



Central Asia Regional Economic Cooperation Program

Reference Document  
For Session 2 of the Senior Officials' Meeting  
November 2014

# Transport Sector Progress Report

**Senior Officials' Meeting  
Central Asia Regional Economic Cooperation  
5 November 2014  
Bishkek, Kyrgyz Republic**



## I. KEY DEVELOPMENTS

### A. Introduction

1. This report includes activities undertaken since the Ministerial Conference in October 2013. In 2013, as a part of the midterm review, the Central Asia Regional Economic Cooperation (CAREC) Transport and Trade Facilitation Strategy 2020 (the TTFS 2020) was refined based on the lessons learned from implementation, stock take analysis, and changes in the CAREC Program, CAREC 2020 strategic framework and expanded membership with the inclusion of Pakistan and Turkmenistan. The TTFS 2020 was endorsed at the 12th Ministerial Conference on 23–24 October 2013, in Astana, Kazakhstan, and identified three operational priority areas:

- (i) **Multimodal corridor network development**, consisting of support for corridor extensions; railway network and multimodal logistics hub development; and border crossing point improvements;
- (ii) **Trade and border crossing service improvements**, consisting of customs reform and modernization; coordinated border management; national single window development; and Sanitary and Phytosanitary (SPS) reform and modernization;
- (iii) **Operational and institutional strengthening**, consisting of improvements in planning, financing and management of road and railway assets; road safety management; and increasing private sector participation.

2. The CAREC Transport Sector Coordinating Committee (TSCC) has been implementing the TTFS 2020 with a focus on defining country-level priorities and action plans for 2014-2016, in line with the overall operational priorities identified in the TTFS 2020. For the transport sector, these country-level plans have been consolidated into a CAREC Transport Sector Work Plan 2014-2016. Associated with the identification of priority technical assistance and investment projects, are the cross-cutting themes of (i) resource mobilization, (ii) increasing coordination and engagement with other development partners, (iii) promoting private sector participation, and (iv) strengthening ownership of the process by CAREC member countries.

### B. Sector Implementation

3. The originally identified six CAREC corridors comprise of approximately 24,000 kilometers (km) of expressways or national highways. In 2007, 36% of the identified CAREC roads were in bad condition, indicating that 8,640 km would be targeted for improvement to good condition by the end of 2017.<sup>1</sup> This was to be accomplished by an annual improvement of 880 km in the years 2010 through 2012, and 1,200 km in the years 2013 through 2017. The initial strategy envisaged that 80% of the CAREC corridor roads, or an aggregate of 19,200 km, would be in good condition by 2013. This cumulative target was achieved. Table 1 shows details of the transport sector performance from 2008 through 2014.

---

<sup>1</sup> 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. As such, improvements in the road corridors under the CAREC program would focus on the fair and bad road sections, i.e., 36% of the total length of roads in the six identified CAREC Corridors.

**Table 1: Annual Transport Sector Outputs  
(2008-2014)**

Indicator	2008 Baseline Value	2009	2010	2011	2012	2013	2014 Actual	2014 Target	Progress
Annual expressways or national highways built or improved (km)	181	254	1,154	953	1,116	1,312	1,393	475	●
Cumulative expressways or national highways built or improved (km)	181	435	1,589	2,542	3,658	4,970	6,363	4,960	●
Cumulative proportion of total CAREC road corridor in good condition (%)*	64	66	71	75	79	85	74	70**	●
Annual new railways built (km)	0	286	179	293	75	0	1,036	58	●
Annual improved railways (km)	251	468	600	1,014	60	0	317	30	●

CAREC = Central Asia Regional Economic 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 this may overstate overall road condition due to ongoing deterioration on some early road sections rated in good condition as of 31 December 2007.

4. In the TTFS 2020, the original six corridors have been extended, corridors have been more finely defined with respect to the various routes composing the corridors, and the results based framework has been modified. Resulting from these changes, the CAREC road corridor network is now estimated to reach 29,350 km by 2020 from 24,000 km by 2017.

5. Based on the Implementation Action Plan of the TTFS 2020, three targets to be achieved by 2020 for physical infrastructure include: (i) completion of 7,800 km of road construction or rehabilitation; (ii) 1,800 km of newly constructed railway track; and (iii) 2,000 km of renovated, electrified, or signalized railway track.<sup>2</sup>

6. The TTFS 2020 and Action Plan continued to be implemented satisfactorily. The 1,393 km of expressways or national highways built, upgraded or improved in 2014 represent about 18% of the total 7,800 km corridor length identified for improvement by 2020. For railways, about 1,036 km of new railways built in Kazakhstan and 317 km of railways improved in Azerbaijan during 2014. Both road and railway are expected to exceed the 2014 target. Thirteen projects in other transport subsectors (2 ports, 2 logistics centers, 3 border crossing points, and 6 civil aviation projects) are being implemented.

#### **(i) Multimodal Corridor Network Implementation Progress**

7. **Afghanistan.** Despite uncertainty associated with the Presidential election and security concern during 2014 government transition, progress continues to be made on implementation of road and railway projects along CAREC Corridors 3, 5, and 6. Based on a United States Agency for International Development (USAID) study, potential options for rehabilitation of the Salang Tunnel will be further studied. Additionally, the government plans to upgrade Kabul Ring Road to support north south bypass movements around the capital city on Corridors 5 and 6. Progress was made on sections of the Qaisar–Laman Ring Road, Laman–Armalick Road, and

<sup>2</sup> Should the 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 previous assessed as in, or improved to, good condition have been properly maintained.

Kabul–Jalalabad Road. Pul-e-Khumri–Dorshi Road (8km) financed by Islamic Development Bank (IsDB) was completed in 2013, and Mazar-e-Sharif–Kunduz Road (32km) financed by Kreditanstalt für Wiederaufbau (KfW) was completed in 2014. Work continues on the Aquina–Andkhoy Railway, and the feasibility study for the Northern Afghanistan Railway linking Turkmenistan with Tajikistan through Afghanistan is scheduled to be completed in early 2015. The government plans to work on three railway projects (i) Jalalabad–Torkham, (ii) Kandahar–Spin Boldak, and (iii) Herat–Torghundi to support connectivity with Pakistan, Turkmenistan, and regional cooperation objectives.

8. **Azerbaijan.** Progress continues to be made on the East–West Highway financed by Asian Development Bank (ADB), the World Bank (WB), and the government’s own budget, which will provide an additional two lanes of road on a significant part of the highway between Hajigabul and Georgian border (386 km). By the end of 2014, the expansion work with additional two lanes for 256 km (Hajigabu–Ganja and Ganja Ring Road) will be completed, out of which 163 km has already been completed by September 2014. The 130 km Ganja–Georgian Border section is expected to be completed by the end of 2017. Rehabilitation of the Baku–Boyuk Kesik railway line (317 km) was completed in September 2014. Construction of a second line has started. First stage construction of Baku International Sea Trade Port at Alyat was completed in September 2014. Total completion of the port is expected by the end of 2018. Acquisition of large capacity ferries and Ro-Ro ships was completed in September 2014.

9. **Kazakhstan.** Progress continues to be made on rehabilitation of the Western Europe–Western People’s Republic of China (PRC) Transit Corridor which, upon completion, will consist of a four-lane road (1,390 km) and a two-lane road (1,062 km). These rehabilitated roads comprise key sections of CAREC Corridor 1 financed by the ADB, European Bank for Reconstruction and Development (EBRD), Japan International Cooperation Agency (JICA) IsDB, WB, and the government’s own budget. To date, over 1,700 km of road works have been completed on the CAREC Corridor 1; and works on Shymkent–Tashkent section (99 km), Taraz–Shymkent section (176 km); and Almaty–Khorgos section (304 km) are ongoing. For the CAREC Corridor 2 in Mangystau Oblast, 94 km was completed in 2013, another 106 km Beyneu–Aktau will be completed by the end of 2014, and works on the remaining 270 km including Aktau–Shetpe section of the corridor will continue in 2015. Work has also started on the 171 km four-lane Astana Karaganda Road. Progress continues to be made on the Almaty–Kapshagai Road. The 1,036 km Zhezkasgan–Beyneu Railway has been completed and open to freight traffic in 2014. This railway will support the potential future application of Dedicated Rail Corridor. Work on the \$1.2 billion private sector financed Khorgos Transport Logistics Center in early 2015.

10. **Kyrgyz Republic.** Progress continues on the multi-donor financed Bishkek–Naryn–Torugart Road Rehabilitation Project, which forms a part of CAREC Corridor 1c. By end of 2013, 39 km financed by ADB has been completed; another 233 km financed by Export–Import Bank of China, Arab Coordination Group, and government’s own budget has been rehabilitated and open to public, with additional 75 km to be completed by the end of 2014. Recruitment of consultants under the newly approved Bishkek–Osh Road Rehabilitation Project (Phase 4) is expected to be completed in 2014. Construction of CAREC corridors 1 and 3 Connector Road Phase 1 (from Kazarman to Jalal-Abad) has commenced in 2014. Electrification of Lugoyaya–Alamedin Railway is being studied with a focus on financing options and feasibility, while procurement of locomotives, wagon repair and maintenance equipment is scheduled for completion in 2014. The Government of Japan (GOJ) will provide approximately \$16 million grant for modernization of the Manas International Airport air traffic control system and equipment upgrade.

11. **Mongolia.** The Western Regional Road Corridor Development Project (along CAREC Corridor 4a) is scheduled for completion in 2018, with 196 km will be rehabilitated and open to public by the end of 2014. Good progress has been made on the Regional Road Development Project (part of CAREC Corridor 4b) since 2011, as entire corridor is completed in 2014. The Undurkhan (Asian Highway No. 32)–Baruun Urt–Bichegt–/Chifeng–Jièzhou Road Project forms the remaining section of CAREC Corridor 4c, and will support access from Ulaanbaatar to the PRC’s seaports. The Undurkhaan–Munkhkhaan–Baruun Urt section (177.9 km) is completed in November 2014 and the remaining Baruun Urt–Bichegt section (275 km) is under preparation. Project preparatory technical assistance financed by ADB is underway. Work continues on the construction of the JICA and government jointly financed new Ulaanbaatar international airport and access road project under a build-and-transfer contract. The government is preparing railway traffic control center project and other railway projects included in the government's policy and medium-term investment program (2012–2016).

12. **Pakistan.** Since taking office in June 2013, the new government has been focused on transport and regional connectivity improvements as one of three pillars for economic growth. Progress continues to be made on the ADB–financed National Trade Corridor Improvement Investment Program, which partially supports development of CAREC Corridor 5. Two feasibility studies for upgrading the road sections from Mansehra to Islamabad and from Multan to Sukkur as part of Karachi–Lahore Motorway have been completed. Up to September 2014, 47 km along the Sehwan–Ratodero section financed by JICA and 14 km along the Peshawar–Torkham section financed by USAID were completed. Construction of the Faisalabad–Gojra section of M4 (58 km) financed by ADB will be completed by the end of 2014. Jointly financed with funding from ADB, USAID, and Canada, studies on upgrading the border crossing point facilities to Afghanistan and India are being prepared. The railway rehabilitation from Lahore to Peshawar has received renewed interest.

13. **Tajikistan.** Financed by the GOJ, rehabilitation of the Kurgonteppa–Dusti–Panji Poyon Road (60 km), which forms part of CAREC Corridor 6c, was completed in 2013. Rehabilitation of the Dushanbe–Tursunzade–Uzbek Border Road (62 km) forms part of CAREC Corridor 3b, is ongoing. By September 2014, 32 km has been substantially completed with another 25 km to be completed by the end of 2014. Construction of the Aini–Pyanjikent–Uzbek Border Road Project (113 km) financed by ADB and the Organization of the Petroleum Exporting Countries Fund for International Development (OFID), which forms part of CAREC Corridor 6c, is underway with completion expected by 2016. 36 km has been completed in 2013 and another 44 km will be completed by the end of 2014. Meanwhile, upgrading other sections of CAREC Corridors 3b and 5 has started in 2014 and is scheduled for completion in 2017.

14. **Turkmenistan.** The CAREC focus in Turkmenistan remains on expansion of the corridor network through railways. Progress continues to be made on the Atamyrat–Ymamanzar–Akina Railway (88 km) since construction work started in 2013. Upon reaching Akina, the railway is expected to connect to the Northern Afghanistan Railway, for which the planning and feasibility study are underway with the intention to extend the existing railway west from the railhead at Mazar-e-Sharif onto Andkhoy and eventually to Akina.

15. **Uzbekistan.** Progress continues on ADB financed CAREC Corridor 2 Road Investment Program Phase 2 (175 km) along CAREC Corridors 2a and 6a, and Phase 3 (220 km) along CAREC Corridors 2a, 2b, and 6c. About 50 km along the KM 440–490 section under Project 1 of Phase II was completed in 2013, and construction work for most of other sections is ongoing. The feasibility study work of Karshi–Shakhrisabz–Kitab road was completed. For railways, funded by Uzbekistan Temir Yullari (UTY) and ADB, electrification of the Marokand–Kashi

Section (140 km) is expected to be completed by 2016. The electrification of Karshi–Termez railway section (325 km), funded by UTY and JICA, will be completed by 2017. Meanwhile, project preparation for the electrification of the Marokand–Navoi–Bukara Section (272 km) will start in 2015. These railway projects along CAREC Corridors 2a, 3, 6a, and 6b will support the potential future application of Dedicated Rail Corridors. The railway has also planned to purchase additionally 11 locomotives in 2016. At present, the new railway line of Angren–Pap which includes the construction of a 19 km tunnel is being constructed across the Kamchik pass. Additional aircrafts are being purchased to upgrade the fleet of the national carrier. In addition, aircraft maintenance hangars are scheduled for construction to start soon.

## **(ii) Cross-Border Transport Facilitation**

17. The Implementation Action Plan for the Transport and Trade Facilitation Strategy, endorsed by the 7th CAREC Ministerial Conference in 2008, proposed 39 regional trade and transport facilitation (TTF) TAs for implementation until 2017. Several of proposed regional TTF TAs were completed or are ongoing either as stand-alone projects or piggybacked with investment projects, such as the Regional Improvement of Border Services (RIBS) projects in Kyrgyz Republic, Tajikistan, and Pakistan. To date, the main TTF TAs completed has focused on (i) customs modernization and cooperation, (ii) development of customs information systems and (iii) implementation of an electronic single window for trade. In 2009, the CAREC Federation of Forwarders and Carriers' Associations (CFCFA) was established to promote public-private dialog and partnership for TTF in the CAREC Program. The CFCFA contributed significantly to data collection with CAREC Corridor Performance Measurement and Monitoring (CPMM), which helped establish a comprehensive database of non-physical barriers and their impact on cost/time of cross-border transport operations.

18. Results of the CPMM over the last five years, combined with inputs from investment projects with the TTF component, have given significant background information for initiating new ADB RETA such as:

- RETA-8386: Promoting Cooperation in Sanitary and Phytosanitary (SPS) Measures
- RETA-8584: Coordinated Border Management for Results
- RETA-8585: Aligning Customs Trade Facilitation Measures with Best Practices
- RETA-8586: Facilitation of Regional Transit Trade

19. These projects predominately cover the customs spectrum of the TTF. Accordingly, in line with the TTFS 2020, new regional TAs will be added in the implementation pipeline to address trade logistics and transport facilitation issues, focusing on topics such as:

- Overall harmonization of transport regulation in the CAREC;
- Harmonization of vehicle weight and dimension regulation and control procedures;
- Development of logistics nodes and multimodal operations and promotion of PPP in supply chain and multimodal transport;
- Improvement of transport corridor management;
- Facilitating development and improved competitiveness of the logistics private sector; and
- Road safety improvement.

20. At the same time, further support will be provided to the CAREC countries to update their transport policies and master plans to enable systematic implementation of trade logistics and transport facilitation activities at national levels.

### (iii) Operational and Institutional Strengthening

#### (a) South-South Knowledge Cooperation

21. **Rationale:** Transport sector investments have been focused on linear infrastructure development, TTFS 2020 highlights the importance of modal integration, nodal and non-linear infrastructure improvements, and sustainability. In order for CAREC countries to effectively deliver these new priorities, South-South Knowledge Cooperation (SSKC) is intended to serve as a vehicle for systematic and coordinated planning, implementation and sharing of knowledge aimed at strengthening TTFS 2020 implementation. The SSKC platform will provide myriad benefits to facilitate learning and consensus-building on regional issues including harmonization of standards, access to adapted technology and tools without having to reinvent the wheel, and exchange of experience with countries that share similar constraints and opportunities to improving transportation services and sustainability. SSKC will also showcase their successes, increase their visibility as emerging "centers of innovation", and fosters opportunities for inter-country partnerships and investments.

22. **Actions Initiated:** The SSKC concept and work plan was endorsed at the TSCC meeting in May 2014 and the SOM in June 2014. ADB is currently processing a regional technical assistance (RETA) project, expected to be approved in December 2014, to provide financial support for this initiative. The RETA will serve as a vehicle for generation, management and dissemination of knowledge aimed at strengthening TTFS 2020 implementation. The focus areas for this CAREC RETA are based on TTFS 2020 operational topics, with an emphasis on those priorities and topics where policy advisory inputs and knowledge support under the RETA will add the most value.

- **Innovation.** Key topics include:
  - regional multimodal connectivity including regional logistics hubs and maritime links
  - Designated Rail Corridor services
  - coordinated border management
  - Public-Private Partnerships
- **Sustainability:** Key topics include:
  - transport facilitation
  - climate change
  - asset management
  - user charges and cost recovery
  - green freight and logistics
  - road safety
  - effective project management

23. The RETA implementation period is planned from January 2015 to December 2017. The expected RETA outcome is enhanced capacities of CAREC countries for effective TTFS 2020 implementation. The RETA will comprise the following key outputs, corresponding to the four



basic elements of and integrated knowledge management cycle, namely, find/create knowledge, organize knowledge, share knowledge, and apply knowledge:

- ***Policy advisory and analytical work on selected TTFS 2020 topics conducted***, comprising at least ten policy advisory and analytical products delivered;
- ***Organization of knowledge on selected TTFS 2020 topics improved***, comprising a database of past knowledge resources on at least two TTFS 2020 topics with a user-friendly search interface on CAREC website, and a regularly updated and integrated Geographic Information System (GIS) database of CAREC transport sector projects;
- ***Sharing of new knowledge and experiences on selected TTFS 2020 topics enhanced***, comprising a CAREC SSKC web page under the CAREC Program website, and at least six experience sharing seminars; and
- ***Skill and know-how of applying knowledge on selected TTFS 2020 topics in operational work strengthened***, comprising at least three training workshops, and at least one clinic to provide mentoring and coaching on project design and delivery.

24. **Next Steps:** A detailed work plan for SSKC will be developed in consultation with CAREC stakeholders. At least one knowledge sharing product or event is organized by 2015.

#### **(b) Geographic Information Systems (GIS)**

25. **Rationale:** Monitoring the implementation of project progress against targets is crucial. Tracking the physical and financial progress on a concurrent basis will help identify the gaps and propose recommendations in moving forward. An efficient and standardized transport sector monitoring information system will be developed with the following outputs: (i) GIS oriented database, (ii) progress monitoring maps, and (iii) GIS data viewer.

26. **Actions Initiated:** In July 2014, the development of a GIS database was initiated, and consultation and coordination with stakeholders are being undertaken. Inputs from these stakeholders will populate a database with accurate and verifiable data.

27. As of October 2014, the status of the GIS Database for Phase 1: System Establishment and Data Inventory is as follows:

- The software and hardware for the system have been procured.
- The base map layers are being established.
- An assessment form was created and sent out to assess the GIS capabilities of CAREC member countries. After the initial assessment, a new project profile template was created to simplify the database documentation and easy link to GIS database system.
- A preliminary field data collection methodology is being developed to streamline the capture of features in the field, as well as validate condition information during inspection of investment projects. A pilot field data collection testing will be done by ADB Project Officers during their field missions. The methodology may be improved based on findings on ground and other environment limitations and factors.

- The data for all member countries will be inventoried. Then, based from initial responses received by the Secretariat, Afghanistan and Pakistan are being considered as possible pilot study areas.

28. **Next Steps:** The development of GIS database will be divided in three phase action plan as follows:

Phase 1: System Establishment and Data Inventory by 2015

- Creation of base maps;
- Data calls; and
- GIS-based progress monitoring and reporting (TSPR) for pilot countries (Afghanistan and Pakistan).

Phase 2: System Refinement and Data Verification by 2015

- Adjustment in data records, fields, and base maps as required;
- Attempts to support population and/or expansion of data inventory by field visits; and

Phase 3: System Expansion for Performance Monitoring by 2016

- Link the GIS system with CPMM and other data sources.

### C. Addressing Actions Proposed in the 2013 CAREC Development Effectiveness Review (2013 CAREC DEfR) and Ongoing Key Issues

29. The following actions have been taken in line with the actions proposed in the 2013 CAREC Development Effectiveness Review (2013 CAREC DEfR) and key issues raised at the Senior Officials' Meeting (SOM) held in Astana, Kazakhstan in October 2013.

- Harmonize work programs with TTFS 2020, which was adopted at the 12<sup>th</sup> Ministerial Conference. Process new Technical Assistance programs to support the TTFS 2020.

**Action initiated:** ADB-supported technical assistance project for developing Afghanistan transport sector master plan budgeted at \$1.0 million was approved in 2014.

**Next steps:** Two technical assistances to support alignment of CAREC member country transport policies and master plans with the TTFS 2020 will be proposed for consideration by December 2014. One is the SSKC, another one is Enhancing Road Safety for CAREC Countries.

- Maximize the benefits of CAREC corridors by identifying key nonphysical barriers to cross-border transport and implementing the endorsed approach to transport facilitation arrangement.

**Action initiated:** Within the ADB-financed RETA on cross-border transport facilitation in the CAREC, diagnostic studies of cross-border transport legal arrangements and operations proposed priority transport facilitation actions.

**Next steps:** In 2015-2016, consultations with CAREC country stakeholders and development partners will be conducted, the proposed approach will be operationalized into specific action

plans, and priority activities will be implemented for the pursuit of pragmatic and results-driven transport facilitation arrangement.

- Monitor the financing requirements and implementation of medium-term priority projects, which are integrated into TTFS 2020. Measure progress for projects with confirmed financing. Review list to include new proposals.

**Action initiated:** Development Partners Forum on financing of projects under TTFS 2020, was convened during the 13th TSCC in May 2014.

**Next steps:** (1) Further consultations with CAREC multilateral and bilateral development partners; (2) Conduct further consultations on the financing of projects, with increased focus on private sector participation.

- Conduct further training for concerned government officers and other stakeholders

**Action initiated:** The 13<sup>th</sup> TSCC proposed the South–South Knowledge Cooperation (SSKC) initiative that would involve systematic and coordinated approach to knowledge generation and management of TTFS 2020. The SSKC initiative was endorsed by the SOM in June 2014.

**Next steps:** ADB is currently processing SSKC RETA, which expected to be approved in December 2014, to provide financial support for this initiative.

## II. KEY ISSUES FOR GUIDANCE BY THE SOM

30. Based on the TTFS 2020 and inputs from the member countries, an output from the 13<sup>th</sup> CAREC TSCC held on 14-15 May 2014 is the draft Transport Sector Work Plan 2014-2016. Following the 13<sup>th</sup> TSCC, this draft has been revised in coordination with the respective member countries and the Secretariat. The revised draft will be submitted to the forthcoming 2015 CAREC Senior Officials' Meeting in early November 2014 for endorsement.

**PRIORITY INVESTMENT AND TECHNICAL ASSISTANCE PROJECTS**

**Annex 1: List of Investment Projects by Country**

No.	Country	IP No.	Project Title	Cost (\$ million)	Implementation Period
1	AFG	IP 1	Qaisar–Bala Murghab Road	448	2012–2016
2	AFG	IP 3	Laman–Armalick Road	39	2012–2014
3	AFG	IP 4	Pul-e-Khumri–Doshi Road	18	2013–2014
4	AFG	IP 8	Construction of Kabul–Jalalabad Road	166	2010–2016
5	AFG	IP 9	Rozanak/Ghorian–Herat Railway Line Construction (Iran–Afghanistan)	125	2014–2016
6	AFG	IP 11.1	Construction of Shirkhan Bandar–Kunduz–Kholam–Naibabad– Andkhoy–Herat Railway	956	2015–2018
7	AFG	IP 12	Construction of Aqina–Andkhoy Railway (Turkmenistan–Afghanistan)	75	2015–2016
8	AFG	IP 101	Construction Turkmenistan Border–Herat Railway	242	2015–2016
9	AFG	IP 102	Salang Road Tunnel	1,000	2014–2017
10	AFG	IP 103	Rehabilitation of Mazar-e-Sharif–Kunduz Road	85	2015–2016
<b>Subtotal</b>				<b>3,154</b>	
11	AZE	IP 1	East–West Highway (M2 Improvement and Expansion to Four Lanes) (Yevlakh–Ganja, Gazakh Border)	237	2007–2014
12	AZE	IP 2	Railway Trade and Transport Facilitation	807	2010–2017
13	AZE	IP 3	Acquisition of High Capacity Ferries and Ro/Ros by Caspian Sea Shipping	69	2010–2014
14	AZE	IP 4	Construction of Baku International Sea Trade Port Complex (Alyat)	750	2011–2015 (Phase 1)
15	AZE	IP 5	Hajygabul–Yevlakh and Ganja–Qazakh Roads	2,014	2011–2017
16	AZE	IP 101	LC Baku Port at Alyat	50	2015–2018
<b>Subtotal</b>				<b>3,927</b>	
17	KAZ	IP 1	Astana–Karaganda Road Rehabilitation	658	2013–2016
18	KAZ	IP 2	Almaty–Kapchagay (Kapshagai) Road Rehabilitation	408	2013–2016
19	KAZ	IP 3	Aktau–Beyneu Road Rehabilitation (MFF CAREC Corridor 2: Mangystau Oblast Section)	550	2010–2015
20	KAZ	IP 4	Rehabilitation of Western Europe–Western PRC Transit Corridor (Aktubinskaya Oblast, Kazakhstan, to Xinjiang, PRC)	5,500	2009–2015
21	KAZ	IP 5	Electrification of Almaty–Aktogay Railway Section	984	2015–2018
22	KAZ	IP 6	Electrification of Dostyk–Aktogay Railway Section	510	2015–2018

No.	Country	IP No.	Project Title	Cost (\$ million)	Implementation Period
23	KAZ	IP 7	Electrification of Aktogay–Mointy Railway Section	110	2016–2020
24	KAZ	IP 10	Expansion of Aktau Port (Phase 1&2)	124	2006–2015
			Expansion of Aktau Port (Phase 3) – New Project	126	2014–2015
25	KAZ	IP 13	Construction of New Railway Line Zhezkazghan–Saksaulskaya	3,032	2012–2016
26	KAZ	IP 17	Shymkent–Tashkent Road	658	2012–2015
27	KAZ	IP 101	Almaty–Khorgos Road	1,068	2013–2015
28	KAZ	IP 102	BCP Improvement for Road Vehicles at Dostyk	8	2014–2015
29	KAZ	IP 103	BCP Improvement for Trains at Dostyk	300	2015–2017
30	KAZ	IP 104	BCP Improvement for Road Vehicles at Khorgos	8	2014–2015
31	KAZ	IP 105	BCP Improvement for Road Vehicles at Tazhen	8	2014–2015
32	KAZ	IP 106	BCP Improvement for Road Vehicles at Konysbaeva	3	2014–2015
33	KAZ	IP 107	LC Aktau Port	31	2005–2017
34	KAZ	IP 108	LC Khorgos	85	2014–2016
<b>Subtotal</b>				<b>14,171</b>	
35	KGZ	IP 1	Bishkek–Torugart Road Rehabilitation	428	2010–2017
36	KGZ	IP 4	Electrification of Lugovaya–Bishkek (Alamedin) Railway	250	2011–2016
37	KGZ	IP 5	Rehabilitation of Balykchy–Chaldovar–Lugovaya Railroad	66	2011–2015
38	KGZ	IP 6	Equipment Purchase for Wagon Repair/Maintenance Facility for Rail	18	2013–2014
39	KGZ	IP 7	Reconstruction of Osh International Airport	105	2011–2014
40	KGZ	IP 8	Kyrgyz ATC System Capacity Enhancement	15	2014–2016
41	KGZ	IP 9	Rehabilitation of Bishkek–Osh Road	192	2014–2019
42	KGZ	IP 11	Construction of the Northern Bypass Road (Bishkek–Kara-Balta)	350	2014–2017
43	KGZ	IP 102	North–South Road: Balykchy–Kochkor–Aral–Kazarman–Jalal-Abad	850	2014–2020
44	KGZ	IP 104	BCP Improvement for Road Vehicles at Karamyk	8	2014–2015
45	KGZ	IP 105	LC Osh	15	2014–2017
<b>Subtotal</b>				<b>2,297</b>	
46	MON	IP 1	Western Regional Road Development (PRC Border at Yarant–Khovd–Ulgii–Ulaanbaishint)	145	1995–2018
47	MON	IP 2	Regional Road Development (Construction of Altanbulag–Ulaanbaatar–Zamiin-Uud)	126	1995–2014
48	MON	IP 5	Construction of New International Airport in Ulaanbaatar	284	2008–2017
49	MON	IP 10	Access Road to the New International Airport in Ulaanbaatar	110	2014–2016
50	MON	IP 11	Western Regional Road Development Phase 2 MFF—Bayan Ulgii and Khovd Aimags (provinces)	318	2012–2018
51	MON	IP 12	Railway Rolling Stock Maintenance Depot	59	2014–2016

No.	Country	IP No.	Project Title	Cost (\$ million)	Implementation Period
52	MON	IP 13	Railway Centralized Traffic Control Center	29	2014–2016
53	MON	IP 14	Ulaanbaatar City Railway Passenger Station	36	2014–2016
54	MON	IP 101	Undurkhaan (AH32)–Baruun-Urt–Bichigt–Huludao/ Chifeng–Jinzhou Road	268	2014–2016
<b>Subtotal</b>				<b>1,375</b>	
55	PAK	IP 101	Realignment of Karakoram Highway at Hunza due to Attabad Lake Overflow, N-35	281	2012–2016
56	PAK	IP 103	Karachi–Hub-Dureji–Sehwan–M-7 (250 km), New Alignment, 6-Lane Motorway	1,050	2013–2017
57	PAK	IP 104	Sehwan–Ratodero, N-55 (Expressway, 199 km)	351	2013–2015
58	PAK	IP 105	Ratodero–Dera Ghazi (DG) Khan, N-55 (Expressway, 200 km)	600	2014–2017
59	PAK	IP 110	Peshawar–Torkham, N-5	150	2013–2015
60	PAK	IP 111	Gwadar–Hoshab (M8)	550	2014–2016
61	PAK	IP 115	BCP Expansion and Upgrading at Torkham, Wagah and Chaman	100	2014–2017
62	PAK	IP 116.1	M-4 (Section 2 Gojra–Shorkot (4-Lane Motorway)	200	2014–2017
63	PAK	IP 116.2	M-4 (Section 3–Shorkot–Khanewal (4-Lane Motorway, including bridges over Ravi and Sidhnai Rivers)	250	2014–2017
64	PAK	IP 118	M-4 (Section 1 Faisalabad–Gojra 4-Lane Motorway)	170	2013–2014
65	PAK	IP 119	Railway Rehabilitation Lahore–Peshawar	665	2014–2017
66	PAK	IP 120.1	Hoshab–Surab (N85 and N25)	450	2014–2017
67	PAK	IP 120.2	Surab–Kalat (N85 and N25)	100	2016–2021
68	PAK	IP 121	E-35 (Section 1 Hasanabdal–Havelian) 4-Lane Expressway	150	2015–2017
69	PAK	IP 122	E-35 (Section 1 Havelian–Mansehra) 4-Lane Expressway	200	2015–2017
70	PAK	IP 123	M-4 (Section 4 Khanewal–Multan) 4-Lane Motorway	150	2012–2015
71	PAK	IP 124	N-70 Muzaffargarh–DG Khan Section (Upgrading of Existing Road to 4-Lane Dual Carriageway)	150	2015–2018
<b>Subtotal</b>				<b>5,567</b>	
72	TAJ	IP 4	Kurgonteppa–Dusti–Panji Poyon Road Rehabilitation	58	2007–2011
73	TAJ	IP 7	Dushanbe–Tursunzade–Uzbekistan Border Road (62 km)	166	2012–2015
74	TAJ	IP 8	Reconstruction of Some Sections of Dushanbe–Kurgonteppa–Dangara–Kulyab Road (243.3 km)	550	2012–2015
75	TAJ	IP 9	Vahdat–Yavan Railway Construction (New)	180	2009–2015
76	TAJ	IP 10	Construction of Railway Line of Kolkhozabad–Dusti–Panji Poyon–Afghan Border (50 km)	90	2015–2018
77	TAJ	IP 11	Construction of Ayni–Panjakent to Uzbekistan Border (114 km)	114	2012–2016

No.	Country	IP No.	Project Title	Cost (\$ million)	Implementation Period
78	TAJ	IP 101	LC Panji Poyon	8	2014–2016
79	TAJ	IP 102	CAREC Corridors 3 and 5 Enhancement Project	89	2014–2017
<b>Subtotal</b>				<b>1,255</b>	
80	TKM	IP 101	Construction of Dashoguz–Shasenem–Gazojak Railway	490	2013–2015
81	TKM	IP 102	Construction of Atamyrat–Ymamnazar–Aqina Railway	297	2013–2015
82	TKM	IP 103	LC Turkmenbashi	1,500	2014–2017
83	TKM	IP 104	Reconstruction of Ashgabat–Turkmenbashi Highway	975	2014–2017
84	TKM	IP 105	CAREC Maritime Transport Corridor Development	-	2015–2020
<b>Subtotal</b>				<b>3,262</b>	
85	UZB	IP 3	Acquisition of New Cargo and Passenger Locomotives	122	Ongoing to 2014
86	UZB	IP 4	Electrification of Karshi–Termez Railway Section	388	2012–2017
87	UZB	IP 16	First MFF: CAREC Corridor 2 Road Investment Program (Phase 2)	739	2010–2016
88	UZB	IP 17	Electrification of Marokand–Karshi Railway Section	208	2012–2016
89	UZB	IP 18	Electrification of Marokand–Navoi–Bukhara Railway Section	588	2015–2019
90	UZB	IP 19	Reconstruction of Landing Strip in Andijan Airport	16	2010–2013
91	UZB	IP 24	Reconstruction and Modernization of M39	243	2011–2015
92	UZB	IP 26	Construction of Hangar for Boeing-787	40	2014–2015
93	UZB	IP 27	Reconstruction of Airport Complex in Termez Airport	6	2014–2015
94	UZB	IP 30	Second MFF: Second CAREC Corridor 2 Road Investment Program (Phase 3)	647	2010–2017
95	UZB	IP 31	Acquisition and Standardization of Uzbekistan Airway Aircraft	784	2007–2016
96	UZB	IP 32	Reconstruction R87 Guzar–Chim Kukdala	114	2012–2015
97	UZB	IP 33	Construction of Centralized Filling Station in Navoi Airport	35	2013–2014
98	UZB	IP 101	BCP Improvement for Road Vehicles at Yallama	-	2014–2016
99	UZB	IP 102	BCP Improvement for Road Vehicles at Alat	5	2014–2016
100	UZB	IP 103	BCP Improvement for Road Vehicles at Daut-Ata	2	2014–2016
101	UZB	IP 104	LC Angren (Extension)	25	2014–2016
102	UZB	IP 105	Third MFF: Third CAREC 2 Road Investment Program	850	2016–2022
<b>Subtotal</b>				<b>4,812</b>	

No.	Country	IP No.	Project Title	Cost (\$ million)	Implementation Period
103	REG	IP 1	Regional Improvement of Border Services 1: Border Crossing Point Improvement and Single Window Development	61	Ongoing to 2017
104	REG	IP 2	Customs IT Systems Enhancements	100	Ongoing to 2017
105	REG	IP 4	Trade and Industrial Logistics Centers with Information Exchange System	300	Ongoing to 2014
106	REG	IP 101	Regional Improvement of Border Services 2	155	2015–2020
107	REG	IP 102	Regional Improvement of Corridor Efficiency	176	2015–2020
108	REG	IP 103	Regional Upgrade of SPS Measures for Trade	176	2015–2020
<b>Subtotal</b>				<b>968</b>	
<b>Total</b>				<b>40,788</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.



## Annex 2: List of Technical Assistance Projects by Country

Cluster, Country, and TA Number			Project Title	Subsector	Cost (\$ million)	Implementation Period
<b>Designated Railway Corridors</b>						
1	REG	TA 101	Economic Analysis of DRCs	Railway	1.0	2014–2016
2	REG	TA 102	Support for Operational Planning for Each DRC-High Level Operational Plan, Common Technical Standards and Approach to Signaling, Telecommunications and Power, and Key Performance Indicators	Railway	4.0	2015–2018
3	REG	TA 103	Governance, Legislative, Insurance, Safety Requirements; and Financial, and Accounting Standards for DRCs	Railway	1.4	2016–2017
4	REG	TA 104	Common Institutional and Organizational Rail Practices for DRCs	Railway	2.0	2016–2017
5	REG	TA 105	Project Management for DRC 10	Railway	2.0	2017–2020
6	PAK	TA 106	Framework for an Independent Railway System in Pakistan	Railway	2.0	2017–2020
7	PAK	TA 107	Pilot Project for a Semi-Autonomous Section of the Pakistan Railway Network	Railway	1.5	2017–2020
<b>Subtotal</b>					<b>13.9</b>	
<b>Public-Private Initiatives</b>						
8	REG	TA 111	Promoting PPP in Supply Chain and Multimodal Transport	PPP	2.0	2015- 2017
9	REG	TA 112	Regional Project Development Facility to Prepare Potential PPP	PPP	5.0	2014–2020
10	REG	TA 113	Assessment of DRC Rolling Stock Requirements, Management, and Ownership	Railway	3.0	2015–2017
<b>Subtotal</b>					<b>10.0</b>	
<b>Corridor Management</b>						
11	REG	TA 121	Corridor Management Unit	Port	2.5	2014–2020
12	REG	TA 122	Working with Private Sector in Trade Facilitation (Phase 2: CFCFA Strengthening and CPMM)	Trade	1.5	2014- 2018

Cluster, Country, and TA Number			Project Title	Subsector	Cost (\$ million)	Implementation Period
13	REG	TA 123	Preparing the Improvement of Corridor Efficiency	Trade	1.5	2016- 2017
14	REG	TA 124	Introducing Elements of Sustainable Transport into National Transport Systems	SocEnv	1.0	2014–2016
<b>Subtotal</b>					<b>6.5</b>	
<b>Trade Facilitation</b>						
15	MON	TA 131	Integrated Master Plan for Zamyn-Uud BCP	Trade	0.6	2015–2016
16	REG	TA 8386	Promoting Cooperation in Sanitary and Phytosanitary Measures for Central Asia Regional Economic Cooperation	Trade	0.5	Ongoing to 2015
17	REG	TA 133	Preparing the Regional Improvement of Border Services 2	Trade	1.0	2016- 2017
18	REG	TA 134	Preparing the Regional Upgrade of SPS Measures for Trade	Trade	1.5	2015- 2017
19	REG	TA 135	Regional Interoperability of National Single Windows	Trade	1.0	2017-2018
20	REG	TA 136	Facilitation of Border Crossing for Drivers, Traders, and Migrant Workers	SocEnv	1.0	2014–2016
21	REG	TA 8586	Facilitation of Regional Transit Trade in CAREC	Trade	1.5	Ongoing to 2016
22	REG	TA 8584	Coordinated Border Management for Results in CAREC Program	Trade	1.25	Ongoing to 2016
23	REG	TA 8585	Aligning Customs Trade Facilitation Measures with Best Practices in CAREC Program	Trade	1.25	Ongoing to 2016
24	REG	TA 140	Joint Control of Transboundary Animal Disease in the PRC and Mongolia	Trade	0.5	Ongoing to 2015
25	REG	TA 6497	Capacity Building for Regional Integrated Trade and Facilitation	Trade	2.8	Ongoing
26	REG	TA 7353	CAREC: Working with the Private Sector in Trade Facilitation	Trade	3.2	Ongoing to 2014
27	REG	TA 8153	Policies for Industrial and Service Diversification in Asia in the 21st Century	Trade	0.5	Ongoing
38	REG	TA 8323	Trade Finance Capacity Development, Phase 2	Trade	3.0	Ongoing
29	PAK	TA 8405	Regional Improving Border Services Project	Trade	0.8	Ongoing
<b>Subtotal</b>					<b>20.4</b>	

Cluster, Country, and TA Number			Project Title	Subsector	Cost (\$ million)	Implementation Period
<b>Transport Facilitation</b>						
30	REG	TA 141	Harmonization of Vehicle Size and Weight Regulations in CAREC Countries	Road	2.0	2014–2015
31	REG	TA 142	Operational Research on Intermodal Services in the Caspian Sea	Port	1.0	2014–2015
32	REG	TA 143	Regional Rail Gauge Impact Assessment	Railway	0.5	2014–2015
33	REG	TA 8160	CAREC: Midterm Review of the Transport and Trade Facilitation Strategy and Implementation Plan	Road	1.7	Ongoing
34	REG	TA 8148	Enhancing Coordination of the CAREC Program	Road	3.0	Ongoing
35	AZE	TA 8071	Second Road Network Development Program	Road	0.2	Ongoing
36	KAZ	TA 8068	CAREC Corridor 3 (Shymkent–Tashkent Road) Rehabilitation Project	Road	0.2	Ongoing
37	KGZ	TA 8107	CAREC Corridor 3 (Bishkek–Osh Road) Improvement Project, Phase 4	Road	1.0	Ongoing
38	PAK	TA 8406	Provincial Road Improvement Project	Road	0.7	Ongoing
39	TAJ	TA 8052	Roads Improvement Project	Road	0.8	Ongoing
40	TAJ	TA 8373	Preparing the CAREC Corridors 3 and 5 Enhancement Project	Road	0.5	Ongoing
<b>Subtotal</b>					<b>11.6</b>	
<b>Road Safety and Maintenance</b>						
41	REG	TA 151	Road Maintenance Management	Road	3.0	2014–2017
42	REG	TA 152	Enhancing Road Safety for CAREC Member Countries	Road	1.4	2015–2018
<b>Subtotal</b>					<b>4.4</b>	
<b>Other Infrastructure</b>						
43	REG	TA 161	Improvement for Private Ro/Ro Services in the Caspian Sea	Port	1.0	2014–2015

Cluster, Country, and TA Number			Project Title	Subsector	Cost (\$ million)	Implementation Period
44	AFG	TA 162	Agreement on Gauge/s and Rolling Stock Requirements for Afghanistan Network	Railway	1.5	2014–2016
45	AFG	TA 163	Negotiating O&M Contract for Hairatan–Mazer-e-Sharif Railway	Railway	0.2	2013–2014
46	AFG	TA 164	Implementation of the Afghanistan National Railway Plan (ANRP)	Railway	2.0	2014–2017
<b>Subtotal</b>					<b>4.7</b>	
<b>Other Infrastructure Related</b>						
47	REG	TA 7618	Developing Regional Cooperation Programs for PRC and Mongolia (Phase 3)	Trade	0.8	2014–2016
48	REG	TA 172	Development of CAREC Member Countries Transport Policy and Master Plan	Road/ Railway	2.0	2014–2017
<b>Subtotal</b>					<b>2.8</b>	
<b>Knowledge Sharing</b>						
49	REG	TA 48335	CAREC South-South Knowledge Cooperation	Policies/ Instl Devt	1.5	2015–2017
<b>Subtotal</b>					<b>1.5</b>	
<b>Total</b>					<b>75.8</b>	

AFG = Afghanistan, ANRP = Afghanistan National Railway Plan, AZE = Azerbaijan, BCP = border crossing point, CAREC = Central Asia Regional Economic Cooperation, CFCFA = CAREC Federation of Carrier and Forwarder Associations, CPMM = corridor performance measurement and monitoring, DRC = designated rail corridor, IP = investment project, IT = information technology, LC = Logistics Center, KAZ = Kazakhstan, KGZ = Kyrgyz Republic, MON = Mongolia, O&M = operations and maintenance, PPP = public-private partnership, PRC = People's Republic of China, REG = regional, Ro/Ro = roll on/roll off, SPS = sanitary and phytosanitary, REG = regional, TAJ = Tajikistan, UZB = Uzbekistan.  
Source: CAREC Secretariat.