID-28		REG	USAID	Trade Facilitation and Investment Project		i) Developed Customs Insurance Bond Scheme but little interest in it unless the product is fully developed and introduced and the claims mechanism is well established ii) Reduction of Investment Constraints Methodology - provides an operational approach to identification, diagnosis and reform of problematic legal and regulatory processes. The methodology is a public-private collaborative strategy to effect change in any environment	2001-2006	
USAID-29		REG	USAID	Trade Facilitation and Investment Project		Development of an on-line International Trade Guide for KAZ, KGZ and TAJ	2001-2006	
USAID-30		REG	USAID	Trade Facilitation and Investment Project		i) Establishment of Central Asian Cooperation on Metrology, Accreditation, Standardization and Quality ii) Modern scientific instrumentation and electronic test equipment to the National Metrology Institutes (GosStandards) of KAZ, KGZ and TAJ	2001-2006	
USAID-31		REG	USAID	Trade Facilitation and Investment Project		Study of the utilization of the Transport International Routier (TIR) System in Central Asia in September 2004 Provides information to produce a Transport Cost Analysis	2001-2006	
USAID-32		MON	USAID	Economic Policy Reform and Competitiveness Project		i) preparation of a national program to establish a single electronic window (SEW) for trade facilitation. ii) assist the National Committee on Trade and Transportation with the development of a national program to improve transit and transportation iii) study on free trade zones iv) establishment of several tourism information centers, v) amendment of Mongolia's tourism law, vi) development and adoption of a National Tourism strategy, vii) establishment of a website portal for tourism in Mongolia	2003-2008	
USAID-33		AZE	USAID	Trade and Investment Support Program		i) Jumpstart WTO accession efforts ii) support related progress on enactment and implementation of strategic policy, regulatory, and administrative reforms required for compliance with core WTO accession commitments. iii) support development and implementation of key trade and investment enabling environment reforms	2007-	

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
USAID-34		KGZ	USAID	Trade Facilitation and Investment Project		i) Law On Normative Legal Acts includes mandatory publication and review and comment periods for laws and acts affecting business activity; ii) local procedures now institute publication and public involvement provisions.	2007-2011	
USAID-35		KAZ, KGZ, TAJ	USAID	Regional Trade Liberalization and Customs Project		i) Trade liberalization: a. Simplification of import tariffs, preferences and government pre-export barriers; 1. assistance in product standard and certification barriers; 2. rationalize existing tariff structures and regional trade agreements; 3. assist public and private sectors develop capacity to assess trade constraints and conduct economic impact analysis of trade policy options b. Move KAZ/TAJ toward WTO accession and KGZ into greater compliance; 1. KAZ - customs code conformity with Revised Kyoto Convention; 2. Assist with sanitary and phyto sanitary measures; 3. Modernization of metrology, accreditation and standardization regimes; 4. Regulations and enforcement procedures to achieve full compliance with TRIPS; 5. Capacity development in KGZ to ensure agencies are able to meet their WTO obligations;	2007-2011	
USAID-35						6. In TAJ assistance with legal and regulatory reforms - Customs Law, Law on Standardization, Accreditation, Metrology and Law on Technical Regulations. 7. Assist customs agencies carry out audits and fraud investigations; ii) Trade Facilitation and Integration: a. Improve customs procedures so as to reduce delays and costs to traders: 1. Improved policy reform mechanisms for integrated border management (KAZ); 2. Improved valuation (KAZ, KGZ, TAJ); 3. Improved risk assessment, AEO, SAFE, audit (KAZ) and post entry audit; 4. Support Single Window Working Group including development and introduction of SAD (KGZ,TAJ) and help		

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
					establish single windows; 5. Harmonization of customs documentation and transport regulations and simplification of customs and transit procedures 6. assist in proper implementation and full enforcement of Customs Codes and help simplify regulations and instructions;			
USAID-35					7. Pilot test joint customs control between KAZ and KGZ and between TAJ and AFG b. Improve efficiency of transportation of goods and traders, including transit across intervening jurisdictions 1. Improved transit through New Computerized Transit System and customs and transit guarantee system (KAZ, KGZ, TAJ); 2. Support regional freight forwarders through consolidated transport and bonded warehousing (KAZ, KGZ, TAJ); 3. Improve implementation of Transport International Routier or similar systems to facilitate transit trade; 4. Help to design and introduce a transit scheme and guarantee or insurance mechanisms appropriate for Central Asia and its main trading partners; 5. Harmonization of vehicle standards and weight limits and measurement systems and common standards for vehicle registration and documentation; 6. Address issue of numerous and frequent roadside checks and inspections on each side of border crossings. c. Improved private sector access to market information: 1. Develop information sharing and data consolidation mechanisms for custom operations;			
USAID-35					2. Assist with establishment of data transfer protocols, revising processes according to best international practice and development of common performance standards; 3. Support Central Asian Cooperation on Metrology, Accreditation and Standardization (CAC-MASQ) and other regional organisations to ensure harmonization of procedural and documentary requirements; 4. assist in dissemination of trade/customs related legal and regulatory information.			

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USAID-37		AFG	USAID	Trade Facilitation and Liberalization Project		i) WTO Accession ii) Regional Trade Agreements iii) Trade Policy iv) Trade Facilitation v) Single Window System vi) Regional Trade and Transport Corridors vii) Public Outreach viii) Promoting Regional Trade ix) Promoting Regional Integration x) TIR Implementation xi) Risk Module in ASYCUDA	2009-	
USAID-38		AFG	USAID	Improve Economic Policy and the Business Environment		i) Improved customs systems ii) build capacity for customs revenue collection iii) Tariff bands reduced from 30 to 5; iv) implementation of a single administrative document for imports; v) introduction of mobile customs units; vi) adoption of the harmonized system for classification of customs goods; vii) implementation of a country-wide brokers training program; viii) expansion and rehabilitation of customs posts.	38.90	
USAID-39		AFG	USAID		Reported in EU's support to Customs Admin in Afghanistan	Major overhaul of the organization, including significant effort to hire new staff, reviewing the structure and management of all Customs entities, training the existing and new staff members, including practical components needed for handling the border crossing effectively. Also the issues of budget management, asset management and a capital investment plan		
USAID-40		KGZ	USAID			Valuation training		
USAID-41		KGZ	USAID	Small and Medium Enterprise Trade and Investment	in L 2113REG	i) remove investment constraints; ii) support implementation of the World Trade Organization (WTO) agreements; iii) support implementation of the revised Customs Code.	?	
USAID-42		TAJ	USAID			System to link all border stations		

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								Donors	Country
USG-1	US Govern- ment	KGZ; TAJ	USDOS			i) refurbishment of a border control post at Bek-Abad near the southern city of Jalalabad ii) two people to an Intellectual Property Conference in Hungary, funded by U.S. Department of Justice	2006		
USG-2		TAJ	US Army Corps Japan Norway EU	Nizhny Pyandzh bridge and border facilities		672 metre weathering steel bridge, customs buildings, inspection bays, check points, state of the art scanning equipment and roads that connect this bridge	2007	27.00	
USG-3		AFG	US		Reported in EU's support to Customs Admin in Afghanistan	Infrastructure and training benefiting border police implemented by US military			
USG-4		AFG/ Pakistan	US			Established 100 border posts along the border			
USG-6		KGZ	USG	Customs Control and Border Security	in L 2113REG	Provide training for customs officers and border guards, and equipment for antismuggling, control of weapons, and radioactive substances	?		
USG-7		KGZ	USG	Customs control and border security	in L 2113REG	Provide training for customs officers and border guards, and equipment for antismuggling, control of weapons, and radioactive substances	?		
USG-8		MON	US Trade and Development Agency			Standards development		0.22	
USG-15		AFG	US Army Corps	Counter Narcotics and Afghan Police Construction Program		Planning continues for the construction of border police facilities			
WB-22	World Bank	KGZ	WB		in L 2113REG	TA grant to purchase computers and servers installed at the CSD headquarters	2000-2002		

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
WB-23		AZE, KAZ	WB	Transport and Trade Facilitation Issues in the CIS 7 and Kazakstan and Turkmenistan	33879	Recommendations: i) Adhering to and implementing the TIR Convention to make it more secure and reliable and abolishing of customs escorts of normal, non-suspicious cargo. ii) Harmonizing transit fees by taking into account the interest of both the transit and transiting countries (see on-going work within TRACECA). iii) Harmonizing border procedures on road and rail across the countries. iv) Introducing of performance indicators that are systematically followed up on the main international transport corridors and on both sides of the border. v) Strengthening the public-private dialogue and cooperation (pro-committees etc.). vi) Publishing up-to-date border crossing rules and their interpretation. vii) European Conference of Ministers of Transport is called upon to consider the membership of the CAR and their participation in the ECMT Multilateral road quota system. viii) The World Bank in cooperation with ADB and other donors will also prepare Policy Notes with specific strategy proposals and recommended short and medium term actions.	2003	
WB-24		AFG	WB	Emergency Customs Modernization and Trade Facilitation Project	P083906	i) improve and develop physical infrastructure (including equipment) at seven border crossing stations: Torkham, Spinboldak, Zaranj, Islam Killah, Torghundi, Hairatan & Sher Khan Bander, four inland clearance depots at Jalalabad, Mazar-e-Sharif, Kandahar & Konduz, Kabul customs Inland Customs Depot, five transit checkpoints, customs facilities at Kabul Airport, and training facilities in Kabul [\$23 million], ii) improvements to the customs communication systems [\$2 million], iii) technical assistance[\$5 million]: a. management and implementation assistance to support the Customs Modernization and Reform Steering Committee; b. automated customs data systems/MIS; c. trade and transport documents and procedures; d. legislation for freight forwarding; e. transit-related financial and insurance capacity; f. feasibility studies for the development of options like the bonded transit or convoy systems; g. capacity building and training,	2004-	31.00

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							Donors	Country
WB-25		KAZ	WB	WTO Accession (documentation not seen)	JERP FY04-07	i) assessment of the overall strategy; ii) telecommunications sector; iii) discussions and video conferences on applying international standards to maximizing the transit potential in key clusters (rail, roads, air) and agriculture support policies	2004-	0.15
WB-26		UZB	WB	Reforming the Inspections System in Uzbekistan	35785	i) Developed an action plan for Improving Inspections of SMEs by Controlling Authorities ii) Developed a code of conduct for controlling agencies; iii) Developed a system of risk based inspections with sanitary authorities; iv) Produced an informational brochure for SMEs on inspections	2005	
WB-27		AZE	WB	Trade, transport and telecommunications in the South Caucasus: current obstacles to regional cooperation		Finds there are institutional, bureaucratic and structural barriers to trade that will need to be lifted, before trade will expand and the countries can reap any substantial economic benefits from a re-opening of borders.	2005	
WB-28		KGZ	WB	Reducing Technical Barriers for Entrepreneurship and Trade Project	P087811	i) Technical regulation: a. development of a work plan for implementation of the Law on the Fundamentals of Technical Regulation; b. development of technical regulations in critical sectors with a high contribution to GDP and export/import substitution potential such as agro-business and food processing; c. design and establishment of an integrated information system linking Ministry of Industry, Trade and Tourism, NISM [not in acronyms] and different line ministries and regulatory agencies responsible for the development of sector specific technical regulations, d. establishment of the required WTO Enquiry Point for processing inquiries and for notification of adopted technical regulations and related regulatory documents to the WTO and its members; e. provision of equipment for testing laboratories to ensure compliance with Sanitary and Phytosanitary requirements	2006-2010	5.00

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget		
							Donors	Country	
WB-28					ii) Metrology and standards - provision of critical étalons, instrumentation and electronic test measuring equipment for the National Institute of Standards and Metrology iii) assistance to help structure and build-up a proposed accreditation body in accordance with international standards; iv) support on a pilot basis for upgrading and accreditation of selected laboratories operating in the agro-business and food processing sectors as well as selected certifying bodies in quality management systems and products;				
WB-29		KAZ	WB	Customs Modernization	P096998	Project based on WCO's capacity building methodology and framework, with each section of the methodology representing a Project sub-component: i) institutional development and governance; a. comprehensive review of the CCC organizational structure including workload analysis and future staffing requirements as new systems and procedures are progressively implemented; b. detailed review of CCC strategic planning methodology and delivery of training programs to assist the newly created Modernization and Strategic Development Unit; c. development of service standards and establishment of a modern management information system (MIS); d. review, redesign, development, and implementation of the National Integrity Development Plan within an effective anticorruption framework; e. development and implementation of a human resource management strategy including the implementation of a merit-based human resource management system to facilitate a steady move towards a more professional Customs service, with appropriate skills, remuneration and other incentives and objective performance indicators, operating in a user-friendly manner; f. development of a comprehensive training strategy and curriculum, based on a competency assessment and support for the establishment of the Customs Academy;	2008-2013	18.50	43.50

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
WB-29					<ul style="list-style-type: none"> g. preparation of a comprehensive change management and continuous improvement strategy; h. implementation of a cost-based financial management framework that can be used to monitor the cost of customs services, a requirement for WTO accession including a cost-accounting based Financial Management Information System (FMIS); ii) customs operations; <ul style="list-style-type: none"> a. comprehensive review of legislation leading to rationalization of all import, export, and transit procedures and documentation across government agencies; b. activities to align the code and secondary legislation with major international instruments and best practice; c. establishment of a special unit staffed with tariff, legal and systems-design specialists to build and maintain an integrated tariff system and development of e-document systems software; 			
WB-29					<ul style="list-style-type: none"> d. support to implement new measures of cargo control and declaration processing based on risk management including re-engineering and automation of the key business processes of cargo control, transit and declaration processing and implementation of Risk Management System integrated with TAIS to build-up experience with risk-management based operations and Develop and obtain software licenses to implement a Customs Information Analysis System; e. strengthening of the back-end functions of post-clearance verification and audit through the design and implementation of a risk management system for post clearance verification and post-clearance audit and audit training; f. strengthening of law enforcement functions through training and enhancement of support facilities; g. development of a comprehensive control and enforcement strategy to strengthen CCC capacity to manage compliance risks; 			

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WB-29					<p>h. activities to strengthen interaction and collaboration within customs, with other border control agencies both within Kazakhstan and neighboring countries, and with regional and international institutions, development and implementation of procedures to streamline and integrate border control activities into a "single window" and one-stop principles through establishment of unified information database shared by regulating authorities and development of a joint border design model incorporating equipment, infrastructure, and possible cross-border cooperation</p> <p>iii) information and communications technologies:</p> <p>a. activities to strengthen CCC organizational capacity to plan and manage the ICT systems effectively;</p> <p>b. development and enhancement of an integrated ICT systems based on proven technologies used in modern customs administrations, and customized to Kazakhstan's conditions, that will support an integrated tariff system, re-engineered customs processing, risk management, interagency data exchange, cross-border information exchange, transit control, and delivery of relevant training;</p> <p>c. strengthening of archiving, data warehousing and security capacity of CCC.</p>			
WB-30		AZE	WB	Trade Facilitation Strategy 2003 South Caucasus Trade Facilitation Technical Assistance/Policy Notes 2004		Not found		
WB-31		KAZ	WB		no information	Studies targeting deficiencies in economic reform in competition regulations and anti monopoly laws and emphasized the need for tariff reform.		
WB-32		TAJ	WB	Second Structural Adjustment Credit	in L 2113REG	i) revision of the Customs Code	Ongoing	
WB-33		TAJ	WB	reported in WB CPS		Trade diagnostic study		
WB-35		TAJ	WB	Non lending reported in WB CPS		Trade and transport work	2003-2005	

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WB-36		TAJ	WB	Trade Diagnostic Study	in L 2113REG	Provide sector assessments of trade and transport facilitation, and trade and trade-related policy reforms as required by WTO accession	Ongoing		
WB-37		REG	WB USAID	Regional Trade and Transport Facilitation Study	P103073	Trade and transport facilitation performance measurements of selected transport corridors linking Central Asia through Afghanistan to Pakistan's sea ports, including: monitoring of customs posts, interview of drivers and trip diaries. Performance measurements help identify the main reasons of poor performance, quantify the impacts of these barriers and compare performance of these corridors against international benchmarks. The assessment identifies the key trade facilitation and transport bottlenecks and suggest measures to remove such barriers. Some of the outputs are: i) establishment of reliable baseline data and performance indicators for border management performance and inland customs clearance performance; ii) increased understanding and knowledge of the physical and non-physical barriers to trade and transport, including infrastructure requirements and governance problems; iii) tools such as the corridor monitoring methodology are provided to assist policy makers in streamlining local procedures and optimizing performance with a view to facilitate trade (targeted at border agencies and roads policy makers primarily); iv) priority areas are identified for improving policy and investment decisions in trade and transport facilitation through the use of these tools, including the harmonization of border crossing regulations and legislation across the region; v) local capacity is built to carry out frequent updates, monitor progress over time, and use modern methodological tools to increase transparency in trade-related processes and procedures.	2006-ongoing	0.10 0.35	0.00
WCO-1	World Customs Organisation	AZE	WCO	Phase I Columbus Programme		Needs assessment	2007		
WCO-2		AZE	WCO	Harmonized System		Regional seminar on harmonized system classification and HS related WCO recommendations and tools	2008		

Donor	Country	Donors	Project Name	Code/ID	Outputs	Dates	Budget	
							Donors	Country
WCO-3		AZE	WB WCO	Economic and Trade assessment mission		Customs IT system, customs procedures, transit procedures, broker accreditation process evaluated. Technical report to the Government with recommendations to facilitate economic and trade diversification/reduce the cost of customs process and re-engineer Customs IT system produced	2009	
WCO-4		PRC	WCO	Phase I Columbus Programme		Needs assessment diagnostic mission	2006	
WCO-5		PRC	WCO	Phase II Columbus Programme		Regional Workshop on SAFE Framework of Standards and Strategic Planning	2006	
WCO-6		PRC	WCO	Phase II Columbus Programme		3 officers in Action Planning Training Workshop to implement SAFE FoS	2006	
WCO-7		PRC	WCO	Phase II Columbus Programme		1 officer at Regional Seminar on SAFE Framework of Standards	2007	
WCO-8		PRC	WCO	Phase II Columbus Programme		1 senior manager with improved knowledge from Regional Senior Management Workshop on project plan development to implement diagnostic recommendations, obtain political and finance support and manage reform	2007	
WCO-9		PRC	WCO	Phase II Columbus Programme		Strategic Action Plan reviewed and quality assured by WCO	2007	
WCO-10		PRC	WCO	Phase II Columbus Programme		Discussions on WCO support for second phase and capacity building presentation	2008	
WCO-11		KAZ	WCO	Phase I Columbus Programme		Needs assessment diagnostic mission	2006	
WCO-12		KAZ	WCO	Phase II Columbus Programme		Three party Agreement of Understanding WCO/WB/Customs to have a full reform programme to implement diagnostic mission recommendations signed. Donor coordination and support ensured (WB and USAID). Action Plan Workshop scheduled.	2007	
WCO-13		KAZ	WB WCO	Phase II Columbus Programme		Customs Modernization Programme for 2007 – 2009 and Customs Modernization Project for 2008 – 2012 based on WCO DM Recommendations adopted. A new Modernization and Strategic Development Unit to coordinate Customs Modernization activities established. Support from lending/donor institutions endorsed OSCE, Euro Asian	2007	

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							Donors	Country
					Economic Community, WB and USAID).			
WCO-14		KAZ	WCO CCF Japan	Integrity		Sub-Regional Integrity Conference for common approach and political support of improving integrity established. Almaty Resolution adopted	2007	
WCO-15		KAZ	WCO/USA ID	Integrity		35 Officers/managers from 3 different countries trained on the international instruments, strategies and best practices to develop integrity.	2007	
WCO-16		KAZ	OSCE WCO	Integrated Border Management Workshop		Workshop to build national capacity in the field of harmonization of frontier controls of goods in Kazakhstan. Learning experience of Asian countries, USA and other countries, especially the ones geographically similar to Kazakhstan on: i. Integrated border management (IBM); ii. dialogue with private sector.	2009	
WCO-17		KAZ	OSCE WCO	Integrity		To build national capacity in the field of fight against corruption in customs in Kazakhstan. Discuss International Conventions/Declarations as available tools including progress made in implementation of the Almaty Resolution on Fighting Corruption as of January 17 2007.	2009	
WCO-18		KGZ	WCO	Phase I Columbus Programme		Needs assessment diagnostic mission	2006	
WCO-19		KGZ	WCO	Phase II Columbus Programme		Draft Action Plan to implement diagnostic recommendations discussed with the focus on RM, Post Customs Audit, HRM	2008	
WCO-20		KGZ	EU WCO	Phase II Columbus Programme		Study Visit of Kyrgyz Customs at WCO HQ. Presentations on the WCO Columbus Programme, Single Window Concept and E-learning Programme delivered. Discussions on further developments took place.	2008	
WCO-21		MON	WCO	Phase I Columbus Programme		Needs assessment diagnostic mission	2006	
WCO-22		MON	WCO Netherland s	Phase II Columbus Programme		1 Officer trained on Action Plan development to implement SAFE Framework of Standards	2006	

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WCO-23		MON	WCO	Phase II Columbus Programme		Implementation plan for Mongolian Customs modernization developed	2006	
WCO-24		MON	WCO	Phase II Columbus Programme		1 Officer with improved knowledge on SAFE FoS at regional seminar on SAFE FoS	2007	
WCO-25		MON	WCO	Phase II Columbus Programme		1 Senior Manager trained on how to prepare a project plan to implement diagnostic recommendations, obtain political and finance support and manage reform at regional senior management workshop	2007	
WCO-26		MON	Netherlands WCO	Technical Assistance visit to Netherlands		Agreement on technical support from Netherlands to Mongolian Customs	2007	
WCO-27		MON	WCO			Workshop for 40 officers with improved knowledge on risk management and trade facilitation	2007	
WCO-28		MON	WCO			Workshop for 25 officers with improved knowledge on post clearance audit	2007	
WCO-29		MON	WCO	Phase II Columbus Programme		Workshop for 30-40 officers with improved knowledge in data model time release study, integrity, single window, change management	2007	
WCO-30		MON	WCO	Evaluation of X-Ray Tender and Programme		Evaluation	2007-2008	
WCO-31		MON	WCO			Officers trained on the WCO integrity strategy and tools	2008	
WCO-32		MON	Netherlands WCO	Meeting on further cooperation at WCO HQ		Technical Cooperation Agreement on Capacity Building between Mongolian Customs, Dutch Tax/Customs Administration and WCO concluded	2008	
WCO-33		TAJ	WCO	Phase I Columbus Programme		Needs assessment diagnostic mission	2007	
WCO-34		TAJ	EU WCO	Phase II Columbus Programme		Study visit of Tajik Customs to WCO HQ for presentations on SAFE Columbus Programme, integrated border management and single window	2008	
WCO-35		UZB	WCO	Phase I Columbus Programme		Needs assessment diagnostic mission	2007	

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WCO-36		UZB	WCO	Phase II Columbus Programme	Discussions on further developments for Phase II Columbus Programme took place. WCO Regional Dog Training Centre opened.	2008		