Monitoring the Implementation of SDGs: The Possible Role of CAREC

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### ADB supporting transport policy and planning at different levels

<table>
<thead>
<tr>
<th>Level</th>
<th>Examples</th>
</tr>
</thead>
<tbody>
<tr>
<td>Global</td>
<td>• Working with other MDBs through the MDB Working Group on Sustainable Transport to shape SDGs</td>
</tr>
<tr>
<td>Regional</td>
<td>• Central Asia Regional Economic Cooperation (CAREC) Transport and Trade Facilitation Strategy</td>
</tr>
</tbody>
</table>
| National         | • Georgia National Transport Policy  
                      • Pakistan National Transport Policy |
| Urban/municipal  | • Tbilisi Sustainable Urban Transport Strategy |
What is CAREC?

• **11 member countries**: Afghanistan, Azerbaijan, P.R. China, Georgia, Kazakhstan, Kyrgyz Republic, Mongolia, Pakistan, Tajikistan, Turkmenistan, Uzbekistan

• **6 Multilateral Institutions**: ADB, EBRD, IMF, IsDB, UNDP, World Bank

• **4 priority sectors**: transport, trade facilitation, trade policy, energy
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:
- 108 projects (7 newly completed projects in 2016)
- Estimated cost of $43B
I. Develop Multimodal Corridor Network

Now with extension to Georgia
1. Develop Multimodal Corridor Network – Targets (by 2020)

- **Roads**
  7,800 km of expressways or national highways built or improved

- **Rail**
  1,800 of new railways constructed and 2,000 km of railway track renovated, electrified or signalized

- **Logistic Centers**
  Five multimodal logistic centers operational

- **Border Crossing Points**
  At least five border crossing points completed/improved

Annual Reporting on Progress
Progress against targets: Road

Progress against targets: Railways

New railways built (cumulative)
- 2020 Target: 1,995 KM
- Progress: 1,800 KM

Railways improved (cumulative)
- 2020 Target: 3,180 KM
- Progress: 2,000 KM

Data Source: Transport Sector Progress Report, June 2017
## II. Improve Trade and Border Crossing Services

<table>
<thead>
<tr>
<th>BCP</th>
<th>Status</th>
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<tbody>
<tr>
<td>Dusti (Tajikistan)</td>
<td>Completed in 2015</td>
</tr>
<tr>
<td>Guliston (Tajikistan)</td>
<td>Completed under RIBS project in 2016</td>
</tr>
<tr>
<td>Karamyk (Kyrgyz Republic)</td>
<td>Construction ongoing under RIBS project</td>
</tr>
<tr>
<td>Torkham, Chaman, Wagh (Pakistan)</td>
<td>Ongoing procurement, land acquisition and facility design under RIBS project</td>
</tr>
</tbody>
</table>
CAREC TTFS 2020: Result-based Framework
Outcome level indicators

<table>
<thead>
<tr>
<th>Outcomes</th>
<th>CPMM 2016</th>
<th>Target (2020)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average speed (SWD) on CAREC Corridors (kph)</td>
<td>22.3 (road)</td>
<td>30</td>
</tr>
<tr>
<td></td>
<td>14.3 (rail)</td>
<td></td>
</tr>
<tr>
<td>Time to clear a Border Crossing Point on CAREC Corridors (hrs)</td>
<td>11.3 (road)</td>
<td>5.7</td>
</tr>
<tr>
<td></td>
<td>25.3 (rail)</td>
<td></td>
</tr>
<tr>
<td>Cost to clear a BCP on CAREC Corridors ($)</td>
<td>160 (road)</td>
<td>149</td>
</tr>
<tr>
<td></td>
<td>214 (rail)</td>
<td></td>
</tr>
</tbody>
</table>
CAREC Corridor Performance
Based on CAREC Performance Measurement and Monitoring (CPMM)

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

Our target for both modes – 5.7 hrs (2020)
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)

- Road
- Rail
III. Improve Operational and Institutional Effectiveness: Railways

- 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

- 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)

- Provides status of road asset management in CAREC countries
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

- Regional cooperation programs such as CAREC can enable countries to monitor progress toward SDGs – especially those of regional nature/significance.
- Such programs can also help make progress on issues related to SDGs 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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