



Central Asia Regional Economic Cooperation Program

Reference Document
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October 2012

Transport Sector Progress Report and Work Plan (2012–2013)

**11th CAREC Ministerial Conference
Senior Officials' Meeting
Central Asia Regional Economic Cooperation
29 October 2012
Wuhan, People's Republic of China**

I. KEY DEVELOPMENTS

A. Sector Implementation

1. Implementation of the CAREC Transport and Trade Facilitation Strategy (the Strategy) and Action Plan remains satisfactory. Significant progress has been made on construction and improvement of the expressways and national highways along CAREC corridors. The results have exceeded the target set in the Strategy. Table 1 shows details of the transport sector performance. Both indicators of transport sector outputs are rated on track (“green”).

Table 1: Transport Sector Outputs

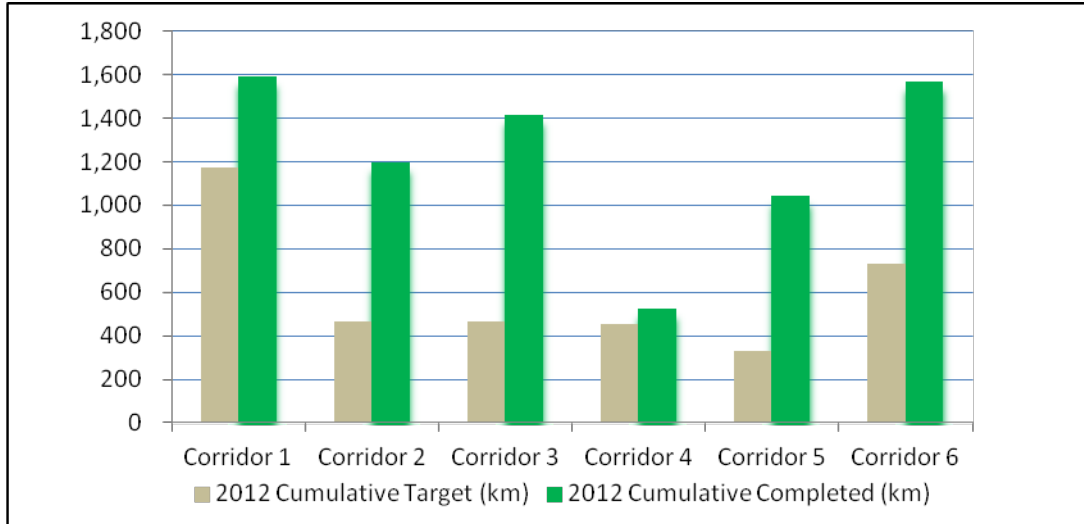
Indicator	2008 Baseline Value	2009	2010	2011	2012 Qs1-3	2012 Target	Progress
Expressways or national highways built or improved (km)	177	1,288	1,025	1,022	396	880	●
Proportion of total CAREC road corridor built or improved (%) ¹	65	70	74	79	80	75	●

(i) Improvement of the CAREC Corridors

2. **Overall Assessment.** Progress on improving the six CAREC corridors has exceeded 2012 target set in the Strategy. The cumulative road lengths improved and the 2012 targets by corridor are shown in Figure 1. As of September 2012, about 3,970 km of road sections (51% of the total) had been completed, 3,400 km (44%) are ongoing, and the rest (5%) are planned in 2013 or beyond. On railways, about 3,190 km (44% of the total) had been completed, 2,500 km (34%) are ongoing, and the rest (22%) are planned in 2013 or beyond. Fifteen projects in other transport subsectors (i.e., 5 aviation, 3 ports, 3 logistics centers, and 4 trade facilitation) are ongoing.

Figure 1: Progress on Improvement of CAREC Corridors

¹ The Strategy states that in 2007, 64% of the CAREC road corridors were in good condition, 21% in fair condition, and 15% in bad condition. Improvements would focus on the fair and bad road sections. The key results (outputs) are about 75% of the CAREC corridors improved by 2012 and 100% by 2017, respectively. Same percentage is used to derive the individual corridor target.



3. In 2012, about 396 km of expressway or national highways has been built or upgraded by September. By the end of the year, the following road sections will be improved: (i) the Sary Tash–Karamyk section (73 km) and the Osh–Sary Tash–Irkeshtam section (67 km) in the Kyrgyz Republic, (ii) the Nurobad–Nimich section and the section near the Karamyk border (54 km) in Tajikistan, and (iii) the Guzar–Bakhara–Nukus–Beyneu section (60 km) in Uzbekistan. Major achievements by corridor are summarized below.

4. **Corridor 1 (Europe–East Asia).** Corridor 1 comprises about 13,600 km of roads and 12,000 km of railways. Investments are needed to improve about 3,840 km² of roads, 3,470 km of railways, 1 logistics center, and 3 airports. The results have exceeded the target set in the Strategy. Both indicators of transport sector outputs are rated on track (“green”) (Table 2).

Table 2: Corridor 1 Implementation Progress by 2012

Indicator	Total length for improvement	Target ³	Completed	Progress
Expressways or national highways built or improved (km)	3,840	1,170	1,590	●
Proportion of corridor built or improved (%)	100	75	79	●

5. About 1,590 km of roads and 2,160 km of railway lines will be constructed or improved by the end of 2012. In the People’s Republic of China (PRC), the following roads or railway lines will be constructed or improved and completed this year: (i) the Korla–Kuqa expressway (299 km), (ii) a new road between Jinghe and Ala Shankou (108 km), (iii) the Guozhigou–Qin Shui He expressway (138 km), (iv) the Jinghe–Yining–Khorgas railway (286 km), (v) the Wuxi–Jinghe railway (double tracking) (382 km), and (vi) electrification of the Hongliuhe–Ala Shankou railway (1,200 km). In addition, construction of the new Urumqi international airport and Kashi airport

² The road length for improvement is the sum of the self reporting kilometers from each of the participating country. The figure is adjusted from time to time as during preliminary and detailed design of the corridor as more accurate figure is available.

³ This is based on the 2012 target set in the Strategy for all six corridors (i.e., 75% of the total corridor in good condition), and applying the same percentage to each individual corridor. As the Strategy states that 64% of the corridor is in good condition and the remaining 36% needs improvement, the cumulative 2012 target for each corridor is set at 11% (i.e., the difference between 75% and 64%) of the total corridor length.

expansion, as well as the logistics center in Khorgos will be completed. Construction of Korga/s–Jetygen railway line (293 km) in Kazakhstan will also be completed.

6. **Corridor 2 (Mediterranean–East Asia).** Corridor 2 comprises about 9,900 km of roads and 9,700 km of railways. Investments are needed to improve about 1,520 km of roads, 900 km of railways, 4 airports, and 3 ports. The results have exceeded the target set in the Strategy. Both indicators of transport sector outputs are rated on track (“green”) (Table 4).

Table 3: Corridor 2 Implementation Progress by 2012

Indicator	Total length for improvement	Target ³	Completed	Progress
Expressways or national highways built or improved (km)	1,520	465	1,200	●
Proportion of corridor built or improved (%)	100	75	92	●

7. About 1,200 km of roads and 342 km of railway lines will be constructed or improved by the end of 2012. This will include the east–west highway in Azerbaijan (367 km), the Aktau–Beyneu road (40 km) in Kazakhstan, Osh–Sary Tash–Irkeshtam road (255 km) in Kyrgyz Republic, and the Navoi–Uchkuduk–Sultanuizgad–Nukus railway line (341 km) and the Bukhara airport in Uzbekistan to be completed this year. The Osh international airport in Kyrgyz Republic will start reconstruction in 2012.

8. **Corridor 3 (Russian Federation–Middle East and South Asia).** Corridor 3 comprises about 6,900 km of roads and 4,800 km of railways. Investments are needed to improve 1,520 km of roads, 1,100 km of railways, and 3 airports. The results have exceeded the target set in the Strategy. Both indicators of transport sector outputs are rated on track (“green”) (Table 4).

Table 4: Corridor 3 Implementation Progress by 2012

Indicator	Total length for improvement	Target ³	Completed	Progress
Expressways or national highways built or improved (km)	1,520 ⁴	465	1,420	●
Proportion of corridor built or improved (%)	100	75	98	●

9. About 1,420 km of roads and 75 km of railway lines will be constructed or improved by the end of 2012. This will include the Hairatan–Mazar-e-Sharif railway line (75 km) in Afghanistan and the Dushanbe–Kyrgyz border road (phase II) (90km) in Tajikistan to be completed this year. The major ongoing road projects contribute to the progress include the western Europe–western PRC transit corridor (666 km) in Kazakhstan, and the Iskeshtan–Sary Tash–Karamyk road (136 km) and Osh–Sary Tash–Irkeshtan road (255 km) in Kyrgyz Republic. Electrification of the Lugovaya–Bishkek railway, rehabilitation of the Balykchi–Chaldovar–Lugovaya railway, and reconstruction of the Osh international airport) in Kyrgyz Republic will start in 2012.

10. **Corridor 4 (Russian Federation–East Asia).** Corridor 4 comprises about 2,400 km of roads and 1,100 km of railways. Investments are needed to improve 1,480 km of roads, 180 km of railways, 2 airports, and 6 logistics centers. The results have exceeded the target set in the

⁴ The total targeted length of Corridor 3 roads was increased from 1,510 km to 1,520 km due to the increase in actual reported length of roads in Tajikistan.

Strategy. Both indicators of transport sector outputs are rated on track (“green”) (Table 5). About 530 km of roads and 180 km of railways will be constructed or improved by the end of 2012. This includes the Jining–Zhangjiakou railway (179 km) and the Erenhot logistics facility in the PRC. The major ongoing road project includes the western regional road development (194 km) in Mongolia.

Table 5: Corridor 4 Implementation Progress by 2012

Indicator	Total length for improvement	Target ³	Completed	Progress
Expressways or national highways built or improved (km)	1,480	450	530	●
Proportion of corridor built or improved (%)	100	75	77	●

11. **Corridor 5 (East Asia–Middle East and South Asia).** Corridor 5 comprises about 3,700 km of roads and 2,000 km of railways. Investments are required to improve 1,090 km of roads, 40 km of railways, and 1 airport. The results have exceeded the target set in the Strategy. Both indicators of transport sector outputs are rated on track (“green”) (Table 6). About 1,040 km roads will be constructed or improved by the end of 2012. This will include the Dushanbe–Kyrgyz border road (phase II) (90 km) in Tajikistan, to be finished this year; and the ongoing road projects Dushanbe–Kyrgyz border road (phase III) (114 km), Osh–Sary Tash–Irkeshtam road (255 km), and Irkeshtan–Sary Tash–Karamyk road (136 km) in Kyrgyz Republic.

Table 6: Corridor 5 Implementation Progress by 2012

Indicator	Total length for improvement	Target ³	Completed	Progress
Expressways or national highways built or improved (km)	1,090 ⁵	330	1,040	●
Proportion of corridor built or improved (%)	100	75	99	●

12. **Corridor 6 (Europe–Middle East and South Asia).** Corridor 6 comprises about 10,600 km of roads and 7,200 km of railways. Investments are needed to improve 2,390 km of roads, 1,270 km of railways, and 2 airports. The results have exceeded the target set in the Strategy. Both indicators of transport sector outputs are rated on track (“green”) (Table 7).

Table 7: Corridor 6 Implementation Progress by 2012

Indicator	Total length for improvement	Target ³	Completed	Progress
Expressways or national highways built or improved (km)	2,390 ⁶	730	1,570	●
Proportion of corridor built or improved (%)	100	75	88	●

13. About 1,570 km of roads and 900 km of railways will be constructed or improved by the end of 2012. The road projects contribute to the progress will mainly include the on-going western Europe–western PRC transit corridor (881 km) in Kazakhstan and the completed

⁵ The total targeted length of Corridor 4 roads was increased from 1,070 km to 1,090 km due to the increase in actual reported length of roads in Tajikistan.

⁶ The total targeted length of Corridor 6 roads was decreased from 2,420 km to 2,390 km due to the decrease in actual reported length of roads in Tajikistan.

Dushanbe–Khujan–Chanak road (336 km) in Tajikistan. The completed rails projects contribute to the progress will mainly include the Tashguzar–Boysun–Kumgurgan railway (222 km), the Tukimakchi–Angren railway (electrification) (114 km), the Yangier–Jizak railway (the double track), and the Yangier–Farkhad railway (151 km) in Uzbekistan.

(ii) Cross-Border Transport Facilitation

14. In response to the National Focal Points’ agreement at the September 2011 Beijing meeting—and in line with *CAREC 2020: A Strategic Framework for the Central Asia Regional Economic Cooperation Program 2011–2020*⁷, a Roundtable Seminar on Ways Forward for Corridor-Based Transport Facilitation Arrangements in the CAREC Region (the Seminar) was held on 2–3 July 2012 in Beijing, PRC. The Seminar recommended that CAREC countries take a pragmatic, corridor-based, and results-driven approach, building on their ongoing and planned transport facilitation measures covering the six CAREC corridors.

15. In line with this, it is recommended that CAREC countries, in the short- to medium-term, move toward improved transport facilitation in the region by

- (i) enhancing existing bilateral/plurilateral agreements to ensure that essential transport facilitation measures along CAREC corridors are included and existing implementation-related issues are adequately addressed; and/or
- (ii) forging new, simple bilateral/plurilateral agreements—containing highly critical requirements—to serve the transport facilitation needs of CAREC corridors.

At their meeting in Bangkok in September 2012, the CAREC National Focal Points broadly agreed to endorse a pragmatic, corridor-based, and results-driven approach to transport facilitation in the CAREC region. It will build on ongoing and planned transport facilitation measures covering the six CAREC corridors, and/or forge new, simple bilateral/plurilateral agreements on a voluntary basis to serve the transport facilitation needs of these CAREC corridors. They agreed that, with the assistance of ADB, key preparatory steps need to be undertaken including: (i) identification of countries to participate in the piloting of transport facilitation arrangements, (ii) conduct of detailed analyses and identification of potential issues, (iii) if applicable, amendment of existing agreements, and (iv) establishment of a sound business case for corridor-based transport facilitation. The National Focal Points noted the importance of effectively functioning national transport and trade facilitation bodies in the successful implementation of corridor-based transport facilitation arrangements. Possible candidate countries that will adopt the proposed approach to transport facilitation are Azerbaijan, Mongolia, Tajikistan, and Turkmenistan. Participation of countries in CAREC transport facilitation arrangements will be on a voluntary basis.

B. Addressing Actions Proposed in the 2011 CAREC Development Effectiveness Review (2011 CAREC DEfR) and Ongoing Key Issues

16. The following actions have been taken in line with the actions proposed in the 2011 CAREC Development Effectiveness Review (2011 CAREC DEfR) and key issues raised at the

⁷ *CAREC 2020: A Strategic Framework for the Central Asia Regional Economic Cooperation Program, 2011–2020*. Manila, 2011.

Senior Officials' Meeting (SOM) held in Hohhot, Inner Mongolia Autonomous Region, PRC in June 2012.

1. Priority Actions Proposed in the 2011 CAREC DEfR

- Implement on a timely basis the midterm review of the Transport and Trade Facilitation Strategy and Action Plan.

Action initiated: January 2012, concept paper preparation and CAREC countries endorsement
Next steps: November 2012, consultant mobilization

17. A midterm review of the Transport and Trade Facilitation Strategy and Action Plan will be conducted from 2012–2013 to refine these two documents for effective implementation in the remaining period. The midterm review is also needed to specify the corridors in the two new CAREC participating countries: Pakistan and Turkmenistan in connection to the existing CAREC corridors. The midterm review will be conducted by the Asian Development Bank (ADB) in two phases. Phase I (November 2012–April 2013) will review the implementation progress of the Strategy and Action Plan. Based on the results of Phase I, an updated and refined Strategy and Action Plan will be developed in Phase II (May–October 2013). ADB approved a grant on 14 September 2012 to finance the midterm review.

- Maximize the benefits of CAREC corridors by identifying key nonphysical barriers to cross-border transport and feasible approaches to implementing transport facilitation agreements in the CAREC corridors.

Action initiated: July 2012, a roundtable seminar held on Ways Forward for Corridor-Based Transport Facilitation Arrangements and inclusion of the outcome of the seminar in the meeting among the CAREC National Focal Points in Bangkok in September 2012

Next steps: October 2012, presentation of recommended approach to the SOM and Ministerial Conference (MC)

18. ADB plans to continue to help improve border infrastructure and facilities in Afghanistan, Mongolia, Tajikistan, and Uzbekistan under its 2012-2013 pipeline projects.

19. Subject to the endorsement by the SOM and adoption by the MC of the recommended approach to transport facilitation, CAREC countries, on a voluntary basis, are expected to, in the short- to medium-term, move toward improved transport facilitation in the region by:

- (i) enhancing existing bilateral/plurilateral agreements to ensure that essential transport facilitation measures along CAREC corridors are included and existing implementation-related issues are adequately addressed; and/or
- (ii) forging new, simple bilateral/plurilateral agreements—containing highly critical requirements—to serve the transport facilitation needs of CAREC corridors.

ADB is ready to provide technical assistance to support the CAREC countries in pursuing, on a voluntary basis, pragmatic, results-oriented, corridor-based transport facilitation measures.

- To sustain operations growth, endorse medium-term priority project list at the Ministerial Conference of 2012, and commence mainstreaming priority projects into national development plans of the CAREC countries.

Action initiated: October 2011, preliminary midterm priority project list compiled

Next steps: November 2012, midterm priority project list bi-annual update

20. The Transport Sector Coordinating Committee (TSCC) has developed a list of medium-term priority projects, which comprises 68 projects amounting to \$23 billion. The majority of the projects in the list cover remaining sections of the CAREC corridors. The list was finalized at the 11th TSCC Meeting in May 2012 in Manila, Philippines. Progress measurement will be conducted for the projects with confirmed financing. The list will be updated every six months.

- To counter the drop in finance mobilization, step up efforts to explore cofinancing opportunities among CAREC governments, multi- and bilateral institutions, other development partners, and the private sector.

Action initiated: To be determined

Next steps: 2013, consultation to be held

21. The TSCC, with the multilateral and bilateral institutions, will conduct development partners' forum in 2013 on financing of projects under the Transport and Trade Facilitation Strategy and list of medium-term priority projects for the stakeholders in CAREC countries.

- Ensure relevant sector-focused training and capacity building activities are implemented through the CAREC Institute.

Action initiated: May 2011, terms of reference preparation and consultant recruitment

Next steps: November 2012, performance-based contract for road maintenance training

22. The TSCC, with the CAREC Institute, will conduct training on road maintenance for concerned government officials and other stakeholders in CAREC countries in 2012–2013.

23. The CAREC countries, with support from development partners, continue to develop their capacities in the transport sector. Capacity development focuses on performance-based management contract for road maintenance during 2012–2013.

2. Resolution of Ongoing Key Issues

24. The SOM will help ensure that country inputs are provided, on a timely basis, for the planned midterm review of the CAREC Transport and Trade Facilitation Strategy and Action Plan. A study on logistics hubs will be considered in the midterm review.

II. KEY ISSUES FOR GUIDANCE BY THE SOM

25. ADB approved the technical assistance grant for financing the midterm review of the Transport and Trade Facilitation Strategy in September 2012 and consultant mobilization is expected in November 2012. CAREC senior officials are requested to help ensure their country's full support for the midterm review by nominating focal points who will timely provide logistical support and the requested data/information to the midterm review team.

III. CHANGES TO SECTOR ACTION PLAN

26. No change has been made to the TSCC Work Plan submitted to the SOM in June 2012.

CAREC Transport and Trade Facilitation Strategy Investment Projects as of September 2012

	Lead CAREC Committee	CAREC Corridors	DMC	Project Title	Subsector	Targeted Total Length (km)	Project Cost (\$million)	Funding Source	Financed Amount	Implementation Period
1	TSCC	3-b, 6-a, b	AFG	IP 1: Qaisar-Bala Murghab Road	Road	90	174	ADB	174	2011-2015
2	TSCC	3-b, 6-a, b	AFG	IP 2: Bala Murghab-Laman Road	Road	143	376	ADB	376	2011-2015
3	TSCC	3-b, 6-a, b	AFG	IP 3: Leman-Armalick Road	Road	52	38	Saudi Fund	30	2011-2013
								TBD	8	
4	TSCC	5, 6-c	AFG	IP 4: Pul-e-Khumri-Doshi Road	Road	52	19	IsDB	19	2011-2012
5	TSCC	3-b, 6-a,b	AFG	IP 5: Naibabad-Hairatan Road	Road	55	14	ADB	14	C (2008)
6	TSCC	3-b, 6-a,b	AFG	IP 7: Hairatan-Mazare-e-Sharif Railway Project	Railway	75	170	ADB (Grant-0161)	165	C(2010-2012)
								Government	5	
7	TSCC	2	AZE	IP 1: East-West Highway Improvement	Road	367	1,250	ADB	52.00	C (2011)
			Yevlakh - Ganja Highway		IsDB			10.40		
					SFD			13.00		
			Rehabilitation of Gazakh-Georgian Border Highway		Government			50.95		
								ADB	47.50	C (2011)
8	TSCC	2	AZE	IP 2: Railway Trade and Transport Facilitation	Railway		795	World Bank	450.0	2011-2014
								Czech ExIm Bank- 215 mln Euro	282.3	
								Government of Azerbaijan-TBD	0.0	
								Azerbaijan Railways Company-TBD	0.0	
9	TSCC	2	AZE	IP 3: Acquisition of High Capacity Ferries and Ro/Ros by Caspian Sea Shipping	Port		69	Government	69.0	2010-2013
10	TSCC	2	AZE	IP 4: Construction of Baku International Sea Trade Port Complex (formerly AZE TA2: Feasibility Study for New Alyat Port)	Port		Total budget is not known yet	State budget and other sources	50.0	2011-2013
11	TSCC	1, 2, 5	PRC	IP 7: Xinjiang Airport Development	Airport		436.9	National Budget	436.9	C
				Urumqi International Airport Phase 3 Improvement and expansion			412		412.0	C (September 2009)
				Kashi Airport expansion			24.9		24.9	C (December 2009)
12	TSCC	4b	PRC-IMAR	IP 1: Jining-Zhangjiakou Railway	Rail	179	840	MOR budget and Railway Construction Fund	840.0	C (2010)
13	TSCC	4b	PRC-IMAR	IP 3: Upgrade of State Highway 208, Jining-Erenhot Section	Road	333	NA	Government		C (2010)
14	CCC	4-b	PRC-IMAR	IP 4: Hohhot International Airport Logistics Facility	Logi		NA	PS		ongoing-2012
15	CCC	4-b	PRC-IMAR	IP 5: Erenhot Logistics Facility	Logi		NA	PS		C (auxiliary facility will be continuously developed and improved)

	Lead CAREC Committee	CAREC Corridors	DMC	Project Title	Subsector	Targeted Total Length (km)	Project Cost (\$million)	Funding Source	Financed Amount	Implementation Period
16	CCC	4-b	PRC-IMAR	IP 6: Inner Mongolia Highway and Trade Corridor (Trade Facilitation and Institutional Strengthening and Training Components)	Logi		262.7	PRC Government	162.7	C (2008)
								IBRD	100.0	
17	TSCC	1-c, 2, 5	PRC-XUAR	IP 1: Xinjiang Regional Road Improvement (Korla-Kuqa)	Road	299	594	ADB	150	C (2010)
								Ministry of Communications	197	
								PRC Development Bank	188	
								Xinjiang Regional Government	59	
18	TSCC	1-a	PRC-XUAR	IP 2: New Road (Jinghe-Ala Shankou)	Road	108	70	National Budget and Xinjiang Funds	70	C (2010)
19	TSCC	1-b	PRC-XUAR	IP 3: Lianyungang-Khorgas Expressway (Guozhigou and Qin Shui He)	Road	138	393	National Budget and Xinjiang Fund	393	C (2010)
20	TSCC	1-b	PRC-XUAR	IP 4: Jinghe-Yining-Khorgas Railway	Rail	286	875	Government	875	C (2009)
21	TSCC	1-a	PRC-XUAR	IP 5: Double Tracking (Wuxi-JingheRail Line)	Rail	382	394	Government	394	C (2009)
22	TSCC	1	PRC-XUAR	IP 6: Electrification of Hongliuhe – Ala Shankou Rail Line (formerly Electrification: Urumqi-Ala Shankou Rail Line)	Rail	1200	1,214	Railway Construction Fund	424.9	C (2010)
								China Construction Bank	789.1	
23	NJC	1-b	PRC-XUAR	IP 8: Khorgas Global Logistics Center	Logi		NA	PS		C (auxiliary facility will be continuously developed and improved)
24	TSCC	1-a,c	KAZ	IP 1: Astana-Karaganda Road Rehabilitation	Road	238	895	Concession	895	2013-2015
25	TSCC	1-b,3	KAZ	IP 2: Almaty-Kapchagay (Kapshagai) Road Rehabilitation	Road	104	429	Concession	429	2013-2015
26	TSCC	2-a	KAZ	IP 3: Aktau-Beyneu Road Rehabilitation (MFF CAREC Corridor 2 [Magystau Oblast Section] Investment Program)	Road	470	1,212	Rep.Budget, Loans		2010-2015
								ADB	800	
								Government	412	
27	TSCC	1-b, 6-b, c	KAZ	IP 4: Rehabilitation of Western Europe-Western PRC Transit Corridor	Road	2452	5.360	Republic Budget, Loans		2009-2015
29	TSCC	1-a (3)	KAZ	IP 5: Electrification of Almaty-Aktogay Section	Rail	541.4	984	Concession	984	2015-2018
30	TSCC	1-a	KAZ	IP 6: Electrification of Dostyk – Aktogay Railway Section	Rail	309.4	510	Concession	510	2015-2018
31	TSCC	1-a	KAZ	IP 7: Electrification of Aktogay–Mointy Railway Section	Rail	522.4	736	Private Sector	736	2015-2018
32	TSCC	1-b	KAZ	IP 8: Construction of Korgas–Zhetygen (Jetygen) Rail Line	Rail	293	620	Republic Budget, Own loans of JSC KTZ		C (2011)
33	TSCC	1b, 3-a, 6-b, c	KAZ	IP 9: Reconstruction of Shymkent Airport (formerly Expansion of Shymkient, Semey, and Kokchetau Airports)	Airport		51.3	Government	51.3	2013-2014

	Lead CAREC Committee	CAREC Corridors	DMC	Project Title	Subsector	Targeted Total Length (km)	Project Cost (\$million)	Funding Source	Financed Amount	Implementation Period
34	TSCC	2-a	KAZ	IP 10: Expansion of Aktau Port	Port		278	Japan/ Government	278	2006-2014
35	TSCC	1-c	KGZ	IP 1: Bishkek–Torugart Road Rehabilitation (CAREC Transport Corridor I)	Road	497.0	397.4	Export-Import Bank of China	200.0	2010-2015
								ADB	125.0	2010-2015
								ACG (including IsDB)	72.4	2012-2015
36	TSCC	2, 5, 3-b	KGZ	IP 2: Southern Transport Road Rehabilitation (Osh-Sary Tash-Irkeshtam) Osh-Sary Tash-Irkeshtam Road Rehabilitation	Road	255.0	157.9	ADB	32.8	2008-2012
								IsDB	17.3	2008-2011
								Export-Import Bank of China	75.3	2009-2012
								State Development Bank of China	25.3	2008-2011
								KHP	7.2	
37	TSCC	1-b, 3-b	KGZ	IP 3: CAREC Regional Road Corridor Improvement (Sary Tash-Karamyk) Irkeshtan-Sary Tash-Karamyk Road Rehabilitation	Road	136.0	48.6	ADB	48.6	2008-2012
38	TSCC	1,3	KGZ	IP 4: Electrification of Lugovaya–Bishkek (Alamedin) Railway	Rail	157.0	250	TBD	250	2011-2016
39	TSCC	1,3	KGZ	IP 5: Balykchi – Chaldovar –Lugovaya Railroad Rehabilitation Project	Rail	323.4	65.6	TBD	65.6	2011-2015
40	TSCC	1,3	KGZ	IP 6: Equipment Purchase for Wagon Repair/Maintenance Facility	Rail		4.0	TBD	4.0	2011-2012
41	TSCC	2, 3	KGZ	IP 7: Reconstruction of Osh International Airport	Airport		105	TBD	105	2011-2014
42	TSCC	1-c, 2, 3-b	KGZ	IP 8: Kyrgyz ATC System Capacity Enhancement	Airport		34.0	External financing with some from national budget	24.7	2011-2013
43	TSCC	4-a	MON	IP 1: Western Regional Road Development	Road	748.0	-	ADB	-	2005-2020
				Package 1: Temeen huzuu-Baga Ulaan davaa	Road	110.8km	5.2	ADB, Gov	5.2	TBD
				Package 2:Baga Ulaan davaa-Mankhan	Road	103.3km		ADB, Gov		TBD
				Package 3:Mankhan-Khovd	Road	85.3km	17.6	PRC, Gov	17.6	2010-2013
				Package 5:Ulgii-Khashaatiin davaa	Road	60km		PRC, Gov		ongoing to 2013
44	TSCC	4-b	MON	IP 2: Ulaanbaatar-Russian Border Road Rehabilitation (Construction of Altanbulag-Ulaanbaatar-Zamiin-Uud highway)	Road	367.0	2,100	TBD	2,100	2012-2016
45	TSCC	4-b	MON	IP 3: Railway Rolling Stock Fleet Expansion Project (formerly Modernization of the Mongolia Railway)	Rail		60	PRC	60	ongoing to 2012
46	TSCC	4-a	MON	IP 4: Improvement of Olgiy and Hovd airports	Airport		15.00	TBD	29.19	from 2013
47	TSCC	4-b	MON	IP 5: Construction of New International Airport in Ulaanbataar	Airport		320	JICA	288	ongoing to 2016
							TBD	UTY Funds	TBD	
							TBD	Government	TBD	
48	CCC	All	MON	IP 6 Customs Modernization	TF		6.76	ADB	6.76	C

	Lead CAREC Committee	CAREC Corridors	DMC	Project Title	Subsector	Targeted Total Length (km)	Project Cost (\$million)	Funding Source	Financed Amount	Implementation Period
49	NJC	4-b	MON	IP 7: Establishment of Altanbulag Free Trade Zone	Logi		90	TBD	90	2010-2015
50	NJC	4-a	MON	IP 8: Improvement of Tsagaannur Free Trade Zone	Logi		30	TBD	30	ongoing to 2015
51	NJC	4-b	MON	IP 9: Establishment of Zamyn Uud Free Trade Zone	Logi		100	National budget and assistance from multi-lateral institutions	100	2010-2015
52	TSCC	4-b	MON	IP 10: Access Road to the New International Airport in Ulaanbaatar	Road	35	50	Japan's Official Development Assistance soft loan	50	2013-2015
53	TSCC	3-b, 5	TAJ	IP 1: Dushanbe-Kyrgyz Border Road Rehabilitation Phase II	Road	143.7	50.0	ADB	50.0	ongoing to 2012
							3.5	OPEC Laon	3.5	
							14.5	Government	14.5	
54	TSCC	3-b, 5	TAJ	IP 2: Dushanbe-Kyrgyz Border Road Rehabilitation, Phase III	Road	114	53.4	ADB	53.4	ongoing to 2013
							23.1	Government	23.1	
55	TSCC	6-c	TAJ	IP 3: Dushanbe-Khujand-Chanak (Uzbekistan Border) Road	Road	335.9	281.1	PRC	281.1	C (2010)
							79.8	Government	79.8	
56	TSCC	5, 6-c	TAJ	IP 4: Kurgan-Tyube-Dusti-Nizhni Pianj Road Rehabilitation	Road	87.4	76.3	JPN	76.3	ongoing to 2014
57	TSCC	3-b	TAJ	IP 5: Dushanbe-Tursunzade-Uzbekistan Border Road	Road	61.5	120.0	ADB	120.0	2010-2014
							34.3	Gov	34.3	
							27.0	EBRD	27.0	
58	TSCC	5, 6c	TAJ	IP 6: Vahdat-Yavan Railway Construction (New) (formerly TAJ TA 2: Vahdat-Yavan Railway Feasibility Study)	Rail	40	180	Government	180	2012-2015
59	TSCC	2a, 6a	UZB	IP 1: CAREC Regional Road Improvement (Phase 1)	Road	131.0	256.9	ADB	60.0	C (2012)
								UZB budget	196.6	
60	TSCC	2-a, 3-a, 6	UZB	IP 3: Acquisition of New Cargo and Passenger	Rail		121.5	Export-Import Bank	112.3	2013-2014
61	TSCC	6-a, b	UZB	IP 5: Construction: Tashguzar-Boysun-Kumgurgan Section (formerly Electrification of Samarkand-Navoi and Samarkand-Kashi Sections)	Rail	221.8	447.4	JICA	157.47	C (2010)
								UTY Funds	289.91	
62	TSCC	2-a, 6-a	UZB	IP 6: Completion of construction railway infrastrucute for Navoi-Uchkuduk-Sultanuizgad-Nukus Section (formerly Electrification of Navoi-Uchkuduk-Sultanuizdag-Nukus Section)	Rail	341.6	149.2	UTY Funds/UZB budget	149.2	ongoing to 2012
63	TSCC	6-a, b, c	UZB	IP 7: Electrification of Tukimakchi-Angren Section (formerly Electrification of Navoi-Uchkuduk Section)	Rail	113.9	85.4	KfW	35.3	C (2010)
								UTY	28.0	
								Kuwait Fund of Arabic Economic	22.1	
64	TSCC	6-b, 3-a	UZB	IP 8: Construction of Double-Track Electrified Yangier-Jizak Section and Single-Line Electrified Yangier-Farkhad Section	Rail	150.5	320.74	UTY	320.74	2010-2012

	Lead CAREC Committee	CAREC Corridors	DMC	Project Title	Subsector	Targeted Total Length (km)	Project Cost (\$million)	Funding Source	Financed Amount	Implementation Period
65	TSCC	2b,3a,6a	UZB	IP 11: Upgrading the Bukhara Airport (formely UZB TA 3: Upgrading the Bukhara Airport and IP 9)	Aviation		14.7	UAE	14.7	2009-2011
66	TSCC	2a, 6a	UZB	IP 16: CAREC Regional Road Improvement (Phase 2)	Road	222	739	ADB	600	2010-2015
								UZB Government	139	
67	RJC	All	REG	IP 1: Border Crossing Point Infrastructure Development (formerly REG IP 1 and IP3)	TF		500			ongoing to 2017
68	CCC	All	REG	IP 2: Customs IT Systems Enhancements	TF		100			ongoing to 2017
69	CCC	All	REG	IP 3: Logistics Center Development	TF		300			ongoing to 2014
70	RJC	All	REG	IP 4: Trade and Industrial Logistics Centers with Info Exchange System	TF		22.8			ongoing to 2009

ACG=Arab Coordination Group; ADB=Asian Development Bank; AFG=Afghanistan; AZE=Azerbaijan; C=Completed; CCC=Customs Cooperation Committee; EBRD=European Bank for Reconstruction and Development; KAZ=Kazakhstan; KfW= Kreditanstalt für Wiederaufbau; KGZ=Kyrgyz Republic; IBRD=International Bank for Reconstruction and Development; IDB/IsDB=Islamic Development Bank; IMAR=Inner Mongolia Autonomous Region; IP=investment project; IT=information technology; JICA=Japan International Cooperation Agency; JPN=Japan; JSC KTZ= JSC "National company "Kazakhstan Temir Zholy"; MON=Mongolia; MOR=Ministry of Railways; NA=not applicable; NJC=National Joint Transport and Trade Facilitation Committee; OPEC=Organization of Petroleum Exporting Countries; PPP=public-private partnership; PRC=People's Republic of China; PS=private sector; REG=regional; RJC=Regional Joint Transport and Trade Facilitation Committee; SFD=Saudi Fund for Development; TAJ=Tajikistan; TBD=to be determined; TF=Trade Facilitation; TSCC=Transport Sector Coordinating Committee; UAE=United Arab Emirates; UZB=Uzbekistan; UTY=Uzbekistan Temir Yullari; XUAR=Xinjiang Uygur Autonomous Region.