



# CAREC Transport Strategy 2030

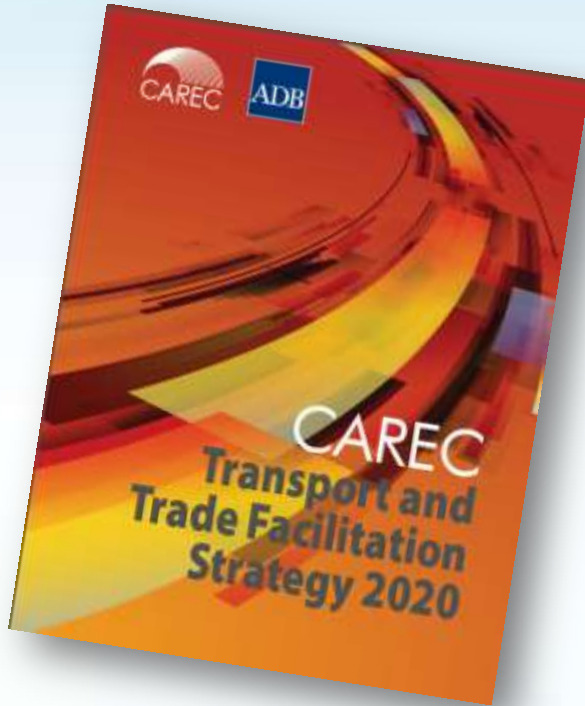
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# Outline

- I. Review of TTFS 2020**
- II. Driving Principles**
- III. Operational Pillars**
- IV. Implementation Approaches & Tools**
- V. Results Framework**
- VI. Milestones**

# I. Review of CAREC TTFS 2020



## A. Strategic priorities:

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



# I. Review of CAREC TTFS 2020

## **B. Outcomes**

Target (2020)	Achievement to Date (2019)
<p>Speed with delay (SWD) to travel 500 km on CAREC corridor section increases by 30% to 30 km/h (2010 baseline: 23.5 km/h)</p>	<ul style="list-style-type: none"> <li>✓ Overall average speed (SWD) – 21.3 km/h               <ul style="list-style-type: none"> <li>✓ Corridor 1 – 21.2 km/h</li> <li>✓ Corridor 2 – 25.2 km/h</li> <li>✓ Corridor 3 – 29.4 km/h</li> <li>✓ Corridor 4 – 19.5 km/h</li> <li>✓ Corridor 5 – 11.5 km/h</li> <li>✓ Corridor 6 – 22.6 km/h</li> </ul> </li> </ul>
<p>60% of the six CAREC road corridors with international roughness index (IRI) of less than 4 meters per km</p>	<ul style="list-style-type: none"> <li>✓ Total 30% of CAREC roads improved to IRI of less than 4 (2013-2018)</li> <li>✓ Deterioration of improved network is unknown due to incomplete RAMS implementation in CAREC countries</li> <li>✓ 3 Road Asset Management manuals have been prepared</li> </ul>
<p>A regional road safety strategy prepared by 2017 and its targets achieved by the CAREC countries by 2020</p>	<ul style="list-style-type: none"> <li>✓ CAREC Road Safety Strategy 2030 was endorsed in 2016.</li> <li>✓ 3 Road Safety Engineering (RSE) manuals prepared</li> <li>✓ 4 Regional RSE workshops held</li> <li>✓ 5 national Road Safety Engineering workshops completed</li> <li>✓ RSE principles were implemented in new road projects</li> </ul>



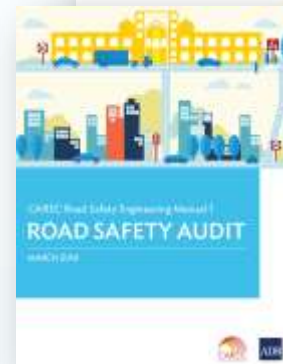
# I. Review of CAREC TTFS 2020

## C. Outputs

Target (2020)	Achievement to Date
Roads: 7,800 km of expressways or national highways built or improved	✓ 10,462 km built/improved
Three performance-based maintenance (PBM) contract programs initiated by 2020	<ul style="list-style-type: none"> <li>✓ PBM contracts have been piloted in several countries</li> <li>✓ One PBM project is under preparation in Kazakhstan</li> </ul>
Successful integration of road safety features into each CAREC road project	✓ Integrated in all new projects, financed by CAREC DPs
Rail: 1,800 km of new railways constructed and 2,000 km of railway tracks improved	<ul style="list-style-type: none"> <li>✓ 1,995 km new railways built</li> <li>✓ 4,033 km railways improved</li> </ul>
Logistics Centers (LC): 5 operational	<ul style="list-style-type: none"> <li>✓ 1 LC completed</li> <li>✓ 2 LCs in progress</li> </ul>
Border Crossing Points (BCP): At least 5 completed/improved	<ul style="list-style-type: none"> <li>✓ 2 BCPs improved</li> <li>✓ 4 BCPs in progress</li> </ul>

# I. Review of CAREC TTFS 2020

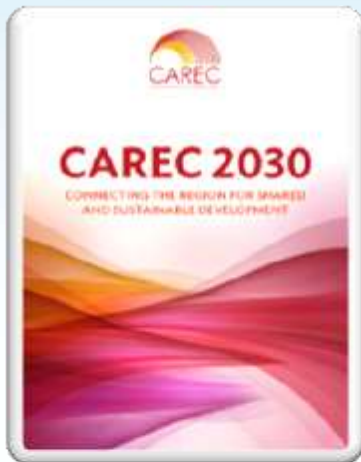
## D. Knowledge Work





## II. Driving Principles of CAREC Transport Strategy

### *Alignment with CAREC 2030 Strategy*



- A Regional Cooperation Platform to Connect People, Policies, and Projects for Shared and Sustainable Development
- Infrastructure and Economic Connectivity Cluster – Objective:
  - *Enhanced economic connectivity, and increased sustainability and resilience of regional infrastructure*

## II. Driving Principles

### *Think Regionally – Act Locally*

CAREC  
Transport  
Strategy



↔  
Strategic  
Alignment

National  
Transport  
Strategies or  
Action Plans



- Addressing specific country needs and conditions
- Aligned to CAREC Transport Strategy, hence with each other
- Contain specific country objectives and targets
- Based on specific national implementation arrangements
- Approved as the national regulatory act with assigned responsibilities and accountability





## II. Driving Principles

### ***Supporting Development of National Transport Strategies & Action Plans***

- CAREC DMCs have various arrangement for prioritizing their transport actions
- Upon request from DMCs, CAREC Secretariat will mobilize a consulting resources to help prepare national Transport Strategies/Action Plans for the entire sector and/or subsectors (road safety, railways, aviation, etc.)
- Training and capacity development activities will be offered to those DMCs, which plan to develop their national transport strategies by using internal resources



## II. Driving Principles

- Aligned with economic development and trade through the CAREC Strategy 2030 and CITA 2030
- Strongly aligned with CAREC strategic goals of improving connectivity and sustainability of transport systems and infrastructure
- High emphasis on quality and sustainability of transport projects rather than on volume and scale of infrastructure development and financing
- Knowledge products are demand driven and shall become high-level decision support tools for DMCs
- Performance reporting will be more CAREC Corridor and country specific, complemented by analytical reports to support country decision making



### III. Operational Pillars

#### *Contributing to Connectivity and Sustainability*

Cross-border  
Transport and  
Logistics

- Regional transport agreements
- Implementation of RIBS projects
- Scoping study for ports and logistics

Road and Road  
Asset Management

- Dissemination of knowledge products
- RAMS data collection and reporting

Road safety

- Implementation of the Road Safety Strategy

Railways

- Implementation of the Railway Strategy

Aviation

- Implementing recommendations of the CAREC Aviation Scoping Study

Aligned with CAREC 2030 goals  
to establish sustainable multimodal  
transport network to connect CAREC  
countries for shared economic  
development



### III. Operational Pillars

#### ***Pillar 1 – Cross-border Transport and Logistics***

- Improvement of the overall corridor management by country and by corridor, by reducing fragmentation between transport authorities, border security, customs and other national agencies
- Scoping study on CAREC ports and multimodal logistics
- Improvement of border crossing infrastructure, sea and dry ports, ICT and procedures to the international standards
- Strengthening bilateral and regional transport agreements to enable seamless international land and water transport
- Implementation of international transit customs guarantee and international transport agreements (TIR Convention, CMR Agreement, etc.)



## III. Operational Pillars

### *Pillar 2 – Roads and Road Asset Management*

- Implementation of Road Asset Management Systems to improve understanding of the national road assets and to road investment and maintenance decisions
- Focus on high quality transport investment projects (high economic and social impact, road safety, high asset maintainability, climate-resistant design, perfect safeguards and procurement practices)
- Increased private sector participation in construction, operations and maintenance of the road assets



## III. Operational Pillars

### *Pillar 3 – Road Safety*

- Phased implementation of the CAREC Road Safety Strategy 2030
- Implementing Pillar 2: Safer Roads requires significant investment in planning, training and capacity development, and financing of key interventions
- New CAREC road projects and initiatives, financially supported by MDBs will integrate road safety considerations in the project design



### III. Operational Pillars

#### *Pillar 4 – Railways*

- Phased implementation of the CAREC Railways Strategy 2030
- Focus on strengthening institutional and commercial capacity of the CAREC railways
- Promotion of modern technical and operational standards to make CAREC railways more cost-efficient, greener and safer
- Focus on high quality investment projects (high economic and social impact, high asset maintainability, climate-resistant design, perfect safeguards and procurement practices)



## III. Operational Pillars

### *Pillar 5 – Aviation*

- Phased implementation of connected sky principles, aligned with national economic and social development priorities
- Focus on high quality investment projects (high economic and social impact, high asset maintainability, climate-resistant design, perfect safeguards and procurement practices)
- Integration of the aviation sector investments with urban development plans and national tourism development priorities





## IV. CAREC Transport Projects

- CAREC Transport Strategy includes a list of priority projects, suggested by DMCs and development partners
- The list will be updated through annual Transport Progress Report and Rolling Actions Plan (TPR-RAP)
- Relevant attachment to the Strategy will be periodically revised and reprinted
- All CAREC transport projects will follow high quality design and implementation standards (on economic and social impact, safeguards, procurement, climate and gender actions, etc) in line with the development partners policies and guidelines
- Required support will be provided by the CAREC Program development partners to strengthen the projects preparation through inclusion of better *connectivity/sustainability* elements in the project design. Among other impacts of long term nature, such actions are expected to increase Economic Internal Rate of Return (EIRR) of individual projects.



## V. Implementation Approaches & Tools

- The CAREC program will now strongly focus on implementation following Think Regionally – Act Locally approach
- CAREC Program will significantly upscale analytical and advisory support to the CAREC DMCs
- New Knowledge Products will be developed to support DMCs governments in making high level policy and financial decisions on various transport decisions
- More knowledge and advisory services will be provided at the national level in response to demand from specific DMCs
- CAREC program will invite financial support from multilateral and bilateral partners to upscale technical assistance funding
- Strong partnership with the CAREC Institute for regional analytical and training activities

## V. Results Framework

Lessons	Revised approach
<p><b>Aggregated reporting:</b> not informative, no accountability</p>	<p><b>Disaggregated information:</b> DMCs will receive reports by country and by corridors to support their national actions</p>
<p><b>Cumulative data reporting:</b> total progress achieved since approval of the Strategy, but low visibility of trends, low explanatory value</p>	<p><b>Reporting of trends and changes:</b> analysis of changes and factor contributing to improved transport systems</p>
<p><b>Focus on numbers:</b> Achievements are reported, but not explained</p>	<p><b>Focus on knowledge:</b> Performance indicators will be supplemented by knowledge products to support decisions of national transport authorities</p>

# V. Results Framework

Pillar	Outcomes Indicators	Sources of information
<b>Roads and RAM</b>	<ul style="list-style-type: none"> <li>• Improvement on the CAREC Road Asset Management maturity model</li> <li>• Average speed of traffic without delays (SWOD), by corridors (CAREC CPMM)</li> </ul>	<ul style="list-style-type: none"> <li>• Self-assessment tool, validated by CAREC technical consultants with analysis and recommendations by country</li> <li>• Performance measurement and monitoring tool with analysis and recommendations by country</li> </ul>
<b>Railways</b>	<ul style="list-style-type: none"> <li>• Improved service level and operation efficiency of railways</li> <li>• CPMM average commercial speed (SWD and SWOD), by CAREC corridors</li> </ul>	<ul style="list-style-type: none"> <li>• Market satisfaction assessment, with analysis and specific recommendations by country</li> <li>• Performance measurement and monitoring tool with analysis and recommendations by country</li> </ul>
<b>Road Safety</b>	<ul style="list-style-type: none"> <li>• Reduction in the number of road crash fatalities on CAREC international road corridors</li> </ul>	<ul style="list-style-type: none"> <li>• Self-assessment and external monitoring (WHO) performance monitoring with analysis and recommendations by country</li> </ul>
<b>Aviation</b>	<ul style="list-style-type: none"> <li>• Number of CAREC country pairs achieving unrestricted third- and fourth-freedom rights</li> </ul>	<ul style="list-style-type: none"> <li>• Market analysis and reporting with recommendations by country</li> </ul>
<b>Transport &amp; Logistics Facilitation</b>	<ul style="list-style-type: none"> <li>• Average speed by corridors (SWD)</li> <li>• Time and cost to clear a border crossing point, by corridor and BCP</li> <li>• Logistics Perception Index improvement</li> </ul>	<ul style="list-style-type: none"> <li>• Performance measurement and monitoring tools with analysis and recommendations by country: CAREC CPMM (ADB), LPI (World Bank)</li> </ul>



## VI. Transport Strategy 2030 Preparation

- Initiated by 17<sup>th</sup> CAREC TSCC in April 2018
- Initial draft circulated to CAREC countries and development partners in March 2019, revised and approved by 18<sup>th</sup> CAREC TSCC in April 2019
- Further suggestions received during and after CAREC TSCC received in April-May, reviewed and incorporated
- Many valuable suggestions were provided by Afghanistan, Azerbaijan, PRC, Georgia, Pakistan, Uzbekistan. All countries suggested the list of priority projects for inclusion



## VI. Transport Strategy 2030 Preparation

SOM's approval  
and guidance  
for further  
refinement

NFPs' approval  
of the refined  
draft in  
September 2019

Endorsement at  
the 18<sup>th</sup> MC in  
November 2019



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