

THE NEW SILK ROAD

Ten Years of the Central Asia Regional Economic Cooperation Program







Corridor 1: Europe–East Asia

Corridor 2: Mediterranean–East Asia

Corridor 3: Russian Federation–Middle East and South Asia

Corridor 4: Russian Federation–East Asia

Corridor 5: East Asia–Middle East and South Asia

Corridor 6: Europe–Middle East and South Asia

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FOREWORD

This commemorative book celebrates 10 years of productive collaboration under the Central Asia Regional Economic Cooperation (CAREC) Program. Under CAREC, its member countries have made significant gains in regional transport, energy infrastructure, and trade facilitation and policy, which have increased both the pace and quality of development in the subregion. The spirit of trust and confidence that has evolved through the years among good neighbors and good partners has led to better prospects for all.

This publication serves as testimony to what can be achieved through regional cooperation. But more than just being an archive of accomplishments, this volume should also inspire us to reach for greater heights and wider horizons in the next decade. All too soon, our achievements will be part of the past, but it is the strength of our collective commitment that will carry us through the future.

As CAREC moves to a higher plane, the mutual trust that has evolved through the years will be increasingly vital to deal with the challenges ahead. Guided by the CAREC 2020 strategy, ADB is committed to deepening its partnership with CAREC toward an era of cohesive cooperation, constructive competition, and a conflict-free community in Central Asia by 2020.



Haruhiko Kuroda
President
Asian Development Bank



Corridor 1: Europe–East Asia

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Corridor 6: Europe–Middle East and South Asia

COOPERATION FOR PROSPERITY

The Central Asia Regional Economic Cooperation (CAREC) Program is a partnership of 10 countries, working to spur economic development across a vast area at the heart of Eurasia's trade and commerce. With more than \$16 billion in on-the-ground investments since 2001, CAREC helps build transport, trade, and energy links that encourage sustainable growth and connect mostly landlocked members with each other and to markets beyond. It provides the finance and ideas to increase mobility of people and goods and improve living standards across Central Asia.

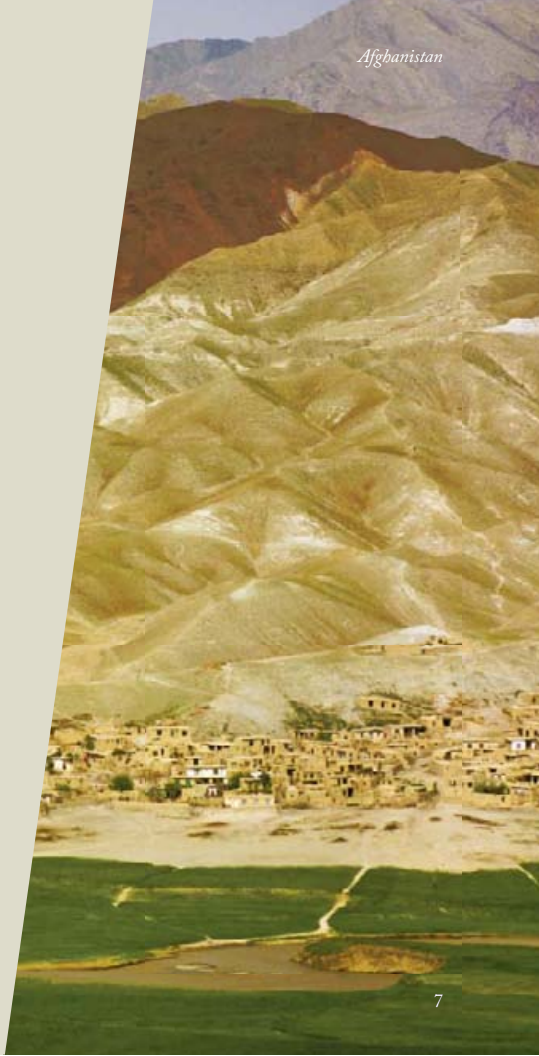
The development of a seamless network of six transport corridors is the backbone for accomplishments that include some 3,600 kilometers of road building and improvements; almost 2,000 kilometers of railway track put in place; upgrading of ports and border crossings; and better energy security, efficiency, and distribution.

CAREC countries and the program's six multilateral institutions devise practical approaches to creation of measurable outcomes under a shared vision.

Rich in natural resources, surrounded by opportunity, and committed to regional cooperation, CAREC countries are embarking on the next phase of growth and prosperity.

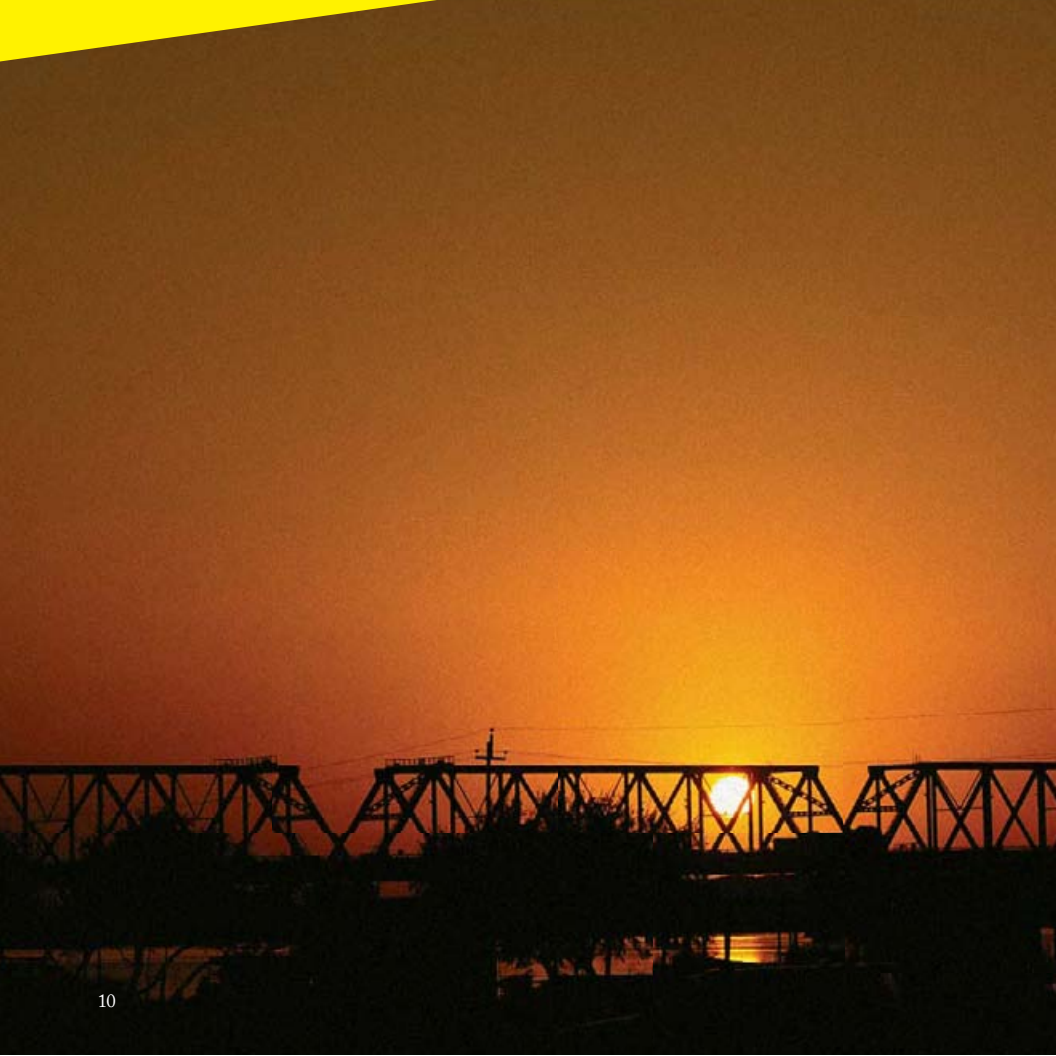
AFGHANISTAN


Afghanistan lies in the heart of Eurasia at the crossroads of cultures, between the People's Republic of China and the Middle East, and between South Asia and Europe. The country's economy is primarily agrarian. However, hydrocarbons and mining are future prospects and they need good infrastructure to reach markets. After 25 years of conflict, Afghanistan is now rebuilding its physical infrastructure and economic foundation.



The creation of a new Silk Road gives Afghanistan the opportunity to maximize the value of natural resources, build human capacity, create jobs, pay for services, and capitalize on Central and West Asia's economic potential.

Improvements in energy security, efficiency, and distribution are allowing the people of Kabul, the Afghanistan capital, to light homes and power businesses using electricity generated outside its borders. More than 1,300 electricity towers have been constructed across some of the most challenging terrain in the world.





The sun goes down on the border bridge at Hairatan, where Afghanistan's first railway links the bustling town with the northern hub of Mazar-e-Sharif and Uzbekistan's modern rail network.

The focus on building transport and energy networks is helping forge links that will increase Afghanistan's regional trade, promote private sector investment, and secure adequate power supplies.





More reliable transport and energy connections and other benefits of integration with CAREC neighbors are helping give Afghanistan's people a deeper sense of hope for the future.



AZERBAIJAN

Azerbaijan is in the southeastern part of the Caucasus, which stretches more than 800 kilometers from the Black Sea to the Caspian Sea. The country is uniquely positioned at a point where Asia and Europe meet, and retains its significance for world links. Azerbaijan is one of the world's oldest oil-producing countries.



New electricity substations to replace aging infrastructure increase the capacity of the west-east grid and produce a reliable power supply for consumers in the key Azeri industrial and economic center close to Baku, the capital city.





Rehabilitation of a raft of roads across Azerbaijan has brought enormous improvements for non-oil trade and increased traffic between the Caspian Sea and Black Sea.

Construction is under way on the 94-kilometer road from Ganja to Gazakh in western Azerbaijan (CAREC Corridor 2), helping the region develop as an industrial base and draw visitors to admire its stunning scenery.



Infrastructure development in each CAREC member creates conditions for economies to grow and maximize the opportunities for cooperation and integration.

A crusher plant near the Ganja road bypass produces the material to refurbish roads and reverse the deterioration of surfaces.



The city never sleeps around busy Baku port (CAREC Corridor 2), and work is constant to build the facilities and create the liberalized customs procedures that spur trade and commercial links between neighbors.





PEOPLE'S REPUBLIC OF CHINA

The People's Republic of China, in the east of the Asian continent and on the western shore of the Pacific Ocean, is the third largest country in the world by land area and the most populous. The country has a long, rich history with an early civilization and has become one of the world's major economic powers.



A tolled expressway on the road between Urumqi and Kashgar is the result of work that has also improved road safety and increased freight-handling efficiency. The route is part of CAREC Corridor 5, which connects Xinjiang Uygur Autonomous Region with Kazakhstan, the Kyrgyz Republic, Mongolia, Pakistan, and Tajikistan.

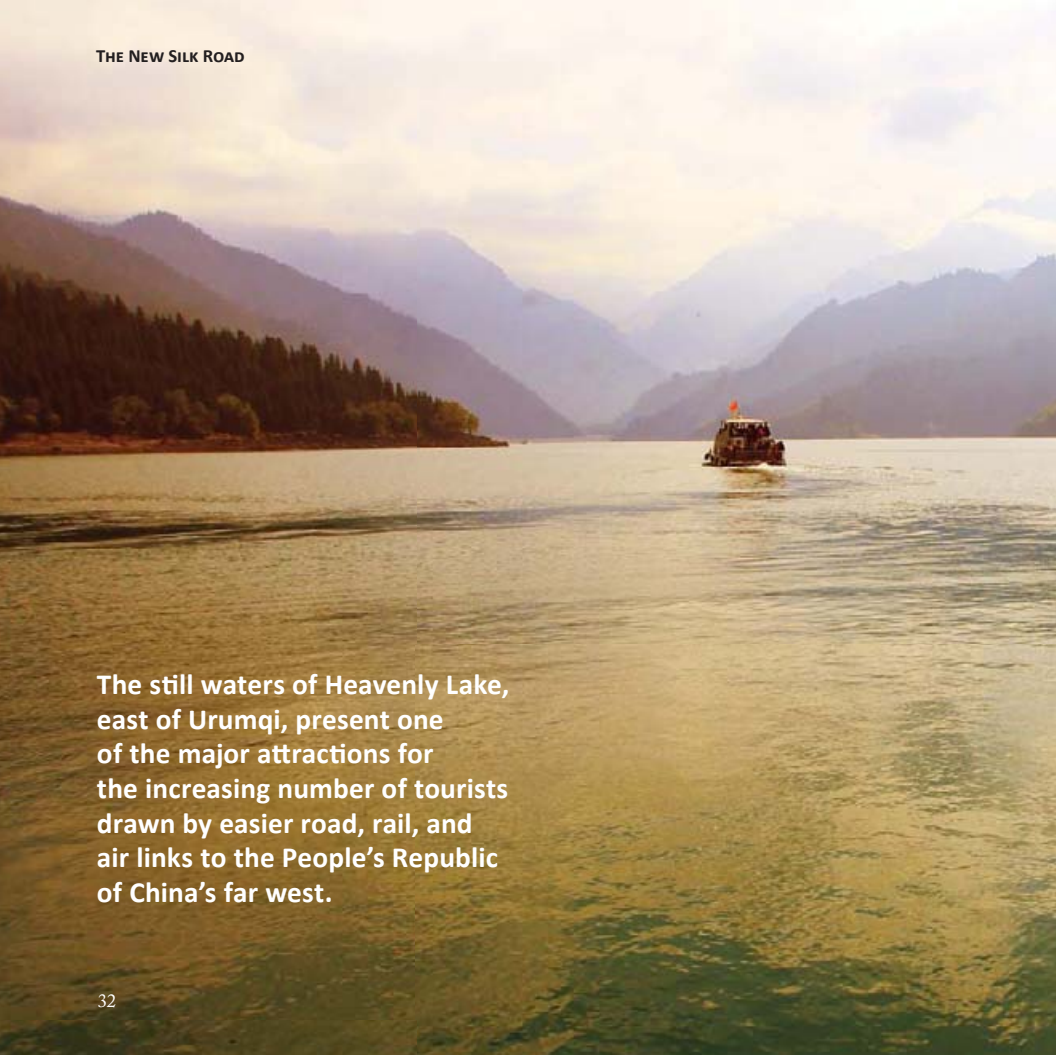








The backbone of the CAREC Program is the development of six efficient land transport corridors that link Central, East, and South Asia with the Middle East and Europe.

A wide-angle photograph of Heavenly Lake in China. The water is a calm, golden-brown color, reflecting the sky. In the distance, a small boat with a red flag is visible on the water. The background consists of layered, misty mountains under a cloudy sky. The overall atmosphere is serene and majestic.

The still waters of Heavenly Lake, east of Urumqi, present one of the major attractions for the increasing number of tourists drawn by easier road, rail, and air links to the People's Republic of China's far west.



THE NEW SILK ROAD

The Korla–Kuqa expressway (CAREC Corridor 5) plays an important role in furthering trade and regional cooperation, connecting improved rural roads to schools, hospitals, and markets for about 50,000 rural people.







**From the old to its modern
cityscape, Urumqi has a bright
future as a gateway linking
Xinjiang with the Central Asian
countries and beyond.**

KAZAKHSTAN

Kazakhstan is located deep in the Eurasian continent. For centuries, the Silk Road provided a route through the country for international traders and merchants. This contributed to the richness of Kazakh culture and its capacity to adapt and develop. Kazakhstan is rich with commercial minerals, with oil and gas reserves equating to present-day resources of the whole of Western Europe.



Thousands of kilometers of roads (CAREC Corridor 2) cross Kazakhstan and link the world's biggest landlocked country with the People's Republic of China, the Russian Federation, and western seaports—forming a vital conduit for booming trade throughout Eurasia.

The Caspian Sea presents no barrier for the east-west CAREC Corridor 2 as ships ply the waters from Aktau to Azerbaijan, where the land route linking East Asia with the Mediterranean resumes.




Cranes load freight at Aktau, the hub on CAREC Corridor 2 for transporting goods to Europe and Asia on the eastern shore of the Caspian Sea.





CAREC countries are working together to produce a regionally integrated and globally connected Asia, with cooperation leading to development that accelerates economic growth and cuts poverty.





In the southeast of Kazakhstan, the still waters of one of the Kolsay lakes grace Alpine slopes where stunning scenery and horseback riding attract visitors from Almaty, about 250 kilometers away.



Multilayered and multi-partnered, the Western Europe–Western People’s Republic of China International Transit Corridor (CAREC Corridor 1) runs through Kazakhstan and is an important transit route for cargo from the People’s Republic of China, Kazakhstan itself, the Russian Federation, and Europe.



KYRGYZ REPUBLIC

The Kyrgyz Republic, in the northeast of Central Asia among the mountains and valleys of Tien Shan, is a multicultural trading point between Europe and Asia. More than 80 ethnic groups reflect a rich heritage as a link between the West and the East along the Silk Road. Gold, agricultural products, and hydroelectric power comprise the bulk of the country's exports.



THE NEW SILK ROAD

Medical staff help young mothers care for newborn babies in the maternity hospital in Gulcha, where the opening of the 77-kilometer road from Osh in 2009 improved access to services for people living along the Southern Transport Corridor.





Freight associations throughout the region are taking pains to monitor travel and waiting times so improvements at border crossings and along upgraded road sections can be quantified.

Bulky goods from the People's Republic of China are measured on delivery at a warehouse in Kara-Suu, 650 kilometers from Bishkek.







The journey may be hard, but modern crossing points featuring qualified personnel, such as Chon-Kapka on the Kyrgyz–Kazakh border (CAREC Corridor 3), are speeding up customs clearance throughout the region.



CAREC's enhancements to efficiency on roads of all grades make the journey home a better experience for countless commuters across the region.

MONGOLIA

Mongolia spreads across 1.5 million square kilometers of the Central Asian plateau, bordering the Russian Federation and the People's Republic of China. Much of its land is covered by steppes, with high mountains and valleys to the north and west, and the Gobi desert to the south. Mongolia has rich gold and copper resources, and abundant animal materials, such as the world-famous cashmere.



Rolling steppes and blue skies are emblematic of the vast distances that growing volumes of goods and travelers are overcoming along CAREC transport corridors.






An increasing number of crossing points throughout the region, such as here at Zamyn-Uud on the Mongolia–People’s Republic of China border (CAREC Corridor 4), are equipped to provide harmonized checks and modernized customs clearance.





A large lattice crane is silhouetted against a warm, golden sunset sky. The crane's long jib extends from the top left towards the center, supported by several cables. A hook hangs from the end of the jib. The crane's vertical tower is also visible, showing its lattice structure. In the bottom left corner, a portion of a brick building is visible.

Cranes make light work of logistical demands at the gateway for trade between Mongolia and the People's Republic of China on CAREC Corridor 4, which leads north to the Russian Federation.

Improved road maintenance (CAREC Corridor 4) ultimately translates into reduced transport costs and faster travel times that allow people to reach essential social services across vast distances.



PAKISTAN


Pakistan's strategic location at the crossroads of Central, South, and Southwest Asia gives the country great potential to become a hub of economic activity, with three international seaports on its southern boundary at the Arabian Sea. Agriculture accounts for 25% of the economy, supported by one of the world's largest irrigation systems. Manufacturing has grown rapidly in recent years.



Pakistan's inclusion in CAREC from 2010 opens the country to the potential of energy imports to enhance electricity supplies, and gives its landlocked neighbors greater opportunity to trade through sea routes to the Middle East.

A row of electricity towers bringing power to Sindh Province dominates the view from Highway N-55.



An aerial photograph of a large urban area, likely in Pakistan, showing a dense grid of high-rise apartment buildings. The buildings are mostly light-colored with dark window frames. A major road or highway runs through the center of the city. In the background, there are green fields and a hazy horizon. The sky is clear and blue.

Stronger links with its neighbors to the north present myriad opportunities for Pakistan to maintain growth and realize gains from its industrial development.





Investments and reforms are helping Pakistan increase energy security and efficiency.

Better access on routes between the Middle East, the seaports of Pakistan, and the interior transport corridors will help drive trade, commerce, and prosperity.

Karachi, Pakistan's busiest and biggest seaport, handles about 65% of the nation's cargo through 30 berths, which remain operational 24 hours a day and are being upgraded.



THE NEW SILK ROAD

A bus stops at a tollgate on highway N-55 in Petaro, a small town near Hyderabad. Once completed, the motorway will slash travel times from Faisalabad—Pakistan's textile hub—to Karachi.





TAJIKISTAN

Tajikistan's rugged mountains belong to the highest ranges of Central Asia and make up 93% of its land area. The country is richly endowed with mineral resources, such as gold, silver, and antimony. Exports of cotton and aluminum contribute significantly to its economy. Comprehensive industrial growth has made progress a key pillar of Tajikistan's development plans.



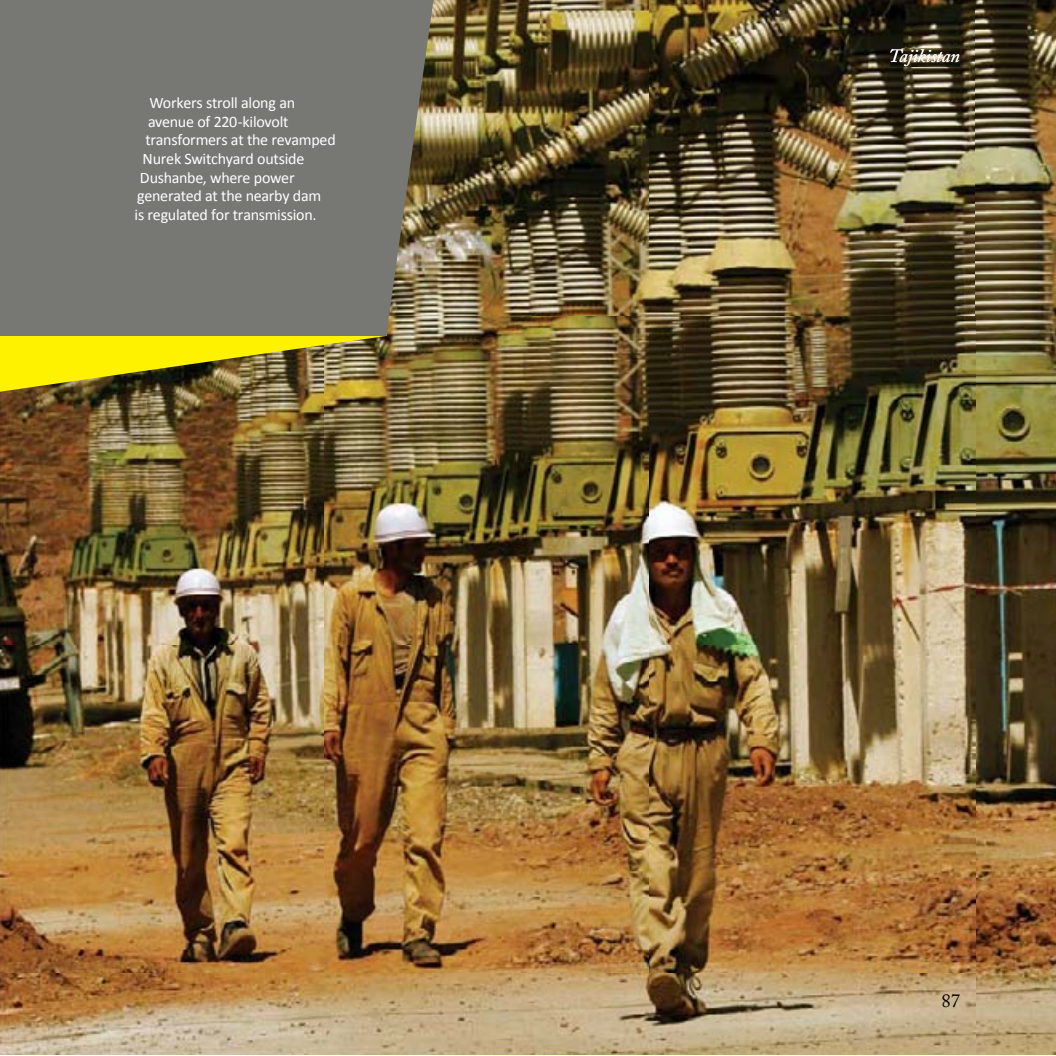
Turbines at the Nurek Hydroelectric Power Plant are powered by water from Tajikistan's largest reservoir, and their output distributed throughout Tajikistan and neighboring countries to meet the energy needs of growing economies.






Replacement of aging power transmission facilities creates opportunities for Tajikistan and its neighbors to increase energy security and trade through a Central Asian power system.

Workers stroll along an avenue of 220-kilovolt transformers at the revamped Nurek Switchyard outside Dushanbe, where power generated at the nearby dam is regulated for transmission.





Alongside infrastructure, the CAREC Program includes safety-net initiatives, such as those aimed at social protection and the prevention of communicable disease.



TURKMENISTAN

Turkmenistan borders five countries and is rich in hydrocarbons, with natural gas reserves estimated at 20 trillion cubic meters and oil reserves at 12 billion barrels. Other resources include coal, nonferrous and rare metals, sulfur, gypsum, iodine, bromine, potassium and common salts, marble onyx, and mineral waters. The government is committed to diversifying the country's productive base.







Market traders stand to gain from reduced travel times and costs for moving goods under the CAREC-related construction of a north-south rail link that is set to become an important part of a transcontinental transport corridor.



Emanating from vaunted traditional roots, Turkmenistan's famed textiles industry may get a significant boost from forging stronger ties with CAREC neighbors.



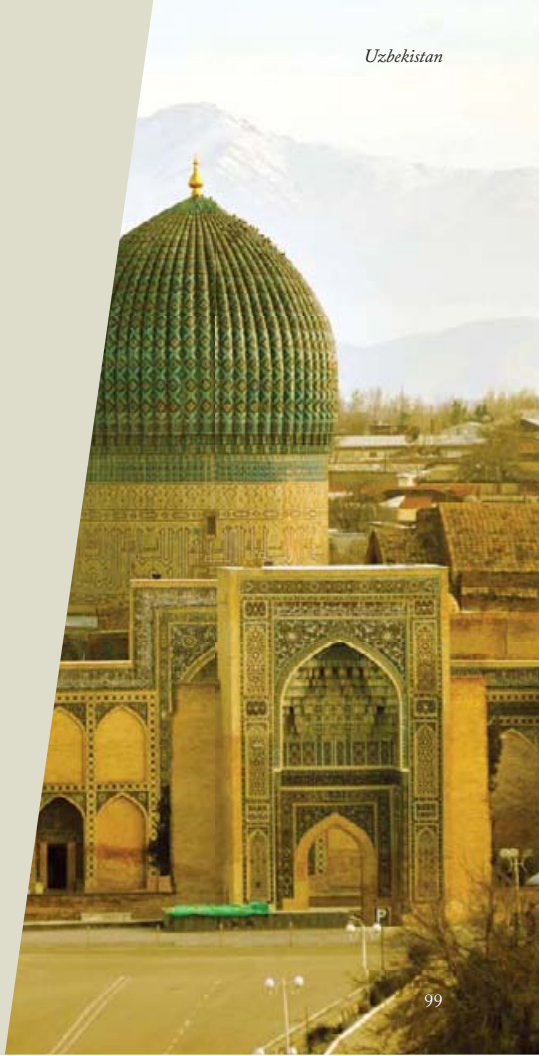




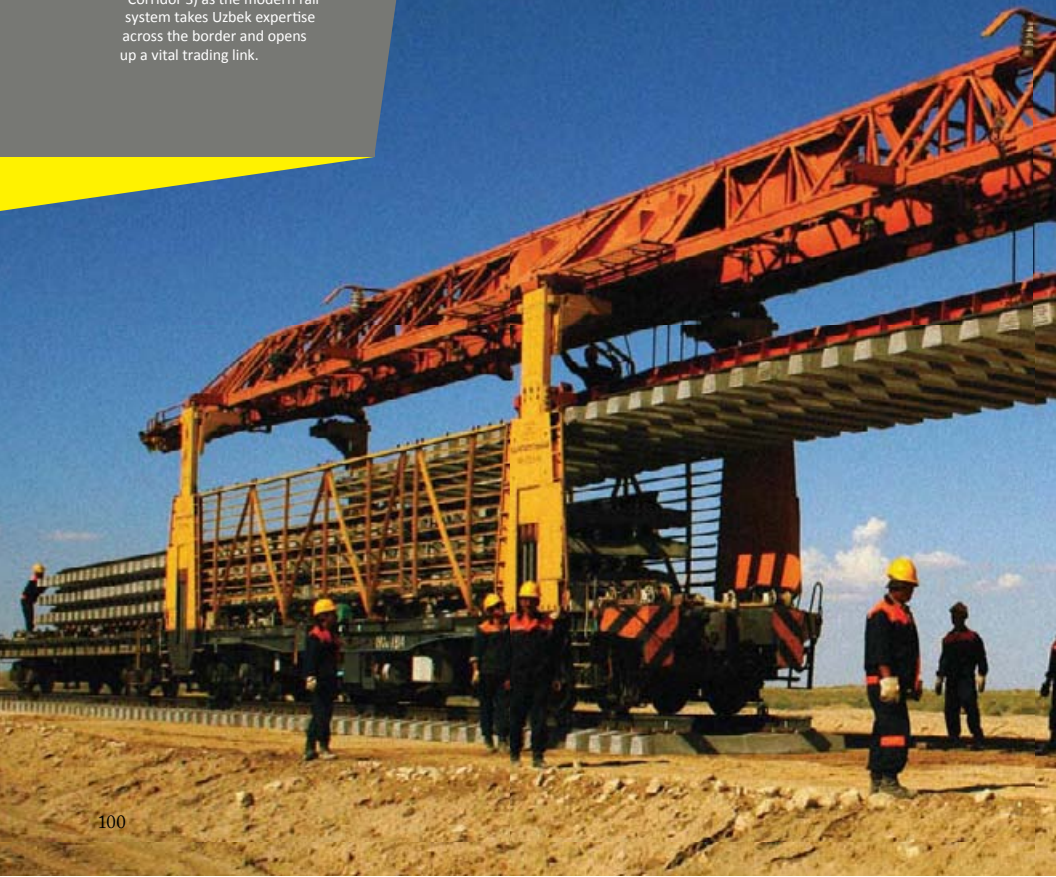
The accession of Turkmenistan into the CAREC partnership brings opportunities to expand economic activity at home and support increased trade with neighbors in Central and West Asia.

UZBEKISTAN

Uzbekistan possesses some of the most favorable natural and geographic conditions in Central Asia with its location between the Amu Darya and Syr Darya rivers. It has rich deposits of gold, copper, and uranium, as well as organic fuel, particularly natural gas and oil. Uzbekistan has unique agricultural resources and is one of the world's biggest cotton producers.



Subcontractor Uzbekistan Railways lays the track on a 75-kilometer railway line in northern Afghanistan (CAREC Corridor 3) as the modern rail system takes Uzbek expertise across the border and opens up a vital trading link.





Regional trade, business, and investment opportunities open up for people when travel is made faster and safer.

A smooth asphalt surface is applied to the A-380 highway near the Uzbek border with Kazakhstan (CAREC Corridor 6). CAREC-supported rehabilitation of the main route between the northwest and southeast of Uzbekistan has an important regional dimension.

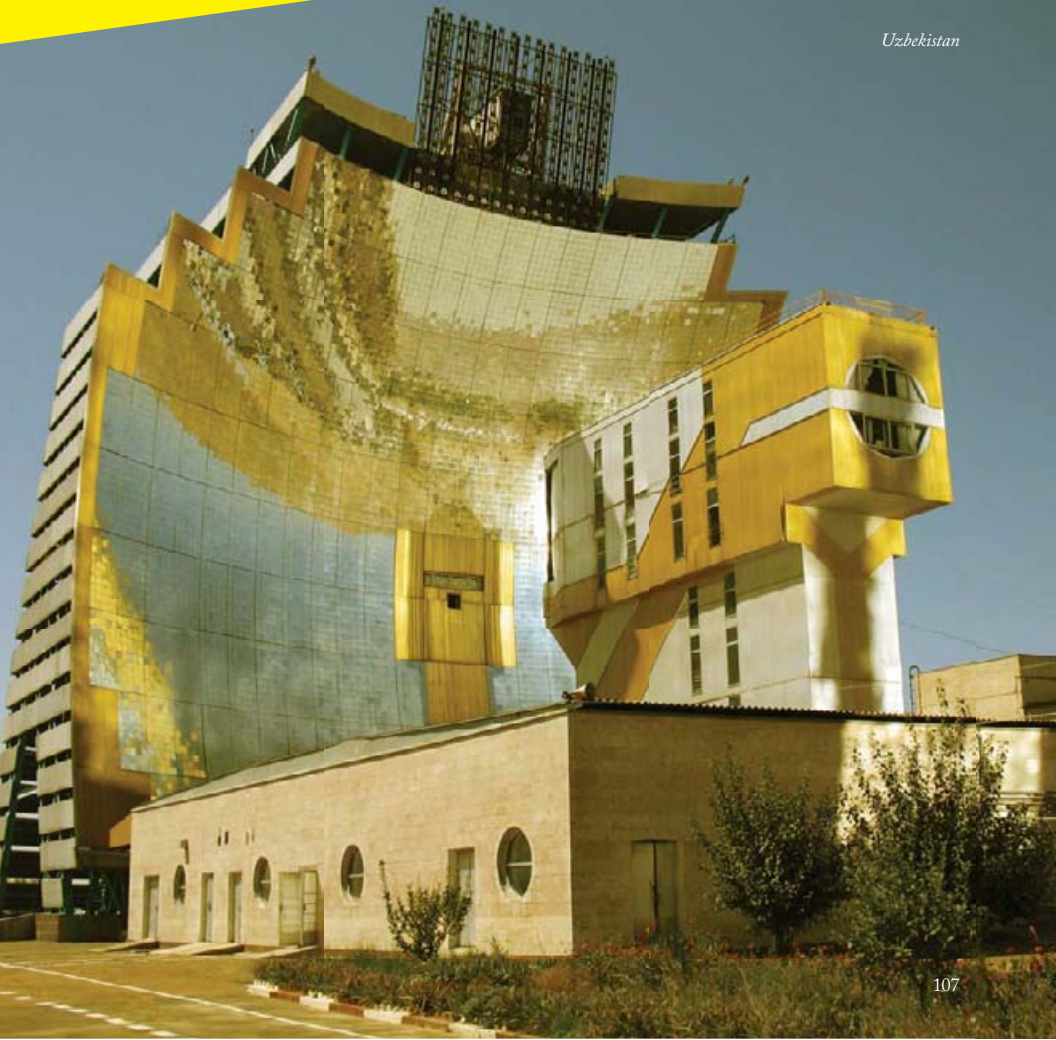






Improvements in energy efficiency and regional connectivity are the name of the game at Talimarjan power plant, 440 kilometers southwest of Tashkent, where Central Asia's first 800-megawatt combined cycle gas turbine power plant is being built with CAREC's help.

The “Physics-Sun” furnace in Parkent harnesses solar power to melt aluminum. It stands as a monument to the region’s tremendous potential for technology that helps save energy and reduce carbon emissions.



THE NEW SILK ROAD

Uzbekistan is setting the pace for railway modernization in the region as the high-speed electrified Shark express slashes travel times between Tashkent and the Silk Road city of Bukhara (CAREC Corridor 3).





With an eye to the future, 5% of all Europe–East Asia trade should transit along CAREC’s streamlined transport corridors by 2017, while 2005 per capita incomes in the partnership are expected to double by 2015.



TIMELINE

1996–2001. Emerging regional cooperation

- Governments of Central Asia and the People’s Republic of China begin to discuss opportunities for regional cooperation
- Transport and energy emerge as essential drivers of economic growth
- Trade promotion, immigration, and customs clearance are identified for improvement, particularly in newly independent Central Asian nations

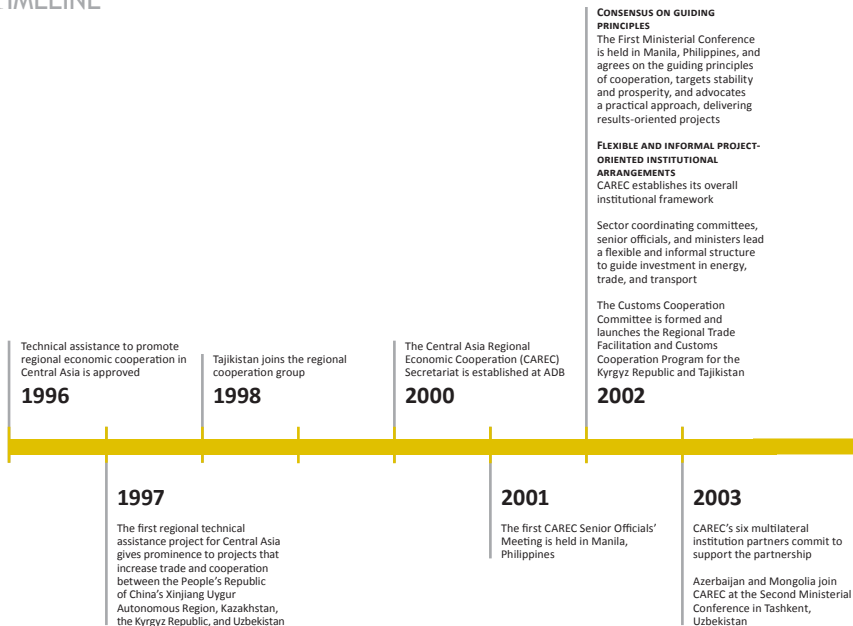
2002–2005. Confidence and consensus building

- Governments establish an informal and project-oriented institutional framework
- Practical and pragmatic economic cooperation allows CAREC to remain flexible, responsive, and relevant

From 2006. Strategic direction and implementation

- The Comprehensive Action Plan (2006) sharpens CAREC’s focus on building multimodal transport networks, liberalizing trade, and integrating electricity markets
- CAREC addresses regional public goods, such as communicable disease control, environmental problems, and business development, and strengthens cooperation through training, research, and outreach
- Growth of project-based operations is unprecedented from 2007
- CAREC develops a results framework in 2009–2010 to monitor performance, highlight achievements, and identify what should be improved

TIMELINE



In 2001, six CAREC-related projects have a combined value of \$247 million

Good neighbors, good partners, good prospects

In 2006, the program's 43 projects have a combined value of \$3.2 billion, yielding measurable results

The Transport Sector Coordinating Committee and the Trade Policy Coordinating Committee are formed

The private sector is encouraged to participate in CAREC at the Third Ministerial Conference in Astana, Kazakhstan

Trade policy becomes the fourth priority sector

2004

CAREC adopts the Comprehensive Action Plan and calls for sector strategies and action plans to guide cooperation in transport, trade facilitation, energy, and trade policy

The plan calls for the formation of an online-based CAREC Institute to improve cooperation through capacity building, research, and outreach

The first Business Development Forum brings business leaders and policy makers together to identify ways of reducing impediments to regional cooperation and development

The Fifth Ministerial Conference is held in Urumqi, People's Republic of China

2006

The Inner Mongolia Autonomous Region of the People's Republic of China is brought into the CAREC partnership

The six transport corridors identified in the Transport and Trade Facilitation Strategy become CAREC's flagship initiative for spurring economic development and introduce the concept of transport corridors into Central Asia

CAREC ministers endorse the Trade Policy Strategic Action Plan, helping member economies become more open by liberalizing trade regimes and supporting accession to the World Trade Organization

The Strategy for Regional Cooperation in the Energy Sector of CAREC Countries breaks new ground as the first strategic framework for energy among Central Asian nations

The CAREC Institute work plan for 2009–2011 is endorsed at the Seventh Ministerial Conference, held in Baku, Azerbaijan

2008

Tajikistan and the Kyrgyz Republic sign the CAREC-supported Cross-Border Transport Agreement

Pakistan and Turkmenistan join CAREC, taking the number of countries in the program to 10

CAREC launches its annual performance monitoring development effectiveness review process

The CAREC Federation of Carrier and Forwarder Associations holds its first meeting

The second CAREC Business Development Forum is held in Urumqi, People's Republic of China, to raise the private sector's awareness of opportunities

The first Ministerial Retreat is held at the Ninth Ministerial Conference in Cebu, Philippines

2010

2005

The CAREC Members Electricity Regulators' Forum holds its first meeting, promoting more efficient production and use of domestic energy

Afghanistan becomes CAREC's eighth member at the Fourth Ministerial Conference in Bishkek, Kyrgyz Republic

The Energy Sector Coordinating Committee is formed

CAREC convenes the Central–South Asia Regional Business Roundtable to encourage private sector participation and recommend ways to bring down barriers to cross-border business

2007

The Transport and Trade Facilitation Strategy is endorsed at the Sixth CAREC Ministerial Conference in Dushanbe, Tajikistan

The CAREC Institute Prospectus is endorsed, creating a mechanism to address "second-tier" areas (communicable disease control, environmental problems, and business development); capacity building; and research

2009

Private companies establish the CAREC Federation of Carrier and Forwarder Associations

The CAREC Corridors Performance Measurement and Monitoring Program is launched to track and improve movement along the CAREC Corridors and across border points

The Energy Action Plan Framework and CAREC Program Results Framework are endorsed

The first CAREC Partnership Forum is held, discusses how to maximize the benefit of transport and trade investments

The CAREC Institute goes live, with its website—www.carecinstitute.org—a virtual hub for information sharing and research collaboration

The Eighth Ministerial Conference is held in Ulaanbaatar, Mongolia

2011

CAREC 2020, the strategic framework for expanding trade and improving competitiveness beyond Eurasia, is submitted to ministers for endorsement

The Tenth Ministerial Conference, in Baku, Azerbaijan, highlights achievements of CAREC's first decade

The Development Partners' Forum is held

By 2011, 119 CAREC-related projects represent investments of \$16.5 billion

CAREC PROJECTS*

TRANSPORT

Road Rehabilitation Project. Tajikistan. 2000. Closed. \$27M

Railways Modernization Project. Uzbekistan. 2000. Closed. \$155M

Almaty–Bishkek Regional Road Rehabilitation Project. Kyrgyz Republic. 2000. Closed. \$6M

Almaty–Bishkek Regional Road Rehabilitation Project. Kazakhstan. 2000. Closed. \$99M

Ayrau Airport Project. Kazakhstan. 2001. Ongoing. \$25M

Locomotive Re-Powering Project. Uzbekistan. 2001. Ongoing. \$68M

Third Rehabilitation Project. Kyrgyz Republic. 2001. Closed. \$50M

TSA Air Navigation Systems. Tajikistan. 2001. Ongoing. \$8M

Highway Project. Azerbaijan. 2001. Closed. \$48M

Transport Development Project. Mongolia. 2001. Closed. \$49M

Third Xinjiang Highway Project. People's Republic of China (PRC). 2002. Closed. \$339M

Emergency Road Rehabilitation Project. Afghanistan. 2003. Ongoing. \$20M

* M = million.

Dushanbe–Kyrgyz Border Road Rehabilitation Project (Phase 1). Tajikistan. 2003. Closed. \$24M

Road Sector Restructuring Loan (Atyrau–Aktau). Kazakhstan. 2003. Closed. \$243M

Emergency Infrastructure Rehabilitation and Reconstruction Project. Afghanistan. 2003. Ongoing. \$150M

Emergency Transport Rehabilitation Project. Afghanistan. 2003. Closed. \$174M

Shagon–Zigar Road Rehabilitation Project. Azerbaijan. 2003. Closed. \$10M

Andkhoy–Qaisar Road Project. Afghanistan. 2004. Ongoing. \$80M

TSA Air Fleet Upgrade Project. Tajikistan. 2004. Closed. \$7M

Southern Transport Corridor Road Rehabilitation Project. Kyrgyz Republic. 2004. Closed. \$43M

Regional Airports Rehabilitation Project Phase 1. Afghanistan. 2004. Ongoing. \$32M

Regional Road Development Project. Mongolia. 2004. Closed. \$78M

Silk Road Project. Azerbaijan. 2004. Ongoing. \$29M

Silk Road (Hajigabul–Kyurdamir Road Section). Azerbaijan. 2004. Closed. \$41M

East–West Highway Improvement Project. Azerbaijan. 2005. Closed. \$93M

Dushanbe–Kyrgyz Border Road Rehabilitation Project, Phase II. Tajikistan. 2005. Closed. \$40M

Qaisar–Bala Murghab Road Project. Afghanistan. 2005. Closed. \$55M

Baku to Samur. Azerbaijan. 2005. Ongoing. \$100M

Inner Mongolia Highway and Trade Corridor Project. PRC. 2005. Closed. \$263M

Emergency Transport Rehabilitation Project (Supplemental Grant). Afghanistan. 2005. Closed. \$45M

Shagon–Zigar Road Reconstruction, Phase II. Azerbaijan. 2005. Ongoing. \$14M

Rehabilitation of Bamian–Yakawlang Road. Afghanistan. 2006. Closed. \$20M

North–South Corridor Project (Loan). Afghanistan. 2006. Ongoing. \$101M

North–South Corridor Project (Grant). Afghanistan. 2006. Ongoing. \$40M

Second Highway Project. Azerbaijan. 2006. Ongoing. \$265M

CAREC Regional Road Project. Uzbekistan. 2007. Ongoing. \$174M

Xinjiang Regional Road Improvement Project (Koria–Kuqa section). PRC. 2007. Ongoing. \$594M

CAREC Regional Road Corridor Improvement Project. Tajikistan. 2007. Ongoing. \$13M

CAREC Regional Road Corridor Improvement Project. Tajikistan. 2007. Ongoing. \$64M

CAREC Regional Road Corridor Improvement Project. Kyrgyz Republic. 2007. Ongoing. \$40M

Road Maintenance Development Project (Loan). Tajikistan. 2007. Ongoing. \$4M

Road Maintenance Development Project (Grant). Tajikistan. 2007. Ongoing. \$2M

MFF: Road Network Development Program, Project 1. Azerbaijan. 2007. Ongoing. \$249M

Road Network Development Project I (Bala Murghab to Leman). Afghanistan. 2007. Ongoing. \$176M

Xinjiang Municipal Infrastructure and Environment Improvement Project. PRC. 2008. Ongoing. \$191M

Western Regional Road Corridor Development Project, Phase I. Mongolia. 2008. Ongoing. \$112M

Community-Based Local Road Upgrading and Maintenance in the Western Region of Mongolia. Mongolia. 2008. Closed. \$2M

MFF: Road Network Development Investment Program, Project 1. Afghanistan. 2008. Closed. \$60M

MFF: Road Network Development Program, Project 2 (Ganja Bypass). Azerbaijan. 2008. Ongoing. \$55M

MFF: CAREC Corridor I (Zhambyl Oblast Section), Project 1. Kazakhstan. 2008. Ongoing. \$285M

CAREC Corridor I (Bishkek–Torugart Road), Phase 1. Kyrgyz Republic. 2008. Ongoing. \$30M

South–West Corridor Road. Kazakhstan. 2008. Ongoing. \$180M

Rail Trade and Transport Facilitation (East–West main line). Azerbaijan. 2008. Ongoing. \$795M

Highway 2 Project–Additional Financing (East–West and North–South Corridors: Alat–Masali and Tagiyev–Sahil). Azerbaijan. 2008. Ongoing. \$505M

Part of North Corridor. Afghanistan. 2008. Ongoing. \$21M

Reconstruction of Taraz–Talas Sausamyrd II. Kyrgyz Republic. 2008. Ongoing. \$11M

Jjar–Zardab–Aghdjabedi Highway Construction. Azerbaijan. 2008. Ongoing.

Shagon–Zigar Road Reconstruction, Phase III. Tajikistan. 2008. Ongoing.

Xinjiang Urban Transport and Environmental Improvement Project. PRC. 2009. Ongoing. \$187M

Highway 2 Project–Second Additional Financing. Azerbaijan. 2009. Ongoing. \$258M

Dushanbe–Kyrgyz Border Road Rehabilitation Project, Phase II. Tajikistan. 2009. Ongoing. \$25M

CAREC Transport Corridor I (Bishkek–Torugart Road) Project 2 (Loan). Kyrgyz Republic. 2009. Ongoing. \$41M

CAREC Transport Corridor I (Bishkek–Torugart Road) Project 2 (Grant). Kyrgyz Republic. 2009. Ongoing. \$22M

Hairatan to Mazar-e-Sharif Railway Development Program. Afghanistan. 2009. Closed. \$170M

CAREC Transport Corridor I Investment Program (Zhambyl–Oblast Section), Project 2. Kazakhstan. 2009. Ongoing. \$415M

South–West Roads: Western Europe–Western China International Transit Corridor (CAREC 1b and 6b). Kazakhstan. 2009. Ongoing. \$2,500M

National Road Rehabilitation (Osh–Batken–Isfana). Kyrgyz Republic. 2009. Ongoing. \$25M

Osh–Isfana Road Upgrading Project. Kyrgyz Republic. 2009. Ongoing. \$35M

Reconstruction of South Kazakhstan Region Border to Taraz City: Western Europe–Western China Road Corridor. Kazakhstan. 2009. Ongoing. \$186M

Reconstruction of Kulyab–Khalaiikum Road. Tajikistan. 2009. Ongoing. \$20M

Reconstruction of Bishkek–Naryn–Torugart Road. Kyrgyz Republic. 2009. Ongoing. \$16M

Reconstruction and Upgrade of Road in Surkhandarya (M39) Project. Uzbekistan. 2009. Ongoing. \$167M

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MFF: Road Network Development Project, Tranche 2 (Supplementary). Afghanistan. 2010. Not available. \$485M

MFF: CAREC Corridor 1 (Zhambyl Oblast Section), Project 3. Kazakhstan. 2010. Ongoing. \$241M

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CAREC Regional Road Corridor Improvement (Supplementary). Kyrgyz Republic. 2010. Ongoing. \$32M

MFF: CAREC Corridor 2 Road Investment Program, Project 1. Uzbekistan. 2010. Ongoing. \$146M

Third Highway Project. Azerbaijan. 2010. Ongoing. \$356M

Regional Road Development Project (Supplementary). Mongolia. 2010. Ongoing. \$26M

National Road Rehabilitation (Osh–Batken–Isfana) Project. Kyrgyz Republic. 2010. Not available. \$10M

Regional Logistics Development Project. Mongolia. 2010. Ongoing. \$67M

MFF: CAREC Corridor 2 Road Investment Program, Project 2. Uzbekistan. 2011. Ongoing. \$240M

CAREC Corridor 3 (Dushanbe–Uzbekistan Border) Improvement Project. Tajikistan. 2011. Ongoing. \$186M

CAREC Transport Corridor 1 (Zhambyl Oblast Section), Tranche 4. Kazakhstan. 2011. Ongoing. \$131M

National Road Rehabilitation (Osh–Batken–Isfana), Second Additional Financing. Kyrgyz Republic. 2011. Not available. \$16M

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MFF–CAREC Corridor 2 Road Investment Program II, Tranche 1. Uzbekistan. 2011. Ongoing. \$160M

CAREC Corridor I (Bishkek–Torugart Road), Project 3. Kyrgyz Republic. 2011. Ongoing. \$70M

CAREC Corridor 6 (Marakand–Karshi) Railway Electrification Project. Uzbekistan. 2011. Ongoing. \$100M

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Road Network Development Program, Tranche 3. Azerbaijan. 2011. Ongoing. \$200M

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Power Rehabilitation Project. Tajikistan. 2000. Closed. \$63M

KEGOC: North–South Power Transmission. Kazakhstan. 2003. Closed. \$81M

North–South Electricity Transmission Project. Kazakhstan. 2005. Closed. \$161M

KEGOC: Ekibastuz–YukGres Power Transmission. Kazakhstan. 2005. Closed. \$188M

Power Transmission and Distribution Project. Afghanistan. 2005. Ongoing. \$27M

Power Transmission and Distribution Project. Afghanistan. 2005. Ongoing. \$24M

Regional Transmission Interconnection Project. Afghanistan. 2006. Closed. \$56M

Regional Transmission Interconnection Project. Tajikistan. 2006. Closed. \$54M

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Nurek (500kV) Switchyard Reconstruction Project. Tajikistan. 2008. Ongoing. \$67M

KEGOC Stage Modernization II Loan. Kazakhstan. 2008. Ongoing. \$375M

Transmission Line (Sukhan–Guzar). Uzbekistan. 2008. Closed. \$128M

Tajikistan Energy Emergency Recovery Assistance Project. Tajikistan. 2008. Not available. \$7M

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Kyrgyz Republic. 2008. Closed. \$11M

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Energy Development Project 2.
Afghanistan. 2009. Ongoing. \$87M

Supplementary Financing for Regional
Power Energy Network. Regional. 2009.
Ongoing. \$4M

Baku Waste-to-Energy Plant. Azerbaijan.
2009. Ongoing. \$191M

Energy Emergency Assistance-Additional
Financing. Kyrgyz Republic. 2009. Not
available. \$4M

Kazakhstan Moinak Transmission Project.
Kazakhstan. 2009. Ongoing. \$69M

Regional Power Transmission Project
(Supplementary). Afghanistan. 2010.
Closed. \$12M

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Tajikistan. 2010. Ongoing. \$141M

Talimarjan Power Project. Uzbekistan.
2010. Ongoing. \$880M

Energy Emergency Assistance-Additional
Financing. Tajikistan. 2010. Ongoing. \$15M

Power Sector Improvement Project. Kyrgyz
Republic. 2010. Ongoing. \$56M

Alma Transmission Project. Kazakhstan.
2010. Ongoing. \$201M

Talimarjan Transmission Project.
Uzbekistan. 2011. Ongoing. \$203M

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Regional Trade Facilitation and Customs
Cooperation Program. Kyrgyz Republic.
2002. Closed. \$15M

Regional Trade Facilitation and Customs
Cooperation Program. Tajikistan. 2002.
Closed. \$10M

Emergency Customs Modernization and
Trade Facilitation Project. Afghanistan.
2003. Closed. \$31M

Regional Customs Modernization and
Infrastructure Development Project.
Kyrgyz Republic. 2004. Ongoing. \$9M

Regional Customs Modernization and
Infrastructure Development Project.
Tajikistan. 2004. Ongoing. \$15M

Customs Modernization Project. Mongolia.
2006. Closed. \$7M

Customs Development Project. Kazakhstan.
2007. Ongoing. \$62M

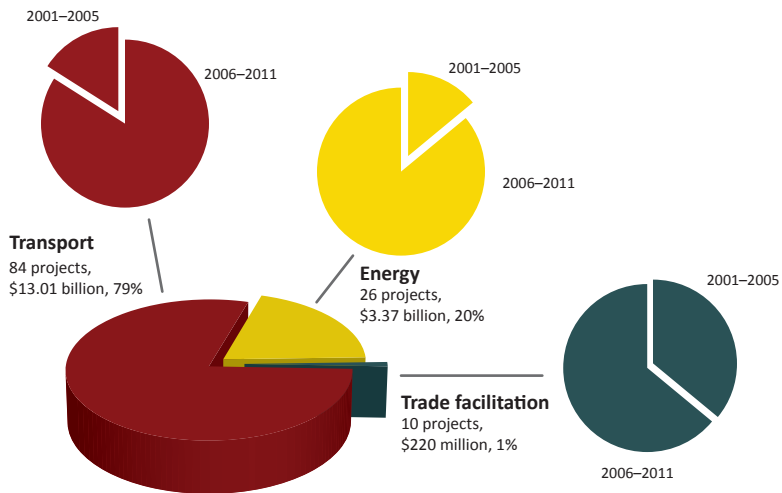
Import Financing Facility for Import
Agricultural Inputs in Tajikistan. Tajikistan.
2008. Ongoing. \$14M

Additional Financing for Customs
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Project. Afghanistan. 2009. Closed. \$7M

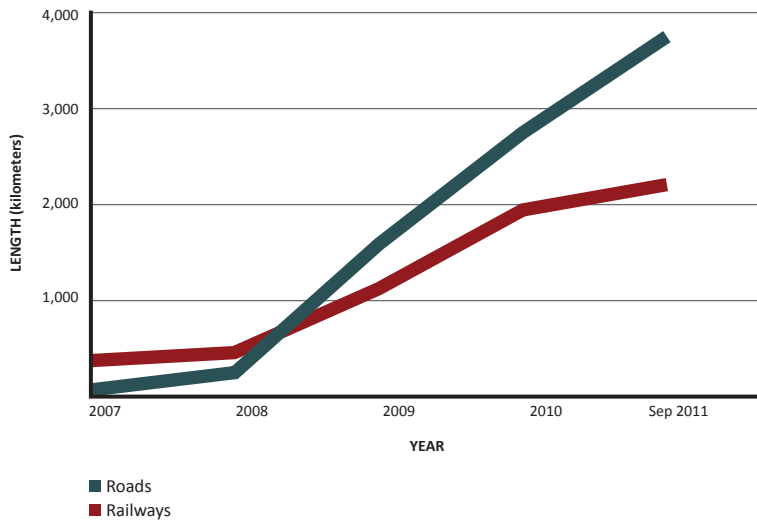
Second Customs Reform and Trade
Facilitation Project. Afghanistan. 2010.
Ongoing. \$50M

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CAREC Corridors 2001–2011 Cumulative Progress



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- Corridor 5: East Asia–Middle East and South Asia
- Corridor 6: Europe–Middle East and South Asia

The New Silk Road: Ten Years of the Central Asia Regional Economic Cooperation Program

This publication serves as a testimony to what can be achieved through regional cooperation. But more than just being an archive of accomplishments, this volume should also inspire us to reach for greater heights and wider horizons in the next decade. All too soon, our achievements will be part of the past, but it is the strength of our collective commitment that will carry us through the future. —*From the Foreword*

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ADB's vision is an Asia and Pacific region free of poverty. Its mission is to help its developing member countries reduce poverty and improve the quality of life of their people. Despite the region's many successes, it remains home to two-thirds of the world's poor: 1.8 billion people who live on less than \$2 a day, with 903 million struggling on less than \$1.25 a day. ADB is committed to reducing poverty through inclusive economic growth, environmentally sustainable growth, and regional integration.

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