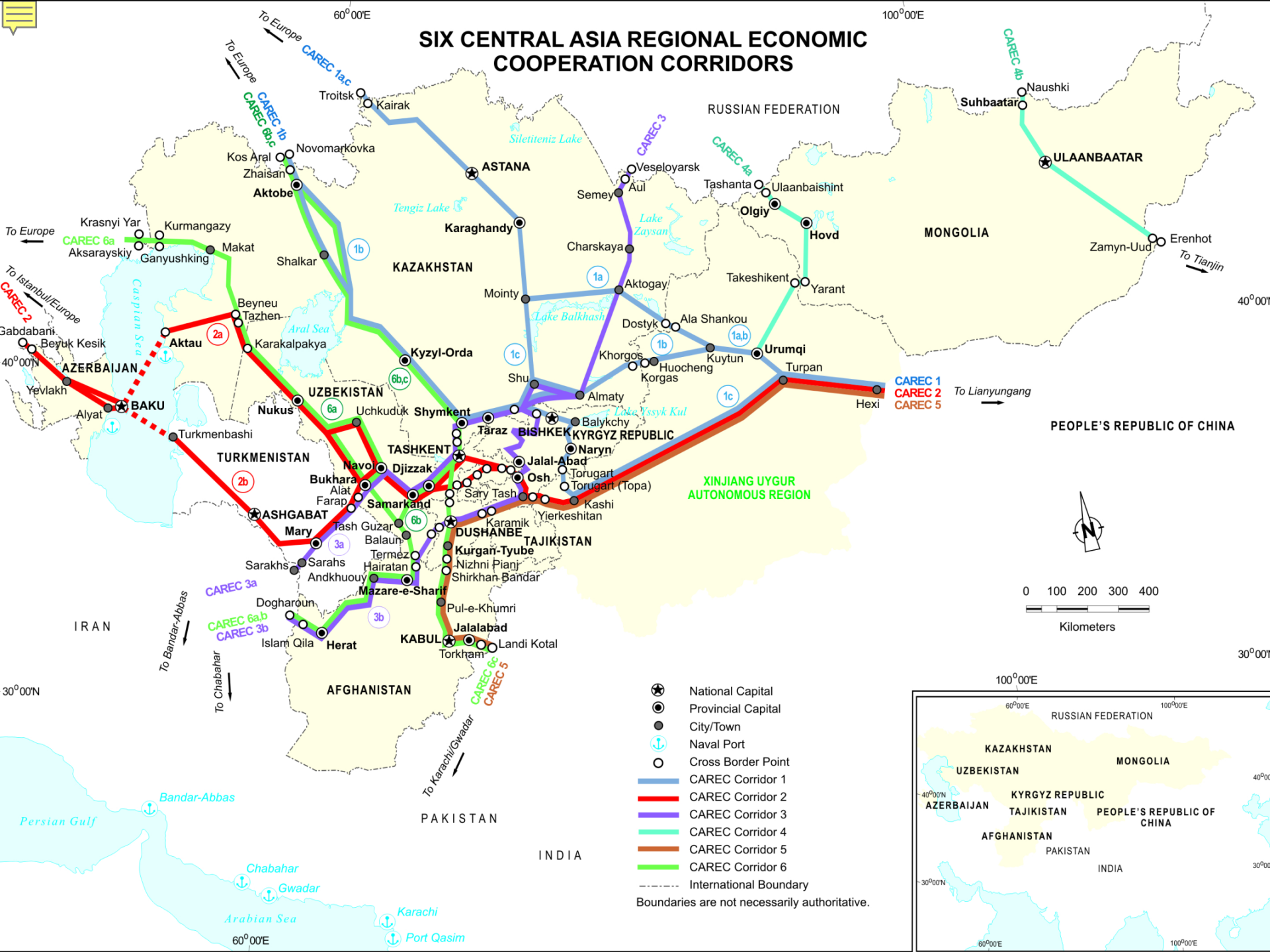


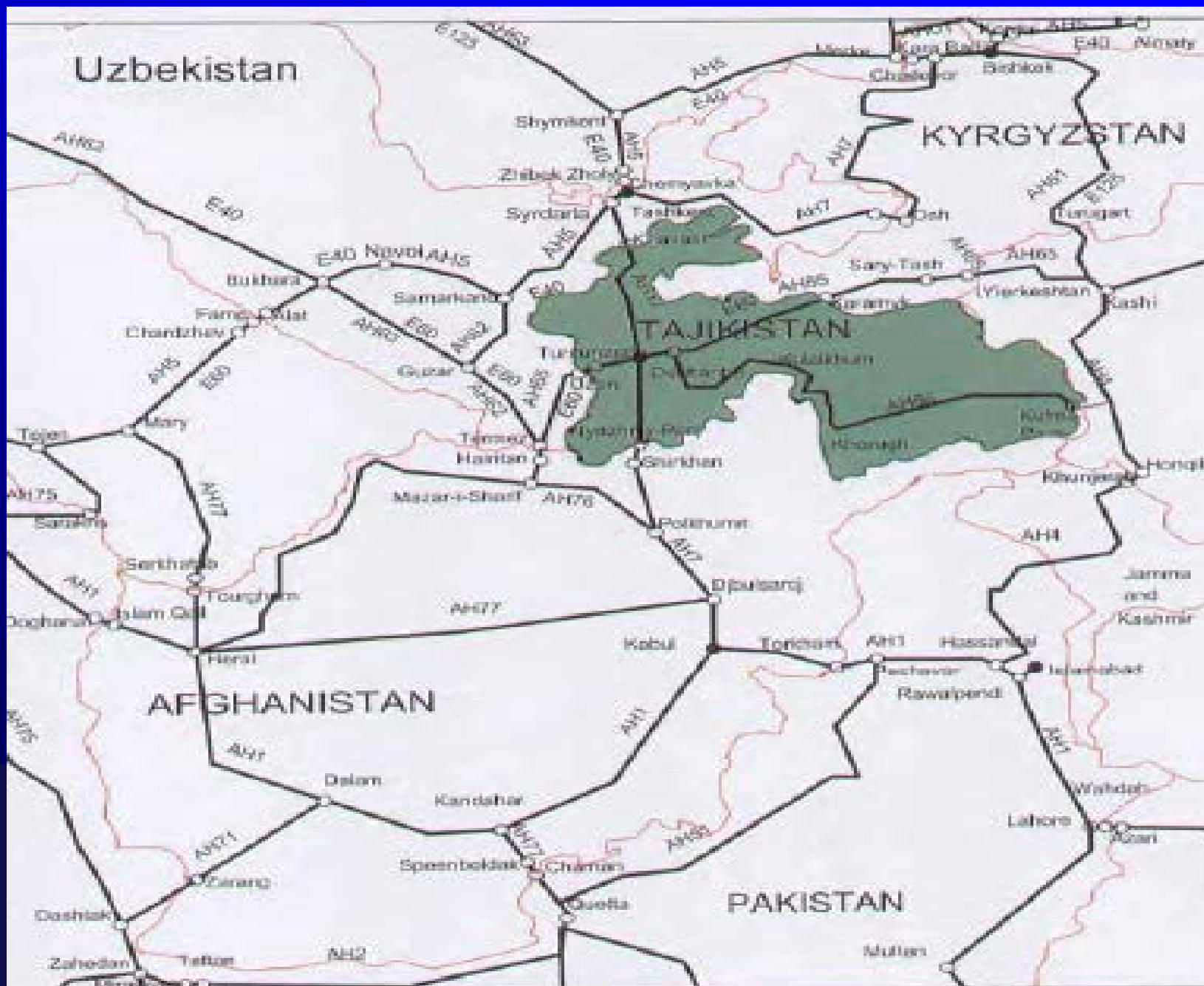
CAREC National Consultation Workshops

Dushanbe, Tajikistan

19 April 2013

SIX CENTRAL ASIA REGIONAL ECONOMIC COOPERATION CORRIDORS





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Transport Sector Policy Recommendations

Road

Short Term (2011–2015)

- (i) Update and streamline legal and regulatory frameworks and technical standards.
- (ii) Maintain the existing infrastructure (including border-crossing facilities).
- (iii) Improve safety via vehicle inspections and policing.

Medium Term (2016–2020)

- (i) Introduce taxes and/or user charges sufficient to recover road damage costs.
- (ii) Harmonize border-crossing procedures/single-window scheme.

Long Term (post 2020)

- (i) Improve transparency to promote public-private partnership.
- (ii) Introduce a public consultation system.
- (iii) Improve the compulsory insurance system.

Railway

Short Term (2011–2015)

- (i) Focus on commercial activities and core businesses.
- (ii) Introduce feasibility studies for capital investments.
- (iii) Set clear costing systems for each railway line, section, and service type.

Medium Term (2016–2020)

- (i) Maintain the existing network.
- (ii) Unbundle noncore activities.
- (iii) Corporatize operations.

Long Term (post 2020)

- (i) Coordinate with neighboring countries to work for efficient regional interconnectivity.
- (ii) Upgrade infrastructure and equipment.
- (iii) Allow the private sector to bid.

Air

Short Term (2011–2015)

- (i) Concentrate on core businesses.
- (ii) Ensure a transparent procurement process.
- (iii) Introduce competition.

Medium Term (2016–2020)

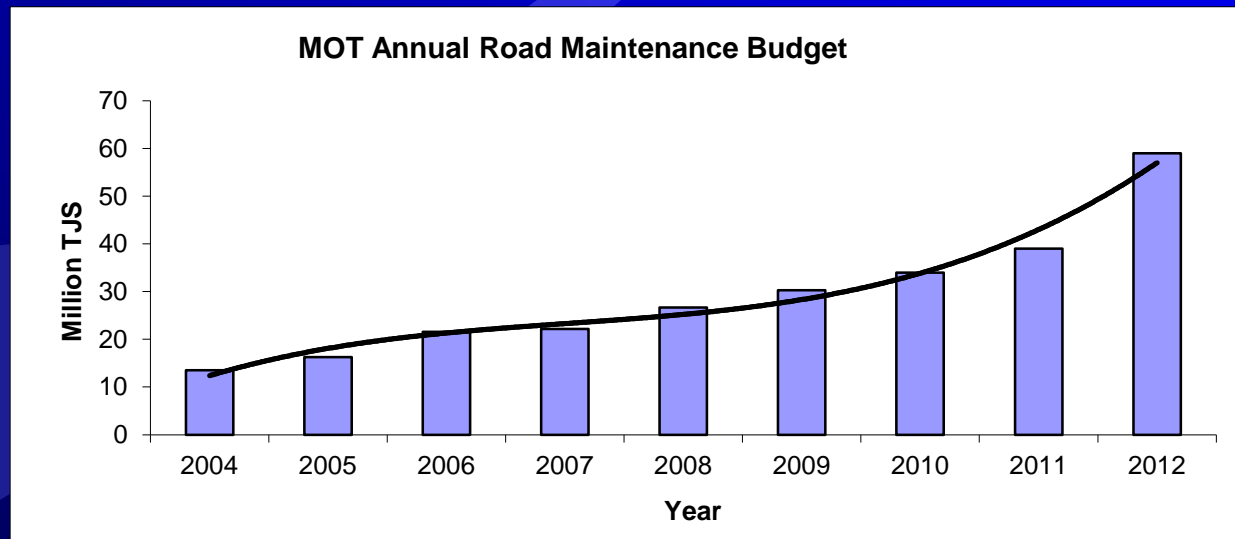
- (i) Make subsidies specific and clear.
- (ii) Dispose all unused assets.
- (iii) Allow the private sector to bid.

Long Term (post 2020)

- (i) Privatize the air service arm of Tajik Air.
- (ii) Compete with other private sector operators in an open market.

Sector Development Progress

- Transport Sector Master Plan
- Restructure of MOTC
- Budget process refinement
- PPP pilot scheme
- Reduced staff turnover
- ...





Obstacles to Good Governance

- Inadequate institutional arrangements
- Incomplete legal and regulatory frameworks
- Weak planning and costing systems
- Weak procurement system
- Limited technical capacity/Shortage of qualified professionals
- ...

Thank you