



CAREC: “Good Neighbors, Good Partners, and Good Prospects.”

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**SPECA Workshop on Connectivity and Inland Transport
Competitiveness**

Astana, 26-27 November, 2018

What is the CAREC Program?



Partnership of **11 countries**:
Afghanistan, Azerbaijan, PRC,
Georgia, Kazakhstan, the Kyrgyz
Republic, Mongolia, Pakistan,
Tajikistan, Turkmenistan,
Uzbekistan

6 Development partners ADB
(the Secretariat), EBRD, IMF,
IsDB, UNDP, World Bank

working to promote development
through cooperation, leading to
accelerated growth and shared
prosperity



- **\$32.9 billion** invested in transport, trade,
and energy projects, from 6 projects in 2001
to 190 projects, as of 2018 (more than 1/3
was financed by ADB)

- helped to establish multimodal transportation
networks, increased energy trade and security,
facilitated free movement of people and
freight, and laid the groundwork for economic
corridor development

ADB supporting transport policy and planning at different levels

Level

Examples

Global

- Working with other MDBs through the MDB Working Group on Sustainable Transport

Regional

- Central Asia Regional Economic Cooperation (CAREC) Transport and Trade Facilitation Strategy

National

- Georgia National Transport Policy
- Pakistan National Transport Policy

Urban/municipal

- Tbilisi Sustainable Urban Transport Strategy

Today's
Focus



CAREC 2030 **Mission Statement**

CAREC 2030: *“A Regional Cooperation Platform to Connect People, Policies and Projects for Shared and Sustainable Development”*

CAREC 2030's Operational Priorities



**Economic and Financial
Stability Cluster**



**Trade, Tourism, and
Economic Corridors Cluster**



**Infrastructure and
Economic
Connectivity Cluster**



**Agriculture and Water
Cluster**



**Human Development
Cluster**

CAREC 2030's Operational Priorities

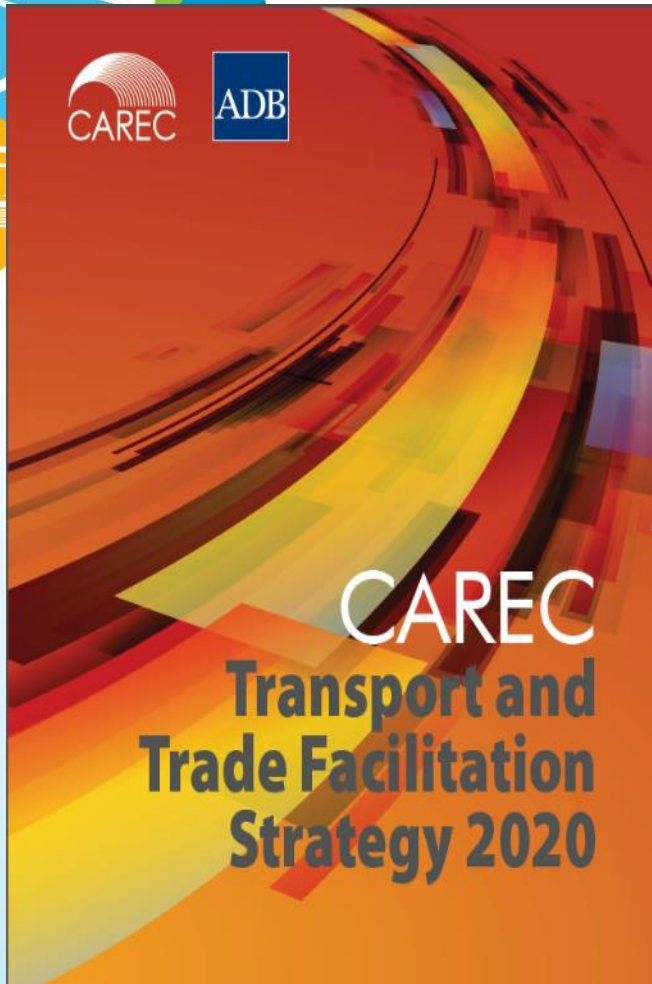


Infrastructure
and Economic
Connectivity
Cluster

Transport (Expanding Infrastructure Development)

- Multimodal and sustainable transportation systems
- Railway management and improving railway infrastructure
- Liberalization of civil aviation and open-skies agreements
- Logistics infrastructure to facilitate transport in landlocked countries
- Road safety and road asset management

CAREC Transport and Trade Facilitation Strategy 2020



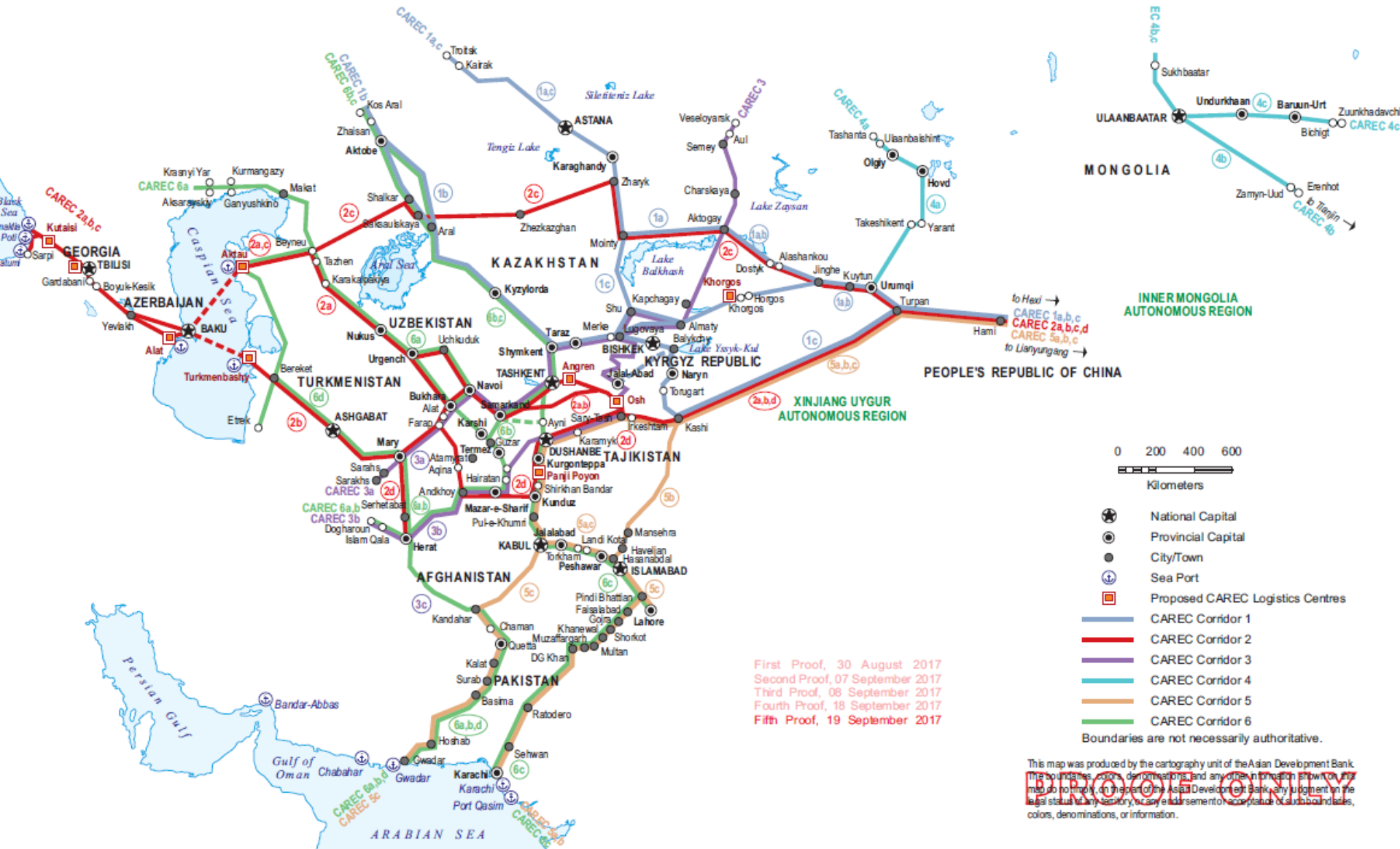
Strategic Priorities:

1. Develop Multimodal Corridor Network
2. Improve Trade and Border Crossing Services
3. Improve Operational and Institutional Effectiveness

Priority Investments:

- 124 projects (77% out of all CAREC Project Portfolio)
- Estimated cost of \$24,4 billion

I. Develop Multimodal Corridor Network





1. Develop Multimodal Corridor Network – Targets (by 2020)

- ❑ The six CAREC transport corridors are building a truly global future for the region, linking markets in northern PRC to Azerbaijan in the Caucasus and further to Europe, and from Kazakhstan to Pakistan’s warm-water ports of Karachi, Gwadar, and beyond.
- ❑ **Seamless connectivity** is moving people and their businesses along the CAREC corridors faster, speeding up passage, and reducing the costs of crossing borders.
- ❑ CAREC corridors improve access to essential services and job opportunities – ultimately ensuring a **better quality of life** for all people of the CAREC region.



1. Develop Multimodal Corridor Network – Targets (by 2020)

Corridor 1:	Europe-East Asia
Corridor 2:	Mediterranean-East Asia
Corridor 3:	Russian Federation-Middle East and South Asia
Corridor 4:	Russian Federation-East Asia
Corridor 5:	East Asia-Middle East and South Asia
Corridor 6:	Europe-Middle East and South Asia



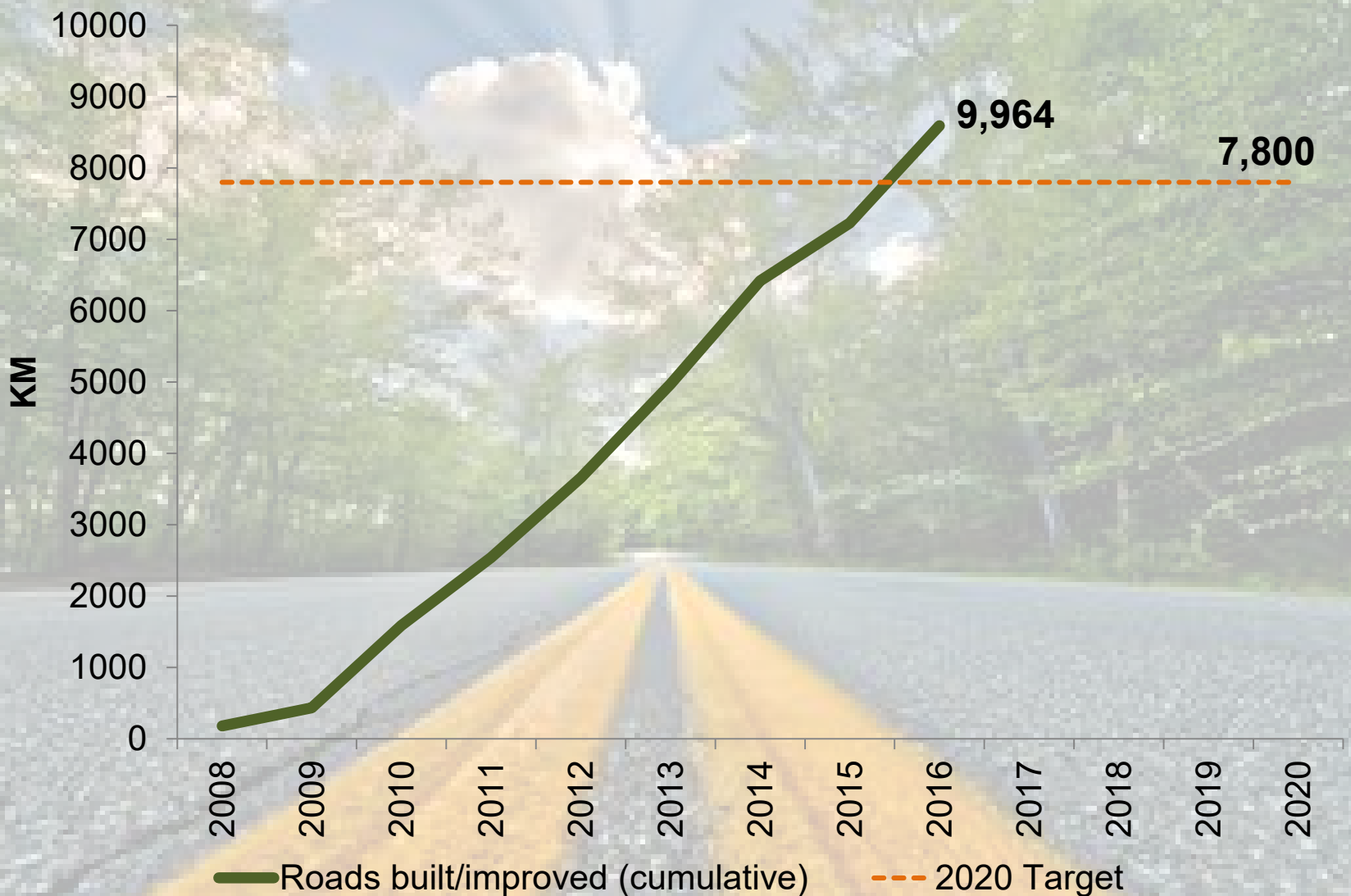
1. Develop Multimodal Corridor Network – Targets (by 2020)

- **Roads**: 9,964 kilometers (km) of expressways or national highways built, upgraded or improved as of 2017 (surpassing the TTFS 2020 target of 7,800 km or roads constructed or improved by 2020)
- **Railways**:
 - 1,995 km of new railways built as of 2017 (surpassing the TTFS 2020 target of 1,800 km of new railways built by 2020);
 - 3,433 km of railways improved as of 2017 (surpassing the TTFS 2020 target of improving 2,000 km of railways by 2020)

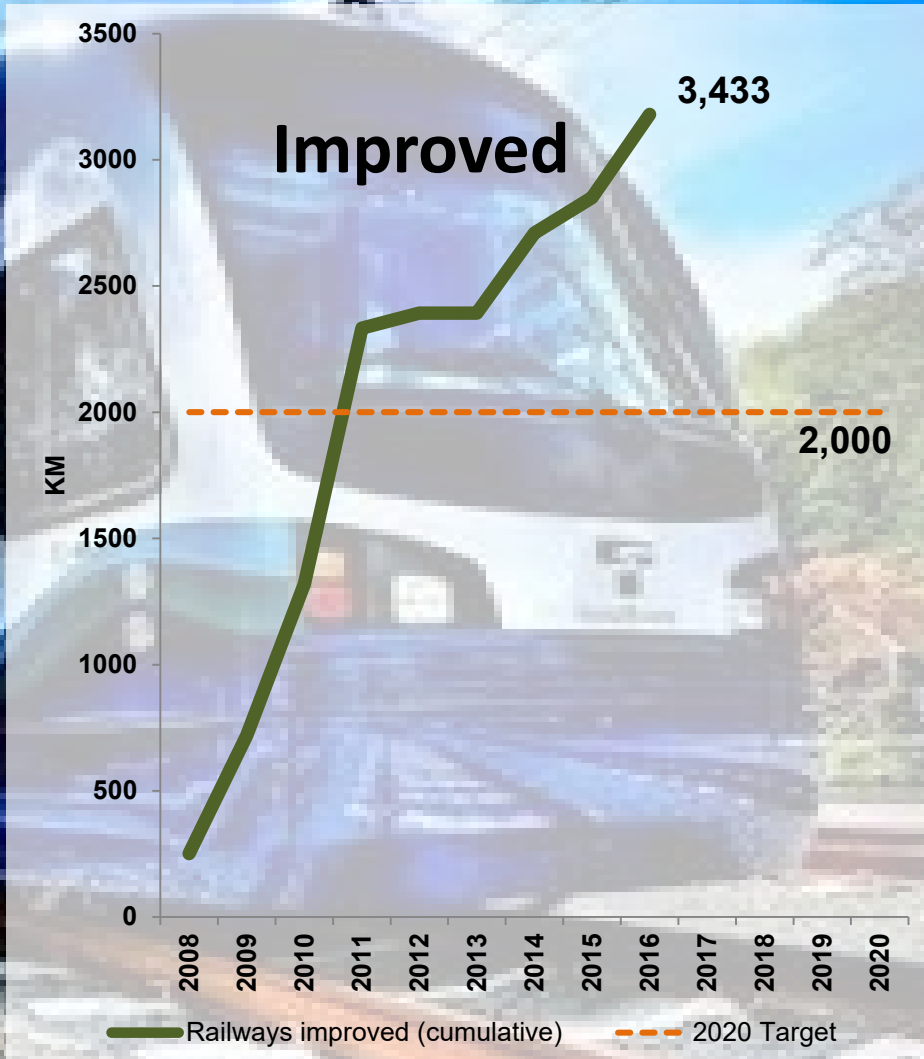
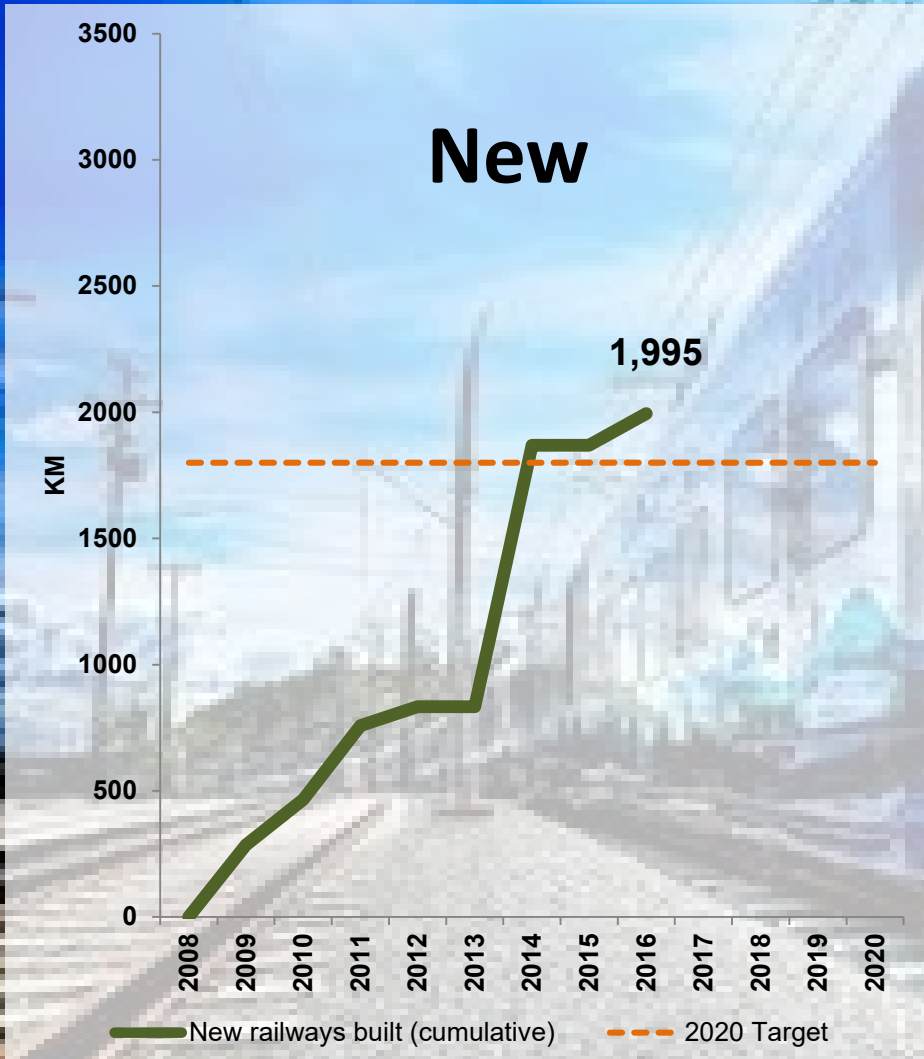


Annual Reporting on Progress

Progress against targets: Roads



Progress against targets: Railways



II. Improve Trade and Border Crossing Services

□ BCPs and Logistic Centers:

- 1 port (Aktau) completed and 2 border-crossing points (BCPs) improved (Dusti and Guliston);
- 1 port (Turkmenbashi), 2 logistics centers (Turkmenbashi and Zamyn-Uud) and 4 BCPs (Karamyk, Torkham, Chaman, Wagha) are ongoing



Annual Reporting on Progress



II. Improve Trade and Border Crossing Services

BCP and LC	Status
Aktau port (Kazakhstan)	Completed
Dusti (Tajikistan)	Completed in 2015
Guliston (Tajikistan)	Completed under RIBS project in 2016
Turkmenbashi port (Turkmenistan)	Ongoing
Turkmenbashi and Zamyň-Uud logistics centers (Turkmenistan)	Ongoing
Karamyk (Kyrgyz Republic)	Construction ongoing under RIBS project
Torkham, Chaman, Wagha (Pakistan)	Ongoing procurement, land acquisition and facility design under RIBS project





CAREC TTFS 2020: Result-based Framework

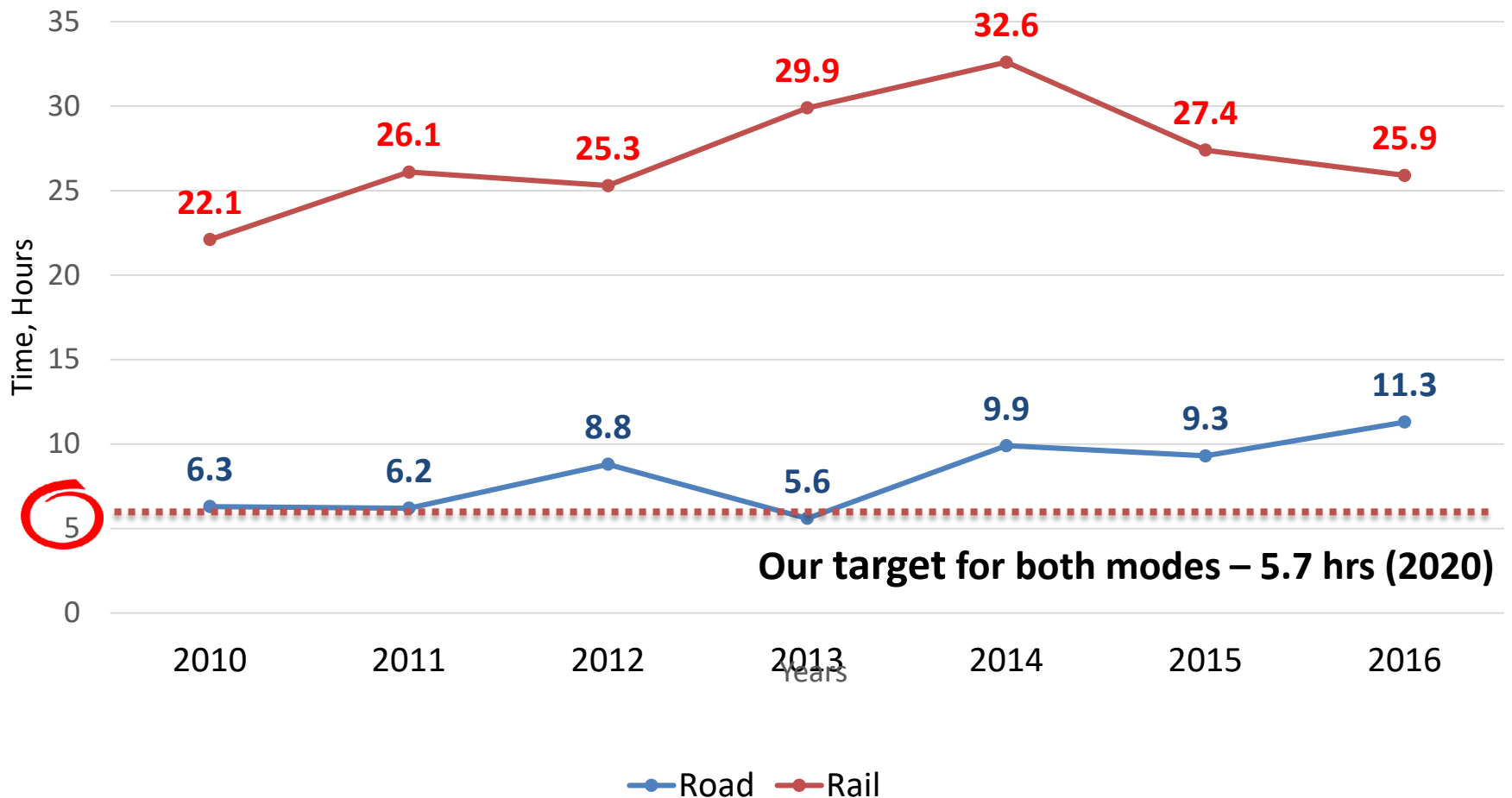
Outcome level indicators

Outcomes	CPMM 2016	Target (2020)
Average speed (SWD) on CAREC Corridors (kph)	22.3 (road) 14.3 (rail)	30
Time to clear a Border Crossing Point on CAREC Corridors (hrs)	11.3 (road) 25.3 (rail)	5.7
Cost to clear a BCP on CAREC Corridors (\$)	160 (road) 214 (rail)	149

CAREC Corridor Performance

Based on CAREC Performance Measurement and Monitoring (CPMM)

TFI1 Time taken to clear a border crossing point (hr)

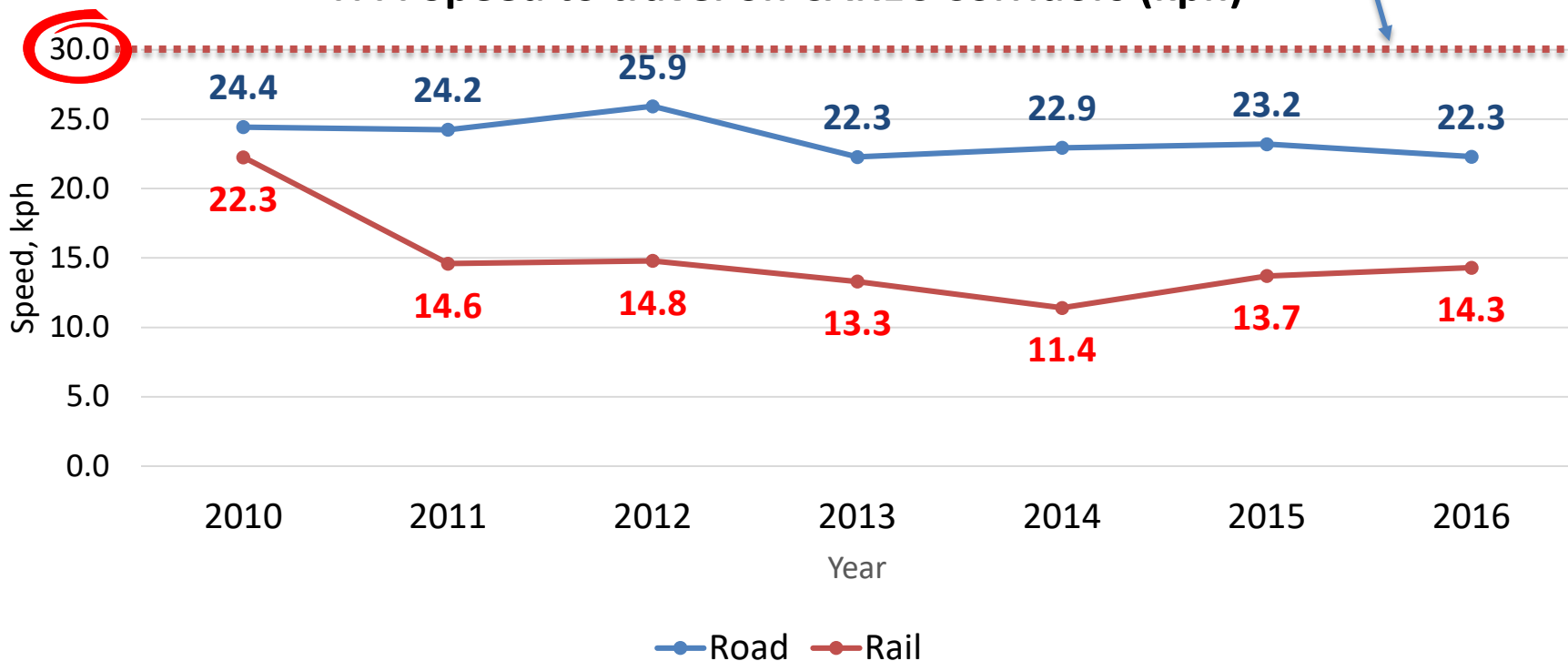


CAREC Corridor Performance

Based on CAREC Performance Measurement and Monitoring (CPMM)

Our target – 30.0 kph (2020)

TFI4 Speed to travel on CAREC Corridors (kph)



III. Improve Operational and Institutional Effectiveness: Railways



- ❑ **Railway strategy** developed to guild the long-term development of railways in the CAREC region
- ❑ **Road safety strategy** developed to make CAREC corridors safer
- ❑ Three knowledge products on road safety engineering completed
- ❑ Three knowledge products on road asset management completed
- ❑ Scoping study to understand the potential role of CAREC in creating an efficient aviation market in the region completed

III. Improve Operational and Institutional Effectiveness: Railways

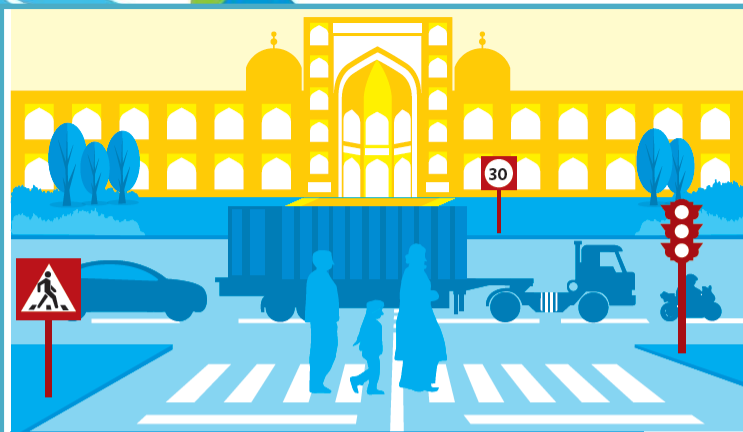


UNLOCKING THE POTENTIAL OF RAILWAYS
A Railway Strategy for CAREC, 2017-2030



- CAREC Railway Strategy endorsed by member countries in October 2016
- *Results-based framework specifically for railways, to guide monitoring and reporting*

III. Improve Operational and Institutional Effectiveness: Road Safety



Safely Connected: A Regional Road Safety Strategy for CAREC Countries (2017–2030)

For Endorsement by the 15th CAREC Ministerial Conference

Central Asia Regional Economic Cooperation Program



- CAREC Road Safety Strategy endorsed by the 15th MC in October 2016
- 3 knowledge products to be published by end 2017 (Road Safety Engineering Manual Series)
- *Annual self-reporting against agreed actions by each country*

III. Improve Operational and Institutional Effectiveness: Road Asset Management (RAM)



CAREC Road Safety Engineering Manual 1
ROAD SAFETY AUDIT
MARCH 2018



CAREC Road Safety Engineering Manual 2
SAFER ROAD WORKS
MARCH 2018

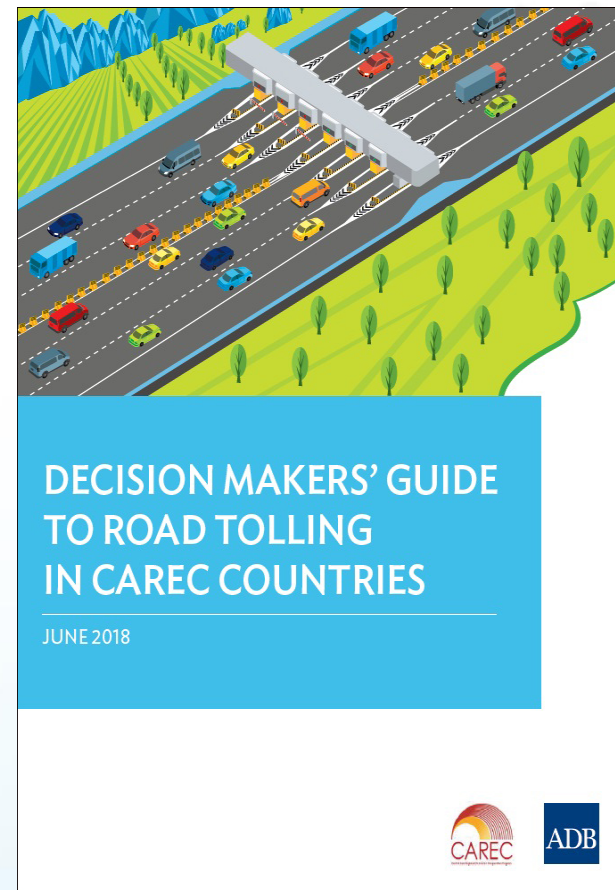
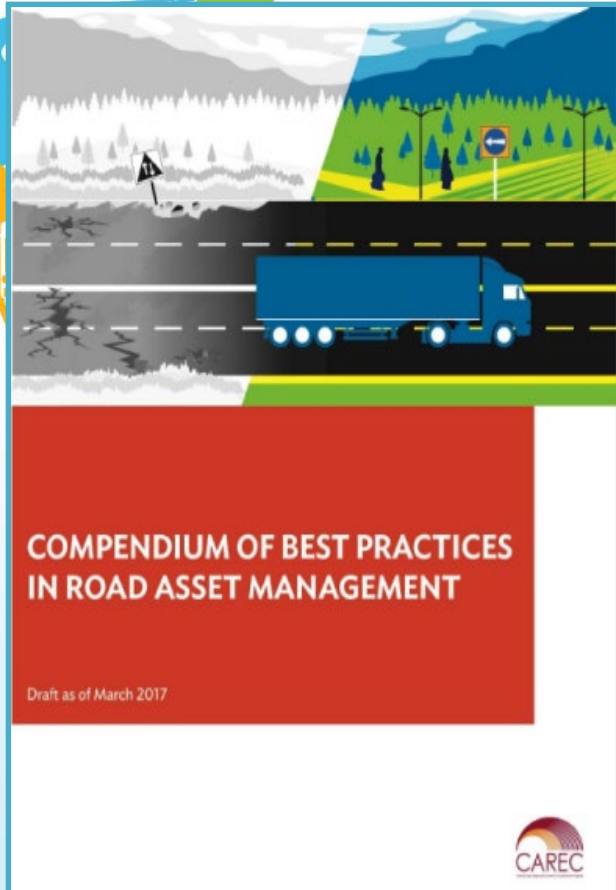


CAREC Road Safety Engineering Manual 3
**ROADSIDE HAZARD
MANAGEMENT**
APRIL 2018



- *Provides status of road safety engineering in CAREC countries*

III. Improve Operational and Institutional Effectiveness: Road Asset Management (RAM)



- *Provides status of road asset management in CAREC countries*

III. Improve Operational and Institutional Effectiveness: Road Safety

❑ Objective

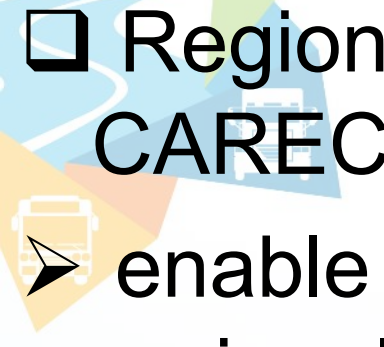
- Identify and prioritize actions that can be meaningfully undertaken by the CAREC program in support of improved air transport connectivity

❑ Coverage

- I. Policies and standards
- II. Infrastructure and equipment
- III. Operations



Summary

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- ❑ Regional cooperation programs such as CAREC can;
 - enable countries to monitor progress of regional significance
 - serve as an inclusive and efficient platform for concerned stakeholders/parties
 - help make progress on issues in the transport sector, both in terms of (i) hard infrastructure, and (ii) soft-side interventions



**Thank you for your
attention!**

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