



Reference Document  
For Session 4 of the Senior Officials' Meeting  
June 2018

# **Transport Sector Progress Report and Work Plan 2018–2020**

**Senior Officials' Meeting  
Central Asia Regional Economic Cooperation  
27–28 June 2018  
Bangkok, Thailand**

## I. KEY DEVELOPMENTS

### A. Introduction

1. The 11 Central Asia Regional Economic Cooperation (CAREC) countries continue to implement the CAREC Transport and Trade Facilitation Strategy 2020 (TTFS 2020), which aims to establish competitive corridors, facilitate the movement of goods and people through these corridors, and provide sustainable, safe, and user-friendly transport networks.

2. Priority infrastructure work focuses on the construction and upgrade of roads and rail lines along the six CAREC multimodal corridors connecting the mainly landlocked CAREC countries to wider regional and global networks. In 2017, the CAREC member countries endorsed the revision of the multimodal corridors, extending Corridor 2—the East-West corridor that connects the People’s Republic of China, Central Asia, and Europe—to include Georgia and expand the CAREC multimodal network to the Black Sea ports and the land border with Turkey (For the revised map of the six CAREC multimodal corridors, see Appendix 1).

### B. Sector Implementation

#### (i) Overall Progress







3. This report covers progress made by the CAREC member countries in 2017 against the TTFS 2020 and subsequently the CAREC Transport Sector Work Plan 2017–2019. The CAREC TTFS 2020 Results-Based Framework identifies three targets to be achieved by 2020 for physical infrastructure: (i) 7,800 kilometers (km) of road constructed or rehabilitated<sup>1</sup>; (ii) 1,800 km of newly constructed railway track; and (iii) 2,000 km of renovated, electrified, or signalized railway track. In addition, the TTFS 2020 Results-Based Framework also targets five multimodal logistics centers to be operational and at least five BCPs in the region to be improved by 2020.

4. The TTFS 2020 and Work Plan continues to be implemented satisfactorily. As of end-2017, the progress of road and railway projects in CAREC countries has already surpassed the 2020 targets. For roads, 1,372 km of expressways or national highways built, upgraded or improved in 2017 bring the cumulative road infrastructure to 9,964 km, which exceeds the 7,800 km corridor length targeted for construction or improvement by 2020. Under railways, no new railway lines were completed while 325 km of railways were improved by electrification in Uzbekistan in 2017. The cumulative progress in railway (1,995 km new and 3,433 km of improved railway) has also surpassed the targets set for 2020. Table 1 shows details of the transport sector performance against the physical targets set by TTFS 2020 from 2008 through 2017. Appendix 2 shows the status of the 108 transport investment projects under the TTFS.

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<sup>1</sup> Should the TTFS 2020 road target be achieved, this will be indicative of having achieved improvement of more than 70% of the enlarged CAREC TTFS 2020 road network, assuming that roads previously assessed as in, or improved to, good condition have been properly maintained.

**Table 1: Annual Transport Sector Outputs (2008–2017)**

	<b>2008 Baseline Value</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017 Actual</b>	<b>2017 Target</b>	<b>Cumulative Progress</b>
Annual expressways or national highways built or improved (km)	181	254	1,154	953	1,116	1,312	1,450	809	1,363	1,372	475	
Cumulative expressways or national highways built or improved (km)	181	435	1,589	2,542	3,658	4,970	6,420	7,229	8,592	9,964	5,912	
Annual new railways built (km)	0	286	179	293	75	0	1,036	0	126	0	58	
Cumulative new railways built (km)	0	286	465	758	833	833	1,869	1,869	1,995	1,995	1,577	
Annual improved railways (km)	251	468	600	1,014	60	0	317	140	509	325	30	
Cumulative improved railways (km)	251	719	1,319	2,333	2,393	2,393	2,710	2,850	3,108	3,433	1,878	

CAREC = Central Asia Regional Cooperation; km = kilometer.

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

\*\*\*Need to update the length of road corridors with the expansion to Georgia. The current condition of those deemed in good condition in 2007 also need to be re-examined.

5. Progress also continues in other transport subsectors. Under ports and shipping, the expansion of Aktau Port was completed in 2017. The construction of the international seaport in Turkmenbashi was completed and started operations in May 2018. Logistics Center (LC) Turkmenbashi started operations in May 2018 while the construction of LC Zamyndud is expected to be completed by 2019. Two border crossing points (BCPs) in Tajikistan have been improved to date: BCP Dusti in 2015 and Guliston in 2016. Four more BCPs are being implemented under the Regional Improvement of Border Services (RIBS) project by the Asian Development Bank. The construction of BCP Karamyk in the Kyrgyz Republic is currently ongoing and expected to be completed in 2018. The BCPs Torkham, Chaman, and Wagha in Pakistan are under procurement, land acquisition and facility design.

## (ii) Implementation Progress by Country

6. **Afghanistan.** The transportation sector of Afghanistan continues to implement road and rail projects under TTFS 2020 projects as part of its strategy to rehabilitate the country's infrastructure. The construction of the 52 km section of the Ring Road between Leman and Armalik, financed by the Government of Saudi Arabia is ongoing. The Asian Development Bank (ADB) is financing the 151 km Qaisar-Dari Bum section of the remaining missing link of the Ring Road between Qaisar and Leman. The construction of the 31 km Pul-e-Khumri-Doshi section, financed by the Islamic Development Bank (IDB), is also ongoing. Also in progress is the construction of the Kabul-Jalalabad road, financed by ADB. A feasibility study and detail design for the construction of an alternative tunnel to the existing Salang tunnel is in progress, financed by ADB and the Afghanistan Infrastructure Trust Fund. Meanwhile, the World Bank (WB) is supporting the construction of the Baghlan-Bamiyan road as well as the rehabilitation of the existing Salang road and tunnel. For the rail sector, the construction of the 224 km Khaf–Herat Railway, connecting Iran and Afghanistan, is ongoing, supported by financing from the Iranian Government. The construction of the Torghundi railway station was completed in 2017.

7. **Azerbaijan.** Azerbaijan continues to implement railway, road, and maritime projects along CAREC Corridor 2. Under railway and trade facilitation, the rehabilitation of the East-West line is ongoing. Financing from WB is supporting the power supply, communication and signaling upgrades, while the reconstruction of the carriageway, planned to be completed by 2019, is financed by the Syndicate of Czech Banks and the Government of Azerbaijan. The construction of Baku International Sea Trade Port at Alyat is ongoing, also financed by the Government of Azerbaijan. Phase 1 is expected to be completed by 2018. The construction of two additional lanes in the 130 km Gyandja-Gazakh-Georgian border road is ongoing, financed by the European Bank for Reconstruction and Development (EBRD). The construction of a Logistics Center at the Baku International Sea Trade Port is planned as part of the government's program to establish a special economic zone at the port.

8. **People's Republic of China (PRC).** The People's Republic of China continues to support the implementation of TTFS 2020 projects through construction and maintenance of expressways along CAREC Corridors 1, 2, 4, and 5 within the PRC territory and through loan financing of investment projects by the Export-Import Bank of China and the Government of PRC. To advance transport and trade facilitation, the PRC is taking actions to operationalize the United Nations Transports Internationaux Routiers (TIR) Convention. The PRC appointed the Research Institute of Highway to manage the accreditation of transport companies, covering vehicle testing and issuing of approval certificates to PRC trucks. Furthermore, PRC continue to pursue bilateral transport agreements with CAREC member countries. In 2017, PRC signed a

bilateral agreement on international road transport with Uzbekistan. Consultation on a new agreement with Mongolia were initiated during the first quarter of 2018.

9. **Georgia.** Georgia's membership to CAREC in 2016 paved the way for the expansion of the CAREC corridor network to the Black Sea ports and the land border with Turkey. The 11 CAREC member countries endorsed the revised CAREC Corridors in October 2017 (Appendix 1). Corridor 2 now extends from the Red Bridge BCP along the East-West Highway (E60) towards the Black Sea ports in Poti, Batumi, and the planned Anaklia deep-sea port. It continues along the E70, traversing the Black Sea coast and ends at the Sarpi BCP with Turkey. In line with the Government of Georgia's plan to develop its logistics sector, the planned Tbilisi and Kutaisi Logistics Centers are proposed to be included among CAREC Logistics Centers. The expansion of Kutaisi International Airport and soft side initiatives including the implementation of European regulations in the national legislation to promote safer and secure air transport system in Georgia are proposed to be included as CAREC investment projects under the Aviation pillar.

10. **Kazakhstan.** Kazakhstan continues to implement TTFS 2020 projects along the CAREC Corridors 1, 2, 3, and 6. The Kazakhstan portion of the Western Europe - Western China Transit Corridor has been completed, covering 2,452 km between the borders with PRC and the border to the Russian Federation. The project was financed by ADB, EBRD, Japan International Cooperation Agency (JICA), IDB, WB, and the Government of Kazakhstan. The rehabilitation of Almaty-Kapshagai road (105 km), funded by the Government of Kazakhstan, was completed in 2017. The 305 km Almaty-Khorgos road, financed by the WB and the Government of Kazakhstan, has also been completed. The 100 km Shymkent-Tashkent road, financed by ADB, EBRD, and the Government of Kazakhstan, has been completed. Also completed was the expansion of Aktau port, financed by the Kazakhstan Development Bank, Aktau Sea Port and private investments. Ongoing road projects include the Astana – Karaganda road rehabilitation, financed by the Government of Kazakhstan. Construction is underway for the Aktau – Beyneu and Makat – Kandagash road rehabilitation projects, supported by financing from ADB and the Government of Kazakhstan.

11. **Kyrgyz Republic.** Progress of transport projects continues in Kyrgyz Republic along CAREC corridors 1, 2 and 3. The construction of Bishkek-Torugart Road (497 km), financed by the Export-Import Bank of China, the Arab Coordination Group, ADB, and the Government of Kyrgyz Republic was completed in 2017. The CAREC Corridor 3 Improvement Project (Bishkek-Osh road rehabilitation) is ongoing, financed by a loan and grant from ADB, the Eurasian Development Bank, and the Government of Kyrgyz Republic's own budget. The rehabilitation of the 497 km North-South Road (Balykchy-Kochkor-Aral-Kazarman-Jalal-Abad), which links transport corridors CAREC Corridor 3 (Bishkek-Osh) and CAREC Corridor 1 (Bishkek-Naryn-Torugart) was completed in 2017. This project is financed by a loans from the Export-Import Bank of China, ADB the the government's own budget. Under aviation, the Kyrgyz air traffic control System Capacity Enhancement project financed by JICA, is ongoing.

12. **Mongolia.** Mongolia continues to implement transport projects along CAREC Corridor 4. The construction of the Western Regional Road Development to the PRC border is ongoing. Also in progress are the construction of the access road from Ulaanbaatar to the new international airport; the Western Regional Road Development Phase 2, connecting Ulaanbaishint (border point to Russia) and Yarant (border point to PRC); and the Undurkhaan-Baruun-Urt-Bichigt-Huludao/Chifeng-Jinzhou road. In Aviation, the construction of the new international airport in Ulaanbaatar is in progress, supported by financed by JICA and the Government of Mongolia's own budget. Under logistics, construction is ongoing for the Zamyn

Uud Logistics Center, financed by a loan and grant from ADB. The development of a national road safety policy and action plan is also in progress, supported by a technical assistance from ADB.

13. **Pakistan.** Progress continues towards the completion of transport projects along Corridors 5 and 6 in Pakistan. The Hasanabdal-Havelian section of the E-35 expressway, which will provide a link to Northern Pakistan and PRC via Karakoram Highway is under construction, financed by ADB, the Department for International Development (DFID) and the Government of Pakistan. A total of 45.5 km has been completed and opened to traffic in 2017. The 62 km Gojra-Shorkot (Section 2) of M-4 Motorway is also underway, financed by a loan from ADB and a grant from DFID. Section 3 of M-4 Motorway (64 km from Shorkot to Khanewal) is also in progress, financed by ADB, the Asian Infrastructure Investment Bank (AIIB), DFID, and the Government of Pakistan. The improvement of BCP infrastructure at Torkham, Wagha, and Chaman, supported by a loan from ADB under the CAREC Regional Improving Border Services (RIBS) Project is under procurement of civil works. A railway rehabilitation of the main trunk line (ML-1) between Karachi and Peshawar is planned under China-Pakistan Economic Corridor (CPEC) program.

14. **Tajikistan.** Tajikistan continues to implement road, railway, and logistics projects along CAREC Corridors 3, 5, and 6. The rehabilitation of the Vose-Khovaling and Sairon-Karamyk roads (174 km) under the CAREC Corridors 3 and 5 Enhancement Project, financed by ADB and the Government of Tajikistan, has been completed. The CAREC Corridor 3 (Dushanbe-Uzbekistan Border) is ongoing and expected to be completed in 2018, supported by loans from ADB, EBRD, AIIB and the Government of Tajikistan's own budget. Construction for the Dushanbe - Kurgan-Tyube road (33.2 km), financed by ADB, the Organization of Petroleum Exporting Countries (OPEC), and the Government of Tajikistan, started in 2017. The alignment design and feasibility study for the construction of the Kholkhozabad-Dusti-Panji-Poyon-Afghan border railway line (50 km) is in progress.

15. **Turkmenistan.** Turkmenistan continues to implement multimodal and logistics projects along CAREC Corridor 2, supported by the Government of Turkmenistan's own budget. The two CAREC railway projects have already been completed. The construction of the International Seaport in Turkmenbashi, which includes a logistics center, was completed and started operations in May 2018. The rehabilitation of the Ashgabat-Turkmenbashi Highway is ongoing, with 245.2 km rehabilitated by end-2017.

16. **Uzbekistan.** Uzbekistan continues to implement road, rail, and trade facilitation projects along CAREC Corridors 2, 3, and 6. Under railways, the electrification of Karshi-Termez railway section (325 km) was completed in 2017, supported by a loan from JICA and O'zbekiston Temir Yo'llari's (UTY) own funds. This follows the successful electrification of the 140 km Marakand-Karshi line (CAREC Corridor 6) in 2016. The electrification of the Marokand-Navoi-Bukhara railway section (452 km) is planned to be completed by 2022, to be financed by AIIB and the Government of Uzbekistan. Meanwhile, the electrification of the Pap-Namangan-Andijan was initiated in 2017 and expected to be completed by 2021, financed by ADB and UTY's own funds. The CAREC Corridor 2 Road Investment Program (Phase 2), which rehabilitated 175 km of the A380 Highway was completed in 2017. Phase 3, which aims to reconstruct 220 km of road in Tashkent, Namangan and Bukhara oblast is in progress, financed by ADB and the Government of Uzbekistan. Also ongoing is the reconstruction and modernization of the M39, financed by IDB and the Government of Uzbekistan. Under aviation, the construction of hangar for Boeing-787 maintenance is ongoing and expected to be completed by 2020, financed by the

Uzbekistan Airways' own funds and a loan from the Uzbekistan Reconstruction and Development Fund.

### (iii) Implementation Progress by Priority Area

17. The transport sector implements the TTFS 2020 through initiatives in five priority areas, namely (i) road safety, (ii) railways, (iii) road asset management, (iv) cross-border transport facilitation, and (v) aviation. Progress and accomplishments under the five pillars are summarized below.

#### Road Safety

18. CAREC countries are currently implementing [Safely Connected: A Regional Road Safety Strategy for CAREC Countries \(2017–2030\)](#), a regional road safety strategy (RSS) endorsed by the 15<sup>th</sup> Ministerial Conference in November 2016. Following the framework provided by the United Nations Global Plan for the Decade of Action for Road Safety 2011-2020, the CAREC RSS rests on the five pillars that underpin road safety planning: (i) road safety management, (ii) safer roads, (iii) safer vehicles, (iv) safer road users, and (v) post-crash care. Initial implementation efforts focused on pillar 2 (safer roads) through the conduct of two regional workshops in Dushanbe (August 2018) and Istanbul (April 2018), as well as the development of a series of three manuals on [road safety audits](#), [safer road works](#), and [roadside hazard management](#).

19. In 2017, Tajikistan (the host country to CAREC in 2017), took major steps in championing road safety. A national road safety plan, developed during consultation workshops among transport officials and stakeholders, is currently being finalized. Tajikistan also launched a seat belt awareness campaign, conceptualized by ADB, financed by EBRD, and jointly implemented by the European Association for the Study of Science and Technology and the Young Generation of Tajikistan (a Tajik NGO). Through a baseline survey, the campaign found that only 22.5% of drivers wore seat belts and only 3.3% of children used child seats. Advertising campaigns were launched through various media including print, radio and television advertisements, which covered 98% of the country. Tajikistan has an existing law mandating the use of seat belts in both front and back seats of all vehicles. However, there was no legal sanctions such as fines or penalties for breaking said law. As a result of the campaign, new sanctions have been introduced for not using seat belts.

#### Road Asset Management

20. Road Asset Management was identified as a key priority to the TTFS 2020 in recognition of the continuing challenge to meet adequate levels of financial and technical inputs to maintain existing and new road assets along CAREC corridors. To support knowledge sharing on road asset management, three knowledge products supporting road asset management have been completed ([Compendium of Best Practices in Road Asset Management](#), [Guide to Performance-Based Road Maintenance Contracts](#), and Decision Makers' Guide to Road Tolling in CAREC Countries).

21. Following agreements made during the 16<sup>th</sup> TSCC, the countries completed a RAM survey to (i) determine RAM needs in CAREC countries, and (ii) provide information for the conceptualization of RAM projects and support the implementation of performance-based road maintenance contracts in CAREC countries. Information from the survey will serve as inputs in planning investments and technical assistance in RAM under the CAREC program.

## Railways

22. CAREC countries took initial steps to implement of the CAREC Railway Strategy ([\*Unlocking the Potential of Railways: A Railway Strategy for CAREC \(2017-2030\)\*](#)), which was endorsed by the 15th Ministerial Conference in October 2016 and aims to guide the long-term development of CAREC railways. During the 3<sup>rd</sup> RWG meeting held in Tbilisi (May 2017), CAREC countries agreed on practical measures to implement the railway strategy. The following actions were initiated in 2017: (i) development of a compendium of case studies on emerging best practices such as the use of information technology, unified bills, automatic management systems, and environment issues, (ii) development of a compendium development of a compendium of model agreements on tariffs, customer feedback, cross-border processes, and safety and security, (iii) literature review of existing traffic/demand studies, (iv) and set-up of social communication channels to facilitate regular information exchange.

## Cross-Border Transport Facilitation

23. The transport facilitation regime in the CAREC region is regulated by multiple transport facilitation agreements, which allow movement of vehicles and cargo across borders. Bilateral and plurilateral transport agreements primarily focus on traffic rights regulation, while international agreements and conventions establish general harmonized procedures for movement of vehicles, cargo and crew across borders.

24. With the recent accession of Pakistan and PRC to the UN Transports Internationaux Routiers (TIR) Convention, the entire CAREC region is now covered by the TIR customs transit guarantee system. A number of development partners are providing technical assistance to assist Pakistan in the implementation of the TIR Convention, including the International Road Transport Union (IRU) and the Government of the United States through USAID. A DFID-financed and ADB-administered large scale technical assistance project also includes transport facilitation component to assist Pakistan in implementing the TIR system and CMR Convention likely to be acceded by Pakistan in the near future. PRC is in the process of rolling out the operation of the TIR system.

## Aviation

25. The strategic location of CAREC countries means that the region has the potential to serve as a hub for aviation, including for both passengers and freight. The land-locked nature of many CAREC countries makes air transport an essential mode. During the 15th CAREC Ministerial Conference, held in October 2016, Prime Minister Nawaz Sharif of Pakistan encouraged CAREC countries to work toward more regional integration in the aviation sector. In support of this initiative, a consultation workshop was held in Singapore in April 2017. The participants proposed that aviation be recognized as a new pillar within the CAREC transport program.

26. The 16<sup>th</sup> TSCC in Tbilisi, Georgia (May 2017) endorsed the inclusion of aviation as a fifth pillar under the CAREC transport sector. Furthermore, the 16<sup>th</sup> TSCC endorsed the development of a Scoping Study on CAREC aviation to understand the current state of aviation in the CAREC region and identify areas in which CAREC activities can enhance regional connectivity and economic development through aviation. The Aviation Scoping Study was completed in 2017.





## II. Sector Work Program for 2018

### Development of the CAREC Transport Strategy 2030

27. During the 17<sup>th</sup> TSCC meeting in April 2018, the member countries agreed to develop a CAREC Transport Strategy 2030 to be discussed during the 18<sup>th</sup> TSCC meeting in 2019. This new strategy will be aligned with CAREC 2030 and build on the success, as well as take into account lessons learned from implementing TTFS 2020. The development of the strategy will start with a thorough review of the implementation of the TTFS 2020. It will incorporate the long-term development of railways as envisioned in the CAREC Railway Strategy 2030, pursue initiatives to make CAREC corridors safer as outlined in the CAREC Road Safety Strategy 2030, and deepen work in new subsectors (such as aviation), thereby ensuring that the transport sector continues to provide a strong backbone for sustainable development in the region. The new strategy will be augmented by four sets of 3-year action plans with more detail on projects and activities under a 3-year planning horizon.<sup>2</sup>

### Alignment of Sector Work with CAREC 2030

28. Transport remains a major sector in CAREC 2030 as part of a broader operational cluster encompassing infrastructure and economic connectivity. In line with Sustainable Development Goals (SGD)'s call for reliable and sustainable infrastructure, CAREC 2030 deepens support for railways, road safety and road asset management. New areas such as aviation and logistics infrastructure are key elements under CAREC 2030's connectivity strategy.

29. The transport sector's current work under the five priority areas of road safety, road asset management, railways, cross-border transport facilitation, and aviation are already compatible with the CAREC 2030 transport connectivity strategy. Transport interventions in the planned Transport Strategy 2030 will continue promoting sustainability and resilience of regional infrastructure, as outlined in CAREC 2030. The planned CAREC Transport Strategy 2030 will incorporate a results framework consistent with that of the Infrastructure and Economic Connectivity Cluster under CAREC 2030.

### Planned Activities in 2018 by Priority Area

30. Specific activities under each priority area are listed in Table 2.

**Table 2. Transport Sector Activities for 2018**

Priority Area	Activities	Timeframe
Road Safety	CAREC Transport Secretariat to disseminate the 3 Road Safety Engineering Manuals to CAREC countries	Q2-Q4 2018
	CAREC countries to complete road safety engineering action plans	Q2-Q4 2018
Road Asset Management	CAREC Transport Secretariat to disseminate the 3 RAM knowledge products to CAREC countries	Q2-Q4 2018
	CAREC countries to start developing a unified reference location system	Q2-Q4 2018

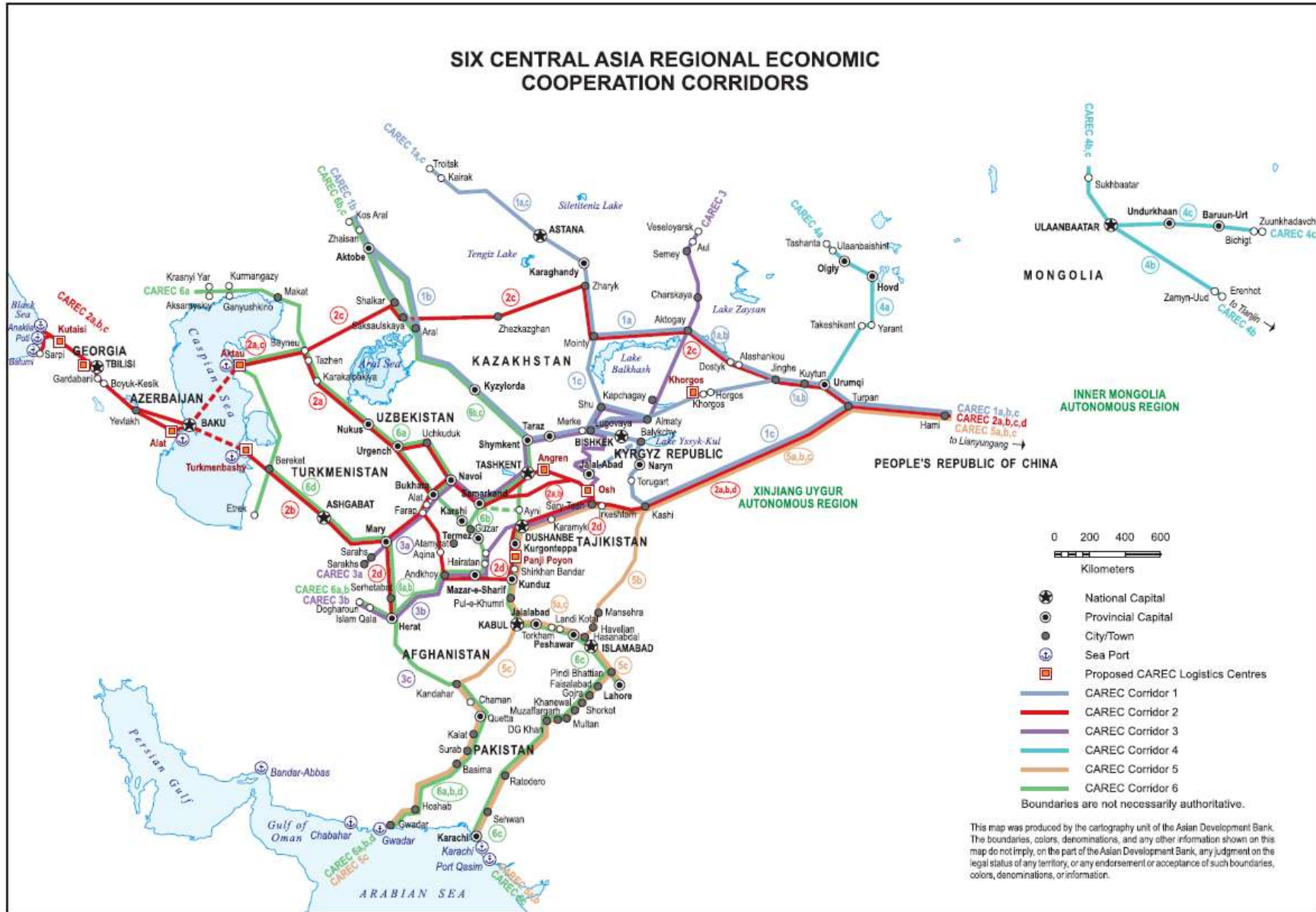
<sup>2</sup> 2018-2020, 2021-2023, 2024-2026, 2027-2029.

<b>Railways</b>	CAREC Secretariat to develop a regional technical assistance to support the implementation of the CAREC Railway Strategy	Q2-Q4 2018
	Hold the 4 <sup>th</sup> Railway Working Group meeting	Q3-Q4 2018
<b>Transport Facilitation</b>	Development partners to continue supporting implementation of international transport conventions, particularly TIR Convention, CMR Agreement, and Harmonization Convention	Q2-Q4 2018
	Secretariat to prepare a knowledge product on cross-border transport and logistics facilitation	Q3-Q4 2018
<b>Aviation</b>	CAREC countries to disseminate the aviation scoping study and hold country knowledge workshops on knowledge development upon request of member countries	Q3-Q4 2018
<b>Overall Transport</b>	CAREC Secretariat to prepare the Transport Strategy 2030; CAREC countries to continue implementation of ongoing investment projects under TTFS 2020	Q3 2018- Q1 2019
	CAREC Secretariat to prepare a new regional technical assistance to support (i) the development and implementation of the Transport Strategy 2030 and (ii) knowledge sharing and services in CAREC Transport	Q3-Q4 2018

#### IV. KEY ISSUE FOR GUIDANCE BY THE SOM

31. **Transport Strategy 2030.** The SOM is requested to endorse the preparation of a new transport strategy, which will be aligned with CAREC Strategy 2030; build on achievements made and lesson learned from implementing the TTFS 2020; and deepen work in new areas to promote reliable, resilient and sustainable transport in the CAREC region.

APPENDIX 1: REVISED CAREC CORRIDOR MAP



## APPENDIX 2: LIST OF INVESTMENT PROJECTS BY COUNTRY

No.	Country	IP No.	Project Title	Cost (\$ million)	Implementation Period	Status
1	AFG	IP 1	Qaisar–Bala Murghab Road	407	2012–2023	Ongoing
2	AFG	IP 3	Laman–Armalick Road	39	2012–	Ongoing
3	AFG	IP 4	Pul-e-Khumri–Doshi Road	21	2013–	Ongoing
4	AFG	IP 8	Construction of Kabul–Jalalabad Road	172	2011–2019	Ongoing
5	AFG	IP 9	Rozanak/Ghorian–Herat Railway Line Construction (Iran–Afghanistan)	150	2015–2020	F/S completed
6	AFG	IP 11.1	Construction of Shirkhan Bandar–Kunduz–Kholam–Naibabad– Andkhoy–Herat Railway	2,000	2015–2020	F/S completed
7	AFG	IP 12	Construction of Aqina–Andkhoy Railway (Turkmenistan–Afghanistan)	75	2016–2020	F/S completed
8	AFG	IP 101	Construction Turkmenistan Border–Herat Railway	TBD	2015–2020	Pre-F/S completed
9	AFG	IP 102	Salang Road Tunnel	1,000	2014–2020	Ongoing
10	AFG	IP 103	Rehabilitation of Mazar-e-Sharif–Kunduz Road	99	2011–	Ongoing
<b>Subtotal</b>				<b>3,963</b>		
11	AZE	IP 1	East–West Highway (Yevlakh-Ganja: additional two lanes; Ganja Ring Road: four lanes)	237	2007–2014	Completed
12	AZE	IP 2	Railway Trade and Transport Facilitation: Reconstruction of Azerbaijan Railways	1,754	2010–2020	Ongoing
13	AZE	IP 3	Acquisition of High Capacity Ferries and Ro/Ros by Caspian Sea Shipping	69	2010–2014	Completed
14	AZE	IP 4	Construction of Baku International Sea Trade Port Complex (Alyat)	440	2011–2018 (Phase 1)	Ongoing
15	AZE	IP 5	Hajigabul–Yevlakh and Ganja–Qazakh Roads (Hajigabul-Kurdamir: additional two lanes; Kurdamir-Ujar-Yevlakh: additional two lanes; Ganja-Gazak-Georgian Border: additional two lanes)	1,648	2011–2021	Ongoing
16	AZE	IP 101	LC Baku Port at Alyat	TBD	TBD	Planned
<b>Subtotal</b>				<b>4,148</b>		
17	KAZ	IP 1	Astana–Karaganda Road Rehabilitation	415	2013–2018	Ongoing
18	KAZ	IP 2	Almaty–Kapchagay (Kapshagai) Road Rehabilitation	208	2013–2017	Completed
19	KAZ	IP 3	Aktau–Beyneu Road Rehabilitation (MFF CAREC Corridor 2: Mangystau Oblast Section)	718	2010–	Ongoing
20	KAZ	IP 4	Rehabilitation of Western Europe–Western PRC Transit Corridor	4,670	2009–2016	Completed

			(Aktubinskaya Oblast, Kazakhstan, to Xinjiang, PRC)			
21	KAZ	IP 5	Electrification of Almaty–Aktogay Railway Section	740	TBD	Planned
22	KAZ	IP 6	Electrification of Dostyk–Aktogay Railway Section	510	TBD	Planned
23	KAZ	IP 7	Electrification of Aktogay–Mointy Railway Section	740	TBD	Planned
24	KAZ	IP 10	Expansion of Aktau Port (Phase 1&2)	124	2006-2015	Completed
			Expansion of Aktau Port (Phase 3) – New Project	126	2012-2015	Completed
25	KAZ	IP 13	Construction of New Railway Line Zhezkazghan–Saksaulskaya	3,032	2012–2016	Completed
26	KAZ	IP 17	Shymkent–Tashkent Road	267	2012–2016	Ongoing
27	KAZ	IP 101	Almaty–Khorgos Road	1,068	2013–2017	Completed
28	KAZ	IP 102	BCP Improvement for Road Vehicles at Dostyk	8	2014–	Ongoing
29	KAZ	IP 103	Railway BCP at Dostyk	300	TBD	Planned
30	KAZ	IP 104	Road BCP at Khorgos	8	2014–	Ongoing
31	KAZ	IP 105	BCP Improvement for Road Vehicles at Tazhen	8	2014–	Ongoing
32	KAZ	IP 106	BCP Improvement for Road Vehicles at Konysbaeva	3	2014–	Ongoing
33	KAZ	IP 107	LC Aktau Port	31	TBD	Planned
34	KAZ	IP 108	LC Khorgos	85	2014–	Ongoing
<b>Subtotal</b>				<b>13,061</b>		
35	KGZ	IP 1	Bishkek–Torugart Road Rehabilitation	453	2010–2017	Completed
36	KGZ	IP 4	Electrification of Lugovaya–Bishkek (Alamedin) Railway	250	TBD	Planned
37	KGZ	IP 5	Rehabilitation of Balykchy–Chaldovar–Lugovaya Railroad	65	TBD	Planned
38	KGZ	IP 6	Equipment Purchase for Wagon Repair/Maintenance Facility for Rail	18	TBD	Planned
39	KGZ	IP 7	Reconstruction of Osh International Airport	105	TBD	Planned
40	KGZ	IP 8	Kyrgyz ATC System Capacity Enhancement	15	2016–	Ongoing
41	KGZ	IP 9	Rehabilitation of Bishkek–Osh Road	192	2014–2019	Ongoing
42	KGZ	IP 11	Construction of the Northern Bypass Road (Bishkek–Kara-Balta)	350	TBD	Planned
43	KGZ	IP 102	North–South Road: Balykchy–Kochkor–Aral–Kazarman–Jalal-Abad	850	2014–2020	Ongoing
44	KGZ	IP 104	BCP Improvement for Road Vehicles at Karamyk	8	2016–2018	Ongoing
45	KGZ	IP 105	LC Osh	15	TBD	Planned
<b>Subtotal</b>				<b>2,321</b>		
46	MON	IP 1	Western Regional Road Development (PRC Border at Yarant–Khovd–Ulgii–Ulaanbaishint)	145	1995–2018	Ongoing
47	MON	IP 2	Regional Road Development (Construction of Altanbulag-Ulaanbaatar-Zamiin-Uud)	126	1995–2014	Completed
48	MON	IP 5	Construction of New International Airport in Ulaanbaatar	591	2008–2018	Ongoing
<b>No.</b>	<b>Country</b>	<b>IP No.</b>	<b>Project Title</b>	<b>Cost (\$ million)</b>	<b>Implementation Period</b>	
49	MON	IP 10	Access Road to the New International Airport in Ulaanbaatar	140	2015–2018	Ongoing

50	MON	IP 11	Western Regional Road Development Phase 2 MFF—Bayan Ulgii and Khovd Aimags (provinces)	120	2012-2019	Ongoing
51	MON	IP 12	Railway Rolling Stock Maintenance Depot	59	2020–2030	Planned
52	MON	IP 13	Railway Centralized Traffic Control Center	29	2020–2030	Planned
53	MON	IP 14	Ulaanbaatar City Railway Passenger Station	36	2020-2030	Planned
54	MON	IP 101	Undurkhaan (AH32)—Baruun-Urt—Bichigt—Huludao/ Chifeng—Jinzhou Road	268	2014–2020	Ongoing
<b>Subtotal</b>				<b>1,514</b>		
55	PAK	IP 101	Realignment of Karakoram Highway at Hunza due to Attabad Lake Overflow, N-35	281	2012–2015	Completed
56	PAK	IP 103	Karachi–Hub-Dureji–Sehwan–M-7 (250 km), New Alignment, 6-Lane Motorway	1,050	2020-2025	Planned
57	PAK	IP 104	Sehwan–Ratodero, N-55 (Expressway, 199 km)	219	2010-2015	Completed
58	PAK	IP 105	Ratodero–Dera Ghazi (DG) Khan, N-55 (Expressway, 200 km)	600	2019-2023	Planned
59	PAK	IP 110	Peshawar–Torkham, N-5	150	2014–2016	Completed
60	PAK	IP 111	Gwadar–Hoshab (M8)	550	2014-2016	Completed
61	PAK	IP 115	BCP Expansion and Upgrading at Torkham, Wagah and Chaman	250	2015-2020	Ongoing
62	PAK	IP 116.1	M-4 (Section 2 Gojra–Shorkot (4-Lane Motorway)	317	2015-2018	Ongoing
63	PAK	IP 116.2	M-4 (Section 3–Shorkot–Khanewal (4-Lane Motorway, including bridges over Ravi and Sidhni Rivers)	273	2016–2018	Ongoing
64	PAK	IP 118	M-4 (Section 1 Faisalabad–Gojra 4-Lane Motorway)	170	2013–2015	Completed
65	PAK	IP 119	Railway Rehabilitation Lahore–Peshawar	665	TBD	TBD
66	PAK	IP 120.1	Hoshab–Surab (N85 and N25)	450	2014–2017	Completed
67	PAK	IP 120.2	Surab–Kalat (N85 and N25)	100	2017–2019	Ongoing
68	PAK	IP 121	E-35 (Section 1 Hasanabdal–Havelian) 4-Lane Expressway	150	2015–2018	Ongoing
69	PAK	IP 122	E-35 (Section 1 Havelian–Mansehra) 4-Lane Expressway	200	2015–2018	Ongoing
70	PAK	IP 123	M-4 (Section 4 Khanewal–Multan) 4-Lane Motorway	150	2012–2015	Completed
71	PAK	IP 124	N-70 Muzaffargarh–DG Khan Section (Upgrading of Existing Road to 4-Lane Dual Carriageway)	150	2016–2019	Ongoing
<b>Subtotal</b>				<b>5,725</b>		
72	TAJ	IP 4	Kurgonteppa–Dusti–Panji Poyon Road Rehabilitation	58	2007–2014	Completed
73	TAJ	IP 7	Dushanbe–Tursunzade–Uzbekistan Border Road	313	2011–2020	Ongoing
74	TAJ	IP 8	Reconstruction of Some Sections of Dushanbe–Kurgonteppa–Dangara–Kulyab Road (243.3 km)	488	2017-2020	Ongoing
75	TAJ	IP 9	Vahdat–Yavan Railway Construction (New)	127	2009–2016	Completed
76	TAJ	IP 10	Construction of Railway Line of Kolkhozabad–Dusti–Panji Poyon–Afghan Border (50 km)	90	TBD	Planned
77	TAJ	IP 11	Construction of Ayni–Panjakent to Uzbekistan Border (114 km)	115	2012–2016	Completed

78	TAJ	IP 101	LC Panji Poyon	8	TBD	Planned
79	TAJ	IP 102	CAREC Corridors 3 and 5 Enhancement Project	77	2014–2016	Completed
<b>Subtotal</b>				<b>1,276</b>		
81	TKM	IP 102	Construction of Atamyrat–Ymamnazar–Aqina Railway	297	2013–2016	Completed
82	TKM	IP 103, 105	CAREC Maritime Transport Corridor Development and LC Turkmenbashi (Turkmenbashi International Seaport)	1,550	2013–2018	Completed
83	TKM	IP 104	Reconstruction of Ashgabat–Turkmenbashi Highway	975	2014–2018	Ongoing
<b>Subtotal</b>				<b>2,822</b>		
85	UZB	IP 3	Acquisition of New Cargo and Passenger Locomotives	167	2009-2016	Completed
86	UZB	IP 4	Electrification of Karshi–Termez Railway Section	328	2012–2017	Completed
87	UZB	IP 16	First MFF: CAREC Corridor 2 Road Investment Program (Phase 2)	552	2008–2017	Completed
88	UZB	IP 17	Electrification of Marokand–Karshi Railway Section	208	2012–2017	Completed
89	UZB	IP 18	Electrification of Marokand–Navoi–Bukhara Railway Section	359	2017–2022	Planned
90	UZB	IP 19	Reconstruction of Landing Strip in Andijan Airport	16	TBD	Postponed
91	UZB	IP 24	Reconstruction and Modernization of M39	243	2011–2018	Ongoing
92	UZB	IP 26	Construction of Hangar for Boeing-787	40	2014–2020	Ongoing
93	UZB	IP 27	Reconstruction of Airport Complex in Termez Airport	6	2019–2020	Planned
94	UZB	IP 30	Second MFF: Second CAREC Corridor 2 Road Investment Program (Phase 3)	441	2011–2020	Ongoing
95	UZB	IP 31	Acquisition and Standardization of Uzbekistan Airway Aircraft	784	2010–	Ongoing
96	UZB	IP 32	Reconstruction R87 Guzar–Chim Kukdala	114	2013–2018	Ongoing
97	UZB	IP 33	Construction of Centralized Filling Station in Navoi Airport and LC Navoi	157	TBD	Postponed
98	UZB	IP 101	Road BCP at Yallama	-	TBD	Planned
99	UZB	IP 102	BCP Improvement for Road Vehicles at Alat	5	2014–2017	Ongoing
100	UZB	IP 103	BCP Improvement for Road Vehicles at Daut-Ata	2	2014–2015	Completed
101	UZB	IP 104	LC Angren (Extension)	25	TBD	Planned
102	UZB	IP 105	Third MFF: Third CAREC Road Investment Program	1,600	TBD	Planned
<b>Subtotal</b>				<b>5,047</b>		
No.	Country	IP No.	Project Title	Cost (\$ million)	Implementation Period	Status
103	REG	IP 1	Regional Improvement of Border Services 1: Border Crossing Point Improvement and Single Window Development	21	2013-2018	Ongoing
104	REG	IP 2	Customs IT Systems Enhancements	100		Pending
105	REG	IP 4	Trade and Industrial Logistics Centers with Information Exchange System	45	2010-2019	Ongoing
106	REG	IP 101	Regional Improvement of Border Services 2	27	2016–2022	Ongoing



107	REG	IP 102	Regional Improvement of Corridor Efficiency	176	2015–2020	Pending
108	REG	IP 103	Regional Upgrade of SPS Measures for Trade	15	2015–2021	Ongoing
<b>Subtotal</b>				<b>384</b>		
<b>Total</b>				<b>40,261</b>		

AFG = Afghanistan, ATC = Air Traffic Control; AZE = Azerbaijan, BCP = border crossing point, CAREC = Central Asia Regional Economic Cooperation, IP = investment project, IT = information technology, LC = Logistics Center, KAZ = Kazakhstan, KGZ = Kyrgyz Republic, MON = Mongolia, PAK = Pakistan, PRC = People's Republic of China, Ro/Ros = roll on/roll off, SPS = sanitary and phytosanitary, REG = regional, TAJ = Tajikistan, TKM = Turkmenistan, UZB = Uzbekistan.

Sources: CAREC Secretariat.