



**Central Asia
Regional Economic
Cooperation**

Implementation Action Plan for the Transport and Trade Facilitation Strategy

The views expressed in this paper are the views of the author and do not necessarily reflect the views or policies of the Asian Development Bank (ADB) or its Board of Directors, or the governments they represent. ADB does not guarantee the accuracy of the data included in this paper and accepts no responsibility for any consequences of their use. Terminology used may not necessarily be consistent with ADB official terms.

**Endorsed by the Seventh Ministerial Conference
On Central Asia Regional Economic Cooperation
19–21 November 2008
Baku, Azerbaijan**

I. INTRODUCTION

1. The Central Asia Regional Economic Cooperation (CAREC) Transport and Trade Facilitation Strategy (the Strategy) was endorsed by the 6th Ministerial Conference held in Dushanbe, Tajikistan on 3 November 2007. The Strategy aims to support the CAREC Program's goal of development through cooperation, leading to accelerated economic growth and poverty reduction by upgrading key transport corridors across the CAREC region and ensuring efficient movement of goods and people along the corridors through targeted actions to simplify and harmonize the regulations that govern cross-border trade in the region.

2. The Strategy entails a time-bound and detailed Implementation Action Plan (the Action Plan) which was prepared in consultation with the CAREC participating countries and external aid agencies. The Action Plan (i) specifies the key results, (ii) prioritizes investments and technical assistance (TA) projects, (iii) provides measurable performance indicators, and (iv) defines overall institutional arrangements for implementation.

II. APPROACH AND KEY RESULTS

3. The Action Plan, covering a 10-year period of 2008–2017, will support the Strategy's goal of strengthening the region's competitiveness and expanding trade among CAREC economies and with the rest of the world. It takes an integrated approach, combining transport investments with trade facilitation initiatives and enhancing the three pillars of the Strategy—infrastructure, management, and technology. An Action Plan matrix showing the objectives, constraints, outcomes, milestones and indicators, and investment and TA projects is in Appendix 1.

4. The Action Plan focuses on the development of the six CAREC corridors identified in the Strategy, which will facilitate transport and trade within and through the CAREC region and provide important links among the world's rapidly growing markets around the CAREC region (a corridor map is shown in Appendix 2). These corridors are:

- 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

5. The key results of the Action Plan will be:

- (i) About 75% of the CAREC corridors improved by 2012 and 100% by 2017, as compared with 64% in 2007
- (ii) Increased transit trade volume via the CAREC corridors to 2% of trade between Europe and East Asia by 2012 and 5% by 2017, from less than 1% (about 34 million tons) in 2005
- (iii) Increased intraregional trade volume by 25% by 2012 and by 50% by 2017, from the 2005 level (about 32 million tons)
- (iv) Reduced time for border crossing along the CAREC corridors by 50% by 2012 and by further 30% by 2017, as compared with 2007

- (v) Effective functioning of the national transport and trade facilitation committee or a similar organization in each CAREC country for managing the CAREC corridors by 2012

III. INVESTMENT AND TECHNICAL ASSISTANCE PROJECTS

6. The Action Plan includes the priority investment and TA projects to develop infrastructure, upgrade technology, and improve management through policy reforms and capacity strengthening. There are 62 investment projects with an estimated cost of \$21.1 billion. The investment projects comprise 40 new projects with an estimated cost of \$15.8 billion and 22 ongoing projects with an estimated cost of \$5.3 billion.¹ Sixty-five (65) TA projects with an estimated cost of \$68.5 million will undertake feasibility studies for potential investments or provide advisory support for planning, technical knowledge transfer, and institutional capacity development. A summary of the projects is shown in Table 1. A list of the projects by CAREC countries is in Appendix 3.

Table 1: Summary of Investment and Technical Assistance Projects

Mode	Investment			Technical Assistance		
	New	Ongoing	Total	New	Ongoing	Total
By Cost Estimates		(\$ billion)		(\$ million)		
Road	10.3	2.5	12.8	10.3	1.8	12.1
Railway	4.3	1.4	5.7	6.8	0.0	6.8
Airport and Civil Aviation	0.5	0.4	0.9	11.6	0.5	12.1
Port and Shipping	0.1	0.4	0.5	2.0	0.0	2.0
Logistics	0.4	0.1	0.5	7.2	1.1	8.3
Trade Facilitation	0.2	0.5	0.7	25.5	1.7	27.2
Total	15.8	5.3	21.1	63.4	5.1	68.5
By Number of Projects						
Road	12	13	25	12	2	14
Railway	15	3	18	10	0	10
Airport and Civil Aviation	6	1	7	4	1	5
Port and Shipping	1	1	2	2	0	2
Logistics	4	1	5	8	2	10
Trade Facilitation	2	3	5	23	1	24
Total	40	22	62	59	6	65

7. The investment and TA projects will support the following three goals of the Strategy:
- (i) **Establishment of Competitive Corridors across the CAREC Region.** The Action Plan will develop, manage, and maintain the identified CAREC corridors by addressing four major constraints: (i) fragmented regional transport networks and deteriorated infrastructure, (ii) high transport costs and long travel time, (iii) limited intraregional and transit trade, and (iv) insufficient funding for maintenance. This will be achieved through 52 investment projects with an estimated cost of \$19.9 billion and 20 TA projects with an estimated cost of \$15.7 million. The investment projects include 34 new projects (about \$15.2 billion) and 18 ongoing projects (about \$4.7 billion).
- (ii) **Facilitation of Movement through CAREC Corridors and across Borders.** The Action Plan will help achieve this goal by focusing on (i) customs reforms and

¹ The ongoing projects are those that the governments of the CAREC countries are implementing, and the new projects are those that the governments of the CAREC countries have either committed after endorsement of the Strategy by the 6th Ministerial Conference or recently programmed.

modernization, (ii) effective functioning of the national transport and trade facilitation committees (or similar organizations), (iii) regional logistics development, and (iv) private sector participation. There are 10 investment projects with an estimated cost of \$1.2 billion (6 new projects for \$600 million and 4 ongoing projects for \$600 million) and 40 TA projects with an estimated cost of \$48.2 million.

- (iii) **Development of Sustainable, Safe, and User-Friendly Transport and Trade Networks.** The Action Plan will assist in achieving this goal by (i) minimizing the negative environment and social impacts during the development of the CAREC corridors; (ii) replacing aging vehicle fleet with fuel efficient and less polluting equipment; and (iii) facilitating movement of people across borders. The Action Plan includes 5 TA projects with an estimated cost of \$4.6 million.

8. **Financing Plan.** The governments of the CAREC participating countries finance about 49% of the cost of the ongoing projects, followed by external financing (32%) and private sector (2%). The CAREC participating countries are actively pursuing external financing to fill the remaining financing gap. The governments of the CAREC participating countries are expected to provide \$2.4 billion to finance 15% of the cost of the new investments during 2008–2017. External development partners including the Asian Development Bank (ADB), European Bank for Reconstruction and Development (EBRD), Islamic Development Bank (IsDB), and World Bank are expected to cover 31% (\$4.9 billion) of the cost of the new investments. The private sector is expected to finance 32% (\$5.1 billion) of the cost of the new investments. There is a financing gap amounting to \$3.4 billion (around 22% of the cost of the new investments), which will be filled through annual consultations among CAREC countries, development partners, and the private sector during the implementation period. A preliminary financing plan for the ongoing and new investment projects is shown in Table 2. The financing plan will be updated, as necessary, during the implementation period.

Table 2: Financing Plan for Ongoing and New Investments
(\$ billion)

Source	Ongoing	New	Total
CAREC Governments	2.6	2.4	5.0
Development Partners	1.7	4.9	6.6
Private Sector	0.1	5.1	5.2
Financing Gap	0.9	3.4	4.3
Total	5.3	15.8	21.1

IV. MAJOR INVESTMENT PROJECTS FOR 2008–2012

9. Thirty-nine (39) investment projects totaling \$14 billion have been programmed for 2008–2012. Among these 39 investment projects, six major projects, amounting to \$9.4 billion, will focus on the following segments of the CAREC corridors that require immediate improvement.

- (i) **Corridor 1**

Corridor 1b (Kazakhstan Road Segment). The segment runs from Korgas at the PRC border to Zhaisan at the Russian Federation border via Almaty and Shymkent. The total cost is estimated at \$6.6 billion for a total length of 2,450 km. ADB, EBRD,

IsDB, Japan International Cooperation Agency (JICA),² and World Bank plan to assist the Government of Kazakhstan to improve the segment. Public–private partnership (PPP) (about \$1.6 billion) is expected in conjunction with EBRD assistance (about \$2.3 million equivalent). The project is expected to start in 2009 for the targeted completion by 2012. Rehabilitation of this segment, together with the planned improvement of border crossing at Korgas and the ongoing development of the high-tech logistics centers in Almaty and Aktobe, as well as the Khorgas Global Logistics Center in Xinjiang, PRC, will facilitate trade between Europe and East Asia.

Corridor 1c (Kyrgyz Road Segment). The segment, which runs from Bishkek to Torugart at the PRC border, is an important transport route linking the Kyrgyz Republic and other Central Asian countries to the PRC. The total cost of improving this segment is estimated at \$300 million. ADB and IsDB plan to finance the project. The Export–Import Bank of China is also considering the possibility of participation in financial support for the project.

- (ii) **Corridor 2 (Azerbaijan Railway Segment).** The railway line from Baku to Beyuk Kesik at the Georgia border along Corridor 2 carries a significant volume of transit cargo of oil and oil products from Kazakhstan and Turkmenistan to European markets. The total cost of the project is estimated at \$1.8 billion. The Government of Azerbaijan plans to start upgrading the railway line in 2008 with support of the World Bank. ADB and EBRD are considering financing this railway line. These, together with the ongoing improvement of the CAREC 2 road segment and border crossing at Beyuk Kesik, will increase the transport capacity of Corridor 2 in the country.
- (iii) **Corridor 4 (Mongolia Segment).** Corridor 4a, connecting Yarant at the PRC border to Ulaanbaishint at the Russian Federation border via Hovd, will link the western region of Mongolia to both the PRC and the Russian Federation, facilitating the flow of goods and passengers among the three countries. The total cost of Corridor 4a development is estimated at about \$200 million. ADB will help finance the project by providing grants and exploring cofinancing resources. Development of Corridor 4a is expected to be completed by 2014. In addition, the Millennium Challenge Corporation, United States, is assisting in the improvement of the rail line along Corridor 4b through a grant of \$189 million. In May 2008, JICA approved a concessional loan of about \$280 million to finance the construction of a new international airport in Ulaanbaatar. ADB will help develop logistics centers within the country, including those along Corridor 4.

V. MONITORING RESULTS

10. The results of the implementation of the Action Plan will be closely monitored. A performance monitoring system will be developed to establish baseline information on the movement of goods and people along the CAREC corridors, identify bottlenecks, and propose actions to solve them. The performance monitoring will cover assessments of infrastructure, customs and other trade/transport regulations and procedures, and logistics services. This will be undertaken by three methods: (i) time/cost-distance analysis along selected corridors, (ii) time-release analysis at border points, and (iii) logistics performance analysis along selected corridors.

² Concessional loan operations of the Japan Bank for International Cooperation (JBIC) were integrated into the operations of the Japan International Cooperation Agency (JICA) on 1 October 2008.

11. Based on consultations with CAREC countries during February–March 2008 and a thorough assessment, six subcorridors (i.e. 1b, 2a, 3b, 4b, 5, and 6c), out of a total of 13 subcorridors, were selected for pilot performance monitoring. The pilot performance monitoring will start in 2009.

12. The national joint transport and trade facilitation committee (NJC) or a similar organization in each CAREC country will oversee performance measurement and monitoring activities. The NJC will include representatives of (i) all government agencies in charge of transport, trade, and border-crossing activities (e.g. Ministry of Transport, Ministry of Trade, Ministry of Economy, Customs, and agencies in charge of quarantines, sanitary and phyto-sanitary, product standard, security, and immigration); and (ii) freight forwarders associations and logistics service providers. An association of freight forwarders or logistics service providers in each CAREC country will be engaged to collect the data required for the time/cost-distance analysis of these subcorridors on a quarterly basis. Using the collected data and with ADB assistance, the NJC will undertake the time/cost-distance analysis, review the results, evaluate the constraints, and take corrective actions. Based on the results of the time/cost-distance analysis, the NJC will periodically authorize time-release assessments of particular border points and logistics performance assessments. ADB will finance performance monitoring activities and will help strengthen the capacity of the NJC (or a similar organization) in each CAREC country.

VI. IMPLEMENTATION ARRANGEMENTS

13. With ADB support, a regional joint transport and trade facilitation committee (RJC) will be established to manage the implementation of the Action Plan, in coordination with NJCs or similar organizations. The Transport Sector Coordinating Committee (TSCC) will be responsible for transport activities of the Action Plan, and the Customs Cooperation Committee (CCC) will focus on customs cooperation activities. The NJCs or similar organizations will report the results of the performance monitoring analysis to RJC, TSCC, and CCC at least annually. Until the RJC and NJCs or similar organizations start to function, ADB will directly administer the integrated trade facilitation activities of the Action Plan. Such implementation arrangements will be reviewed regularly and will be adjusted, as necessary, to ensure the successful execution of the Action Plan.

14. With support of development partners, RJC, TSCC, and CCC will annually review the progress of the Action Plan, and will report the results to the Senior Officials' Meetings and Ministerial Conferences. A midterm review of the Action Plan will be conducted during 2013–2014. The midterm review will refine the Action Plan, as necessary, for its effective implementation in the remaining period.

VII. RECOMMENDATION

15. The Senior Officials' Meeting presents this Action Plan for consideration by the Ministerial Conference and recommends the adoption of the Action Plan.

Matrix of the Action Plan for Implementation of the CAREC Transport and Trade Facilitation

Key Constraints	Outcome	Milestones / Indicators	Sector	Lead CAREC Committee	CAREC Corridor	Project Title	Cost (\$million)	Implementation Period			
Goal 1: Establishment of competitive corridors across the CAREC Region											
Objective: Development of selected CAREC corridors to improve connectivity and reduce transport costs											
Low transit and intraregional trade volumes	Increased transit and intra-regional trade through improved access to external markets	Increased transit trade volume via CAREC corridors to 2% of trade between Europe and East Asia by 2012 and 5% by 2017, from less than 1% (about 34 million tons in 2005)	Road	TSCC	3-b, 6-a, b, c	AFG IP 1: Qaisar-Bala Murghab Road	55.0	ongoing to 2009			
			Road	TSCC	3-b, 6	AFG IP 2: Bala Murghab-Leman Road	180.0	ongoing to 2011			
			Road	TSCC	3-b, 6-a, b	AFG IP 3: Leman-Armalick Road	30.0	2009-2010			
			Road	TSCC	5, 6-c	AFG IP 4: Pul-e-Khumri-Doshi Road	10.0	ongoing to 2009			
			Road	TSCC	3-b, 6-a, b	AFG IP 5: Naibabad-Hairatan Road	10.0	ongoing to 2010			
			Road	TSCC	3-b, 5, 6	AFG TA 1: Preparing the Road Network III	1.0	ongoing to 2008			
			Road	TSCC	5, 6-c	AFG TA 2: Salang Tunnel Expansion Feasibility Study	2.0	2011			
			Road	TSCC	5, 6-c	AFG TA 3: Kabul-Jalalabad Road Feasibility Study	0.8	2009-2010			
			Road	TSCC	3, 5, 6	AFG TA 4: Transport Sector Planning (All Modes)	1.0	2011			
			Road	TSCC	2	AZE IP 1: East-West Highway Improvement	1,250.0	ongoing to 2015			
			Road	TSCC	2	AZE TA 1: Road Maintenance	0.8	2010			
			Road	TSCC	1-c, 2, 5	PRC IP 1: Xinjiang Regional Road Improvement (Korla-Kuqa)	594.0	2008-2012			
			Road	TSCC	1-a	PRC IP 2: Road Construction (Jinghe-Ala Shankou)	70.0	ongoing to 2009			
			Road	TSCC	1-b	PRC IP 3: Lianyungang-Khorgas Expressway (Guozhigou and Qin Shui He)	393.0	ongoing to 2010			
			Road	TSCC	1-a,c	KAZ IP 1: Astana-Karaganda Road Rehabilitation	1,000.0	2009-2012			
			Road	TSCC	3	KAZ IP 2: Almaty-Kapchagay Road Rehabilitation	580.0	2009-2011			
			Road	TSCC	2-a	KAZ IP 3: Aktau-Beyneu Road Rehabilitation	550.0	2009-2012			
			Road	TSCC	1-b, 6-b, c	KAZ IP 4: Rehabilitation of Western Europe-Western PRC Transit Corridor ^a	6,561.0	2009-2012			
			Prolonged travel time	Shortened travel time	Increased intraregional trade volume by 25% by 2012 and by 50% by 2017, from the 2005 level (about 32 million tons)	Road	TSCC	1-c	KGZ IP 1: Bishkek-Torugart Road Rehabilitation	300.0	2009-2014
						Road	TSCC	2, 3-b, 5	KGZ IP 2: Southern Transport Road Rehabilitation (Osh-Sary Tash-Irkeshtan)	170.0	ongoing to 2011
Road	TSCC	1-b,3-a				KGZ IP 3: Reconstruction of Taraz-Talas-Suusamyrd Road	31.8	ongoing to 2012			
Road	TSCC	3-b, 5				KGZ IP 4: CAREC Regional Road Corridor Improvement (Sary Tash-Karamik)	39.5	2009-2012			
Road	TSCC	4-a				MON IP 1: Western Regional Road	200.0	2008-2011			
Road	TSCC	4-b				MON IP 2: Ulaanbaatar-Russian Border Road Rehabilitation	120.0	2010-2013			
Road	TSCC	3-b, 5				TAJ IP 1: Dushanbe-Kyrgyz Border Road Rehabilitation, Phase II	39.5	ongoing to 2009			
Road	TSCC	3-b, 5				TAJ IP 2: Dushanbe-Kyrgyz Border Road Rehabilitation, Phase III	85.5	ongoing to 2013			
Road	TSCC	6-c				TAJ IP 3: Dushanbe-Khujand-Chanak-Uzbeki Border Road	150.0	ongoing to 2011			
Road	TSCC	5, 6-c				TAJ IP 4: Kurgan Tyube-Dusti-Nizhni Pianj Road Rehabilitation	90.0	ongoing to 2010			
Road	TSCC	3-b				TAJ IP 5: Dushanbe-Tursunzade-Uzbek Border Road	100.0	2010-2012			
Road	TSCC	2, 3, 5, 6				TAJ TA 1: Transport Sector Master Plan	0.8	ongoing to 2008			
Road	TSCC	2, 6				UZB IP 1: CAREC Regional Road Improvement	173.5	2009-2011			
Road	TSCC	All				REG TA 1: Collaborative Regional Operations and Maintenance of Corridors	0.8	2011			
Road	TSCC	All				REG TA 2: Equitable Road Maintenance User Charges and Cross Border Fees	1.0	2009-2011			
Road	TSCC	3-b, 6-a, b				AFG TA 5: Rail Feasibility Study (Shtikh-Herat)	0.6	2008-2009			
Road	TSCC	3-b, 6-a, b				AFG TA 6: Rail Feasibility Study (Hairatan-Mazare-e-Sharif-Herat and Shir Khan Bandar-Kunduz-Naibabad)	1.0	2009-2010			
Fragmented regional transport networks and deteriorating infrastructure	Increased efficiency and reliability of transport along CAREC corridors	75% of the CAREC corridors improved by 2012 and 100% by 2017, as compared with 64% in 2007				Road	TSCC	5, 6-c	AFG TA 7: Rail Feasibility Study (Hairatan-Naibabad-Kabul-Torkham)	0.6	2010
						Road	TSCC	2	AZE IP 2: Railway Trade and Transport Facilitation	1,750.0	2008-2011
						Road	TSCC	1-b	PRC IP 4: Jinghe-Yining-Khorgas Railway	875.0	ongoing to 2009
			Road	TSCC	1-a	PRC IP 5: Double Tracking: Wuxi-Jinghe Rail Line	394.0	ongoing to 2009			
			Road	TSCC	1-a,b	PRC IP 6: Electrification: Urumqi-Ala Shankou Rail Line	190.0	ongoing to 2009			
			Road	TSCC	3	KAZ IP 5: Electrification of Almaty-Aktogay Railway Section	243.0	2009-2011			
			Road	TSCC	1-a	KAZ IP 6: Electrification of Dostyk-Aktogay Railway Section	134.0	2009-2011			
			Road	TSCC	1-a	KAZ IP 7: Electrification of Aktogay-Moıntıy Railway Section	250.0	2009-2011			
			Road	TSCC	1-b	KAZ IP 8: Construction of Korgas-Zhetygen Rail Line	742.0	2008-2011			
			Road	TSCC	1-c	KGZ IP 5: Electrification of Bishkek-Balykchy Railway	100.0	2015-2017			
			Road	TSCC	1-c, 3-b	KGZ IP 6: Track Rehabilitation Project (Chaldovar-Balykchy)	65.0	2011-2014			
			Road	TSCC	1-c, 3-b	KGZ IP 7: Equipment Purchase for Wagon Repair and Maintenance Facility	4.0	2011-2012			
			Road	TSCC	4-b	MON IP 3: Modernization of the Mongolia Railway	189.0	2008-2013			
			Road	TSCC	5, 6-c	TAJ TA 2: Vahdat-Yavan Railway Feasibility Study	0.6	2009			
			Road	TSCC	3b, 5	TAJ TA 3: Dushanbe-Kyrgyz Border Railway Feasibility Study	0.6	2013			
The conditions of all CAREC road corridors lower than international roughness index (IRI) of 4											

Key Constraints	Outcome	Milestones / Indicators	Sector	Lead CAREC Committee	CAREC Corridor	Project Title	Cost (\$million)	Implementation Period
Insufficient funding for maintenance with limited private sector participation	Increased maintenance budget allocation and private sector participation	Increased routine maintenance budget to at least \$1,000/km/year in real terms by 2017	Rail	TSCC	5,6c	TAJ TA 4: Kolkhazabad-Nizhni Pianj Railway	0.6	2011
			Rail	TSCC	2	TAJ TA 5: Railway Electrification (Bekabad-Kanibadam)	0.6	2011
			Rail	TSCC	2-a, 3-a, 6-b,c	UZB IP 2: Regional Railway	50.0	2011-2015
			Rail	TSCC	2-a, 3-a, 6	UZB IP 3: Acquisition of New Locomotives	25.0	2009-2010
			Rail	TSCC	6	UZB IP 4: Electrification of Kashi-Tashguzar Baisun-Kumgurgan Section	180.0	2011-2014
			Rail	TSCC	2-a, 6-a, b	UZB IP 5: Electrification of Samarkand-Navoi and Samarkand-Kashi Sections	185.0	2011-2014
			Rail	TSCC	2-b, 3-a	UZB IP 6: Electrification of Navoi-Bukhara and Bukhara-Kashi Sections	195.0	2011-2014
			Rail	TSCC	2-a, 6-a	UZB IP 7: Electrification of Navoi-Uchkuduk Section	180.0	2011-2014
			Rail	TSCC	2	UZB TA 1 : Electrification of Tashkent-Angren Railway Feasibility Study	0.6	2011
			Rail	TSCC	2	UZB TA 2: Angren-Pap Railway Feasibility Study	0.6	2013
		Increased private sector participation in maintenance by 20% by 2012 and 50% by 2017	Airport	TSCC	3,6	AFG IP 6: Rehabilitation of Regional Airports, Phase I	32.1	2008-2009
			Airport	TSCC	1, 2, 5	PRC IP 7: Xinjiang Airport Development	372.5	ongoing to 2015
			Airport	TSCC	1, 3	KAZ IP 9: Expansion of Shymkent, Semey and Kokchetau Airports	163.0	2009-2011
			Airport	TSCC	2, 3	KGZ IP 8: Rehabilitation of Osh Airport	40.0	2011-2012
			Airport	TSCC	1-c, 3-b	KGZ IP 9: Kyrgyz Air Traffic Control Capacity Enhancement	4.5	2009-2013
			Airport	TSCC	4-a	MON IP 4: Improvement of Olgiy and Hovd Airports	25.0	2009-2010
			Airport	TSCC	4-b	MON IP 5: New International Airport in Ulaanbaatar	280.0	2010-2015
			Airport	TSCC	4	MON TA 1: Rehabilitation of Regional Airports	0.5	ongoing-2008
			Airport	TSCC	2b,3a,6a	UZB TA 3: Upgrading the Bukhara Airport	0.6	2010
			Port	TSCC	2	AZE IP 3: Acquisition of High Capacity Ferries and Ro/Ros	69.0	2010-2013
Port	TSCC	2	AZE TA 2: Feasibility Study for New Alyat Port	1.0	2010			
Port	TSCC	2-a	KAZ IP 10: Expansion of Aktau Port	347.5	ongoing to 2014			
Goal 2: Facilitation of movement through corridors and across borders								
Objective: Customs reforms and modernization, joint transport and trade facilitation, and development of regional logistics services								
Excessive delays at CAREC borders	Improved efficiency in customs operations with risk management and increased transit trade	Reduced time for border crossing by 50% by 2012 and by further 30% by 2017, as compared with 2007	Logistics	NJC	1-b	PRC IP 8: Khorgas Global Logistics Center	100.0	ongoing to 2010
			Logistics	NJC	1-a, b, 4-a	PRC TA 1: Logistics Development and Capacity Building in XUAR	0.6	ongoing to 2008
			TF	CCC	1-a, b, 4	PRC TA 2: Regional Customs Cooperation	0.4	2009
			TF	TSCC	1, 2-a, 3, 6	KAZ TA 1: Transport Sector Services Study	0.1	2011
			TF	NJC	1, 2-a, 3, 6	KAZ TA 2: Coordinator for CAREC	0.1	2011-2012
			TF	CCC	4	MON IP 6: Customs Modernization	6.8	ongoing to 2010
			Logistics	NJC	4-b	MON IP 7: Establishment of Altanbulag Free Trade Zone	90.0	2010-2011
			Logistics	NJC	4-a	MON IP 8: Improvement of Tsaganuur Free Trade Zone	30.0	2010-2011
			Logistics	NJC	4-b	MON IP 9: Establishment of Zamyn-Uud Free Trade Zone	100.0	by 2015
			Logistics	NJC	4-b	MON TA 2: Ulaanbaatar Intermodal Logistics Park Feasibility Study	0.85	2010
Limited coordination among relevant government agencies	Improved coordination among government agencies	Effective functioning of the national transport and trade committee or a similar organization in each of the CAREC countries by 2012	Logistics	NJC	4-a	MON TA 3: Development Plan for Tsaganuur Free Trade Zone	0.3	2010
			Logistics	NJC	4-b	MON TA 4: Comprehensive Master Plan for Development of Zamyn-Uud	0.7	2009
			Logistics	NJC	4-b	MON TA 5: Regional Logistics Development	0.5	2008-2009
			TF	RJC	All	REG IP 1: Border Crossing Point Infrastructure and Investment	500.0	ongoing to 2017
			TF	CCC	All	REG IP 2: Enhancements of IT Systems at Customs	5.0	2011
			TF	CCC	All	REG IP 3: Border Post Improvements and Joint Border Processing	200.0	2009-2017
			TF	RJC	All	REG IP 4: Trade and Industrial Logistic Centers with Information Exchange System	150.0	2011-2014
			TF	CCC	All	REG IP 5: Customs Modernization and Infrastructure Development	22.8	ongoing to 2009
			TF	CCC	All	REG TA 3: Facility and Process Improvements at Border Crossing Points	2.0	2009-2015
			TF	RJC	All	REG TA 4: Strengthening Capabilities of National Certification Agencies	1.0	2011-2012
Fragmented and inefficient logistics industry	Improved logistics industry in the region	Increased number of logistics centers based on an integrated multimodal network by 50% by 2012 and 100% by 2017, as compared with 2007	TF	RJC	All	REG TA 5: Product Certification Capability and Weighing Machine Standards	0.1	2011-2012
			TF	RJC	All	REG TA 6: CAREC Trade Portal	0.6	2011
			TF	CCC	All	REG TA 7: Assistance in Implementation of WCO Recommendations for Customs	3.0	2009-2011
			TF	RJC	All	REG TA 8: Coordinating Cargo Processing through a National Single Window	0.2	2010
			TF	CCC	All	REG TA 9: Simplified Transit Procedures	0.2	2009
			TF	CCC	All	REG TA 10: Regional Customs Training and Development	2.0	2011-2013
			TF	RJC	All	REG TA 11: Standardized Cargo Declaration and Other Harmonized Requirements	0.2	2010
			TF	CCC	All	REG TA 12: Strengthening Customs Guarantee Systems	0.3	2011
			TF	TSCC	All	REG TA 13: Development of Multimodal Transportation along CAREC Corridors	1.0	2013
			TF	TSCC	All	REG TA 14: Development of Coordinated National Transport Policies	1.7	ongoing-2009

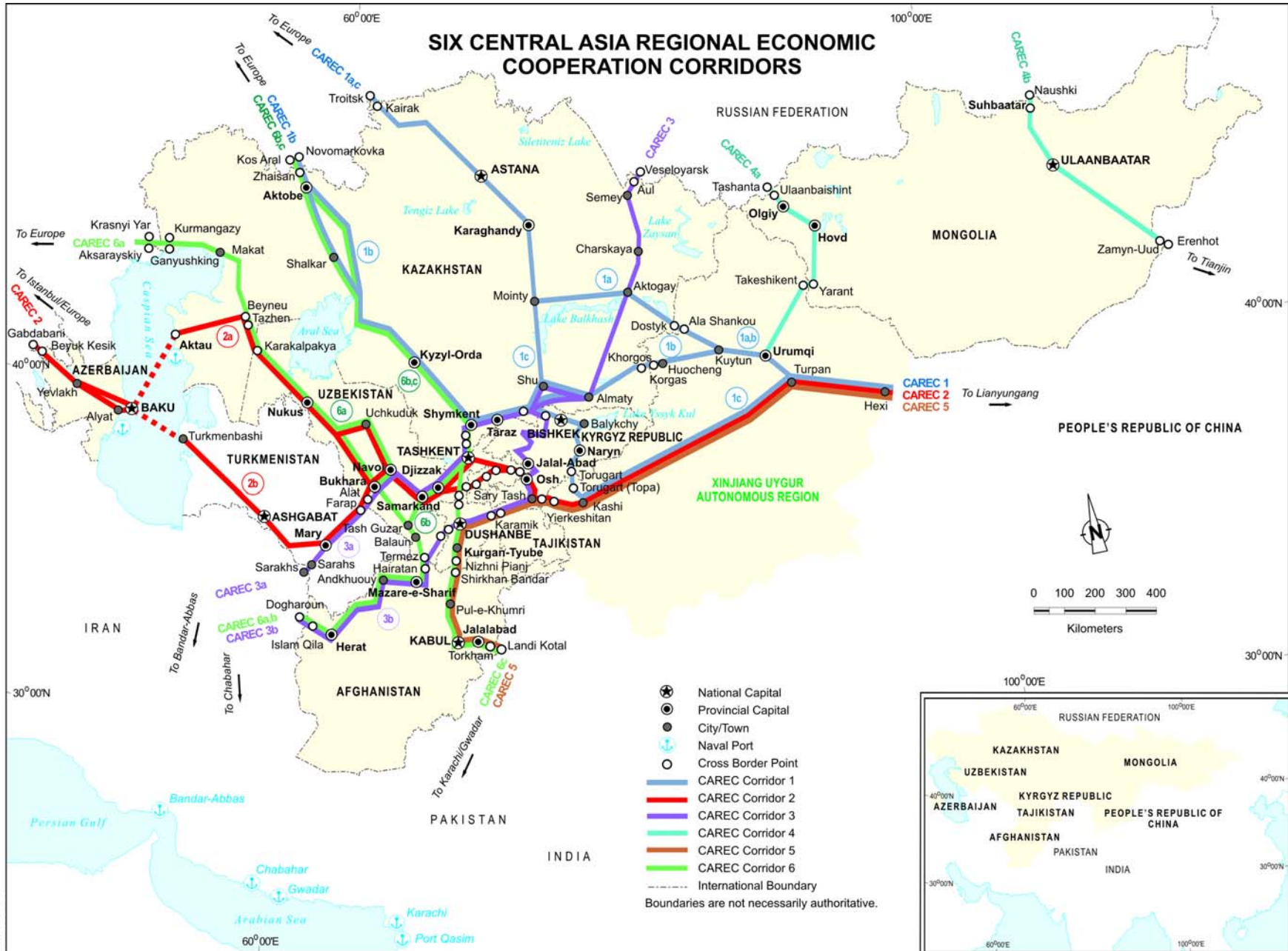
Key Constraints	Outcome	Milestones / Indicators	Sector	Lead CAREC Committee	CAREC Corridor	Project Title	Cost (\$million)	Implementation Period	
			TF	RJC	All	REG TA 15: Periodic Survey of Measures Affecting the Movement of Goods	0.8	2010	
			Road	TSCC	All	REG TA 16: Establishment of Third-Party Motor Vehicle Liability Insurance Regime	0.3	2011-2012	
			Road	TSCC	All	REG TA 17: International Road Transport Conventions and CAREC Agreements	1.0	2010-2011	
			TF	TSCC	All	REG TA 18: Cross Border Agreements Among the PRC, KGZ, and TAJ	0.6	2008-2010	
			TF	TSCC	All	REG TA 19: Liability Insurance System for Transport Operators	0.1	2011-2012	
			Rail	TSCC	All	REG TA 20: Supporting Management of Cross Border Railway Operations	1.5	2010	
			TF	TSCC	All	REG TA 21: Reducing Transport Costs to Boost Trade	0.2	2012-2013	
			TF	TSCC	All	REG TA 22: Survey of Taxes and Charges Applicable to Transport Operators	0.1	2011-2012	
			Port	TSCC	2	REG TA 23: Needs Assessment of Caspian Shipping Along CAREC Corridors	1.0	2010	
			Airport	TSCC	All	REG TA 24: Needs Assessment of Central Asian Civil Aviation	3.0	2010-2012	
			Airport	TSCC	All	REG TA 25: Emergency Compliance with ICAO Requirements	6.0	2010-2012	
			TF	NJC	All	REG TA 26: Institutional Support for Transport and Trade Facilitation	6.0	2009-2016	
			Logistics	NJC	All	REG TA 27: Corridor Performance Monitoring and Reporting	3.0	2008-2011	
			Logistics	TSCC	2	REG TA 28: Rail and Intermodal Transport Feasibility Study for PRC-KGZ-UZB ^b	0.6	2010	
			Logistics	NJC	All	REG TA 29: Development of Logistics Centers and Rail Multimodal Hubs	3.0	2008-2010	
			Logistics	TSCC	All	REG TA 30: Development of Multimodal Transport Systems	0.2	2011	
			Logistics	RJC	All	REG TA 31: Supply Chain Training Institute	0.5	2011	
			Logistics	TSCC	All	REG TA 32: Promote Containerization	1.0	2011	
			TF	TSCC	All	REG TA 33: PSP in Transport Development and Trade Facilitation	3.0	2009-2017	
			Road	TSCC	All	REG TA 34: Financing Renewal of Vehicle Fleets and Equipment	0.5	2011	
Goal 3: Development of sustainable, safe, and user-friendly transport and trade networks									
Objective: Achievement of sustainability, safety, and user-friendliness for CAREC transport and trade networks									
Aging vehicle fleet and increasing pollution	Reduced pollution	Increased number of transport equipment with the international standards by 30% by 2012 and 50% by 2017, as compared with 2007	Road	TSCC	All	REG TA 35: Common CAREC Approach to Road Vehicle Emission Standards	0.8	2010	
			Road	TSCC	All	REG TA 36: Regional Road Corridor Safety Auditing	0.8	2010	
			Aviation	TSCC	All	REG TA 37: Training of CAREC Experts in Aviation Safety to ICAO Standards	2.0	2009-2011	
			Road	TSCC	All	REG TA 38: Developing Inter-country Bus Services	0.5	2013	
			TF	RJC	All	REG TA 39: Facilitating Border Crossing for Drivers, Traders, and Migrant Workers	0.5	2011	
High road accident rate and high civil aviation risks	Reduced road accidents	Reduced road accidents by 20% by 2012 and 50% by 2017, as compared with 2007							
Improved air safety	Reduced air accidents and air control mistakes by 20% by 2012 and 50% by 2017, as compared with 2007	Reduced air accidents and air control mistakes by 20% by 2012 and 50% by 2017, as compared with 2007							
Limited movement of people across borders	Reduced visa restrictions	Increased number of people crossing borders							

AFG= Afghanistan; AZE=Azerbaijan; CCC = Customs Cooperation Committee; IP = investment project; KAZ=Kazakhstan; KGZ=Kyrgyz Republic; MON=Mongolia; NJC = national joint transport and trade facilitation committee; PRC=People's Republic of China; REG=regional; RJC = regional joint transport and trade facilitation committee; TA = technical assistance project; TAJ=Tajikistan; TF = Trade Facilitation; TSCC = Transport Sector Coordinating Committee; UZB=Uzbekistan.

^a Development of an integrated transport model for road and railroad infrastructure will be supported by ADB in conjunction with this project.

^b Includes traffic forecast and economic assessment of the PRC-KGZ-UZB railway.

Source: CAREC Transport Sector Coordinating Committee Secretariat and Customs Cooperation Committee Secretariat.



carec-08-2446 EG

**INVESTMENT AND TECHNICAL ASSISTANCE PROJECTS
AND
CORRIDOR MAPS WITH INVESTMENT ROJECTS**

List of Investment Projects by Country

No.	Project Title
1	AFG IP 1: Qaisar-Bala Murghab Road ^a
2	AFG IP 2: Bala Murghab-Leman Road ^a
3	AFG IP 3: Leman- Armalick Road
4	AFG IP 4: Pul-e-Khumri–Doshi Road ^a
5	AFG IP 5: Naibabad-Hairatan Road ^a
6	AFG IP 6: Rehabilitation of Regional Airports, Phase I
7	AZE IP 1: East-West Highway Improvement ^a
8	AZE IP 2: Railway Trade and Transport Facilitation
9	AZE IP 3: Acquisition of High Capacity Ferries and Ro/Ros by Caspian Sea Shipping
10	PRC IP 1: Xinjiang Regional Road Improvement (Korla-Kuqa)
11	PRC IP 2: Road Construction (Jinghe-Ala Shankou) ^a
12	PRC IP 3: Lianyungang-Khorgas Expressway (Guozhigou and Qin Shui He) ^a
13	PRC IP 4: Jinghe-Yining-Khorgas Railway ^a
14	PRC IP 5: Double Tracking: Wuxi-Jinghe Rail Line ^a
15	PRC IP 6: Electrification: Urumqi-Ala Shankou Rail Line ^a
16	PRC IP 7: Xinjiang Airport Development ^a
17	PRC IP 8: Khorgas Global Logistics Center ^a
18	KAZ IP 1: Astana-Karaganda Road Rehabilitation
19	KAZ IP 2: Almaty-Kapchagay Road Rehabilitation
20	KAZ IP 3: Aktau-Beyneu Road Rehabilitation
21	KAZ IP 4: Rehabilitation of Western Europe-Western PRC Transit Corridor ^b
22	KAZ IP 5: Electrification: Almaty-Aktogay Railway Section
23	KAZ IP 6: Electrification: Dostyk-Aktogay Railway Section
24	KAZ IP 7: Electrification: Aktogay-Moıntıy Railway Section
25	KAZ IP 8: Construction of Korgas-Zhetygen Rail Line
26	KAZ IP 9: Expansion of Shymkent, Semey and Kokchetau Airports
27	KAZ IP 10: Expansion of Aktau Port ^a
28	KGZ IP 1: Bishkek-Torugart Road Rehabilitation
29	KGZ IP 2: Southern Transport Road Rehabilitation (Osh-Sary Tash-Irkeshtan) ^a
30	KGZ IP 3: Reconstruction of Taraz-Talas-Suusamyр Road ^a
31	KGZ IP 4: CAREC Regional Road Corridor Improvement (Sary Tash-Karamik)
32	KGZ IP 5: Electrification of Bishkek-Balykchy Railway
33	KGZ IP 6: Track Rehabilitation (Chaldovar-Balykchy)
34	KGZ IP 7: Equipment Purchase for Wagon Repair and Maintenance Facility
35	KGZ IP 8: Rehabilitation of Osh Airport
36	KGZ IP 9: Kyrgyz Air Traffic Control Capacity Enhancement
37	MON IP 1: Western Regional Road
38	MON IP 2: Ulaanbaatar-Russian Border Road Rehabilitation
39	MON IP 3: Modernization of the Mongolia Railway
40	MON IP 4: Improvement of Olgyi and Hovd Airports
41	MON IP 5: New International Airport in Ulaanbaatar
42	MON IP 6: Customs Modernization ^a
43	MON IP 7: Establishment of Altanbulag Free Trade Zone
44	MON IP 8: Improvement of Tsaganuur Free Trade Zone
45	MON IP 9: Establishment of Zamyn-Uud Free Trade Zone
46	TAJ IP 1: Dushanbe-Kyrgyz Border Road Rehabilitation, Phase II ^a
47	TAJ IP 2: Dushanbe-Kyrgyz Border Road Rehabilitation, Phase III ^a
48	TAJ IP 3: Dushanbe-Khujand-Chanak-Uzbeki Border Road ^a
49	TAJ IP 4: Kurgan Tyube-Dusti-Nizhni Pianj Road Rehabilitation ^a
50	TAJ IP 5: Dushanbe-Tursunzade-Uzbek Border Road
51	UZB IP 1: CAREC Regional Road Improvement
52	UZB IP 2: Regional Railway
53	UZB IP 3: Acquisition of New Locomotives
54	UZB IP 4: Electrification: Kashi-Tashguzar Baisun-Kumgurgan Section
55	UZB IP 5: Electrification: Samarkand-Navoi and Samarkand-Kashi Sections
56	UZB IP 6: Electrification: Navoi-Bukhara and Bukhara-Kashi Sections
57	UZB IP 7: Electrification: Navoi-Uchkuduk Section
58	REG IP 1: Border Crossing Point Infrastructure and Investment ^a
59	REG IP 2: Enhancements of IT Systems at Customs
60	REG IP 3: Border Post Improvements and Joint Border Processing
61	REG IP 4: Trade and Industrial Logistics Centers with Information Exchange System
62	REG IP 5: Customs Modernization and Infrastructure Development ^a

^a Ongoing projects.

^b Development of an integrated transport model for road and railroad infrastructure will be supported by ADB in conjunction with this project.

Source: CAREC Transport Sector Coordinating Committee Secretariat and Customs Cooperation Committee Secretariat.

List of Technical Assistance Projects by Country

No.	Project Title
1	AFG TA 1: Preparing the Road Network III ^a
2	AFG TA 2: Salang Tunnel Expansion Feasibility Study
3	AFG TA 3: Kabul-Jalalabad Road Feasibility Study
4	AFG TA 4: Transport Sector Planning (All Modes)
5	AFG TA 5: Rail Feasibility Study (Shantikh–Herat)
6	AFG TA 6: Rail Feasibility Study (Hairatan–Mazare-e-Sharif–Herat and Shirkhan Bandar–Kunduz–Naibabad)
7	AFG TA 7: Rail Feasibility Study (Hairatan–Naibabad–Kabul–Torkham)
8	AZE TA 1: Road Maintenance
9	AZE TA 2: Feasibility Study for New Alyat Port
10	PRC TA 1: Logistics Development and Capacity Building in Xinjiang Uygur Autonomous Region ^a
11	PRC TA 2: Regional Customs Cooperation (Joint Control and One-Stop Inspection)
12	KAZ TA 1: Transport Sector Services Study
13	KAZ TA 2: Coordinator for CAREC
14	MON TA 1: Rehabilitation of Regional Airports ^a
15	MON TA 2: Ulaanbaatar Intermodal Logistics Park Feasibility Study
16	MON TA 3: Development Plan for Tsaganuur Free Trade Zone
17	MON TA 4: Comprehensive Master Plan for Development of Zamyn-Uud
18	MON TA 5: Regional Logistics Development ^a
19	TAJ TA 1: Transport Sector Master Plan ^a
20	TAJ TA 2: Vahdat-Yavan Railway Feasibility Study
21	TAJ TA 3: Dushanbe-Kyrgyz Border Railway Feasibility Study
22	TAJ TA 4: Kolkhazabad-Nizhni Pianji Railway
23	TAJ TA 5: Railway Electrification (Bekabad-Kanibadam)
24	UZB TA 1: Electrification of Tashkent-Angren Railway Feasibility Study
25	UZB TA 2: Angren-Pap Railway Feasibility Study
26	UZB TA 3: Upgrading the Bukhara Airport
27	REG TA 1: Collaborative Regional Operations and Maintenance of Corridors
28	REG TA 2: Equitable Road Maintenance User Charges and Cross Border Fees
29	REG TA 3: Facility and Process Improvements at Border Crossing Points
30	REG TA 4: Strengthening Capabilities of National Certification Agencies
31	REG TA 5: Product Certification Capability and Weighing Machine Standards
32	REG TA 6: CAREC Trade Portal
33	REG TA 7: Assistance in Implementation of WCO Recommendations for Customs
34	REG TA 8: Coordinating Cargo Processing through a National Single Window
35	REG TA 9: Simplified Transit Procedures
36	REG TA 10: Regional Customs Training and Development
37	REG TA 11: Standardized Cargo Declaration and Other Harmonized Requirements
38	REG TA 12: Strengthening Customs Guarantee Systems
39	REG TA 13: Development of Multimodal Transportation along CAREC Corridors
40	REG TA 14: Development of Coordinated National Transport Policies ^a
41	REG TA 15: Periodic Survey of Measures Affecting the Movement of Goods
42	REG TA 16: Establishment of a Third-Party Motor Vehicle Liability Insurance Regime
43	REG TA 17: International Road Transport Conventions and CAREC Road Transport Agreements
44	REG TA 18: Cross Border Agreements Among the PRC, KGZ, and TAJ
45	REG TA 19: Liability Insurance System for Transport Operators
46	REG TA 20: Supporting Management of Cross Border Railway Operations
47	REG TA 21: Reducing Transport Costs to Boost Trade
48	REG TA 22: Survey of Taxes and Charges Applicable to Transport and Trade
49	REG TA 23: Needs Assessment of Caspian Shipping Along CAREC Corridors
50	REG TA 24: Needs Assessment of Central Asian Civil Aviation
51	REG TA 25: Emergency Compliance with ICAO Requirements
52	REG TA 26: Institutional Support for Transport and Trade Facilitation
53	REG TA 27: Corridor Performance Monitoring and Reporting
54	REG TA 28: Rail and Intermodal Transport Feasibility Study for PRC-KGZ-UZB ^b
55	REG TA 29: Development of Logistics Centers and Rail Multimodal Hubs
56	REG TA 30: Development of Multimodal Transport Systems
57	REG TA 31: Supply Chain Training Institute
58	REG TA 32: Promote Containerization
59	REG TA 33: PSP in Transport Development and Trade Facilitation
60	REG TA 34: Financing Renewal of Vehicle Fleets and Equipment
61	REG TA 35: Common CAREC Approach to Road Vehicle Emission Standards
62	REG TA 36: Regional Road Corridor Safety Auditing
63	REG TA 37: Training of CAREC Experts in Aviation Safety Oversight to ICAO Standards
64	REG TA 38: Developing Inter-country Bus Services
65	REG TA 39: Facilitating Border Crossing for Drivers, Traders, and Migrant Workers

^a Ongoing projects.

^b Includes traffic forecast and economic assessment of the PRC–KGZ–UZB railway.

Source: CAREC Transport Sector Coordinating Committee Secretariat and Customs Cooperation Committee Secretariat.

CAREC Corridor 1: Europe – East Asia

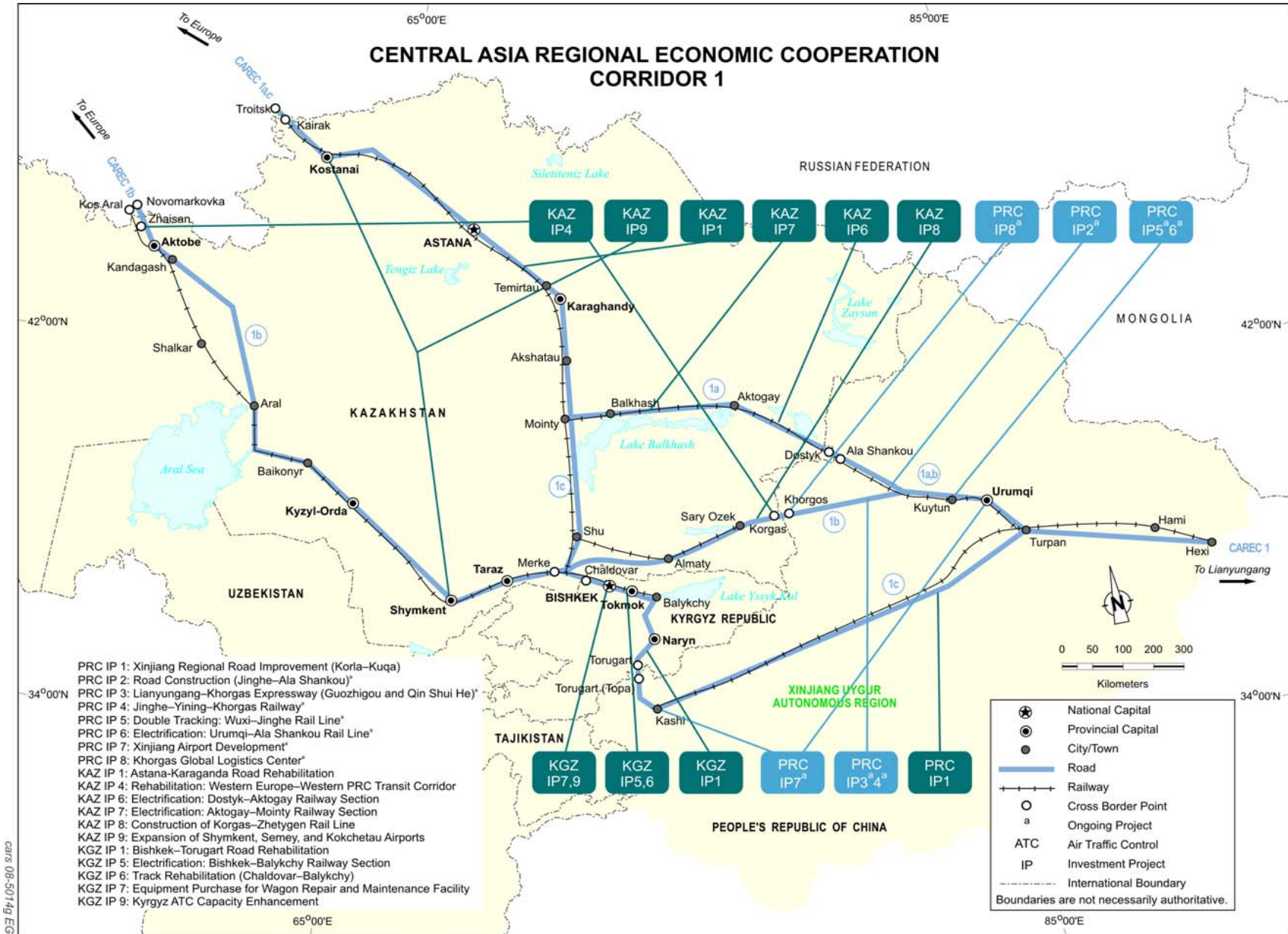
CAREC 1a		CAREC 1b		CAREC 1c	
Country	Route	Country	Route	Country	Route
RUS	Troisk (rail & road)	RUS	Orenburg	RUS	Troisk (rail & road)
KAZ	Kairak (rail & road)	KAZ	Kos Aral (rail) Novomarkovka (Sagarchin) (road)	KAZ	Kairak (rail & road)
	Kostanai		Zhaisan (rail & road)		Kostanai
	Astana		Aktobe		Astana
	Karaganda		Kyzyl-Orda		Karaganda
	Mointy		Shymkent		Mointy
	Aktogay		Taraz		Shu
	Dostyk (rail & road)		Almaty		Merke (rail)
PRC	Ala Shankou (rail & road)	PRC	Korgas (road)	KGZ	Chaldovar (rail)
	Kuytun		Khorgos (road)		Bishkek
	Urumqi		Jinghe		Balykchy
	Turpan		Kuytun		Naryn
	Hexi		Urumqi		Torugart (road)
			Turpan	PRC	Torugart(Topa) (road)
			Hexi		Kashi
					Kuqa
					Turpan
					Hexi

PRC=People's Republic of China; KAZ=Kazakhstan; KGZ=Kyrgyz Republic; RUS=Russian Federation.

- PRC IP 1: Xinjiang Regional Road Improvement (Korla-Kuqa)
 PRC IP 2: Road Construction (Jinghe-Ala Shankou)^a
 PRC IP 3: Lianyungang-Khorgos Expressway (Guozhigou and Qin Shui He)^a
 PRC IP 4: Jinghe-Yining-Khorgos Railway^a
 PRC IP 5: Double Tracking: Wuxi-Jinghe Rail Line^a
 PRC IP 6: Electrification: Urumqi-Ala Shankou Rail Line^a
 PRC IP 7: Xinjiang Airport Development^a
 PRC IP 8: Khorgos Global Logistics Center^a
 KAZ IP 1: Astana-Karaganda Road Rehabilitation
 KAZ IP 4: Rehabilitation: Western Europe-Western PRC Transit Corridor^b
 KAZ IP 6: Electrification: Dostyk-Aktogay Railway Section
 KAZ IP 7: Electrification: Aktogay-Mointy Railway Section
 KAZ IP 8: Construction of Korgas-Zhetygen Rail Line
 KAZ IP 9: Expansion of Shymkent, Semey and Kokchetau Airports
 KGZ IP 1: Bishkek-Torugart Road Rehabilitation
 KGZ IP 5: Electrification: Bishkek-Balykchy Railway Section
 KGZ IP 6: Track Rehabilitation (Chaldovar-Balykchy)
 KGZ IP 7: Equipment Purchase for Wagon Repair and Maintenance Facility
 KGZ IP 9: Kyrgyz Air Traffic Control Capacity Enhancement

^a Ongoing projects.

^b Development of an integrated transport model for road and railroad infrastructure will be supported by ADB in conjunction with this project.



CAREC Corridor 2: Mediterranean – East Asia

CAREC 2a		CAREC 2b	
Country	Route	Country	Route
GEO	Gabdabani (rail)	GEO	Gabdabani (rail)
	Red Bridge (road)		Red Bridge (road)
AZE	Beyuk Kesik (rail)	AZE	Beyuk Kesik (rail)
	Red Bridge (road)		Red Bridge (road)
	Agstafa		Agstafa
	Yevlakh		Yevlakh
	Baku (port)		Baku
KAZ	Aktau (port)	TKM	Turkmenbashi
	Beyneu (rail)		Ashgabat
	Tazhen (road)		Farap (rail & road)
UZB^a	Karakalpakya (rail & road)	UZB^a	Alyat (rail & road)
	Nukus		Bukhara
	Navoi		Navoi
	Samarkand		Samarkand
	Djizzak		Djizzak
	Bekabad (rail)		Bekabad (rail)
TAJ^a	Nau (rail)	TAJ^a	Nau (rail)
	Khujand		Khujand
	Kanibadam (rail)		Kanibadam
UZB^a	Suvanobad (rail)	UZB^a	Suvanobad
	Kokland		Kokland
	Andijan		Andijan
	Savay/Karasu (rail & road)		Savay/Karasu (rail & road)
KGZ	Kara Suu (rail & road)	KGZ	Kara Suu (rail & road)
	Osh		Osh
	Gulcha		Gulcha
	Sary Tash		Sary Tash
	Irkeshtan (road)		Irkeshtan (road)
PRC	Yierkeshitan (road)	PRC	Yierkeshitan (road)
	Kashi		Kashi
	Turpan		Turpan
	Hexi		Hexi

AZE=Azerbaijan; PRC=People's Republic of China; GEO=Georgia; KAZ=Kazakhstan;
 KGZ=Kyrgyz Republic; RUS=Russia; TAJ=Tajikistan; TKM=Turkmenistan; UZB=Uzbekistan.

^a Alternative road runs from Djizzak through Tashkent and Andijan to Osh.

AZE IP 1: East-West Highway Improvement^a

AZE IP 2: Railway Trade and Transport Facilitation

AZE IP 3: Acquisition of High Capacity Ferries and Ro/Ros by Caspian Sea Shipping

PRC IP 1: Xinjiang Regional Road Improvement (Korla-Kuqa)

PRC IP 7: Xinjiang Airport Development^a

KAZ IP 3: Aktau-Beyneu Road Rehabilitation

KAZ IP 10: Expansion of Aktau Port^a

KGZ IP 2: Southern Transport Road Rehabilitation (Osh-Sary Tash-Irkeshtan)^a

KGZ IP 8: Rehabilitation of Osh Airport

UZB IP 1: CAREC Regional Road Improvement

UZB IP 2: Regional Railway

UZB IP 3: Acquisition of New Locomotives

UZB IP 5: Electrification: Samarkand-Navoi and Samarkand-Kashi Sections

UZB IP 6: Electrification: Navoi-Bukhara and Bukhara-Kashi Sections

UZB IP 7: Electrification: Navoi-Uchkuduk Section

^a Ongoing projects.



CAREC Corridor 3: Russian Federation – Middle East and South Asia

CAREC 3a		CAREC 3b	
Country	Route	Country	Route
RUS	Rubtsovsk	RUS	Rubtsovsk
	Veseloyarsk (rail & road)		Veseloyarsk (rail & road)
KAZ	Aul (rail & road)	KAZ	Aul (rail & road)
	Semey		Semey
	Charskaya		Charskaya
	Aktogay		Aktogay
	Almaty		Almaty
	Merke		Merke (rail)
	Taraz		KGZ
	Shymkent	Kara Balta	
	Arys	Osh	
	Saryagash (rail) Zhibek Zholy (road)	Gulcha	
	UZB	Keles (rail)	UZB
Gisht Kuprik (road)		Karamik (road)	
Tashkent		Karamik (road)	
Syrdaryinskaya		Dushanbe	
Djizzak		Tursunzade	
Samarkand		Pakhtaabad (rail & road)	
Navoi		UZB	Saryasia (rail & road)
Bukhara			Shargun
Alyat (rail & road)	Termez		
Farap (rail & road)	Airatom (rail & road)		
TKM	Mary	AFG	Hairatan (rail & road)
Sarabs	Mazare-e-Sharif		
IRN	Sarakhs		Herat
			Islam Qila (road)
		IRN	Dogharoun (road)

AFG=Afghanistan; IRN=Iran; KAZ=Kazakhstan; KGZ=Kyrgyz Republic; RUS=Russian Federation; TAJ=Tajikistan; TKM = Turkmenistan; UZB=Uzbekistan.

AFG IP 1: Qaisar-Bala Murghab Road^a

AFG IP 2: Bala Murghab-Leman Road^a

AFG IP 3: Leman- Armalick Road

AFG IP 5: Naibabad-Hairatan Road^a

AFG IP 6: Rehabilitation of Regional Airports, Phase I

KAZ IP 2: Almaty-Kapchagay Road Rehabilitation

KAZ IP 5: Electrification: Almaty-Aktogay Railway Section

KAZ IP 9: Expansion of Shymkent, Semey and Kokchetau Airports

KGZ IP 2: Southern Transport Road Rehabilitation (Osh-Sary Tash-Irkeshtan)^a

KGZ IP 3: Reconstruction of Taraz-Talas-Suusamyrd Road^a

KGZ IP 4: CAREC Regional Road Corridor Improvement (Sary Tash-Karamik)

KGZ IP 6: Track Rehabilitation (Challdovar-Balykchy)

KGZ IP 7: Equipment Purchase for Wagon Repair and Maintenance Facility

KGZ IP 8: Rehabilitation of Osh Airport

KGZ IP 9: Kyrgyz Air Traffic Control Capacity Enhancement

TAJ IP 1: Dushanbe-Kyrgyz Border Road Rehabilitation, Phase II^a

TAJ IP 2: Dushanbe-Kyrgyz Border Road Rehabilitation, Phase III^a

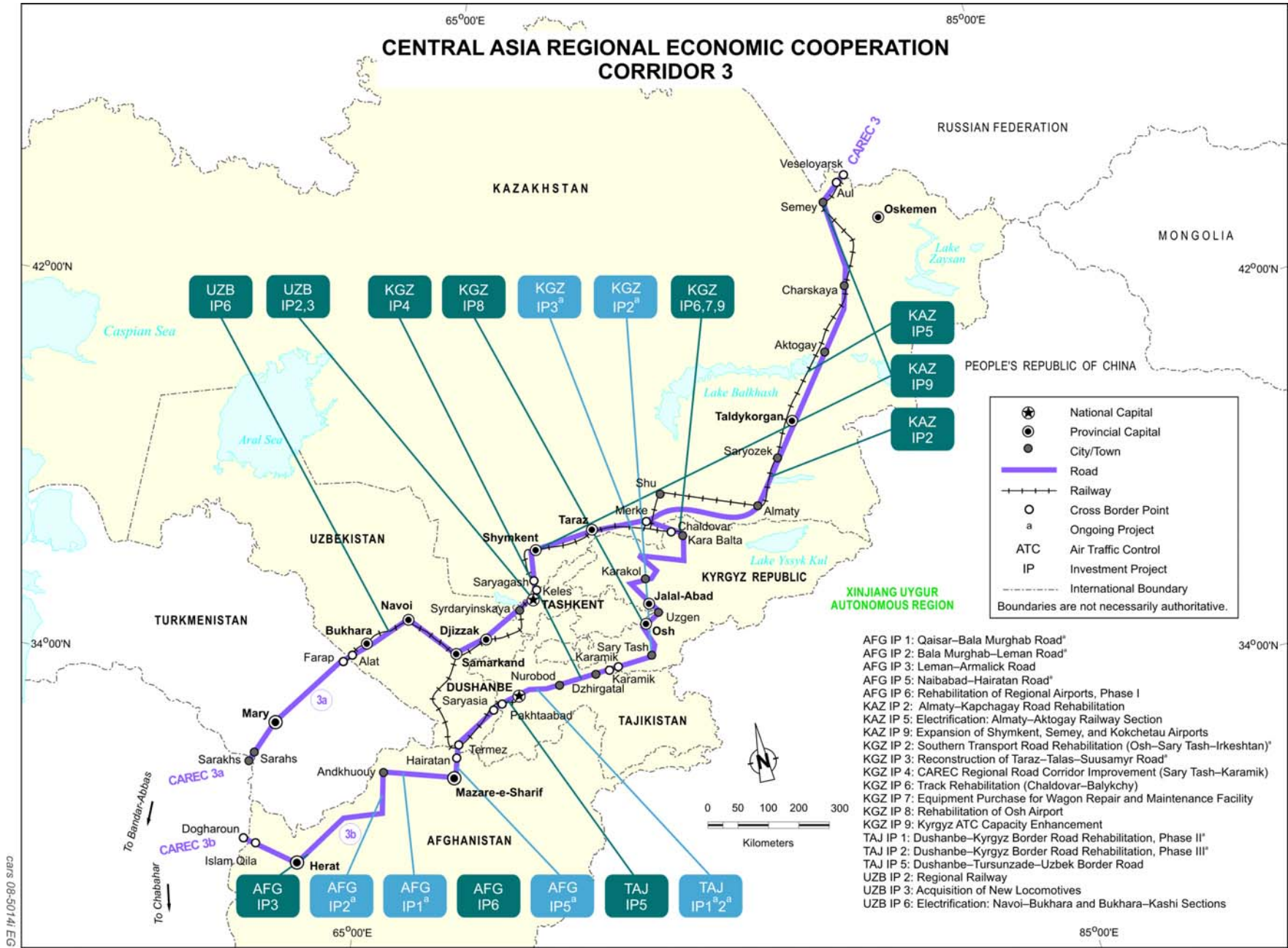
TAJ IP 5: Dushanbe-Tursunzade-Uzbek Border Road

UZB IP 2: Regional Railway

UZB IP 3: Acquisition of New Locomotives

UZB IP 6: Electrification: Navoi-Bukhara and Bukhara-Kashi Sections

^a Ongoing projects.



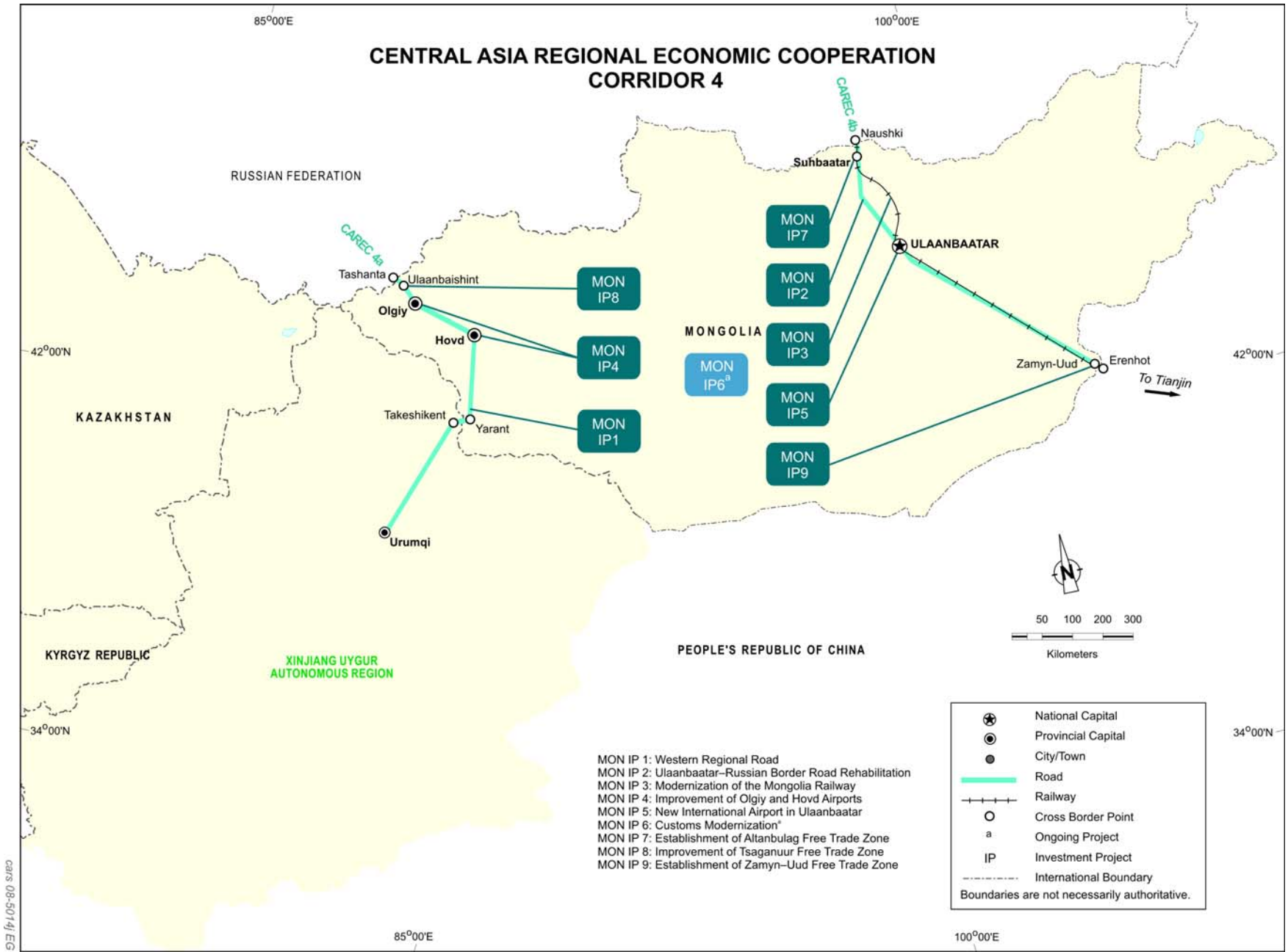
CAREC Corridor 4: Russian Federation – East Asia

CAREC 4a		CAREC 4b	
Country	Route	Country	Route
RUS	Tashanta (road)	RUS	Naushki (rail & road)
MON	Ulaanbaishint/Tsaganuur (road)	MON	Sukhbaatar (rail & road)
	Olgij		Ulaanbaatar
	Hovd		Zamyn-Uud (rail & road)
	Yarant (road)	PRC	Erenhot (rail & road)
PRC	Takeshiken (road)		
	Urumqi		

PRC=People's Republic of China; MON=Mongolia; RUS=Russian Federation.

- MON IP 1: Western Regional Road
- MON IP 2: Ulaanbaatar-Russian Border Road Rehabilitation
- MON IP 3: Modernization of the Mongolia Railway
- MON IP 4: Improvement of Olgij and Hovd Airports
- MON IP 5: New International Airport in Ulaanbaatar
- MON IP 6: Customs Modernization^a
- MON IP 7: Establishment of Altanbulag Free Trade Zone
- MON IP 8: Improvement of Tsaganuur Free Trade Zone
- MON IP 9: Establishment of Zamyn-Uud Free Trade Zone

^a Ongoing projects.



CAREC Corridor 5: East Asia – Middle East and South Asia

CAREC 5	
Country	Route
PAK	Landi Kotal (road)
AFG	Torkham (road)
	Kabul
	Kunduz
	Shirkhan Bandar (road)
TAJ	Nizhni Pianj (road)
	Kurgan Tyube
	Dushanbe
	Karamik (road)
KGZ	Karamik (road)
	Sary-Tash
	Irkeshtan (road)
PRC	Yierkeshitan (road)
	Kashi
	Turpan
	Hexi

AFG=Afghanistan; PRC=People's Republic of China; KGZ=Kyrgyz Republic; PAK=Pakistan; TAJ=Tajikistan.

AFG IP 4: Pul-e-Khumri–Doshi Road^a

PRC IP 1: Xinjiang Regional Road Improvement (Korla-Kuqa)

PRC IP 7: Xinjiang Airport Development^a

KGZ IP 2: Southern Transport Road Rehabilitation (Osh-Sary Tash-Irkeshtan)^a

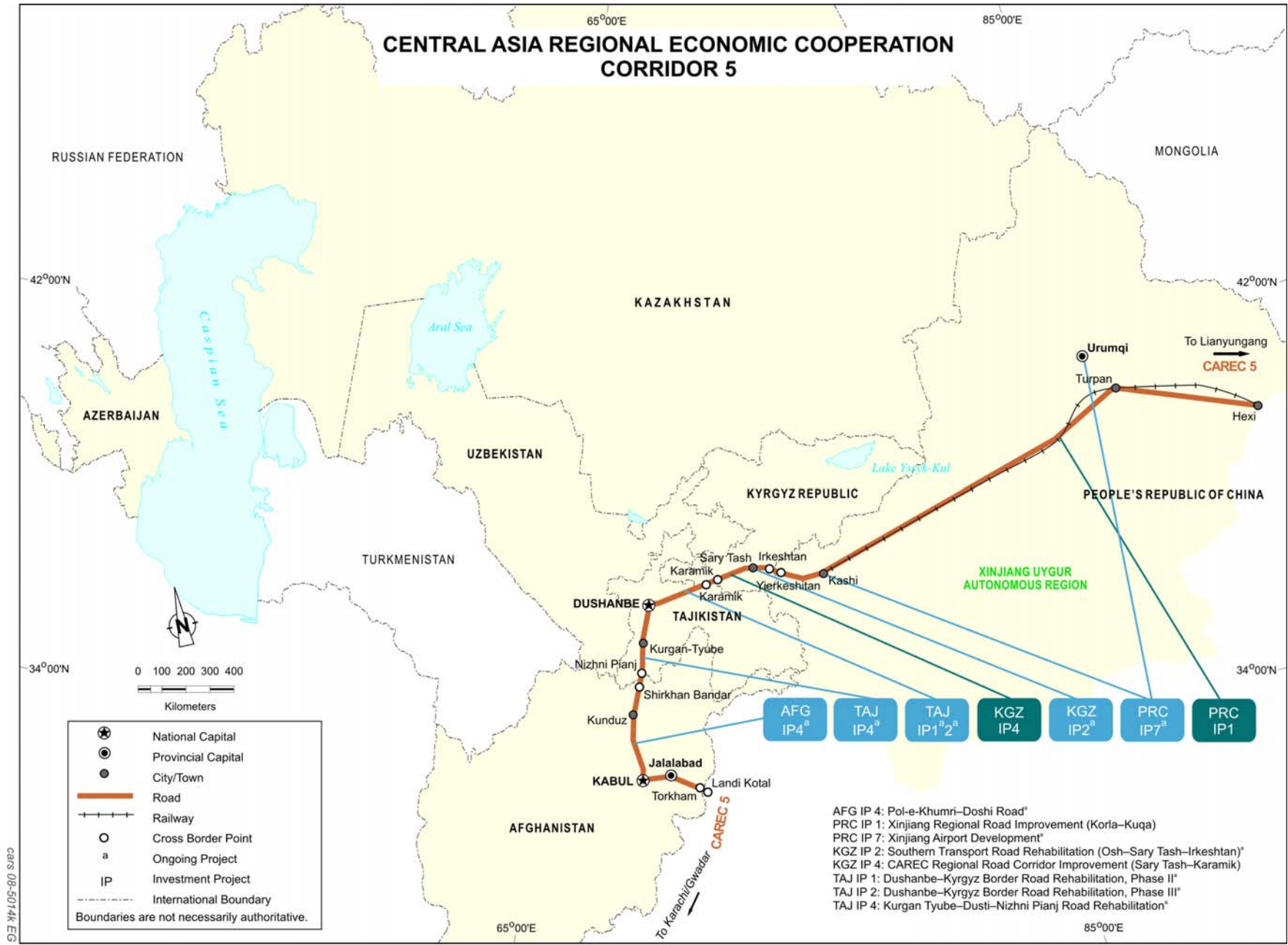
KGZ IP 4: CAREC Regional Road Corridor Improvement (Sary Tash-Karamik)

TAJ IP 1: Dushanbe-Kyrgyz Border Road Rehabilitation, Phase II^a

TAJ IP 2: Dushanbe-Kyrgyz Border Road Rehabilitation, Phase III^a

TAJ IP 4: Kurgan Tyube-Dusti-Nizhni Pianj Road Rehabilitation^a

^a Ongoing projects.



CAREC Corridor 6: Europe – Middle East and South Asia

CAREC 6a		CAREC 6b		CAREC 6c	
Country	Route	Country	Route	Country	Route
RUS	Aksarayskaya (rail) Krasnyi Yar (road)	RUS	Orenburg	RUS	Orenburg
KAZ	Ganyushking (rail) Kurmangazy (road)	KAZ	Kos Aral (rail) Novomarkovka (road)	KAZ	Kos Aral (rail) Novomarkovka (road)
	Atyrau		Zhaisan (rail & road)		Zhaisan (rail & road)
	Makat		Aktobe		Aktobe
	Beyneu (rail) Tazhen (road)		Kyzyl-Orda		Kandagash
UZB	Karakalpakya (rail & road)	UZB	Shymkent	UZB	Shalkar
	Nukus		Saryagash (rail)		Kyzyl-Orda
	Bukhara		Keles (rail)		Shymkent
	Tashguzar		Tashkent		Saryagash (rail)
	Baisun		Syrdaryinskaya		Keles (rail)
	Kumkurgan		Djizzak		Tashkent
	Termez		Samarkand		Khavast
	Airatom (rail & road)		Tashguzar		Istaravshan
AFG	Hairatan (rail & road)	AFG	Baisun	TAJ	Ayni
	Mazare-e-Sharif		Kumkurgan		Dushanbe
	Herat		Termez		Kurgan Tyube
	Islam Qila (road)		Airatom (rail & road)		Nizhni Pianj (road)
IRN	Dogharoun (road)	AFG	Hairatan (rail & road)	AFG	Shirkhan Bandar (road)
	Bandar-Abbas		Mazare-e-Sharif		Kunduz
			Herat		Kabul
			Islam Qila (road)		Torkham (road)
			Dogharoun (road)		Landi Kotal (road)
			Bandar-Abbas		Peshawar
					Karachi/Gwadar

AFG=Afghanistan; IRN=Iran; KAZ=Kazakhstan; PAK=Pakistan; RUS=Russian Federation; TAJ=Tajikistan;
UZB=Uzbekistan.

- AFG IP 1: Qaisar-Bala Murghab Road^a
- AFG IP 2: Bala Murghab-Leman Road^a
- AFG IP 3: Leman-Armalick Road
- AFG IP 4: Pul-e-Khumri–Doshi Road^a
- AFG IP 5: Naibabad-Hairatan Road^a
- AFG IP 6: Rehabilitation of Regional Airports, Phase I
- KAZ IP 4: Rehabilitation of Western Europe-Western PRC Transit Corridor^b
- TAJ IP 3: Dushanbe-Khujand-Chanak-Uzbeki Border Road^a
- TAJ IP 4: Kurgan Tyube-Dusti-Nizhni Pianj Road Rehabilitation^a
- UZB IP 1: CAREC Regional Road Improvement
- UZB IP 2: Regional Railway
- UZB IP 3: Acquisition of New Locomotives
- UZB IP 4: Electrification: Kashi-Tashguzar Baisun-Kumkurgan Section
- UZB IP 5: Electrification: Samarkand-Navoi and Samarkand-Kashi Sections
- UZB IP 7: Electrification: Navoi-Uchkuduk Section

^a Ongoing projects.

^b Development of an integrated transport model for road and railroad infrastructure will be supported by ADB in conjunction with this project.

