



CAREC Transport Sector Coordinating Committee



Accelerating the TTFS 2020 Implementation

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TTFS 2020 Priorities and Investment Program

Strategic Priorities

Develop

- Multimodal Corridors

Improve

- Trade and Border Crossing Services

Improve

- Operational and Institutional Effectiveness

Investment Program

- 108 Investment Projects (\$43.8 billion)
- 49 TAs (\$76.2 million)



Progress in Developing CAREC Transport Infrastructure



2020 Target



- 7,800 km expressways or national highways built /improved
- 1,800 km new railways constructed
- 2,800 km renovated, electrified or signalized railways
- 5 operational Logistics Centers (LCs)
- 5 completed/improved Border Crossing Points (BCPs)

Achieved, as of 2015

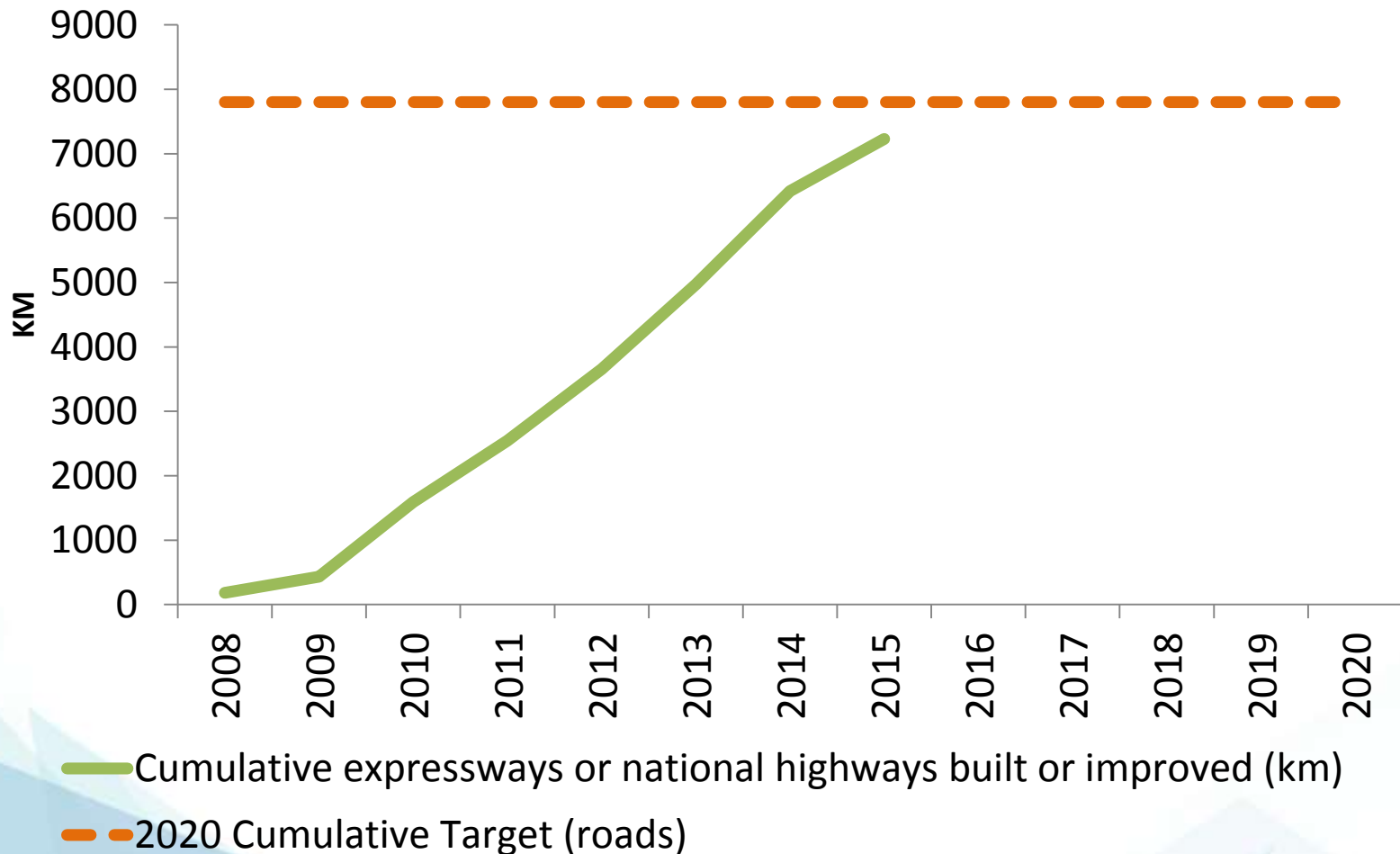


- 7,229 km expressways or national highways built/improved
- 1,869 km new railways constructed
- 2,850 km renovated, electrified or signalized railways
- 2 LCs ongoing (Turkmenbashi, Zamiin-Uud); 3 planned (Baku/Alyat, Khorgos, Osh)
- 1 BCP completed (Dusti); 1 at completion (Guliston); 4 ongoing (Karamyk, Torkham, Chaman, Wagha)

On track for achieving 2020 targets on roads, LCs and BCPs; above target on railways



Progress against 2020 Target: Road Infrastructure

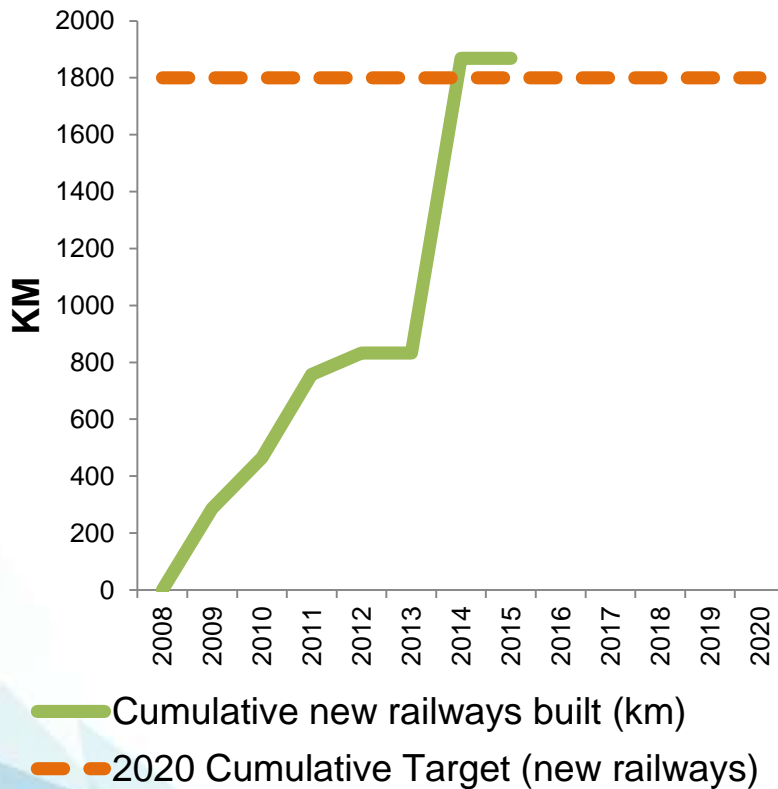




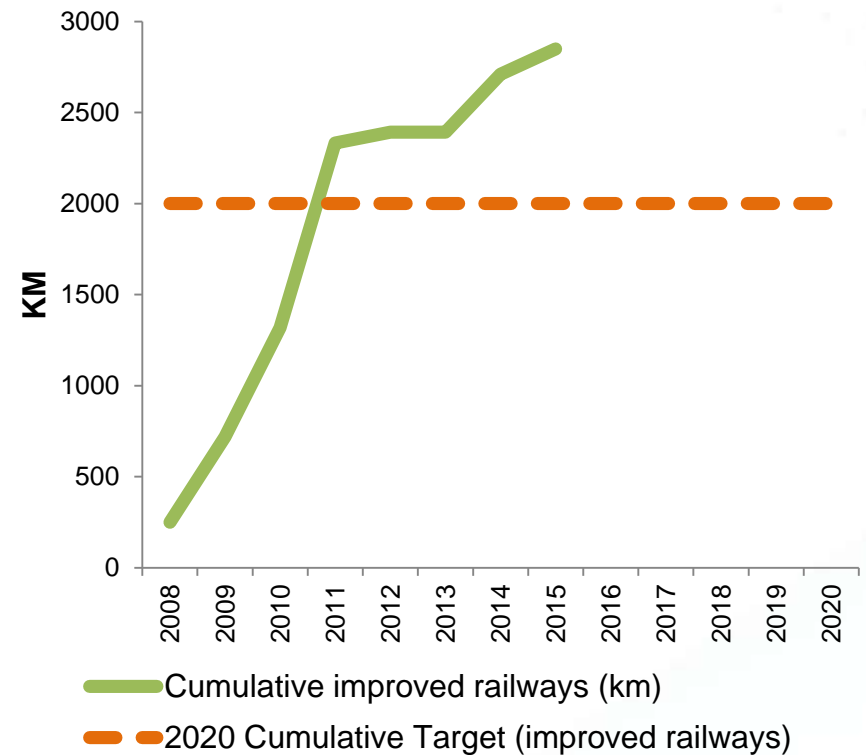
Progress against Targets: Rail



New Railroads



Improved Railroads





Achievements on Soft Interventions



- Launched the CAREC Railway Working Group (RWG)
 - 2 RWG workshops were conducted;
 - CAREC Railway Strategy 2030 preparation is ongoing
- Commitment to Road Safety endorsed by the CAREC MC in September 2015
 - First workshop was held in Bangkok in April 2016;
 - Second workshop to be held in August 2016;
 - CAREC Road Safety Strategy preparation is ongoing
- Two workshops were held to reboot the Quadrilateral Traffic in Transit Agreement (QTTA)



Progress Towards Implementation of TTFS 2020: Country Highlights



Country	Highlights
AFG	<ul style="list-style-type: none">• Feasibility study for construction of second Salang tunnel planned;• Completion of Hairatan-Mazar-e-Sharif line;• Afghanistan Railway Authority established;• TIR Convention being implemented
AZE	<ul style="list-style-type: none">• Two new lanes added to the Hajigabul-Kurdamir-Kurdamir-Ujar-Yevlakh road;• New terminals being added to Alyat port;• Upgrade of rail, maritime, road and air networks planned
PRC	<p>In cooperation with PRC's Belt and Road initiative</p> <ul style="list-style-type: none">• Financial support committed for China-Pakistan Economic Corridor;• Attabad lake bypass in Karakoram Highway completed



Progress Towards Implementation of TTFS 2020: Country Highlights



Country	Highlights
KAZ	<ul style="list-style-type: none">• Continued progress continues on road and rail projects along corridors 1, 2, 3, and 6;• Last sections of Western Europe–Western China corridor under construction
KGZ	<ul style="list-style-type: none">• Road projects on corridors 1 and 3 under construction;• Second North–South road under construction;• Bishkek–Torugart road rehabilitation near completion
MON	<ul style="list-style-type: none">• Corridor 4a under construction, completion of Western Regional Road to PRC by 2018;• New investment needed for corridor 4b and rail projects;• Logistics center in Zamiin-Uud under construction



Progress Towards Implementation of TTFS 2020: Country Highlights



Country	Highlights
PAK	<ul style="list-style-type: none">• Four road projects on corridors 5 and 6 completed;• Upgrade of railway lines from Karachi port underway;• Improvements to infrastructure and procedures at 3 border crossing points started
TAJ	<ul style="list-style-type: none">• Completed rehab of Dushanbe & Aini-UZB border roads;• Improvements of CAREC corridors 3 and 5 underway;• Completed one border crossing point
TKM	<ul style="list-style-type: none">• Construction of rail and road projects is underway;• Turkmenbashi port and logistic center being developed
UZB	<ul style="list-style-type: none">• Corridor 2 Road Investment Program Phase 2, including rehabilitation of A380 underway;• Developing new rail electrification project in Fergana Valley• Marakand-Karshi railway electrification completed



CAREC Transport Challenges and Priorities



- CAREC Strategy 2020 Midterm Review – need to ensure that CAREC agenda remain relevant to national priorities of member countries
- Transport will continue to be the CAREC program priority area; need to link with multi-sector initiatives (economic corridor development, etc.)
- Despite consistent progress in delivering transport infrastructure outputs, outcome level performance indicators are still far behind TTFS 2020 targets
- Refine and rebalance investment priorities in response to Global economic slowdown and new regional economic integration initiatives



TTFS 2020 Outcome Indicators: Average Time to Clear a Border Crossing Point (hours)



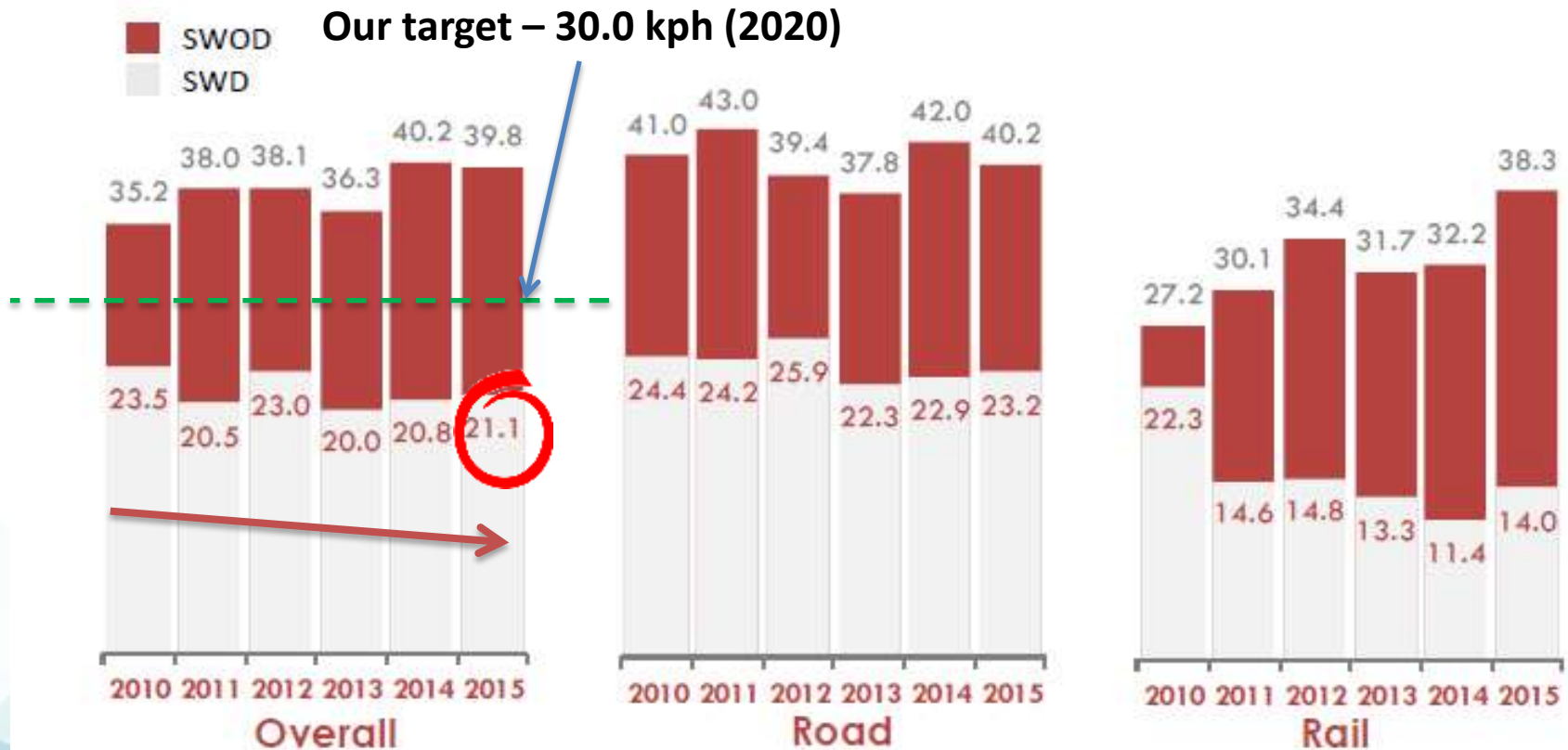
Our target – 5.7 hrs (2020)



Based on CAREC Performance Measurement and Monitoring (CPMM), 2015



TTFS 2020 Outcome Indicators: Average Speed on CAREC Corridors





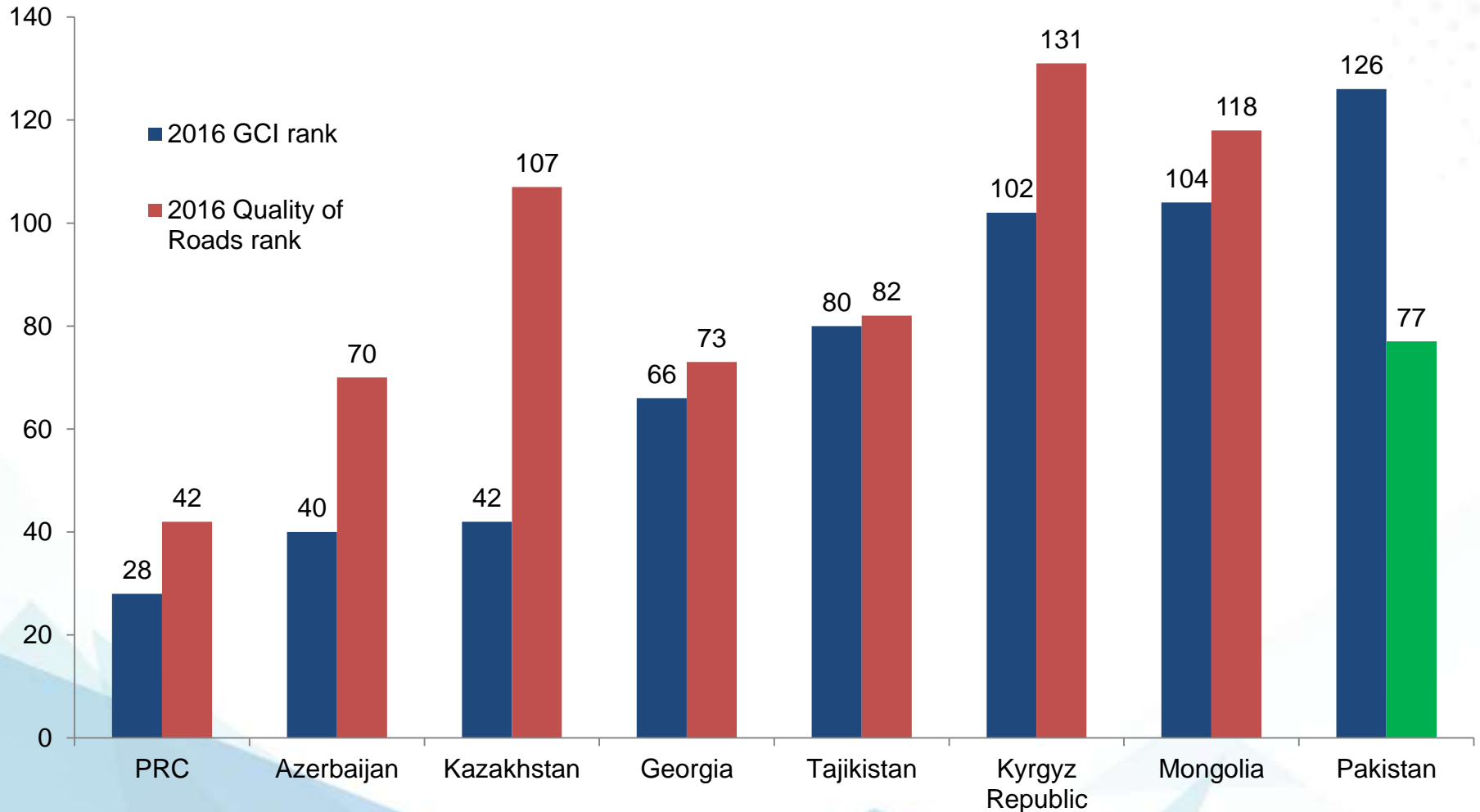
Logistics Performance (LPI) of CAREC countries do not show consistent improvement



Country	2007	2010	2012	2014	Trend
Afghanistan	150	143	135	158	
Azerbaijan	111	89	116	125	
PRC	33	27	26	28	
Kazakhstan	133	62	86	88	
Kyrgyz Republic	103	91	130	149	
Mongolia	136	141	140	135	
Pakistan	68	110	71	72	
Tajikistan	146	131	136	114	
Turkmenistan	-	114	-	140	
Uzbekistan	129	68	117	129	



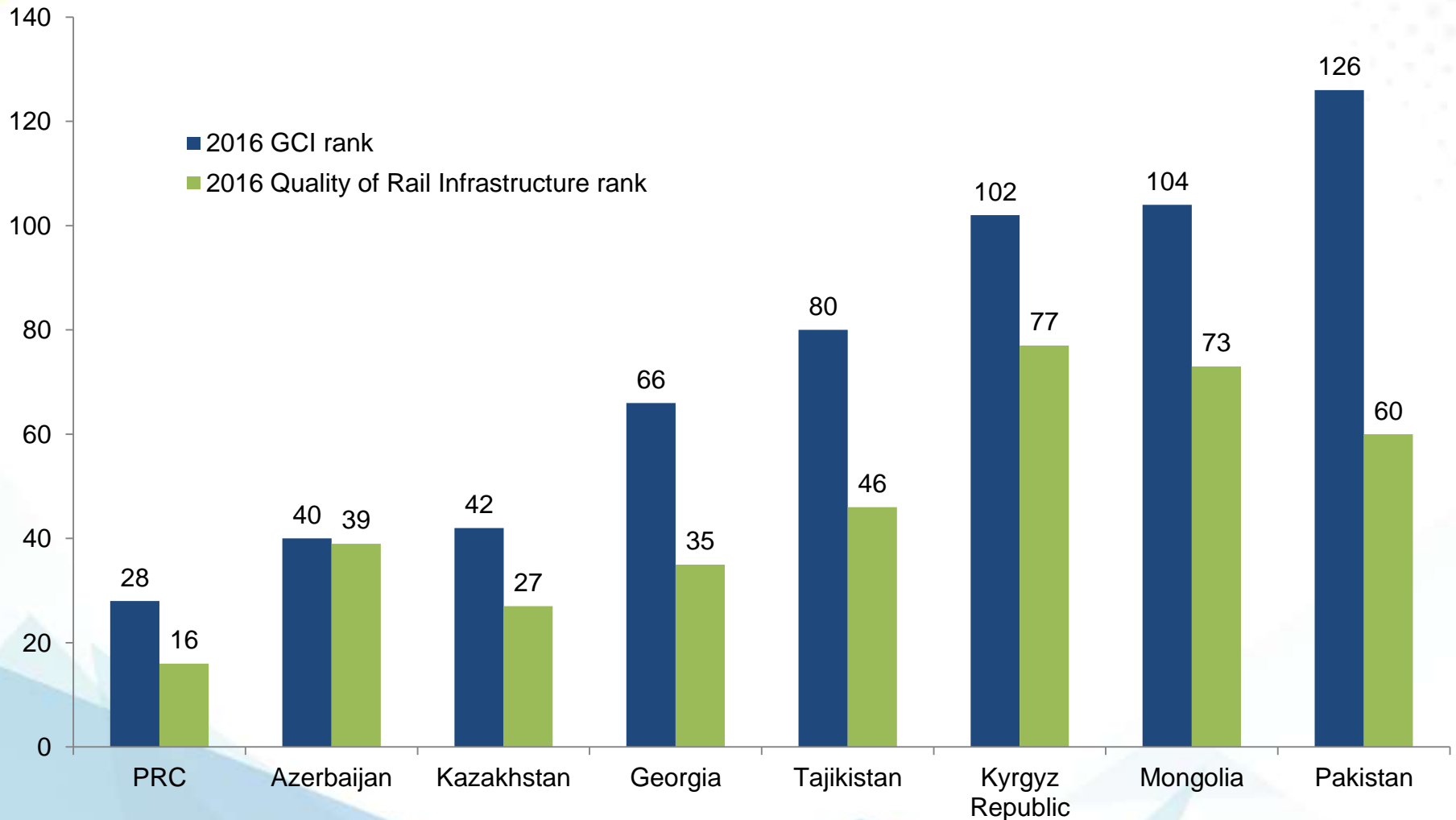
Road infrastructure gap is still large and undermines competitiveness of CAREC countries and GEO*



Source: Global Economic Forum, 2016. The Global Competitiveness Index (GCI) ranks 140 countries according to competitiveness indicators and ranks them from 1 (highest) to 140 (lowest).



Rail infrastructure contributes to competitiveness of CAREC countries and GEO



Source: Global Economic Forum, 2016. The Global Competitiveness Index (GCI) ranks 140 countries according to competitiveness indicators and ranks them from 1 (highest) to 140 (lowest).



Key Deliverables in Transport for 2016

- **Railways:** CAREC Railway Strategy 2030
- **Road safety:** CAREC Road Safety Strategy
- **Road asset management:** Knowledge series on Road Asset Management (RAM) best practices, performance based contracts
- **Transport and trade facilitation:** Focus on QTTA and TIR convention implementation



CAREC Railway Strategy 2030



Background

- Need integrated railways for expanding trade and improving economic development of CAREC countries
- Railway's important role in completing the multimodal corridor network
- Beyond 2020 planning horizon required
- Many proposed railway projects need financing from government and IFIs, which need to ensure that investments will be:
 - financially viable
 - help carry out reforms to attract commercial financing in the future



CAREC Railway Strategy 2030



Vision (Impact)

- Rail transport will be a mode of choice - quick, efficient, accessible for customers, and easy to use throughout the region

Outcome

- International rail freight traffic extended
- Railway's accessibility and easiness to user for customers improved

Priorities (Outputs)

- Develop effective railway infrastructure
- Develop robust commercial capabilities
- Improve legal and regulatory frameworks



CAREC Railway Strategy 2030



Priority 1: Develop effective railway infrastructure

[Output 1-1] Project prioritization methodologies including traffic model analysis and multi criteria evaluation* developed and utilized by CAREC RWG by 2030.

[Output 1-2] At least one project from each of the six Designated Rail Corridors (DRCs) prioritized, approved and implemented by 2030.

*Multi criteria evaluation: A method of project evaluation to use for the project prioritization in addition to the traditional cost-benefit analysis. It will include such criteria as access to infrastructure, and impacts on economic development, employment, and climate.



CAREC Designated Railway Corridors





CAREC Designated Railway Corridors



Mongolia



— DRC 2: Mediterranean–East Asia

Solid line - Existing/Under Construction

Dashed line - Planned



CAREC Designated Railway Corridors

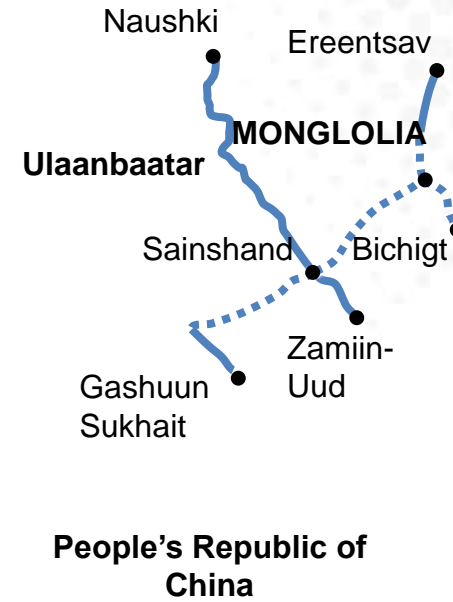




CAREC Designated Railway Corridors



4



— DRC 4: Russian Federation–East Asia
Solid line - Existing/Under Construction
Dashed line - Planned



CAREC Designated Railway Corridors





CAREC Designated Railway Corridors



Mongolia



CAREC Designated Railway Corridors



- DRC 1: Europe–East Asia
- DRC 2: Mediterranean–East Asia
- DRC 3: Russian Federation–Middle East and South Asia
- DRC 4: Russian Federation–East Asia
- DRC 5: East Asia–Middle East and South Asia
- DRC 6: Europe–Middle East and South Asia

Solid line - Existing/Under Construction
Dashed line - Planned



CAREC Railway Strategy 2030



Priority 2: Develop robust commercial capabilities

[Output 2-1] At least one group of countries establishes joint rail operator* by 2030.

[Output 2-2] Corridor management initiative** functioning at least on one DRC by 2030.

[Output 2-3] At least 5 bulk/logistic terminals for international traffic developed/improved by 2030.

*Joint rail operator: A rail operator providing freight wagons and forwarding services across the CAREC region. Initially, it could be owned by several railways, and later expanding to include other railways, could also be a private operator.

**Corridor management initiative: A corridor-wide entity focused on coordinated international movements between railways, optimizing rolling stock use and monitoring train services.



CAREC Railway Strategy 2030



Priority 3: Improve legal and regulatory frameworks

[Output 3-1] International accounting standards and improved cost accounting systems introduced in majority of CAREC countries by 2030.

[Output 3-2] Non-traditional finance resources* mobilized on at least 5 project(s) by 2030.

[Output 3-3] At least 5 bilateral tariff agreements established by 2030.

*An example may include private funds for investment in rolling stock for a CAREC joint rail operator.



CAREC Road Safety Strategy



- Road safety has been identified as a major global issue and one of the leading causes of deaths and injury
- Road accidents is ranked 8th as the leading causes of death globally; in CA region, it is ranked higher at 6th major cause of death
- Road accidents are preventable through adoption of internationally accepted good practices
- The Global Plan for the Decade of Action for Road Safety 2011–2020 has a framework based on safe systems approach. The Road Safety Strategy for CAREC Countries (2017–2030) is designed around this framework



CAREC Road Safety Strategy



Vision

- To make CAREC international road corridors safe, efficient, and attractive for all road users

Process of Development

- Analysis of crash and transport data
- Consultation with organizations supporting Road Safety in the region
- Review of documents and information from CAREC member countries and DPs



CAREC Road Safety Strategy



Challenges

- Acquiring reliable and comparable road crash and transport data from countries
- Linking with national road safety strategies
 - Countries are at different level of establishing, adopting and/or implementing national road safety strategies
- Prioritizing actions
 - Safe system approach utilizes five pillars (1: road safety management, 2: safer road infrastructure, 3: safer vehicles, 4: safer road users, 5: post-crash care)
 - Should the CAREC Road Safety Strategy cover all pillars or focus on where it has comparative advantage, i.e., Pillar 2?



CAREC Road Safety Strategy



Next Steps

- Second Workshop on CAREC Road Safety
–16 to 18 August
- Circulation of Draft CAREC Road Safety
Strategy–9 September
- Feedback from Countries–30 September 2016
- Circulation of Final Draft CAREC Road Safety
Strategy–7 October 2016
- Consideration at SOM and MC
–26/27 October 2016



Road Asset Management



- Knowledge Series
 - Reference note on performance-based management contracts (PBMC)
 - Compendium of best practices in road asset management showcasing good examples of RAM practices in CAREC region and beyond
- Will guide CAREC countries to implement contracts and share best practices to sustain road assets



Transport and Trade Facilitation Priorities



- Facilitate implementation of TIR Convention in Pakistan and PRC
- Facilitate launch of road transport operations under Quadrilateral Traffic in Transit Agreement
- Continue implementation of National Single Windows in Tajikistan and Kyrgyz Republic within CAREC RIBS project
- Complete border crossing points in Kyrgyz Republic and Tajikistan within RIBS project
- Construction of border crossing points in Pakistan



For CAREC SOM Approval and Guidance

- Approval of Transport Sector Progress Report and Work Plan (2016–2018)
- Approval of draft CAREC Railway Strategy 2030 for finalization and submission for endorsement by the Ministerial Conference in October 2016
 - Governments' full support for the RWG's activities to implement the strategy
- Consideration for endorsement by the SOM and subsequently the MC of the Road Safety Strategy for CAREC Countries (2017–2030)



**Thank you for your continued efforts to
make CAREC corridors more...**

