

Revisiting priorities under TTFS 2020, progress made to date and work in 2015

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**14th Meeting of the CAREC
Transport Sector Coordinating Committee**
27-30 April 2015 • Ulaanbaatar, Mongolia

**14-е заседание ЦАРЭС
Координационного комитета по транспортному сектору**
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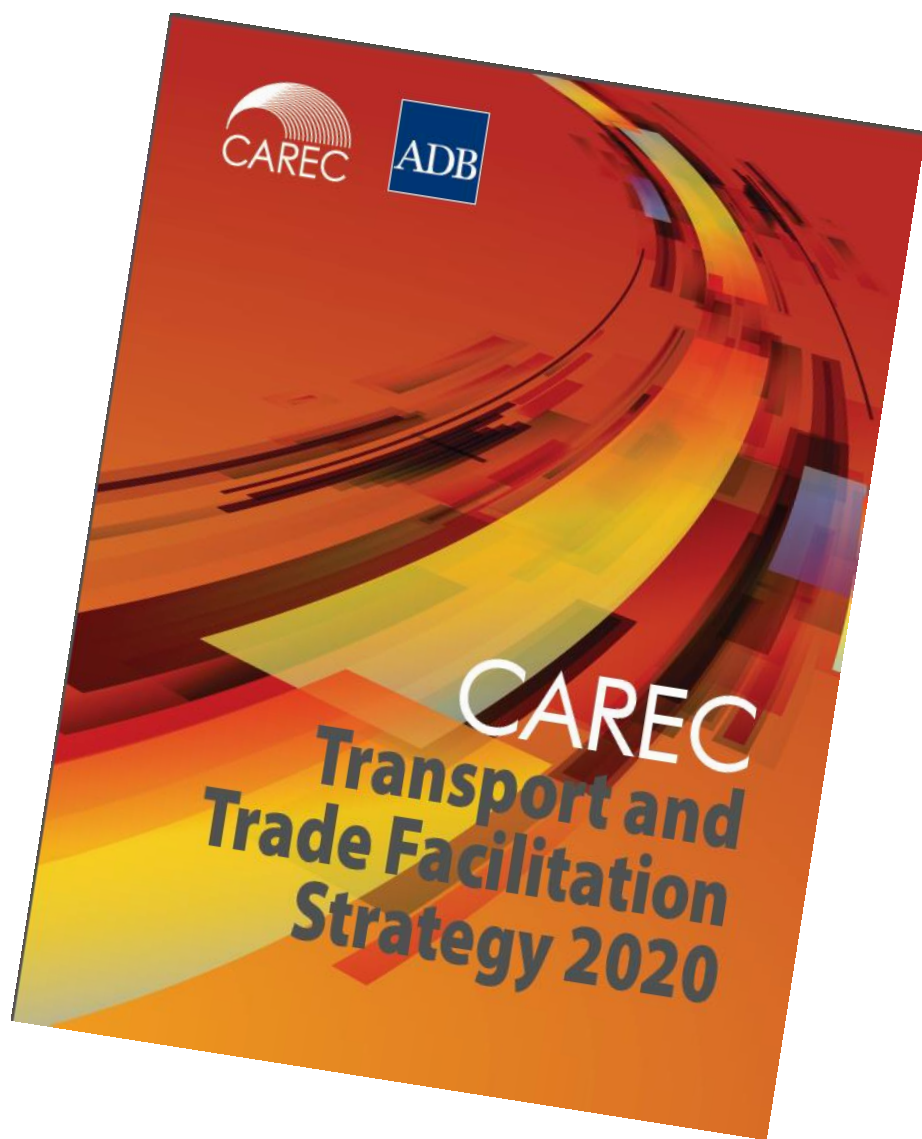
Presentation Outline

1. Priorities under TTFS 2020
2. Progress made to date
3. Suggested work and deliverables for 2015

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CAREC Transport and Trade Facilitation Strategy 2020– Strategic Priorities



1. Develop Multimodal Corridor Network
2. Improve Trade and Border Crossing Services
3. Improve Operational and Institutional Effectiveness

I. Develop Multimodal Corridor Network

- **Roads:** Continuous program to improve and maintain the 6 CAREC corridors.
- **Rail:** New construction and upgrading, supplemented by institutional reforms and coordination to improve interoperability.
- **Logistics centers:** Development of major intermodal logistics centers, managed privately or by PPP.
- **Border crossing points:** Improved capacity, infrastructure, equipment and coordinated management.

Sector Implementation: Targets

Based on the Implementation Action Plan of the TTFS 2020, three targets to be achieved by 2020 for physical infrastructure include:

- Completion of 7,800 km of road construction or rehabilitation;
- 1,800 km of newly constructed railway track; and
- 2,000 km of renovated, electrified, or signalized railway track

II. Improve Trade and Border Crossing Services

- **Coordinated border management**, including joint customs control, use of risk management to reduce physical inspections and accreditation of 'AEOs'.
- **Customs modernization**, supported by TA and peer-to-peer assistance.
- **Single window development**, with regional interconnectivity of systems, information-sharing protocols and mutual recognition of test results.
- **Beyond customs**: integrated trade facilitation, including SPS measures.

III. Improve Operational and Institutional Effectiveness

- Road Maintenance
- Road Safety
- Pilot designated rail corridor (DRC)
- Policies and institutional development
- Etc.

TTFS 2020: Priority Projects and Tasks

- Priority Investment Program:
 - 108 projects (32 ongoing as of 2014, and 76 new)
 - Estimated cost of \$40.8B
- 49 TA projects with an estimated cost of \$75.8M

Data Source: Transport Sector Progress Report, November 2014

Priority investment program

Sector	No. of Projects	Estimated Cost (\$ million)	Percentage Share to Total Estimated Cost
Linear Projects			
Road	49	24,983	61%
Railway	24	10,327	25%
Non-Linear Projects			
Airport and Civil Aviation	8	1,285	3%
Logistics	7	1,714	4%
Port and Shipping	4	1,069	3%
Trade Facilitation	16	1,410	3%
TOTAL	108	40,788	100%

Data Source: Transport Sector Progress Report, November 2014

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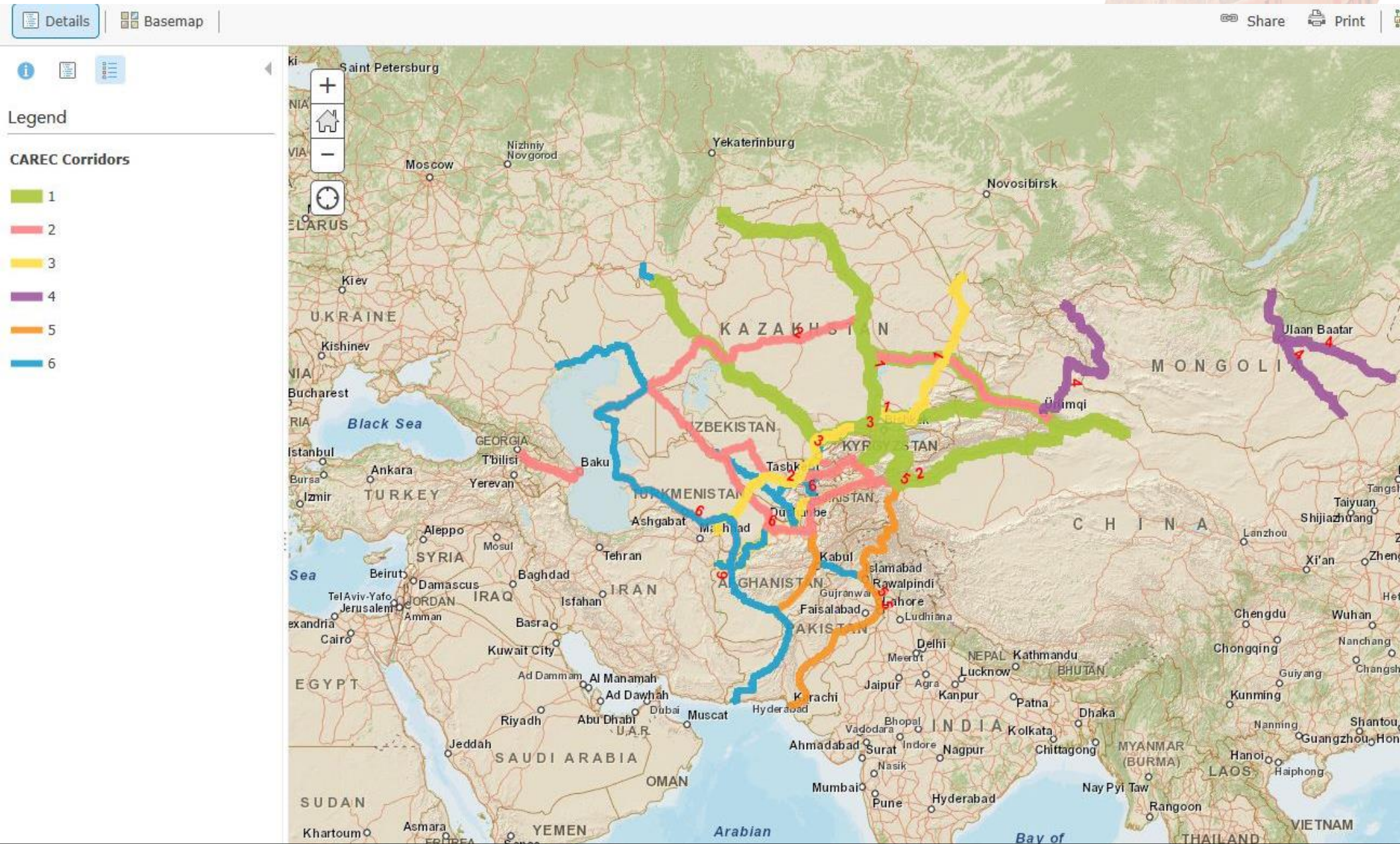
Transport Sector Achievements in 2014

Indicator	2008 Baseline Value	2009	2010	2011	2012	2013	2014 Actual	2014 Target	Progress
Annual expressways or national highways built or improved (km)	181	254	1,154	953	1,116	1,312	[1,480]	475	●
Cumulative expressways or national highways built or improved (km)	181	435	1,589	2,542	3,658	4,970	[6,450]	4,960	●
Cumulative proportion of total CAREC road corridor in good condition (%)*	64	66	71	75	79	85	[74]	70**	●
Annual new railways built (km)	0	286	179	293	75	0	1,036	58	●
Annual improved railways (km)	251	468	600	1,014	60	0	317	30	●

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

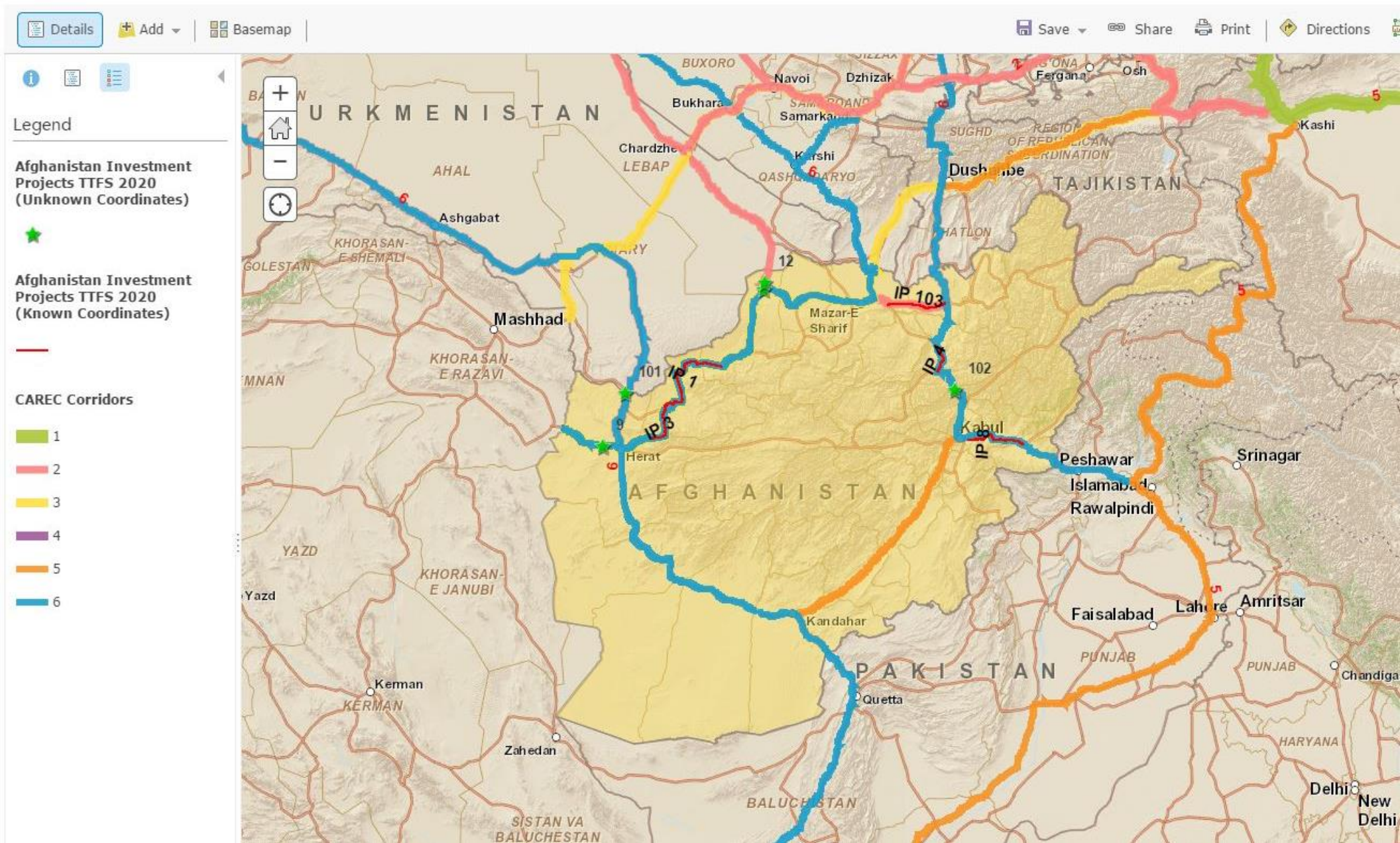
Data Source: Transport Sector Progress Report, April 2015. Data is current as of 20 April and will be revised based on validation by all countries and development partners

Visualizing progress through GIS



Note: This map does not reflect the views and policies of the Asian Development Bank (ADB) or its Board of Directors or the governments they represent. The map does not imply any judgment by the authors or the ADB as to the legal status or other status of any territorial entity. Boundaries of all maps contained in this presentation should not be considered authoritative. All information contained in the maps have a high degree of generalization owing to the small scale of data sets used for map compilation.

Visualizing progress through GIS: Pilot in Afghanistan



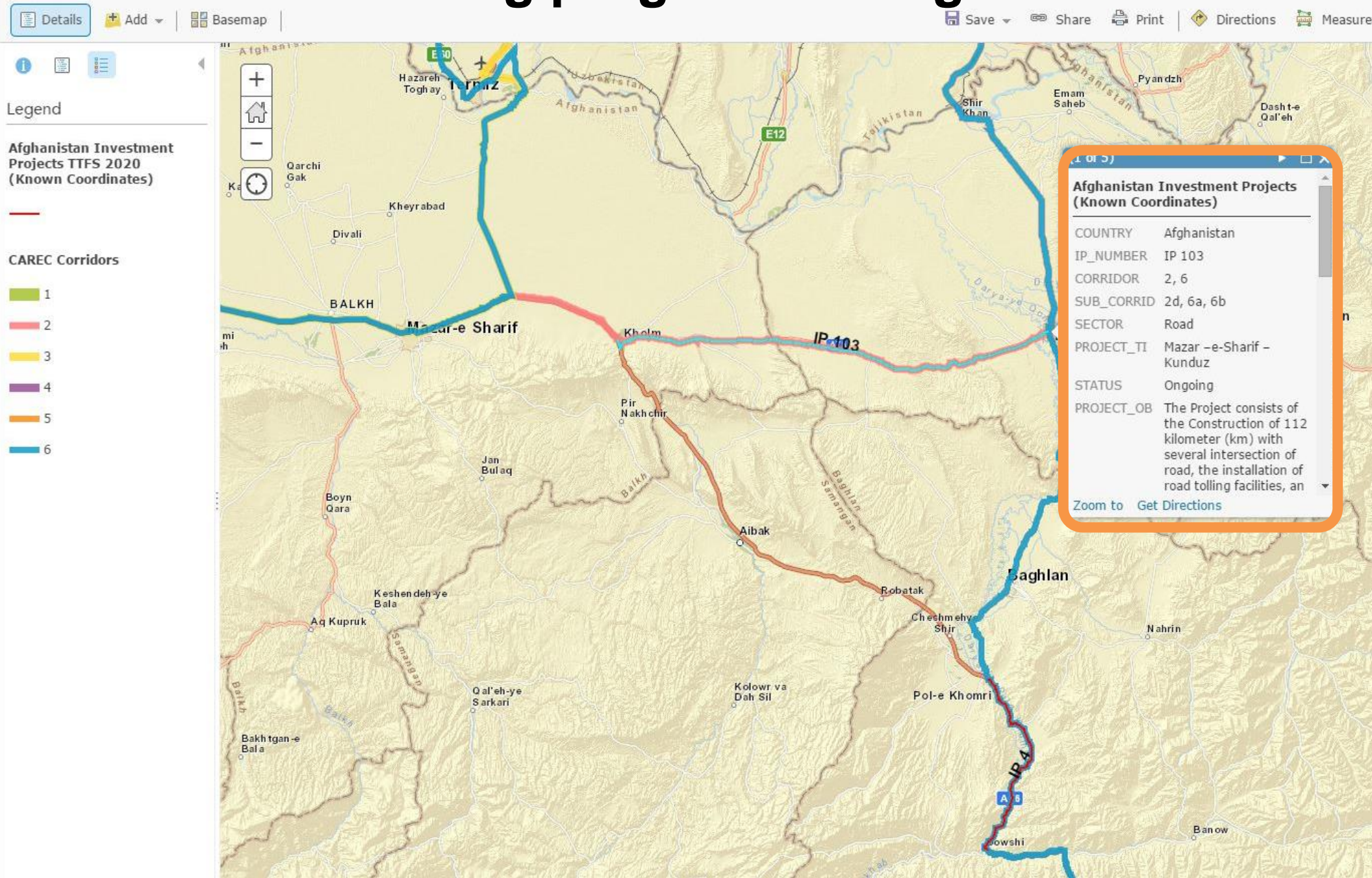
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Visualizing progress through GIS: Pilot in Pakistan



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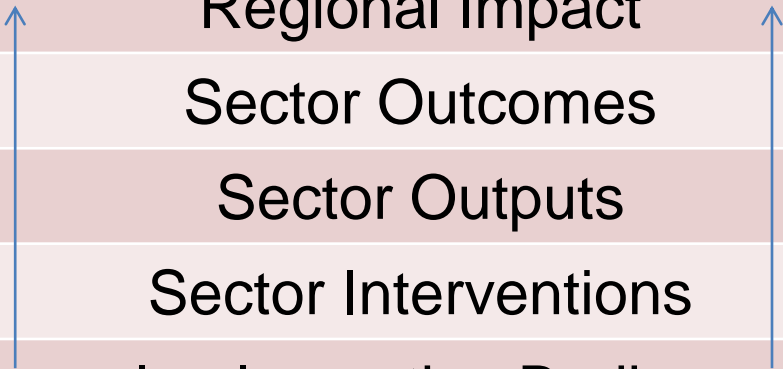
Visualizing progress through GIS



Future: GIS Database for CAREC TTFS 2020

- Beta version available at Centralized GIS Database of all investment projects, beta version available at: <http://arcg.is/1LyL2v6>
- Initial output will be maintained by CAREC Secretariat
- Eventually to be maintained by the CAREC member countries with overall monitoring provided by the CAREC Secretariat

CAREC 2014 Development Effectiveness Review

Five Levels of Information and Indicators needed		
Level 5		Regional Impact
Level 4		Sector Outcomes
Level 3		Sector Outputs
Level 2		Sector Interventions
Level 1		Implementing Bodies

Updated Indicators with 2014 numbers for Transport Outputs and Trade Facilitation Outcomes

Indicator	2008 Baseline Year	2010	2011	2012	2013	2013 Target	Progress
Annual expressways or national highways built or improved (km)	181	1,154	953	1,116	1,312	1,200	G
Cumulative proportion of total CAREC corridor built or improved (%) ^a	64	71	75	79	85	80	G

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

^aThis may overstate overall road conditions due to deterioration on some road sections that were rated to be in good condition in 2007.

Source: Transport Sector Coordinating Committee, Transport Sector Progress Report, 5 November 2014.

Indicator	Indicative Target	2010 Baseline Year	2012	2013	Progress
Time taken to clear a border crossing (hours)	↓	8.7	10.9	10	G
Costs incurred at a border-crossing clearance (\$)	↓	186	157	235	R
Speed of travel on a 500 km CAREC corridor section (km per hour)	↑	24	23	20	A
Costs incurred in traveling a corridor section (\$, per 500 km, per 20-ton load)	↓	712	999	1,482	R

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

Note: Speed is measured "with delays" for a 20-ton truck or a 20-foot equivalent unit container.

Sources: CAREC Corridor Performance Measurement and Monitoring Annual Reports, 2010–2013.

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Pillars under the CAREC Transport Sector Work Plan 2015-2017

Hardware: Sector Implementation:

Roads

Railways

Civil Aviation

Ports and Logistics Facilities

Border Crossing Points

Software: Operational and institutional strengthening

Cross border transport facilitation

Asset management

Road safety

etc.

Proposed deliverables for 2015

- A ministerial declaration by CAREC countries on road safety
- Initiation of work on a CAREC Railways Position Paper
- Consolidation of knowledge on asset management best practices
- Continued work on transport and trade facilitation

Ready for
impleme
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TA 8789: CAREC Knowledge Sharing and Services in Transport and Transport Facilitation (\$1.8m)

Support CAREC Member Countries to enhance capacity in key areas:

Innovation

- Regional multimodal / intermodal connectivity (including regional logistics hubs and maritime links)
- Designated Rail Corridor
- Facilitating Cross-Border Movement
- Public-Private Partnerships

Sustainability

- Transport facilitation
- Asset management
- User charges and cost recovery
- Green freight and logistics
- Climate Change
- Road Safety

Ready for
impleme
ntation

TA 8804: Enhancing Road Safety for CAREC Member Countries (\$1.5m)

- **Objective:** Support CAREC governments to identify and address key road safety issues
- **Outputs:**
 - CAREC road safety strategy
 - Strengthened capacity of CAREC member countries
 - Integration of road safety evaluation tools into CAREC road projects



Key milestones

Jan:
Planning
WS
(Ulaanbaatar)

June:
Midyear
SOM
(Bangkok)

SEP 23-24:
Ministerial
Conference
(Ulaanbaatar)

April 27-30:
14th TSCC +
associated
workshops
(Ulaanbaatar)

Further training
workshops and
seminars (Up to
Q4)

All dates/milestones are tentative and subject to discussion

Thank you

ADB CAREC Transport Team



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