



Transport Sector Progress Report and Work Plan (November 2010–September 2011)

(Draft)

**10th Transport Sector Coordinating Committee Meeting
Central Asia Regional Economic Cooperation
12–13 October 2011
Astana, Kazakhstan**

CONTENT

	Page
I. OVERVIEW	2
II. KEY DEVELOPMENTS	2
A. Physical Investments	2
1. <i>Corridor 1 (Europe-East Asia)</i>	2
2. <i>Corridor 2 (Mediterranean-East Asia)</i>	3
3. <i>Corridor 3 (Russian Federation–Middle East and South Asia)</i>	3
4. <i>Corridor 4 (Russian Federation–East Asia)</i>	4
5. <i>Corridor 5 (East Asia–Middle East and South Asia)</i>	4
6. <i>Corridor 6 (Europe–Middle East and South Asia)</i>	4
B. Nonphysical Investments	5
1. <i>Nonphysical Aspects</i>	5
2. <i>Progress on the Cross-Border Transport Agreement</i>	5
III. WORK PLAN (2011–2013)	6
IV. KEY ISSUES	6

I. OVERVIEW

1. The Transport and Trade Facilitation Strategy (TTFS) and Action Plan for 2008–2017 aims to upgrade six key transport corridors across the CAREC region and simplify and harmonize the regulations that govern cross-border trade in the region.

2. The Action Plan, comprising 70 physical and 52 nonphysical investments, is being implemented to construct or improve about 8,380 km of roads, 5,300 km of railway lines, 7 airports, 3 ports, and 7 logistics centers to implement 5 trade facilitation projects. Considerable progress has been made to date.

II. KEY DEVELOPMENTS

A. Physical Investments

3. By August 2011, about 3,850 km of road sections (46% of the total) have been completed, 4,160 km (50%) are ongoing, and the rest (4%) are planned for 2012 or beyond. For railways, about 2,240 km of railway lines (37% of the total) have been completed, 2,100 km (35%) are ongoing, and the rest (28%) are planned for 2012 or beyond.¹ Nineteen projects in other subsectors (5 aviation, 3 ports, 6 logistics centers, and 5 trade facilitation) are ongoing. The subsequent paragraphs provide a description of the progress along each of the six CAREC corridors.

1. Corridor 1 (Europe–East Asia)

4. Corridor 1, running down from the Russian Federation through Kazakhstan and the Kyrgyz Republic to the People's Republic of China (PRC), comprises 13,600 km of roads and 12,000 km of railways. Investments are needed to improve about 3,800 km of roads, 3,470 km of railways, 1 logistics center, and 3 airports.

5. By 2011:

- 1,440 km of roads (38% of the total) will be constructed or reconstructed.
- 1,560 km of railway lines (45% of the total) will be constructed, reconstructed, or electrified.
- PRC: Xinjiang Regional Road Improvement (Korla-Kuqa), New Road (Jinghe-Ala Shankou), and Lianyungang–Khorgas Expressway (Guozhigou and Qin Shui He) will be completed.
- PRC: Jinghe-Yining-Khorgas railway, Double Tracking (Wuxi-Jinghe Rail Line), and electrification of Hongliuhe–Ala Shankou railway line will be completed.
- PRC: Urumqi international airport and Kashi airport expansion will be completed. Implementation of the logistics center in Khorgos is ongoing.
- The total targeted length of roads was increased from 3,744 km to 3,803 km, because actual reported length for the Lianyungang–Khorgas Expressway (Guozhigou and Qin Shui He) in the PRC was increased.
- The total targeted length of railways was increased from 2,872 km to 3,473 km, because actual reported length for the electrification of Hongliuhe–Ala Shankou rail line in the PRC was increased.

¹ A more accurate measurement of physical progress of the corridors was undertaken this year.

2. Corridor 2 (Mediterranean–East Asia)

6. Corridor 2, running from Istanbul through Azerbaijan, Kazakhstan, Uzbekistan, Tajikistan and the Kyrgyz Republic to the PRC, comprises 9,900 km of roads and 9,700 km of railways. Investments are needed to improve about 1,580 km of roads, 890 km of railways, 4 airports, and 3 ports.

7. By 2011:

- 940 km of roads (59% of the total) will be completed.
- 110 km of railway lines (13% of the total) will be completed.
- AZE: East-West Highway Improvement project will still be ongoing and construction of the Baku international sea-trade port complex will commence.
- KAZ: Rehabilitation of the Aktau–Beyneu road will commence and upgrading of the Aktau port and Caspian Sea shipping ferries will be still ongoing.
- KGZ: Reconstruction of the Osh international airport will commence.
- UZB: improvement of the Bukhara airport will be completed.
- The targeted total length of roads was increased from 1,062 km to 1,579 km, because actual reported length of the road project in Azerbaijan was increased.

3. Corridor 3 (Russian Federation–Middle East and South Asia)

8. Corridor 3 comprises 6,900 km of roads and 4,800 km of railways, running from west and south Siberian region of the Russian Federation through Afghanistan, Kazakhstan, Kyrgyz Republic, Tajikistan, and Uzbekistan to the Middle East and South Asia. Investments are needed to improve 1,555 km of roads, 1,022 km of railways, and 3 airports.

9. By 2011:

- 1,270 km of roads (81% of the total) will be completed.
- AFG: Three road projects (i.e., Qaisar–Bala Murghab road, Bala Murghab–Leman road, and Leman–Armalick road) will commence.
- KAZ: Rehabilitation of the Almaty–Kapshagai road will commence.
- KGZ: Three railway projects (i.e., electrification of the Lugovaya–Bishkek [Alamedin] railway, rehabilitation of the Balykchi–Chaldovar –Lugovaya railway, and purchase of equipment for wagon repair/maintenance facility) and two airport projects (i.e., ATC system capacity enhancement and reconstruction of the Osh international airport) will commence.
- TAJ: Rehabilitation of the Dushanbe-Kyrgyz border road (phase II) will be completed and rehabilitation of the Dushanbe–Kyrgyz border road (phase III) will commence.
- The total targeted length of roads was reduced from 1,594 km to 1,555 km, because actual reported length of the road project in Kazakhstan was reduced.

4. Corridor 4 (Russian Federation–East Asia)

10. Corridor 4, which comprises 2,400 km of roads and 1,100 km of railways, serves as a trade route from the Russian Federation through Mongolia to the PRC. Investments are needed to improve 1,980 km of roads, 250 km of railways, 2 airports, and 6 logistics centers.

11. By 2011:

- 690 km of roads (35% of the total) will be completed.
- 210 km of railways (82% of the total) will be completed.
- PRC: Construction of Jining-Zhangjiakou railway will be completed and 2 logistics centers will be ongoing.
- The total targeted length of railways was increased from 209 km to 254 km, because actual reported length of the railway project in the PRC was increased.

5. Corridor 5 (East Asia–Middle East and South Asia)

12. Corridor 5, which comprises 3,700 km of roads and 2,000 km of railways, runs from the PRC through the Kyrgyz Republic, Tajikistan, and Afghanistan to the Middle East and South Asia. Investments are required to improve 970 km of roads, 46 km of railways, and 1 airport.

13. By 2011:

- 780 km roads (80% of the total) will be completed.
- TAJ: Rehabilitation of the Dushanbe-Kyrgyz border road (phase II) will be completed.
- The total targeted length of roads was increased from 936 km to 970 km, because actual reported length of the road project in Tajikistan was increased.

6. Corridor 6 (Europe–Middle East and South Asia)

14. Corridor 6 comprises 10,600 km of roads and 7,200 km of railways, running from the Russian Federation through Kazakhstan, Uzbekistan, Tajikistan, and Afghanistan to the Middle East and South Asia. Investments are needed improve 2,490 km of roads, 1,200 km of railways, and 2 airports.

15. By 2011:

- 1,290 km of roads (52% of the total) will be completed.
- 450 km of railways (37% of the total) will be completed.
- AFG: Four road projects (i.e., Qaisar–Bala Murghab road, Bala Murghab–Leman road, Leman–Armalick road, and Pul-e-Khumri–Doshi road) will commence.
- UZB: Three railway projects (i.e., construction of the Tashguzar–Boysun–Kumgurgan section, electrification of the Tukimakchi–Angren section, and construction of the double track electrified Yangier–Jizak section and single line electrified Yangier–Farkhad section) will be completed.

B. Nonphysical Investments

1. Nonphysical Aspects

16. By 2011, 21 country-specific technical assistance (TA) projects will be completed and 4 are ongoing.² Of the 25 regional TA projects, three were completed,³ and six are ongoing. The status of the remaining 16 regional TA projects is to be determined.

2. Progress on the Cross-Border Transport Agreement

17. The *Agreement on the Cross-Border Transport of Persons, Vehicles, and Goods within the Framework of CAREC* (CBTA) is a transport facilitation accord designed to ease the transnational movement of goods and people along the CAREC corridors, principally by allowing transport operations to cross international borders and international transit. The CBTA was signed by the Kyrgyz Republic and Tajikistan in December 2010. It was ratified by Tajikistan in March 2011 and the Kyrgyz Republic in June 2011, following which the Agreement will enter into force between the two countries. Afghanistan has expressed the intention to accede to the CBTA.

18. A meeting was held in Bangkok in August 2011 among officials concerned from Afghanistan, the Kyrgyz Republic, and Tajikistan to discuss (i) the accession of Afghanistan to the CBTA, and (ii) a draft action plan for implementing the CBTA. The meeting agreed on a final draft protocol to be signed by the three countries to formalize Afghanistan's accession and to put in place the associated amendments to the CBTA. The signing ceremony is expected to take place at the 10th CAREC Ministerial Conference in Baku in November 2011. The meeting also came up with a revised draft of the action plan for implementing the CBTA, which includes the following components: (i) legal/regulatory; (ii) organization, management and systems/procedures; (iii) capacity building; (iv) infrastructure, facilities, and equipment; and (v) periodic monitoring. The action plan is being reviewed by the three countries.

19. At their meeting in Beijing in September 2011, CAREC National Focal Points (NFPs) discussed, among other things, proposals to pursue cross-border transport facilitation in the region. There was overall concurrence among them to formulating, finalizing, and implementing CAREC corridor-specific CBTAs to help remove barriers to inter-state and transit trade. The NFPs agreed that as a first step, ADB will organize information sharing workshops on ongoing and planned CBTAs in CAREC countries to help determine the appropriate instrument to enabling and easing cross-border transport along the corridors. They were also keen on finding out developments in implementing the CBTA between the Kyrgyz Republic and Tajikistan, which Afghanistan will soon join.

² These comprise (i) railway feasibility studies in Afghanistan on the Hairatan–Mazar-e-Sharif–Heart section, Shirkhan Bandar–Kunduz–Naibabad section, and Hairatan–Naibabad–Kabul–Torkham section; and (ii) railway feasibility studies in Tajikistan on the Dushanbe–Kyrgyz border [Karamik] section and Kolkhozabad–Nizhni Pianj section.

³ ADB funded Phase II of the Regional Trade Facilitation and Customs Cooperation and Cross–Border Transport Agreements among the People's Republic of China, Kyrgyz Republic, and Tajikistan; and EU's Development of Coordinated National Transport Policies.

III. WORK PLAN (2011-2013)

20. The following priorities are proposed for the transport sector for late 2011–2013:

- Endorsement of the medium-term priority transport projects for CAREC 2020 by the 10th Ministerial Conference on CAREC.
- Conducting of the midterm review of the Transport and Trade Facilitation Strategy and Action Plan.
- Preparation of an action plan for implementation of the CBTA between the Kyrgyz Republic and Tajikistan.
- Holding of the workshops on the CBTA and other transport facilitation arrangements involving CAREC countries.
- Capacity development on safeguards and performance-based management contract for roads maintenance.

IV. KEY ISSUES

21. The following key issues related to the transport sector are identified:

- **Medium-term priority transport projects for the proposed 10-year CAREC Strategic Framework (CAREC 2020).** The medium-term (2011-2015) priority CAREC projects (MTPP) form an integral part of CAREC 2020 and represent the operational priority projects of CAREC for the next five years. CAREC countries during subregional workshops in April–May 2011 agreed on the proposed approach and criteria in formulating the MTPP: for transport and trade facilitation, the basis will be the CAREC transport and trade facilitation strategy (in transport, land transport projects must be located along CAREC corridors; projects must be included in the national development plan; at least preliminary due diligence should either be completed or underway; and it is desirable that land transport projects are covered by land transport arrangements with neighboring country[ies]). The 10th Transport Sector Coordinating Committee Meeting to be held on 12–13 October 2011 in Astana is expected to endorse the list of transport and trade facilitation projects included in the MTPP.
- **Inadequate Border Infrastructure and Facilities.** Trade facilitation requires balanced improvement on infrastructure, management, and technology. Inadequate border infrastructure and facilities on both sides of the border, as well as complicated border crossing procedures undermine the potential of transport improvement and trade expansion.
- **Accession to the CBTA by other CAREC countries or Implementation of other transport facilitation arrangements.** To realize the intended full benefits of the CBTA, it is important that more countries along the CAREC corridors where the Agreement will apply, will become a signatories. The CBTA is designed to facilitate international transit along the corridors, providing the basis for exchange of traffic rights between and among the participating countries, and facilitation of frontier crossing formalities. Other countries along CAREC Corridor 5, which is currently the geographic scope of the CBTA in the Kyrgyz Republic and Tajikistan, are encouraged to accede to/sign the CBTA. Initial implementation of the CBTA along CAREC Corridor 5 could provide a

demonstration effect on the efficacy of the Agreement, as well as help identify possible refinements that would make it more effective.

- **Implications of the CBTA to the private sector.** A key issue resulting from the CBTA relates to differential benefits and costs to private sector organizations in the different countries. For example, with the move toward a freer market for transport services under the CBTA regime, countries with relatively weak transport industries may find that their transport industries can no longer survive. At the same time, however, the general economy of such countries may benefit as transport costs decrease. Cooperation between the public and private sector will be important for achieving the full benefits of the Agreement. In this regard, it will be important to implement provisions of the CBTA that provide for the private sector's input in the decision making process on international transport via its institutional arrangements. It will also be important for the private sector to be included in institutional strengthening and training activities provided under CAREC. In particular, support will be required for the creation of transport operator associations, and establishment of regional insurance and reinsurance enterprises and entities to finance transport equipment.
- **Slower Progress in proposed privately financed investments.** Progress in the projects intended by private financing is slow. Main causes are weak institutional capacity, insufficient resources, and weak country ownership. It is necessary to address slowed implementation progress.
- **Inadequate Road Maintenance.** After construction or rehabilitation, poorly maintained roads constrain mobility, significantly raise vehicle operating costs, increase accident rates and their associated human and property costs. It is necessary to implement a well-planned program of road maintenance.
- **Need to Develop Capacities.** A capacity building framework for transport and trade facilitation that will rationalize and synchronize sustainable skills development at national and regional levels is necessary to optimize resources.

CAREC Transport and Trade Facilitation Strategy Investment Projects as of September 2011

	Lead CAREC Committee	CAREC Corridors	CAREC Country	Project Title	Subsector	Targeted Total Length (km)	Cost (\$million)	Implementation Period
1	TSCC	3-b, 6-a, b	AFG	IP 1: Qaisar-Bala Murghab Road (Road Network Development Project 1)	Road	90	174	2011-2015
2	TSCC	3-b, 6-a, b	AFG	IP 2: Bala Murghab-Leman Road	Road	143	376	2011-2015
3	TSCC	3-b, 6-a, b	AFG	IP 3: Leman-Armalick Road	Road	52	38	2011-2013
4	TSCC	5, 6-c	AFG	IP 4: Pul-e-Khumri-Doshi Road	Road	52	19	2011-2012
5	TSCC	3-b, 6-a,b	AFG	IP 5: Naibabad-Hairatan Road	Road	55	14	Completed (2008)
6	TSCC	3-b, 6-a,b	AFG	IP 7: Hairatan-Mazare-e-Sharif Railway Project (TA 6: Rail Feasibility Study [Hairatan–Mazare-e-Sharif–Herat and Shirkhan Bandar–Kunduz–Naibabad])	Railway	75	165	Completed (2010-2013)
7	TSCC	2	AZE	IP 1: East-West Highway Improvement (other name "Rehabilitation of Gazakh - Georgian Border Highway")	Road	35.8		Completed (2011)
8	TSCC	2	AZE	IP 2: Railway Trade and Transport Facilitation	Railway		795.0	2011-2014
9	TSCC	2	AZE	IP 3: Acquisition of High Capacity Ferries and Ro/Ros by Caspian Sea Shipping	Port		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		50.0	2011-2013
11	TSCC	1, 2, 5	PRC	IP 7: Xinjiang Airport Development	Airport		436.9	
			(1) Urumqi International Airport Phase 3 Improvement and expansion				412.0	Completed (September 2009)
			(2) Kashi Airport expansion				24.9	Completed (December 2009)
12	TSCC	4b	PRC-IMAR	IP 1: Jining-Zhangjiakou Railway	Rail	179	840.0	Completed
13	TSCC	4b	PRC-IMAR	IP 3: Upgrade of State Highway 208, Jining-Erenhot Section	Road	825	NA	Completed
14	CCC	4-b	PRC-IMAR	IP 4: Hohhot International Airport Logistics Facility	Logi		NA	
15	CCC	4-b	PRC-IMAR	IP 5: Erenhot Logistics Facility	Logi		NA	
16	CCC	4-b	PRC-IMAR	IP 6: Inner Mongolia Highway and Trade Corridor (Trade Facilitation and Institutional Strengthening and Training	Logi		162.7 100.0	Completed

	Lead CAREC Committee	CAREC Corridors	CAREC Country	Project Title	Subsector	Targeted Total Length (km)	Cost (\$million)	Implementation Period
17	TSCC	1-c, 2, 5	PRC-XUAR	IP 1: Xinjiang Regional Road Improvement (Korla-Kuqa)	Road	299	594.0	Completed
18	TSCC	1-a	PRC-XUAR	IP 2: New Road (Jinghe-Ala Shankou)	Road	108	70.0	Completed
19	TSCC	1-b	PRC-XUAR	IP 3: Lianyungang-Khorgas Expressway (Guozhigou and Qin Shui He)	Road	138	393.0	Completed
20	TSCC	1-b	PRC-XUAR	IP 4: Jinghe-Yining-Khorgas Railway	Rail	286	875.0	Completed
21	TSCC	1-a	PRC-XUAR	IP 5: Double Tracking (Wuxi-JingheRail Line)	Rail	382	394.0	Completed
22	TSCC	1	PRC-XUAR	IP 6: Electrification of Hongliuhe – Ala Shankou Rail Line (formerly Electrification: Urumqui-Ala Shankou Rail Line)	Rail	1200	429.9	Completed
							789.1	
23	NJC	1-b	PRC-XUAR	IP 8: Khorgas Global Logistics Center	Logi		NA	The main function parts are finished, already bring into operation; auxiliary facility will be continuously developed and improved.
24	TSCC	1-a,c	KAZ	IP 1: Astana-Karaganda Road Rehabilitaion	Road	238	913.0	2011-2013
25	TSCC	1-b,3	KAZ	IP 2: Almaty-Kapchagay (Kapshagai) Road Rehabilitation	Road	104	438.0	2011-2013
26	TSCC	2-a	KAZ	IP 3: Aktau-Beyneu Road Rehabilitation (MFF CAREC Corridor 2 [Magystau Oblast Section] Investment Program)	Road	470	1,212.0	2011-2015
							800.0	
							412.0	
27	TSCC	1-b, 6-b, c	KAZ	IP 4: Rehabilitation of Western Europe-Western PRC Transit Corridor	Road	2452	3,869	2009-2013
			Border Russian Fed - Aktobe Martuk	102		211.8	2009-2013	
			Karabutak - Irgiz - border of Kyzylorda oblasts	273		140	2007-2011	
			Border of Aktyubinskaya oblast - Kyzylorda -Shymkent	1062		2,500	2009-2013	
			Dorder of South Kazakhstan oblast - Taraz - Korday	303		824	2009-2013	
			Border of South Kazakhstan oblasts - Taraz	58		193	2009-2013	
28	TSCC	1-a (3)	KAZ	IP 5: Electrification of Almaty-Aktogay Section	Rail	541.4	997.0	2016-2020
29	TSCC	1-a	KAZ	IP 6: Electrification of Dostyk – Aktogay Railway Section	Rail	309.4	514.0	2016-2020

	Lead CAREC Committee	CAREC Corridors	CAREC Country	Project Title	Subsector	Targeted Total Length (km)	Cost (\$million)	Implementation Period
30	TSCC	1-a	KAZ	IP 7: Electrification of Aktogay–Mointy Railway Section	Rail	522.4	746.0	2016-2020
31	TSCC	1-b	KAZ	IP 8: Construction of Korgas–Zhetygen (Jetygen) Rail Line	Rail	293	1020.0 (153 blrd KZT)	2009-2012
32	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	2013-2014
33	TSCC	2-a	KAZ	IP 10: Expansion of Aktau Port	Port		278.0 [provide cost shared] [provide cost shared] [provide cost shared]	2006-2014 n/a, reconsideration of funding source
34	TSCC	1-c	KGZ	IP 1: Bishkek–Torugart Road Rehabilitation (CAREC Transport Corridor I)	Road	539.0	200.0 125.0 72.4	2010-2015 2010-2015 2012-2015
35	TSCC	2, 5, 3-b	KGZ	IP 2: Southern Transport Road Rehabilitation (Osh-Sary Tash-Irkeshtam) Osh-Sary Tash-Irkeshtam Road Rehabilitation	Road	237.0	32.8 17.3 75.3 25.3	2008-2012 2008-2011 2009-2012 2008-2011
36	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	2008-2012
37	TSCC	1,3	KGZ	IP 4: Electrification of Lugovaya–Bishkek (Alamedin) Railway	Rail	157.0	250.0	2011-2016
38	TSCC	1,3	KGZ	IP 5: Balykchi – Chaldovar –Lugovaya Railroad Rehabilitation Project	Rail	323.4	65.6	2011-2015
39	TSCC	1,3	KGZ	IP 6: Equipment Purchase for Wagon Repair/Maintenance Facility	Rail		4.0	2011-2012
40	TSCC	2, 3	KGZ	IP 7: Reconstruction of Osh International Airport	Airport		105.0	2011-2014
41	TSCC	1-c, 2, 3-b	KGZ	IP 8: Kyrgyz ATC System Capacity Enhancement	Airport		24.7	2011-2013
42	TSCC	4-a	MON	IP 1: Western Regional Road Development	Road	748.0	-	2005-2014
				Package 1: Temeen huzuu-Baga Ulaan davaa		110.8km	5.2	2010-2013
				Package 2: Baga Ulaan davaa-Mankhan		103.3km		2012-2015

	Lead CAREC Committee	CAREC Corridors	CAREC Country	Project Title	Subsector	Targeted Total Length (km)	Cost (\$million)	Implementation Period
				Package 3:Mankhan-Khovd		85.3km	17.6	2010-2012
				Package 5:Ulgii-Khashaatiin davaa		60km		2010-2012
43	TSCC	4-b	MON	IP 2: Ulaanbaatar-Russian Border Road Rehabilitation (Construction of Altanbulag- Ulaanbaatar-Zamiin-Uud highway)	Road	367.0	2,100.0	2012-2016
44	TSCC	4-b	MON	IP 3: Railway Rolling Stock Fleet Expansion Project (formerly Modernization of the Mongolia Railway)	Rail		60.0	2009-2013
45	TSCC	4-a	MON	IP 4: Improvement of Olgiy and Hovd airports	Airport		29.19	2008-2013
46	TSCC	4-b	MON	IP 5: Construction of New International Airport in Ulaanbataar	Airport		tbd	2009-2016
							tbd	
							tbd	
47	CCC	All	MON	IP 6 Customs Modernization	TF		6.76	2011
48	NJC	4-b	MON	IP 7: Establishment of Altanbulag Free Trade Zone	Logi		90.0	2010-2015
49	NJC	4-a	MON	IP 8: Improvement of Tsagaannur Free Trade Zone	Logi		30.0	ongoing to 2015
50	NJC	4-b	MON	IP 9: Establishment of Zamyn Uud Free Trade Zone	Logi		100.0	2010-2015
							tbd	
61	TSCC	3-b, 5	TAJ	IP 1: Dushanbe-Kyrgyz Border Road Rehabilitation Phase II	Road	117.8	50.0	ongoing to 2011
							3.5	
							14.5	
62	TSCC	3-b, 5	TAJ	IP 2: Dushanbe-Kyrgyz Border Road Rehabilitation, Phase III	Road	114.0	53.4	ongoing to 2013
							23.1	
63	TSCC	6-c	TAJ	IP 3: Dushanbe–Khujand–Chanak (Uzbekistan Border) Road	Road	335.9	281.1	implemented in 2010
							79.8	
64	TSCC	5, 6-c	TAJ	IP 4: Kurgan-Tyube-Dusti-Nizhni Pianj Road Rehabilitation	Road	87.4	53.0	ongoing to 2014
65	TSCC	3-b	TAJ	IP 5: Dushanbe–Tursunzade–Uzbekistan Border Road	Road	61.5	120.0	2012-2015
							39.0	
							27.0	
66	TSCC	5, 6c	TAJ	IP 6: Vahdat–Yavan Railway Construction (New) (formerly TAJ TA 2: Vahdat-Yavan Railway Feasibility Study)	Rail	46.3	180.0	2012-2015
51	TSCC	4-b	MON	IP 10: Access Road to the New International Airport in Ulaanbaatar	Road	37.0	64.0	2011-2013
52	TSCC	2a, 6a	UZB	IP 1: CAREC Regional Road Improvement	Road	131	211.1	2008-2011
53	TSCC	2b,3a,6a	UZB	IP 11: Upgrading the Bukhara Airport (formely UZB TA 3: Upgrading the Bukhara Airport and IP 9)	Aviation	-	14.70	Completed

	Lead CAREC Committee	CAREC Corridors	CAREC Country	Project Title	Subsector	Targeted Total Length (km)	Cost (\$million)	Implementation Period
54	TSCC	2, 3a, 6a	UZB	IP 2: Renewal of Railway Equipment (formerly Regional Railway)	Rail		20.0	Deleted
55	TSCC	2-a, 3-a, 6	UZB	IP 3: Acquisition of New Cargo and Passenger Locomotives (formerly UZB IP 3: Acquisition of New Locomotives)	Rail		47.3	2009-2011/ 2013-2014
							70.1	
							7.7	
56	TSCC	6-a, b	UZB	IP 4: Electrification: Karshi-Termez Section (formely UZB IP4: Electrification of Kashi-Tashguzar-Baisun-Kumgurgan-Termez Section)	Rail	325.0	167.7	2012-2018
							220.6	
57	TSCC	6-a, b	UZB	IP 5: Construction: Tashguzar-Boysun-Kumgurgan Section (formerly Electrification of Samarkand-Navoi and Samarkand-Kashi Sections)	Rail	223.0	151.5	Completed (2010)
							295.9	
58	TSCC	2-a, 6-a	UZB	IP 6: Completion of construction railway infrastrucute for Navoi - Uchkuduk-Sultanuizgad-Nukus Section	Rail		149.2	ongoing to 2013
59	TSCC	6-a, b, c	UZB	IP 7: Electrification of Tukimakchi-Angren Section (formerly Electrification of Navoi-Uchkuduk Section)	Rail	113.9	36.5	Completed (2010)
							28.0	
							20.9	
60	TSCC	6-b, 3-a	UZB	IP 8: Construction of Double-Track Electrified Yangier-Jizak Section	Rail	187.0	103.1	2010-2012
67	RJC	All	REG	IP 1: Border Crossing Point Infrastructure Development (formerly REG IP 1 and IP3)	TF		500.0	ongoing to 2017
68	CCC	All	REG	IP 2: Customs IT Systems Enhancements	TF		100.0	ongoing to 2017
69	CCC	All	REG	IP 3: Logistics Center Development	TF		300.0	ongoing to 2014
70	RJC	All	REG	IP 4: Trade and Industrial Logistics Centers with Info Exchange System	TF		22.8	ongoing to 2009

ADB=Asian Development Bank; AFG=Afghanistan; AZE=Azerbaijan; 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; 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