



Reference Document
For Transport Sector Session of the Senior Officials' Meeting
19 October 2020

Transport Sector Progress Report and Work Plan (July 2019 - August 2020)

**Virtual Senior Officials' Meeting
Central Asia Regional Economic Cooperation
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I. Executive Summary

1. Knowledge products, workshops, and other deliverables scheduled for completion before the onset of the pandemic were mostly completed on time, including the CAREC Transport Strategy 2030, which was endorsed during the CAREC Ministerial Conference in November 2019. National training workshops on Road Safety Engineering, national railway sector assessments, and a training program on Road Asset Management Systems (RAMS) and Performance-based Contracting (PBC) were also carried out successfully as scheduled. A development partners' page in the CAREC website was also set-up to showcase their work and achievements in the transport sector.

2. However, the Covid-19 pandemic has disrupted the timely implementation of other activities outlined in the current year's work plan. With the shutdown of borders and air travel, trainings, workshops, and other knowledge work originally designed for in-person collaborations have either been deferred or cancelled altogether.

3. Virtual workshops are being considered in place of cancelled in-person workshops, but these can be uniquely challenging as virtual meetings and training programs are still fairly unexplored territory for the CAREC transport sector group. Depending on the nature of workshop sessions and activities, virtual set-ups can also differ clearly from in-person workshops in terms of effectiveness and ease of organization/facilitation.

4. The virus outbreak has also stalled the implementation of some key transport sector projects, albeit only temporarily. Most construction work on infrastructure projects were put on hold especially during strict lockdowns. However, safety and other measures like social distancing, use of PPE, cleaning and disinfecting have been put in place and construction activities have gradually resumed since. Thus, project activities are likely to catch back up to target timeframes despite Covid-19 setbacks.

5. On the overall, however, the pandemic has severely affected the transport industry. Travel demand has been declining sharply as a result of global travel bans and lockdowns that were triggered by the outbreak. This drastic drop in travel demand – which soon created substantial excess capacity in the transport industry (grounded planes, passenger trains, buses, etc.) – has caused significant reductions in transport operations and revenues, putting many operators in dire financial condition, thus requiring support from the national governments.

II. Key Developments and Results

A. Sector Implementation

6. This report covers progress made by the CAREC member countries in 2019 against the CAREC Transport and Trade Facilitation Strategy (TTFS) 2020¹ and subsequently the CAREC Transport Sector Work Plan 2018–2020. It is also the transition report between TTFS 2020 and the new CAREC Transport Strategy (CTS) 2030². It covers progress achieved in the implementation of the two major subsector strategies: the CAREC railway strategy (Unlocking the Potential of Railways: A Railway Strategy for CAREC, 2017-2030)³ and the CAREC road safety strategy (Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017-

¹ <https://www.carecprogram.org/?publication=carec-transport-and-trade-facilitation-strategy-2020>

² <https://www.carecprogram.org/?publication=carec-transport-strategy-2030>

³ <https://www.carecprogram.org/?publication=unlocking-potential-railway-strategy-carec-2017-2030>

2030)⁴. CTS 2030 uses several performance indicators to inform countries about their progress in key transport pillars (Table 1).

Table 1: Outcome Level Indicators for CAREC Transport Sector

Pillar	Title	Outcomes	Indicators (Sources or Reports)
1	Transport and Logistics Facilitation	Efficiency improvements in border crossing points (BCPs), customs clearance, immigration procedures and cross-border logistics.	<ul style="list-style-type: none"> • Average speed by corridors, speed with delay (SWD) • Time and cost to clear a border crossing point, by corridor, country and BCP • Logistics Perception Index (LPI)
2	Roads and Road Asset Management	Improvement on the CAREC Road Asset Management maturity model*	<ul style="list-style-type: none"> • 2019 (provisional): All countries at level 1 except Pakistan at level 3, for National Highway network (CAREC Transport Sector Progress Report) • Average speed of traffic without delay (SWOD), by corridors (CAREC CPMM) • Perception of highway quality improved (World Economic Forum Global Competitiveness Index) for selected countries
3	Road Safety	Reduction in the number of road crash fatalities on CAREC international road corridors	<ul style="list-style-type: none"> • By 2030: 50% reduction from 2010 figure (82,000 fatalities).
4	Railways	Improved service level and operation efficiency of railways	<ul style="list-style-type: none"> • CPMM average commercial speed, by CAREC corridor, SWD and SWOD • Perception of railway quality improved ((World Economic Forum Global Competitiveness Index for railways) for selected countries
5	Aviation	Creation of a more open aviation market that catalyzes enhanced exchange and trade outcomes	<ul style="list-style-type: none"> • Number of CAREC country pairs achieving unrestricted third- and fourth-freedom rights • Number of CAREC countries adopting paperless e-freight systems for aviation • Number of countries with e-visa systems

* RAMS maturity model (Phase 1 – RAMS at construction; Phase 2 – RAMS provides full inventory assessment, albeit it can be at the fixed time, not regularly updated, not used in full for decision making and financial planning; Phase 3 – continuous (periodic) monitoring of the road asset inventory, good cost models, cost/management accounting and planning, decisions and financial planning based on all well-known factors and clear performance targets).

CAREC = Central Asia Regional Economic Cooperation, CPMM = Corridor Performance Measurement and Monitoring.

Source: CAREC Secretariat.

⁴ <https://www.carecprogram.org/?publication=safely-connected-regional-road-safety-strategy-carec-countries-2017-2030>

7. Some of the most important knowledge work completed or in progress during the reporting period include the 'Impact of COVID-19 on the CAREC Aviation Sector' study, which seeks to evaluate the impact of Covid-19 on commercial aviation and offer recommendations on the restart and recovery of the aviation industry. The CAREC Ports and Logistics Scoping Study is in progress and expected to be completed in Q4 2020, while a new road safety engineering manual, CAREC Road Safety Engineering Manual IV: Pedestrian Safety, has been finalized and should be ready for publication in Q4 2020. Table 2 provides a list of workshops, training programs, and knowledge products completed.
8. Country railway sector assessments are in progress and will be published in the last quarter of this year, while RSE workshops, and a training program on RAMS and PBC have also been successfully carried out and completed for selected CAREC countries. A comprehensive workshop on RAMS and PBC for government officials of Afghanistan was originally set to take place in Istanbul, Turkey in March this year but had to be cancelled a few weeks before the event because of the Covid-19 outbreak. Virtual webinars are being considered in place of similar workshops for other CAREC countries that were put on hold because of the pandemic.
9. The CAREC Road Safety Scorecard and the Summary report on road asset management, which seek to identify the current implementation status of the CAREC Road Safety Strategy and of road asset management needs in CAREC countries, respectively – as well as identify key gaps for future support – are both in progress and expected to be finalized by Q4 2020. Virtual webinars to present the results of these studies and gather feedback from CAREC countries may be organized later this year or early next year, as required.
10. The railway sector group has developed a CAREC Traffic Model to evaluate rail sector projects and help identify options for investment and operational improvements in the railway sector.
11. A traffic study on a potential rail corridor connecting PRC–Kyrgyz Republic–Uzbekistan has been initiated to assess the investment potential for this corridor. The study uses the traffic model, but also requires field visits and discussions with stakeholders, including shippers and forwarders, to identify financing options for the project as well as assess the viability of private sector participation. Temporary travel bans have put the study tentatively on hold but project activities will resume as soon as circumstances allow.
12. Country-specific railway subsector assessments will be completed and published in the last quarter of this year, while an overall railway assessment of CAREC countries – which draws together issues from the different RSAs – is expected to be completed by the first quarter of 2021. The briefing note on the use of track capacity software is now available to CAREC countries and development partners on the CAREC website.
13. Initial work on the CAREC Rolling Stock Needs and Financing Study has commenced with a survey to collect information describing the current state of CAREC members' rolling stock. Findings from initial data analyses will lay the groundwork for further study and more in-depth research. The next steps of the study will be discussed in the Sixth RWG meeting.
14. The National Road Asset Management and Road Maintenance Workshops, National Road Safety Workshops, the Sixth Railway Working Group Meeting, Transport Sector Coordination Committee Meeting and the Regional Aviation Workshop are all tentatively rescheduled in the second quarter of 2021.

Table 2. Workshops, Training Programs, and Knowledge Products Completed

Title of Publication/Event	KP Category	Notes
CAREC: Transport Strategy 2030	Signature Product	Endorsed by CAREC MC in Nov 2019.
2019 CAREC Transport Sector Annual Report	Special Report	Completed in August 2020
Cross-border transport and logistics facilitation		
CAREC Ports and Logistics Scoping Study	Special Report	Expected for completion in Q4 2020
Road Safety		
National training workshops on Road Safety Engineering	Signature event	PRC (2–5 September 2019) Afghanistan (4–7 November 2019 in Georgia) Mongolia (12-28 May 2020, managed by CAREC Institute)
4 th CAREC manual on Road Safety Engineering – Pedestrian Safety	Signature Product	For circulation at the 19th CAREC Ministerial Conference (MC)
Railways		
The regional Railways Asset Management workshop	Signature event	Tbilisi, Georgia, 15-18 October 2019
5 th Meeting of the CAREC Railway Working Group	Signature event	Bangkok, Thailand, 12-13 December 2019
Briefing Note on the Use of Track Capacity and Timetable Software	Technical Study	Completed in February 2020
CAREC national Railway Sector Assessments	Special Report	Expected for completion in Q4 2020
Roads and Road Asset Management		
Training program on Road Asset Management Systems (RAMS) and Performance-based Contracting (PBC)	Signature event	Dushanbe, Tajikistan on 12–14 February 2020
Virtual Workshop on Road Asset Management (RAM) and RAM System	Signature event	Completed, 10-13 August 2020 (managed by CAREC Institute)
Aviation		
Impact of COVID-19 on the CAREC Aviation Sector Study	Special Report	For circulation at 19th CAREC MC
CAREC Silk Road Air Pass Proposal	Technical Study	Expected completion in Q4 2020

B. Implementation Progress by Priority Area

15. Appendix 1 provides the list of outcome indicators by transport pillar.

Cross-border transport and logistics facilitation. This pillar facilitates greater economic cooperation and connectivity among CAREC countries by reducing impediments to cross-border transport. It focuses specifically on improving cross-border infrastructure, streamlining the implementation and enforcement of transport agreements and conventions. Progress in these areas for 2019-2020 includes:

- **CAREC Ports and Logistics Scoping Study.** The CAREC Ports and Logistics Scoping Study provides a comprehensive background on ports and logistics developments in the

CAREC region and identifies potential areas of cooperation among CAREC DMCs and development partners. It is expected to be completed by the last quarter of this year.

- **Sustained dialogues and consultations among CAREC countries for effective implementation of cross border transport agreements and conventions.** The CAREC program continues to facilitate discussions among its member countries for the establishment and enforcement of cross border transport agreements and conventions. In 2019, Pakistan acceded to the Convention on the Contract for the International Carriage of Goods by Road (CMR), a legal instrument important to the effective regional transit regime in the CAREC region. Pakistan has also initiated efforts to hold the expert level meeting of QATT member countries to facilitate the successful implementation of the agreement and promote the overall goal of regional economic integration in the CAREC region.
- **Continued improvement and application of the CAREC program's Corridor Performance Measurement and Monitoring (CPMM) tool in analyzing border crossing delays and costs.** Along with bureaucratic procedures, corrupt practices, and other inefficiencies at the border, the current CPMM report indicates that asymmetries in transport infrastructure, equipment, procedures, and documentation among CAREC countries are associated with significant cross-border transport delays and costs. The CAREC transport action plan will thus prioritize continued alignment of transport infrastructure, procedures, and documentation among CAREC member countries of Central Asia, South Asia, East Asia, and the Caucasus.
- **Support for improved cross-border infrastructure, operational procedures, and stronger border management capacity through various projects and TA activities.** The CAREC Regional Improvement of Border Services (RIBS) projects in the Kyrgyz Republic, Mongolia, Pakistan, and Tajikistan have been supporting BCP improvements through the deployment of BCP security and ICT equipment, creation of National Single Window facilities, and establishment of integrated border management institutions. Capacity building for national sanitary and phytosanitary certification agencies, as well as training and capacity development for border management and trade regulatory agencies are also provided under the RIBS project.

Roads and road asset management.

- **Capacity building on Road Asset Management Systems for government officials of CAREC member countries.** The 17th TSCC Meeting held in 2018 agreed to assist CAREC countries in managing the evolving technical requirements of road asset management and to strengthen their capacities in Road Asset Management Systems (RAMS). In response, the CAREC program has developed a 3-day training program to equip CAREC countries with in-depth knowledge on RAMS and performance-based contracting (PBC). Guided by the principles embodied in the *Compendium of Best Practices in Road Asset Management, Guide to Performance-Based Road Maintenance Contracts, and Decision Makers' Guide to Road Tolling in CAREC Countries*, the program includes discussions on (i) the principles of RAMS and technical and institutional arrangements for developing RAMS, and (ii) PBC concepts and institutional requirements for operationalizing the PBC as an effective option for road maintenance.
- The workshop was rolled out in Dushanbe, Tajikistan on 12–14 February 2020. A similar workshop will be arranged for officials from Afghanistan and will also be organized in other countries to develop a common knowledge platform for CAREC countries. Target

participants for the training program are officials from government agencies involved in road sector operation, particularly road maintenance, including the Ministry of Finance.

- In addition, the CAREC Institute in cooperation with ADB organized a virtual CAREC regional road asset management (RAM) workshop for government officials from ministries and other agencies responsible for road asset management in CAREC member countries on 10-13 August 2020. The workshop was highly successful with very active engagement from the participants. The workshop focused on the following components of RAM and RAMS:
 - (i) introduction and overview of RAM and RAMS;
 - (ii) defining levels of service and performance;
 - (iii) inventory and condition data;
 - (iv) asset valuation and the link to RAM;
 - (v) asset management plans, teams and tools; and
 - (vi) contracting models.

Road safety. This pillar helps ensure that CAREC road corridors continue to support safe and efficient movement of people and goods with high reliability and connectivity. Key achievements in these areas for 2019-2020 include:

- **Capacity building on road safety management for government officials of CAREC member countries.** The CAREC Institute in coordination with CAREC Transport organized a virtual road safety engineering workshop for government officials from ministries and agencies responsible for road safety in Mongolia on 28 May to 2 June 2020. The workshop was well received and was considered very successful. Prior to this, the CAREC Institute and the CAREC program jointly organized 4-day capacity building workshops for government officials of PRC (2–5 September 2019) and Afghanistan (4–7 November 2019 in Georgia).
- The workshop program was designed to build understanding of best practice principles in road safety, focusing on the four essential components of road safety engineering:
 - (i) treating hazardous road locations (blackspots);
 - (ii) road safety audits;
 - (iii) roadside hazard management; and
 - (iv) safety at road work sites.
- Apart from lectures, site visits were arranged to simulate blackspot investigations and road safety audits. Main takeaway from the workshops was the importance of road safety not only during engineering design development, but also during and after civil works for both road users and construction workers.
- In total, around 140 officials participated in these workshops, including officials from the Kyrgyz Republic, Tajikistan, Azerbaijan, Georgia, and Uzbekistan where similar workshops were organized in March-April 2019.

Aviation. The 2018 CAREC Aviation scoping study, which served as a reference document for establishing the aviation pillar under CAREC Transport Strategy 2030, outlines key issues and priorities for the aviation sector in CAREC member countries. This pillar emphasizes the importance of establishing more direct, cost-efficient, and safe aviation links among CAREC member countries for a more open regional aviation market in the CAREC region.

- **Impact of Covid-19 on the CAREC Aviation Sector Study.** The final report on the Impact of Covid-19 on the CAREC Aviation Sector Study will be circulated at the 19th CAREC Ministerial Conference. The study seeks to evaluate the impact of Covid-19 on commercial aviation and offer recommendations on how CAREC countries can prepare for recovery, mitigate the impact of Covid-19, and restart the aviation industry.
- **Silk Road Air Pass Proposal.** The Silk Road Air Pass Proposal will be circulated in October 2020. It examines the concept of an air pass for CAREC countries and discusses ways to promote tourism and greater air traffic and connectivity through multi-country Silk Road itineraries.
- **Consultations on priority actions for civil aviation sector reforms.** In 2018 and 2019, the CAREC Secretariat held consultations with the governments of the Kyrgyz Republic and Mongolia, and civil aviation authorities to prepare and develop their national priority actions for reforming the civil aviation sector. In 2020, further advisory services can be provided to these and other CAREC member countries based on demand.

III. Challenges and Key Issues

16. The Covid-19 pandemic has disrupted the timely implementation of the current year work plan. With the shutdown of borders and air travel, some activities – knowledge products, trainings, and workshops – have been deferred while some were cancelled altogether.

17. In the Railway subsector, some activities that were agreed upon (such as PRC-KGZ-UZB traffic study and management assistance to TAJ/KGZ railways) are on hold as these require missions. In the Road Safety subsector, two workshops that were slated to be held in April were cancelled. Trainings and workshops in the RAM subsector were also disrupted. Virtual workshops are being considered in place of cancelled in-person workshops, but these can be uniquely challenging as virtual meetings and training programs are a fairly unexplored territory for the CAREC transport sector group. Both have their respective limitations and drawbacks and, depending on the nature of workshop sessions and activities, can have clear differences in terms of effectiveness and ease of organization/facilitation.

18. The virus outbreak has also stalled implementation of some key transport sector projects, albeit only temporarily. Most construction work on infrastructure projects were halted especially during strict lockdowns, but construction activities have gradually resumed since. Thus, project activities may still be able to catch up back to the original timetable despite Covid-19 setbacks.

19. Nonetheless, the pandemic has severely affected the transport industry. Travel demand has been declining sharply as a result of virus containment measures, including global travel bans and lockdowns. This drastic drop in travel demand – which soon created substantial excess capacity (grounded planes, passenger trains, buses, etc.) – has caused significant reductions in transport operations and revenues. This has put many operators in dire financial condition, thus requiring support from the national governments.

IV. Work Program for Coming Year

20. The CAREC program will offer technical assistance to CAREC countries in 2020 onward through knowledge products and workshops on the five pillars: roads and road asset management, road safety, railways, cross-border facilitation, and aviation (appendix 2).

Cross-border transport and logistics facilitation.

- **CAREC Ports and Logistics Scoping Study.** The CAREC Ports and Logistics Scoping Study is expected to be completed in Q4 2020. Specific actions in support of this pillar will be developed and launched in 2021.
- **Ongoing and new CAREC RIBS projects.** The CAREC stakeholders will continue improving the regional cross-border transport and logistics focusing on the holistic improvement of border crossing operations through implementation of the ongoing CAREC RIBS projects.

Roads and road asset management.

- **Summary report on road asset management needs of CAREC countries.** A summary report will evaluate the current implementation status of road asset management in CAREC countries based on the CAREC RAM maturity model and identify key gaps for future support. It is expected to be finalized by Q1 2021.
- **RAM and maintenance workshop programs.** National RAM workshops are planned in 2020-21 to assess and examine existing road maintenance systems and their relevant policies and legislative frameworks, and identify areas for improvement and appropriate actions. In light of the COVID-19 pandemic, a virtual mode of these training can be explored as required.

Road Safety.

- **CAREC Road Safety Scorecard.** A road safety report card which seeks to identify the current implementation status of the CAREC Road Safety Strategy by country and key implementation gaps is in progress. This is expected to be completed by Q4 2020 and published in early 2021.
- **Road Safety Engineering Manual.** A new road safety engineering manual, CAREC Road Safety Engineering Manual IV: Pedestrian Safety, is expected to be published by Q4 2020. This is the latest installment after the three previous CAREC Road Safety Engineering Manuals. The next stage will be to operationalize and apply the principles and approaches articulated in the training manuals, and to disseminate other completed knowledge products to encourage the adoption of best practices in CAREC countries.
- **National Road Safety Workshops.** National Road Safety workshops will be organized for CAREC DMCs to raise awareness and build understanding of up-to-date road safety engineering information and good road safety practices espoused in CAREC's four Road Safety Engineering Manuals, namely, RSE Manual 1: Road Safety Audit; RSE Manual 2: Safer Road Works; RSE Manual 3: Roadside Hazard Management; and RSE Manual 4: Pedestrian Safety. The workshops are slated to be held in 2021, and will be offered on online modality if the pandemic continues into the year ahead.
- **Partnerships with lead organizations on road safety.** The CAREC program has been exploring possible partnerships with the World Bank, other MDBs and leading organizations in road safety, including the Global Road Safety Partnership, the International Road Federation, the International Road Assessment Programme, and the World Health Organization. Currently, a Road Safety Scorecard for CAREC countries is being prepared in collaboration with the Global Road Safety Partnership.
- **Asia Pacific Road Safety Observatory (APRSO).** The APRSO is a platform established by several international agencies including the abovementioned, which provides support to country participants in strengthening their road safety policy frameworks and

instruments and for helping them comprehensively collect and exchange quality data.⁵ The CAREC Program collaborates with APRSO to improve road crash data collection and provide access to good crash data and analysis in CAREC member countries.

- **New technical assistance to support road safety initiatives.** ADB is currently preparing a \$1.5 million technical assistance (TA: Enhancing Road Safety for CAREC Member Countries, Phase 2) to facilitate regional policy dialogue, knowledge sharing, and a more coordinated approach to common road safety issues and challenges in the CAREC region. The funding for this TA of amount \$1.5 million has been approved, of which \$1.2 million comes from Regional Cooperation and Integration Fund (RCIF) and \$ 0.3 million from Technical Assistance Special Fund (TASF), and would be implemented from Dec 2020. This TA will examine ongoing and potential threats of increasing road crashes and will apply recommendations and lessons learned from Enhancing Road Safety for Central Asia Regional Economic Cooperation Member Countries (Phase 1) and other similar road safety projects.

Railways.

- **Country-specific railway subsector assessments, and overall railway assessment of CAREC countries.** Railway sector assessments for all CAREC countries will be published in Q4 2020, while an “overarching” report which draws together issues from the different RSAs and highlights challenges and issues requiring attention across all or part of CAREC is expected to be completed by Q1 2021.
- **CAREC Traffic Model.** The railway subsector has developed a CAREC Traffic Model which will be used in economic evaluation of rail projects, and in identifying options for investment and operational improvements in the railway sector.
- **Traffic study on the (PRC–Kyrgyz Republic–Uzbekistan) railway corridor.** A traffic study for a potential rail corridor connecting PRC–Kyrgyz Republic–Uzbekistan has been initiated but is temporarily on hold as ongoing travel bans have stalled other required activities (e.g., field visits, stakeholder consultations, etc.). Work on the study will resume as soon as conditions allow.
- **CAREC Rolling Stock Needs and Financing Study.** The CAREC Rolling Stock Needs and Financing Study has initiated a survey to collect data from CAREC members on their rolling stock status. Findings from initial data analyses will lay the basis for defining the specific terms of reference for more in-depth research. The next steps of the study will be discussed in the Sixth RWG meeting.

Aviation.

- **Regional Aviation Workshop.** The Regional Aviation Workshop is slated to be held in Q4 2021. It will assess the current status of the aviation sector and provide an update on CAREC’s role in facilitating regional cooperation in aviation. It will discuss priority topics for CAREC aviation, including: (i) continued air transport market liberalization for both

⁵ The Asia-Pacific Road Safety Observatory was established by a group of international development organizations—The World Bank, Fédération Internationale de l’Automobile, ADB, the International Transport Forum, and the United Nations Economic and Social Commission for Asia and the Pacific—with support from the Global Road Safety Facility.

cargo and passenger services, (ii) facilitation of regional international travel within CAREC and (iii) adoption of health-related aviation protocols and standards and cooperation on public health measures. The workshop will also discuss the post-pandemic recovery of CAREC's aviation sector, including potential CAREC initiatives to support the recovery. Aviation authorities and airlines from the 11 CAREC countries, international aviation authorities and associations, including IATA, and ICAO, development partners (e.g. World Bank), and other stakeholders are expected to participate.

- **Impact of COVID-19 on the Aviation Sector Study.** The final report on the Impact of Covid19 on the CAREC Aviation Sector Study, which includes analysis of questionnaire feedback, will be published in November 2020.
- **Virtual webinars.** Virtual webinars may be organized in October or November this year to discuss International Civil Aviation Organization (ICAO) recommendations on aviation restart and recovery. These webinars can also serve as a platform for countries which have begun reopening their air borders to share their experiences and insights on aviation restart after the pandemic-related shutdowns.
- **Silk Road Air Pass Proposal.** The Silk Road Air Pass Proposal will be circulated in October 2020. It examines the concept of an air pass for CAREC countries and discusses ways it can help promote tourism and aviation in the CAREC region through multi-country Silk Road itineraries.
- **National Aviation Sector Development advisory services.** The CAREC Secretariat will continue to provide advisory services to the CAREC government and civil aviation authorities based on demand.

V. Deliverables for the Ministerial Conference (Half-page maximum bullets with short explanation)

21. CAREC Road Safety Engineering Manual 4: Pedestrian Safety – The manual is a practical reference for the provision of safer pedestrian facilities in CAREC countries. It focuses on the physical road infrastructure that can assist pedestrians to safely cross, and walk along, roads. It outlines proven facilities that can help pedestrians and encourages road authorities across the CAREC region to give more attention and resources to the provision of safe pedestrian facilities.

22. Impact of COVID-19 on the CAREC Aviation Sector Study - The study is a first step in a wider project to more fully assess the impact of COVID-19 and identify a comprehensive list of recommended measures and policies to help CAREC countries mitigate the impact and recover. The pandemic provides an opportunity to reset CAREC's aviation industry through reforms, new strategies and restructurings. This study looks briefly at some of these opportunities and makes some initial recommendations. It also provides a broad level assessment of the impact on CAREC with the objective of highlighting the gravity of the current pandemic and starting a dialogue.

Appendix 1: Outcome indicators by pillar

Transport and Logistics Facilitation: Efficiency improvements in BCPs, customs clearance, immigration procedures and cross-border logistics.				
Average speed by corridors, speed with delay (SWD; km/hr)	Corridor	2018	2019	Change
	Overall	20.8	21.4	+0.6
	1	21.2	24.6	+3.4
	2	25.2	25.6	+0.4
	3	29.4	26.3	(3.1)
	4	19.5	19.5	0.0
	5	11.3	10.5	(0.8)
	6	20.2	20.9	+0.7
Time taken to clear a border crossing point, by corridor, country and BCP (hour)	Corridor	2018	2019	Change
	Overall	16.6	15.8	(0.8)
	1	23.9	22.5	(1.4)
	2	16.9	15.0	(1.9)
	3	4.2	4.6	0.4
	4	9.4	8.2	(1.2)
	5	28.2	28.0	(0.2)
	6	15.4	14.6	(0.8)
Cost incurred to clear a border crossing point, by corridor, country and BCP (\$)	Corridor	2018	2019	Change
	Overall	170	174	+4
	1	217	235	+18
	2	150	135	+18
	3	77	85	+8
	4	117	106	(11)
	5	273	296	+23
	6	151	151	0
Logistics Perception Index (LPI)	Country	2016	2018	Change
	Afghanistan	2.14 [150]	1.95 [160]	(0.19)
	Armenia	2.21 [141]	2.61 [92]	+0.40
	Azerbaijan	-	-	
	PRC	3.66 [27]	3.61 [26]	(0.06)
	Georgia	2.35 [130]	2.44 [119]	+0.09
	Kazakhstan	2.75 [77]	2.81 [71]	+0.06
	Kyrgyz Republic	2.16 [146]	2.55 [108]	+0.39
	Mongolia	2.51 [108]	2.37 [130]	(0.13)
	Pakistan	2.92 [68]	2.42 [122]	(0.50)
	Tajikistan	2.06 [153]	2.34 [134]	+0.28
	Turkmenistan	2.21 [140]	2.41 [126]	+0.20
	Uzbekistan	2.40 [118]	2.58 [99]	+0.17
Roads and Road Asset Management: Improvement on the CAREC Road Asset Management maturity model*				
Average speed of traffic without delay (SWOD; km/hr)	Corridor	2018	2019	Change
	Overall	46.3	43.6	(2.7)
	1	53.9	57.4	+3.5
	2	53.2	52.0	(1.2)

	3	44.1	43.7	(0.4)
	4	50.1	41.1	(9.0)
	5	38.4	30.3	(8.1)
	6	42.9	42.4	(0.5)
Perception of highway quality improved (World Economic Forum Global Competitiveness Index)	Country	2018	2019	
	Afghanistan	-	-	
	Armenia	3.62 [85]	3.64 [91]	+0.02
	Azerbaijan	4.78 [34]	5.16 [27]	+0.38
	PRC	4.58 [42]	4.58 [45]	0.00
	Georgia	3.79 [80]	3.79 [81]	0.00
	Kazakhstan	3.23 [106]	3.59 [93]	+0.36
	Kyrgyz Republic	2.81 [118]	3.05 [113]	+0.24
	Mongolia	3.14 [110]	3.08 [112]	(0.06)
	Pakistan	3.94 [69]	4.04 [67]	+0.09
	Tajikistan	4.53 [44]	4.49 [50]	(0.04)
	Turkmenistan	-	-	
Uzbekistan	-	-		
Railways: Improved service level and operation efficiency of railways				
CPMM average commercial speed, SWD (km/hr)	Corridor	2018	2019	Change
	Overall	15.9	19.0	+3.1
	1	17.3	21.6	+4.3
	2	-	7.4	
	3	41.2	28.1	(13.1)
	4	9.3	15.1	+5.8
	5	-	-	-
	6	13.1	13.4	+0.3
CPMM average commercial speed, SWOD (km/hr)	Corridor	2018	2019	Change
	Overall	35.4	45.0	+9.6
	1	44.8	64.4	+19.6
	2	-	8.4	
	3	47.8	33.8	(14.0)
	4	19.1	20.6	+1.5
	5	-	-	-
	6	23.4	24.3	+0.9
Perception of railway quality improved ((World Economic Forum Global Competitiveness Index for railways)	Country	2016-2017	2017-2018	Change
	Afghanistan	-	-	
	Armenia	2.74 [66]	2.85 [64]	+0.11
	Azerbaijan	4.15 [29]	4.69 [20]	+0.54
	PRC	5.07 [14]	4.80 [17]	(0.27)
	Georgia	3.85 [38]	3.84 [39]	(0.02)
	Kazakhstan	4.26 [26]	4.14 [32]	(0.12)
	Kyrgyz Republic	2.37 [81]	2.45 [76]	+0.08
	Mongolia	2.73 [69]	2.80 [69]	+0.07
	Pakistan	3.08 [53]	3.33 [52]	+0.26
	Tajikistan	3.74 [41]	3.74 [41]	0.00
	Turkmenistan	-	-	
Uzbekistan	-	-		

Appendix 2: Transport Sector Activities for 2020–2021

Pillar	Type	Activities	Timeframe
Cross-border transport and logistics	KP	Ports and Logistics Scoping Study	Q4 2020
Roads and road asset management	Event	National Road Asset Management and Road Maintenance Workshops	2021
	KP	Road Asset Management (RAM) Needs Assessment	Q1 2021
Road safety management	Event	National Road Safety Workshops	2021
	KPs	CAREC Road Safety Engineering Manual 4: Pedestrian Safety	Q4 2020
		CAREC Road Safety Scorecard	Q1 2021
Railways	Event	Sixth Railway Working Group Meeting	Q2 2021
	KPs	Country-specific railway subsector assessments	Q4 2020
		CAREC Railway Assessment Report	Q2 2021
		CAREC Rolling Stock Needs and Financing Study	Q2 2021
		Traffic Study of the Railway Corridor (PRC–Kyrgyz Republic–Uzbekistan)	Q3 2021
Aviation	Event	Regional Aviation Workshop	Q4 2021
	KP	Impact of COVID-19 on the CAREC Aviation Sector Study	Q4 2020
Overall transport	Event	19th Transport Sector Coordinating Committee Meeting	Q2 2021