



CAREC 2030 Transport Sector Annual Progress Report

Reference Document
For the National Focal Points' Meeting
12 October 2021

**Transport Sector Progress Report and Work Plan
(July 2020 - August 2021)**

**Virtual National Focal Points' Meeting
Central Asia Regional Economic Cooperation
12 October 2021**

I. Executive Summary

1. Despite the impact of COVID-19, CAREC Transport made important achievements over the current reporting period. Events and knowledge products outlined under the current work plan were completed in a reasonably timely manner.
2. In some instances, however, adjustments had to be made to ensure that planned activities proceed as scheduled. For instance, most CAREC transport activities have been held virtually given the difficulties of organizing in-person events (e.g., meetings, workshops, training), although in-person collaborations would have been more ideal.
3. Virtual platforms are, in fact, increasingly tapped for CAREC knowledge events such as workshops and training programs as well as stakeholder consultations. CAREC Transport partnered with the CAREC Institute (CI) in its e-learning platform on road safety, as well as with the Eastern Alliance for Safe and Sustainable Transport (EASST) in developing a new e-learning course on Safer Road Works for the European Bank for Reconstruction and Development (EBRD). An online course on Basic Road Construction for Non-Engineers was also organized during the current work plan period.
4. CAREC transport was also affected by budget shortfalls or realignments of funding priorities for some development partners. While additional financing was sought for the CAREC Transport umbrella technical assistance (TA) under TA 9754-REG¹ from the Regional Cooperation and Integration Fund (RCIF), this would only provide limited financing for continuing activities up to end 2021. Undertaking of new activities under this TA would have to be postponed until new additional funding is identified.
5. Measures in response to the virus outbreak have also caused unavoidable delays in the implementation of some transport sector projects, albeit only temporarily. Imposition of strict lockdowns halted construction work on some infrastructure projects, although construction activities have gradually resumed since.
6. In the same context, imposition of strict border control measures in CAREC countries has affected corridor performance in terms of cross-border time and costs. As attested by movements in CPMM indicators during the current reporting period, time and cost to cross a border increased for both road and rail transport, while SWOD declined (CPMM 2020 data). This is most likely a result – at least in part – of new or additional border control measures adopted by CAREC countries to curb the virus outbreak.
7. Immediate measures in response to the pandemic included a simultaneous closing of borders, not only within Central Asia but across the world, which affected the volume of travel for both business and tourism. The imposed transport restrictions affected mobility of passengers and freight transport, and impacted supply chains as well. The resulting drop in travel demand and freight transport – which soon created excess capacity (grounded planes, passenger trains, buses, etc.) – has caused reductions in overall transport operations and revenues.

II. Key Developments and Results

A. Sector Implementation

¹ TA 9754-REG: Knowledge Sharing and Services in Transport and Transport Facilitation Phase 2.

8. This report covers progress made by the CAREC member countries in 2020 under the new CAREC Transport Strategy (CTS) 2030². It covers progress achieved in the implementation of the two major subsector strategies: the CAREC railway strategy (Unlocking the Potential of Railways: A Railway Strategy for CAREC, 2017-2030)³ and the CAREC road safety strategy (Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017-2030)⁴. CTS 2030 uses several performance indicators to inform countries about their progress in key transport pillars (Table 1).

Table 1: Outcome Level Indicators for CAREC Transport Sector

Pillar	Title	Outcomes	Indicators (Sources or Reports)
1	Transport and Logistics Facilitation	Efficiency improvements in border crossing points (BCPs), customs clearance, immigration procedures and cross-border logistics.	<ul style="list-style-type: none"> • Average speed by corridors, speed with delay (SWD) • Time and cost to clear a border crossing point, by corridor, country and BCP • Logistics Perception Index (LPI)
2	Roads and Road Asset Management	Improvement on the CAREC Road Asset Management maturity model*	<ul style="list-style-type: none"> • 2019 (provisional): All countries at level 1 except Pakistan at level 3, for National Highway network (CAREC Transport Sector Progress Report) • Average speed of traffic without delay (SWOD), by corridors (CAREC CPMM) • Perception of highway quality improved (World Economic Forum Global Competitiveness Index) for selected countries
3	Road Safety	Reduction in the number of road crash fatalities on CAREC international road corridors	<ul style="list-style-type: none"> • By 2030: 50% reduction from 2010 figure (82,000 fatalities).
4	Railways	Improved service level and operation efficiency of railways	<ul style="list-style-type: none"> • CPMM average commercial speed, by CAREC corridor, SWD and SWOD • Perception of railway quality improved ((World Economic Forum Global Competitiveness Index for railways) for selected countries
5	Aviation	Creation of a more open aviation market that catalyzes enhanced exchange and trade outcomes	<ul style="list-style-type: none"> • Number of CAREC country pairs achieving unrestricted third- and fourth-freedom rights

² <https://www.carecprogram.org/?publication=carec-transport-strategy-2030>

³ <https://www.carecprogram.org/?publication=unlocking-potential-railway-strategy-carec-2017-2030>

⁴ <https://www.carecprogram.org/?publication=safely-connected-regional-road-safety-strategy-carec-countries-2017-2030>

Pillar	Title	Outcomes	Indicators (Sources or Reports)
			<ul style="list-style-type: none"> • Number of CAREC countries adopting paperless e-freight systems for aviation • Number of countries with e-visa systems

* RAMS maturity model (Phase 1 – RAMS at construction; Phase 2 – RAMS provides full inventory assessment, albeit it can be at the fixed time, not regularly updated, not used in full for decision making and financial planning; Phase 3 – continuous (periodic) monitoring of the road asset inventory, good cost models, cost/management accounting and planning, decisions and financial planning based on all well-known factors and clear performance targets).

CAREC = Central Asia Regional Economic Cooperation, CPMM = Corridor Performance Measurement and Monitoring.

Source: CAREC Secretariat.

9. Despite the impact of COVID-19, important achievements in the transport sector were made and most activities outlined under the current work plan were completed in a reasonably timely manner. Some of the completed knowledge work that are worth highlighting include the CAREC Ports and Logistics Scoping Study which was completed in December 2020. The study includes a discussion of potential areas of cooperation among CAREC DMCs and development partners to advance the ports and logistics subsector. A two-part webinar series was held in February 2021 to disseminate the key findings of the study. The study comprises two volumes, both of which are now available on the ADB website.

10. An online course on Basic Road Construction for Non-Engineers comprising 13 modules was also organized in August 2020 under the Roads and Road Asset Management pillar. Along similar lines, CAREC Transport partnered with the CAREC Institute (CI) in developing four 10-minute videos as part of CI’s e-learning platform on the series of CAREC Road Safety Engineering Manuals. CAREC Transport also partnered with the Eastern Alliance for Safe and Sustainable Transport (EASST) in developing 3 modules on Safer Road Works for a new e-learning course for the European Bank for Reconstruction and Development (EBRD). The course is aimed at road engineers, designers, and auditors involved in infrastructure projects in EBRD’s countries of operation as an introduction to road safety engineering.

11. Railway sector assessments (RSAs) for all CAREC countries were also completed in the first quarter of 2021. The reports discuss railway sector challenges and opportunities in Central Asia, and evaluate the operational and financial performance of railway sectors in CAREC countries, among other things. An overarching report that ties together the issues and findings from the individual country assessments is being prepared to complement the individual RSAs. It is expected to be published by end 2021.

12. The Sixth Railway Working Group (RWG) meeting that was originally set to take place in Istanbul, Turkey in March 2020 had to be cancelled because of the Covid-19 outbreak. In lieu of the meeting, a newsletter for the RWG was prepared to update members on the progress of activities planned under the TA project supporting the implementation of the CAREC Railway Strategy 2030. Nonetheless, there are still plans to convene the RWG for its sixth meeting as soon as circumstances permit.

13. Given the difficulties of organizing in-person events (e.g., meetings, workshops, training), most CAREC transport activities have been held virtually, including the CAREC Webinar series on Aviation and Tourism comprising three sessions held between January-March 2021, and the

Road Asset Management Systems and Performance-Based Contracting Training for Afghanistan comprising three sessions held in February-March 2021. A similar virtual workshop was organized for the Kyrgyz Republic in June 2021.

14. On road safety, a new technical assistance was approved in November 2020 to support CAREC road safety initiatives (KSTA: Enhancing Road Safety for CAREC Member Countries, Phase 2). Activities such as regional policy dialogues and knowledge sharing to raise awareness on road safety will be supported under the TA.

15. The fourth and latest addition to the series of CAREC Road Safety Engineering Manuals (CAREC Road Safety Engineering Manual 4: Pedestrian Safety) was completed in February 2021 and is now available on the ADB website. The manual, which is a practical reference guide for the protection of pedestrians and provision of safer pedestrian facilities in CAREC countries, will be published in multiple languages for wider dissemination. The English and Russian versions have been completed, while the Mandarin and Mongolian versions are currently being developed.

16. A CAREC Road Safety Report Card is also being developed to monitor the implementation and progress of road safety initiatives by country under the CAREC Road Safety Strategy. It is expected to be completed and published in October 2021.

17. The CAREC Road Safety Engineering Manual 5: Linking Road Safety Audit with iRAP's Road Safety Assessment is also being developed to enhance the effectiveness of safety efforts in road projects through providing practical guidance on how to improve integration of Road Safety Audits and iRAP assessments for road projects. It is expected to be completed and published in December 2021. A webinar will be organized to introduce the knowledge product to the developing member countries and key ADB stakeholders including the transport sector group staff members.

18. On Aviation, the Impact of Covid-19 on the CAREC Aviation and Tourism study was completed in November 2020. A webinar was organized to discuss the key findings of the study, including results of preliminary assessments of the local impact of COVID-19 on CAREC aviation and tourism sectors, as well as recommendations on how CAREC countries can prepare for recovery. The study was also featured on the ADB blog "Five ways to revitalize aviation and tourism in Central Asia" in November 2020. A Silk Road air pass proposal was developed and circulated for country review as a possible pilot program involving an initial subset of countries to help facilitate travel and boost tourism between CAREC countries, making multi-country Silk Road itineraries more affordable and attractive.

Table 2. Workshops, Training Programs, and Knowledge Products Completed

Title of Publication / Event	Timeframe
Cross-border transport and logistics	
CAREC Webinar series – Ports and Logistics (2 sessions)	Feb 2021
Ports and Logistics Scoping Study in CAREC Countries Volume I	Mar 2021
Ports and Logistics Scoping Study in CAREC Countries Volume II	Mar 2021
Roads and road asset management	
Online Course on Basic Road Construction for Non-Engineers (13 Modules)	Aug 2020

Title of Publication / Event	Timeframe
RAM and RAM System Virtual Workshop*	Aug 2020
Afghanistan - Road Asset Management Systems and Performance-Based Contracting Training (3 sessions)	Feb-Mar 2021
RAM Workshop on CAREC Maturity Assessment and Training of Trainers*	Mar 2021
Kyrgyz Republic - Road Asset Management Systems and Performance-Based Contracting Training Workshop	Jun 2021
Road safety management	
CAREC Road Safety Engineering Manual 4: Pedestrian Safety	Feb 2021
Railways	
Track Capacity and Timetabling Software	May 2020
CAREC Railway Working Group Newsletter	Dec 2020
Railway Sector Assessment for Afghanistan	Mar 2021
Railway Sector Assessment for Azerbaijan	Mar 2021
Railway Sector Assessment for PRC	Mar 2021
Railway Sector Assessment for Georgia	Mar 2021
Railway Sector Assessment for Kazakhstan	Mar 2021
Railway Sector Assessment for the Kyrgyz Republic	Mar 2021
Railway Sector Assessment for Mongolia	Mar 2021
Railway Sector Assessment for Pakistan	Mar 2021
Railway Sector Assessment for Tajikistan	Mar 2021
Railway Sector Assessment for Turkmenistan	Mar 2021
Railway Sector Assessment for Uzbekistan	Mar 2021
Aviation	
Impact of COVID-19 on CAREC Aviation and Tourism	Nov 2020
Blog: Five ways to revitalize aviation and tourism in Central Asia	Nov 2020
CAREC Webinar series – Aviation and Tourism (3 sessions)	Jan-Mar 2021
Overall transport	
19th CAREC Senior Officials' Meeting - Transport Session	Oct 2020
2019 CAREC Transport Sector Annual Report	Oct 2020

* in collaboration with CAREC Institute

B. Implementation Progress by Priority Area

19. Appendix 1 provides the list of outcome indicators by transport pillar.

Cross-border transport and logistics facilitation. This pillar facilitates greater economic cooperation and connectivity among CAREC countries by reducing impediments to cross-border transport. It focuses specifically on improving cross-border infrastructure, streamlining the implementation and enforcement of transport agreements and conventions. Progress in these areas for 2020-2021 includes:

- **CAREC Ports and Logistics Scoping Study.** The CAREC Ports and Logistics Scoping Study, which provides a comprehensive background on ports and logistics developments in the CAREC region and identifies potential areas of cooperation among CAREC DMCs and development partners, was completed in December 2020. A two-part webinar series was held in February 2021 to disseminate the key results and findings of the study to CAREC countries and development partners. The study comprises two volumes (Volume I and II), both of which are now available on the CAREC website.
- **Continued improvement and application of the CAREC program's Corridor Performance Measurement and Monitoring (CPMM) tool.** The CPMM tool is continuously being improved and applied in analyzing border crossing costs and delays in CAREC corridors. CPMM data for 2020 highlighted the impact of measures to curb the COVID-19 outbreak on border crossing time and costs. Cost and time to cross a border increased for both road and rail transport.
- **Support for improved cross-border infrastructure, operational procedures, and stronger border management capacity through various projects and TA activities.** The CAREC Regional Improvement of Border Services (RIBS) projects in the Kyrgyz Republic, Mongolia, Pakistan, and Tajikistan continue to support BCP improvements through the deployment of BCP security and ICT equipment, creation of National Single Window facilities, and establishment of integrated border management institutions. Capacity building for national sanitary and phytosanitary certification agencies, as well as training and capacity development for border management and trade regulatory agencies are also provided under the RIBS project.

Railways. Guided by the CAREC Railway Strategy (Unlocking the Potential of Railways: A Railway Strategy for CAREC, 2017–2030), this pillar supports the long-term development of the railway sector in CAREC Countries to facilitate cross-border trade and promote economic development in the region.

- **CAREC transportation model.** The railway subsector has developed a CAREC transportation model which will be used in evaluating the competitiveness and investment potential of CAREC rail corridors. The transportation model is now fully developed and available for use in (pre-)feasibility studies and other traffic analyses.
- **Country-specific railway subsector assessments, and overall railway assessment of CAREC countries.** Railway sector assessments for CAREC countries have been completed and are now available on the CAREC website. The RSAs entailed extensive country consultations, site visits and surveys to provide a comprehensive narrative of railway sector challenges and opportunities in Central Asia. The reports describe, inter alia, the railway network, operational and financial performance, and proposals for investment and reform for each CAREC country. An overarching report which draws together issues from the different RSAs and summarizes the main findings and recommendations for CAREC railway sector development will be prepared to complement the individual country RSAs. The report is expected to be published by end 2021.
- **Track capacity and timetabling software (TSCS).** On 1 May 2020, a report on track capacity and timetabling software was published on the CAREC website.⁵ This report

⁵ <https://www.carecprogram.org/?publication=track-capacity-timetable-software>.

outlines all relevant aspects of the implementation and use of TCTS by infrastructure managers and train operators. It describes the requirements and functions of software solutions currently available on the market, highlights the potential for operational efficiency gains, and discusses the main challenges in implementation of TCTS.

- **CAREC Railway Working Group Newsletter.** The sixth RWG meeting, which was originally scheduled to take place in March 2020 in Istanbul, Turkey, had to be postponed due to the onset of the COVID-19 pandemic. In lieu of the Sixth RWG meeting, the RWG published its first newsletter in December 2020 to update members on the progress of activities planned under the ADB-financed TA project supporting the implementation of the CAREC Railway Strategy 2030. The newsletter highlights key knowledge products produced and events that were organized over the current work plan period. The railway subsector plans to convene the working group for its sixth meeting as soon as circumstances allow.

Roads and road asset management.

- **Online Course on Basic Road Construction for Non-Engineers (13 Modules).** An online course on basic road construction for non-engineers for Russian-speaking countries was organized in August 2020. The course, which consists of 13 modules, covered and explored the different aspects of construction, maintenance, and implementation of road construction projects.
- **Road Asset Management Systems and Performance-Based Contracting Training.** The CAREC Program organized a 3-day training program on Road Asset Management Systems and Performance-Based Contracting Training in Afghanistan. The training, which had 3 sessions, was conducted virtually in February-March 2021. A one-day workshop was also conducted for the Kyrgyz Republic in June 2021. Participants were from government agencies involved in road sector operation, particularly road maintenance, including the Ministry of Finance. To strengthen institutional capacities in managing road assets and to develop a common knowledge platform among CAREC countries, similar workshops may be organized in 2022 for other CAREC countries such as Uzbekistan.
- **Virtual workshops on RAM and RAM Systems, and Maturity Assessment and Training.** The CAREC Transport participated in the RAM and RAM systems virtual workshop and the CAREC maturity assessment and training of trainers workshop, which were both organized by the CAREC Institute in August 2020 and March 2021, respectively.
- **RAMS Assessment Report for Selected CAREC Countries.** A detailed assessment of the status of RAMS implementation in CAREC Countries is in progress and is expected to be finalized and published by Q4 2021.

Road safety. This pillar helps ensure that CAREC road corridors continue to support safe and efficient movement of people and goods with high reliability and connectivity. Key achievements in these areas for 2020-2021 include:

- **New technical assistance to support road safety initiatives.** A knowledge and support technical assistance to support road safety initiatives was approved in November 2020 (KSTA: Enhancing Road Safety for CAREC Member Countries, Phase 2). The new KSTA, which builds on the work of an earlier TA approved in 2014, facilitates regional policy dialogue, knowledge sharing, and a more coordinated approach to common road safety issues and challenges in the CAREC region. It will also explore opportunities for standalone road safety projects in CAREC member countries that address both infrastructure and other elements of the safe system approach to road safety.
- **CAREC Road Safety Engineering Manual 4: Pedestrian Safety.** The fourth and latest installment to the series of Road Safety Engineering Manuals – CAREC Road Safety

Engineering Manual 4: Pedestrian Safety – was completed in February 2021 and is now available on the ADB website. The manual contributes to a greater understanding of the importance of protecting pedestrians and is a practical reference guide for the provision of safer pedestrian facilities in CAREC countries. The manual will be published in multiple languages for wider dissemination. The English and Russian versions have been completed, while the Mandarin and Mongolian versions are currently being developed.

- **CAREC Road Safety Report Card.** A road safety report card is being developed to monitor the implementation and progress of road safety initiatives by country under the CAREC Road Safety Strategy. The CAREC Road Safety Report Card, which will be published in early 2022, will be a good reference source for identifying implementation gaps, priorities, and required actions and resources to support road safety initiatives in CAREC countries.
- **E-learning platform on road safety.** CAREC Transport partnered with the CAREC Institute (CI) in developing four 10-minute videos as part of CI's e-learning platform on road safety. Each video is aligned to each CAREC road safety engineering manual already developed and published. CAREC Transport also partnered with the Eastern Alliance for Safe and Sustainable Transport (EASST) in developing 3 modules on Safer Road Works for a new e-learning course for the European Bank for Reconstruction and Development (EBRD), a major and consistent partner of ADB in the CAREC Transport program. The course is an introduction to road safety engineering aimed at road engineers, designers, and auditors involved in infrastructure projects in EBRD's countries of operation.

Aviation. The 2018 CAREC Aviation scoping study, which served as a reference document for establishing the aviation pillar under CAREC Transport Strategy 2030, outlines key issues and priorities for the aviation sector in CAREC member countries. This pillar emphasizes the importance of establishing more direct, cost-efficient, and safe aviation links among CAREC member countries for a more open regional aviation market in the CAREC region.

- **Impact of Covid-19 on the CAREC Aviation and Tourism.** An initial draft of the report on the Impact of Covid-19 on CAREC Aviation and Tourism was completed in June 2020 and was presented at the CAREC National Focal Points meeting. The draft included an initial assessment of the local impact of COVID-19 on CAREC aviation and tourism sectors and recommendations on how CAREC countries can prepare for recovery and mitigate the impact of COVID-19. Following discussions of the report's key findings with CAREC member countries, the report was updated to incorporate the initial recommendations that emerged from the discussions. The study was featured on the ADB blog "Five ways to revitalize aviation and tourism in Central Asia" in November 2020.
- **CAREC Webinar series: Aviation and Tourism (3 sessions).** A three-part webinar series was organized between January and March 2021, which served as a platform for engaging the CAREC aviation community in a productive dialogue on how the industry can respond to the challenges posed by the COVID-19 pandemic. Through the webinars, stakeholders had the opportunity to discuss and share their insights on how the aviation and tourism industries can adjust to the current environment in the context of COVID-19.
 - The first webinar discussed the key findings and results of the Impact of COVID-19 on the CAREC Aviation and Tourism study, including the proposed strategies for dealing with the current crisis and facilitating rapid industry recovery.
 - The second webinar presented a Silk Road Air Pass proposal which aims to facilitate improved connectivity within CAREC through partnerships between airlines. The webinar also discussed opportunities for developing air services in the post-pandemic environment to boost tourism recovery and growth in the CAREC region.

- The third webinar provided a platform for dialogue on the issues and opportunities raised during the first two webinars and on the overall CAREC Aviation program. Brief presentations on low-cost airline potential in CAREC and cargo development opportunities in CAREC were made for the benefit of both government and private stakeholders.

III. Challenges and Key Issues

20. Despite the impact of Covid-19 on CAREC transport, most activities outlined under the current work plan (i.e., training, workshops, and similar initiatives, knowledge products, etc.) have been completed in a reasonably timely manner. Some adjustments also had to be made to ensure that planned activities proceed as scheduled. For one, most CAREC transport activities have been held virtually although in-person collaborations would have been more ideal. In some cases, major events such as the Aviation Forum, the 19th Transport Sector Coordinating Committee Meeting, and the 6th RWG Meeting that were planned ahead of the pandemic had to be postponed until face-to-face consultations become possible. These events are now planned for end 2021 to first quarter of 2022.

21. Other railway activities such as the PRC-Kyrgyz Republic-Uzbekistan railway corridor traffic study and the CAREC Rolling Stock Needs and Financing Study management assistance to Tajikistan/Kyrgyz Republic railways were also put on hold because these require missions and in-person consultations/collaborations. CAREC Transport will still proceed with these initiatives as soon as conditions permit.

22. CAREC transport was also affected by budget shortfalls or realignments of funding priorities for some development partners. While additional financing was sought for TA 9754-REG from the Regional Cooperation and Integration Fund (RCIF), this would only provide limited financing for continuing activities up to end 2021. Undertaking of new activities under this TA would have to be postponed until new additional funding is identified.

23. Measures in response to the virus outbreak have also caused unavoidable delays in the implementation of some transport sector projects, albeit only temporarily. Imposition of strict lockdowns halted construction work on some infrastructure projects, although construction activities have gradually resumed since. In the same context, imposition of strict border control measures in CAREC countries has affected corridor performance in terms of cross-border time and costs. As attested by movements in CPMM indicators during the current reporting period, cost and time to cross a border increased for both rail and road transport, while Speed Without Delay (SWOD) declined (CPMM 2020 data). This is most likely a result, at least in part, of new or additional border control measures adopted by CAREC countries to curb the virus outbreak.

24. Immediate measures in response to the pandemic included a simultaneous closing of borders, not only within the Central Asia region but across the world, which affected the volume of travel both for business and tourism. The imposed transport restrictions affected mobility of passengers and freight transport, and impacted supply chains as well. The resulting drop in travel demand and freight transport – which soon created excess capacity (grounded planes, passenger trains, buses, etc.) – has caused reductions in overall transport operations and revenues.

IV. Work Program for Coming Year

25. The CAREC program will offer technical assistance to CAREC countries in the remaining period of 2021 onward through knowledge products and workshops on the five pillars: roads and road asset management, road safety, railways, cross-border facilitation, and aviation (appendix 2).

Cross-border transport and logistics facilitation.

- **Ongoing and new CAREC RIBS projects.** ADB continues to support cross-border trade expansion in the CAREC region by helping CAREC countries upgrade facilities at key BCPs and introduce a national single window (NSW) system to cut cross-border processing time and costs. These initiatives are supported under the CAREC Regional Improvement of Border Services (RIBS) projects, which are currently ongoing in the Kyrgyz Republic, Mongolia, Pakistan, and Tajikistan. Additional financing has been mobilized to upgrade facilities and equipment at two BCPs in Mongolia: Bichigt, bordering the PRC in the east; and Borshoo, bordering the Russian Federation in the west. Other initiatives under the RIBS project include the deployment of BCP security and ICT equipment, establishment of integrated border management institutions, as well as training and capacity development for border management and trade regulatory agencies.

Roads and road asset management.

- **RAM and maintenance workshop programs.** A 3-day training program on Road Asset Management Systems and Performance-Based Contracting Training was organized and completed for Afghanistan and the Kyrgyz Republic in March and June 2021, respectively. The RAMS and PBC workshops assess and examine existing road maintenance systems, and identify areas for improvement and appropriate actions in CAREC countries. A knowledge sharing Workshop on RAMS among three CAREC countries, namely: Georgia, Pakistan, Tajikistan is also planned for October 2021. A similar workshop will be organized for Uzbekistan in early 2022.

Road Safety.

- **CAREC Road Safety Engineering Manual 5: Linking Road Safety Audit with iRAP's Road Safety Assessment.** The *CAREC Road Safety Engineering Manual 5: Linking Road Safety Audit with iRAP's Road Safety Assessment* will be developed under the *KSTA Enhancing Road Safety for CAREC Member Countries, Phase 2*. This is the fifth installment to the CAREC Road Safety Engineering Manual series after the first four manuals, namely, RSE Manual 1: Road Safety Audit; RSE Manual 2: Safer Road Works; RSE Manual 3: Roadside Hazard Management; and RSE Manual 4: Pedestrian Safety. The fifth manual is planned for publication by end 2021. A webinar will be organized to introduce the knowledge product to the developing member countries and key ADB stakeholders including the transport sector group staff members.
- **CAREC Road Safety Report Card.** A road safety report card is being developed to monitor the implementation and progress of road safety initiatives by country under the CAREC Road Safety Strategy. The CAREC Road Safety Report Card is expected to be finalized and published in October 2021.
- **Asia Pacific Road Safety Observatory (APRSO).** The APRSO is a platform established by several international agencies including the World Bank, Global Road Safety Partnership, the International Road Federation, the International Road Assessment Programme, and the World Health Organization, which provides support to country participants in strengthening their road safety policy frameworks and instruments and for helping them comprehensively collect and exchange quality data.⁶ The CAREC Program

⁶ The Asia-Pacific Road Safety Observatory was established by a group of international development organizations—The World Bank, Fédération Internationale de l'Automobile, ADB, the International Transport Forum, and the United Nations Economic and Social Commission for Asia and the Pacific—with support from the Global Road Safety Facility.

collaborates with APRSO to improve road crash data collection and provide access to good crash data and analysis in CAREC member countries.

Railways.

- **Sixth Railway Working Group Meeting.** The sixth RWG meeting, which was originally scheduled to take place in March 2020 in Istanbul, Turkey, was cancelled due to the onset of the COVID-19 pandemic. The railway subsector plans to convene the working group for its sixth meeting as soon as circumstances allow, hopefully during the first quarter of 2022.
- **CAREC Region Railway Sector Report.** Railway sector assessments for all CAREC countries were completed in the first quarter of 2021. The reports discuss railway sector challenges and opportunities, and include analyses of the railway network, operational and financial performance, and proposals for investment for each CAREC country. The CAREC region Railway Sector Report, which is an overarching report that ties together issues, key findings, and recommendations that emerged from the individual country assessments, is in progress and expected to be published by end 2021.
- **Traffic study on the (PRC–Kyrgyz Republic–Uzbekistan) railway corridor.** A traffic study for a potential rail corridor connecting PRC–Kyrgyz Republic–Uzbekistan has been initiated but is temporarily on hold as ongoing travel bans have stalled other required activities (e.g., field visits, stakeholder consultations, etc.). A team of consultants was recruited in May 2020 and has already prepared an inception report outlining the work plan and expected outputs of the study. Study-related tasks and activities will resume as soon as conditions allow.
- **CAREC Rolling Stock Needs and Financing Study.** The CAREC Rolling Stock Needs and Financing Study has initiated a survey to collect data from CAREC members on their rolling stock status. The study team has circulated the relevant questionnaire to member countries to assess current rolling stock availability, characteristics, and future needs. Findings from initial data analyses will lay the basis for defining the specific terms of reference for more in-depth research. The study has been put on hold pending detailed discussion of study objectives at the next RWG meeting.

Aviation.

- **Regional Aviation Forum.** The Regional Aviation Forum is planned to be organized in end 2022. The Forum will assess the current status of the aviation sector and provide an update on CAREC's role in facilitating regional cooperation in aviation. It will discuss priority topics for CAREC aviation, including: (i) opportunities for aviation industry growth in the post-pandemic environment; (ii) continued air transport market liberalization for both cargo and passenger services, (ii) facilitation of regional international travel within CAREC and (iii) adoption of health-related aviation protocols and standards and cooperation on public health measures. The workshop will also initiate and facilitate the development of a new long-term strategy for CAREC aviation.

Appendix 1: Outcome indicators by pillar

Transport and Logistics Facilitation: Efficiency improvements in BCPs, customs clearance, immigration procedures and cross-border logistics.				
Average speed by corridors, speed with delay (SWD; km/hr)	Corridor	2019	2020	Change
	Overall	21.4	20.7	(0.7)
	1	24.6	27.6	+3.0
	2	25.6	24.4	(1.2)
	3	26.3	20.8	(5.5)
	4	19.5	16.4	(3.1)
	5	10.5	8.6	(1.9)
	6	20.9	20.3	(0.6)
#Time taken to clear a border crossing point, by corridor, country and BCP (hour)	Corridor	2019	2020	Change
	Overall	15.8	18.9	+3.1
	1	22.5	27.9	+5.4
	2	15.0	22.4	+7.4
	3	4.6	6.8	+2.2
	4	8.2	8.1	(0.1)
	5	28.0	40.2	12.2
	6	14.6	14.0	(0.6)
Cost incurred to clear a border crossing point, by corridor, country and BCP (\$)	Corridor	2019	2020	Change
	Overall	174	202	+28.0
	1	235	422	+187
	2	135	116	(0.19)
	3	85	91	+6.0
	4	106	97	(9.0)
	5	296	300	+4.0
	6	151	136	(15.0)
Logistics Perception Index (LPI)	Country	2016	2018	Change
	Afghanistan	2.14 [150]	1.95 [160]	(0.19)
	Azerbaijan	-	-	
	PRC	3.66 [27]	3.61 [26]	(0.06)
	Georgia	2.35 [130]	2.44 [119]	+0.09
	Kazakhstan	2.75 [77]	2.81 [71]	+0.06
	Kyrgyz Republic	2.16 [146]	2.55 [108]	+0.39
	Mongolia	2.51 [108]	2.37 [130]	(0.13)
	Pakistan	2.92 [68]	2.42 [122]	(0.50)
	Tajikistan	2.06 [153]	2.34 [134]	+0.28
	Turkmenistan	2.21 [140]	2.41 [126]	+0.20
	Uzbekistan	2.40 [118]	2.58 [99]	+0.17
Roads and Road Asset Management: Improvement on the CAREC Road Asset Management maturity model*				
	Corridor	2019	2020	Change

Average speed of traffic without delay (SWOD; km/hr)	Overall	43.6	42.9	(0.7)
	1	57.4	69.5	+12.1
	2	52.0	46.6	(5.4)
	3	43.7	41.2	(2.5)
	4	41.1	33.8	(7.3)
	5	30.3	28.4	(1.9)
	6	42.4	40.6	(1.8)
Perception of highway quality improved (World Economic Forum Global Competitiveness Index)	Country	2018	2019	Change
	Afghanistan	-	-	-
	Azerbaijan	4.78 [34]	5.16 [27]	+0.38
	PRC	4.58 [42]	4.58 [45]	0.00
	Georgia	3.79 [80]	3.79 [81]	0.00
	Kazakhstan	3.23 [106]	3.59 [93]	+0.36
	Kyrgyz Republic	2.81 [118]	3.05 [113]	+0.24
	Mongolia	3.14 [110]	3.08 [112]	(0.06)
	Pakistan	3.94 [69]	4.04 [67]	+0.09
	Tajikistan	4.53 [44]	4.49 [50]	(0.04)
	Turkmenistan	-	-	-
	Uzbekistan	-	-	-
Railways: Improved service level and operation efficiency of railways				
CPMM average commercial speed, SWD (km/hr)	Corridor	2019	2020	Change
	Overall	19.0	16.8	(2.2)
	1	21.6	20.2	(1.4)
	2	7.4	5.4	(2.0)
	3	28.1	17.5	(10.6)
	4	15.1	13.5	(1.6)
	5	-	-	-
6	13.4	13.4	0.0	
CPMM average commercial speed, SWOD (km/hr)	Corridor	2019	2020	Change
	Overall	45.0	42.2	(2.8)
	1	64.4	67.3	+2.9
	2	8.4	7.9	(0.5)
	3	33.8	19.6	(14.2)
	4	20.6	18.4	(2.2)
	5	-	-	-
6	24.3	24.4	+0.1	
Perception of railway quality improved ((World Economic Forum Global	Country	2016-2017	2017-2018	Change
	Afghanistan	-	-	-
	Azerbaijan	4.15 [29]	4.69 [20]	+0.54
	PRC	5.07 [14]	4.80 [17]	(0.27)
	Georgia	3.85 [38]	3.84 [39]	(0.02)
	Kazakhstan	4.26 [26]	4.14 [32]	(0.12)

Competitiveness Index for railways)	Kyrgyz Republic	2.37 [81]	2.45 [76]	+0.08
	Mongolia	2.73 [69]	2.80 [69]	+0.07
	Pakistan	3.08 [53]	3.33 [52]	+0.26
	Tajikistan	3.74 [41]	3.74 [41]	0.00
	Turkmenistan	-	-	-
	Uzbekistan	-	-	-

Appendix 2: Transport Sector Activities for 2021–2022

Pillar	Type	Activities	Timeframe
Cross border transport and logistics	KP	Guide on Ports and Logistics Facilities Developments	Q1 2022
Roads and road asset management	Event	Knowledge Sharing Workshop on Road Asset Management Systems (RAMS) (Georgia, Pakistan, Tajikistan)	Q3 2021
		Uzbekistan - Road Asset Management Systems and Performance-Based Contracting Training	Q1 2022
Road safety management	Event	Webinar on CAREC Road Safety Report Card	Dec 2021
		Webinar on Road Safety Engineering Manual 5: Linking Road Safety Audit with iRAP's Road Safety Assessment for CAREC Member Countries	Dec 2021
	KPs	CAREC Road Safety Report Card	Oct 2021
		CAREC Road Safety Engineering Manual 5: Linking Road Safety Audit with iRAP's Road Safety Assessment	Dec 2021
Railways	Event	Sixth Railway Working Group Meeting	Q1 2022
	KPs	CAREC Region Railway Sector Report	Q4 2021
		Traffic Study of the Railway Corridor (PRC–Kyrgyz Republic–Uzbekistan)	2021
		CAREC Rolling Stock Needs and Financing Study	2021
Aviation	Event	Regional Aviation Forum	Q4 2022
	KPs	Airfreight Logistics Assessment	Q2 2022
		Manual on Developing Low-cost Carrier Air Companies in selected CAREC Countries	Q4 2022
Overall transport	Event	19th Transport Sector Coordinating Committee Meeting	Q1 2022
	KP	2022 CAREC Transport Sector Progress Report	Q2 2022