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**Good neighbors, Good partners, working together for Good prospects....
Recent Examples:**



Amu Derya (Pianj) Bridge AFG-TAJ
Official Opening 26 Aug 2007
(CAREC 5 and 6c)



Guzar-Kumkurgan (Termez) Railway
UZB-AFG Official Opening: 25 Aug 2007
(CAREC 3b and 6a,b)



PRESENTATION OUTLINE

1. OVERVIEW

- THE OPPORTUNITY
- PILLARS OF SUCCESSFUL CORRIDOR PERFORMANCE
- OVERARCHING TSS GOALS
- CORRIDOR SELECTION CRITERIA

2. CAREC CORRIDORS

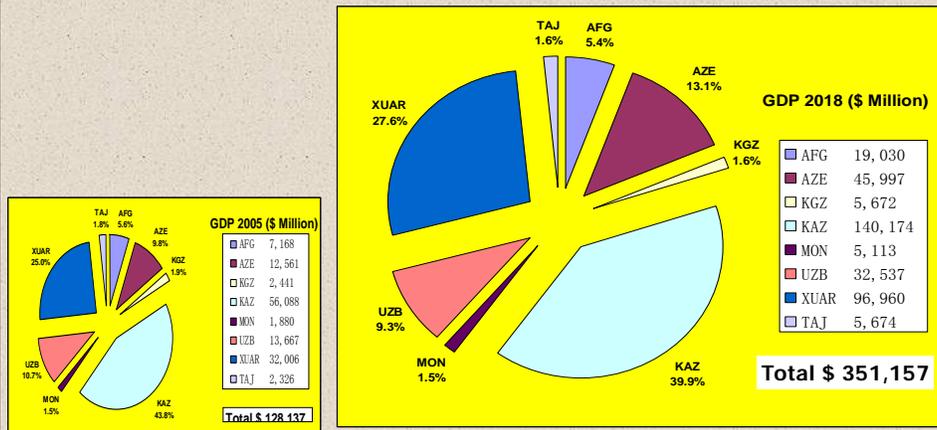
3. TSS ACTION PLAN



PART 1

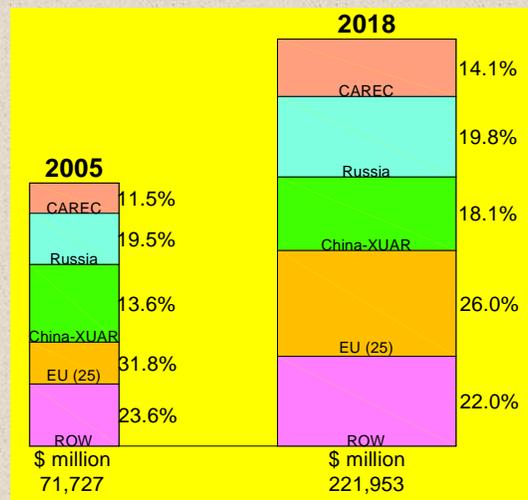
The Opportunity-GDP Growth

The Pie is getting bigger

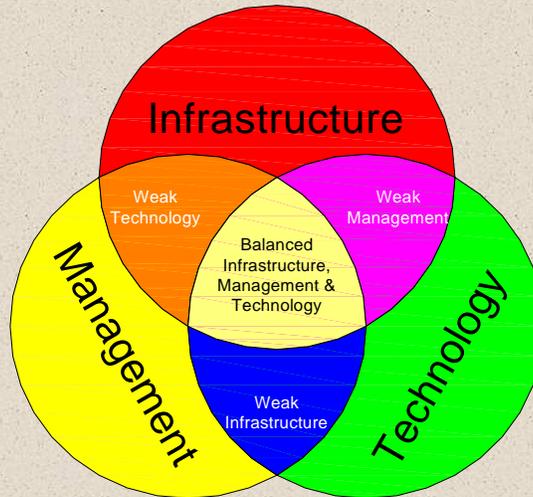


The Opportunity:

Trade Flow Growth 2005-2018 (\$ million)



PILLARS OF SUCCESSFUL CORRIDOR PERFORMANCE



The following proposed policy statement provides an overall framework for the regional transport strategy:

It is the policy of the Governments of CAREC countries to provide safe, dependable, effective, efficient, and fully integrated transport operations and infrastructure in order to support social and economic development in the CAREC region. This will be achieved by improving levels of service; minimizing costs; and improving infrastructure, management, and technology in a manner which is both economically and environmentally sustainable. In addition, the efficiency of the transport systems will be enhanced in a regional context to allow the CAREC region to exploit its unique geographical position. The transport sector strategy will be based on moving people and goods.



Overarching TSS Goals

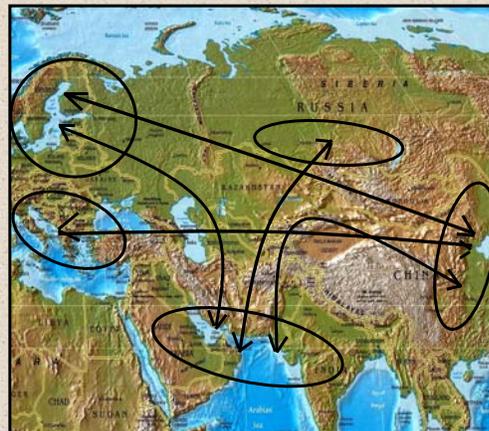
- Establish competitive transport corridors across the CAREC region
- Facilitate efficient movement of goods and people across borders
- Develop safe, people-friendly transport systems that are environmentally sustainable



PART 2

Major Transit Trade Directions via CAREC

- Europe – Middle East and South Asia
- Europe – East Asia
- West and South Siberia - Middle East and South Asia
- South Europe – East Asia
- East Asia – Middle East and South Asia



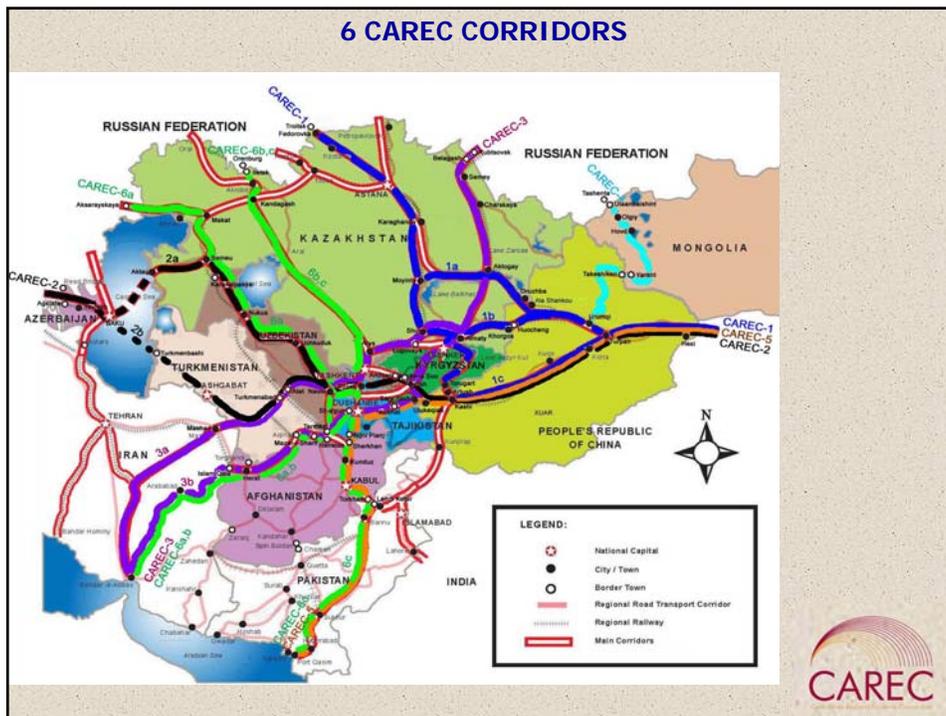
Key Corridors Selection Criteria

- Current traffic volume
- Prospect for promoting economic growth and future traffic
- Ability to increase connectivity between major population & economic centers
- Potential to mitigate delays (gauge change, BCP)
- Economic & financial sustainability of investments in infrastructure, technology and management

Inclusion Rule: At least 2 CAREC countries



6 CAREC CORRIDORS



ROAD TRAFFIC DENSITY IN THE 6 CAREC CORRIDORS



RAIL TRAFFIC DENSITY IN THE 6 CAREC CORRIDORS



The Bottomline: Improving Competitiveness

- ➔ Key question is to make major corridors more competitive
- ➔ Long term market objective is to capture greater share of Eurasian traffic and eventually between North America and Asia
- ➔ Key factor is **reliability** and
- ➔ Border crossing improvements



PART 3: ACTION PLAN GOAL 1: ESTABLISHING COMPETITIVE TRANSPORT CORRIDORS

- ➔ To develop and improve CAREC corridors to link production centers and markets within CAREC countries, and to enhance CAREC countries' access to neighboring regions and markets.
- ➔ To introduce technology improvements favoring global value chains.
- ➔ To manage and monitor the performance of corridors on a regional basis.
- ➔ To improve and maintain network based on efficient allocation of funds.



GOAL 2: FACILITATING EFFICIENT MOVEMENT OF PEOPLE AND GOODS ACROSS BORDERS

- ➔ To reduce border crossing delays by improving infrastructure, equipment, procedures and working conditions;
- ➔ To harmonize transport regulations among CAREC countries to create a level playing field for transport operators and promote efficiency and better services;
- ➔ To support the on-going restructuring of the railway sector in order to establish competitive regionalized services with private sector participation;
- ➔ To assist incremental liberalization of the civil aviation sector focusing on safety, expansion of traffic agreements, restructuring national carriers and commensurate enhancement of air traffic control;
- ➔ To modernize the trucking fleet in order to increase intra-regional and transit traffic.



GOAL 3: DEVELOPING SAFE, PEOPLE-FRIENDLY TRANSPORT SYSTEMS

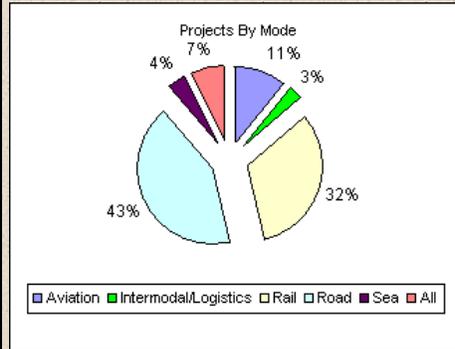
- ➔ To Develop and Maintain a Safe Transport System.
- ➔ To Develop “People-friendly” Transport Networks, including simplified border crossing and visa requirements.
- ➔ To Develop and Maintain an Environmentally Sustainable Transport System through minimizing adverse impacts in air, water, and land resources.



TSS PROJECTS

Summary of Projects

Corridor/Mode	Project Type (number)		
	Investment	TA	Total
Corridor			
1	23	2	25
2	24	5	29
3	25	3	28
4	1	2	3
5	16	4	20
6	31	6	37
Multiple Corridors	38	7	45
All Corridors	1	21	22
Other/Not Applicable	4	9	13
Subtotal by Corridor (*)	163	59	222
Mode			
Aviation	8	6	14
Intermodal/Logistics	1	3	4
Rail	32	8	40
Road	36	18	54
Sea	3	2	5
All	1	8	9
Total Projects	81	45	126



Thank you!





Table 5.5: Afghanistan Projects

Project Type	Project Number	Corridor	Mode	Project Name
I	1	3-b, 6-a, b	Road	Qaisar-Bala Murghab Road
I	2	Feeder 5, 6-c	Road	North-South Corridor
I	3	Other	Aviation	Rehabilitation of Regional Airports II
I	4	3-b, 6-a,b	Road	Road Network I
I	5	3-b, 6-a,b	Road	Qaisar-Andkhuoy
I	6	3-b, 6-a,b	Road	Al Khaman-Bala Murghab
I	7	3-b, 6-a,b	Road	Harmaz-Al Khaman
I	8	3-b, 6-a,b	Road	Armalih-Harmaz
I	9	Feeder 3-b, 6-a, b	Road	Kandahar - Herat
I	10	5, 6-c	Road	Polekhumri-Doshi
I	11	3-b, 6-a,b	Road	Naibabad-Hairathan
I	12	Feeder 5, 6-c	Road	Kandahar-Spin Boldak
TA	1	3-b, 5, 6-a, b, c	Road	Preparing the Road Network III
TA	2	N/A	Road	Road Sector Planning
TA	3	3-b, 6-a,b	Rail	Sangan Herat RR Feasibility Study
TA	4	3-b, 6-a,b	Rail	Termez Mazar-i-Sharif Feasibility Study
TA	5	5, 6-c	Road	Salang Tunnel Expansion Feasibility Study
TA	6	5, 6-c	Road	Four-laning Kabul to Jalalabad Road Feasibility Study

