



Central Asia Regional Economic Cooperation Program

Reference Document
For Session 3 of the Senior Officials' Meeting
June 2015

Transport Sector Progress Report and Work Plan 2015–2017

**Senior Officials' Meeting
Central Asia Regional Economic Cooperation
17–18 June 2015
Bangkok, Thailand**

I. KEY DEVELOPMENTS

A. Introduction

1. This report includes activities undertaken since the 13th Ministerial Conference in November 2014. In 2013, as a part of the midterm review, the Central Asia Regional Economic Cooperation (CAREC) Transport and Trade Facilitation Strategy 2020 (TTFS 2020) was refined based on the lessons learned from implementation, stock take analysis, changes in the CAREC Program, CAREC 2020 strategic framework, and expanded membership with the inclusion of Pakistan and Turkmenistan. The TTFS 2020 continues to pursue the three original goals – competitive corridors across the CAREC region; efficient movement of people and goods through CAREC corridors and across borders; and sustainable, safe, user-friendly transport and trade networks – by prioritizing three operational 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 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 2015–2017. 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 2017.¹ 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.

¹ The TTFS 2020 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	2009	2010	2011	2012	2013	2014	2014	Progress
	Baseline Value						Actual	Target	
Annual expressways or national highways built or improved (km)	181	254	1,154	953	1,116	1,312	1,450	475	
Cumulative expressways or national highways built or improved (km)	181	435	1,589	2,542	3,658	4,970	6,420	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 that this may overstate overall road condition due to ongoing deterioration on some early road sections rated in good condition as of 31 December 2007.

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.²

6. The TTFS 2020 and Action Plan continues to be implemented satisfactorily. The 1,450 km of expressways or national highways built, upgraded or improved in 2014 represent about 19% of the total 7,800 km corridor length identified for improvement by 2020. For railways, about 1,036 km of new railways were built in Kazakhstan and 317 km of railways were improved in Azerbaijan during 2014. Both road and railway exceeded 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.

² Should the TTFS 2020 road target be achieved, this will be indicative of having achieved improvement of more than 70% of the enlarged CAREC TTFS 2020 road network, assuming that roads previous assessed as in, or improved to, good condition have been properly maintained.

(i) Multimodal Corridor Network Implementation Progress

7. **Afghanistan.** Despite continued uncertainty associated with the ongoing transition and establishment of a new government in late 2014, progress continues to be made on implementation of road and railway projects along CAREC Corridors 3, 5, and 6. The unity government is focused on government reforms that streamline administrative structures and increase monitoring of development projects. The objective is to increase implementation rates and identify and remove institutional bottlenecks. Based on a United States Agency for International Development (USAID) study, two potential options for rehabilitation of the Salang Tunnel located on CAREC Corridors 5 and 6 will be further studied through ADB financing. Additionally, the World Bank (WB) is supporting continued use of the existing tunnel by financing the construction of a bypass and reconstruction of the existing road. Progress was made on sections of the Qaisar–Laman Ring Road, Laman–Armalick Road, and Kabul–Jalalabad Road. The Pul-e-Khumri–Dorshi Road financed by Islamic Development Bank (IsDB) will be completed in 2015, and the Mazar-e-Sharif–Kunduz Road financed by Kreditanstalt für Wiederaufbau (KfW) will be completed in 2016. The feasibility study for the Northern Afghanistan Railway, which provides a railway network linking Turkmenistan, Uzbekistan, and Tajikistan through Afghanistan, is scheduled to be completed in 2015, followed by construction. The government plans to work on three railway projects (i) Herat–Torghundi, (ii) Kandahar–Spin Boldak, and (iii) Jalalabad–Torkham, to support connectivity with Pakistan, Turkmenistan, and regional cooperation objectives. The pre-feasibility study of Herat–Torghundi will be initiated soon with support from ADB.

8. **Azerbaijan.** The improvement and expansion of the East-West Highway along Corridor 2, one of the major CAREC road projects in AZE, was completed in 2014. The project provided additional two lanes of road between Yevlakh and Ganja, and four lanes along Ganja Ring Road, 87.8 km in total. Construction is underway on Hajyabul-Yevlakh and Ganja-Qazakh Roads, which are also parts of Corridor 2. Construction of the targeted additional two lanes on Hajyabul-Kurdamir section (80 km) and the Kurdamir-Ujar-Yevlakh section (87.8 km) is being implemented, while the construction of the 130 km Ganja–Gazakh-Georgian Border section is in the planning stage. Meanwhile, substantial progress has been made in the rehabilitation of the Baku–Boyuk Kesik railway line (317 km along Corridor 2), with the first line completed in September 2014. Rehabilitation of the remaining length of track is currently ongoing. Under a port and shipping project, the acquisition of large capacity ferries and Ro-Ro ships for the Azerbaijan Caspian Shipping Company was completed in September 2014. Moreover, construction of a ferry terminal (within the first of phase of the project) in Baku International Sea Trade Port Complex at Alyat was completed in September 2014. Construction of other infrastructure facilities, which are planned to be completed in 2015 as part of the first phase of the project, is ongoing. Construction of the second and third phases of this complex will be considered based on necessity of further activities.

9. **People’s Republic of China (PRC).** Corridor 1 runs from PRC (Hami/Hexi) westward to Europe and has border crossing points (BCPs) located in PRC (Alashankou, Khorgos, and Torugart/Topa). Similarly, Corridor 2 which connects East Asia to the Mediterranean ends in BCPs in PRC, located in Yierkeshitan and Alashankou. On Corridor 4, the main road project (Western Regional Road Development) which links PRC through Mongolia all the way north to Ulaanbaishint (BCP to Russia), is currently in progress. Corridor 5 connecting East Asia-Middle East and South Asia also runs west and south of Hami/Hexi and has BCPs in Yierkeshitan. Thus, ongoing construction in corridors 1, 2, 4 and 5 will ultimately facilitate trade and transport between PRC and other CAREC member countries. PRC is furthermore supporting the

implementation of multimodal corridor network projects through loan financing of several investment projects by the Export-Import Bank of China and the government of PRC.

10. **Kazakhstan.** Progress continues on the 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. By 2014, over 1,884 km of road works have been completed on the CAREC Corridor 1; and work on the Shymkent–Tashkent section, Taraz–Shymkent section, and Almaty–Khorghos section are ongoing. For the CAREC Corridor 2 in Mangystau Oblast, 94 km was completed in 2013, another 106 km on the Beyneu–Aktau was completed in 2014, while work on the remaining 270 km including the 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 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 Khorghos Transport Logistics Center is also underway.

11. **Kyrgyz Republic.** Considerable progress has been made on the road projects in the Kyrgyz Republic. The Bishkek-Torugart Road Rehabilitation project is ongoing, supported by financing from the Export-Import Bank of China, the Arab Coordination Group, ADB and the government of Kyrgyz Republic. This priority project aims to facilitate transport and boost trade between PRC and Kyrgyz Republic, as it supports transit movement across KGZ to Torugart BCP in the south. The last phase of the Bishkek-Osh Road rehabilitation is also in progress. The 52.5 km Bishkek- Kara-Balta section is being financed by a loan and grant from ADB with co-financing from the KGZ government while the 67 km Madaniyat–Jalal-Abad section is being financed by a loan from Eurasian Development Bank (EDB). The CAREC Corridors 1 and 3 Connector Road is under preparation. This connector road will link Bishkek-Torugart Road and Bishkek-Osh Road, decrease travel time, and help facilitate trade. ADB is in the process of approving the project preparatory feasibility study in 2015 for an estimated 250 km, with potential cofinancing with EDB and IsDB. A \$400 million loan from the Export-Import Bank of China is ongoing for different sections of Phase 1 the connector road, where 154 km is expected to be completed by 2019. Meanwhile, the feasibility study for the electrification of Lugovaya-Bishkek Railway is planned for revision.

12. **Mongolia.** The construction of the Regional Road Development Project (part of CAREC Corridor 4b), which connects the north and south borders of Mongolia (Choir-Zamiin-Uud-PRC border), was completed in 2014. Construction is underway on the Western Regional Road Corridor Development Project (CAREC Corridor 4a). The Ulaanbaatar-Undurkhaan (Asian Highway No. 32)–Baruun Urt-Bichegt-Chifeng-Jiezhou 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) was completed in 2014 and the remaining Baruun Urt–Bichegt section (272 km) is under preparation. Project preparatory technical assistance financed by ADB is underway. The construction of an airport in Hoshgiin Hondii Valley, 50 km from Ulaanbaatar, started in 2013 and is expected to be completed by the end of 2016. This airport, jointly financed by JICA and the Mongolian government, is envisioned to be a transit hub connecting Asia and Europe. The construction of an expressway from Ulaanbaatar to the new international airport will be financed by a soft loan from the government of PRC. In line with the Railway Policy ratified in 2010, the government aims to construct new railway lines that will create an integrated domestic railway network connecting major mining

areas, transit corridors, and other projects such as the Sainshand industrial park. Major railway projects underway include the railway traffic control center and railway rolling stock maintenance depot, which are both included in the government's medium-term investment program (2012-2016).

13. **Pakistan.** The construction of 58 km Faisalabad-Gojra (M4) section between Torkham and Karachi was successfully completed in 2014. Progress continues on several projects including the 24 km realignment of Karokoram Highway on Corridor 5, expected to be completed in November 2015, financed by the Export-Import Bank of China; the JICA-financed expressway from Sehwan to Ratodero on Corridors 5 and 6, where 155 km (virtual length) out of 199 km have been completed so far; the USAID-financed Peshawar-Torkham motorway which will connect Peshawar to Kabul; the 193 km Gwadar-Hoshab road which is envisioned to connect southern cities to Gwadar port; and the 454 km Hoshab-Surab road which will connect Gwadar port to the National highway network. In the Punjab area, construction activities have been accelerated on the ADB-financed Hasanabdul-Havelian expressway, which provides a link to PRC; the project is expected to be completed in 2017. The Khanewal-Multan section of M-4 motorway, financed by IsDB, is also ongoing; upon expected completion in 2015, the motorway will provide a new economic corridor in Southern Punjab.

14. **Tajikistan.** The 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) which forms part of CAREC Corridor 3b, is ongoing. By the end of 2014, the ADB-financed portion of 57 km has been substantially completed. The EBRD-financed portion of 5 km has completed the detailed design stage and the international procurement has started in April 2015. Construction of the Aini–Pyanjikent–Uzbek Border Road Project (113 km) financed by ADB, the Organization of the Petroleum Exporting Countries Fund, and the Tajikistan government, is underway; 80 km of the project road has been substantially completed by 2014 and the remaining 33 km is expected to be substantially completed in 2015. To implement the Work Plan for 2015-2017, the Republic of Tajikistan continues to carry out the enhancement of CAREC Road Corridors 3 and 5 along Vose-Khovaling and Sairon-Karamyk sections.

15. **Turkmenistan.** The CAREC focus in Turkmenistan remains on expansion of the corridor network through railways. Progress continues on the Atamyrat-Yamnazar-Akina Railway, where 20 km has been constructed. 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. Work is also underway on the Turkmenbashi Logistics Center, the rehabilitation of Ashgabat-Turkenbashi highway, and the CAREC Maritime Transport Corridor. The government plans to finance continued work of the above projects for the next three years. In addition, construction of Dashoguz-Shasenem-Gazojak railway is also envisaged for the period 2015-2017.

16. **Uzbekistan.** Progress continues on CAREC Corridor 2 Road Investment Program Phase 2 along CAREC Corridors 2 and 6; about 51 km has been completed by 2014 and the remaining 124 km is expected to be completed by 2018. The reconstruction and expansion of M39 between Tashkent and Ternez is also in progress, with 50 km built in 2014 and the remaining 50 km expected to be completed in 2015. Work on the Second CAREC Corridor 2 Road Investment Program Phase 3 is also ongoing; 18 km has been completed in 2014 and 37 km is expected to be completed in 2015. The feasibility study for the Third CAREC Corridor Road Investment Program is underway. Meanwhile, the acquisition of new cargo and passenger

locomotives was completed in 2014. The electrification of Karshi-Ternez Railway section in Corridors 2 and 6 is in progress and is expected to be completed by 2017. Work is ongoing for the electrification of the Marokand–Kashi Railway Section, which is expected to be completed by 2016. Several airport and aviation projects are ongoing including the construction of hangar for Boeing 787 in Tashkent airport and the acquisition and standardization of aircrafts for Uzbekistan Airways. BCP Improvement projects are underway in Yallama, Alat, and Daut-Ata.

(ii) Cross-Border Transport Facilitation

17. **Rationale.** The TTFS 2020 emphasizes improvement of trade and border-crossing services as a priority area leading to the fulfillment of CAREC's overall strategic objective to improve the region's competitiveness and expand trade among CAREC economies and with the rest of the world. Improved transport linkages cut the cost of doing business, create good conditions for larger trade flows, bring people closer to markets and social services, and ultimately become a means to accelerate economic growth. In 2009, the CAREC Federation of Forwarders and Carriers' Associations (CFCFA) was established to promote public-private dialogue and partnership for Trade and Transport Facilitation (TTF) in the CAREC Program. The CFCFA contributed significantly to data collection for the 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. CPMM data show that about half of transit time and cost in the CAREC transport corridors is generated at the border crossing points due to inefficient border crossing procedures and inadequate physical infrastructure at BCPs.

18. Improving cross-border transport in the CAREC region involves addressing nonphysical barriers to the efficient cross-border movement of goods and people in the region. These barriers include legal, regulatory, administrative, documentary, organizational, and other hindrances that adversely affect the efficiency, speed, and cost of cross-border transport operations. Many cross-border transport facilitation agreements/arrangements already exist among CAREC member economies. These include international transport facilitation conventions (to which many CAREC countries are contracting parties), bilateral agreements between CAREC countries, and plurilateral agreements (e.g. agreements under the Transport Corridor Europe Caucasus Asia [TRACECA] Program, Economic Cooperation Organization [ECO], Shanghai Cooperation Organization [SCO]). However, progress in finalizing and implementing these arrangements has been varied and generally slow, and remains an important priority.

19. **Actions Initiated.** ADB RETA 8147: Facilitating Cross-Border Transport in the CAREC Region (Phase 1) supports CAREC's initiative to improve cross-border transport in the CAREC region. Among the initiatives it supports is the ongoing Regional Improvement of Border Services (RIBS) project in Kyrgyz Republic and Tajikistan, which will improve physical infrastructure of border crossing points Karamyk (Kyrgyz Republic) and Guliston (Tajikistan). In parallel with physical border crossing infrastructure development, the RIBS project in both countries will help improve National Single Windows and support their integration with Customs Information Systems.

20. In addition, a feasibility study for a large scale project for improvement of border crossing points Torkham, Chaman and Wagha in Pakistan is ongoing. The project in Pakistan is expected to improve cross-border transport along CAREC Corridors 5 and 6 and improve access of CAREC landlocked countries to sea ports of the Arabian Sea.

21. Significant progress has also been achieved in the “soft” components of cross-border transport facilitation. In 2013, Afghanistan operationalized the TIR Convention and accepted the first trucks transporting goods under TIR customs guarantee. In March 2015, the first TIR carnet was issued for an Afghan truck transporting goods to Central Asian countries. After detailed review of benefits and risks of the TIR customs guarantee, which was also supported by CAREC multilateral and bilateral partners, Pakistan achieved interagency consensus for accession to the TIR Convention. PRC completed internal review and set the course for its accession to the TIR Convention in 2015. Once PRC and Pakistan complete accession to the TIR Convention and operationalize the TIR system, an unbroken chain of customs guarantee will be established across all CAREC countries.

22. CAREC countries continued dialogue for improvement of bilateral and sub-regional agreements for cross-border trade and transport. In September 2014, five CAREC member countries (Kazakhstan, Kyrgyz Republic, PRC, Tajikistan, and Uzbekistan) and Russia signed the Shanghai Cooperation Organization (SCO) agreement on facilitation of cross-border road transport among SCO states. Afghanistan, Pakistan and Tajikistan are in the process of negotiating a trilateral Afghanistan-Pakistan-Tajikistan Transit Trade Agreement (APTTTA). Pakistan, as a depository of Quadrilateral Traffic in Transit Agreement (QTTA)³, welcomes potential accession of other CAREC countries to the QTTA, while Tajikistan has already expressed potential interest to join the QTTA.

23. Cross-border transport facilitation was one of the key topics discussed at the recent 14th TSCC Meeting in Ulaanbaatar, Mongolia. A full-day workshop ahead of the 14th TSCC Meeting allowed participants to consider the various bilateral, sub-regional and international transport agreements and conventions which regulate road transport among CAREC member countries. The need for adopting and incorporating these agreements in national laws and operating procedures was emphasized. To increase efficiency of movement on CAREC corridors, the TSCC agreed that CAREC countries will (i) join at least one agreement on freedom of transit and implement freedom of transit provisions in bilateral agreements with other CAREC member countries and in national regulation; (ii) join and implement key UN Cross-Border Transport Facilitation Agreements and Conventions ; and (iii) consider accession to other UN Agreements and Conventions. It was further decided that the CAREC program will facilitate the signing of new bilateral road transport agreements and the revision and operationalization of existing agreements based on sovereign priorities of CAREC member countries.

24. **Next steps.** The CAREC program will adhere to the freedom of transit principles to enable free, uninterrupted flow of cargo, vehicles, and people along CAREC Corridors. Further implementation of international cross-border transport facilitation agreements and conventions, bilateral, and sub-regional agreements between and among CAREC member states will be prioritized and supported through CAREC regional technical assistance. As agreed at the 14th TSCC Meeting, a consultative meeting will take place in June 2015, where the PRC, Kyrgyz Republic, Kazakhstan and Pakistan will discuss how the Quadrilateral Traffic in Transit Agreement (QTTA) among the four countries could be re-operationalized.

(iii) Operational and Institutional Strengthening

³ The QTTA, signed in Islamabad on 9 March 1995 and operationalized in 2004, is an agreement between PRC, Kazakhstan, the Kyrgyz Republic and Pakistan for facilitating traffic in transit. The QTTA facilitates the duty-free movement of transit goods between the four contracting parties and provides the landlocked Central Asian countries with access to the seaports of the Arabian Sea through designated transit corridors. Uniform customs procedures are to be applied to goods going through the designated corridors linking the four contracting parties.

(a) Knowledge Sharing and Services

25. **Rationale.** The TTFS 2020 places greater emphasis on multimodal corridor network development, trade and border-crossing service improvements, and improvements to sustainability and quality of service. Reflecting the focus of the original strategy, transport sector investments and programming in several CAREC countries have focused on building roads (and to some extent, railways), and not given adequate consideration to these aspects. Given the emphasis on knowledge provision, management, and partnerships in the TTFS 2020, a concept note and work plan on provision of knowledge sharing and services for TTFS 2020 was endorsed by CAREC countries at the 13th TSCC Meeting in Bishkek on 14–15 May 2014, and the Senior Officials' Meeting in Manila on 26–27 June 2014.

26. **Actions Initiated.** A regional technical assistance (TA) for knowledge sharing and services (KSS), TA 8789: Knowledge Sharing and Services in Transport and Transport Facilitation has now been approved, with funding from the ADB (\$1.4 million) and People's Republic of China Regional Cooperation and Poverty Reduction Fund (\$0.4 million).

27. The focus areas for the TA are based on TTFS 2020 operational priorities in transport and transport facilitation, with an emphasis on those topics in which CAREC countries have limited experience, and where policy advisory inputs and knowledge support will add the most value. These will include (i) multimodal connectivity, including logistics hubs and maritime links; (ii) designated rail corridor services; (iii) coordinated border management; (iv) transport facilitation; (v) public–private partnerships; (vi) asset management, including user charges and cost recovery; (vii) green freight and logistics; and (viii) project management.

28. The TA is designed to provide the following outputs:

- Output 1: Policy advisory and analytical work on selected TTFS 2020 topics conducted. At least 12 policy advisory and analytical products in the form of (a) sector, policy, and issues-oriented studies—e.g., diagnostics, prefeasibility and/or scoping studies, policy recommendations, and assessments of sector issues and practices; and (b) operational tools—e.g., good practice notes, how-to guidance and tip sheets, case studies, sample terms of reference, and standardized tools and instruments will be developed.
- Output 2: Organization of knowledge on selected TTFS 2020 topics improved. Based on a systematic review of literature, an indexed database of knowledge resources will be created and uploaded on a web page. Coordination mechanisms to collect and consolidate data on physical progress of CAREC TTFS 2020 projects and other corridor attributes, including safety, pavement conditions, and traffic flows will be further developed.
- Output 3: Sharing of knowledge and experiences on selected TTFS 2020 topics enhanced. A web page on KSS will be developed on the CAREC Program website, and at least six experience-sharing seminars will be conducted. The seminars will emphasize knowledge exchange not only among CAREC countries but also between CAREC and other regional cooperation initiatives in Asia, Europe, and Latin America.

- Output 4: Skills and know-how for applying knowledge on selected TTFS 2020 topics in operational work strengthened. At least three training workshops (including one training of trainers workshop) will be conducted. In addition, at least one clinic will be conducted to provide direct mentoring and coaching to no less than 20 people on project design and implementation issues.

29. The 14th TSCC Meeting offered CAREC member countries to initiate actions in several areas supported under this initiative, as follows:

- **Railways:** As prioritized in TTFS 2020, a relative shift in transport modality from roads to railway in CAREC is envisaged to achieve the goals of more efficiently expanding trade and improving regional competitiveness. However, in order to achieve growth in the development and use of railways, existing problems in each member country need to be addressed in a consistent manner across the region. To initiate this discussion, the CAREC Secretariat developed and presented a CAREC Railways Issues Paper that describes a future vision of CAREC railways in four areas, namely: (i) political/institutional, (ii) infrastructure, (iii) integration/interoperability; and (iv) technical. The TSCC decided to form a Railways Working Group (RWG) dedicated to providing guidance on immediate and midterm actions to steer the development of railways within the TTFS 2020 framework, and subsequently develop a strategy for railway development in the CAREC region.
- **Road asset management:** Through a dedicated workshop on road asset management (RAM) following the 14th TSCC Meeting, CAREC member countries reconfirmed the importance of high-level political support for RAM. Good practice on RAM, including from Pakistan, was shared. Building on from this meaningful exchange, the TSCC endorsed the idea of producing a compendium of good practices on RAM in the CAREC region and beyond.

30. **Next steps.** Based on further consultations and feedback from CAREC governments, the aforementioned knowledge services will be designed and delivered over the course of the next 4 years (2015 to 2018).

(b) Geographic Information System (GIS)

31. **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 was developed with the following outputs: (i) GIS oriented database, (ii) progress monitoring maps, and (iii) GIS data viewer.

32. **Actions Initiated.** As of March 2015, the CAREC secretariat has developed a GIS-oriented database. The priority investment projects of the two pilot countries (Afghanistan and Pakistan) have been mapped in GIS using data provided by the pilot countries. A web-based GIS map viewer is currently under testing to eventually help CAREC member countries access, manage, and share project-related GIS data among each other.

33. **Next steps.** More data will be collected from the CAREC countries to map all the TTFS 2020 projects and facilitate a GIS-based progress monitoring and reporting. Future refinements will include verification and expansion of data by field visits as well as linking the CAREC GIS database with CPMM and other relevant data sources.

(c) Enhancing Road Safety for CAREC Member Countries

34. **Rationale.** An estimated 1.2 million–1.3 million people are killed, and up to 50 million injured, on the world's roads every year. Over 90% of the world's fatalities on the road occur in low- and middle-income countries, which have only 48% of the world's registered vehicles. Traffic fatality rates in CAREC member countries range from 13.1 to 21.9 per 100,000 population, compared to about 10.3 per 100,000 population in high-income countries. With increasing vehicle ownership rates in CAREC member countries, and the absence of concerted action on road safety, the toll of fatalities and injuries in the region is likely to increase markedly over the coming decades. Road crashes are a recognized problem and CAREC member countries have been attempting to contribute to the UN Decade of Action goals. Several CAREC member countries have adopted national road safety strategies (e.g., Azerbaijan, the People's Republic of China, Kazakhstan, the Kyrgyz Republic, and Uzbekistan). However, not all of these are fully funded and road safety activities are generally under-resourced. In most CAREC member countries, strong, albeit varied, laws and policies regulate drunk driving, seatbelt wearing, helmet use, and use of mobile phones while driving—with levels of police enforcement varying widely. Additional resources are needed to reach the UN Decade of Action goals. There is a need to coordinate road safety activities across the CAREC region and to ensure that an adequate level of safety is provided on designated CAREC corridors.

35. In view of these challenges, TTFS 2020 outlines the need for region-wide improvements in road safety, noting that it is economically and socially beneficial to invest in improving safety of the region's roads. The strategy envisages that support will be provided for road safety management capacity, safe approaches to the design, construction, operation and maintenance of road infrastructure, and mobilization of resources for road safety measures. The strategy calls for a regional road safety strategy to be developed, integration of safety into the design of each CAREC road project, and increased network sustainability through safety efforts and both stand-alone projects and regional technical assistance (TA) programs, focused on road safety.

36. **Action initiated.** A regional technical assistance (TA) on Enhancing Road Safety for Central Asia Regional Economic Cooperation Member Countries, RETA 8804, was approved in December 2014, with \$1.5 million of funding from ADB. The TA aims to (i) publish a CAREC road safety strategy, (ii) strengthen capacity of CAREC member countries to manage and coordinate road safety activities, including improved data collection and road collision research, improved engineering, education, and enforcement capacity; and (iii) integrate road safety evaluation tools into CAREC road projects.

37. Implementation of the TA has already started, and consultants have been recruited to help deliver the outputs under the TA. Initial discussions on the proposed CAREC road safety strategy were conducted at the 14th TSCC Meeting in Ulaabaatar, Mongolia. In addition, and in view of the fact that 2015 is the mid-year of the UN Decade of Action on Road Safety, the possibility of a Commitment to Improving Road Safety in CAREC, to be launched at the 14th CAREC Ministerial Conference in September, was discussed and agreed in principle. A draft of the commitment was shared with the TSCC, and refinements made in view of comments received.

38. **Next steps.** The draft Commitment to Improving Road Safety in CAREC will be tabled for endorsement at the Senior Officials' Meeting in June 2015, and subsequently at the 14th Ministerial Conference in September 2015.

C. Addressing Actions Proposed in the 2013 CAREC Development Effectiveness Review (2013 CAREC DEfR) and Ongoing Key Issues [*Note: The 2014 CAREC DEfR is currently ongoing and is expected to be completed in August 2014].

Priority Actions Proposed in the 2013 CAREC DEfR

39. 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 Bishkek, Kyrgyz Republic in November 2014.

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

40. **Action initiated.** Two technical assistances to support alignment of CAREC member country transport policies with the TTFS 2020 were approved in December 2014: RETA 8789: Knowledge Sharing and Services in Transport and Transport Facilitation and RETA 8804: Enhancing Road Safety for CAREC Member Countries.

41. **Next steps.** Fully implement the RETAs through consultation with CAREC member 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.

42. **Action initiated.** RETA 8147: Facilitating Cross-Border Transport in CAREC supports the ongoing Regional Improvement of Border Services (RIBS) project in Kyrgyz Republic and Tajikistan funded a diagnostic study of cross border transport legal arrangements and bottlenecks along CAREC corridor 5. Reports and recommendations were prepared and presented in Afghanistan, Pakistan, Tajikistan, and the Kyrgyz Republic in the 4th Quarter of 2014.

43. **Next steps.** Dedicated workshops and training courses will be implemented from 2015 onwards.

- 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.

44. **Action initiated.** Ongoing monitoring of TTFS 2020 projects including physical completion and financial requirements. This includes pilot testing of GIS for Pakistan and Afghanistan to support a more systematic monitoring of project progress.

45. **Next steps.** Continue monitoring including refinement and expansion of the GIS database with consultation and inputs from CAREC member countries.

- Conduct further consultations similar to the development partners' forum on financing projects, with increased focus on private sector participation.

46. **Action initiated.** Options for financing via toll roads have been studied in Azerbaijan; results will inform further action in other countries.

47. **Next steps.** Develop a tool kit for toll roads for CAREC countries. Along with development partners, jointly explore further funding sources for full implementation of the TTFS 2020. Private sector participation will also be invited to CAREC events as observers as appropriate.

- Conduct further training for concerned government officers and other stakeholders.

48. **Action initiated.** Funded by RETA 8789, activities are underway starting with Cross Border Transport and Road Asset Management workshops held during the 14th TSCC meeting and workshops.

49. **Next steps.** In line with CAREC member country needs, further formulate and deliver trainings in support of the full implementation of the TTFS 2020, including on railways.

II. KEY ISSUES FOR GUIDANCE BY THE SOM

50. The TTFS 2020 and ADB's Midterm Review of Strategy 2020 emphasize the need for knowledge provision, management, and partnerships as part of operational and institutional strengthening to complement CAREC's sector implementation (roads, railways, civil aviation, ports and logistics facilities, and border crossing points). An important priority for the CAREC program is the development of the CAREC road safety strategy as noted above. Discussion on a Commitment to Improving Road Safety in CAREC was initiated at the 14th TSCC Meeting in Ulaanbaatar, Mongolia on 28-29 April 2015. The draft was revised in coordination with the member countries; the revised draft will be submitted to the forthcoming CAREC Senior Officials' Meeting in June.

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	407	2012–2016
2	AFG	IP 3	Laman–Armalick Road	39	2012–2014
3	AFG	IP 4	Pul-e-Khumri–Doshi Road	21	2013–2015
4	AFG	IP 8	Construction of Kabul–Jalalabad Road	172	2011–2016
5	AFG	IP 9	Rozanak/Ghorian–Herat Railway Line Construction (Iran–Afghanistan)	125	2015–2018
6	AFG	IP 11.1	Construction of Shirkhan Bandar–Kunduz–Kholam–Naibabad– Andkhoy–Herat Railway	2,000	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	99	2011–2016
Subtotal				4,180	
11	AZE	IP 1	East–West Highway (Yevlakh–Ganja: additional two lanes; Ganja Ring Road: four lanes)	237	2007–2014
12	AZE	IP 2	Railway Trade and Transport Facilitation: Reconstruction of Azerbaijan Railways	1,599	2010–2019
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	2011–2016 (Phase 1)
15	AZE	IP 5	Hajigabul–Yevlakh and Ganja–Qazakh Roads (Hajigabul–Kurdamir: additional two lanes; Kurdamir–Ujar–Yevlakh: additional two lanes; Ganja–Gazak–Georgian Border: additional two lanes)	2,014	2011–2020
16	AZE	IP 101	LC Baku Port at Alyat	50	2015–2018
Subtotal				4,719	
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	2010–2016

No.	Country	IP No.	Project Title	Cost (\$ million)	Implementation Period
20	KAZ	IP 4	Rehabilitation of Western Europe–Western PRC Transit Corridor (Aktubinskaya Oblast, Kazakhstan, to Xinjiang, PRC)	5,500	2009–2016
21	KAZ	IP 5	Electrification of Almaty–Aktogay Railway Section	984	Starting in 2020
22	KAZ	IP 6	Electrification of Dostyk–Aktogay Railway Section	510	Starting in 2020

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	2012–2016
27	KAZ	IP 101	Almaty–Korgos Road	1,068	2013–2016
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 Korgos	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 Korgos	85	2014–2016
			Subtotal	14,171	
35	KGZ	IP 1	Bishkek–Torugart Road Rehabilitation	453	2010–2016
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	2014–2019
44	KGZ	IP 104	BCP Improvement for Road Vehicles at Karamyk	8	2014–2015
45	KGZ	IP 105	LC Osh	15	2014–2017
			Subtotal	2,322	
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
Subtotal				1,375	
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	2019-2023
59	PAK	IP 110	Peshawar–Torkham, N-5	150	2014–2016
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	2015-2017
63	PAK	IP 116.2	M-4 (Section 3–Shorkot–Khanewal (4-Lane Motorway, including bridges over Ravi and Sidhnai Rivers)	250	2016–2018
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	2017–2019
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	2015–2017
Subtotal				5,567	
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
Subtotal				1,255	
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
Subtotal				3,262	
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	2010–2018
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 Road Investment Program	1,600	2016–2022
Subtotal				5,562	

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
Subtotal				968	
Total				43,381	

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
Designated Railway Corridors						
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
Subtotal					13.9	
Public-Private Initiatives						
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
Subtotal					10.0	
Corridor Management						
11	REG	TA 121	Corridor Management Unit		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

TA Number					(\$ million)	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
Subtotal					6.5	
Trade Facilitation						
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
Subtotal					20.4	

Cluster, Country, and TA Number			Project Title	Subsector	Cost (\$ million)	Implementation Period
Transport Facilitation						
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
Subtotal					11.6	
Road Safety and Maintenance						
41	REG	TA 151	Road Maintenance Management	Road	3.0	2014–2017
42	REG	TA 8804	Enhancing Road Safety for CAREC Member Countries	Road	1.5	2015–2018
Subtotal					4.5	
Other Infrastructure						
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
Subtotal			4.7	
Other Infrastructure Related				
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
Subtotal			2.8	
Knowledge Sharing				
49 REG TA 8789	CAREC South-South Knowledge Cooperation	Policies/ Instl Devt	1.8	2015–2017
Subtotal			1.8	
Total			76.2	

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.