ECO

Final Report

Project for Preparation of a Regional Program on the Implementation of the Transit Transport Framework Agreement (TTFA)

Foreword

Lying at the heart of the main North-South and East-West corridors and in an endeavour to benefit and build upon its geographic privilege, ECO set out putting promotion of regional transport cooperation in action.

Accordingly, a range of activities, including approaching international institutions took place which resulted in signing of the Technical Assistance Agreement between Economic Cooperation Organization and Islamic Development Bank on the preparation of a regional program for the implementation of the Transit Transport Framework Agreement (TTFA).

TTFA is the basic regional document on transport directed at ensuring smooth and expeditious movement of traffic in transit, removing existing physical and non-physical barriers, harmonizing regulations and acceding to the international conventions and agreements to facilitate movement of cargoes and vehicles in transit.

In line with the scope of the Project, the technical components in road, rail and insurance have been formulated to undertake studies.

As regards of Railway Component, the valuable "**ECO Railway Network Development Plan" (ECORNDP**)" for developing the regional railway network and facilitation transit trade in the region has been prepared. This plan also identifies regionally important infrastructure projects along the ECO Transport Corridors and develops an Investment Plan for the priority projects.

The "**ECO Road Network Development Plan**", as a valuable roadmap for collective work for strengthening road transit linkages in the region along well-designed transit routes has been prepared. Regional important infrastructure projects along the ECO Road Transport Corridors and an Investment Plan for the priority projects have also been identified and developed.

Under the Insurance component, the "**Report of Insurance Component of the Project**" has been prepared which provides comprehensive information on the status of Motor Vehicle Third Party Liability insurance in the studied Member States and region together with information and recommendations for implementation of the an Interim Motor Vehicle Third Party Liability Insurance among the Member States known as "White Card Scheme".

In fact, the preparation of such important reports could not be possible without assistance and support of Islamic Development Bank (IsDB) and valuable contributions of our international and national Consultants as well as the ECO Staff at Directorate of Transport and Communications.

Ambassador Shamil Aleskerov
ECO Secretary General

Regional Integration through Developing Transport Networks

Today, access to efficient infrastructure facilities is considered one of the critical determinants of economic competitiveness of countries. This is more so in case of Transportation especially for landlocked countries. Transport systems are crucial because of their intensive use, direct impacts on the pace of growth and welfare of populations. Efficient transport enhances the productivity of space, capital and labor. Availability of efficient transport networks positively impacts the development patterns and boosts economic growth at national, regional and global levels. At regional level, transport networks promote integration among neighboring countries and enable them to expand markets through interconnection of producers and consumers across the region.

The ECO region, bridging Asia, the Middle East and Europe, is at the heart of significant regional and global transport corridors and economic links within the Euro-Asia landmass. The Transit Transport Framework Agreement (TTFA), developed by the ECO Secretariat with financial assistance of the Islamic Development Bank, aimed at exploiting the benefits of regional interconnectivity and advantages of geographical location. TTFA aims at identifying competitive road and rail infrastructure and improving regulatory and procedural controls and quality of logistic services in the region. It covers 12,300 km of railway lines and around 11,500 km of roads through 90 projects along North-South and East-West Corridors. The estimated investment requirement for these assets is US$ 65 billion. The initiative will help ECO-IDB member countries to improve effectiveness of transportation system, increase economic competitiveness, accelerate economic growth, and fight poverty.

The proposed transportation investment program is to be implemented with the help of development partners, governments, regional communities and private sector. So far, the IDB Group has committed about US$ 27 billion in about 1500 financing operations in the ECO Member Countries, out of which around US$ 11.4 billion was approved in the last 5 years. The transport sector is among the main areas of focus of IDB Group in the region. The IDB looks forward to supporting cooperation and successful implementation of the envisaged program to eliminate transportation bottlenecks, increase mobility, and promote trade in the region.

Dr. Ahmad Mohamed Ali Al-Madani,
The President, IDB Group

ECO

ECO Railway Network Development Plan

Corridor Management Studies under
the Project on Implementation of the TTFA

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1. INTRODUCTION

1.1 Background

The development of a reliable and efficient railway transport network in the ECO region is of high priority, and, hence, ECO has promoted intra-regional transport connections through the promotion of cost effective rail transport corridors. It has also contributed towards the implementation of the decisions of the Member States to ease development of efficient transit transport system in the region, focusing efforts on suggesting the improvement of the existing infrastructure to meet the new demands and challenges. One related study is the "Corridor Management Studies for the Project Management Unit (PMU) under the aegis of the Project on Implementation of the TTFA".

1.2 Scope of the Report

The "**ECO Railway Network Development Plan"** constitutes part of the "ECO Priority Road and Rail Routes and Infrastructure Projects" Study, prepared by the Consultant (Contract between the Economic Cooperation Organization (ECO) Secretariat and Dr. Dimitrios Tsamboulas-Consultant), and has the following main objectives:

1. Identifying the main rail transport corridors in the ECO Member States and the ECO general region for priority development and cooperation.
2. Identifying the priority rail transport infrastructure projects along the proposed ECO priority rail routes.
3. Develop an ECO Railway Network Investment Plan of priority on-going and/or planned rail transport infrastructure projects along the proposed ECO priority rail routes.

1.3 Report Outline

The structure of the report includes five Chapters, as per the following:

Chapter 2 presents a description of the data collection procedure followed for the purpose of the analysis.

Chapter 3 presents the methodology employed to identify the rail corridors in the ECO region for priority development, together with their detailed description.

Chapter 4 presents the development of the methodology for the identification of proposed rail projects and their prioritisation, the results of the prioritisation exercise and the investment and time plans of the priority on-going and/or planned rail transport infrastructure projects along the proposed ECO Priority Rail Routes.

Chapter 5 presents the Country Reports for each country participating in the study, detailing current conditions on rail transport infrastructure, as well as National Transport Plans and related recommendations.

Chapter 6 presents conclusions and related recommendations from the Consultant.

2. DATA COLLECTION

2.1 Introduction

The two key tasks of the study, that is, the identification of the main rail transport corridors in the ECO region for priority development and cooperation, as well as the identification of the priority transport infrastructure projects along the proposed routes, required foremost the input of each ECO Member country. To this end, the Consultant produced a set of documents for information collection, which were sent to National Experts of the ECO countries. These included the terms and conditions-terms of reference (ToR) - for the National Expert for the elaboration of the country report, together with predefined tables/ questionnaires for consolidating the required information. More specifically, the following documents were prepared and sent to the National Experts:

- ToR for National Experts for the preparation of country report on priority *rail* routes and status of *rail* transport infrastructure projects.
- Format for preparation of country report including a set of guidelines.

The above documents are presented in *Annex I*.

2.2 Part 1-ECO Rail Routes

The purpose of this part is to obtain a picture of the main transport rail routes/corridors within the ECO territory for priority development and cooperation, and, hence, the National Experts were asked to identify the key rail links and rail border crossings in the ECO territory, based on the following guidelines:

- Proposed links/routes should be of international importance for transport between the ECO countries
- Proposed links/routes should connect to the proposed ECO routes

In addition, for each proposed ECO Rail Route, the National Experts were asked to fill in a table, with data on the technical characteristics and performance of each rail link and related borders crossing points along the identified ECO Rail Routes.

2.3 Part 2-ECO rail transportation infrastructure projects

An integral part of the study is also the identification of the priority rail transport infrastructure projects, which are either planned for implementation or already under construction. To this end, the National Experts were asked to identify these along the proposed rail routes/corridors stipulated in the previous part. For each specified infrastructure priority project, the consultant prepared a template with the scope to consolidate, among, others, the necessary information to be used in the subsequent project prioritization exercise of the study, presented in Annex I.

In addition to the above information, the National Experts were asked to analyse the status of implementation of the rail transport infrastructure projects along the corridors and routes proposed, identify the barriers for effective funding/

implementation, as well as provide recommendations on potential sources of funding for the cases of projects with non-secured funding.

The information collected was summarized in a database, listing the rail infrastructure projects per country, together with key information regarding their location with regard to the identified routes, current status, start and end dates, cost and sources of financing, etc.

The completed templates sent by the National Experts are presented in Annex V, while the database is presented on a country-by-country basis in Annex II to this report.

2.4 Part 3-Country Reports

The National Experts were asked to prepare a short country report on the National Transport plans of their respective country until 2025.

3. IDENTIFICATION OF ECO PRIORITY RAIL ROUTES

3.1 Introduction

The objective of this chapter is the identification of the main rail transport corridors in the ECO region for priority development and cooperation. Initially, the methodology and related criteria, according to which the rail routes were selected, are presented, followed by a detailed description of the identified routes.

3.2 Methodology for identification of the main ECO Priority Rail Routes

The methodology, according to which the ECO Priority Rail Routes were identified, was based on the following:

- Analysis and evaluation of the ECO Member States National Experts input and replies to the questionnaires and country reports sent by the Consultant, indicating priority routes and infrastructure projects of strategic national and regional importance.
- Analysis and evaluation of existing transport corridors initiatives in the region including the Euro Asian Transport Linkages project of UNECE, Asian Highways of UNESCAP, the CAREC project of the Asian Development Bank and the TRACECA project.
- Consideration of ECO strategy and projects on corridors development so far, as well as strategic thoughts for the future.
- The Consultants' experience in the identification and prioritization of transport corridors in the region built from expertise acquired in related projects, such as the Euro-Asian Linkages[1], TEM and TER projects[2], etc.

Further to the above, the priority corridors were selected based on the following criteria:

- The prioritized corridors should be among the international recognized ones of UNECE and UNESCAP.
- They should cover all the ECO Member States, but also create all possibilities for facilitation of trade and transport in region.
- They should be extended routes of the Euro Asian ones, which would facilitate their further development.
- There should be consensus by neighbouring countries, indicating their readiness to contribute to their development.
- Ideally, selected routes should either be already operational, or be in an advanced state of "readiness" for operations. This "readiness" may be considered from both a technical perspective and from the perspective of political willingness.

In addition to the above, the structure of each route/corridor identified includes the following elements:

[1] http://www.unece.org/trans/main/eatl.html
[2] http://www.unece.org/trans/main/temtermp/about.htm

- **ECO Main Route:** Key rail corridor traversing ECO Member States only.
- **Extension:** Segment with point of origin located on the ECO Main Route, traversing ECO Member States and ending in a node (city, port) *within* the territory of an ECO Member State.
- **Branch:** Segment with point of origin located on the ECO Main Route, traversing ECO Member States and ending in a *border crossing* with a non-ECO Member State neighbouring country.

3.3 ECO Rail Routes

In total, five priority Rail Routes were identified in the region. A short description of the routes is provided in the following, while Tables 3.1-3.6 list the identified routes in detail, primarily on country-to-country basis, and secondarily on a node-to-node (city-to-city) basis within the territory of each ECO Member State.

The five priority rail routes are depicted in Figures III1-6 in *Annex III*.

The **ECO Rail Route 1** illustrates the initiative-success story by the ECO secretariat regarding the development of a block train service along this route. It starts at the eastern borders of Turkey with Bulgaria and Greece, crosses Turkey through Istanbul, Ankara, as well as through the Lake Van by rail-ferry. It continues through the border crossing of Kapikoy onto Iran, crossing the Iranian territory through Aprin (near Tehran) and ending up at the border crossing with Pakistan (Mirjaveh). Finally, it follows a north-eastern direction through the Pakistani territory ending up in Islamabad.

The route has six extensions connecting the route with Iraq through Hamedan and Arak in Iran, and to India through Khokhropar, Armuka, and Wagah in Pakistan. A missing link is considered as an additional extension to the route, that is, the Rawalpindi-Havelian towards the border with China onto Khanjurab.

The route has the following nine branches:

- Three in Turkey, connecting the route with Samsun, Mersin, and Izmir ports.
- Two in Iran, connecting the route with Bandar e Abbas and Chabahar ports.
- Four in Pakistan, connecting the route with the cities of Jalal Abad and Kandahar in Afghanistan, as well as the two Pakistani ports Gwadar (missing link) and Karachi.

The route serves the connection of the ECO Member States Turkey, Iran, and Pakistan with extensions towards India, Iraq and China. It is also connected to key maritime ports in the ECO region, in Turkey, Iran and Pakistan.

The **ECO Rail Route 2A** illustrates the first initiative of the ECO Secretariat in the development of block train services and was initiated in 2002. The ECO rail route 2A is similar to Rail Route 1 up to the city of Aprin (near Tehran, Iran), following then a north eastern direction through Turkmenistan (Mary), Uzbekistan (Navoi, Tashkent)

and ending up at the borders of Kazakhstan with China, after having passed the city of Almaty.

The route has the following eight branches:

- Three in Turkey, connecting the route with Samsun, Mersin, and Izmir ports.
- Three in Iran, the two connecting the route with the Bandar e Abbas and Chabahar ports, and one connecting it to Herat of Afghanistan.
- One connecting Turkmenabad in Turkmenistan with Mazar e Sharif in Afghanistan.
- One connecting Samarkand in Uzbekistan with Mazar e Sharif in Afghanistan.

The route serves the connection of the ECO Member States Turkey, Iran, Turkmenistan, Uzbekistan and Kazakhstan. It is also connected to maritime ports in the ECO region, in Turkey and Iran.

The **ECO Rail Route 2B** is similar to Rail Route 2A up to the city of Neyshabur in Iran, continuing on an eastern direction onto Afghanistan through Herat. Then it follows on the missing link Heart-Mazar e Sharif- Nijniy Pyanj (border with Tajikistan), followed by the missing link Nijniy Pyanj -Kurgan Tube in Tajikistan. Finally, the route ends with the missing link Karamyk-Irkhestam through Kyrgyzstan towards China.

The route has the following five branches:

- Three in Turkey, connecting the route with Samsun, Mersin, and Izmir ports.
- Two in Iran, connecting the route with the Bandar e Abbas and Chabahar ports.

The route serves the connection of the ECO Member States Turkey, Iran, Afghanistan, Tajikistan and Kyrgyzstan. It is also connected with maritime ports in the ECO region, in Turkey and Iran.

The **ECO Rail Route 3** constitutes the “left side route” of the Caspian Sea. It follows a southern direction, originating at the border crossing of Afghanistan with the Russian Federation, crossing on a southern direction the two ECO Member States, Azerbaijan and Iran, ending up at the Bandar e Abbas port in Iran. In this particular route, a key link is under construction, this of Astara, which involves a bridge connecting the railway of the two countries.

The route has the following five branches:

- Three maritime links within the Caspian Sea, connecting Qazvin with Baku in Azerbaijan (missing link), Turkmenbashi in Turkmenistan, and Aktau in Kazakhstan(missing link).
- Two within the territory of Iran, connecting the route with the ports of Bandar e Emam Khomeyni and Chabahar ports.

The route serves the connection of the ECO Member States Afghanistan, Azerbaijan and Iran. It is also connected with key maritime ports in the ECO region, in Turkey and Iran.

The **ECO Rail Route 4** constitutes the “right side route” of the Caspian Sea. It starts in Kazakhstan at the border crossing with the Russian Federation (Zhaisan), continuing on a south-western direction to Aktau, continuing then south onto Turkmenistan (Bereket), to the border with Iran, crossing the Iranian territory through Neyshabur and ending up in Bandar e Abbas port. There is a major link under construction at the borders of Turkmenistan with Kazakhstan. This route constitutes the main alternative to the North-South corridor that currently connects the Russian Federation with the port of Bandar Abbas in Iran.

The route has one branch, connecting it with the Chabahar port in Iran.

The route serves the connection of the ECO Member Kazakhstan, Turkmenistan and Iran.

The **ECO Rail Route 5** originates in the borders with the Russian Federation (Mamlyutka or Bulaevo), crossing Kazakhstan on a southern direction through Shymkent, crossing onto Uzbekistan through Tashkent and Bukhara to the border with Turkmenistan. It then continues on a south-western direction through Turkmenistan, crossing over to Iran and ending up at the Bandar e Abbas port.

The route has two proposed extensions, one connecting the route with the Russian Federation through Zhaisan in Kazakhstan, and another one connecting the route with China through Turugart in Kyrgyzstan.

The route has also the following two branches:

- One in Iran, connecting the route with Chabahar port.
- One connecting Lugovaya in Kazakhstan with Astara.

The route serves the connection of the ECO Member Kazakhstan, Uzbekistan, Turkmenistan and Iran, with extensions towards China and the Russian Federation. It is also connected with key maritime ports in Iran.

Table 3.1- Rail Route 1

ROUTE Number	From-To
ROUTE 1	Turkey
	(Bulgaria border)-Kapikule/(Greece border)-Uzunkopru-Istanbul (European side)-Ferry link (tunnel under construction)-Istanbul (Asian side)-Izmit-Bilecik-Eskisehir-Ankara-Kayseri-Bostankaya-Malatya-Elazig-Mus-Tatvan-Ferry Lake Van (new alignment planned)-Van-Kapikoy-(border with Iran)
	Iran
	(border with Turkey)-Razi-Sufiyan- Tabriz-(Maraqeh)-Miyaneh (under construction)-Zanjan-Qazvin – Aprin (near Tehran)-Mohammadiyeh-Kashan-Yazd-Bafq-Kerman-Bam-Zahedan-(gauge change to 1676 mm)-Mirjaveh-(border with Pakistan)
	Pakistan
	(border with Iran)-Taftan – Nok Kundi-Dalbandin-Ahmad Wal-Spezand-Kolpur-Abi Gum-Sibi-Jacob Abad-Rohri-Samasatta-Multan-Khanewal-Faisal Abad-Wazirabad-Lalamusa-Rawalpindi-Islamabad
ECO-RAIL 1-E-B **(IRAN)**	Tehran-Arak-Ahvaz-Khorram Shahr-(under construction:border with Iraq)-(existing line) towards Basrah
ECO-RAIL 1-E-C **(PAKISTAN)** **(gauge 1676)**	Rohri-Padidan-Hyderabad-Pithoro-Khokhropar-(border with India) towards Munabao
ECO-RAIL 1-E-D **(PAKISTAN)** **(gauge 1676)**	Samasatta-Armuka-(border with India) towards Bhathinda
ECO-RAIL 1-E-E **(PAKISTAN)** **(gauge 1676)**	Wazirabad-Lahore-Wagah-(border with India) towards Amritsar
ECO RAIL 1-E-F **(PAKISTAN)** **(gauge 1676)**	Rawalpindi-Havelian-new line until border with China towards Khanjurab

ROUTE Number	From-To
Extensions	
ECO-RAIL 1-E-A **(IRAN)**	[Tehran-Hamedan-Malayer under construction]-Khosravi-(planned new line until border with Iraq)-(existing line) towards Khanaqin
Branches	
ECO-RAIL 1-B-A **(TURKEY)**	Bostankaya-Sivas-Amamsya-Samsun
ECO-RAIL 1-B-B **(TURKEY)**	Malatya-Adana-Mersin
ECO-RAIL 1-B-C **(TURKEY)**	Eskisehir-Alayunt-Balikesir-Manisa-Izmir
ECO-RAIL 1-B-D **(IRAN)**	Bafq-Sirjan-Bandar e Abbas
ECO RAIL 1-B-E **(IRAN)**	Zahedan-Chabahar (under construction)
ECO RAIL 1-B-F **(PAKISTAN)** **(gauge 1676)**	Rawalpindi-Peshawar-Landi Kotal-(border with Afghanistan)-new line until Jalal Abad
ECO RAIL 1-B-G **(PAKISTAN)** **(gauge 1676)**	Rohri-Padidan-Hyderabad-Drigh Colony-Karachi
ECO RAIL 1-B-H **(PAKISTAN)** **(gauge 1676)**	Spezand-Chaman-(under construction until border with Afghanistan-Spin Boldak)-new line to Kandahar
ECO RAIL 1-B-I **(PAKISTAN)** **(gauge 1676)**	New line Mastung-Gwadar

Table 3.2- Rail Route 2A

ROUTE Number	From-To
ROUTE 2A	Turkey
	(Bulgaria border)-Kapikule/(Greece border)-Uzunkopru-Istanbul (European side)-Ferry link (tunnel under construction)-Istanbul (Asian side)-Izmit-Bilecik-Eskisehir-Ankara-Kayseri-Bostankaya-Malatya-Elazig-Mus-Tatvan-Ferry Lake Van (new alignment planned)-Van-Kapikoy-(border with Iran)
	Iran
	(border with Turkey)-Razi-Sufiyan- Tabriz-(Maraqeh)-Miyaneh (under construction)-Zanjan-Qazvin-Aprin (near Tehran)-Semnan-Neyshabur-Sarakhs-(border with Turkmenistan)
	Turkmenistan
	(border with Iran)-(gauge change to 1520mm)-Serakhs-Yoloten-Mary-Turkmenabad-Farab- (border with Uzbekistan)
	Uzbekistan
	(border with Turkmenistan)-Khojadavlet-(Bukhara)-Navoi-Samarkand-Jizzakh-Khavast-Tashkent-(border with Kazakhstan)
	Kazakhstan
	(border with Uzbekistan)-Saryagash-Arys-Shymkent-Lugovaya-Birlik-Almaty-Aktogai-Dostyk-(border with China**)** towards Alashankou/Urumchi
Branches	
ECO-RAIL 2A-B-A (TURKEY)	Bostankaya-Sivas-Amasya-Samsun
ECO-RAIL 2A-B-B (TURKEY)	Malatya-Adana-Mersin
ECO-RAIL 2A-B-C (TURKEY)	Eskisehir-Alayunt-Balikesir-Manisa-Izmir

ROUTE Number	From-To
ECO-RAIL 2A-B-D (IRAN)	Neyshabur-Bafq-Sirjan-Bandar e Abbas
ECO RAIL 2A-B-E (IRAN)	Neyshabur-Bafq-Kerman-Zahedan-under construction-Chahabar
ECO-RAIL 2A-B-F (IRAN, AFGHANISTAN)	Neyshabur-Torbat e Heydariyeh- Ma'dan e Sagan- (under construction)-(border with Afghanistan)- Herat (Afghanistan)
ECO-RAIL 2A-B-G (TURKMENISTAN, UZBEKISTAN, AFGHANISTAN) (gauge 1520)	Turkmenabad-Kelif-(border with Uzbekistan)-PN161-Termez-(border with Afganistan)-Khairaton-(under construction)-Mazar e Sharif
ECO RAIL 2A-B-H (UZBEKISTAN, TAJIKISTAN, AFGHANISTAN) (gauge 1520)	Samarkand-Karshi-Guzar-(under construction)-Kumkurgan-Saryasiya-(border with Tajikistan)-Pahtaabad-Dushanbe-Vahdat-(under construction)-Yavan-[new railway line: Kulyab-Kurgan Tube-Kalkhaz Abad]-[under construction: (border with Afghanistan)-Shirkhan Bandar-Kunduz-Mazar e Sharif
ECO RAIL 2A-B-I (UZBEKISTAN, TAJIKISTAN)	Bukhara-Karshi-(under construction)-Kumkurgan-Dushanbe-Vahdat-Karamyk-(border with Kyrgyzstan) (new line)

Table 3.3- Rail Route 2B

ROUTE Number	From-To
	Turkey
	(Bulgaria border)-Kapikule/(Greece border)-Uzunkopru-Istanbul (European side)-Ferry link (tunnel under construction)-Istanbul (Asian side)-Izmit-Bilecik-Eskisehir-Ankara-Kayseri-Bostankaya-Malatya-Elazig-Mus-Tatvan-Ferry Lake Van (new alignment

ROUTE Number	From-To
ROUTE 2B (Standard gauge track)	planned)-Van-Kapikoy-(border with Iran)
	Iran
	(border with Turkey)-Razi-Sufiyan- Tabriz-(Maraqeh)-Miyaneh (under construction)-Zanjan-Qazvin-Aprin (near Tehran)-Semnan-Neyshabur-Sarakhs-(border with Turkmenistan)-Ma'dan e Sangan-(under construction until border with Afghanistan)
	Afghanistan
	(border with Iran)-under construction until Herat-[new line: Kusk-Kalainau-Meymaneh-Andkhoi-Sheberghan-Mazar e Sharif]-[under construction: Baghlan-Kunduz-Shirkhan Bandar- (border with Tajikistan)]
	Tajikistan
	[under construction: (border with Afghanistan)-Nijniy Pyanj-Dusti-Kalkhaz Abad]-Kurgan Tube-Kulyab-(new line)-Yavan-(under construction)-Vahdat-(new line)-Karamyk-(border with Kyrgyzstan)
	Kyrgyzstan
	New line: (border with Tajikistan)-Sary Tash-Irkeshtam-(border with China) towards Kashgar (Kashi)
Branches	
ECO-RAIL 2B-B-A **(TURKEY)**	Bostankaya-Sivas-Amasya-Samsun
ECO-RAIL 2B-B-B **(TURKEY)**	Malatya-Adana-Mersin
ECO-RAIL 2B-B-C **(TURKEY)**	Eskisehir-Alayunt-Balikesir-Manisa-Izmir
ECO-RAIL 2B-B-D **(IRAN)**	Neyshabur-Bafq-Sirjan-Bandar e Abbas
ECO RAIL 2B-B-E **(IRAN)**	Neyshabur-Bafq-Kerman-Zahedan-(under construction) Chabahar

Table 3.4- Rail Route 3

ROUTE Number	From-To
ROUTE 3	Azerbaijan
	[railway gauge 1520mm] (border with Russia)-[standard gauge]-Yalama-Sumqayit-Baku-Astara-(border with Iran)
	Iran
	(border with Azerbaijan)-Astara-(under construction)-Qazvin-Karaj-Tehran-Qom-Yazd-Bafq-Sirjan-Bandar e Abbas
Branches	
ECO-RAIL 3-B-A (CASPIAN SEA, AZERBAIJAN, IRAN)	[under construction: Qazvin-Rasht-Bandar e Anzali]-ferry link to Baku (Azerbaijan)
ECO-RAIL 3-B-B (CASPIAN SEA, KAZAKHSTAN, IRAN)	[under construction: Qazvin-Rasht-Bandar e Anzali]-missing ferry link to Aktau (Kazakhstan)
ECO-RAIL 3-B-C (CASPIAN SEA, TURKMENISTAN, IRAN)	[under construction: Qazvin-Rasht-Bandar e Anzali]-ferry link to Turkmenbashi (Turkmenistan)
ECO-RAIL 3-B-D (IRAN)	Qom-Arak-Ahvaz-Bandar e Emam Khomeyni
ECO-RAIL 3-B-E (IRAN)	Bafq-Kerman-Zahedan-(under construction) Chabahar

Table 3.5- Rail Route 4

ROUTE Number	From-To
ROUTE 4	Kazakhstan
	(border with Russia)-Zhaisan-Aktobe-Kandagach-(under construction)-Makat-Beineu-Aktau-Uzen (under construction)-(border with Turkmenistan)
	Turkmenistan
	Under construction:_(border with Kazakhstan)-Bereket-Godurolum-(border with Iran)
	Iran
	(under construction)-(border with Turkmenistan)- [railway gauge 1536mm]-new line to Inchehbrun-Gorgan-new line Shahrud-Neyshabur-Torbat e Heydariyeh-Bafq-Sirjan-Bandar e Abbas
Branches	
ECO-RAIL 4-B-A **(IRAN)**	Bafq-Kerman-Zahedan-(under construction) Chabahar

Table 3.6- Rail Route 5

ROUTE Number	From-To
ROUTE 5	Kazakhstan
	[railway gauge 1520mm] (border with Russia)-Mamlyutka or Bulaevo-Petropavlosk-Kokshetau-Astana-Karaganda- Birlik-Lugovaya-Taraz-Arys-Saryagash-(border with Uzbekistan)
	Uzbekistan
	(border with Kazakhstan)-Tashkent-Gulistan-Jizzakh-Samarkand-Navoi-Kagan-(Bukhara)-Khojadavlet- (border with Turkmenistan)
	Turkmenistan
	(border with Uzbekistan)-Farab-Turkmenabad-Mary-Yoloten-Serakhs-(border with Iran)

ROUTE Number	From-To
	Iran
	[gauge change to 1435mm] (border with Turkmenistan)-Sarakhs-Fariman-Torbat e Heydariyeh-Bafq-Sirjan-Bandar e Abbas
Extensions	
ECO RAIL 5-E-A (KAZAKHSTAN) (gauge 1520)	Arys-Kyzylorda-Aktobe-Zhaisan-(border with Russia)
ECO-RAIL 5-E-B (UZBEKISTAN, KYRGYZSTAN) (gauge 1520)	Tashkent-Angren-(under construction)-Namangan-Andizhan-Khanabad-(border with Kyrgyzstan)-Jalal Abad-Kok Yangankg-[new line: Turugart-(border with China) towards Kashgar(Kashi)]
Branches	
ECO-RAIL 5-B-A (IRAN)	Bafq-Kerman-Zahedan-(under construction) Chabahar
ECO RAIL 5-B-B (KAZAKHSTAN, KYRGYZSTAN)	Lugovaya-Merke- (border with Kyrgyzstan)-Kara Balta-Bishkek-Rybachiye-[new railway line Kochkorka-Kora Keche-Arpa]

4. METHODOLOGY FOR PROJECT PRIORITIZATION

4.1 Introduction

The framework for the prioritization of new proposed rail projects to be included in the railway network development plan for the ECO region entails the development of a methodology for the identification of proposed projects and their prioritisation according to specified implementation time periods with the scope to develop an investment plan for rail transport infrastructure in the ECO region.

The method proposed is straightforward, and is based on the well established Multi-Criteria Analysis (MCA). The application of the method will identify these projects that are likely to be implemented in selected time periods (short term, medium term, long term) and at the same time address the specific objectives of the countries and the international character of the projects.

This method establishes preferences between options by reference to an explicit set of objectives that the decision making body (e.g. Ministry of Transport/Infrastructure) has identified, and for which it has established measurable criteria to assess the extent to which the objectives have been achieved. These criteria are defined through observations, discussions, experimentations and trial-and-error processes. Although there is an inherent subjectivity associated with this method, it is believed that it can bring a degree of structure, analysis and openness to classes of decision. The preferences are merely related to the time frame/periods of the projects implementation. Four time frames/periods are selected, as will be described in the following.

Consequently, no evaluation is carried out for the projects, since this would require a vigorous feasibility study for each project with the same measurement values and then cross-evaluation of the projects between the participating countries. Nevertheless, in the case that the countries have carried out an evaluation/feasibility study, the results of such study (e.g. IRR) will be taken into consideration.

4.2 Overview of the Methodology

The proposed methodological framework for project prioritization is structured in three phases, i.e. identification, analysis and time period classification, in order to secure the inclusion of the sum of all proposed transport infrastructure projects in the ECO territory in the prioritization exercise.

The definition of “project”, as specified for the purpose of the methodology, is the following:

Definition of Project: A project is considered a new construction or the upgrade/rehabilitation of a transport infrastructure section. Also a project can be the construction or the upgrade/rehabilitation of a transport terminal/port (maritime or inland waterways) etc. The infrastructure section can vary in length however it should constitute an expenditure of almost 10 million $. An exception of the latter mentioned rule applies if the project involves a missing link or a bottleneck.

The phases of the proposed methodology are described in detail in the following sections.

(i) Phase A-Identification

The identification phase entails the recording of prospective projects, based on their readiness and funding possibilities, as well as the common-shared objectives of responsible authorities, national or international, and the collection of readily available information/ data regarding these projects.

In this phase, initially, the distinction of projects in two major categories is made, that is, those with committed funding and those without committed funding. Obviously, projects with secured funding can be directly considered viable and with a high possibility to be completed in the near future. For projects without committed funding or partly committed funding, further evaluation is carried out in order to set implementation priorities, against common shared objectives between national and international authorities (See next section on Analysis Phase).

It should be noted, that the identification, as well as the analysis, is based on data collected from the countries, and thus, projects, for which no data is provided, will automatically be classified as last priority in terms of implementation.

(ii) Phase B – Analysis

The Multi-Criteria Analysis (MCA) method is used for the analysis of the identified unfunded projects. The MCA is selected due to a number of factors, such as the very preliminary level of definition of most unfunded -or partly funded projects, the lack of specific information on the current status, the limited knowledge on transport demand perspectives and the variety in types of projects.

Such a method will allow available information to be taken into account on projects, even at their very preliminary level of definition, as well as - to a certain extent –any background data. At the same time, some specific elements of particular interest to the decision-makers may be introduced.

The objective of this phase is to derive scores (degree of performance) for the unfunded –or partly funded- projects, which will be used as an indicator for the application of Phase C of the proposed methodology. To this end, Phase B, includes the following steps:

(a) Definition of criteria

(b) Measurement of criteria

(c) Criteria weighting

(d) Derivation of total score per project

(a) Definition of Criteria

Since the assessment of a group of projects in terms of their social impacts is a key objective (the projects will be mainly financed with public funds, national or international), the criteria are defined according to two basic principles, i.e. the functionality and coherency of the transportation network to be developed including strategic/ political concerns of the national authorities (or international in the case of co-financing by them), and its social and environmental impacts.

Therefore, based on the above two fundamental orientations/ principles of the process, the following criteria are introduced:

1. Serve for the development of a transport corridor within the ECO countries (C1)
2. Serving international connectivity (C_2)
3. Serve landlocked countries (C_3)
4. Social and economic impact (C_4)
5. Infrastructure/missing links (C_5)
6. Have high degree of urgency due to importance attributed by the national authorities and/or social interest (C_6)
7. Environmental and social impact (C_7)
8. Pass socio-economic viability test (C_8)

(b) Measurement of criteria

Criteria can be quantified for each of the projects under consideration either by direct classification according to measurable characteristics, or by “quality attributes”, assessed by expert judgment. Such subjective measurement is unavoidable in a multi-criteria analysis, whenever available information is not precise or reliable enough. To this end, the measurement of the defined criteria will be as follows:

C1: ON-OFF CRITERION

Serve for the development of a transport corridor within the ECO countries

YES ☐ NO ☐ ,

C2: Is the project serving international connectivity?

YES ☐ NO ☐

If yes, is it expected to:

A: Greatly improve connectivity, B: Significantly improve connectivity, C: Somewhat improve connectivity, D: Slightly improve connectivity, E: Does not improve connectivity.

C3: Will the project promote solutions to the particular transit transport needs of the landlocked countries?

YES ☐ NO ☐

If yes the project is providing solution:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

C4: Will the project connect low income and/or least developed countries/regions with ECO member states, major European, and Asian markets?

YES ☐ NO ☐

If yes the project is providing connection:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

C5: Will the project cross natural barriers, removes bottlenecks, raises substandard sections to meet international standards, or fills missing links?

YES ☐ NO ☐

If yes, the project contributes to the above:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

C6: Have high degree of urgency due to importance attributed by the national authorities and/or social interest

YES ☐ NO ☐

The project is:

A: In the national plan and immediately required (for implementation up to 2013), B: In the national plan and very urgent (for implementation up to 2016), C: In the national plan and urgent (for implementation up to 2020), D: In the national plan but may be postponed until after 2020, E: Not in the national plan.

C7: Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? YES ☐ NO ☐

If yes, the magnitude of impact is:

A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

C8: The project is expected to increase traffic (both existing and generated):

A: More than 15%, B: 10-15%, C: 5- 10%, D: less than 5%, E: Will not affect traffic

(c) Criteria weighting

The default set of criterion weights defined by the Consultant, which are going to be used for the evaluation of projects is presented in Table 4.1 below.

TABLE 4.1-Criteria Weights

Criterion Weight	Description of Criterion	Default Weight
W_{C1}	Serve for the development of a transport corridor within the ECO countries	0.2
W_{C2}	Serving international connectivity	0.15
W_{C3}	Serving landlocked countries	0.1
W_{C4}	Social and economic impact	0.15
W_{C5}	Infrastructure/missing links	0.1
W_{C6}	Have high degree of urgency due to importance attributed by the national authorities and/or social interest	0.1
W_{C7}	Environmental and social impact	0.1
W_{C8}	Pass socio-economic viability test	0.1
Total		**1**

The work will be advanced on the basis of the default weights proposed in the above and in case of disagreement, country experts may fill up the respective column of their country with their proposed scores, providing explanations on the reasons for changing the scores, and return it.

In order to make the various criterion scores compatible, it is necessary to transform them into one common measurement unit or else transform “physical scale” measurement into a common “artificial scale” measurement. The criteria quantification is not based on a sophisticated utility function, but on a simple linear function, which connects threshold values of an artificial scale with threshold values of a physical scale.

The artificial scale chosen is: A = 5, B = 4, C = 3, D = 2, E = 1, with 5 being the

highest value. Therefore:

$$C_{Ji} \in [1,5] \tag{1}$$

Where:

J = A or B and

i = 1,….,5

At this stage, the weighing of the criteria takes place. The Pair Comparison Matrix is used as a method of weighting, chosen because it is a simple, transparent and widely accepted procedure.

The resulting criteria weights add up to unity, as shown below:

$W_{Ji} \in [0,1]$ and

$$\sum_{J=A}^{C}\sum_{i=1}^{5} W_{Ji} = 1 \tag{2}$$

Where:

J = A, B *(representing the criteria dimensions)*

i = 1,..,5 *(representing the number of criteria in each dimension)*

(d) Derivation of total score per project

To derive the project’s **total performance score** the following function (3) is used:

$$\text{T.S.}_{\text{Project}} = \sum_{J=A}^{C}\sum_{i=1}^{5} C_{Ji} * W_{Ji} \tag{3}$$

where:

$C_{Ji} \in [1,5]$

$W_{Ji} \in [0,1]$

J = A or B and

i = 1,….,5

To this end, $T.S._{Project} \in [1,5]$ or else the Total Performance Score – for all dimensions together - of each project in each country will be the weighted sum of the criteria scores and will take values between 1 (the lowest) and 5 (the highest).

(iii) Phase C – Time Period Classification

In the final phase, the selection of projects is carried out according to their "performance" score. Based on the latter, projects are classified into four Time Period Categories (I, II, III and IV), as follows:

- If the project scores between 4-5 then it belongs to **Category I.**
- If the project scores 3 -4 then it belongs to **Category II**.
- If the project scores 2 -3 then it belongs to **Category III**.
- If the project scores 1-2 then it belongs to **Category IV**.

Finally, the classification of time periods is the following:

- **Category I**: projects, which have funding secured and are on-going and expected to be completed in the near future (**up to 2013**).
- **Category II**: projects, which may be funded or their plans are approved and are expected to be implemented rapidly (**up to 2016**).
- **Category III**: projects requiring some additional investigation for final definition before likely financing and implemented (**up to 2020**).
- **Category IV**: projects requiring further investigation for final definition and scheduling before possible financing, including projects, for which insufficient data existed. (**most likely to be implemented after 2020**)

4.3 Projects Prioritisation Presentation

The scope of this section is to analyse the information on the transport infrastructure projects based on country inputs, prioritize these through the application of the proposed methodology and include them in the railway network development plan of the ECO region. The goal is to present a consistent and realistic short, medium and long term investment strategy for the identified ECO Priority Rail Routes. This includes an extensive inventory of the rail infrastructure projects for the participating countries, together with their estimated budget and pragmatic investment time plan for their implementation.

Input received

Out of the 8 countries participating in this project, all countries submitted data through their National Experts on the projects under evaluation.

Data presentation

Each project was identified with a unique Project ID specifying the country, the rail transport mode and a specific number. The following abbreviations were introduced for country identification in Project ID: Afghanistan (AFG), Azerbaijan (AZE), Belarus (BLR), Iran (IRN), Kazakhstan (KAZ), Kyrgyzstan (KGZ), Pakistan (PAK), Tajikistan (TJK), AND Turkey (TUR). The abbreviation RLW was introduced in the Project ID.

Table 4.2 presents the number of projects submitted by each country per type of infrastructure under the two distinct categories, that is, those that are along proposed ECO routes, and those that are of national importance, thus belonging to the Reserve Category.

Annex II presents the database of project information, for all projects considered for each of the participating countries.

TABLE 4.2-Number of Projects Submitted

Country	Total	ECO
Afghanistan	4	2
Azerbaijan	2	2
Iran	9	8
Kazakhstan	8	6
Kyrgystan	2	1
Pakistan	10	7
Tajikistan	3	3
Turkey	11	11
Total	**49**	**40**

4.4 ECO Priority Prioritisation Exercise

This section presents the results of the application of the prioritisation methodology on the projects considered at the country level. To this end, projects together with their associated costs are presented by the following priority categories:

- **Category I**: projects, which have funding secured and are on-going and expected to be completed in the near future (up to 2013).
- **Category II**: projects, which may be funded or their plans are approved and are expected to be implemented rapidly (up to 2016).
- **Category III**: projects requiring some additional investigation for final definition before likely financing and implemented (up to 2020).
- **Category IV**: projects requiring further investigation for final definition and scheduling before possible financing, including projects, for which insufficient data existed. (most likely to be implemented after 2020)
- **Completed projects**
- **Projects along other routes and of national importance**

It should be noted that the application of the methodology was based on the data received by each participating country. Nevertheless, the application of the methodology was not feasible in a number of cases due to limited availability of data. To this end, in the case of limited data availability, the Consultant attempted to either collect the missing information from other sources, or categorise the project based on the available data. The cases, for which the application of the methodology was carried out, are presented in detail in *Annex IV*.

In addition, projects along other routes of national importance were not evaluated 0and hence not included in the prioritisation exercise.

Project costs are depicted in Million United States Dollars. Where necessary, an average conversion rate for year 2011 was used[3] .

Afghanistan

Afghanistan proposed 4 rail projects, 2 of which are along proposed ECO Rail Routes. One project has committed funding and was classified as Category I, while the other is still in the planning stage with no funding secured, and, thus was classified as Category IV.

According to available information 52% of the funding has been secured.

The above information complete with project costs is summarized in Table 4.3 below.

Table 4.3-Afghanistan Prioritisation Results Summary

	All	**I**	**II**	**III**	**IV**	**Completed**
No. of railway projects	**2**	1			1	
Cost* of railway projects	**250**	130			120	

** in million USD*

Azerbaijan

Azerbaijan proposed 2 rail projects along proposed ECO Rail Routes, for which no information is currently available, and hence, were classified as Category IV.

The above information is summarized in Table 4.4 below.

[3] http://www.x-rates.com/d/USD/EUR/hist2011.html

Table 4.4-Azerbaijan Prioritisation Results Summary

	All	I	II	III	IV	Completed
No. of railway projects	**2**				2	
Cost* of railway projects	******				**	

** in million USD*

*** no information on cost*

Iran

Iran proposed 9 rail projects, out of which 8 are along proposed ECO Rail Routes, as per the following:

- 5 are under construction and were classified as Category I.
- 3 were classified as Category II, based on the application of the methodology.

According to available information 69% of the funding has been secured.

The above information complete with project costs is summarized in Table 4.5 below.

Table 4.5-Iran Prioritisation Results Summary

	All	I	II	III	IV	Completed
No. of railway projects	**8**	5	3			
Cost* of railway projects	**>7596**	>5250	2346			

** in million USD*

Kazakhstan

Kazakhstan 8 rail projects, out of which 6 are along proposed ECO Rail Routes as per the following:

- 4 were classified as Category I.
- 2 for which no information on cost, funding and start and end dates was given, were classified as Category IV.

According to available information 89% of the funding has been secured.

The above information complete with project costs is summarized in Table 4.6 below.

Table 4.6- Kazakhstan Prioritisation Results Summary

	All	**I**	**II**	**III**	**IV**	**Completed**
No. of railway projects	**6**	4			2	
Cost* of railway projects	**>2282**	>2042			>240	

** in million USD*

Kyrgyzstan

Kyrgyzstan proposed 2 rail, out of which 1 is along proposed ECO Rail Routes. Based on the application of the methodology, this was classified as Category II.

The above information complete with project cost is summarized in Table 4.7 below.

Table 4.7- Kyrgyzstan Prioritisation Results Summary

	All	**I**	**II**	**III**	**IV**	**Completed**
No. of railway projects	**1**		1			
Cost* of railway projects	**2000**		2000			

** in million USD*

Pakistan

Pakistan proposed 10 rail projects, out of which 7 are along proposed ECO Rail Routes. Based on the application of the methodology:

- 4 were classified as Category II
- 3 were classified as Category III

The above information complete with project cost is summarized in Table 4.8 below.

Table 4.8- Pakistan Prioritisation Results Summary

	All	I	II	III	IV	Completed
No. of projects	**7**		4	3		
Cost* of projects	**12831**		10034	2796		

** in million USD*

Tajikistan

Tajikistan proposed 3 rail projects along proposed ECO Rail Routes, which, based on the application of the methodology, were classified as Category II.

The above information complete with project costs is summarized in Table 4.9 below.

Table 4.9- Tajikistan Prioritisation Results Summary

	All	I	II	III	IV	Completed
No. of railway projects	**3**		3			
Cost* of railway projects	**3120**		3120			

** in million USD*

Turkey

Turkey proposed 11 rail projects along the proposed ECO Rail Routes. Based on the application of the methodology:

- 5 were classified as Category I
- 4 were classified as Category II
- 2 were classified as Category III

According to available information 59% of the funding has been secured.

The above information complete with project costs is summarized in Table 4.10 below.

Table 4.10- Turkey Prioritisation Results Summary

	All	I	II	III	IV	Completed
No. of projects	**11**	5	4	2		
Cost* of projects	**15319**	9067	5836	416		

** in Million USD*

4.5 Summary

In total 49 projects were proposed by the participating countries, out of which **40 rail projects** have been identified to be along the proposed ECO Rail Routes with an estimated total cost of **43,4 Billion USD**.

Out of these **40 projects**:

- 15 projects belong to Category I
- 15 projects belong to Category II
- 5 projects belong to Category III
- 5 projects belong to Category IV

The above results together with project costs are presented in Table 4.11.

Table 4.11-Summary Results of ECO Rail Projects

	All	Per Priority Category				
		I	II	III	IV	Completed
No. of railway projects	**40**	15	15	5	5	0
Cost* of railwaprojects	**43.4**	16,5	23,3	3,2	0,4	0,0

**in Billion USD*

The **percentage of secured funding** for the total number of ECO Rail Projects is **38%.**

Further to the above, the results of the prioritisation exercise are summarised per priority category:

- 37.5% of the rail projects belong to Category I, with an estimated value of $16,5 billion, representing 38% of the total investment cost.
- 37.5% of the rail projects belong to Category II, with an estimated value of $23,3 billion, representing 54% of the total investment cost.
- 12.5% of the rail projects belong to Category III, with an estimated value of $3,2 billion, representing 7% of the total investment cost.
- 12.5% of the rail projects belong to Category IV, with an estimated value of $0,4 billion, representing 1% of the total investment cost.

4.6 ECO Railway Network Development Plan

The analysis of the rail projects implementation plans demonstrated that:

- No projects for have been completed.
- 38 % of the proposed projects for the ECO Rail Network are expected to be completed until 2013.
- 38 % of the proposed projects for the ECO Rail Network are expected to be completed until 2016.
- 13% of the proposed projects for the ECO Rail Network, it is possible to be completed until 2020 and
- For 13% of the proposed projects for the ECO Rail Network, it is unknown when would be completed, since further investigation is necessary before definition, scheduling and possible financing.

The ECO Rail Transport Network Development Investment Plan is depicted in Table 4.12 with related project costs presented in Billion USD. The available/secured percentage of funding is also shown in Table 4.12. The implementation of the Railway Network will follow the time plan presented in Table 4.13.

Table 4.12- ECO Rail Transport Network Development Investment Plan

ALL RAIL PROJECTS							
Country	Total Cost	PRIORITY CATEGORY					% Funding Secured
		I	II	III	IV	COMPLETED	
Afghanistan	250	130	0	0	120	0	52%
Azerbaijan	0	0	0	0	0	0	0%
Iran	7596	5250	2346	0	0	0	69%
Kazakhstan	2282	2042	0	0	240	0	89%
Kyrgystan	2000	0	2000	0	0	0	0%
Pakistan	12831	0	10034	2796	0	0	0%
Tajikistan	3120	0	3120	0	0	0	0%
Turkey	15319	9067	5836	416	0	0	59%
Total	**43398**	**16489**	**23336**	**3212**	**360**	**0**	**38%**

Table 4.13- ECO Rail Transport Network Development Time Plan

Country	Projects	Projects Implementation Progress					Project Funding
		Completed	Up to 2013	2013-2016	2016-2020	2020-unknown	% Secured
AFG	2	0%	50%	0%	0%	50%	52%
AZE	2	0%	0%	0%	0%	100%	0%
IRN	8	0%	63%	38%	0%	0%	69%
KAZ	6	0%	67%	0%	0%	33%	89%
KGZ	1	0%	0%	100%	0%	0%	0%
PAK	7	0%	0%	57%	43%	0%	0%
TJK	3	0%	0%	100%	0%	0%	0%
TUR	11	0%	45%	36%	18%	0%	59%
ECO NETWORK	**Projects**	**Projects Implementation Progress**					**% Funding Secured**
		Completed	**Up to 2013**	**2013-2016**	**2016-2020**	**2020-unknown**	
	40	**0%**	**38%**	**38%**	**13%**	**13%**	**38%**

4.7 Conclusion

A total of 40 rail infrastructure projects along a total length of approximately 12,298 km of railway lines, were proposed in the study and should be included in the ECO Priority Railway Network Development Plan. The implementation of the proposed priority ECO network as a whole will require the approximate sum of $43,4 billion, out of which approximately 38% has been secured.

According to the results of the analysis, no projects have been completed yet, while over a third of the proposed projects are planned to be completed by year 2013. On the other hand, the analysis yielded that for a 13% of the ECO rail network, it is unknown when it would be completed, since further investigation is necessary before definition, scheduling and possible financing of the proposed infrastructure projects. It

should, however, be noted that lack of information with regard to the status, start and end dates, sources of funding and percentage of secured funding of proposed projects contributed significantly to the latter outcome. Hence, the above figures could potentially be different, should information had become available.

Finally, in addition to the projects located along the identified priority ECO Rail Routes, most participating countries proposed infrastructure projects beyond those specified routes and, thus, these were considered to be of national importance and were not considered in the analysis. Depending on the significance and priorities set for such national projects, as well as their potential to impact the established connections with ECO Rail Routes, it is proposed that these projects are considered for inclusion in a future revision of the ECO Rail Network.

5. COUNTRY REPORTS

This chapter presents the Country Reports for each participating country in the study, detailing current conditions on rail transport infrastructure, as well as National Transport Plans and related recommendations, as per the input received from the individual National Experts.

5.1 Afghanistan

Afghanistan has a strategic geographical position, bordering on six countries. Nevertheless the poor condition and lack of efficient transport infrastructure network hinder the movement of passengers and goods within the country constraining post-war economic recovery and development. The major constraints to reconstruction and development of the transport sector are inadequate infrastructure, limited government capacity, and Conflicts and weak security still existing in the country.

The railway system within Afghanistan is practically negligible, with the total length of railways being only 25 km, that is, a 10 km cross-border extension from Turkmenistan to a transshipment yard in Torghundi, and a 15 km extension from Uzbekistan to a transshipment yard in Hairatan.

The rail links and border crossings are the following:

- Heart-Shamtegh (120 km)
- 2Kushk Kuhna-Toorghundy (35 km)
- Shiberghan, Andkhowy-Aqeena (107km)
- Mazar-e-Sharif-Hairatan (75 km)
- Kundoz-Sherkhan Bandar (65 km)
- Turkham-Jalalabad (75 km)
- Kandahar- Speen Buldak (100 km)
- Delaram- Zaranj (230 km)

Regional connectivity is underdeveloped primarily due to cross-border bottlenecks, such as inadequate link roads and facilities, inadequate customs facilities, need for transit permits, lack of vehicle standard and axle load controls, as well as visa regulations, unofficial charges, and the protection given to local trucking. Transit agreements are either nonexistent or poorly enforced. Also, the few existing cross-border railway links have not been developed.

National Plans, Policies and Infrastructure Investment

The Afghanistan National Development Strategy (ANDS) adopted by the Government of Afghanistan (GOA) in April 2008, is the country's main strategic platform for development over the period 2008–2020. In addition, GOA has agreed with the strategy adopted by the Central Asia Regional Economic Cooperation (CAREC) program, which is aimed at developing six corridors across the region and all through Afghanistan.

The Afghan Railway Network Plans include the main ring and eight subdivisions connecting the borders to neighbouring countries, with a total length being approximately 3,450 km.
The alignment of railway for ECO starts from Shamteegh (border Afghanistan and Iran) passing through Heart, Kushk Kuhna, center of Badgees, Faryab, and Jawzjan provinces and ending in Mazar-e-Sharif, in the Balkh province. Then, from Mazar-e-Sharif to Hairatan, the border between Afghanistan and Uzbakistan, and from Mazar-e-Sharif to Kundoz province, ending in Shirkhan Bandar (the border between Afghanistan and Tajikistan). The total length of this alignment is equal to 1180 km.

Likewise, in previous a ECO conference, the proposal from Afghanistan included another alignment from Zahidan through Zabool, Zarange(Nimrooz), Dilaram to connect Hirat and Iran. The ECO members welcomed this proposal. The Ministries of Transport of five countries: China, Kyrgyzstan, Tajikistan, Afghanistan and Iran in a multilateral conference in Doshanba in 2010, confirmed and insisted on the importance of this alignment.

With regard to the implementation of the above mentioned plans, Afghanistan has begun the construction of 75 km from Hairatan to Mazar – e – Sharifi. Meanwhile, the third section from Khawaf – Singan – Hirat = 62 km is expected to be completed and delivered in the near future. The feasibility study of the first phase of railway from Hirat – Mazar – e – Sharif – Sherkhan Bandar has also been completed, while the one for the second phase from Mazar – e – Sharif – Shibirghan – Aqhena (220 km) is expected to begin in 2011.

A research study for appointing the norms for the gauge of Afghanistan Railways has also been carried out. Finally, an independent railway authority for the preparation of laws and policies is also expected to be established in the coming future.

Source: *ADB Report (2010) -Afghanistan Railway Development Study Financed by the Asian Development Bank (ADB)*

5.2 Azerbaijan

Presently, the total track miles of the main railway lines is 2944,3 km, operation length is 2115,7 km, out of which 806,2 km are double track lines. 1269,5 km or 60% are electrified, while 1650 km are equipped by automatic blocking system of signaling. The key links are the following:

1. Baku – Yalama (Russian Federation border): double track, 201 km, in operation.
2. Baku – Boyuk-Kesik (Georgian border): double track, 503 km.
   a. Yevlakh – Balaken: single track, 163 km, in operation.
   b. Yevlakh – Khankendi: single track104 km, 55 km occupied.
   c. Yevlakh – Mingechevir: single track, 30 km, in operation.
   d. Agstafa – Barkhudarly (Armenian border): single track, 28 km, in operation.
3. Baku – Osmanly – Astara (Iranian border): 312 km.

   a. Baku – Osmanly: double track,128 km, in operation.

   b. Osmanly – Astara: single track, 184 km, in operation.
4. Baku – Osmanly – Sadarak (Armenian border): 603 km.

   a. Baku – Osmanly: double track, 128 km, in operation.

   b. Osmanly – Horadiz: single track, 144 km

   c. Horadiz – Karchivan: single track, 143 km, occupied.

   d. Karchivan-Sadarak: single track, 188 km, in operation.
5. Culfa – Culfa (Iran): single track, 3 km,in operation.

The missing connections are the following:

1. Astara – Iranian border: 8,3 km.
2. Currently, the transportation along the road of Baku - Osmanly – Sadarak (Armenian border) is being realized in the area of Baku - Osmanly – Horadiz

   a. Horadiz – Agband: 102 km, occupied.

   b. Agband – Kerchivan: 41 km,occupied.
3. Tezekend – Khankendi: 55 km, occupied.

The rail border crossings are the following:

- Boyuk-Kesik (Georgia border)

- Yalama (Russian Federation border)
- Culfa (Iran border)
- Sadarak (Armenia border)
- Barkhudarly (Armenia border)
- Aktau (Kazakhstan through Baku port)
- Turkmenbashi (Turkmenistan through Baku port)

National Plans, Policies and Infrastructure Investment

The State Development Program of Railway Transport for 2010-2014 years has been confirmed by the arrangement of the President of Azerbaijan Republic, and will include the rehabilitation of infrastructure, renewal of rolling stocks, control systems etc. Over 2 billion USA dollars are invested within this program.

A new railway project, the construction of the Baku-Tbilisi-Kars railway connection has been proposed, which will play an important role in the connection of the Trans European and Asian railway networks. In addition, the construction of the missing 101 km long Kars-Akhalkalaki railway connection line and the railway tunnel within Bosporus strait (Marmara project) have been proposed.

The present length of the railway in the areas of Baku – Yalama (Russian Federation border) and Baku – Boyuk-Kesik (Georgian border) will be kept during the years of 2015 – 2020.

A railway line of 8.3 km to the Iranian border will be constructed in the area of Baku – Osmanly – Astara (Iranian border) across the North-South transport corridor, expected to be completed by year 2015. Currently, the existing railway line from Russia to the south region of Azerbaijan (Astara) is in operation. The railway line of Kazvin-Rasht-Astara (Iran) – Astara (Azerbaijan) which is being constructed in the territory of Iran will be connected with the railway of Russia via the territory of Azerbaijan. The above connection will play an important role in the development of the direct relations with the countries of Europe, Asia, Near East, Scandinavia and Baltic region, across the North-South transport corridor.

Finally, the railway from the Horadiz station to Nakhchivan in the area of Osmanly – Sadarak (Armenian border) will be restored after freeing the occupied territories.

5.3 Iran

The crucial geographical and strategic location of the country in the region, have turned it to a transit route, playing an important role in the trade between West and East. Numerous international corridors cross the territory of the Islamic Republic of Iran, connecting the Middle East and Asia to Europe; the corridors of Trans Asian Railways (TAR), North-South (three branches), China-Europe, Silk Road, TRACECA Corridor, Almaty-Bandar Abbas, Almaty- Istanbul Corridor, as well as the Turkey-Iran-Pakistan, are routes, through which the landlocked countries of Central and South Asia are connected to international waters and Europe.

The transport network of Iran consists of 5 International Rail Border Terminals, which constitute transport links of international significance in the region. It should be noted that in 2010 the total cargo throughput through Rail was 1.3 million tons. Meanwhile, the Government of Iran is planning to increase the transit volume up to 20 million tons through the implementation of several infrastructure projects, which are either planned or are under construction.

The rail network is connected to Turkey in the west (Razi Border), through which it connects to Europe. In the North-West, it is connected to Azerbaijan (Jolfa Border), in the north to the Caspian Sea and ports of Turkmenistan, Kazakhstan, Azerbaijan and Russian Federation. Then, from the North-East of the country through Amir Abad, Neka and Turkman ports, to Turkmenistan, Central Asia, Russia and China f(Sarakhs Border), to Pakistan (Mirjaveh Border), and finally, from the South- East to thee Persian Gulf and international waters through Bandar Abbas and Bandar Emam Khomeini Ports.

In 2011, the total length of the lines was 10106 km, out of which 10008 km is of standard gauge (1435 mm) and 98 km of broad gauge (1676 mm) connected to the Pakistan railway. Of the whole route, 148 km is electrified, 81.16 % is single track and 18.4 double track.

Iran has numerous international border crossing points with neighbouring countries, which include:

- Sangan with Afghanistan;
- Razi with Turkey;
- Astara Nourdouz and Jolfa border with Azerbaijan;
- Mirjaveh with Pakistan.

National Plans, Policies and Infrastructure Investment

In the Islamic Republic of Iran, major road, railway and port development programmes are being undertaken for the expansion and modernization of the transport infrastructure. To realize the country vision for 2025, Railways of Iran has prepared the Rail Transport Industry Perspective with cooperation of affiliated organizations and bodies.

The macro strategies of the railways include:

- Developing rail network to carry 160 million passengers and 202 million tons of freight
- Upgrading existing lines capacity to meet increasing demand
- Improving rail fleet proportional with rail network to reach forecasted freight and passenger share; this shall be realized by supplying 2156 main and shunting locomotives, 50393 freight cars, 5607 passenger cars, and 67 train sets and rail buses.
- Improving productivity of infrastructure, fleet and human power to economize rail transport and equipping the whole rail network with signaling and telecommunications.
- Involving private partnership.
- Strengthening domestic capability to meet rail technology requirements and modern technologies migration.
- Developing combined and door-to-door transportation, improving containerized transport and dry port , interaction with road and sea transport organizations to make a complete transport chain inside the country and the region.
- Facilitating international traffic through network improvement and increasing capacity required for regional and international corridors
- Providing technical and rail transport services based on international standards.

Rail investments are being considered into completing missing links along the following key corridors:

- North-South Corridor (west of Caspian Sea)
- Kazakhstan- Turkmenistan-Iran Corridor (East of Caspian Sea)
- Asia-Europe International Corridor
- East- West Corridor (Persian Gulf- Mediterranean Sea)
- New corridor of China- Kyrgyzistan, Tajikistan. Afqanistan-Iran
- Islamabad- Tehran-Istanbul Corridor
- Bandar Abbas- Almaty Corridor

To this end, the following rail infrastructure projects are under construction or planned:

- Construction of Tabriz-Miyaneh
- Construction of two routes: Qazvin-Rasht-Anzali and Rashat – Astara
- Construction of Khaf-Heart
- Construction of Gorgan-Inchehbrun
- Construction of Arak-Kermanshah-Khosravi
- Construction of Khorramshahr-Shalamcheh-Basra
- Construction of Emam Khomeini Port-Khorramshahr
- Electrification of Bafq-Bandar Abbas
- Electrification of Tehran-Mashhad

In addition, the following projects are planned along the East-West Corridor

Transshipment operations and bogie exchange in Zahedan station:
Currently, the transshipment operations are being carried out in Zahedan by ordinary rubber cranes with no obstacle on the way of trains handling at the station.
Since Pakistan railway owns no bogie wagons, transshipment is the most advisable solution for handling traffic in Zahedan. Therefore, equipping the station- i.e. construction of containerized site, supply of gantry crane or even establishing bogie exchanging system- is subject to the volume of the traffic; once the traffic increases the station would be equipped.

Kerman-Zahedan drift sand removal:
As a long term program, the construction of gallery and plant cultivation is forecasted. To solve the sand problem for the smooth running of trains, one sand removing machine and several loaders and tractors with about 100 workers are continuously removing the sands, and trains face no problem when running on the axis.

Chabahar-Zahedan Railway: 570 Km
The route is divided into two sections 1) Chabahar- Iranshahr and 2) Iranshahr to Dumak (reaching Kerman –Zahedan axis). The studies of the first section are complete and executive works have been already started. Section two is under preliminary studies. At present, the contractors' consultant carries out the studies. The operation year is planned for 2014.

Bogie exchange system in Iran/Azerbaijan border
Since two different track gauges are used in Iran and Azerbaijan (standard and broad gauge), a bogie exchanging system is planned. Initial studies are complete so far but no work has started yet.

5.4 Kazakhstan

Kazakhstan has a key geographical position, in the heart of the Euro-Asian region, and hence, one of the most important factors of economic growth in the country is the rapid development and improvement of transport infrastructure. Kazakhstan has created a competitive environment providing transportation services to accelerate the integration process of its national transport system in the international transport corridors, developing the country's transit potential.

Kazakhstan has relatively low density of railways. In this regard, shippers, particularly in the private sector, began to shift to road transport not only for short distances (up to 300 km), but also for longer ones (1500-2000 km). With the development of industrial and agricultural production, small-and medium-sized businesses increase inter-regional transportation, and communication with neighboring states.

The railway system plays a particularly important role with respect to freight transportation in Kazakhstan. The following table provides information on railway system.

Table 5.1 – The total length of railway lines

№	Indicators	1/01/2010	1/01/2011
A	**Total length of railway track in use**	**15,079.1**	**15,016.1**
	of them		
1	Railway tracks of Kazakhstan	14,202.1	14,184.1
1.1.	including railway tracks of Kazakhstan on the territory of other countries	336.1	336.1
2	Railway tracks of other countries on the territory of Kazakhstan	877.0	832.0
3	The length of electrified railway tracks	4,054.4	4,054.4
B	**Depreciation of fixed assets of railway transport, thousands of tenge/ thousand USD**	25,993,970/ 178,040.1	27,670,041/189,520.8

According to the World Bank, Kazakhstan has one of the busiest railways in terms of traffic volume among the countries of the Eastern Europe and Central Asia region. Moreover, the country’s railways play an important role in transporting coal, minerals and other commodities over vast distances, typically 1,000 kilometers or more, as Kazakhstan’s economy places a heavy emphasis on the production of raw materials and intermediate goods. The Kazakhstan railway system also includes an extensive

passenger network, providing suburban, intercity and interregional passenger services throughout Kazakhstan. Although passenger transportation is important in Kazakhstan, it does not have the same level of activity as that of freight transportation.

At the same time, the current state of rail infrastructure does not meet the requirements for efficient transport, primarily due to the progressive deterioration of its basic equipment, which has already reached a critical level, but also because of the increasing carrying capacity deficit.

To this end, the current transit system does not utilize the country's full transit potential. Given Kazakhstan's geographic and national economic interest in international trade with Russia and China, achieving this potential will require resolution of certain key infrastructure issues and differences in trade policies among trading partners. The World Bank and Asian Development Bank have identified the following trade barriers:

- high transportation and handling costs associated with the use of the railway transit in Kazakhstan. Transportation costs in Kazakhstan account for 8% of the final cost of goods transported via railway, compared to industrialized countries, where transportation costs typically account between 4% and 5% of the final cost of the transported goods;

- lack of adequate storage capacities at cargo terminals and warehouses at certain key rail cities in Kazakhstan;

- delays at the Dostyk railway terminal located at the Kazakhstan-Chinese border due to different rail gauges used by Kazakhstan and China. Due to rail gauge differences, transit goods must be transloaded or re-transferred by machine from China's railcars to Kazakhstan's railcars;

- stringent regulation and documentation requirements imposed by China with regard to the railway system.

National Plans, Policies and Infrastructure Investment

Kazakhstan adopts the Government Planning System (RK President's Decree dated 18 June 2009, No. 827), the key document, which outlines the Development Strategy of the country until 2030 ("Kazakhstan 2030"). The Strategy defines 7 long-term priorities, including infrastructure investments for transport and communication.

The Government planning document of the next level is the "RK Strategic Development Plan for 10 years" and the "Forward-looking Plan of Territorial and Spatial Development of the Country". The Strategic Plan of Development of the Republic of Kazakhstan until 2020 , currently in effect, sets the target indicators for the development of transport by 2020, identifying the infrastructure projects of significant importance. The RK Strategic Development Plan would be adjusted based on the results of the monitoring of its implementation.

In addition to the above, one of the main strategic directions of investment activity in the sector is the reconstruction and modernization of railway infrastructure. This issue is reflected in all policy documents developed, in recent years, with the scope to improve the main-line railway infrastructure in Kazakhstan:

- Strategies for Technology Policy NC "KTZ" for the period 2006-2015. (2006);
- Healthy objects backbone network for the period 2007-2011. (2006);
- Investment Program NC "KTZ" JSC "Locomotive" and JSC "Kaztemirtrans" for 2008-2012. (2007).

The State program for accelerated Industrial-Innovation Development of Kazakhstan for 2010-2014 in the field of railway transport is largely focused on continuous reform of the management of the sector and the transition to free pricing in freight transport. The Program also provides for measures to update and upgrade rolling stock, in particular - the acquisition of more than 600 new locomotives, which should also have a positive impact on the use of transport infrastructure.

The choice of priority and priority investments in strengthening the single-track sections is based on a comparative assessment of their role and importance in the implementation of transport activities, mainly in the context of international transport. As a result, comparisons of lines to strengthen primary priorities are as follows:

- Line Almaty - Shu;
- Line Aktogai - Almaty;
- Line Nikeltau - Makat;
- Lines Dostyk - Aktogai and Aksarayskaya - Makat;
- Line Makat - Beineu;
- Line Aktogai - Mointy.

The Targets of the Programme in the field of rail transport as a result of its implementation, provide for growth in 2015:

- Rail transit - 25%
- Speed of freight trains - by 15-20%, and on major international transport corridors - at 20-30%.

In addition to providing the necessary carrying capacity, it is equally important to increase quality of service. For Kazakh railways such areas, strengthening of which should carry on throughout a single project, include the single-track line: Almaty - Shu, Dostyk - Aktogai, Aktogai – Almaty-Nikeltau - Makat.

In Kazakhstan, the financing of the construction of new railways is mainly provided from the state budget or in the form of concessions. The construction of the railway Shar - Ust-Kamenogorsk was realized on a concessional basis, power lines in the Aktobe region, while a concessional basis is planned for the construction of the railway section Yeralievo – Kuryk. The Construction of railways Zhetygen - Korgas and Uzen - state border with Turkmenistan are at the expense of the state budget and debt of the National Company "Kazakhstan Temir Joly."

It should be noted that the most important stage of development for the railway system in Kazakhstan is the choice of legal model projects with defined funding

sources and mechanisms of return of investment funds. That is why the number one task in the implementation of large projects in the rail industry, would be to create an adequate legal framework, which would be able to provide:

- Creation of conditions for the expansion of private capital inflows, increasing the investment attractiveness of rail transport and to provide sufficient public capital investment in the project, whose socio-economic efficiency;
- Establishing a transparent system of balanced economic relationship of state and representatives of private capital (investors);
- Introduction of innovative technologies and solutions;
- The introduction of technical regulations, aimed at establishing the basic requirements for technical and operational safety;
- The quality of transport services.

5.5 Kyrgyzstan

According to the Kyrgyz Ministry of Transport and Communications, the total length of the railroad system in the Kyrgyz Republic is 424.6 km, consisting of two unconnected lines: a “Southern” line - 323.4 km and a “Northern” line - 101.2 km.

The National Company “Kyrgyz Temir Zholu” State Enterprise is the national railway carrier, which is called upon to ensure sustainable and safe operation of the railway transport system to satisfy needs passenger and freight operator needs. In average, the company carries out annually 15% of all freight turnover of the country, while the number of passengers is 750 000.

Border Crossing Points

The Kyrgyz Republic and its four neighbours have 14 border control points, two of which are major rail corridor crossing points. The largest rail control point is in Bishkek (about 40 km from the border with Kazakhstan). Osh, another rail border-crossing point covers the traffic through the Ferghana Valley. The main problems associated with border crossing points are the poor condition of the buildings/offices and inadequate communication and data processing facilities.

Being also a landlocked country, extremely high transport costs lead to sharp rises in import prices, negatively affecting the development of transit transport.

National Plans, Policies and Infrastructure Investment

One of the key targets of Kyrgyzstan is to fully realize its geographical position to become a transit bridge between Europe and Asia.

At present, the largest share of goods is transported by a road transport (95%), with a significantly smaller share by rail (3.1%). Along with general issues, specific to individual modes of transport, the main problem of the transport network of the country is to improve conditions of transportation on routes providing its international connections and transport in transcontinental communications, as the basis for integration into the global transportation system.

One of the main conditions for successful economic development of Kyrgyzstan and its inclusion in the global transportation system is:

- adaptation to international standards;
- development and improvement of international corridors passing through the territory of Kyrgyz Republic;
- creating the better conditions than those offered by alternative routes of other countries;
- decision on other trading-transport problems and active development of export, import and transit potential.

With regard to the railway sector, despite the drop in industrial indices of the Kyrgyz Railways poor economies of partner countries, the national company provides for the undertaking of the necessary volume of works of restoration and renovation of the rolling stock, as well as the railway lines to maintain works of the Kyrgyz Railways. It

is also worth mentioning that during the period of existence of the Kyrgyz Railways, the company has not received any financial support from the government. Restoration of industrial base and renovation of the rolling stock have been carried out at their own expenses.

The following rail infrastructure projects have been proposed:

- **“China-Kyrgyk-Uzbek trunk” railway project**: The project's main idea is the construction of a south corridor of Eurasian trans-continental trunk railway, which will connect pacific ports with the Persian Gulf and the Mediterranean through the territory of Kyrgyzstan.
- **"Balykchy-Kochkor-Kara-Keche-Arpa" railway project**: The project's main goal is the connection of currently separated railways on the north and south paerts of Kyrgyzstan, completing thus the national network.

Recommendations

For the purpose of further developing the transport sector in the country for sustainable development and economic cooperation in region, the following actions are necessary:

- Review the system of state regulation in the common areas of the country's economic reforms and improve the regulatory framework to enhance investment attractiveness and investment in the automotive industry, while ensuring the safe transport of passengers, cargoes and guaranteed quality of service.
- Initiate communication of ECO member countries with regional economic communities, international economic and financial institutions, primarily with the United Nations (UN), Islamic Development Bank (IDB), Asian Development Bank (ADB) and International Monetary Fund (IMF) for technical and financial assistance and the implementation of priority projects and programs of the region.
- Active participation in international organizations ECO (TTFA, TTKS etc.), SCO (development of a project agreement between Governments of SCO Member States on Facilitation of International Road Transport), EurAsEC (creating a single transport space), TRACECA (EU program on organization of Transport Corridor Europe-Caucasus-Asia).

5.6 Pakistan

Pakistan sprawls in an area of 868591 Km^2 sharing borders with India, Iran, Afghanistan and China. Arabian Sea falls to its south with a coastal line of 1000 odd Km. The North – South geographical layout of the country provides an excellent trade corridor establishing the shortest possible links between the landlocked country of Afghanistan, as well as China with the Arabian Sea. Added to this, Pakistan is inan ideal location accessing the central Asian Countries via Afghanistan, and Europe via Iran, becoming a bridge between Europe and the South East Asia.

The core net work of the Pakistan Railway (PR) is divided into Primary–A, Section 2116 route km, primary B, Section, 2753 route km, Secondary Section, 1184 route km, Tertiary Section 1426 route km and Meter Gauge Section 312 route km. The speed of trains varies with reference to a particular type of section; Primary "A" 105 kmph, Primary "B" 95 kmph, Secondary 75 kmph, Tertiary 65 kmph and Meter Gauge 55 kmph. (Figure 2 & 3). The total route length of the PR stands at 7791 KM spread across all the four provinces of Pakistan. Primary 'A' & 'B' sections provide the fastest and most convenient passages between Karachi and the north of the country taking into its grid all mega cities and industrial and economic hubs. Incidentally, these lines sidle with the road links declared as National trade corridor by the Government of Pakistan (GoP) to be promoted on a fast track basis, where rail and road shall complement each other to address the growing traffic demand. The main features of this route are:-

- Maximum freight train load = 2200 tons
- Maximum coaches per passenger train =18
- Largest cities & industrial mega centers of Pakistan on are around this route; Karachi, Hyderabad, Multan, Faisalabad, Lahore, Gujranwala, Sheikhupura, Gujrat, Sialkot, Islamabad & Peshawar.
- Double line from Karachi to Lahore projected to be completed upto Peshawar.
- Largest Dry Ports of the PR on these routes.
- Mother lines to ECO container train routes.

The ECO route originating from Zahidan, continues all along to Quetta and merges into primary "B" & primary "A" corridors. The secondary route from Taftan to Quetta does not allow more than 55 Km per hour speed. The signalling system is based mostly on standard-I key interlocking with train operation less competitive with road. The trains from Taftan to Quetta are required to be split into smaller loads while passing up and down the Bolan Pass, 101 Km, between Quetta and Sibi, because of the 4% gradient. However, the route from Quetta to Chaman does not pose these challenges. Therefore, an ECO train destined to Afghanistan via Chaman will take the shortest possible time avoiding the Quetta-Sibi steep grade.

National Plans, Policies and Infrastructure Investment

The following policies are being adopted under the auspices of Cabinet Committee on Restructuring of Railway (CCOR).

- Formation of an independent Board of Directors (BOD) in the Ministry of Railways.
    - Constitution of the BOD is under process.
- Undertake corporate restructuring.
    - Dry Ports are being established in private public partnership (PPP), a high speed express train is being introduced in joint venture with the private sector and Commercial Management of the ECO Container Train is planned to be given to a body set up under the stock exchanges of Pakistan, Iran & Turkey.
    - Private Sector has expressed interest in introducing freight trains in PPP mode.
    - Maintenance/rehabilitation of locomotives is being given away to private parties.
- Carry out management restructuring
- National Transport Policy
    - The draft has been prepared by Ministry of Communication under the supervision of Planning Commission of Pakistan to be examined by the sister ministries including Ministry of Railways.

With goals set to develop National trade Corridor addressing the demands of increasing national, regional and trans-national trade, attention has been focused on the following areas:

- Regional connectivity/Transit potential
- CAREC Corridors
- Trans-Asian Railway Network
- ECO Transit Railway

To this end, the following regional rail connections are being developed on economical routes:

- Up-gradation of Quetta-Kohi Taftan Section, (682 Km)
- New rail link for connecting Gwadar Port with existing Railway network at Mastung (901 Km).
- Conversion of Bostan-Zhob Section from NG to BG and providing new rail link between Zhob-D.I.Khan-Kotlajam near Bhakar (505 Km)
- Realignment of track from Kaluwal to Pindora (52 Km)
- New rail link from Havelian (Pakistan) to Khunjrab (Pak-China Border) (682 Km)
- New rail link between Peshawar and Jalalabad (Annexure F-i)
- New rail link between Chaman (Pakistan) to Kandhar (Afghanistan) (107 Km)
- Provision of 3rd and 4th freight lines between Karachi-Kotri (2x165=330 km) Construction of new rail link from Kotla Jam (near Bhakkar) to Peshawar via D.I. Khan, Lakki Marwat, Bannu, Karak & Kohat (377 kM)
- Provision of alternative route to link Sibi with Spezand bypassing Bolan Pass (170 Km).

Additional rail projects include the:

- Track rehabilitation from Landhi to Khanpur, distance 664 km.
- Bridge Rehabilitation Project. 159 bridges have been identified being in acute distress; 109 bridges on the main line (primary “A”, primary “B” section) & 50 bridges on important branch lines (secondary & tertiary section).
- Phase wise replacement of the old signalling system with all relay interlocking system starting from main line.
- Feasibility study for introducing high speed double track between Rawalpindi/Islamabad-Lahore, 250 km/h, has been completed. The proposed high speed line would connect Lahore-Rawalpindi with an alternative route with 3 to 4 intermediate common stations with the existing track. The proposed high speed will reduce the existing time of 4 hours 30 minutes at a speed varying between 65 km/h to 105 km/h due to sharp curves and gradients on hilly areas to 1 : 30 hour.

Recommendations

- The Pakistan Railway Network should serve as the basis for the rail links in the ECO Region with regard to transport Infrastructure.
- Keeping in view the intermodal characteristics of container cargo and the inherent edge of bulk transportation by railways, projects should aim at promoting safe, efficient, environmentally sound and user friendly rail transport services through the member countries.
- Key strategic aims should be;
    - To strengthen the political, social and economic status of the member countries by developing adequate transport networks
    - To ensure an efficient and appropriate extension of existing networks by step by step modernization without affecting the system’s function and services structures.
    - To increase transport safety.
    - To ensure financing of projects that is to coordinate short term investments with long term financial planning.
- In order to develop the international rail transport, consistent investment strategies will need to be implemented by member countries over the next 15 to 20 years. Projects of vital importance should be identified for developing common methodologies and organizational approaches among the member countries.
- Successful development of railway transport services can be obtained by;
    - Promotion of public private partnership (PPP) schemes for appropriate priority projects.
    - Promotion of intelligent transport services by setting up a common ECO Container Train Control System.
    - The use of a common method for economic and financial project assessment.
    - Incorportation of environmental aspects into the overall assessment of networks in projects.

5.7 Tajikistan

Tajikistan is a landlocked and mountainous country, bordering on Afghanistan, Uzbekistan, Kyrgyzstan and China. Due to its geographical disposition, lack of sea and river routes, inadequate development of railway network and aviation, road transport remains the main transport mode. It should be noted that more than 87% of cargo and 62% passenger-transportation are carried by road transport.

The Government of the Republic of Tajikistan signed the Intergovernmental Agreement on Asian Highways (AH), Intergovernmental Agreement on Trans Asian Railway and the Main Multilateral Agreement Europe-Caucasus-Asia (TRACECA), The Republic of Tajikistan is also a member to the UNESCAP, CAREC, SCO, UNECE, and ECO. At the same time, it maintains close cooperation with financial institutions like ADB, IDB, EBRD, World Bank, OPEC Fund, KFAECD in order to develop transport and road sectors. It has also acceded to 5 international conventions.

In accordance with accession and membership of Tajikistan to the above agreements and organizations, the transport sector has been announced as the priority sector of the economy. Therefore, in order to integrate road and railway corridors, crossing the territory of Tajikistan, into the networks of AH, TAR, EurAsEC, TRACECA, and ECO, a number of bilateral agreements.

So far 8 international corridors are crossing the territory of Tajikistan. The routes linking Tajikistan with Afghanistan are of high importance, since they provide access to the ports of Iran and Pakistan, while and access to them depends on Afghanistan. Tajikistan is linking China, the Russian Federation, the Kyrgyz Republic and Kazakhstan to the south sea ports via the Islamic Republic of Afghanistan.

The total extent of the railways of the Rohi Ohani Tojikiston State Unitary Enterprise totals 950,7 km. Due to the country's geographical disposition, the railway infrastructure consists of three sections: northern – at Sogdi oblast, central – Dushanbe city, and southern – at Hatlon oblast. All three sections are isolated from each other and any connection among them can only be realised through the territories of neighboring countries: Uzbekistan and Turkmenistan with total length 700-800 km. This creates a severe economic burden for Tajik Railways. Excessive transport expenditures became the difficult barrier on the way to foreign markets and Tajikistan should solve the problem of tariff barriers. The peculiarity of Tajik Railways lies in the fact that the share of domestic transportation and transit cargoes are not great and the cost of railway transportation depends on tariffs, established by other operators. 92% of exports and 87% of imports of the trade fall on the Tajik Railways.

Finally, the passenger transportation is mainly carried out on the route Tajikistan - Russian Federation by passenger trains: Dushanbe – Moscow, Dushanbe-Astrahan, Kulyab-Astrahan, Hujand – Saratov.

Border Crossing Points

The following border-crossing points are operational:

- Kyrgyzstan (870 km): Oktajabr'sk, Bekabad;
- Uzbekistan (1,161 km): Ajvadz (rail), Sughd Oblast (“Navruzobod”).

National Plans, Policies and Infrastructure Investment

An analysis of current conditions in the railway sector showed that investments in railway infrastructure would be more profitable than in other transport sectors. The realization of the individual plan of restructuring the State Unitary Enterprise “Rohi Ohani Tojikiston” will provide a real opportunity for attracting a private capital to the sector for the following:

- timely replacement of sleepers and ensuring safe movement of trains;
- replacement of worn out rails, pointers and use of rails P-65 with long term usage;
- renovation of parks of locomotives and wagons;
- reconstruction of remounting shops with the aim of lowering extra expenditures related to the use of wagons and locomotives;
- creation of relevant conditions for developing intermodal transportation.

A detailed feasibility and financial study is also planned for the construction of key railway links, such as the Kolhozobad-Nizhniy Pyanj – border of Afghanistan, Vahdat-Karamyk (border of Kyrgyzstan), connection of Tajik Railways (Aivaj) through Afghanistan with the railway of Turkmenistan and North-South providing connection to Sogdi oblast.

For the short-term period, it is planned to:

- continue the construction of Vahdat-Yavan segment for future Dushanbe-Kurgan Tube railway line;
- continue the replacement of sleepers, ballasts and renovation of rails;
- take measures on remounting and maintaining around 150 bridges to prevent corrosion;
- purchase 20 arterial and maneuver locomotives.

For the mid-term period, it is planned to:

- continue works on replacement of sleepers, rails with the focus on renovation of rails;
- undertake reconstruction of 55 bridges;
- purchase seven railway arterial locomotives;
- purchase and restore cargo wagons;
- start construction of Vahdat-Karamyk (border of Kyrgyzstan) and Kolhozabad-Nizhniy Pyanj-border of Afghanistan railway lines;

For the long-term period, it is planned to:

- continue works on replacement of sleepers and rail line taking into consideration renovation of rails;
- reconstruct 10 bridges;
- fully renovate cargo wagons;
- modernize (renovate) locomotive depots;
- start construction of North-South railway line.

5.8 Turkey

The Republic of Turkey with a total area of 814,578 km^2 and 8,333 km of coastal line lies in the main traffic artery between Asia and Europe, having borders with Bulgaria, Greece, Iran, Iraq, Syria, Georgia, Armenia, and Azerbaijan. Turkey is surrounded by the Black Sea on the north and the Mediterranean Sea on the south; it connects the Balkans to the Middle East, Central Asia to the Caucasus and the Black Sea countries with the Mediterranean countries. Turkey's location elevates its transport policies and investments to a prime ranking relative to other policies of the Turkish Republic.

Turkey will adopt the role of being an interconnection between Europe, the countries of the Middle East, the Caucasus region, the littoral countries of the Mediterranean, the Aegean and the Black Seas. The transport infrastructure networks in this region are, therefore, vital to competitiveness, economic growth and employment in Turkey and the entire region. Turkey's unique geographic location offers tremendous multi-modal transport opportunities. To make maximum use of these opportunities priority should be given to:

- Improving transport in the North-South and East-West axes to better integrate Turkish transport with international transport networks;
- Improving intermodal transport facilities and services, to take advantage of the strong growth in container transport; and,
- Improving maritime connections and nodal points (seaports), to take advantage of their potential strategic role as industrial and logistic platforms.

The 10,984 km rail network is predominantly single-tracked (95 per cent) and characterised by mountainous terrain, tight curves and steep gradients. Most lines are single-track and circuitous, while only 19 per cent of rail track is electrified.

The current poor quality of rail infrastructure and rail services in some parts of the national railway network represent a major obstacle to social cohesion and the economic development in that it impedes competitiveness, movement of goods and passengers, business settlements, investment decisions, etc.

With regard to the railways, there are two rail borders on the west providing connection with Europe; one of which (Demirkopru) is with Greece, the other (Kapikule) is with Bulgaria. With regard to the borders on the east, there are three rail borders, one (Dogukapi) with Armenia is closed, another with Georgia will be in operation when the Kars- Aktas Railway project is completed. The last border (Kapikoy) is with Iran and constitutes the most important rail link to Asia. There are also three rail borders on the south, namely, Cobanbey (Syria), Meydanekbez (Syria) and Nusaybin (Iraq).

National Plans, Policies and Infrastructure Investment

The 60th Governmental Plan defines the following with regard to railways:

1- Transport Main Plan Strategy was prepared for ensuring balance among transport modes and railway projects are given priority to develop rail transport faster,
2- Construction of high speed lines between cities of more than 1 million population, where Ankara will be core of high speed rail network,
3- Completion of high speed railway projects under construction along with rail connection under Istanbul Strait (Marmaray Project) will be ensured,
4- Rehabilitation of existing rail network and new conventional railway lines for efficient transport throughout Turkey,
5- Rail connections to ports.

Based on the above, the rail infrastructure priority projects are the following:

1- Ankara – Istanbul High Speed Train Project
2- Marmaray Project
3- Bogazkopru-Mersin-Adana Signalling Project
4- Ankara-Sivas High Speed Train Project
5- Ankara-Izmir High Speed Train Project
6- Eskisehir-Kutahya-Balikesir Signalling Project
7- Samsun-Kalin Modernization Project
8- Malatya – Narli Modernization Project
9- Lake Van New Ferry Procurement (Northern Pass Project)
10- Kayas-Cetinkaya Electrification Project
11- Pehlivankoy-Uzunkopru Modernization Project
12- Bandirma-Menemen Modernization Project
13- Kars-Aktas Railway Project
14- Sivas – Kars Railway Project

6. CONCLUSIONS AND RECOMMENDATIONS

6.1 Results Achieved

The present study, "**ECO Railway Network Development Plan"**, as part of the ""ECO Priority Road and Rail Routes and Infrastructure Projects" Study, prepared by the Consultant, achieved the following tangible results:

- Completed an extensive data collection process on transport rail routes and related infrastructure projects, involving the input of National Experts from 8 ECO Member States, namely Afghanistan, Azerbaijan, Iran, Kazakhstan, Kyrgyzstan, Pakistan, Tajikistan and Turkey.
- Identified 5 Priority Rail Routes in the ECO region with related branches and extensions.
- Developed a database from extensive data collection, listing the rail infrastructure projects per country, together with key information regarding their location with regard to the identified routes, current status, start and end dates, cost and sources of financing, etc.
- Developed the ECO Rail Transport Network Development Investment Plan and Time Plan by prioritizing 40 investment projects of total cost of approximately $43,4billion along a total length of approximately 12,298 km of railway lines.
- Drafted Country Reports for each participating country detailing current conditions on rail transport infrastructure, as well as National Transport Plans.

The ECO Priority Rail Routes identified by the study could form the basis for the development of an interregional backbone rail network with extensions to neighbouring countries and regions. They constitute a promising prospect for transportation in the ECO region and neighbouring countries, primarily taking into account the vast transit traffic capacity potential of land routes through northern Eurasia, which at present are very much under-utilised. Hence, the development of these proposed ECO Rail Routes would provide additional Euro-Asian transport solutions to the existing maritime and at the same time become a development tool for many countries in the ECO region, particularly the landlocked ones.

It is acknowledged that the implementation of the proposed ECO Rail Network is a long-term process that requires first and foremost all political will and commitment from all the countries involved. To see it to fruition will also require continuous close cooperation amongst the ECO Member Countries, between them and their immediate neighbouring countries, their respective National Experts and the ECO Secretariat.

To this end, a number of actions could be recommended with regards to data collection, monitoring, GIS Mapping update/maintenance, continuous revision/update of the Investment Plan and funding securisation, as well as certain technical and institutional actions.

The provision of transport infrastructure is a necessary, but not sufficient condition for the movement of international trade and the efficient operation of the ECO Priority Rail Routes, since obstacles and bottlenecks occur, particularly at borders, due to the lack of policy and administrative interoperability and harmonisation. It is vital that transport facilitation be addressed in an integrated manner by all the authorities concerned and in direct partnership with the private sector.

6.2 Recommendations

Based on the above, the study culminates in a set of recommendations, classified into three areas, namely, infrastructure and services, facilitation, and policy, which address the current impediments to seamless transit traffic, with the scope to set the basis for the development of strategic action plans at national, bi-lateral and international (ECO) level.

Infrastructure and services

Adoption of identified ECO Priority Rail Routes

Considering the fact that the countries that participated in the present study through their National Experts have contributed to the identification of the priority ECO Rail Routes, it is of the outmost importance that they agree on the selected rail routes and continue to support their realisation, concentrating their efforts in integrating their national transport networks with the priority identified routes.

National Master Plans

The development and endorsement of the ECO Priority Rail Routes and rail projects identified by the present study should be based on national Master Plans and funding possibilities, elaborated by the ECO participating governments, while taking into account the existing sub-regional, regional and interregional agreements on rail infrastructure.

Funding Securization

An important factor in the realization of the ECO Rail Network identified is the securization of funds to be used for the implementation of the proposed infrastructure projects. To this end, finalisation of the funding situation of the network regarding unfunded projects and examination of possible sources of funding is required. In addition, the eligibility criteria for the respective countries to receive funds, as well as analysis of the required procedures should be indentified. Funding sources to be examined are (non-exhaustive list):

- National financing.
- Banks, such as the Asian Development Bank (ADB), Islamic Development Bank (IDB) and the World Bank. In addition, any national development banks should be identified that could potentially finance the realisation of infrastructure.
- The EU Development Assistance programme, the Central Asia Regional Economic Cooperation (CAREC), Organization of the Black Sea Economic Cooperation (BSEC).

- Private sector participation: alternative funding schemes, such as Public-Private Partnership (PPP) schemes (i.e. BOT) for infrastructure delivery and operation, as well as PFIs for services/operations delivery.
- Cross-border financing.

Data Collection and Monitoring

The main difficulty when presenting the complete shape of the proposed ECO Priority Rail Network and related development plan was the lack of adequate information on technical, traffic/transport, economic/financial data and funding issues. In order to provide an accurate and realistic information on the actual level of the investment expenditure required to complete the ECO rail network, the countries with incomplete data and those that did not submit any information are encouraged to timely provide this information so that the evaluation exercise can be completed. In addition, monitoring of the ECO Priority Rail Routes performance and projects' implementation is required through transparent measures aimed at:

- Observing, measuring, recording, collating, processing information for necessary decision/action.
- Providing information on the state of play of programme/project in direct comparison to original plan and costs.
- Identifying constraints to implementation and suggesting solutions.
- Securing the involvement of stakeholders
- Enhancing efficient management of resources, accountability, transparency

Based on the above, it is recommended that National Experts participating countries submit data on a continuous basis to the ECO Secretariat.

Synergies and concerted actions

Synergies and coordinated actions should be explored amongst countries in terms of infrastructure implementation, as well as coordinating implementation time periods in particular, in order to ensure consistency, infrastructure continuity, interoperability, seamless transport and reduce potential risks of marginalization of hinterlands and landlocked countries.

Operation and Services

Apart from the provision of infrastructure, the operationalization of the identified ECO Priority Rail Routes and related provision of transport services is of equal importance for the creation of an efficient and seamless rail network. To this end, it is recommended to perform corridor specific operational profiles for the identified ECO Rail Routes, which could identify the impediments to transit traffic and set the ground for developing action plans. Routes studies should indicatively explore, amongst others, the following:

- Operational and technical characteristics along routes (length of trucks, length of trains, axle weight, gradient, speed etc.)
- Travel time

- Prices/travel cost
- Frequency of services
- Supply chain and logistic services
- Terminals/Transhipment centres capacity, charges and services

Facilitation

It is vital that transport facilitation be addressed in an integrated manner by all the authorities concerned and in direct partnership with the private sector with a considerable emphasis on technical and administrative harmonisation. More specifically, the following recommendations are provided with regard to facilitation:

- Accession to international conventions and agreements
- Harmonization of rules and regulations
- Synchronising Customs Procedures
- Visa formalities
- Ensuring interoperable systems
- Build Human and Institutional Capacity
- Trade facilitation

Policies

In order to achieve the goal of successfully building and operating an efficient and sustainable ECO Rail Network, the infrastructure and facilitation measures mentioned in the above need to be embedded in a sound policy framework. Therefore, a number of policy recommendations for the both the ECO participating countries, as well as the international organizations concerned are provided:

1. The ECO Study project results of both infrastructure and facilitation measures should be brought to the attention of the appropriate bodies in the ECO Secretariat for consideration of potential follow-up actions in the framework of their regular legislative and normative work.

2. The establishment of a suitable mechanism ensuring efficient coordination and monitoring of activities related to the proposed ECO priority network should be considered.

3. Due to the strong commonalities between various network infrastructures, what should be considered “best practices” on developing rail transport infrastructure and facilitation of international transport in Asia from national governments and international organizations should be assembled and disseminated. To this end, it is proposed to identify areas and promote concerted actions with other related parties, such as UNESCAP, OSCE, BSEC, Islamic Development Bank, Asian Development Bank, World Bank, EBRD, EurAsec, CAREC, European Commission, SCO, with regard to regional integration transport activities and rail projects implemented by international regional and sub-regional organizations and concerned bodies. The feasibility for rail and intermodal

transport network agreements should also be examined, subject to available funding.

In addition, and subject to available funding, cooperation should be promoted in support of related ongoing or new initiatives and projects:

- UNECE-UNESCAP Euro-Asian Linkages Project
- TER and EU TEN-T with regard to transport corridor and networks
- North South rail – sea route (Russia Federation, Iran, India)

4. It is recommended to build an ECO Observatory to serve as an information centre for intermodal transport infrastructure investments and operations along the identified corridors, and provide a forum for the exchange of views among all interested stakeholders, related bodies and participating countries. The operating modalities of the observatory could be decided jointly by the ECO Secretariat and National Experts of participating countries. This would allow the best exploitation of the study's results and outputs.

5. Promote the dissemination and awareness of the "ECO Railway Development Plan Study" by commencing an official dialogue with other international bodies (UN, European Commission, BSEC, IRU, etc) and International Financing Institutions (Islamic Development Bank, Asian Development Bank, World Bank, EBRD) endorsing the work and for information exchange.

6. With regard to the alleviation of non-physical bottlenecks, the following are recommended:
   - Government and border control agencies need to eliminate the mismatch between public and private companies interests and formally create partnerships to develop measures agreed by both parties.

   - Government and border control agencies need to develop policies, which link the modernization of rail transport and border crossing point hard infrastructure with the development and implementation of international good practice procedures in terms of harmonisation and interoperability.

ANNEX I

TOR FOR NATIONAL EXPERTS

TOR FOR NATIONAL EXPERTS

FOR PREPARATION OF COUNTRY REPORT

ON PRIORITY RAIL ROUTES AND STATUS OF RAIL TRANSPORT INFRASTRUCTURE PROJECTS

AS ENVISAGED BY THE CORRIDOR MANAGEMENT STUDIES FOR THE PROJECT MANAGEMENT UNIT (PMU) UNDER THE PROJECT ON IMPLEMENTATION OF THE TTFA

The terms and conditions of the National Expert for this assignment are described in the following:

1. Identifying the main rail transport corridors in the ECO region for priority development and cooperation.
2. Identifying the priority rail transport infrastructure projects along the designated routes.
3. Consolidating information of the above Tasks 1 and 2 in pre-defined Tables/Questionnaires for:

4. **ECO Routes/Corridors preparation of :**
    a. Table 2-Rail transport

5. **Infrastructure priority project data per each transport mode preparation of Templates A:**
    a. Template B: RAIL and related infrastructure/services Project Fiche

6. Analyzing the status of implementation of the rail transport infrastructure projects along the corridors and routes designated.
7. Identifying the barriers for effective funding/ implementation.
8. Preparing a short country report about the National Transport plans for rail transport until 2025 (other information in addition to existing national plans could be included).
9. Providing recommendations on potential sources of funding for the cases of non-secure funding, if applicable.
10. Attending meetings, if required.

FORMAT FOR PREPARATION OF COUNTRY REPORT

ON PRIORITY RAIL ROUTES AND STATUS OF RAIL TRANSPORT INFRASTRUCTURE PROJECTS

AS ENVISAGED BY THE CORRIDOR MANAGEMENT STUDIES FOR THE PROJECT MANAGEMENT UNIT (PMU) UNDER THE PROJECT ON IMPLEMENTATION OF THE TTFA

PART ONE: ECO ROUTES/CORRIDORS FOR RAIL TRANSPORT

1. Introduction
2. Rail transport

PART TWO: RAIL TRANSPORT INFRASTRUCTURE INVESTMENT PRIORITY PROJECTS

1. Introduction
2. Rail transport infrastructure and services

PART THREE: COUNTRY REPORT

PART FOUR: RECCOMMENDATIONS

Guidelines for preparation of the Report

PART ONE: <u>ECO ROUTES/CORRIDORS FOR RAIL TRANSPORT</u>

The purpose of this part is to obtain a picture of the main transport routes/corridors within the ECO territory for priority development and cooperation. As the main objective of the project is the development and promotion of an intermodal transport network linking the ECO countries, please identify the following in the ECO territory:

- Rail links and rail border crossings

The following guidelines are suggested for the selection of the routes:

1. Proposed links/routes should be of international importance for transport between the ECO countries
2. Proposed links/routes should connect to the proposed ECO routes
3. Please spell towns/stations/ports according to the nomenclature used in international agreements.
4. Please provide figures for *Annual Average daily traffic, trains per day, total annual cargo* for the year 2010 and latest year, if available.

We realise that the level of detail of the network is difficult to assess in terms of which links and nodes to include. Please make a decision with regard to the length of the respective links, based on your data availability, keeping in mind, however, some minimum criteria, such as..

2. Rail Transport Infrastructure

Please fill in the following table.

From City	To city	Length (km)	Track gauge (mm)	Number of tracks (DT= double, ST= single)	Traction (E= electrified, NE=non-electrified)	Max. load per axle (tonnes)	average speed pass-trains	average speed cargo trains	Moved Cargo Tonnes/	trains per day (cargo/ Pass/ Mixted)	Annual Forecast Increase of cargo %	Forecast Annual Increase of passenger %	Is it a Missing links or bottleneck ? (YES/NO)

PART TWO: RAIL TRANSPORT INFRASTRUCTURE INVESTMENT PRIORITY PROJECTS

An integral part of the study is the identification of the priority transport infrastructure rail projects, which are either planned for implementation or already under construction, along the designated routes/corridors identified under PART ONE, with the scope to develop an international investment plan for the ECO countries.

For each rail transport infrastructure project identified, please:

1. Fill in Template B.
2. Analyze the status of implementation of the rail transport infrastructure projects.
3. Identify the barriers for effective funding/ implementation, if applicable.

<u>Guidelines for the completion of Templates A, B, C, D and E</u>

- Please use ONE SHEET per PROJECT
- SECTION 1- Project technical characteristics and financial information*: Please describe technical design characteristics of existing situation and after the project, if changed.*
- SECTION 2- Project Information Concerning Criterion: *To be completed only for non-funded projects*
- SECTION 3-Project Financial Information: *To be completed for ALL projects*

TEMPLATE B – Rail and related infrastructure Project Fiche

Project Name: **Project ID:** **ECO ROUTE NUMBER:** **Project Description:** **Contact address/details:**
Section 1: Project Technical Characteristics Location (latitude/longitude or alternatively a map): Start point/node/city End point/node/city
Section 2: Project Information Concerning Criteria **ON-OFF CRITERION**: Serve for the development of a transport corridor within the ECO countries YES ☐ NO☐ , **IF YES, PLEASE PROCEED:** Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? ☐ YES ☐ NO If yes, the magnitude of impact is: **A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.**

Section 3: Project Financial Information

Project costs (in million$):

Expected Starting Date:

Expected Completion Date:

IRR:

Project's stage: ☐ Construction ☐ Tendering ☐ Study/Design ☐ Planning ☐ Identification

Expected Funding Sources (and the % of funding for each one):

National Funds: …

Foreign aid:…

Bank loans: …

Grants: …

Private Funds (PPP basis). Please provide details……..…

Other….

Foreign cooperation sought? ☐ YES ☐ NO

If yes, please describe…….

Expenses made so far (2010), as a percentage of the project's total cost: …….

GDP (year 2010 in million $)*: ……..

Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)……..

…….

Reasons for which project implementation has been delayed, (if applicable)…..

Any relevant Documentation?

Pre-feasibility study…….. ☐

Feasibility study…….. ☐

Technical Studies (Design etc)…… ☐

Other……

Other project-related information?.....

***If not available for 2010, please insert the latest year**

PART THREE: COUNTRY REPORT

Please provide a short country report about the National Transport for rail transport plans until 2025.

You may add your own information in addition to existing national plans or any other issue you consider important for the study.

PART FOUR: RECOMMENDATIONS

Please provide recommendations on potential sources of funding for the cases of non-secure funding, if applicable.

ANNEX II: PROJECT DATABASE

Rail Infrastructure Projects along identified ECO Priority Routes

Rail Infrastructure Projects of national importance

AFGHANISTAN

ECO ROUTE NUMBER	PROJECT ID	PROJECT DESCRIPTION	PROJECT LOCATION			TRAFFIC VOLUMES (passenger)		TRAFFIC VOLUMES (freight)		CURRENT STATUS	TIME PLAN		TOTAL COST	TOTAL COST (in mio USD)	EXPENSES so far (in % of total cost)	% FUNDING SECURED (or possible funding sources)				IRR / (ROE if PPP)
			Start point/node/ city	*End point/node/ city*	*Total Length (km)*	*Existing Average Annual Daily Traffic (AADT)*	*Expected Traffic Increase*	*Existing Average Annual Daily Traffic (AADT)*	*Expected Traffic Increase*	*Construction, Tendering, Study/Design, Planning, Identification*	*Start year*	*End year*				*National Funds*	*Foreign Aid*	*Bank Loans*	*Private Funds*	
	AFG-RLW-01	Survey, design, and construction of fourth section of rail way from Khawf to Herat	Khawf	Herat	62															
2B	AFGRLW-02	Survey, design, and construction of second phase of rail way from Kundoze to Shirkhan Bandar	Kundoze	Shirkhan Bandar	65						unknown	3 years		120		no funding yet				
1-B-F	AFG-RLW-03	Survey and Construction of rail way from Turkham to Jalalabad	Turkham	Jalalabad	75						2011	2013		130		X				
	AFG-RLW-04	Survey, design, and construction of second phase of rail way from Mazar – e – Sharif – Shibirghan – Aqina = 220 km	Mazar	Aqina	220						unknown	2 years		1166		no funding yet				

AZERBAIJAN

ECO ROUTE NUMBER	PROJECT ID	PROJECT DESCRIPTION	PROJECT LOCATION			TRAFFIC VOLUMES (passenger)		TRAFFIC VOLUMES (freight)		CURRENT STATUS	TIME PLAN		TOTAL COST	TOTAL COST (in mio USD)	EXPENSES so far (in % of total cost)	% FUNDING SECURED (or possible funding sources)				IRR / (ROE if PPP)
			Start point/node/ city	*End point/node/ city*	*Total Length (km)*	*Existing Average Annual Daily Traffic (AADT)*	*Expected Traffic Increase*	*Existing Average Annual Daily Traffic (AADT)*	*Expected Traffic Increase*	*Construction, Tendering, Study/Design, Planning, Identification*	*Start year*	*End year*				*National Funds*	*Foreign Aid*	*Bank Loans*	*Private Funds*	
3	AZE-RLW-01	The construction of the railway line of Astara-Iranian border across the North-South transport corridor	Astara (Azerbaijan)	Astara (Iran)	8,3		2150 trains/year (year 2015)		6 354 448 ton/year (year 2015)	Planning	After completion of the construction of the railway line Qazvin-Rasht-Astara (Iran)			not yet specified						
	AZE-RLW-02	Reconstruction and rehabilitation of Baku – Boyuk-Kesik (Georgian border) railway of the project Baku-Tbilisi-Kars	Baku	Boyuk-Kesik (Georgian border)		3630 trains/year (year 2015)		15290986 ton/year (year 2015)		Study										

IRAN

ECO ROUTE NUMBER	PROJECT ID	PROJECT DESCRIPTION	PROJECT LOCATION			TRAFFIC VOLUMES (passenger)		TRAFFIC VOLUMES (freight)		CURRENT STATUS	TIME PLAN		TOTAL COST	TOTAL COST (in mio USD)	EXPENSES so far (in % of total cost)	% FUNDING SECURED (or possible funding sources)				IRR / (ROE if PPP)
			Start point/node/ city	*End point/node/ city*	*Total Length (km)*	*Existing Average Annual Daily Traffic (AADT)*	*Expected Traffic Increase*	*Existing Average Annual Daily Traffic (AADT)*	*Expected Traffic Increase*	*Construction, Tendering, Study/Design, Planning, Identification*	*Start year*	*End year*				*National Funds*	*Foreign Aid*	*Bank Loans*	*Private Funds*	
1,2A,2B	IRN-RLW-01	The route starts from Miyaneh existing station (along Tehran-Tabriz railway), passes mainly through mountainous areas and reaches Tabriz existing station.	Tabriz	Miyaneh	205	7 up passenger trains/day	4 M in the 10th year of operation	12 up freight trains/day	6 MT in the 10th year of operation	Construction	2001	2014	370 Million Euros	487,29	30%		x			7,50%
3	IRN-RLW-02A	Construction of two routes: Qazvin-Rasht-Anzali and Rashat – Astara - The project serves to connect Gilan Province, Anzali port and Astara Border to the country rail network	Qazvin	Anzali Port	205		About 2 Million in the 10th Year of operation		5.5 M in the 10th Year of operation	Tendering	2002	2014	250 M Euros	329,25	27%	x			PPP basis (BOT)	
	IRN-RLW-02B		Qazvin	Astara Border (between Iran and Azerbaijan)	167				2.4 M in the 10th Year of operation	Tendering	2010	2015	195 M Euros	256,815						
4	IRN-RLW-03	The route starts in Iran and continues to Turkmenistan and ended in Khazakhstan	Gorgan	Inchehbrun	82					Construction	2009	2012				x			PPP basis	
	IRN-RLW-04	At present a rail link is available between Emam Khomeini Port –Ahvaz-and Khorramshahr Port with the length of 232 km. The new line shall cut the route length by 118 km and significantly improves freight and passenger traffic.	Emam Khomeini Port	Khorramshahr	114		more than 3 M		7 M	Construction										
1-B-D	IRN-RLW-05	Electrification of Bafq-Bandar Abbas	Bafq	Bandar Abbas Station	620	10 passenger trains/day	4725	30 freight trains/day	21690	Quality evaluation is under process (B.O.T)	2012	2016		560	5%		100%			19%
2	IRN-RLW-06	Electrification of Tehran-Mashhad	Tehran	Mashhad Station	926	60 passenger trains/day	20067	20 freight trains/day	5.930		2012	2014		1200	2%	15%	85%			
2A-B-F	IRN-RLW-07	The route will starts from Torbat e Heidarieh , stretches towards Ma'dan Sangan (Khaf) and ended in Herat	Khaf	Herat	191 (76 km in Iran territory and 115 km in Afqanistan)		500000 at the 10th year of operation		6 M at the end of 10th year of operation	Construction	2005	2012		141,28	50%					
1-E-A	IRN-RLW-08A	Arak-Kermanshah-Khosravi	Samangan station near Arak	Kermanshah	566		2.3 M (Samangan-Kermanshah) and 2 M (Kermanshah-Khosravi) in the 10th year of operation			Construction	2001	2013		670	30%	x			Private sector investment is welcome	
	IRN-RLW-08B		Kermanshah	Khosravi (border of Iran and Iraq)					2 M in the 10th year of operation		2012	2016								
1-B-E	IRN-RLW-09	Chabahar-Zahedan Railway	Chabahar	Zahedan	570					Construction		2014	3 billion euros	3951						

KAZAKHSTAN

ECO ROUTE NUMBER	PROJECT ID	PROJECT DESCRIPTION	PROJECT LOCATION			TRAFFIC VOLUMES (passenger)		TRAFFIC VOLUMES (freight)		CURRENT STATUS	TIME PLAN		TOTAL COST	TOTAL COST (in mio USD)	EXPENSES so far (in % of total cost)	% FUNDING SECURED (or possible funding sources)				IRR / (ROE if PPP)
			Start point/node/ city	*End point/node/ city*	*Total Length (km)*	*Existing Average Annual Daily Traffic (AADT)*	*Expected Traffic Increase*	*Existing Average Annual Daily Traffic (AADT)*	*Expected Traffic Increase*	*Construction, Tendering, Study/Design, Planning, Identification*	*Start year*	*End year*				*National Funds*	*Foreign Aid*	*Bank Loans*	*Private Funds*	
4	KAZ-RLW-01	Electrification section of the Makat-Kandyagash	Makat	Kandyagash	392					Planning	is not defined	is not defined		240					100%	
2A	KAZ-RLW-02	Electrification section of the Dostyk - Aktogai	Dostyk	Aktogai	309					Planning	2009	2012*		546						
2A	KAZ-RLW-03	Electrification section of the Almaty - Aktogai	Almaty	Aktogai	541,4						2009	2013*		1054,4						
	KAZ-RLW-04	Increasing transport capacity of railway lines. Enhanced line Atyrau-Beineu by strengthening individual sections: Atyrau-Makat (21.1 km), Makat-Kulsary and Kulsary-Beineu 77.8 km	Atyrau	Beineu	98,9					Planning	is not defined	is not defined		no information						
5	KAZ-RLW-05	Construction of second tracks at sunset stretches on sections Iletsk – Zhaisan and Kyzylorda – Shieli	Iletsk	Shieli	47,2					Planning	is not defined	is not defined		no information						
	KAZ-RLW-06	Increasing transport capacity of the railway line Nikel'tau-Makat through phased construction of the second track on sunset stretches. Up to 2015 – strengthening land line Nikel'tau – Makat (180.5 km); after 2015 - Nikel'tau-Makat (163.2 km)	Nikel'tau	Makat	343,7					Planning	is not defined	is not defined		no information						
2A	KAZ-RLW-07	Increasing transport capacity of the railway line Shu-Almaty	Shu	Almaty						Planning	2012 (is not defined)	is not defined		no information						
4	KAZ-RLW-08	Construction of a new railway Uzen- border of Turkmenistan - This project aims at the creation of additional transit routes directly connecting Kazakhstan and central regions of Russia, Turkmenistan, Iran, Persian Gulf countries, South and South-East Asia	Uzen	border of Turkmenistan	146					Construction	2009	2011		442						

KYRGYZSTAN

ECO ROUTE NUMBER	PROJECT ID	PROJECT DESCRIPTION	PROJECT LOCATION			TRAFFIC VOLUMES (passenger)		TRAFFIC VOLUMES (freight)		CURRENT STATUS	TIME PLAN		TOTAL COST	TOTAL COST (in mio USD)	EXPENSES so far (in % of total cost)	% FUNDING SECURED (or possible funding sources)				IRR / (ROE if PPP)
			Start point/node/ city	*End point/node/ city*	*Total Length (km)*	*Existing Average Annual Daily Traffic (AADT)*	*Expected Traffic Increase*	*Existing Average Annual Daily Traffic (AADT)*	*Expected Traffic Increase*	*Construction, Tendering, Study/Design, Planning, Identification*	*Start year*	*End year*				*National Funds*	*Foreign Aid*	*Bank Loans*	*Private Funds*	
5-E-B	KGZ-RLW-01	China-Kyrgyk-Uzbek trunk railway project - Project's main idea is a creation of south corridor of Eurasian transcontinental trunk railway, which is to connect pacific ports with Persian Gulf and Mediterranean getting through the territory of Kyrgyzstan.	Kara-Suu	Torugart	268,4					Planning	2012	2018		2000			100%			6,06
	KGZ-RLW-02	"Balykchy-Kochkor-Kara-Keche-Arpa" railway project - Project's main goal is connection of currently separated railways on the north and south of Kyrgyzstan and creation of internal network of railways.	Balykchy	Arpa	358					Planning	2013	2019		not determined			100%			

PAKISTAN

ECO ROUTE NUMBER	PROJECT ID	PROJECT DESCRIPTION	PROJECT LOCATION			TRAFFIC VOLUMES (passenger)		TRAFFIC VOLUMES (freight)		CURRENT STATUS	TIME PLAN		TOTAL COST (mio Rs)	TOTAL COST (in mio USD)	EXPENSES so far (in % of total cost)	% FUNDING SECURED (or possible funding sources)				IRR / (ROE if PPP)
			Start point/node/ city	*End point/node/ city*	*Total Length (km)*	*Existing Average Annual Daily Traffic (AADT)*	*Expected Traffic Increase*	*Existing Average Annual Daily Traffic (AADT)*	*Expected Traffic Increase*	*Construction, Tendering, Study/Design, Planning, Identification*	*Start year*	*End year*				*National Funds*	*Foreign Aid*	*Bank Loans*	*Private Funds*	
1	PAK-RLW-01	Up-gradation of Quetta-Kohi Taftan section which will be an important part of the international route starting from China to Europe as conceived under Trans Asian South Corridor.	Quetta	Taftan	682								57355	625,1695						
1-B-I	PAK-RLW-02	New rail link for connecting Gwadar Port with existing Railway network at Mastung. The rail link is considered absolutely essential for the optimum operationof the port to transport the goods from the port to up country and neighboring stated i.e. Afghanistan, Iran, and Central Asian Republics.	Gwadar Port	Mastung	901								182268,4	1986,72556						
	PAK-RLW-03	Conversion of Bostan-Zhob section from NG to BG and providing new rail link between Zhob-D.I. Khan-Kotlajam (Near Bhakkar). The project is designed to provide an alternative link of Quetta with Peshawar via D.I.Khan, Bannu and Kohat.			505		4,25 million passengers (year 2030)		3,14 million ton (year 2030)				73000	795,7						
	PAK-RLW-04	Realignment of track from Kaluwal to Pindora	Kaluwal	Pindora	52								12900	140,61						
1-E-F	PAK-RLW-05	New rail link from Havelian (Pakistan) to Khanjurab (Pak-China Border). It would provide a direct link between Pakistan and China, which mutual trade is bound to grow manifold in the future. The project would provide an opportunity to create a new international corridor to link China, Central Asian States and Russia.	Havelian	Khanjurab	682								879780	9589,602						
1-B-F	PAK-RLW-06	New rail link between Peshawar and Jalalabad. It will boost up trade and strengthen socio cultural relations between Pakistan and Afghanistan. It will provide new opportunities to exlpore the vast market of Central Asia and even Russia.	Peshawar	Jalalabad									to be determined after completion of feasibility study							
1-B-H	PAK-RLW-07	New rail link between Chaman (Pakistan) to Kandhar (Afghanistan). It will provide access to Pakistani sea ports and as such, this route would be one of the busiest and important links between the two neighboring countries.	Chaman	Kandahar	107								13588	148,1092						
1-B-G	PAK-RLW-08	Provision of 3rd and 4th freight lines between Karachi-Kotri.	Kotri	Karachi	330								16929	184,5261						
	PAK-RLW-09	Construction of new rail link from Kotla Jam (near Bhakkar) to Peshawar via D.I.Khan, Lakki Marwat, Bannu, Karak and Kohat. The proposed link will drastically reduce the travel distance. It would provide passenger and freight facilities to the under developed and remote areas of Khyber Pakhtoon Khawa.			337		10,6 million passenegers (year 2030)		8,88 million ton (year 2030)				67370	734,333						
1	PAK-RLW-10	Provision of alternative route to link Sibi with Spezand bypassing Bolan pass.			170								27200	296,48						

TAJIKISTAN

ECO ROUTE NUMBER	PROJECT ID	PROJECT DESCRIPTION	PROJECT LOCATION			TRAFFIC VOLUMES (passenger)		TRAFFIC VOLUMES (freight)		CURRENT STATUS	TIME PLAN		TOTAL COST	TOTAL COST (in mio USD)	EXPENSES so far (in % of total cost)	% FUNDING SECURED (or possible funding sources)				IRR / (ROE if PPP)
			Start point/node/ city	*End point/node/ city*	*Total Length (km)*	*Existing Average Annual Daily Traffic (AADT)*	*Expected Traffic Increase*	*Existing Average Annual Daily Traffic (AADT)*	*Expected Traffic Increase*	*Construction, Tendering, Study/Design, Planning, Identification*	*Start year*	*End year*				*National Funds*	*Foreign Aid*	*Bank Loans*	*Private Funds*	
2B	TJK-RLW-01	Construction of new railway line Ayvaj(Tajikistan) – Taganguzar – Khulm – (Afganistan). It will allow the transportation of goods and passengers within Tajikistan territory from Russia, Kazakhstan and other interested CIS countries, as well China through Afghanistan to Iran, India, Pakistan, Turkey and others.	Ayvaj	Bridge to Afghan border	4					Planning				30,4			X			
2B	TJK-RLW-02	Construction of Kolkhozabad-Nijniy Pyanj-Kunduz (Afghan border). It aims to create new transportation opportunity for the country and allow other countries to reach Afghanistan using transit potential of Tajikistan.	Kolkhozabad	Nijniy Pyanj	50					Planning				90						
2B	TJK-RLW-03	Construction of Vahdat – Karamyk railway. It will create a new railway network connecting China with Iran through the territory of Kyrgyzstan-Tajikistan and Afghanistan	Vahdat\ilyak station	Karamyk (border point with Kyrgyzstan)	296					Planning				3000						

TURKEY

ECO ROUTE NUMBER	PROJECT ID	PROJECT DESCRIPTION	PROJECT LOCATION			TRAFFIC VOLUMES (passenger)		TRAFFIC VOLUMES (freight)		CURRENT STATUS	TIME PLAN		TOTAL COST (mio euro)	TOTAL COST (in mio USD)	EXPENSES so far (in % of total cost)	% FUNDING SECURED (or possible funding sources)				IRR / (ROE if PPP)
			Start point/node/ city	*End point/node/ city*	*Total Length (km)*	*Existing Average Annual Daily Traffic (AADT)*	*Expected Traffic Increase*	*Existing Average Annual Daily Traffic (AADT)*	*Expected Traffic Increase*	*Construction, Tendering, Study/Design, Planning, Identification*	*Start year*	*End year*				*National Funds*	*Foreign Aid*	*Bank Loans*	*Private Funds*	
	TUR-RLW-01	Sivas-Erzincan-Erzurum-Kars railway project	Sivas	Kars	710	for the time being 12		for the time being 30		Study/Design	2010	2014		4000						
1,2A,2B	TUR-RLW-02	Ankara – Istanbul High Speed Train Project	Ankara	Istanbul	533	for the time being 22 HST between Ankara-Eskisehir	780% -after project completion, it is expected to carry 9 million			Construction	2003	2013	2820	3713,94	70%	7%		93%		Economic IRR 6,8%
1,2A,2B	TUR-RLW-03	Marmaray Project - It covers the railway line between Halkali – Sirkeci (Istanbul) – Tube Tunnel under Istanbul Strait - Haydarpasa (Istanbul) – Gebze	Gebze	Halkali	76,7					Construction	2004	2013	3825	5037,525		10%		90%		
1,2A,2B	TUR-RLW-04A	Bogazkopru – Ulukisla, Ulukisla-Yenice, Mersin – Adana – Toprakkale Signaling, Telecommunication and Station Extension Project The existing railway line will be rehabilitated with station loop extensions, new signaling and telecommunication systems will be installed during the years of 2009 – 2013.	Bogazkopru (Kayseri)-Ulukisla-Yenice	Mersin-Yenice-Adana-Toprakkale	438	2 trains/day	25-30%	12 trains/day	25-30%	Construction	2008	2012	136,25	179,44125	28%	15%		85%		Economic IRR 128%, Financial IRR 110%
1-B-B, 2A-B-B, 2B-B-B	TUR-RLW-04B	Electrification Project - new electrification system will be installed along the route during the years of 2011 – 2015.									2011	2015	68	89,556						
1,2A,2B	TUR-RLW-05	Ankara-Sivas High Speed Train Project - new double track high seed line with signalling, electrification and communication systems will be constructed, 461 km in length, along with constituting the East-West axis in the high speed train line and shortening of the current traveling time from 12 hours to 3 hours.	Ankara	Sivas	461	for the time being 10		for the time being 10		Construction	2007	2014	1102	1451,334	16%	100%				10%
	TUR-RLW-06	Ankara-Izmir High Speed Train Project - new double track high seed line with signalling, electrification and communication systems will be constructed through Polatli - Afyonkarahisar.	Ankara (Polatli)	Izmir	663	114 trains/day				Tendering	2010	2015		2350		100%				Economic IRR 29,14%, Financial IRR 7,73%
1-B-C, 2A-B-C, 2B-B-C	TUR-RLW-07A	Eskisehir - Kutahya - Balikesir Signalling & Telecommunication Project will be realized during the years of 2011 – 2015.	Eskisehir	Balikesir	318	31 trains/day	25-30%	14 trains/day	25-30%	Construction	2011	2015	110	144,87						2%
	TUR-RLW-07B	Electrification project will be installed along the route during the years of 2012 – 2016.									2012	2016	70	92,19						
1-B-A, 2A-B-A, 2B-B-A	TUR-RLW-08A	Initially Technical Assistance Project will be realized to facilitate the modernisation of the existing railway infrastructure between Samsun and Kalin.	Samsun	Kalin (Sivas)	382,5	for the time being 8	25-30%	for the time being 23	25-30%	Study/Design	2012	2013	136	179,112		15%	85%			
	TUR-RLW-08B	Samsun - Kalin Modernization Project - Initially Technical Assistance Project will be realized to facilitate the modernisation of the existing railway infrastructure between Samsun and Kalin.									2013	2016								
	TUR-RLW-09A	Initially Technical Assistance Project will be realized to facilitate the modernisation of the existing railway infrastructure between Malataya and Narli.	Malatya	Narli	198	for the time being 5	25-30%	for the time being 30	25-30%	Study/Design	2013	2014				15%	85%			
	TUR-RLW-09B	Malatya - Narli Modernization Project - The overall objective of the project to improve the railway infrastructure and the modal split in favour of railway sector, while increasing safety level and reducing travel time, by the modernisation of the existing railway line Malatya-Narli, upgrading Signalling, Telecommunications & Electrification systems, expanding the Stations.									2014	2017								
1,2A,2B	TUR-RLW-10	Lake Van New Ferry Procurement (Northern Pass Project) - The overall objective of the project to improve the infrastructure and the modal split in favour of railway sector, while increasing safety level and reducing travel time, by procurement of new ferries and upgrading existing piers.	Tatvan	Van	80	for the time being 4		for the time being 6		Construction	2006	2011	60,5	79,6785	31%	100%				
1,2A,2B	TUR-RLW-11	Kayas – Cetinkaya Electrification Project	Ankara (kayas)	Cetinkaya	702	10	25-30%	10	25-30%	Study/Design	2011	2015	88	115,896		x		x		
1,2A,2B	TUR-RLW-12	Pehlivankoy - Uzunkopru –Border with Greece Modernization Project, the whole line section consisting of 30 km single track will be signalled and its infrastructure will be upgraded for higher operational speed and higher line capacity.	Border with Greece	Pehlivankoy	30	8	25-30%	12	25-30%	Tendering	2010	2012	12,9	16,9893		100%				22,9%
	TUR-RLW-13	Bandirma-Menemen (Izmir) Modernization Project the whole line section consisting of 341 km single track will be signalled, electrified and its infrastructure will be upgraded for higher operational speed and higher line capacity.	Bandirma	Izmir (Menemen)	341	Bandirma – Balikesir 4 Trains/Day, Balikesir - Manisa 12 Trains/Day, Manisa – Izmir 18 Trains/Day	25-30%	Bandirma – Balikesir 25 Trains/Day, Balikesir - Manisa 9 Trains/Day, Manisa – Izmir 20 Trains/Day	25-30%	Study/Design	2011	2015	104	136,968						20%
	TUR-RLW-14	Kars - Aktas Railway Project	Kars (Mezra)	Aktas	76	6		12		Construction	2006	2012	166	218,622		100%				Economic IRR 16%, Financial IRR 9,37%

ANNEX III: MAPS

Figure III-1: ECO RAIL ROUTE 1

Figure III-2: ECO RAIL ROUTE 2A

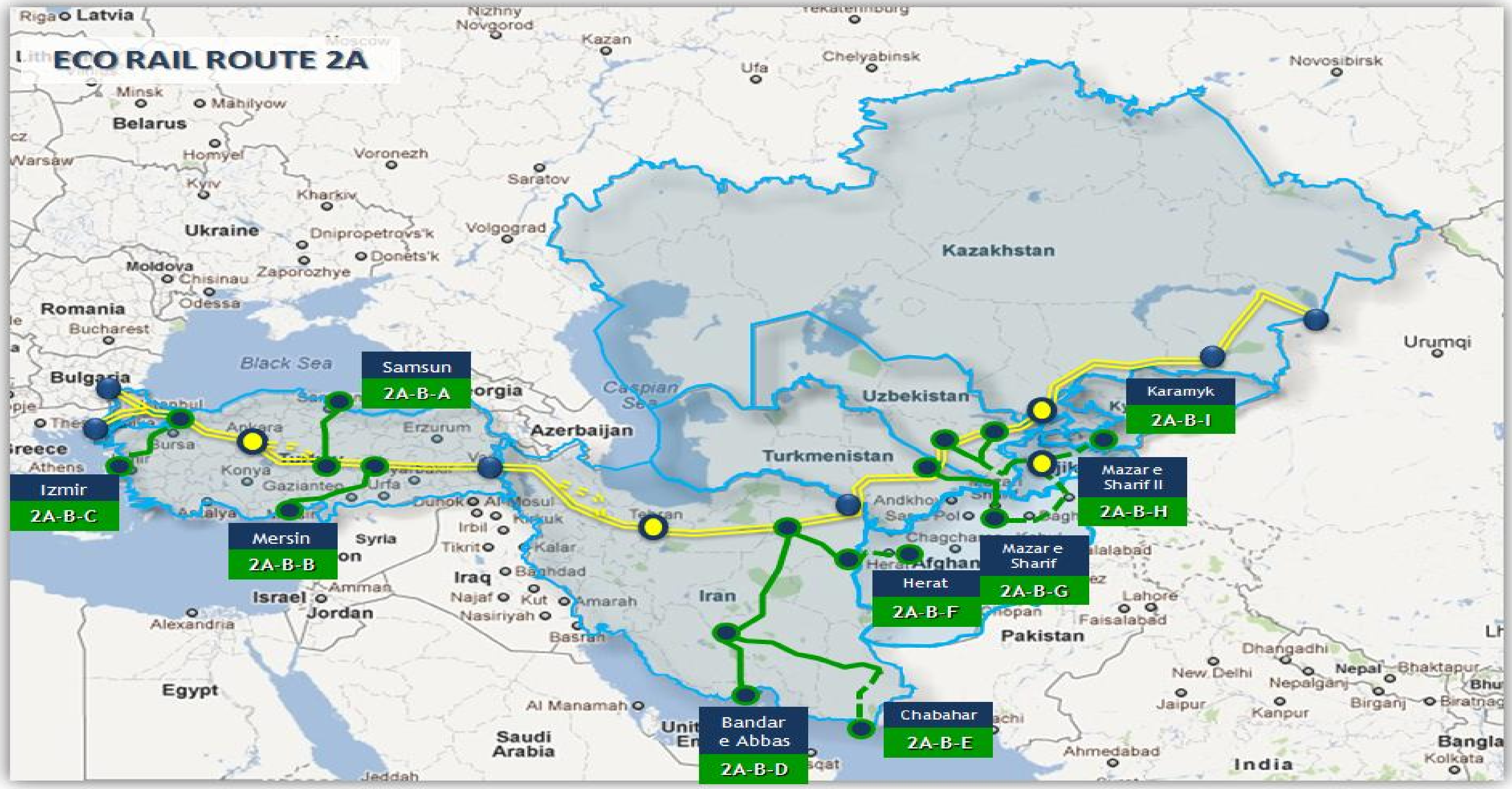


Figure III-3: ECO RAIL ROUTE 2B

Figure III-4: ECO RAIL ROUTE 3

Figure III-5: ECO RAIL ROUTE 4

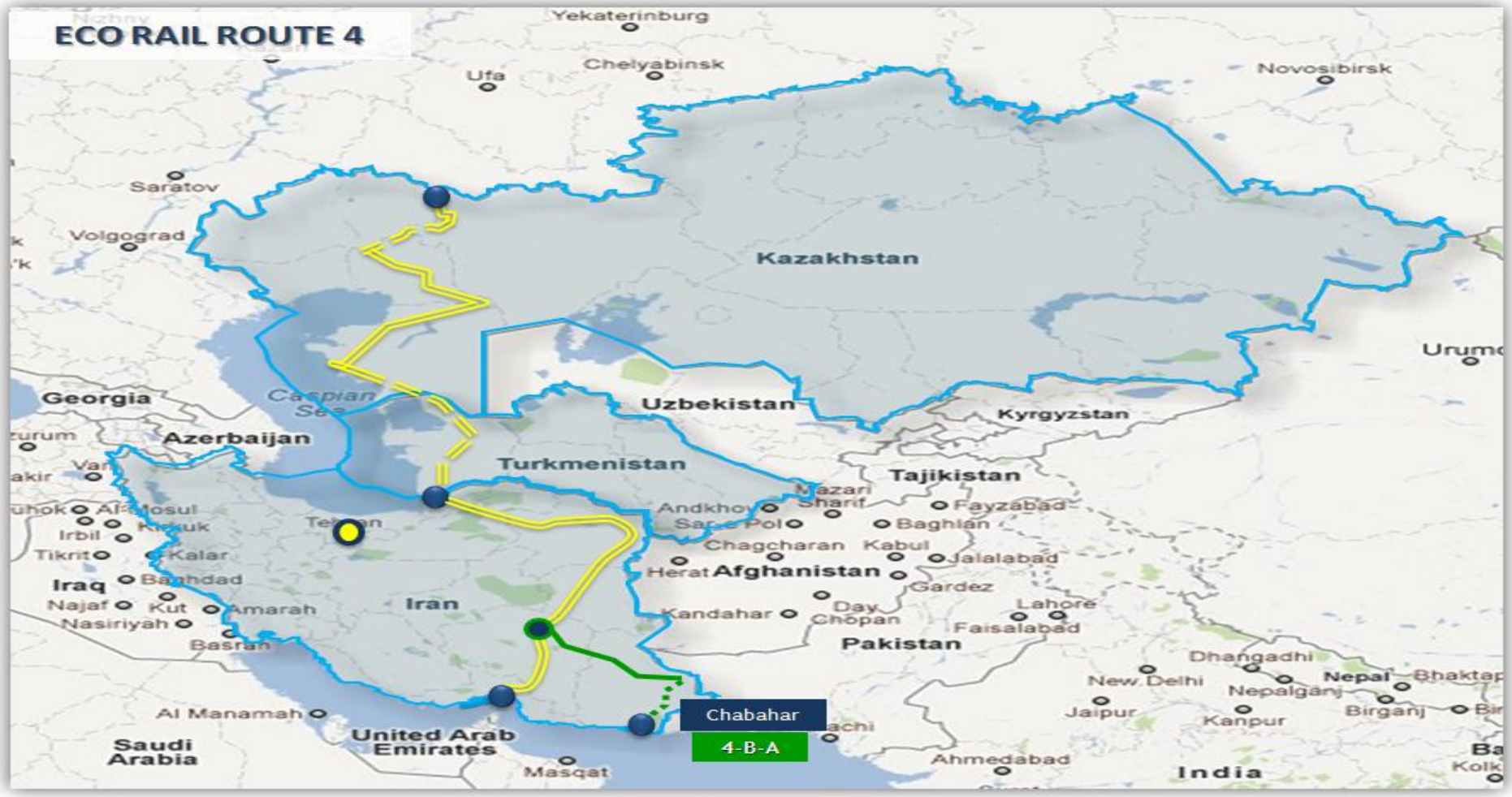
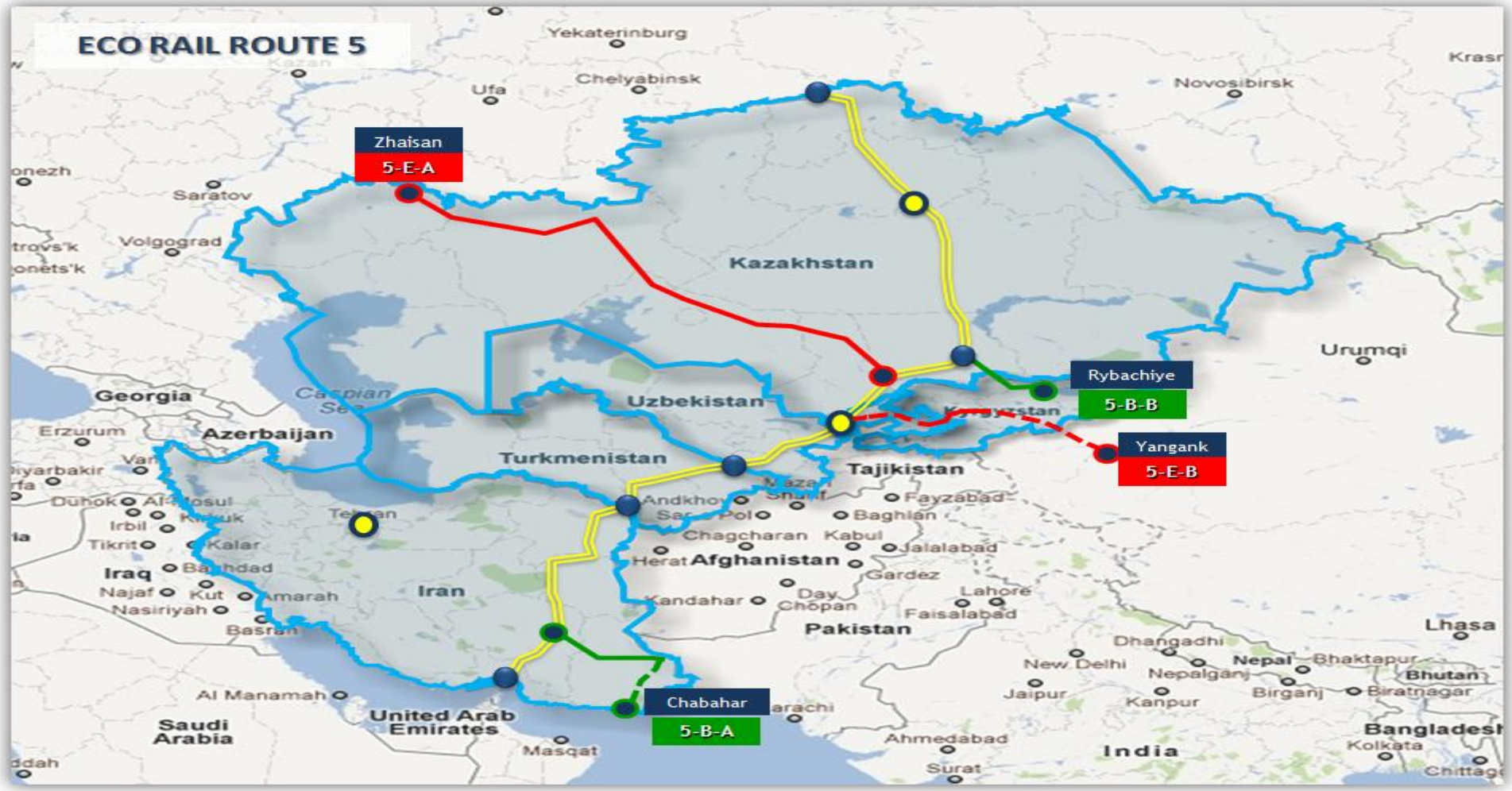


Figure III-6: ECO RAIL ROUTE 5



ANNEX IV:EVALUATION RESULTS

IRAN

1. Answers (based on country's input)

Project ID	Criteria							
	C1	C2	C3	C4	C5	C6	C7	C8
IRN-RLW-02A	Y	A	A	B	A	A	A	A
IRN-RLW-02B	Y	A	A	B	A	A	A	A
IRN-RLW-05	Y	A	E	A	A	B	A	A
IRN-RLW-06	Y	A	E	A	A	A	A	A

2. Raw scores

Project ID	Criteria							
	C1	C2	C3	C4	C5	C6	C7	C8
IRN-RLW-02A	5	5	5	4	5	5	5	5
IRN-RLW-02B	5	5	5	4	5	5	5	5
IRN-RLW-05	5	5	1	5	5	4	5	5
IRN-RLW-06	5	5	1	5	5	5	5	5

Weights	Criteria							
	C1	C2	C3	C4	C5	C6	C7	C8
	20,00%	15,00%	10,00%	15,00%	10,00%	10,00%	10,00%	10,00%

3. Weighted scores

Project ID	Criteria							
	C1	C2	C3	C4	C5	C6	C7	C8
IRN-RLW-02A	1,00	0,75	0,50	0,60	0,50	0,50	0,50	0,50
IRN-RLW-02B	1,00	0,75	0,50	0,60	0,50	0,50	0,50	0,50
IRN-RLW-05	1,00	0,75	0,10	0,75	0,50	0,40	0,50	0,50
IRN-RLW-06	1,00	0,75	0,10	0,75	0,50	0,50	0,50	0,50

Project ID	Project Total Scores	Evaluation Categories
IRN-RLW-02A	4,35	*II*
IRN-RLW-02B	4,35	*II*
IRN-RLW-05	4,00	*II*
IRN-RLW-06	4,10	*II*

KYRGYZSTAN

1. Answers (based on country's input)

Project ID	Criteria							
	C_1	C_2	C_3	C_4	C_5	C_6	C7	C8
KGZ-RLW-01	Y	A	A	A	A	A	B	B

2. Raw scores

Project ID	Criteria							
	C_1	C_2	C_3	C_4	C_5	C_6	C7	C8
KGZ-RLW-01	5	5	5	5	5	5	4	4

Weights	Criteria							
	C_1	C_2	C_3	C_4	C_5	C_6	C7	C8
	20,00%	15,00%	10,00%	15,00%	10,00%	10,00%	10,00%	10,00%

3. Weighted scores

Project ID	Criteria							
	C_1	C_2	C_3	C_4	C_5	C_6	C7	C8
KGZ-RLW-01	1,00	0,75	0,50	0,75	0,50	0,50	0,40	0,40

Project ID	Project Total Scores	Evaluation Categories
KGZ-RLW-01	4,40	*II*

PAKISTAN

1. Answers (based on country's input)

Project ID	Criteria							
	C_1	C_2	C_3	C_4	C_5	C_6	C7	C8
PAK-RLW-01	Y	A	C	B	B	B	A	C
PAK-RLW-02	Y	A	C	B	B	B	A	C
PAK-RLW-05	Y	A	C	A	B	B	A	C
PAK-RLW-06	Y	A	A	A	B	B	A	C
PAK-RLW-07	Y	A	A	A	B	B	A	C
PAK-RLW-08	Y	A	C	B	B	B	A	C
PAK-RLW-10	Y	A	A	A	B	B	A	B

2. Raw scores

Project ID	Criteria							
	C_1	C_2	C_3	C_4	C_5	C_6	C7	C8
PAK-RLW-01	5	5	3	4	4	4	5	3
PAK-RLW-02	5	5	3	4	4	4	5	3
PAK-RLW-05	5	5	3	5	4	4	5	3
PAK-RLW-06	5	5	5	5	4	4	5	3
PAK-RLW-07	5	5	5	5	4	4	5	3
PAK-RLW-08	5	5	3	4	4	4	5	3
PAK-RLW-10	5	5	5	5	4	4	5	4

Weights	Criteria							
	C_1	C_2	C_3	C_4	C_5	C_6	C7	C8
	20,00%	15,00%	10,00%	15,00%	10,00%	10,00%	10,00%	10,00%

3. Weighted scores

Project ID	Criteria							
	C_1	C_2	C_3	C_4	C_5	C_6	C7	C8
PAK-RLW-01	1,00	0,75	0,30	0,60	0,40	0,40	0,50	0,30
PAK-RLW-02	1,00	0,75	0,30	0,60	0,40	0,40	0,50	0,30
PAK-RLW-05	1,00	0,75	0,30	0,75	0,40	0,40	0,50	0,30
PAK-RLW-06	1,00	0,75	0,50	0,75	0,40	0,40	0,50	0,30
PAK-RLW-07	1,00	0,75	0,50	0,75	0,40	0,40	0,50	0,30
PAK-RLW-08	1,00	0,75	0,30	0,60	0,40	0,40	0,50	0,30
PAK-RLW-10	1,00	0,75	0,50	0,75	0,40	0,40	0,50	0,40

Project ID	Project Total Scores	Evaluation Categories
PAK-RLW-01	3,95	*III*
PAK-RLW-02	3,95	*III*
PAK-RLW-05	4,10	*II*
PAK-RLW-06	4,30	*II*
PAK-RLW-07	4,30	*II*
PAK-RLW-08	3,95	*III*
PAK-RLW-10	4,30	*II*

TAJIKISTAN

1. Answers (based on country's input)

Project ID	Criteria							
	C1	C2	C3	C4	C5	C6	C7	C8
TJK-RLW-01	Y	A	B	B	B	B	A	C
TJK-RLW-02	Y	B	B	B	B	B	A	C
TJK-RLW-03	Y	B	A	B	B	B	A	C

2. Raw scores

Project ID	Criteria							
	C1	C2	C3	C4	C5	C6	C7	C8
TJK-RLW-01	5	5	4	4	4	4	5	3
TJK-RLW-02	5	4	4	4	4	4	5	3
TJK-RLW-03	5	4	5	4	4	4	5	3

Weights	Criteria							
	C1	C2	C3	C4	C5	C6	C7	C8
	20,00%	15,00%	10,00%	15,00%	10,00%	10,00%	10,00%	10,00%

3. Weighted scores

Project ID	Criteria							
	C1	C2	C3	C4	C5	C6	C7	C8
TJK-RLW-01	1,00	0,75	0,40	0,60	0,40	0,40	0,50	0,30
TJK-RLW-02	1,00	0,60	0,40	0,60	0,40	0,40	0,50	0,30
TJK-RLW-03	1,00	0,60	0,50	0,60	0,40	0,40	0,50	0,30

Project ID	Project Total Scores	Evaluation Categories
TJK-RLW-01	4,05	*II*
TJK-RLW-02	3,90	*III*
TJK-RLW-03	4,00	*II*

TURKEY

Rail

1. Answers (based on country's input)

Project ID	Criteria							
	C1	C2	C3	C4	C5	C6	C7	C8
TUR-RLW-01	Y	A	A	A	A	A	A	A
TUR-RLW-02	Y	A	C	A	A	A	A	A
TUR-RLW-03	Y	A	C	B	A	A	A	A
TUR-RLW-04A	Y	A	B	A	B	A	A	A
TUR-RLW-04B	Y	A	B	A	B	A	A	A
TUR-RLW-05	Y	A	A	A	A	A	A	A
TUR-RLW-07A	Y	C	C	C	B	A	A	A
TUR-RLW-07B	Y	C	C	C	B	A	A	A
TUR-RLW-08A	Y	A	C	B	B	B	A	A
TUR-RLW-08B	Y	A	C	B	B	B	A	A
TUR-RLW-10	Y	A	A	B	A	A	A	A
TUR-RLW-11	Y	A	B	A	A	B	A	A
TUR-RLW-12	Y	B	B	B	C	A	A	A
TUR-RLW-14	Y	A	A	A	A	A	A	A

2. Raw scores

Project ID	Criteria							
	C1	C2	C3	C4	C5	C6	C7	C8
TUR-RLW-01	5	5	5	5	5	5	5	5
TUR-RLW-02	5	5	3	5	5	5	5	5
TUR-RLW-03	5	5	3	4	5	5	5	5
TUR-RLW-04A	5	5	4	5	4	5	5	5
TUR-RLW-04B	5	5	4	5	4	5	5	5
TUR-RLW-05	5	5	5	5	5	5	5	5
TUR-RLW-07A	5	3	3	3	4	5	5	5
TUR-RLW-07B	5	3	3	3	4	5	5	5
TUR-RLW-08A	5	5	3	4	4	4	5	5
TUR-RLW-08B	5	5	3	4	4	4	5	5
TUR-RLW-10	5	5	5	4	5	5	5	5
TUR-RLW-11	5	5	4	5	5	4	5	5
TUR-RLW-12	5	4	4	4	3	5	5	5
TUR-RLW-14	5	5	5	5	5	5	5	5

Weights	Criteria							
	C1	C2	C3	C4	C5	C6	C7	C8
	20,00%	15,00%	10,00%	15,00%	10,00%	10,00%	10,00%	10,00%

3. Weighted scores

Project ID	Criteria							
	C1	C2	C3	C4	C5	C6	C7	C8
TUR-RLW-01	1,00	0,75	0,50	0,75	0,50	0,50	0,50	0,50
TUR-RLW-02	1,00	0,75	0,30	0,75	0,50	0,50	0,50	0,50
TUR-RLW-03	1,00	0,75	0,30	0,60	0,50	0,50	0,50	0,50
TUR-RLW-04A	1,00	0,75	0,40	0,75	0,40	0,50	0,50	0,50
TUR-RLW-04B	1,00	0,75	0,40	0,75	0,40	0,50	0,50	0,50
TUR-RLW-05	1,00	0,75	0,50	0,75	0,50	0,50	0,50	0,50
TUR-RLW-07A	1,00	0,45	0,30	0,45	0,40	0,50	0,50	0,50
TUR-RLW-07B	1,00	0,45	0,30	0,45	0,40	0,50	0,50	0,50
TUR-RLW-08A	1,00	0,75	0,30	0,60	0,40	0,40	0,50	0,50
TUR-RLW-08B	1,00	0,75	0,30	0,60	0,40	0,40	0,50	0,50
TUR-RLW-10	1,00	0,75	0,50	0,60	0,50	0,50	0,50	0,50
TUR-RLW-11	1,00	0,75	0,40	0,75	0,50	0,40	0,50	0,50
TUR-RLW-12	1,00	0,60	0,40	0,60	0,30	0,50	0,50	0,50
TUR-RLW-14	1,00	0,75	0,50	0,75	0,50	0,50	0,50	0,50

Project ID	Project Total Scores	Evaluation Categories
TUR-RLW-01	4,50	*II*
TUR-RLW-02	4,30	*I*
TUR-RLW-03	4,15	*I*
TUR-RLW-04A	4,30	*II*
TUR-RLW-04B	4,30	*II*
TUR-RLW-05	4,50	*II*
TUR-RLW-07A	3,60	*III*
TUR-RLW-07B	3,60	*III*
TUR-RLW-08A	3,95	*III*
TUR-RLW-08B	3,95	*III*
TUR-RLW-10	4,35	*I*
TUR-RLW-11	4,30	*II*
TUR-RLW-12	3,90	*I*
TUR-RLW-14	4,50	*I*

ANNEX V:COMPLETED TEMPLATES & OTHER INPUT

AFGHANISTAN

RAIL TRANSPORT INFRASTRUCTURE

From City	To city	Length (km)	Track gauge (mm)	Number of tracks (DT=double, ST=single)	Traction (E=electrified, NE=non-electrified)	Max. load per axle (tonnes)	average speed pass-trains	average speed cargo trains	Moved Cargo Tonnes/	trains per day (cargo/ Pass/ Mixted)	Annual Forecast Increase of cargo %	Forecast Annual Increase of passenger %	Is it a Missing links or bottle neck? (YES/NO)
HAIRATAN	**MAZAR- E-SHARIF**	**75**	**1520**	**1 ST**	**NE**	**25-30**	**120**	**100**	**15000**	**10**	**15**	**-**	**NO**
SARHAD ABAD	**TORGUNDI**	**2 (MAIN LINE) 32 LOOP(LINE)**	**1520**	**ST**	**NE**	**25**	**-**	**100**	**10000**	**8**	**10**	**-**	**NO**

Rail and related infrastructure Project Fiche

Project Name: FORTH PART OF KHAF – HERAT RAILWAY PROJECT **Project ID: -** **ECO ROUTE NUMBER:** **Project Description:** Islamic Republic of Iran funded third part of this project with length of 62 km. **Contact address/details:**
Section 1: Project Technical Characteristics Location (latitude/longitude or alternatively a map): Start point/node/city End point/node/city
Section 2: Project Information Concerning Criteria **ON-OFF CRITERION**: Serve for the development of a transport corridor within the ECO countries YES ☐ NO☐ , **IF YES, PLEASE PROCEED:** Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? ☐ YES ☐ NO If yes, the magnitude of impact is: **A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.**

Section 3: Project Financial Information

Project costs (in million$):

Expected Starting Date:

Expected Completion Date:

IRR:

Project's stage: ☐ Construction ☐ Tendering ☐ Study/Design ☐ Planning ☐ Identification

Expected Funding Sources (and the % of funding for each one):

National Funds: …

Foreign aid:…

Bank loans: …

Grants: …

Private Funds (PPP basis). Please provide details……..…

Other….

Foreign cooperation sought? ☐ YES ☐ NO

If yes, please describe…….

Expenses made so far (2010), as a percentage of the project's total cost: …….

GDP (year 2010 in million $)*: ……..

Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)……..

…….

Reasons for which project implementation has been delayed, (if applicable)…..

Any relevant Documentation?

Pre-feasibility study…….. ☐

Feasibility study…….. ☐

Technical Studies (Design etc)…… ☐

Other……

Other project-related information?.....

***If not available for 2010, please insert the latest year**

AZERBAIJAN

Rail and related infrastructure Project Fiche

Project Name: *The construction of the railway line of Astara-Iranian border across the North-South transport corridor*	
Nature of Project:	☑ New ☐ Rehabilitation ☐ Upgrade ☐ Other
Location:	*The construction of the railway line of Astara-Iranian border which is 8,3 km*
Status of Project:	☐ Identification ☑ Planning ☐ Study ☐ Design ☐ Tendering ☐ Under Construction
Project Objectives: *	*It will play an important role in the development of the direct railway relations with the countries of Europe, Asia, Near East, Scandinavia and Baltic region across the North-South transport corridor*
Project Description: *Now there are problems in the transportation via the Caspian Sea between Russia and Iran across the North-South transport corridor in winter. At the moment the existing railway line from Russia to the south region of Azerbaijan (Astara) is in operation. The railway line of Kazvin-Rasht-Astara (Iran) – Astara (Azerbaijan) which is being constructed in the territory of Iran will be connected with the railways of Russia via the territory of Azerbaijan.*	
I. Projected traffic (2015)**	
a) All traffic (trains/day)	
b) International traffic	
b1) passenger trains/day, passenger trains/year b2) freight/trains/day, tons/year b3) mixed trains/day	*4 trains/day 1420 trains/year* *11,3 trains/day 6 354 448 ton/year*
c) Domestic traffic	
c1) passenger trains/day, passenger trains/year c2) freight trains/day, tons/year c3) mixed trains/day	*2 trains/day 730 trains/year*
II. Travel costs per passenger/ton per km for the section considered (existing, and if project is implemented)***	*10 ton/km – 19.753 cents (US)* *10 passenger/km – 53.086 cents* *(1 USD = 0.79 AZN)*
III. Technical Design characteristics for the existing situation	
a) Part of an international agreement (as AGC) b) Type of rail lines (electrified, non electrified, max. speed etc) c) No of tracks d) Length (in km) e) Type of special structures (length of tunnels, length of bridges, etc)	*Electrified 328 km* *Not electrified 185 km* *100 km/h* *513* *4712 p.m. (bridges)*

The construction of the second railway line between the Osmanly-Astara section of the link of Baku – Osmanly – Astara (Iranian border)

Profitability – 60.5%
Required allocation ≈55 mln. USD

Baku – Astara (Iranian border).

Construction of the railway, road and pedestrian bridges across Astara river and a station consisting of 4 lines.

It won't be any long waiting time for the trains after the construction of the railway, road and pedestrian bridges across Astara river and a station consisting of 4 lines (each-1050 m) in order to supervise in carriages.

Project Name: *Reconstruction and rehabilitation of Baku – Boyuk-Kesik (Georgian border) railway of the project Baku-Tbilisi-Kars*	
Nature of Project:	☐ New ☑ Rehabilitation ☐ Upgrade ☐ Other
Location:	*Baku – Boyuk-Kesik (Georgian border)*
Status of Project:	☐ Identification ☐ Planning ☑ Study ☐ Design ☐ Tendering ☐ Under Construction
Project Objectives: *	*The increasing of the competitive ability of the international TRASECA transport corridor.*
Project Description: *The reconstruction and rehabilitation of this area which is the segment of Baku-Tbilisi-Kars railway line will play an important role in the connection of the Trans Europe and Trans Asia railway networks.*	
I. Current traffic**	
a) All traffic (trains/day)	
b) International traffic	
b1) passenger trains/day, passenger trains/year b2) freight/trains/day, tons/year b3) mixed trains/day	*2 trains / day 710 trains/year* *30,4 trains/day 15 290 986 ton/year*
c) Domestic traffic	
c1) passenger trains/day, passenger trains/year c2) freight trains/day, tons/year c3) mixed trains/day	*8 trains / day 2920 trains/year* *30,4 trains/day 15 290 986 ton/year*
II. Travel costs per passenger/ton per km for the section considered (existing, and if project is implemented)***	*10 ton/km – 19.753 cents (US)* *10 passenger/km – 53.086 cents* *(1 USD = 0.79 AZN)*
a) Part of an international agreement (as AGC) b) Type of rail lines (electrified, non electrified, max. speed etc) c) No of tracks d) Length (in km) e) Type of special structures (length of tunnels, length of bridges, etc)	*Electrified 503 km* *100 km/h* *503* *3955 p.m. (bridges)*

Rail Transport Infrastructure

From City	To City	Length (km)	Track gauge (mm)	Number of tracks (DT= double, ST= single)	Traction (E= electrified, NE=non-electrified)	Max. load per axle (tonnes)	average speed pass-trains	average speed cargo trains	Moved Cargo Tonnes/	trains per day (cargo/ Pass/ Mixted)	Ar For Inc of
Baku – Boyuk-Kyasik	Georgia	503	1520	DT	E	57.4	50.6	30.6	3500	18/3	
Baku – Yalama	Russia	201	1520	DT	E	56.8	54.6	26.3	3200	12/2	
Baku – Astara	Iran	312	1520	DT-ST	E-NE	60.3	40.5	29.4	2500	5/2	
Baku – Sadarak	Turkey	603	1520	DT-ST	E	60.3	40.1	29.4	2500	4/1	

Note:

1. In the 3rd row Baku-Astara the railway connection is absent between Azerbaijan and Iran. Trains are running until Astara Station with further uploading to warehouses or uploading on trucks with destination towards Iran and other eastern countries.
2. In the 4th row Baku-Sadarak due to the occupied territory of Azerbaijan, trains are running until Goradiz Station. Data are provided for domestic transportation.

Besides, there is rail-ferry connection between Bau-Aktau (Kazakhstan) and Baku-Turkmenbashi (Turkmenistan).

IRAN

RAIL INFRASTRUCTURE PROJECTS

	From City	To city	Length (km)	Track gauge (mm)	Number of tracks (DT= double, ST= single)	Traction (E= electrified, NE=non-electrified)	Max. load per axle (tonnes)	average speed pass-trains	average speed cargo trains	Moved Cargo Tonnes/	trains per day (cargo/ Pass/ Mixed)	Annual Forecast Increase of cargo %	Forecast Annual Increase of passenger %	Is it a Missin links c bottleneo (YES/N
North-South Corridor	Anzali	Rasht	205	1435 mm	ST	NE	25	-	-	-	-	-	-	YES
	Rasht	Qazvin	167	1435 mm	ST	NE	25	-	-	-	-	-	-	YES
	Qazvin	Tehran	144	1435 mm	DT=28	NE	25	88	50	2945000	-	-	-	No
	Tehran	Bafq	720	1435 mm	DT=144	NE	25	80	53	26945000	-	-	-	No
	Bafq	Bandar Abbas	613	1435 mm	DT=400	NE	25	80	47	31141000	-	-	-	No
Branch 1	Bafq	Zarand	157	1435 mm	ST	NE	20	70	50	222000	-	-	-	No
	Zarand	Kerman	79	1435 mm	ST	NE	20	70	50	187000	-	-	-	No
	Kerman	Bam	221	1435 mm	ST	NE	25	70	50	-	-	-	-	No
	Bam	Zahedan	315	1435 mm	ST	NE	20	70	50	-	-	-	-	No
	Zahedan	Mirjaveh	94	1435 mm	ST	NE	20	70	50	-	-	-	-	No
Branch 2	Qom	Arak	147	1435 mm	ST	NE	20	60	45	3600000	-	-	-	No
	Arak	Dorood	147	1435 mm	ST	NE	20	49	45	3435000	-	-	-	No
	Dorood	Andimeshk	208	1435 mm	ST	NE	20	47	41	3138000	-	-	-	No
	Andimeshk	Ahvaz	141	1435 mm	ST	NE	20	63	49	3269000	-	-	-	No
	Ahvaz	Bandar Emam	112	1435 mm	ST	NE	25	66	44	4274000	-	-	-	No
East-West Corridor	Sarakhs	Motahari	152	1435 mm	ST	NE	25	74	45	3666000	-	-	-	No
	Motahari	Neishabur	106	1435 mm	DT=100	NE	25	87	56	3625000	-	-	-	No
	Neishabur	Neghab	133	1435 mm	DT=133	NE	25	87	56	4228000	-	-	-	No
	Neghab	Shahrud	226	1435 mm	DT=226	NE	25	90	54	1375000	-	-	-	No
	Shahrud	Semnan	201	1435 mm	DT=201	NE	25	83	48	1789000	-	-	-	No
	Semnan	Aprin	235	1435 mm	DT=202	NE	25	86	52	6009000	-	-	-	No
	Aprin	Qazvin	140	1435 mm	DT=39	NE	20	88	50	2944000	-	-	-	No
	Qazvin	Zanjan	169	1435 mm	ST	NE	20	83	52	730000	-	-	-	No
	Zanjan	Mianeh	124	1435 mm	ST	NE	20	70	52	556000	-	-	-	No
	Mianeh	Maraghe	168	1435 mm	ST	NE	20	55	50	513000	-	-	-	No
	Maraghe	Tabriz	129	1435 mm	ST	NE	20	62	48	1126000	-	-	-	No
	Tabriz	Razi	221	1435 mm	ST	NE	20	68	53	1340000	-	-	-	No
	Mashhad	Fariman	38	1435 mm	DT=38	NE	25	87	56	720000	-	-	-	No
	Fariman	Kashmar	55	1435 mm	DT=55	NE	25	87	56	3145000	-	-	-	No
	Kashmar	Torbat Heidarieh	107	1435 mm	ST	NE	25	68	45	1900000	-	-	-	No
	Torbat Heidarieh	Tabas	331	1435 mm	ST	NE	25	81	49	1797000	-	-	-	No
	Tabas	Bafq	352	1435 mm	ST	NE	25	71	42	6542000	-	-	-	No

Rail transport infrastructure investment priority projects
RAI projects to be linked to the neighboring countries and to make operational the region corridors are:

Title	Remarks	
Tehran-Mashhad axis	926 km ((2000 km (inward/outward))) . 50% of the cost is needed for track construction and 50% for supplying fleet	Track electrificati
Bafq-Bandar Abba Axis	620 km ((1200 km (inward/outward)))	
Qazvin- Rasht-Anzali	205 km. Qazvin-Rasht route has 40% physical progress	Under Construction
Rasht-Astara	167 km	
Miyaneh-Tabriz	202 km	
Khaf-Herat	191 km (76 km inside Iran, 115 km outside Iran)	
Gorgan-Inchehbrun (along Kazakhstan, Turkmenistan-Iran Corridor)	82 km. The route study is complete and is going to be constructed soon.	
Khorramshahr-Chalamcheh-Basra	51 km (16 km in Iran which is completed and has become operational. The study of the line in Iraq is being finalized)	
Arak-Kermanshah-Khosravi	566 km (infrastructure operations from Arak to Kermanshah is under way)	

ECO ROUTE NUMBER:
RAIL ROUTE II- Turkey via Iran, Turkmenistan, Uzbekistan to Kazakhstan (Istanbul to Dostyk (Almaty))

(border with Turkey)-Razi-Tabriz-Miyaneh (new alignment)

RAIL ROUTE II - EXTENSIONS
ECO-RAIL 2E-A:

PLEASE COMPLETE THE FOLLOWING TEMPLATE FOR ANY NEW PROJECT ALONG THIS ROUTE& ITS EXTENSIONS AND BRANCHES (IF APPLICABLE)°

Project Name: **Tabriz-Miyaneh**
Project ID:
Project Description: **The route starts from Miyaneh existing station (along Tehran-Tabriz railway), passes mainly through mountainous areas and reaches Tabriz existing station.**
Rationale and Objectives: **The main goal is to cut the existing route of Miyaneh-Tabriz by 100 km; this will reduce travel time of passenger trains from 7.5 hr to less than 3 hr and freight wagons to 5 hr.**
Expected impacts and benefits: **Since the route is located along East-West corridor, length and time reduction contributes to increase attraction of East-West international transit and Asian Railways (routes ended in Razai and Djolfa borders).**

Contact address/details: Construction and Development of Transport Infrastructure Company Ministry of Road and Urban Development . Website address: www.CDTIC.ir

Section 1. Project Technical Characteristics:

1. Location (latitude/longitude or alternatively a map):
2. Start point/node/city: **Tabriz**
3. End point/node/city: **Miyaneh**
4. AGC /AGTC Reference No. (if applicable):
5. Trans-Asian Railway (TAR): YES ■ NO □
6. Length (in km): **205 km**
7. Track gauge (mm): **1435 mm**
8. No of tracks (DT=double, ST=single): **DT**
9. Loading gauge (UIC):
10. Traction: Electrified □ Non-Electrified ■
11. Signaling type: Automatic ■ Manual □
12. Maximum allowed speed - passenger trains: **120 km**
13. Maximum allowed speed - freight trains: **100 km**

The new projects in red have been identified. Please include any additional ones.

14. Travel transit time pass/freight trains(hours): **3 hr for passenger trains and 5 hr for freight trains**

15. Maximum load per axle (tones): **20/25 tons**

16. Maximum capacity (trains/day):**7 up passenger trains and 12 up freight trains per day**

17. Average Daily Train Traffic - Passenger trains[1]:

18. Average Daily Train Traffic - Freight trains[1]:

19. Expected (passenger)traffic increase(in %- both existing and generated): **4 M in the 10th year of operation**

20. Expected (freight) traffic increase(in % - both existing and generated)**6 MT in the 10th year of operation**

21. Volume of cargo moved (tones and TEUs)[1]:

22. Current Bottleneck/Missing Links: **-**

Section 2. Project Information Concerning Criteria

ON-OFF CRITERION:

Serve for the development of a transport corridor within the ECO countries

YES ■ **NO** □ **, IF YES, PLEASE PROCEED:**

23. Is the project serving international connectivity? ■S N□

If **yes** is it expected to:

A: Greatly improve connectivity, **B: Significantly improve connectivity**, C: Somewhat improve connectivity, D: Slightly improve connectivity, E: Does not improve connectivity.

24. Will the project promote solutions to the particular transit transport needs of the landlocked countries? YES ■ NO □

If **yes** the project is providing solution:

A: Greatly, **B: Significantly**, C: Somewhat, D: Slightly, E: Does not

25. Will the project connect low income and/or least developed countries/regions with ECO member states, major European, and Asian markets? YES ■ NO □

If **yes** the project is providing connection:

A: Greatly, **B: Significantly**, C: Somewhat, D: Slightly, E: Does not

26. Will the project cross natural barriers, removes bottlenecks, raises substandard sections to meet international standards, or fills missing links? YES ■ NO □

If **yes,** the project contributes to the above:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

27. Will the project have a high degree of urgency due to importance attributed by the national authorities and/or social interest? YES ■ NO □

If **yes** the project is included in the national plan and:

A: requires immediate realization (for implementation up to 2013), B: considered very urgent

(for implementation up to 2016), C: considered urgent (for implementation up to 2020), D: may be postponed until after 2020,

If the project is not included in the national plan:
E: Not in the national plan.

28. Will the project potentially create negative environmental or social impacts (pollution, safety etc)? YES ■ NO □

If **yes**, the magnitude of impact is:

A: No impact, **B: Slight impact**, C: Moderate impact, D: Significant impact, E; Great impact.

Project Financial Information

29. Project cost (in million$): 370 Million Euros (based on 2011 price)

Out of which fixed investments:

30. Expected Starting Date: **2001**

31. Expected Completion Date: **2014**

32. IRR: Internal return investment will be 7.5 %

33. Project's stage: Construction ■ Tendering □ Study/Design □
Planning □ Identification □

34. Expected Funding Sources (and the % of funding for each one):

a. ***Foreign aid:...**

b. Bank loans: ...

c. Grants: ...

d. Private Funds (PPP basis). Please provide details.....

e. Other: Involvement of private sector for superstructure and signaling is welcome

35. Foreign cooperation sought? YES □ NO ■

If yes, please describe.....

36. Expenses made so far (2010), as a percentage of the project's total cost: So far 2619 Billion Rials are spent that is 30% of the project total cost

37. Percentage of budget of public works allocated: **30%**
38. GDP (year 2010 in million $): .....
39. Implementation arrangements: based on UIC standards and Iran's national rules
40. Critical success factors:.....
41. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable).....
.....
42. Reasons for which project implementation has been delayed, (if applicable).....
43. Any relevant Documentation?

Pre-feasibility study..... □

Feasibility study..... ■

Technical Studies (Design etc)..... ■

Other.....

44. Other project-related information?.....

ECO ROUTE NUMBER: RAIL ROUTE V- Azerbaijan to Iran (Yalama - Bandar e Emam Khomeyni)

Missing link: Qazvin-Rasht-Anzali-Astara

1- Qazvin-Rasht-Anzali 2-Rasht - Astara

RAIL ROUTE V - BRANCHES

ECO RAIL 5B- 1: missing links [Railway gauge 1536mm] (Azerbaijan) Baki- ferry to Bandar e Anzali, railway line Bandar e Anzali-Qazvin

ECO RAIL 5B -2 : (border with Russia)- Border Kazakhstan- Atyrau-[Railway gauge 1536mm]-missing links Atyrau or Aktau ferry to Bandar e Anzali, railway line Bandar e Anzali-Qavzvin

ECO RAIL 5B-3 : (Turkmenistan) Turkmenbashi[Railway gauge 1536mm]--Ferry to Bandar e Anzali

PLEASE COMPLETE THE FOLLOWING TEMPLATE FOR ANY NEW PROJECT ALONG THIS ROUTE& ITS EXTENSIONS AND BRANCHES (IF APPLICABLE)°

Project Name: Construction of two routes: **Qazvin-Rasht-Anzali and Rashat - Astara**

Project ID:

Project Description: **The project serves to connect Gilan Province, Anzali port and Astara Border to the country rail network**

Rationale and Objectives: **1) To facilitate exchanges between northern and southern ports of the country 2) to create a complete rail link through North-South Corridor i.e. rail direct link of Persian Gulf and Indian sub- continent with Russia, CIS , Caucasus and Europe 3) to pave the ground for development of commercial exchanges with Caspian sea countries, Batumi and Poti Ports in Black Sea and European countries**

Contact address/details: Construction and Development of Transport Infrastructure Company Ministry of Road and Urban Development . Website address: www.CDTIC.ir

Section 1. Project Technical Characteristics:

45. Location (latitude/longitude or alternatively a map):

46. Start point/node/city: **Qazvin**

47. End point/node/city: **Anzali Port and Astara Border (between Iran and Azerbaijan)**

48. AGC /AGTC Reference No. (if applicable):

49. Trans-Asian Railway (TAR): YES ■ NO □

50. Length (in km): **205 km +167 km**

51. Track gauge (mm): **1435 mm**

52. No of tracks (DT=double, ST=single): **ST (40 km will be DT)**

53. Loading gauge (UIC):

54. Traction: Electrified □ Non-Electrified ■

55. Signaling type: Automatic ■ Manual □

56. Maximum allowed speed - passenger trains: **160 km**

57. Maximum allowed speed - freight trains: **120 km**

58. Travel transit time pass/ freight trains(hours): **4 hr to Anzali Port and 6 hr to Astara Border**

59. Maximum load per axle (tones):

60. Maximum capacity (trains/day): **14 up-freight trains for Qazvin-Rasht-Anzali and 17-up freight trains for Rasht-Astara**

61. Average Daily Train Traffic - Passenger trains[1]:

62. Average Daily Train Traffic - Freight trains[1]:

63. Expected (passenger) traffic increase (in % - both existing and generated): **About 2 Million in the 10th Year of operation**

64. Expected (freight) traffic increase (in % - both existing and generated): **5.5 M for Qazvin-Rasht-Anzali section and 2.4 M for Rasht-Astara in the 10th Year of operation**

65. Volume of cargo moved (tones and TEUs)[1]:

66. Current Bottleneck/Missing Links: **Along Qazvin- Rasht section (Kuhin to Loshan part) 40 km is designed as double track with 30% gradient due to the hard topography of the region**

Section 2. Project Information Concerning Criteria

ON-OFF CRITERION:

Serve for the development of a transport corridor within the ECO countries

YES ■ **NO** □ **IF YES, PLEASE PROCEED:**

67. Is the project serving international connectivity? YES ■ NO □

If **yes** is it expected to:

A: **Greatly improve connectivity**, B: Significantly improve connectivity, C: Somewhat improve connectivity, D: Slightly improve connectivity, E: Does not improve connectivity.

68. Will the project promote solutions to the particular transit transport needs of the landlocked countries? YES ■ NO □

If **yes** the project is providing solution:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

69. Will the project connect low income and/or least developed countries/regions with ECO member states, major European, and Asian markets? ■ YES No □

If **yes** the project is providing connection:

A: Greatly, **B: Significantly**, C: Somewhat, D: Slightly, E: Does not

70. Will the project cross natural barriers, removes bottlenecks, raises substandard sections to meet international standards, or fills missing links? YES ■ NO □

If **yes,** the project contributes to the above:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

71. Will the project have a high degree of urgency due to importance attributed by the national authorities and/or social interest? YES ■ NO □

If **yes** the project is included in the national plan and:

A: requires immediate realization (for implementation up to 2013), B: considered very urgent (for implementation up to 2016), C: considered urgent (for implementation up to 2020), D: may be postponed until after 2020,

If the project is not included in the national plan:

E: Not in the national plan.

72. Will the project potentially create negative environmental or social impacts (pollution, safety etc)? YES ☐ NO ■

If **yes,** the magnitude of impact is:

A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Project Financial Information

73. Project cost (in million$): Qazvin-Rasht project: costs required to complete the project: 250 M Euros, Rasht-Astara: 195 M Euros (based on 2011 prices)

Out of which fixed investments:

74. Expected Starting Date: **2002 for Qazvin-Rasht-Anzali and 2010 for Rasht-Astara**

75. Expected Completion Date: **2014 operation of Qazvin-Rasht-Anzali and 2015 Rasht-Astara**

76. IRR:

77. Project's stage: Construction ■ Tendering ☐ Study/Design ☐ Planning ☐ Identification ☐

78. Expected Funding Sources (and the % of funding for each one):

a. ***National Funds: ...**

b. Foreign aid:...

c. Bank loans: ...

d. Grants: ...

e. **Private Funds (PPP basis).** Please provide details **as B.O.T**

f. Other: Private sector investment is acceptable

79. Foreign cooperation sought? YES ■ NO ☐

If yes, please describe: **to construct Rash- Astara (Iran)-Astara (Azerbaijan) a consortium is being established among Iran, Azerbaijan and Russia**

Expenses made so far (2010), as a percentage of the project's total cost: So far 221 360 000 USD are spent which includes 27% of the required capital.

80. Percentage of budget of public works allocated: 100%

81. GDP (year 2010 in million $): .....

82. Implementation arrangements.....

83. Critical success factors:.....

84. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable).....

.....

85. Reasons for which project implementation has been delayed, **lack of sufficient budget**

86. Any relevant Documentation?

Pre-feasibility study..... ☐

Feasibility study..... ■

Technical Studies (Design etc)..... ■

Other.....

87. Other project-related information?.....

ECO ROUTE NUMBER: RAIL ROUTE VI- Kazakhstan via Turkmenistan to Iran (Tobol to Bandar e Abbas)

Missing link: Border with Turkmenistan- [railway gauge 1520mm]-Gorgan-Gonbad-Inchebrun

RAIL ROUTE VI - BRANCHES

ECO-RAIL 6B-C: Iran section : Amir Abad-Romstakola

PLEASE COMPLETE THE FOLLOWING TEMPLATE FOR ANY NEW PROJECT ALONG THIS ROUTE& ITS EXTENSIONS AND BRANCHES (IF APPLICABLE)

Project Name: **Gorgan- Inchehbrun**

Project ID:

Project Description: **The route starts in Iran and continues to Turkmenistan and ended in Khazakhstan**

Rationale and Objectives: **to connect CIS countries to the Persian Gulf states and South Asian countries**

Expected impacts and benefits: **1)increasing economic and commercial exchanges with Persian Gulf and CIS countries , 2)connection of far East countries (China) to Iran and Persian Gulf , 3)significant reduction of transport distances within region and from far East to Europe 4)connection of CIS to Persian Gulf via Iran and East and south east Asian countries**

Contact address/details:

Section 1. Project Technical Characteristics:

88. Location (latitude/longitude or alternatively a map):

89. Start point/node/city: **Gorgan**

90. End point/node/city: **Inchehbrun**

91. AGC /AGTC Reference No. (if applicable):

92. Trans-Asian Railway (TAR): YES ☐ NO ■

93. Length (in km): **82 km**

94. Track gauge (mm): **1435 mm**

95. No of tracks (DT=double, ST=single): **ST**

96. Loading gauge (UIC):

97. Traction: Electrified ☐ Non-Electrified ■

98. Signaling type: Automatic ■ Manual ☐

99. Maximum allowed speed - passenger trains: **160 km**

100. Maximum allowed speed - freight trains: **120 km**

101. Travel transit time pass/ freight trains(hours):

102. Maximum load per axle (tones):

103. Maximum capacity (trains/day):

104. Average Daily Train Traffic - Passenger trains[1]:

105. Average Daily Train Traffic - Freight trains[1]:

106. Expected (passenger) traffic increase (in % - both existing and generated):

107. Expected (freight) traffic increase (in % - both existing and generated)

108. Volume of cargo moved (tones and TEUs)[1]:

109. Current Bottleneck/Missing Links:

Section 2. Project Information Concerning Criteria

ON-OFF CRITERION:

Serve for the development of a transport corridor within the ECO countries

YES ■ **NO** ☐ **, IF YES, PLEASE PROCEED:**

110. Is the project serving international connectivity? YES ■ NO ☐

If **yes** is it expected to:

A: Greatly improve connectivity, B: Significantly improve connectivity, C: Somewhat improve connectivity, D: Slightly improve connectivity, E: Does not improve connectivity.

111. Will the project promote solutions to the particular transit transport needs of the landlocked countries? YES ■ NO ☐

If **yes** the project is providing solution:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

112. Will the project connect low income and/or least developed countries/regions with ECO member states, major European, and Asian markets? YES ■ NO ☐

If **yes** the project is providing connection:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

113. Will the project cross natural barriers, removes bottlenecks, raises substandard sections to meet international standards, or fills missing links? YES ■ NO ☐

If **yes,** the project contributes to the above:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

114. Will the project have a high degree of urgency due to importance attributed by the national authorities and/or social interest? YES ■ NO ☐

If **yes** the project is included in the national plan and:

A: requires immediate realization (for implementation up to 2013), B: considered very urgent (for implementation up to 2016), C: considered urgent (for implementation up to 2020), D: may be postponed until after 2020,

If the project is not included in the national plan:
E: Not in the national plan.

115. Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? YES ☐ NO ■

If **yes,** the magnitude of impact is:

A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Project Financial Information

116. Project cost (in million$):

Out of which fixed investments:

117. Expected Starting Date: **2009**

118. Expected Completion Date: **2012**

119. IRR:

120. Project's stage: Construction ■ Tendering ☐ Study/Design ☐ Planning ☐ Identification ☐

121. Expected Funding Sources (and the % of funding for each one):

a. ***National Funds: ...**

b. Foreign aid:...

c. Bank loans: ...

d. Grants: ...

e. Private Funds (PPP basis). Please provide details.....

f. Other....

122. Foreign cooperation sought? YES ☐ NO ■

If yes, please describe.....

123. Expenses made so far (2010), as a percentage of the project's total cost: .....

124. Percentage of budget of public works allocated: .....

125. GDP (year 2010 in million $): .....

126. Implementation arrangements.....

127. Critical success factors:.....

128. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable).....

.....

129. Reasons for which project implementation has been delayed, (if applicable).....

130. Any relevant Documentation?

Pre-feasibility study..... ☐

Feasibility study..... ■

Technical Studies (Design etc)..... ■

Other.....

131. Other formation?.....

[1]*For the year 2010 and latest year, if available.*

ECO ROUTE NUMBER: RAIL ROUTE VI- Emam Port-Khorramshahr

Missing link: building a direct link between Emam Khomeini Port-Khorramshahr

RAIL ROUTE VI - BRANCHES

ECO-RAIL 6B-C:

PLEASE COMPLETE THE FOLLOWING TEMPLATE FOR ANY NEW PROJECT ALONG THIS ROUTE& ITS EXTENSIONS AND BRANCHES (IF APPLICABLE)°

Project Name: Emam Khomeini Port-Khorramshar

Project ID:

Project Description: **At present a rail link is available between Emam Khomeini Port -Ahvaz-and Khorramshahr Port with the length of 232 km. The new line shall cut the route length by 118 km and significantly improves freight and passenger traffic.**

Rationale and Objectives: **1) Reducing the existing rail link by 118 km 2) upgrading rail transit route of Emam Khomeini Port-Basra 3) covering freight /passenger main centers and meeting the transport demands**

Expected impacts and benefits: **a considerable saving in fuel and travel time will be achieved and safety will be increased.**

Contact address/details:

Section 1. Project Technical Characteristics:

132. Location (latitude/longitude or alternatively a map):

133. Start point/node/city: **Emam Khomeini Port**

134. End point/node/city: **Khorramshahr**

135. AGC /AGTC Reference No. (if applicable):

136. Trans-Asian Railway (TAR): YES ■ NO □

137. Length (in km): **114 km**

138. Track gauge (mm): **1435 mm**

139. No of tracks (DT=double, ST=single): **ST**

140. Loading gauge (UIC):

141. Traction: Electrified □ Non-Electrified ■

142. Signaling type: Automatic ■ Manual □

143. Maximum allowed speed - passenger trains: **160 km**

144. Maximum allowed speed - freight trains: **120 km**

145. Travel transit time pass/ freight trains(hours):

146. Maximum load per axle (tones):

147. Maximum capacity (trains/day):

148. Average Daily Train Traffic - Passenger trains[1]:

149. Average Daily Train Traffic - Freight trains[1]:

150. Expected (passenger) traffic increase (in % - both existing and generated): **more than 3 M**

151. Expected (freight) traffic increase (in % - both existing and generated): **7 M**

152. Volume of cargo moved (tones and TEUs)[1]:

153. Current Bottleneck/Missing Links:

Section 2. Project Information Concerning Criteria

ON-OFF CRITERION:

Serve for the development of a transport corridor within the ECO countries

YES ■ **NO** □ **, IF YES, PLEASE PROCEED:**

154. Is the project serving international connectivity? ■ YES □ NO

If **yes** is it expected to:

A: Greatly improve connectivity, B: Significantly improve connectivity, C: Somewhat improve connectivity, D: Slightly improve connectivity, E: Does not improve connectivity.

155. Will the project promote solutions to the particular transit transport needs of the landlocked countries? YES ■ NO □

If **yes** the project is providing solution:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

156. Will the project connect low income and/or least developed countries/regions with ECO member states, major European, and Asian markets? YES ■ NO □

If **yes** the project is providing connection:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

157. Will the project cross natural barriers, removes bottlenecks, raises substandard sections to meet international standards, or fills missing links? YES ■ NO □

If **yes,** the project contributes to the above:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

158. Will the project have a high degree of urgency due to importance attributed by the national authorities and/or social interest? YES ■ NO □

If **yes** the project is included in the national plan and:

A: requires immediate realization (for implementation up to 2013), B: considered very urgent (for implementation up to 2016), C: considered urgent (for implementation up to 2020), D: may be postponed until after 2020,

If the project is not included in the national plan:
E: Not in the national plan.

159. Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? YES ■ NO □

If **yes,** the magnitude of impact is:

A: No impact, **B: Slight impact**, C: Moderate impact, D: Significant impact, E; Great impact.

Project Financial Information

160. Project cost (in million$):

Out of which fixed investments:

161. Expected Starting Date:

162. Expected Completion Date:

163. IRR:

164. Project's stage: Construction ☐ Tendering ☐ Study/Design ☐ Planning ☐ Identification ☐

165. Expected Funding Sources (and the % of funding for each one):

a. National Funds: ...

b. Foreign aid:...

c. Bank loans: ...

d. Grants: ...

e. Private Funds (PPP basis). Please provide details.....

f. Other....

166. Foreign cooperation sought? YES ☐ NO ☐

If yes, please describe.....

167. Expenses made so far (2010), as a percentage of the project's total cost: .....

168. Percentage of budget of public works allocated: .....

169. GDP (year 2010 in million $): .....

170. Implementation arrangements.....

171. Critical success factors:.....

172. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable).....

.....

173. Reasons for which project implementation has been delayed, (if applicable).....

174. Any relevant Documentation?

Pre-feasibility study..... ☐

Feasibility study..... ☐

Technical Studies (Design etc)..... ☐

Other.....

175. Other project-relatec information?.....

[1]*For the year 2010 and latest year, if available.*

ECO ROUTE NUMBER: RAIL ROUTE VII- Kazakhstan via Uzbekistan, Turkmenistan to Iran (Almaty to Bandar Abbas)

Border with Turkmenistan-Sarakhs-Fariman-Torbat e Heydariyeh-Bafq-Badar e Abbas (upgrade line Bafq-Bandar e Abbas)

PLEASE COMPLETE THE FOLLOWING TEMPLATE FOR ANY NEW PROJECT ALONG THIS ROUTE& ITS EXTENSIONS AND BRANCHES (IF APPLICABLE)°

Project Name: Electrification of Bafq-Bandar Abbas
Project ID:
Project Description:
Rationale and Objectives: to upgrade the axis, increase travel speed, increase transport volume
Contact address/details: Railways of Iran, Electrification Dept. tel: 00 98 21 55 12 81 10

Section 1. Project Technical Characteristics:

176. Location (latitude/longitude or alternatively a map):

177. Start point/node/city: **Bafq**

178. End point/node/city: **Bandar Abbas Station**

179. AGC /AGTC Reference No. (if applicable):

180. Trans-Asian Railway (TAR): YES ■ NO □

181. Length (in km): **620 km**

182. Track gauge (mm): **1435 mm**

183. No of tracks (DT=double, ST=single): **DT**

184. Loading gauge (UIC):

185. Traction: Electrified ■ Non-Electrified □

186. Signaling type: Automatic ■ Manual □

187. Maximum allowed speed - passenger trains: 160 km/hr

188. Maximum allowed speed - freight trains: 120 km/hr

189. Travel transit time pass/ freight trains(hours): 3 days

190. Maximum load per axle (tones): **25 tons**

191. Maximum capacity (trains/day): 40 /day

192. Average Daily Train Traffic - Passenger trains[1]: 10 /day

193. Average Daily Train Traffic - Freight trains[1]: 30 trains

194. Expected (passenger) traffic increase (in % - both existing and generated): 4725

195. Expected (freight) traffic increase (in % - both existing and generated): 21.690

196. Volume of cargo moved (tones and TEUs)[1]:

197. Current Bottleneck/Missing Links:

Section 2. Project Information Concerning Criteria

ON-OFF CRITERION:

Serve for the development of a transport corridor within the ECO countries

YES ■ **NO** □, **IF YES, PLEASE PROCEED:**

198. Is the project serving international connectivity? YES ■ NO □

If **yes** is it expected to:

A: **Greatly improve connectivity,** B: Significantly improve connectivity, C: Somewhat improve connectivity, D: Slightly improve connectivity, E: Does not improve connectivity.

199. Will the project promote solutions to the particular transit transport needs of the landlocked countries? YES □ NO ■

If **yes** the project is providing solution:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

200. Will the project connect low income and/or least developed countries/regions with ECO member states, major European, and Asian markets? ■ YES □ NO

If **yes** the project is providing connection:

A: **Greatly,** B: Significantly, C: Somewhat, D: Slightly, E: Does not

201. Will the project cross natural barriers, removes bottlenecks, raises substandard sections to meet international standards, or fills missing links? YES ■ NO □

If **yes,** the project contributes to the above:

A: **Greatly**, B: Significantly, C: Somewhat, D: Slightly, E: Does not

202. Will the project have a high degree of urgency due to importance attributed by the national authorities and/or social interest? YES □ NO ■

If **yes** the project is included in the national plan and:

A: requires immediate realization (for implementation up to 2013), **B: considered very urgent (for implementation up to 2016)**, C: considered urgent (for implementation up to 2020), D: may be postponed until after 2020,

If the project is not included in the national plan:
E: Not in the national plan.

203. Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? YES □ NO ■

If **yes,** the magnitude of impact is:

A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Project Financial Information

204. Project cost (in million$): 560 Millions USD

Out of which fixed investments:

205. Expected Starting Date: 2012

206. Expected Completion Date: 2016

207. IRR: 19%

208. Project's stage: Construction ☐ Tendering ☐ Study/Design ☐ Planning ☐ Identification ☐

Quality evaluation is under process (B.O.T)

209. Expected Funding Sources (and the % of funding for each one):

a. National Funds: ...

b. **Foreign aid: 100%**

c. Bank loans: ...

d. Grants: ...

e. Private Funds (PPP basis). Please provide details.....

f. Other....

210. Foreign cooperation sought? YES ☐ NO ■

If yes, please describe.....

211. Expenses made so far (2010), as a percentage of the project's total cost: **5%**

212. Percentage of budget of public works allocated: .....

213. GDP (year 2010 in million $): .....

214. Implementation arrangements.....

215. Critical success factors:.....

216. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable).....

.....

217. Reasons for which project implementation has been delayed, (if applicable).....

218. Any relevant Documentation?

Pre-feasibility study..... ☐

Feasibility study..... ☐

Technical Studies (Design etc)..... ☐

Other.....

219. Other project-relatec information?.....

[1]*For the year 2010 and latest year, if availabl*

ECO ROUTE NUMBER: RAIL ROUTE VII-

Border with Turkmenistan-Sarakhs-Mashhad-Tehran (upgrade line Tehran-Mashhad)

PLEASE COMPLETE THE FOLLOWING TEMPLATE FOR ANY NEW PROJECT ALONG THIS ROUTE& ITS EXTENSIONS AND BRANCHES (IF APPLICABLE)°

Project Name: Electrification of Tehran-Mashhad
Project ID:
Project Description:
Rationale and Objectives: to upgrade the axis, increase travel speed, increase transport volume
Expected impacts and benefits: to upgrade the axis, increase travel speed, increase transport volume
Contact address/details: Railways of Iran, Electrification Dept. tel: 00 98 21 55 12 81 10

Section 1. Project Technical Characteristics:

220. Location (latitude/longitude or alternatively a map):

221. Start point/node/city: **Tehran**

222. End point/node/city: **Mashhad Station**

223. AGC /AGTC Reference No. (if applicable):

224. Trans-Asian Railway (TAR): YES ■ NO □

225. Length (in km): **926 km**

226. Track gauge (mm): **1435 mm**

227. No of tracks (DT=double, ST=single): **DT**

228. Loading gauge (UIC):

229. Traction: Electrified ■ Non-Electrified □

230. Signaling type: Automatic ■ Manual □

231. Maximum allowed speed - passenger trains: 200 km/hr

232. Maximum allowed speed - freight trains: 140 km/hr

233. Travel transit time pass/ freight trains(hours):

234. Maximum load per axle (tones): **20 tons**

235. Maximum capacity (trains/day): 80 /day

236. Average Daily Train Traffic - Passenger trains[1]: 60 /day

237. Average Daily Train Traffic - Freight trains[1]: 20 trains

238. Expected (passenger) traffic increase (in % - both existing and generated): 20067

239. Expected (freight) traffic increase (in % - both existing and generated): 5.930

240. Volume of cargo moved (tones and TEUs)[1]:

241. Current Bottleneck/Missing Links: Financing

Section 2. Project Information Concerning Criteria

ON-OFF CRITERION:

Serve for the development of a transport corridor within the ECO countries

YES ■ **NO** □, **IF YES, PLEASE PROCEED:**

242. Is the project serving international connectivity? YES ■ NO □

If **yes** is it expected to:

A: **Greatly improve connectivity,** B: Significantly improve connectivity, C: Somewhat improve connectivity, D: Slightly improve connectivity, E: Does not improve connectivity.

243. Will the project promote solutions to the particular transit transport needs of the landlocked countries? YES □ NO ■

If **yes** the project is providing solution:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

244. Will the project connect low income and/or least developed countries/regions with ECO member states, major European, and Asian markets? ■ YES □ NO

If **yes** the project is providing connection:

A: **Greatly,** B: Significantly, C: Somewhat, D: Slightly, E: Does not

245. Will the project cross natural barriers, removes bottlenecks, raises substandard sections to meet international standards, or fills missing links? YES ■ NO □

If **yes,** the project contributes to the above:

A: **Greatly**, B: Significantly, C: Somewhat, D: Slightly, E: Does not

246. Will the project have a high degree of urgency due to importance attributed by the national authorities and/or social interest? YES □ NO ■

If **yes** the project is included in the national plan and:

A: **requires immediate realization (for implementation up to 2013),** B: considered very urgent (for implementation up to 2016), C: considered urgent (for implementation up to 2020), D: may be postponed until after 2020,

If the project is not included in the national plan:
E: Not in the national plan.

247. Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? YES □ NO ■

If **yes,** the magnitude of impact is:

A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Project Financial Information

248. Project cost (in million$): 1 200 Millions USD

Out of which fixed investments:

249. Expected Starting Date: 2012

250. Expected Completion Date: 2014

251. IRR: 15%

252. Project's stage: Construction ☐ Tendering ☐ Study/Design ☐ Planning ☐ Identification ☐

The project is being carried as EPCF

Expected Funding Sources (and the % of funding for each one):

a. **National Funds: 15%**

b. **Foreign aid: 85%**

c. Bank loans: ...

d. Grants: ...

e. Private Funds (PPP basis). Please provide details.....

f. Other....

253. Foreign cooperation sought? YES ☐ NO ■

If yes, please describe.....

254. Expenses made so far (2010), as a percentage of the project's total cost: 2%

255. Percentage of budget of public works allocated: .....

256. GDP (year 2010 in million $): .....

257. Implementation arrangements.....

258. Critical success factors:.....

259. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable).....

.....

260. Reasons for which project implementation has been delayed, (if applicable).....

261. Any relevant Documentation?

Pre-feasibility study..... ■

Feasibility study..... ☐

Technical Studies (Design etc)..... ☐

Other.....

262. Other project-related information?.....

[1]*For the year 2010 and latest year, if availabl*

ECO ROUTE NUMBER: RAIL ROUTE VII- Neyshabur-Torbat e Heidarieh. Ma'dan e Sangan- border with Afqanistan- Heart (Afqanistan)

Missing link Ma'dan e Sagan- border with Afghanistan- Herat (Afghanistan) (planned for construction)

PLEASE COMPLETE THE FOLLOWING TEMPLATE FOR ANY NEW PROJECT ALONG THIS ROUTE& ITS EXTENSIONS AND BRANCHES (IF APPLICABLE)°

Project Name: **Khaf-Herat**
Project ID:
Project Description: **The route will starts from Torbat e Heidarieh , stretches towards Ma'dan Sangan (Khaf) and ended in Herat**
Rationale and Objectives: **1) to improve transport between IRAN and Afqanistan 2) to attract transit cargoes between Afqanistan and international seas and Europe 3) to establish a uniform track gauge between Iran and Afqanistan future railway**
Contact address/details: **Construction and Development of Transport Infrastructure Company Ministry of Road and Urban Development . Website address: www.CDTIC.ir**

Section 1. Project Technical Characteristics:

263. Location (latitude/longitude or alternatively a map):

264. Start point/node/city: **Khaf**

265. End point/node/city: **Herat**

266. AGC /AGTC Reference No. (if applicable):

267. Trans-Asian Railway (TAR): YES ■ NO □

268. Length (in km): **191 km (76 km in Iran territory and 115 km in Afqanistan)**

269. Track gauge (mm): **1435 mm**

270. No of tracks (DT=double, ST=single): **ST**

271. Loading gauge (UIC):

272. Traction: Electrified □ Non-Electrified ■

273. Signaling type: Automatic ■ Manual □

274. Maximum allowed speed - passenger trains: **160 km**

275. Maximum allowed speed - freight trains: **120 km**

276. Travel transit time pass/ freight trains(hours):

277. Maximum load per axle (tones): **25 tons**

278. Maximum capacity (trains/day): **15 up freight trains per day**

279. Average Daily Train Traffic - Passenger trains[1]:

280. Average Daily Train Traffic - Freight trains[1]:

281. Expected (passenger) traffic increase (in % - both existing and generated): **500 000 at**

the 10th year of operation

282. Expected (freight) traffic increase (in % - both existing and generated): **5 M at the end of 10th year of operation**

283. Volume of cargo moved (tones and TEUs)[1]:

284. Current Bottleneck/Missing Links: -

Section 2. Project Information Concerning Criteria

ON-OFF CRITERION:

Serve for the development of a transport corridor within the ECO countries

YES ■ **NO** □ **, IF YES, PLEASE PROCEED:**

285. Is the project serving international connectivity? YES ■ NO □

If **yes** is it expected to:

A: Greatly improve connectivity, B: Significantly improve connectivity, **C: Somewhat improve connectivity,** D: Slightly improve connectivity, E: Does not improve connectivity.

286. Will the project promote solutions to the particular transit transport needs of the landlocked countries? YES ■ NO □

If **yes** the project is providing solution:

A: **Greatly,** B: Significantly, C: Somewhat, D: Slightly, E: Does not

287. Will the project connect low income and/or least developed countries/regions with ECO member states, major European, and Asian markets? YES ■ NO □

If **yes** the project is providing connection:

A: **Greatly,** B: Significantly, C: Somewhat, D: Slightly, E: Does not

288. Will the project cross natural barriers, removes bottlenecks, raises substandard sections to meet international standards, or fills missing links? YES ■ NO □

If **yes,** the project contributes to the above:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

289. Will the project have a high degree of urgency due to importance attributed by the national authorities and/or social interest? YES □ NO ■

If **yes** the project is included in the national plan and:

A: requires immediate realization (for implementation up to 2013), B: considered very urgent (for implementation up to 2016), C: considered urgent (for implementation up to 2020), D: may be postponed until after 2020,

If the project is not included in the national plan:
E: Not in the national plan.

290. Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? YES ■ NO □

If **yes,** the magnitude of impact is:

A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Project Financial Information

291. Project cost (in million$): Costs required to complete 76 km within Iran territory is around 141 280 000USD (based on 2011 price)

Out of which fixed investments:

292. Expected Starting Date: **2005**

293. Expected Completion Date: **2012**

294. IRR:

295. Project's stage: Construction ■ Tendering ☐ Study/Design ☐ Planning ☐ Identification ☐

296. Expected Funding Sources (and the % of funding for each one):

a. **National Funds: ...**

b. Foreign aid:...

c. Bank loans: ...

d. Grants: ...

e. Private Funds (PPP basis). Please provide details.....

f. Other....

297. Foreign cooperation sought? YES ☐ NO ■

If yes, please describe.....

298. Expenses made so far (2010), as a percentage of the project's total cost: 140 400 000 USD, that is 50% of the costs required

299. Percentage of budget of public works allocated: **50%**

300. GDP (year 2010 in million $): .....

301. Implementation arrangements.....

302. Critical success factors:.....

303. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable).....

.....

304. Reasons for which project implementation has been delayed, (if applicable).....

305. Any relevant Documentation?

Pre-feasibility study..... ☐

Feasibility study..... ■

Technical Studies (Design etc)..... ■

Other.....

306. Other project-related information?.....

[1]For the year 2010 and latest year, if available.

ECO ROUTE NUMBER: RAIL ROUTE VII-

PLEASE COMPLETE THE FOLLOWING TEMPLATE FOR ANY NEW PROJECT ALONG THIS ROUTE& ITS EXTENSIONS AND BRANCHES (IF APPLICABLE)[a]

Project Name: **Arak-Kermanshah-Khosravi**
Project ID:
Project Description:
Rationale and Objectives: **1)To connect the rail network of Iran to Iraq and Syria 2) To link South east Asian railways, CIS and Caucasus to Middle East railways and Lazeqieh Port in Mediterranean Sea**
Contact address/details: Construction and Development of Transport Infrastructure Company, Ministry of Road and Urban Development . Website address: **www.CDTIC.ir**

Section 1. Project Technical Characteristics:

307. Location (latitude/longitude or alternatively a map):

308. Start point/node/city: **Samangan station near Arak**

309. End point/node/city: **Khosravi (border of Iran and Iraq)**

310. AGC /AGTC Reference No. (if applicable):

311. Trans-Asian Railway (TAR): YES ■ NO □

312. Length (in km): **566 km**

313. Track gauge (mm):**1435 mm**

314. No of tracks (DT=double, ST=single): **ST**

315. Loading gauge (UIC):

316. Traction: Electrified □ Non-Electrified ■

317. Signaling type: Automatic ■ Manual □

318. Maximum allowed speed - passenger trains: **120 km**

319. Maximum allowed speed - freight trains: **100 km**

320. Travel transit time pass/ freight trains(hours):

321. Maximum load per axle (tones): **25 tons**

322. Maximum capacity (trains/day): 16 freight trains (i.e. 13 million tons of cargoes)

323. Average Daily Train Traffic - Passenger trains[1]:

324. Average Daily Train Traffic - Freight trains[1]:

325. Expected (passenger) traffic increase (in % - both existing and generated): 2.3 M (Samangan-Kermanshah) and 2 M (Kermanshah-Khosravi) in the 10th year of operation

326. Expected (freight) traffic increase (in % - both existing and generated): 2.7 M in the 10th year of operation

327. Volume of cargo moved (tones and TEUs)[1]:

328. Current Bottleneck/Missing Links: The route continuation in Iraqi territory needs reconstruction and renewal

Section 2. Project Information Concerning Criteria

ON-OFF CRITERION:

Serve for the development of a transport corridor within the ECO countries

YES ■ **NO** □ **, IF YES, PLEASE PROCEED:**

329. Is the project serving international connectivity? YES ■ NO □

If **yes** is it expected to:

A: **Greatly improve connectivity,** B: Significantly improve connectivity, C: Somewhat improve connectivity, D: Slightly improve connectivity, E: Does not improve connectivity.

330. Will the project promote solutions to the particular transit transport needs of the landlocked countries? YES ■ NO □

If **yes** the project is providing solution:

A: **Greatly,** B: Significantly, C: Somewhat, D: Slightly, E: Does not

331. Will the project connect low income and/or least developed countries/regions with ECO member states, major European, and Asian markets? YES ■ NO □

If **yes** the project is providing connection:

A: **Greatly,** B: Significantly, C: Somewhat, D: Slightly, E: Does not

332. Will the project cross natural barriers, removes bottlenecks, raises substandard sections to meet international standards, or fills missing links? YES ■ NO □

If **yes,** the project contributes to the above:

A: **Greatly,** B: Significantly, C: Somewhat, D: Slightly, E: Does not

333. Will the project have a high degree of urgency due to importance attributed by the national authorities and/or social interest? YES □ NO ■

If **yes** the project is included in the national plan and:

A: requires immediate realization (for implementation up to 2013), **B: considered very urgent (for implementation up to 2016)**, C: considered urgent (for implementation up to 2020), D: may be postponed until after 2020,

If the project is not included in the national plan:
E: Not in the national plan.

334. Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? YES □ NO ■

If **yes,** the magnitude of impact is:

A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Project Financial Information

335. Project cost (in million$):

Out of which fixed investments:

336. Expected Starting Date: Arak Kermanshah section : **2001 and Kermanshah-Khosravi: 2012**

337. Expected Completion Date: **Arak-Kermanshah section: 2013 , Kermanshah-Khosravi: 2016**

338. IRR:

339. Project's stage: Construction ■ Tendering ☐ Study/Design ☐ Planning ☐ Identification ☐

340. Expected Funding Sources (and the % of funding for each one):

a. **National Funds: ...**

b. Foreign aid:...

c. Bank loans: ...

d. Grants: ...

e. Private Funds (PPP basis). Please provide details.....

f. Other: Private sector investment is welcome

341. Foreign cooperation sought? YES ☐ NO ☐

If yes, please describe.....

342. Expenses made so far (2010), as a percentage of the project's total cost: So far 200 Millions USD is spent that is 30% of the total project cost.

343. Percentage of budget of public works allocated: **30%**

344. GDP (year 2010 in million $): .....

345. Implementation arrangements.....

346. Critical success factors:.....

347. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable).....

.....

348. Reasons for which project implementation has been delayed, (if applicable).....

349. Any relevant Documentation?

Pre-feasibility study..... ☐

Feasibility study..... ■

Technical Studies (Design etc)..... ■

Other.....

350. Other project-related information?.....

[1]*For the year 2010 and latest year, if available.*

ECO ROUTE NUMBER: RAIL ROUTE VII- Khorramshahr-Shalamcheh-Basra (border with Iraq)

Missing link: Shalamcheh-Basra

PLEASE COMPLETE THE FOLLOWING TEMPLATE FOR ANY NEW PROJECT ALONG THIS ROUTE& ITS EXTENSIONS AND BRANCHES (IF APPLICABLE)

Project Name: Khorramshahr-Shalamcheh-Basra
Project ID:
Project Description:
Rationale and Objectives: **1)To facilitate trade exchanges between two countries 2) To make a rail link with Al Ladhiqiyeh Port (Syria) in Mediterranean Sea 3)possibility of export-import cargo transit of Iraq via Emam Khomeini Port 4)possibility of transit from/to CIS and Caucasus to Iraq 4) providing passenger services to Iraqi pilgrims 5) expanding rail connection to Kuwait, Saudi Arabia and other Persian Gulf countries**
Contact address/details: Construction and Development of Transport Infrastructure Company, Ministry of Road and Urban Development . Website address: www.CDTIC.ir

Section 1. Project Technical Characteristics:

351. Location (latitude/longitude or alternatively a map):

352. Start point/node/city: **Khorramshahr**

353. End point/node/city: **Basra**

354. AGC /AGTC Reference No. (if applicable):

355. Trans-Asian Railway (TAR): YES ■ NO □

356. Length (in km): **51 km (Khorramshahr-Shalamcheh 16 km in length already completed and being operated), Shalamcheh-Basra (35 km)**

357. Track gauge mm):**1435 mm**

358. No of tracks (DT=double, ST=single): **ST**

359. Loading gauge (UIC):

360. Traction: Electrified □ Non-Electrified ■

361. Signaling type: Automatic ■ Manual □

362. Maximum allowed speed - passenger trains: **160 km**

363. Maximum allowed speed - freight trains: **120 km**

364. Travel transit time pass/ freight trains(hours):

365. Maximum load per axle (tones):

366. Maximum capacity (trains/day): 21 up trains (one passenger train and 20 freight trains)

367. Average Daily Train Traffic - Passenger trains[1]:

368. Average Daily Train Traffic - Freight trains[1]:

369. Expected (passenger) traffic increase (in % - both existing and generated): about 36 000 in 2016, in case the section in Iraq to be completed in 2015

370. Expected (freight) traffic increase (in % - both existing and generated): about 6 Millions in 2016 , in case the section in Iraq to be completed in 2015

371. Volume of cargo moved (tones and TEUs)[1]:

Current Bottleneck/Missing Links: The rest of the route shall be studied and designed by Iraqi part from Shalamcheh to Basra.

Section 2. Project Information Concerning Criteria

ON-OFF CRITERION:

Serve for the development of a transport corridor within the ECO countries

YES ■ **NO** □ **, IF YES, PLEASE PROCEED:**

372. Is the project serving international connectivity? YES ■ NO □

If **yes** is it expected to:

A: Greatly improve connectivity, B: Significantly improve connectivity, C: **Somewhat improve connectivity,** D: Slightly improve connectivity, E: Does not improve connectivity.

373. Will the project promote solutions to the particular transit transport needs of the landlocked countries? YES ■ NO □

If **yes** the project is providing solution:

A: Greatly, B: Significantly, **C: Somewhat**, D: Slightly, E: Does not

374. Will the project connect low income and/or least developed countries/regions with ECO member states, major European, and Asian markets? YES ■ NO □

If **yes** the project is providing connection:

A: Greatly, B: Significantly, C: Somewhat, **D: Slightly**, E: Does not

375. Will the project cross natural barriers, removes bottlenecks, raises substandard sections to meet international standards, or fills missing links? YES ■ NO □

If **yes,** the project contributes to the above:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

376. Will the project have a high degree of urgency due to importance attributed by the national authorities and/or social interest? YES □ NO ■

If **yes** the project is included in the national plan and:

A: requires immediate realization (for implementation up to 2013), **B: considered very urgent (for implementation up to 2016)**, C: considered urgent (for implementation up to 2020), D: may be postponed until after 2020,

If the project is not included in the national plan:
E: Not in the national plan.

377. Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? YES ■ NO □

If **yes,** the magnitude of impact is:

A: No impact, **B: Slight impact**, C: Moderate impact, D: Significant impact, E; Great impact.

Project Financial Information

378. Project cost (in million$):

Out of which fixed investments:

379. Expected Starting Date: **2006**

380. Expected Completion Date: **2011 (the section in Iran has been completed and operated)**

381. IRR:

382. Project's stage: Construction ☐ Tendering ☐ Study/Design ☐ Planning ☐ Identification ☐

383. Expected Funding Sources (and the % of funding for each one):

a. **National Funds: ...**

b. Foreign aid:...

c. Bank loans: ...

d. Grants: ...

e. Private Funds (PPP basis). Please provide details.....

f. Other....

384. Foreign cooperation sought? YES ☐ NO ■

If yes, please describe : **It is needed that Iraqi railway to facilitate construction of the line in its territory**

385. Expenses made so far (2010), as a percentage of the project's total cost: **100%**

386. Percentage of budget of public works allocated: .....

387. GDP (year 2010 in million $): .....

388. Implementation arrangements: UIC standards and Iran's domestic rules are applied

389. Critical success factors:.....

390. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable).....

.....

391. Reasons for which project implementation has been delayed, (if applicable).....

392. Any relevant Documentation?

Pre-feasibility study..... ☐

Feasibility study..... ■

Technical Studies (Design etc)..... ■

Other.....

393. Other project-related information?.....

ECO ROUTE NUMBER: RAIL ROUTE VII- Khorramshahr-Shalamcheh-Basra (border with Iraq)

Missing link: Chabahar-Kalshur-

PLEASE COMPLETE THE FOLLOWING TEMPLATE FOR ANY NEW PROJECT ALONG THIS ROUTE& ITS EXTENSIONS AND BRANCHES (IF APPLICABLE)[2]

Project Name: Chabahar-Zahedan-Mashhad

Project ID:

Project Description: the route starts from Chabahar, passing through 8 cities on the way and reaches Kerman-Zahedan railway in a region called Dumak; it continues its way through cities in South Khorrassan and enters Birjand. Passing through cities of Ghaen and Gonabad it enters Kalshur station and connects to Bafq-Mashhad axis, from there up to Sarakhs the railway is available.

Rationale and Objectives:1)creating a direct rail link among three provinces in Iran (Sistan&Baluchestan, South Khorrassan and Khorrassan) 2)Constructing a short transit route from Zahedan to Mashhad serving to connect CIS land-lock countries to the international waters (through Afqanistan and Turkmenistan)3)Covering freight centers in the eastern part of the country

Contact address/details: Construction and Development of Transport Infrastructure Company, Ministry of Road and Urban Development . Website address: www.CDTIC.ir

Section 1. Project Technical Characteristics:

394. Location (latitude/longitude or alternatively a map):

395. Start point/node/city: **Chabahar**

396. End point/node/city: **Mashhad towards Sarakhs (border with Turkmenistan)**

397. AGC /AGTC Reference No. (if applicable):

398. Trans-Asian Railway (TAR): YES ■ NO □

399. Length (in km): **1330 km (1730 km up to Sarakhs)**

400. Track gauge mm):**1435 mm**

401. No of tracks (DT=double, ST=single): **ST**

402. Loading gauge (UIC):

403. Traction: Electrified □ Non-Electrified ■

404. Signaling type: Automatic ■ Manual □

405. Maximum allowed speed - passenger trains: **160 km**

406. Maximum allowed speed - freight trains: **120 km**

407. Travel transit time pass/ freight trains(hours):

408. Maximum load per axle (tones):

409. Maximum capacity (trains/day):

410. Average Daily Train Traffic - Passenger trains[1]:

411. Average Daily Train Traffic - Freight trains[1]:

412. Expected (passenger) traffic increase (in % - both existing and generated): 1 175 000 passengers for first year of operation in 2014

413. Expected (freight) traffic increase (in % - both existing and generated): about 3.5 Millions

in 2014 , i.e. first year of operation (both domestic and transit traffic)

414. Volume of cargo moved (tones and TEUs)[1]:

Current Bottleneck/Missing Links: Chabahar- Kalshur

Section 2. Project Information Concerning Criteria

ON-OFF CRITERION:

Serve for the development of a transport corridor within the ECO countries

YES ■ **NO** □ **, IF YES, PLEASE PROCEED:**

415. Is the project serving international connectivity? YES ■ NO □

If **yes** is it expected to:

A: Greatly improve connectivity, **B: Significantly improve connectivity**, C: Somewhat improve connectivity, D: Slightly improve connectivity, E: Does not improve connectivity.

416. Will the project promote solutions to the particular transit transport needs of the landlocked countries? YES ■ NO □

If **yes** the project is providing solution:

A: Greatly, **B: Significantly**, C: Somewhat, D: Slightly, E: Does not

417. Will the project connect low income and/or least developed countries/regions with ECO member states, major European, and Asian markets? YES ■ NO □

If **yes** the project is providing connection:

A: Greatly, **B: Significantly**, C: Somewhat, D: Slightly, E: Does not

418. Will the project cross natural barriers, removes bottlenecks, raises substandard sections to meet international standards, or fills missing links? YES ■ NO □

If **yes,** the project contributes to the above:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

419. Will the project have a high degree of urgency due to importance attributed by the national authorities and/or social interest? YES ■ NO □

If **yes** the project is included in the national plan and:

A: requires immediate realization (for implementation up to 2013), **B: considered very urgent (for implementation up to 2014)**, C: considered urgent (for implementation up to 2020), D: may be postponed until after 2020,

If the project is not included in the national plan:
E: Not in the national plan.

420. Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? YES ■ NO □

If **yes,** the magnitude of impact is:

A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Project Financial Information

421. Project cost (in million$):

Out of which fixed investments:

422. Expected Starting Date: 2010

423. Expected Completion Date: 2014

424. IRR:

425. Project's stage: Construction ☐ Tendering ☐ Study/Design ☐ Planning ☐ Identification ☐

426. Expected Funding Sources (and the % of funding for each one):

a. National Funds: ...

b. Foreign aid:...

c. Bank loans: ...

d. Grants: ...

e. Private Funds (PPP basis). Please provide details

f. Other: **to absorb investment with the model of BOT or EPCF; or finance**

427. Foreign cooperation sought? YES ☐ NO ☐

If yes, please describe : Expenses made so far (2010), as a percentage of the project's total cost:

428. Percentage of budget of public works allocated: .....

429. GDP (year 2010 in million $): .....

430. Implementation arrangements: UIC standards and Iran's domestic rules are applied

431. Critical success factors:.....

432. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable).....

.....

433. Reasons for which project implementation has been delayed, (if applicable).....

434. Any relevant Documentation?

Pre-feasibility study..... ☐

Feasibility study..... ☐

Technical Studies (Design etc)..... ☐

Other.....

435. Other project-related information?.....

KAZAKHSTAN

Rail and related infrastructure Project Fiche

Project Name: Electrification section of the Makat-Kandyagash **Project ID:** **ECO ROUTE NUMBER: IV, VI** **Project Description: Electrification section of the Makat-Kandyagash (392 km). Increasing transport capacity of railway station Makat-Kandyagash, cost of transportation and the volume of harmful emissions into the atmosphere** **Contact address/details: Strategic plan of the Ministry of transport and communications of the Republic of Kazakhstan in the 2010-2014 years**
Section 1: Project Technical Characteristics Location (latitude/longitude or alternatively a map): Start point/node/city **Makat** End point/node/city **Kandyagash**
Section 2: Project Information Concerning Criteria **ON-OFF CRITERION**: Serve for the development of a transport corridor within the ECO countries YES ☐ NO ☐ , **IF YES, PLEASE PROCEED:** Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? ☐ YES ☐ NO If yes, the magnitude of impact is: **A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.**

Section 3: Project Financial Information

Project costs (in million$): **240.0**

Expected Starting Date: **is not defined**

Expected Completion Date: **is not defined**

IRR:

Project's stage: ☐ Construction ☐ Tendering ☐ Study/Design

☐ Planning ☐ Identification

Expected Funding Sources (and the % of funding for each one):

National Funds: …

Foreign aid:…

Bank loans: …

Grants: …

Private Funds (PPP basis). **100 %** Please provide details **no information**

Other….

Foreign cooperation sought? ☐ YES ☐ NO

If yes, please describe…….

Expenses made so far (2010), as a percentage of the project's total cost: …….

GDP (year 2010 in million $)*: ……..**0**

Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)…….

…….

Reasons for which project implementation has been delayed, (if applicable)…..

Any relevant Documentation?

Pre-feasibility study……. ☐

Feasibility study……. ☐

Technical Studies (Design etc)…… ☐

Other……

Other project-related information?.....

Project Name: **Electrification section of the Dostyk - Aktogai**
Project ID:
ECO ROUTE NUMBER: II, III, VI (6E-A)
Project Description: Electrification section of the Dostyk - Aktogai (309 km). Increased bandwidth railway station Dostyk-Aktogai, cost of transportation and the volume of harmful emissions into the atmosphere

Contact address/details: Strategic plan of the Ministry of transport and communications of the Republic of Kazakhstan in the 2010-2014 years

Section 1: Project Technical Characteristics
Location (latitude/longitude or alternatively a map):
Start point/node/city **Dostyk**
End point/node/city **Aktogai**

Section 2: Project Information Concerning Criteria
ON-OFF CRITERION:
Serve for the development of a transport corridor within the ECO countries
YES ☐ NO ☐ ,

IF YES, PLEASE PROCEED:
Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? ☐ YES ☐ NO
If yes, the magnitude of impact is:
A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Section 3: Project Financial Information

Project costs (in million$): **546.0**

Expected Starting Date: **is not defined**

Expected Completion Date: **is not defined**

IRR:

Project's stage: ☐ Construction ☐ Tendering ☐ Study/Design

☐ Planning ☐ Identification

Expected Funding Sources (and the % of funding for each one):

National Funds: …

Foreign aid:…

Bank loans: …

Grants: …

Private Funds (PPP basis). Please provide details: **no information**

Other….

Foreign cooperation sought? ☐ YES ☐ NO

If yes, please describe…….

Expenses made so far (2010), as a percentage of the project's total cost: ……

GDP (year 2010 in million $)*: ……..**0**

Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)…….

…….

Reasons for which project implementation has been delayed, (if applicable)…..

Any relevant Documentation?

Pre-feasibility study……. ☐

Feasibility study……. ☐

Technical Studies (Design etc)…… ☐

Other……

Other project-related information?.....

Project Name: **Electrification section of the Almaty - Aktogai**
Project ID:
ECO ROUTE NUMBER: II, III, VI (6E-A)
Project Description: Electrification section of the Almaty - Aktogai (541.4 km). Increased bandwidth railway station Almaty-Aktogai, cost of transportation and the volume of harmful emissions into the atmosphere

Contact address/details: Strategic plan of the Ministry of transport and communications of the Republic of Kazakhstan in the 2010-2014 years

Section 1: Project Technical Characteristics
Location (latitude/longitude or alternatively a map):
Start point/node/city **Almaty**
End point/node/city **Aktogai**

Section 2: Project Information Concerning Criteria
ON-OFF CRITERION:
Serve for the development of a transport corridor within the ECO countries
YES ☐ NO ☐ ,

IF YES, PLEASE PROCEED:
Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? ☐ YES ☐ NO
If yes, the magnitude of impact is:
A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Section 3: Project Financial Information

Project costs (in million$): **1054.4**

Expected Starting Date: **is not defined**

Expected Completion Date: **is not defined**

IRR:

Project's stage: ☐ Construction ☐ Tendering ☐ Study/Design

☐ Planning ☐ Identification

Expected Funding Sources (and the % of funding for each one):

National Funds: …

Foreign aid:…

Bank loans: …

Grants: …

Private Funds (PPP basis). Please provide details: **no information**

Other….

Foreign cooperation sought? ☐ YES ☐ NO

If yes, please describe…….

Expenses made so far (2010), as a percentage of the project's total cost: ……

GDP (year 2010 in million $)*: ……..**0**

Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)…….

…….

Reasons for which project implementation has been delayed, (if applicable)…..

Any relevant Documentation?

Pre-feasibility study……. ☐

Feasibility study……. ☐

Technical Studies (Design etc)…… ☐

Other……

Other project-related information?.....

Project Name: **Enhanced line Atyrau-Beineu** **Project ID:** **ECO ROUTE NUMBER: IV, VI** **Project Description: Increasing transport capacity of railway lines. Enhanced line Atyrau-Beineu by strengthening individual sections: Atyrau-Makat (21.1 km), Makat-Kulsary and Kulsary-Beineu 77.8 km** **Contact address/details:**
Section 1: Project Technical Characteristics Location (latitude/longitude or alternatively a map): Start point/node/city **Atyrau** End point/node/city **Beineu**
Section 2: Project Information Concerning Criteria **ON-OFF CRITERION**: Serve for the development of a transport corridor within the ECO countries YES ☐ NO ☐ , **IF YES, PLEASE PROCEED:** Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? ☐ YES ☐ NO If yes, the magnitude of impact is: **A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.**

Section 3: Project Financial Information

Project costs (in million$): **no information**

Expected Starting Date: **is not defined**

Expected Completion Date: **is not defined**

IRR:

Project's stage: ☐ Construction ☐ Tendering ☐ Study/Design

☐ Planning ☐ Identification

Expected Funding Sources (and the % of funding for each one):

National Funds: …

Foreign aid:…

Bank loans: …

Grants: …

Private Funds (PPP basis). Please provide details: **no information**

Other….

Foreign cooperation sought? ☐ YES ☐ NO

If yes, please describe…….

Expenses made so far (2010), as a percentage of the project's total cost: …….

GDP (year 2010 in million $)*: ……..**0**

Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)…….

…….

Reasons for which project implementation has been delayed, (if applicable)…..

Any relevant Documentation?

Pre-feasibility study……. ☐

Feasibility study……. ☐

Technical Studies (Design etc)…… ☐

Other……

Other project-related information?

The project will increase the transport capacity of railway lines in Western Kazakhstan, characterized by a high intensity of transport.

Project Name: Construction of second tracks at sunset stretches on sections Iletsk – Zhaisan and Kyzylorda – Shieli **Project ID:** **ECO ROUTE NUMBER: VI (6E-A), VII (7B-A)** **Project Description: Increased bandwidth railroads Iletsk – Zhaisan (17.2 km) and Kyzylorda – Shieli (30 km)** **Contact address/details:**
Section 1: Project Technical Characteristics Location (latitude/longitude or alternatively a map): Start point/node/city **Iletsk** End point/node/city **Shieli**
Section 2: Project Information Concerning Criteria **ON-OFF CRITERION**: Serve for the development of a transport corridor within the ECO countries YES ☐ NO ☐ , **IF YES, PLEASE PROCEED:** Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? ☐ YES ☐ NO If yes, the magnitude of impact is: **A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.**

Section 3: Project Financial Information

Project costs (in million$): **no information**

Expected Starting Date: **is not defined**

Expected Completion Date: **is not defined**

IRR:

Project's stage: ☐ Construction ☐ Tendering ☐ Study/Design
☐ Planning ☐ Identification

Expected Funding Sources (and the % of funding for each one):

National Funds: …

Foreign aid:…

Bank loans: …

Grants: …

Private Funds (PPP basis). Please provide details: **no information**

Other….

Foreign cooperation sought? ☐ YES ☐ NO

If yes, please describe…….

Expenses made so far (2010), as a percentage of the project's total cost: …….

GDP (year 2010 in million $)*: ……..**0**

Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)…….
…….

Reasons for which project implementation has been delayed, (if applicable)…..

Any relevant Documentation?

Pre-feasibility study……. ☐

Feasibility study……. ☐

Technical Studies (Design etc)…… ☐

Other……

Other project-related information?

Project Name: **Enhanced line Nikel'tau – Makat**
Project ID:
ECO ROUTE NUMBER: IV, VI
Project Description: Increasing transport capacity of the railway line Nikel'tau-Makat through phased construction of the second track on sunset stretches. Up to 2015 – strengthening land line Nikel'tau – Makat (180.5 km); after 2015 - Nikel'tau-Makat (163.2 km)

Contact address/details:

Section 1: Project Technical Characteristics
Location (latitude/longitude or alternatively a map):
Start point/node/city **Nikel'tau**
End point/node/city **Makat**

Section 2: Project Information Concerning Criteria
ON-OFF CRITERION:
Serve for the development of a transport corridor within the ECO countries
YES ☐ NO ☐ ,

IF YES, PLEASE PROCEED:
Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? ☐ YES ☐ NO
If yes, the magnitude of impact is:
A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Section 3: Project Financial Information

Project costs (in million$): **no information**

Expected Starting Date: **is not defined**

Expected Completion Date: **is not defined**

IRR:

Project's stage: ☐ Construction ☐ Tendering ☐ Study/Design
☐ Planning ☐ Identification

Expected Funding Sources (and the % of funding for each one):

National Funds: …

Foreign aid:…

Bank loans: …

Grants: …

Private Funds (PPP basis). Please provide details: **no information**

Other….

Foreign cooperation sought? ☐ YES ☐ NO

If yes, please describe…….

Expenses made so far (2010), as a percentage of the project's total cost: …….

GDP (year 2010 in million $)*: ……..**0**

Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)…….
…….

Reasons for which project implementation has been delayed, (if applicable)…..

Any relevant Documentation?

Pre-feasibility study……. ☐

Feasibility study……. ☐

Technical Studies (Design etc)…… ☐

Other……

Other project-related information?

Project Name: **Strengthening of the Shu-Almaty**
Project ID:
ECO ROUTE NUMBER: II, III, VII (7B-E)
Project Description: Increasing transport capacity of the railway line Shu-Almaty.
Development of design-budget documentation in 2011
Start of construction in 2012

Contact address/details:

Section 1: Project Technical Characteristics
Location (latitude/longitude or alternatively a map):
Start point/node/city **Shu**
End point/node/city **Almaty**

Section 2: Project Information Concerning Criteria
ON-OFF CRITERION:
Serve for the development of a transport corridor within the ECO countries
YES ☐ NO ☐ ,

IF YES, PLEASE PROCEED:
Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? ☐ YES ☐ NO
If yes, the magnitude of impact is:
A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Section 3: Project Financial Information

Project costs (in million$): **no information**

Expected Starting Date: **is not defined**

Expected Completion Date: **is not defined**

IRR:

Project's stage: ☐ Construction ☐ Tendering ☐ Study/Design
☐ Planning ☐ Identification

Expected Funding Sources (and the % of funding for each one):

National Funds: …

Foreign aid:…

Bank loans: …

Grants: …

Private Funds (PPP basis). Please provide details: **no information**

Other….

Foreign cooperation sought? ☐ YES ☐ NO

If yes, please describe…….

Expenses made so far (2010), as a percentage of the project's total cost: …….

GDP (year 2010 in million $)*: ……..**0**

Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)…….
…….

Reasons for which project implementation has been delayed, (if applicable)…..

Any relevant Documentation?

Pre-feasibility study……. ☐

Feasibility study……. ☐

Technical Studies (Design etc)…… ☐

Other……

Other project-related information?

Project Name: Construction of a new railway Uzen- border of Turkmenistan
Project ID:
ECO ROUTE NUMBER: VI
Project Description: This project aims at the creation of additional transit routes directly connecting Kazakhstan and central regions of Russia, Turkmenistan, Iran, Persian Gulf countries, South and South-East Asia. Length of railway line on the territory of Kazakhstan will be 146 km.

Contact address/details: Joint-stock company National company Kazakhstan Temir Zholy

Section 1: Project Technical Characteristics
Location (latitude/longitude or alternatively a map):
Start point/node/city **Uzen**
End point/node/city **border of Turkmenistan**

Section 2: Project Information Concerning Criteria
ON-OFF CRITERION:
Serve for the development of a transport corridor within the ECO countries
YES ☐ NO ☐ ,

IF YES, PLEASE PROCEED:
Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? ☐ YES ☐ NO
If yes, the magnitude of impact is:
A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Section 3: Project Financial Information

Project costs (in million$): **422.0**

Expected Starting Date: **2009**

Expected Completion Date: **2011**

IRR:

Project's stage: ☐ Construction ☐ Tendering ☐ Study/Design ☐ Planning ☐ Identification

Expected Funding Sources (and the % of funding for each one):

National Funds: 100 %

Foreign aid:…

Bank loans: …

Grants: …

Private Funds (PPP basis). Please provide details: **no information**

Other….

Foreign cooperation sought? ☐ YES ☐ NO

If yes, please describe…….

Expenses made so far (2010), as a percentage of the project's total cost: …….

GDP (year 2010 in million $)*:146.0

Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)…….

…….

Reasons for which project implementation has been delayed, (if applicable)…..

Any relevant Documentation?

Pre-feasibility study……. ☐

Feasibility study……. ☐

Technical Studies (Design etc)…… ☐

Other……

Other project-related information?

KYRGYZSTAN

Rail and related infrastructure Project Fiche

ECO ROUTE NUMBER: RAIL ROUTE II- Turkey via Iran, Turkmenistan, Uzbekistan to Kazakhstan (Istanbul to Dostyk)

RAIL ROUTE II – EXTENSIONS
ECO-RAIL 2E-C: (Uzbekistan) Khavast-Bekabad-(border with Tajikistan)-Nau-Khudjand-P136- border with Uzbekistan-Fergana-Khanabad-(border with Kyrgystan)-Karasu-Osh/Jalal Abad-Kok Yangak
ECO-RAIL 2E -D: (Kazakhstan)-Lugovaya-Batyr-(border with Kyrgystan)-Kara Balta-**Bishkek-Rybachiye**-(ferry over lake Ysyk kol to Tyup)

PLEASE COMPLETE THE FOLLOWING TEMPLATE FOR ANY NEW PROJECT ALONG THIS ROUTE & ITS EXTENSIONS AND BRANCHES (IF APPLICABLE)[□]

Project Name: China-Kyrgyz-Uzbek trunk railway project
Project ID:
Project Description: Project's main idea is a creation of south corridor of Eurasian transcontinental trunk railway, which is to connect pacific ports with Persian Gulf and Mediterranean getting through the territory of Kyrgyzstan.
Rationale and Objectives:
- Shortcut from East Asia to the Middle East and South Europe countries by 900 km as well as reduction of transportation terms by 7-8 days;
- Development of transport infrastructure of Central Asia countries and provision of new carriageable access to the ports of Persian Gulf and Pacific Ocean;
- Encouragement of the development and employment of ample resources of trunk line-side countries;
- Activation of international commerce, tourism and economic cooperation as a whole.

Expected impacts and benefits: Construction of a new railway
Contact address/details:

Section 1. Project Technical Characteristics:

1. Location (latitude/longitude or alternatively a map):
2. Start point/node/city: Kara-Suu
3. End point/node/city: Torugart
4. AGC /AGTC Reference No. (if applicable):
5. Trans-Asian Railway (TAR): [V] YES [ ] NO
6. Length (in km): 268,4
7. Track gauge (mm): 1520
8. No of tracks (DT=double, ST=single): ST
9. Loading gauge (UIC):

[□] The new projects in red have been identified. Please include any additional ones.

10. Traction: [ ] Electrified [V] Non-Electrified

11. Signaling type: [V] Automatic [ ] Manual

12. Maximum allowed speed - passenger trains: 80 km/h

13. Maximum allowed speed - freight trains: 50 km/h

14. Travel transit time pass/ freight trains(hours): 5/6

15. Maximum load per axle (tones): 23

16. Maximum capacity (trains/day):

17. Average Daily Train Traffic - Passenger trains[1]:

18. Average Daily Train Traffic - Freight trains[1]:

19. Expected (passenger) traffic increase (in % - both existing and generated):

20. Expected (freight) traffic increase (in % - both existing and generated)

21. Volume of cargo moved (tones and TEUs)[1]: 10-15 million tons per year

22. Current Bottleneck/Missing Links: Torugart-Kara-Suu

Section 2. Project Information Concerning Criteria

ON-OFF CRITERION:

Serve for the development of a transport corridor within the ECO countries

YES [V] **NO** [ ] **, IF YES, PLEASE PROCEED:**

23. Is the project serving international connectivity? [V] YES [ ] NO

If **yes** is it expected to: **A**

A: Greatly improve connectivity, B: Significantly improve connectivity, C: Somewhat improve connectivity, D: Slightly improve connectivity, E: Does not improve connectivity.

24. Will the project promote solutions to the particular transit transport needs of the landlocked countries? [V] YES [ ] NO

If **yes** the project is providing solution: **A**

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

25. Will the project connect low income and/or least developed countries/regions with ECO member states, major European, and Asian markets? YES [ ] NO

If **yes** the project is providing connection: **A**

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

26. Will the project cross natural barriers, removes bottlenecks, raises substandard sections to meet international standards, or fills missing links? [V] YES [ ] NO

If **yes,** the project contributes to the above: **A**

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

27. Will the project have a high degree of urgency due to importance attributed by the national authorities and/or social interest? [V] YES [ ] NO

If **yes** the project is included in the national plan and: **A**

A: requires immediate realization (for implementation up to 2013), B: considered very urgent (for implementation up to 2016), C: considered urgent (for implementation up to 2020), D: may be postponed until after 2020,

If the project is not included in the national plan:
E: Not in the national plan.

28. Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? [V] YES NO

If **yes,** the magnitude of impact is: **B**

A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Project Financial Information

29. Project cost (in million$): $2000.0 million

    Out of which fixed investments:

30. Expected Starting Date: 2012

31. Expected Completion Date: 2018

32. IRR: 6.06

33. Project's stage: ☐ Construction ☐ Tendering ☐ Study/Design ☑ Planning ☐ Identification

34. Expected Funding Sources (and the % of funding for each one):

    a. National Funds: …
    b. Foreign aid:…100%
    c. Bank loans: …
    d. Grants: …
    e. Private Funds (PPP basis). Please provide details……..…
    f. Other….

35. Foreign cooperation sought? ☑ YES ☐ NO

    If yes, please describe: foreign investments needed…….

36. Expenses made so far (2010), as a percentage of the project's total cost: …….

37. Percentage of budget of public works allocated: ……
38. GDP (year 2010 in million $): …….
39. Implementation arrangements……
40. Critical success factors:…….
41. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)……..
    …….
42. Reasons for which project implementation has been delayed, (if applicable)…..
43. Any relevant Documentation?

    Pre-feasibility study…….. ☑

    Feasibility study…….. ☐

    Technical Studies (Design etc)…… ☐

    Other……

44. Other project-related information?……
    …….

ECO ROUTE NUMBER: RAIL ROUTE II- Turkey via Iran, Turkmenistan, Uzbekistan to Kazakhstan (Istanbul to Dostyk)

RAIL ROUTE II – EXTENSIONS

ECO-RAIL 2E-C: (Uzbekistan) Khavast-Bekabad-(border with Tajikistan)-Nau-Khudjand-P136- border with Uzbekistan-Fergana-Khanabad-(border with Kyrgystan)-Karasu-Osh/Jalal Abad-Kok Yangak

ECO-RAIL 2E -D: (Kazakhstan)-Lugovaya-Batyr-(border with Kyrgystan)-Kara Balta-**Bishkek-Rybachiye**-(ferry over lake Ysyk kol to Tyup)

PLEASE COMPLETE THE FOLLOWING TEMPLATE FOR ANY NEW PROJECT ALONG THIS ROUTE & ITS EXTENSIONS AND BRANCHES (IF APPLICABLE)[□]

Project Name: "Balykchy-Kochkor-Kara-Keche-Arpa" railway project
Project ID:
Project Description: Project's main goal is connection of currently separated railways on the north and south of Kyrgyzstan and creation of internal network of railways
Rationale and Objectives:
- Transportation of coal by railway from Kara-Keche coal deposit
- Implementation of transit potential of Kyrgyzstan

Expected impacts and benefits: Construction of a new railway
Contact address/details:

Section 1. Project Technical Characteristics:

1. Location (latitude/longitude or alternatively a map):
2. Start point/node/city: Balykchy
3. End point/node/city: Arpa
4. AGC /AGTC Reference No. (if applicable): V
5. Trans-Asian Railway (TAR): YES ☐ NO
6. Length (in km): 358
7. Track gauge (mm): 1520
8. No of tracks (DT=double, ST=single): ST
9. Loading gauge (UIC): ☐
10. Traction: V Electrified V Non-Electrified
11. Signaling type: Automatic Manual
12. Maximum allowed speed - passenger trains: 80 km/h
13. Maximum allowed speed - freight trains: 50 km/h
14. Travel transit time pass/ freight trains(hours): 7/8
15. Maximum load per axle (tones): 23
16. Maximum capacity (trains/day):
17. Average Daily Train Traffic - Passenger trains[1]:
18. Average Daily Train Traffic - Freight trains[1]:

□ The new projects in red have been identified. Please include any additional ones.

19. Expected (passenger) traffic increase (in % - both existing and generated):

20. Expected (freight) traffic increase (in % - both existing and generated)

21. Volume of cargo moved (tones and TEUs)[1]: 5-10 million tons per year

22. Current Bottleneck/Missing Links: Balykchy-Arpa

Section 2. Project Information Concerning Criteria

ON-OFF CRITERION:

Serve for the development of a transport corridor within the ECO countries

YES [V] **NO** [ ] **, IF YES, PLEASE PROCEED:**

23. Is the project serving international connectivity? [V] YES [ ] NO

If **yes** is it expected to: **B**

A: Greatly improve connectivity, B: Significantly improve connectivity, C: Somewhat improve connectivity, D: Slightly improve connectivity, E: Does not improve connectivity.

24. Will the project promote solutions to the particular transit transport needs of the landlocked countries? [V] YES [ ] NO

If **yes** the project is providing solution: **B**

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

25. Will the project connect low income and/or least developed countries/regions with ECO member states, major European, and Asian markets? YES [ ] NO

If **yes** the project is providing connection: **B**

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

26. Will the project cross natural barriers, removes bottlenecks, raises substandard sections to meet international standards, or fills missing links? [V] YES [ ] NO

If **yes,** the project contributes to the above: **B**

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

27. Will the project have a high degree of urgency due to importance attributed by the national authorities and/or social interest? [V] YES [ ] NO

If **yes** the project is included in the national plan and: **B**

A: requires immediate realization (for implementation up to 2013), B: considered very urgent (for implementation up to 2016), C: considered urgent (for implementation up to 2020), D: may be postponed until after 2020,

If the project is not included in the national plan:
E: Not in the national plan.

28. Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? [V] YES NO

If **yes,** the magnitude of impact is: **B**
A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Project Financial Information

29. Project cost (in million$): not determined

    Out of which fixed investments:

30. Expected Starting Date: 2013

31. Expected Completion Date: 2019

32. IRR:

33. Project's stage: ☐ Construction ☐ Tendering ☐ Study/Design ☑ Planning ☐ Identification

34. Expected Funding Sources (and the % of funding for each one):

    a. National Funds: …
    b. Foreign aid:…100%
    c. Bank loans: …
    d. Grants: …
    e. Private Funds (PPP basis). Please provide details……..…
    f. Other….

35. Foreign cooperation sought? ☑ YES ☐ NO

    If yes, please describe: foreign investments needed…….

36. Expenses made so far (2010), as a percentage of the project's total cost: …….

37. Percentage of budget of public works allocated: ……
38. GDP (year 2010 in million $): …….
39. Implementation arrangements……
40. Critical success factors:…….
41. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)…….. …….
42. Reasons for which project implementation has been delayed, (if applicable)…..
43. Any relevant Documentation?

    Pre-feasibility study…….. ☑

    Feasibility study…….. ☐

    Technical Studies (Design etc)…… ☐

    Other……

44. Other project-related information?…… …….

RAIL INFRASTRUCTURE

Up-gradation of Quetta-Kohi Taftan section. (682 Km)

1.	Name of project	Up-gradation of Quetta-Kohi Taftan section. (682 Km)
2.	Estimated cost of project	Rs. 57355.00 Million.
3.	Rationale/ Justification	682 Km track between Quetta-Taftan and up to Iranian border is being rehabilitated to all weather track, fit for a speed of 120/85 Km/h. The up-graded Quetta-Taftan section will be an important part of the international route starting from China to Europe as conceived under Trans Asian South Corridor. The rehabilitation of this section has assumed urgency with the introduction of ECO container train from Islamabad to Istanbul via Iran traversing through this route. In this context, High commission of Islamic Republic of Iran has desired to connect the Quetta-Taftan section with Iranian Rail network to effectively operate the ECO container traffic
4.	Scope of work	• To improve / rehabilitate the track with UIC-54 rail, PSC sleeper, 30 cm ballast cushion with Vossloh fastening. • To increase the design speed to 120 Km/h against the present speed of 40 Km/h. • To reduce the number of curves and eliminate sharp curves. • To ease the existing grade of 1:50 to 1:100. • To upgrade/strengthen/replace the existing bridges for the increased speed and convert all existing dips into bridges. • To install the token-less Auto-Block signaling system and Modern Telecommunication facilities for safe train operation. • Better passenger amenities at station. • To exploit the benefit of Goods traffic from the development of natural resources on this route. • To introduce a speedy and safest trade rail route from Asia to Europe via Iran and Turkey. • Quick movement of bulk cargo with swift delivery of goods. • To provide opportunities of employment to the people of the area which would also help in the social up lift of the area.
5.	Benefits	Trade between Iran, Pakistan and Turkey will increase manifold.

New rail link for connecting Gwadar Port with existing Railway network at Mastung (901 Km)

1.	Name of project	New rail link for connecting Gwadar Port with existing Railway network at Mastung (901 Km).
2.	Estimated cost of project	Rs. 182268.40 Million
3.	Rationale/Justification	A deep sea port at Gwadar has been constructed by Ministry of Ports & Shipping being deep and hammer headed coast. This sea port started functioning in 2008. The rail link is considered absolutely essential for the optimum operation of the port to transport the goods from the port to up country and neighboring states i.e. Afghanistan, Iran and Central Asian Republics. In fact railway is the only transport system capable of heavy haulage of the minerals being extracted from vast mines of natural resources in Baluchistan such as iron ore, copper, coal and marble etc at Saindak and Rekodiq. The proposed rail link will also cater for the economic goods originating from its immediate neighboring country, Afghanistan in the first instance and from the Central Asian Republic (CARs) at a subsequent stage.
4.	Scope of work	It will be a broad gauge railway track with UIC-54 rail over pre-stressed concrete sleeper with continually welded rails. There will be about 30 to 35 railway station with 7 No. of tunnel. It would be fit for speed of 120 Km/h.
5.	Benefits	This rail link will facilitate mobility of passengers and transportation of other surplus transportable commodities originating from rural and urban areas in the province for further use at terminal markets of Pakistan. At a later stage when regional connectivity with Afghanistan, Iran and Central Asian Republics (CARs) is improved, and there is a political will on the part of respective governments of these countries to establish a mutual trade link between themselves, the significance and role of new Gwadar-Mastung Railway link will increase manifold.

Conversion of Bostan-Zhob section from NG to BG and providing new rail link between Zhob-D.I.Khan-Kotlajam (Near Bhakkar) (505 Km)

1.	Name of project	Conversion of Bostan-Zhob section from NG to BG and providing new rail link between Zhob-D.I.Khan-Kotlajam (Near Bhakar) (505 Km).
2.	Estimated cost of project	Rs. 73000.00 Million
3.	Rationale/Justification	The existing Narrow Gauge (NG) section of Bostan-Zhob was constructed during 1921-29 as a war line, purely on temporary basis using the released material whatsoever was available. The section was closed for traffic in 1991 due to its deteriorated conditions and huge operating loss as only one train was being operated with steam loco. The Project is designed to provide an alternative link of Quetta with Peshawar via D.I.Khan, Bannu and Kohat. It is further proposed to link it with Kotla Jam providing connectivity to remote and underdeveloped areas of Balochistan and Khyber Pakhtoon Khawa with southern Punjab, with lesser distance. The project area is rich in minerals especially, the coalmines of Lorali District of Baluchistan would get a boost. The project would accelerate the socio-economic progress of the poor and remote areas of Baluchistan by providing both safe passenger/freight facilities to the local public.
4.	Scope of work	It will be a broad gauge railway track with UIC-54 rail over pre-stressed concrete sleeper with continually welded rails. There will be 23 railway stations and will cross River Indus near D.I.Khan. It would be fit for speed of 120 Km/h.
5.	Benefits	As per feasibility report there is a potential of transportation of 0.905 million passengers in the first year after completion of the project, which would increase to 4.25 million by 2030. Similarly, freight handling capacity in the first year would be 0.855 million ton, which would increase to 3.14 million ton, by 2030.

Realignment of track from Kaluwal to Pindora (52 Km)

1.	Name of project	Realignment of track from Kaluwal to Pindora (52 Km).
2.	Estimated cost of project	Rs. 12900.00Million
3.	Rationale/Justification	On Lahore-Rawalpindi section, track from Kharian to Chaklala is laid on sharp curves and steep grades therefore, speed of the trains on this length of the section is restricted to 80/65 Km/h (Normal speed on similar track infrastructure is 110 Km/h). Similarly the hauling capacity of locomotive is also considerably decreased due to steep gradients. The permissible train load on this section is 1000 tonnes against normal grade permissible load of 2000 tonnes. One of the options is to completely realign the track on a new alignment between Kaluwal-Pindora.
4.	Scope of work	It will be new broad gauge track with UIC-54 rail over pre-stressed concrete sleepers, continually welded rails. The embankment could be mechanically compacted to a density of 95% AASHTO. It would be fit for a speed of 120 Km/h.
5.	Benefits	There will be reasonable saving in the traveling time and fuel consumption.

New rail link from Havelian (Pakistan) to Khanjurab (Pak-China Border) (682 Km)

1.	Name of project	New rail link from Havelian (Pakistan) to Khanjurab (Pak-China Border) (682 Km)
2.	Estimated cost of project	Rs. 879780.00 Million
3.	Rationale/Justification	It would provide a direct link between Pakistan and China, which mutual trade is bound to grow manifold in the future. The project would provide an opportunity to create a new international corridor to link China, Central Asian States & Russia.
4.	Scope of work	Pre-feasibility study for this link has since been carried out by two consulting foreign firms i.e. M/s ILF and DEC. Detailed feasibility is yet to be carried out for which PC-II amounting to Rs.475.000 Million is under process for approval of Ministry of Railways.
5.	Benefits	The project would fulfill the need of bilateral economic trade between Pakistan and China and would bring long term prosperity and countless benefits, for Pakistan. The project may also be helpful in transportation of heavy machinery and material for the proposed Hydro-electric Bhasha Diamer and other dams proposed on Indus River. In future Indus would be the Hub of energy.

New rail link between Peshawar and Jalalabad

1.	Name of project	New rail link between Peshawar and Jalalabad.
2.	Estimated cost of project	Cost would be determined after completion of feasibility study by Project Management Unit, Ministry of Railways.
3.	Rationale/Justification	Pakistan and Afghanistan are neighboring Islamic Countries, having brotherly traditional, socio-cultural and economic relations. Tremendous trade opportunities are available between the two countries which will increase with the passage of time. The only available transportation corridor is Jamrud-Jalalabad highway which has limited capacity. Hence to boost up trade, strengthen socio cultural relations and to open up the rugged and backward area, a Rail Link is necessary. It will provide new opportunities to explore the vast market of Central Asia and even in Russia.
4.	Scope of work	The length of new track from Landi Kotal (Pakistan) and Jalalabad (Afghanistan) is 75 Km and it will be a standard gauge with few tunnels. It will be further connected with Mazar-e-Sharif via Kabul having length of 450 Km.
5.	Benefits	Afghanistan is a land locked country and this route will provide most reasonable opportunity of transport for passenger as well as freight business. It will provide access to Pakistani sea ports and as such, this route would be one of the busiest and important links between the two neighbouring countries.

New rail link between Chaman (Pakistan) to Kandhar (Afghanistan) (107 Km)

1.	Name of project	New rail link between Chaman (Pakistan) to Kandhar (Afghanistan) (107 Km).
2.	Estimated cost of project	Rs. 13588.00 Million
3.	Rationale/Justification	A feasibility study for this new rail link was carried out during 2004. As a first step it was decided to construct rail link from Chaman to Spinboldak for a distance of 11.5 Km but the work could not be started for want of NOC by the Government of Afghanistan. Revised PC-I amounting to Rs.1100.00 Million sent to Ministry of Railways on 05-5-2009. The approval is still awaited.
4.	Scope of work	It will a broad gauge single track with UIC-54 rails over pre-stressed concrete sleepers, continually welded rails.
5.	Benefits	Afghanistan is a land locked country and this route will provide most reasonable opportunity of transport for passenger as well as freight business. It will provide access to Pakistani sea ports and as such, this route would be one of the busiest and important links between the two neighboring countries.

Provision of 3rd and 4th freight lines between Karachi-Kotri (2 x165 = 330 Km)

1.	Name of project	Provision of 3rd and 4th freight lines between Karachi-Kotri (2 x165 = 330 Km)
2.	Estimated cost of project	Rs.16929.00 Million.
3.	Rationale/ Justification	Most of the freight traffic originates from Karachi as Karachi and Bin Qasim Ports are being operated from Karachi. The freight traffic usually delayed or kept in wait on account of meager line capacity. The goods customers have to suffer for late arrival of their commodities at destination For smooth efficient and in time freight trains operations, it is proposed that present Up & Dn Lines be earmarked for passenger traffic and two new lines be provided parallel to the existing lines for goods traffic at least up to Kotri. Efficient goods / freight train operation will not only generate considerable Revenue but will ensure the punctuality of freight and passenger trains.
4.	Scope of work	The new broad gauge welded track will be laid with UIC-54 rails and pre-stressed concrete sleepers (PSC). The train will be run at a sectional speed of 85 Km/h.
5.	Benefits	Increase in the line capacity would directly affect the revenue generation of Pakistan Railways and convenience / comfort to the traders / importers, exporters.

Construction of new rail link from Kotla Jam (near Bhakkar) to Peshawar via D.I. Khan, Lakki Marwat, Bannu, Karak & Kohat (377 Km)

1.	Name of project	Construction of new rail link from Kotla Jam (near Bhakkar) to Peshawar via D.I. Khan, Lakki Marwat, Bannu, Karak & Kohat (377 Km).
2.	Estimated cost of project	Rs.57518.00 Million including FEC Rs.9852.00 Million.
3.	Rationale/ Justification	The proposed link will drastically reduce the travel distance by providing direct approach to Bannu, D.I. Khan and Laki Marwat Districts of Khyber Pakhtoon Khawa. It would provide passenger and freight facilities to the under developed and remote areas of Khyber Pakhtoon Khawa and open up new vistas of commercial activities and help in the social improvement of the entire area. The project is also linked with the project of conversion of Quetta-Bostan-Zhob section and will provide short and reliable link between Peshawar and Quetta. It is already proposed to improve Quetta-Taftan section to provide link with the Central Asian States and to provide new Rail Link with Gwadar Port. In this way this project would become an integral part of overall development of Baluchistan and Khyber Pakhtoon Khawa. Moreover it will be further linked with China for which pre-feasibility study for "New track from Havelian (Pakistan) to Khunjrab" has since been carried out. From Khunjrab to Kashghar (Kashi) the track will be laid by the Government of China.
4.	Scope of work	Broad gauge single line welded track will be laid with UIC-54 rails and (PSC) pre-stressed concrete sleepers. There will be about 59 Nos. of major bridges and 48 Nos. of manned level crossing. Number of passenger and goods trains will be operated over this newly laid track at the sectional speed of 95 /105 Km/hrs.
5.	Benefits	There is a potential of transportation of 2.26 million passengers in the first year after completion of the project, which would increase to 10.6 million by 2030. Similarly, freight handling capacity in the first year would be 2.35 million ton which would increase to 8.88 million ton by 2030. There is an ample possibility of construction of an inland container yard at D.I. Khan for handling Afghan Transit Trade through the Pak Afghan Border at Ghulam Abad. This would significantly reduce the traveling distance and time of train of Afghan transit Trade (GITA).

Provision of alternative route to link Sibi with Spezand bypassing Bolan pass (170 Km)

1.	Name of project	Provision of alternate route to link Sibi with Spezand bypassing Bolan pass (170 Km).
2.	Estimated cost of project	Rs.27200.00 Million. However, exact cost would be determined after carrying out feasibility study.
3.	Rationale/ Justification	The existing Sibi-Spezand section (116 Km) is a potential bottleneck in the operation of existing train services specially the ECO container train. The track is marked with steep gradients and sharp curves which is a serious constraint on trailing load per train. Up-gradation/improvement of the existing route from Sibi to Spezand is considered extremely difficult rather impossible keeping in view the rugged terrain. It has accordingly been proposed that an alternate route from Sibi to Spezand may be provided by-passing the Bolan to avoid steep gradients and sharp curves.
4.	Scope of work	The proposed railway track would be laid with UIC-54 / 60 long welded rails with pre-stressed mono block concrete sleepers at a density of 1640 sleepers per kilometer fitted with Vossloh / Nabla fastening system over 30 cm ballast cushion.
5.	Benefits	The present running time of passenger train from Sibi to Spezand is about 4 hour and that of goods train is 8 hour, which will be considerably reduced due to the proposed construction of track.

TAJIKISTAN

RAIL

ECO ROUTE NUMBER: RAIL ROUTE II - Turkey via Iran, Afghanistan, Tajikistan to Turkmenistan

RAIL ROUTE II – EXTENSIONS Ayvaj-Taganguzar-Khulm-Sherkhonbandar-Okina-Ilmomnazar (Turkmenistan)

PLEASE COMPLETE THE FOLLOWING TEMPLATE FOR ANY NEW PROJECT ALONG THIS ROUTE & ITS EXTENSIONS AND BRANCHES (IF APPLICABLE)[□]

Project Name: Construction of new railway line Ayvaj(Tajikistan) – Taganguzar-Khulm- (Afganistan)
Project ID:

Project Description: Construction of new railway line connecting Tajikistan, Islamic Republic of Afghanistan with Turkmenistan allows realize transportation of goods and passengers within Tajikistan territory from Russia, Kazakhstan and other interested CIS countries, as well China through Afghanistan to Iran, India, Pakistan, Turkey and others.

Rationale and Objectives:

Expected impacts and benefits: Improves international transit by railway

Contact address/details:
Ministry of transport of the Republic of Tajikistan
734042 Dushanbe
14 Ayni str.
Tel: +992 37 221 17 13
Fax: +992 37 221 20 03

Section 1. Project Technical Characteristics:

45. Location (latitude/longitude or alternatively a map):
46. Start point/node/city Ayvaj
47. End point/node/city Bridge to afghan border
48. AGC /AGTC Reference No. (if applicable):
49. Trans-Asian Railway (TAR): NO
50. Length (in km): 4 km
51. Track gauge (mm): 1435
52. No of tracks (DT=double, ST=single):
53. Loading gauge (UIC):

□ The new projects in red have been identified. Please include any additional ones.

54. Traction: ☐ Electrified ☐ Non-Electrified

55. Signaling type: ☐ Automatic ☐ Manual

56. Maximum allowed speed - passenger trains:

57. Maximum allowed speed - freight trains:

58. Travel transit time pass/ freight trains(hours):

59. Maximum load per axle (tones):

60. Maximum capacity (trains/day):

61. Average Daily Train Traffic - Passenger trains[1]:

62. Average Daily Train Traffic - Freight trains[1]:

63. Expected (passenger) traffic increase (in % - both existing and generated):

64. Expected (freight) traffic increase (in % - both existing and generated)

65. Volume of cargo moved (tones and TEUs)[1]:

66. Current Bottleneck/Missing Links:

Section 2. Project Information Concerning Criteria

ON-OFF CRITERION:

Serve for the development of a transport corridor within the ECO countries

YES NO , IF YES, PLEASE PROCEED:

67. Is the project serving international connectivity? YES NO

If **yes** is it expected to:

A: Greatly improve connectivity, B: Significantly improve connectivity, C: Somewhat improve connectivity, D: Slightly improve connectivity, E: Does not improve connectivity.

68. Will the project promote solutions to the particular transit transport needs of the landlocked countries? ☐ YES ☐ NO

If **yes** the project is providing solution:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

69. Will the project connect low income and/or least developed countries/regions with ECO member states, major European, and Asian markets? YES NO

If **yes** the project is providing connection:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

70. Will the project cross natural barriers, removes bottlenecks, raises substandard sections to meet international standards, or fills missing links? YES NO

If **yes,** the project contributes to the above:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

71. Will the project have a high degree of urgency due to importance attributed by

the national authorities and/or social interest? YES NO

If **yes** the project is included in the national plan and:

A: requires immediate realization (for implementation up to 2013), B: considered very urgent (for implementation up to 2016), C: considered urgent (for implementation up to 2020), D: may be postponed until after 2020,

If the project is not included in the national plan:
E: Not in the national plan.

72. Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? ☐ YES NO

If **yes,** the magnitude of impact is:

A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Project Financial Information

73. Project cost (in million$): 30,4

    Out of which fixed investments:

74. Expected Starting Date:

75. Expected Completion Date:

76. IRR:

77. Project's stage: ☐ Construction ☐ Tendering ☐ Study/Design

    ☐ Planning ☐ Identification

78. Expected Funding Sources (and the % of funding for each one):

    a. National Funds: …
    b. Foreign aid:…
    c. Bank loans: …
    d. Grants: …
    e. Private Funds (PPP basis). Please provide details……..…
    f. Other….

79. Foreign cooperation sought? ☐ YES ☐ NO

    If yes, please describe investment proposal submitted to various financial institution

80. Expenses made so far (2010), as a percentage of the project's total cost: …….

81. Percentage of budget of public works allocated: ……
82. GDP (year 2010 in million $): …….
83. Implementation arrangements……
84. Critical success factors:…….
85. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)……..
    …….
86. Reasons for which project implementation has been delayed, (if applicable)…..
87. Any relevant Documentation?

    Pre-feasibility study…….. ☐

    Feasibility study…….. ☐

    Technical Studies (Design etc)…… ☐

    Other……

88. Other project-related information?……

ECO ROUTE NUMBER: RAIL ROUTE III- Turkey via Iran, Afghanistan to Tajikistan

RAIL ROUTE III – EXTENSIONS Kolhozabad - Nijniy Pyanj- Kunduz

PLEASE COMPLETE THE FOLLOWING TEMPLATE FOR ANY NEW PROJECT ALONG THIS ROUTE & ITS EXTENSIONS AND BRANCHES (IF APPLICABLE)[□]

Project Name: Construction of Kolkhozabad-Nijniy Pyanj-Kunduz (Afghan border)

Project ID:

Project Description: Construction of a new railway line aims to create new transportation opportunity for the country and allow other countries to reach Afghanistan using transit potential of Tajikistan

Rationale and Objectives: Improve trade volume in the region

Expected impacts and benefits: Reduce transportation costs

Contact address/details:
Ministry of transport of the Republic of Tajikistan
734042 Dushanbe
14 Ayni str.
Tel: +992 37 221 17 13
Fax: +992 37 221 20 03

Section 1. Project Technical Characteristics:

89. Location (latitude/longitude or alternatively a map):
90. Start point/node/city Kolkhozabad
91. End point/node/city Nijniy Pyanj
92. AGC /AGTC Reference No. (if applicable):
93. Trans-Asian Railway (TAR): NO
94. Length (in km): 50 km
95. Track gauge (mm): 1435
96. No of tracks (DT=double, ST=single):
97. Loading gauge (UIC):
98. Traction: Electrified Non-Electrified
99. Signaling type: Automatic ☐ Manual
100. Maximum allowed speed - passenger trains:
101. Maximum allowed speed - freight trains:
102. Travel transit time pass/ freight trains(hours):
103. Maximum load per axle (tones):
104. Maximum capacity (trains/day):

□ The new projects in red have been identified. Please include any additional ones.

105. Average Daily Train Traffic - Passenger trains[1]:

106. Average Daily Train Traffic - Freight trains[1]:

107. Expected (passenger) traffic increase (in % - both existing and generated):

108. Expected (freight) traffic increase (in % - both existing and generated)

109. Volume of cargo moved (tones and TEUs)[1]:

110. Current Bottleneck/Missing Links:

Section 2. Project Information Concerning Criteria

ON-OFF CRITERION:

Serve for the development of a transport corridor within the ECO countries

YES NO , IF YES, PLEASE PROCEED:

111. Is the project serving international connectivity? YES NO

If **yes** is it expected to: connect

A: Greatly improve connectivity, B: Significantly improve connectivity, C: Somewhat improve connectivity, D: Slightly improve connectivity, E: Does not improve connectivity.

112. Will the project promote solutions to the particular transit transport needs of the landlocked countries? YES NO

If **yes** the project is providing solution:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

113. Will the project connect low income and/or least developed countries/regions with ECO member states, major European, and Asian markets? YES NO

If **yes** the project is providing connection:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

114. Will the project cross natural barriers, removes bottlenecks, raises substandard sections to meet international standards, or fills missing links? YES NO

If **yes,** the project contributes to the above:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

115. Will the project have a high degree of urgency due to importance attributed by the national authorities and/or social interest? YES NO

If **yes** the project is included in the national plan and:

A: requires immediate realization (for implementation up to 2013), B: considered very urgent (for implementation up to 2016), C: considered urgent (for implementation up to 2020), D: may be postponed until after 2020,
If the project is not included in the national plan:
E: Not in the national plan.

116. Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? ☐ YES NO

If **yes,** the magnitude of impact is:

A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Project Financial Information

117. Project cost (in million$): 90

Out of which fixed investments:

118. Expected Starting Date:

119. Expected Completion Date:

120. IRR:

121. Project's stage: ☐ Construction ☐ Tendering ☐ Study/Design ☐ Planning ☐ Identification

122. Expected Funding Sources (and the % of funding for each one):

a. National Funds: …

b. Foreign aid:

c. Bank loans: …

d. Grants: …

e. Private Funds (PPP basis). Please provide details……..…

f. Other….

123. Foreign cooperation sought? YES NO

If yes, please describe:

Expenses made so far (2010), as a percentage of the project's total cost: …….

124. Percentage of budget of public works allocated: ……

125. GDP (year 2010 in million $): ……..

126. Implementation arrangements……

127. Critical success factors:…….

128. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)……..
…….

129. Reasons for which project implementation has been delayed, (if applicable)…..

130. Any relevant Documentation?

Pre-feasibility study is ongoing ☐

Feasibility study…….. ☐

Technical Studies (Design etc)…… ☐

Other……

131. Other project-related information?……

ECO ROUTE NUMBER: RAIL ROUTE III- Turkey via Iran, Afghanistan to Tajikistan with access to Kyrgyzstan

RAIL ROUTE III – EXTENSIONS Dushanbe-Vahdat-Karamik (Kyrgyz border)

PLEASE COMPLETE THE FOLLOWING TEMPLATE FOR ANY NEW PROJECT ALONG THIS ROUTE & ITS EXTENSIONS AND BRANCHES (IF APPLICABLE)[□]

Project Name: Construction of Vahdat – Karamyk railway

Project ID:

Project Description: Construction of a new line to connect Tajikistan with Kyrgyzstan with further connection to China

Rationale and Objectives: Create a new railway network connecting China with Iran through the territory of Kyrgyzstan-Tajikistan and Afghanistan

Expected impacts and benefits: creation of a regional network

Contact address/details:
Ministry of transport of the Republic of Tajikistan
734042 Dushanbe
14 Ayni str.
Tel: +992 37 221 17 13
Fax: +992 37 221 20 03

Section 1. Project Technical Characteristics:

132. Location (latitude/longitude or alternatively a map):
133. Start point/node/city Vahdat\ilyak station
134. End point/node/city Karamyk (border point with Kyrgyzstan)
135. AGC /AGTC Reference No. (if applicable):
136. Trans-Asian Railway (TAR): NO
137. Length (in km): about 296 km
138. Track gauge (mm): 1435
139. No of tracks (DT=double, ST=single):
140. Loading gauge (UIC):
141. Traction: Electrified Non-Electrified
142. Signaling type: Automatic Manual
143. Maximum allowed speed - passenger trains:
144. Maximum allowed speed - freight trains:
145. Travel transit time pass/ freight trains(hours):
146. Maximum load per axle (tones):

□ The new projects in red have been identified. Please include any additional ones.

147. Maximum capacity (trains/day):

148. Average Daily Train Traffic - Passenger trains[1]:

149. Average Daily Train Traffic - Freight trains[1]:

150. Expected (passenger) traffic increase (in % - both existing and generated):

151. Expected (freight) traffic increase (in % - both existing and generated)

152. Volume of cargo moved (tones and TEUs)[1]:

153. Current Bottleneck/Missing Links:

Section 2. Project Information Concerning Criteria

ON-OFF CRITERION:

Serve for the development of a transport corridor within the ECO countries

YES NO , IF YES, PLEASE PROCEED:

154. Is the project serving international connectivity? YES NO

If **yes** is it expected to: connect

A: Greatly improve connectivity, B: Significantly improve connectivity, C: Somewhat improve connectivity, D: Slightly improve connectivity, E: Does not improve connectivity.

155. Will the project promote solutions to the particular transit transport needs of the landlocked countries? YES NO

If **yes** the project is providing solution:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

156. Will the project connect low income and/or least developed countries/regions with ECO member states, major European, and Asian markets? YES NO

If **yes** the project is providing connection:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

157. Will the project cross natural barriers, removes bottlenecks, raises substandard sections to meet international standards, or fills missing links? YES NO

If **yes,** the project contributes to the above:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

158. Will the project have a high degree of urgency due to importance attributed by the national authorities and/or social interest? YES NO

If **yes** the project is included in the national plan and:

A: requires immediate realization (for implementation up to 2013), B: considered very urgent (for implementation up to 2016), C: considered urgent (for implementation up to 2020), D: may be postponed until after 2020,

If the project is not included in the national plan:

E: Not in the national plan.

159. Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? ☐ YES NO

If **yes,** the magnitude of impact is:

A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Project Financial Information

160. Project cost (in million$): around 3 billion

Out of which fixed investments:

161. Expected Starting Date:

162. Expected Completion Date:

163. IRR:

164. Project's stage: ☐ Construction ☐ Tendering ☐ Study/Design ☐ Planning ☐ Identification

165. Expected Funding Sources (and the % of funding for each one):

a. National Funds: …
b. Foreign aid:
c. Bank loans: …
d. Grants: …
e. Private Funds (PPP basis). Please provide details……..…
f. Other….

166. Foreign cooperation sought? YES NO

If yes, please describe:

Expenses made so far (2010), as a percentage of the project's total cost: …….

167. Percentage of budget of public works allocated: ……
168. GDP (year 2010 in million $): ……..
169. Implementation arrangements……
170. Critical success factors:…….
171. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)……..
…….
172. Reasons for which project implementation has been delayed, (if applicable)…..
173. Any relevant Documentation?

Pre-feasibility study ☐

Feasibility study…….. ☐

Technical Studies (Design etc)

174. Other project-related information?

TURKEY

RAIL TRANSPORT INFRASTRUCTURE

ECO ROUTE NUMBER: RAIL ROUTE I-Turkey via Iran to Pakistan (Istanbul - Islamabad)

ECO ROUTE NUMBER: RAIL ROUTE II- Turkey via Iran, Turkmenistan, Uzbekistan to Kazakhstan (Istanbul to Dostyk)

Bulgaria border-Kapikule/Greece border-Uzunkopru---Istanbul (European side)—Ferry link (tunnel under construction)-Istanbul (Asian side)- Haydarpasa/Izmit-Ankara - Kayseri – Bostankaya – Malatya – Elazig - Tatvan-Ferry Lake Van (new alignment)-Van - Kapikoy-(border with Iran)

RAIL ROUTE I/II - BRANCHES

ECO-RAIL 1B-A/2B-A : Sivas-Samsun

ECO-RAIL 1B-B/2B-B : Malatya- Mersin

ECO-RAIL 1B-C/2B-C: Eskisehir-Izmir {there are two alternative routes: 1) through Alayunt-Afyonkarahisar-Usak-Manisa, 2)Alayunt-Balikesir-Manisa)

ECO ROUTE NUMBER: RAIL ROUTE III- Turkey via Georgia, Azerbaijan, Turkmenistan, Uzbekistan to Kazakhstan (Istanbul to Dostyk (Almaty))

ECO ROUTE NUMBER: RAIL ROUTE IV-Turkey via Azerbaijan, Caspian sea to Kazakhstan (Istanbul to Shcherbakty -Russian Borders)

Bulgaria border-Kapikule/Greece border-Uzunkopru---Istanbul (European side)—Ferry link (tunnel under construction)-Istanbul (Asian side)- Haydarpasa/Izmit-Arifiye-Eskisehir-Ankara-Kirikkale-Yerkoy-Sivas (new alignment via Yozgat)-Cetinkaya-Kars-Mezra-missing link: Aktas-border with Georgia-gauge change to 1536mm (non ECO country: [missing link: Border with Turkey-Ahalkalaki]-route in Georgia through Tbilisi- border with Azerbaijan)

Project Name: **Ankara – Istanbul High Speed Train Project**

Project ID:

Project Description: **Ankara – Istanbul railway line section serves to passenger and freight transport both for the region and for the whole rail network. The existing railway line consists of double track conventional line with a maximum operational speed of 120 kph along with telecommunication, signalling and electrification systems. Regarding the whole upgrading investment of the railway line between Ankara and Istanbul, there are several projects ongoing, which all contribute to a higher safety level, higher efficiency and faster rail services along the Ankara – Istanbul Corridor.**

Ankara-Istanbul High Speed Train Project (AIHSTP) connects Istanbul to Ankara via Eskisehir. The whole project covers railway lines of totalling 533 km in length. The section between Ankara and Eskisehir has been completed in 2008, which is 197 km in length excluding urban transport sections, and high speed train operations have been provided between Ankara and Eskisehir since March 2009. The section between Eskisehir and Köseköy, which is 188 km in length, is under construction. Works in this section include construction of a new double

track high speed railway line along with new signalling, electrification and telecommunication systems. Construction works in Kosekoy – Gebze section will start in August 2011 with construction duration of 30 months.

The AIHST route comprises the following sections:

- **Ankara – Sincan (24km);**
- **Sincan – Esenkent (15km);**
- **Esenkent – Eskisehir (206km);**
- **Eskisehir – Inonu (30km);**
- **Inonu – Köseköy (158 km);**
- **Köseköy – Gebze. (56 km)**

Rationale and Objectives: **Ankara-Istanbul corridor is the busiest route of Turkey in terms of railway. At present, there are three transportation alternatives from Istanbul to Ankara: motorway, state highway and single-track railway.**

The existing Istanbul-Ankara line is single track over approximately 75% of its length. There are double track sections between Istanbul (Haydarpasa Station) and Kosekoy, then intermittently, from İnonu to Eskisehir, and again from Sincan to Ankara. Considering existing railway, since geometric standards and physical condition are low, superstructure is worn-out and operation is on single line, it is impossible to reach high speed. Low speeds, old infrastructure and travel time between Ankara – Istanbul of around 8 hours compared to the travel time of 4.5 hours on the state highway explain the disadvantages of the existing single track railway compared to the highway.

High speed railway line geometric standards dictate the need for a new alignment, and double tracks. Construction of high speed railway between Ankara and Istanbul will help Turkey to boost economic and regional development. This corridor, being one of the most important traffic arteries of the existing network, provides access to Europe following Istanbul. Similarly, following Ankara and East Anatolia, one can reach to Caucasia and Russia on one side and to Iran on the other, through which access to Middle Asia and Far East is possible. Furthermore, it is possible to reach Middle East through Ankara following the Mediterranean. Therefore, in order to provide a time-efficient, comfortable and safe transportation opportunity, AIHSTP is carried out by TCDD.

The project supports the general objective of development of transport via the country's main cities and constitutes therefore a very important element of coordinated intermodal transport in Turkey.

Istanbul itself is one of the world's largest cities, exceeding 10 million inhabitants. The Turkish capital, Ankara, has a population of 3.5 million. Ankara is the main transit node for both rail and road networks linking eastern and western Turkey. Eskisehir, approximately midway between Istanbul and Ankara along the rail corridor, is an important university city and a bustling commercial and administrative centre. Construction of high speed railway between Istanbul and Ankara will provide a time-efficient, comfortable and safe transportation opportunity. The project will make a contribution to mitigate the bottleneck situation of the long travelling time between Ankara and Istanbul.

The project is carried out in order to provide a time-efficient, comfortable and safe transportation system. The major objectives of the Project are summarized below:

- **Transport time savings for passengers**

- **Improved transport safety and comfort**
- **Improved transport reliability**
- **Increased share of railway in the national transportation network**
- **Decreased traffic load on the state highway between Ankara and Istanbul**
- **Minimized environmental pollution due to exhaust gases**
- **Decreased accident rates**

Expected impacts and benefits: **Travel time for the time being is around 7-8 hours and will be around 3 hours when the project is completed. The existing passenger traffic on rail will be shifted to new high speed line and existing line, which has a capacity of 37 trains / day, will be mainly used for freight transport. Consequently more capacity will be available for freight trains. The existing line is 576 km and will decrease to 533 km in length.**

New HST line will be installed ERTMS with GSM-R systems, which will ensure interoperable rail transport with higher level of safety.

New construction of a railway line on future TEN-T railway network or in connection with existing TEN-T

Contact address/details:

Section 1. Project Technical Characteristics:

175. Location (latitude/longitude or alternatively a map):

176. Start point/node/city: **Ankara**

177. End point/node/city : **Istanbul**

178. AGC /AGTC Reference No. (if applicable): **C-E70**

179. Trans-Asian Railway (TAR): ■ **YES** ☐ NO

180. Length (in km): **533**

181. Track gauge (mm):**1435**

182. No of tracks (DT=double, ST=single):**DT**

183. Loading gauge (UIC): **GC**

184. Tractio[redacted] **Electrified** ☐ Non-Electrified

185. Signaling type[redacted] **Automatic** ☐ Manual

186. Maximum allowed speed - passenger trains: **250 km/h**

187. Maximum allowed speed - freight trains: **65 (The capacity of the existing conventional line will mainly be dedicated to freight transport).**

188. Travel transit time pass/ freight trains (hours): **for the time being 7h; 3h.10 m. after project / for the time being 10 h.**

189. Maximum load per axle (tones): **22,5**

190. Maximum capacity (trains/day): **200**

191. Average Daily Train Traffic - Passenger trains[1]: **For the time being; 22 HST between Ankara – Eskisehir; after project completion, it is expected to carry 9 million pax / year.**

192. Average Daily Train Traffic - Freight trains[1]: **The capacity of the existing conventional line will mainly be dedicated to freight transport.**

193. Expected (passenger) traffic increase (in % - both existing and generated): **780%**

194. Expected (freight) traffic increase (in % - both existing and generated) **The capacity of the existing conventional line will mainly be dedicated to freight transport.**

195. Volume of cargo moved (tones and TEUs)[1]:

Haydarpaşa-Gebze	**1.2 Million tones**
Gebze-Arifiye	**2.5 Million tones**
Arifiye-Eskişehir	**3.4 Million tones**
Polatlı-Eskişehir	**3.9 Million tones**
Sincan-Polatlı	**3.6 Million tones**
Marşandiz-Sincan	**3.9 Million tones**
Ankara-Marşandiz	**2.1 Million tones**

196. Current Bottleneck/Missing Links: **n.a**

Section 2. Project Information Concerning Criteria

ON-OFF CRITERION:

Serve for the development of a transport corridor within the ECO countries **YES** **N**[redacted] **, IF YE**[redacted]**LEASE PROCEED:**

197. Is the project serving international connectivity? [redacted] **YES** ☐ NO

If **yes** is it expected to:

A: Greatly improve connectivity, B: Significantly improve connectivity, C: Somewhat improve connectivity, D: Slightly improve connectivity, E: Does not improve connectivity.

198. Will the project promote solutions to the particular transit transport needs of the landlocked countries? ■ **YES** ☐ NO

If **yes** the project is providing solution:

A: Greatly, B: Significantly, **C: Somewhat,** D: Slightly, E: Does not

199. Will the project connect low income and/or least developed countries/regions with ECO member states, major European, and Asian markets?

■ **YES** ☐ NO

If **yes** the project is providing connection:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

200. Will the project cross natural barriers, removes bottlenecks, raises substandard sections to meet international standards, or fills missing links?

■ **YES** ☐ NO

If **yes,** the project contributes to the above:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

201. Will the project have a high degree of urgency due to importance attributed by the national authorities and/or social interest? ■ **YES** ☐ NO

If **yes** the project is included in the national plan and:

A: requires immediate realization (for implementation up to 2013), B: considered very urgent (for implementation up to 2016), C: considered urgent (for implementation up to 2020), D: may be postponed until after 2020,

If the project is not included in the national plan:

E: Not in the national plan.

202. Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? ☐ YES ■ **NO**

If **yes,** the magnitude of impact is:

A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Project Financial Information

203. Project cost (in million$): **2820 million €**

204. Out of which fixed investments: **National Budget and Bank Loan**

205. Expected Starting Date: **2003**

206. Expected Completion Date: **2013**

207. IRR: **Economic RR 6,8%**

208. Project's stage: ■ **Construction** ☐ Tendering ☐ Study/Design

☐ ☐

Planning Identification

209. Expected Funding Sources (and the % of funding for each one):

a. National Funds: **7%**

b. Foreign aid:…

c. Bank loans: **93%**

d. Grants: …

e. Private Funds (PPP basis). Please provide details……..…

f. Other….

210. Foreign cooperation sough☐ YES ■ **NO**

If yes, please describe…….

211. Expenses made so far (2010), as a percentage of the project's total cost: **70%**

212. Percentage of budget of public works allocated: **7%**

213. GDP (year 2010 in million $): **736**

214. Implementation arrangements……

215. Critical success factors: **governmental support, availability of funds, cooperation between stakeholders,**

216. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)…… **n.a**

217. Reasons for which project implementation has been delayed, (if applicable) **juridical period during tendering process**

218. Any relevant Documentation?

Pre-feasibility study…….. ■

Feasibility study…….. ■

Technical Studies (Design etc)…… ■

Other…**Environmental Impact Analysis**……

219. Other project-related information?……

ECO ROUTE NUMBER: RAIL ROUTE I-Turkey via Iran to Pakistan (Istanbul - Islamabad)

ECO ROUTE NUMBER: RAIL ROUTE II- Turkey via Iran, Turkmenistan, Uzbekistan to Kazakhstan (Istanbul to Dostyk)

Bulgaria border-Kapikule/Greece border-Uzunkopru---Istanbul (European side)—Ferry link (tunnel under construction)-Istanbul (Asian side)- Haydarpasa/Izmit-Ankara - Kayseri – Bostankaya – Malatya – Elazig - Tatvan-Ferry Lake Van (new alignment)-Van - Kapikoy-(border with Iran)

RAIL ROUTE I – BRANCHES

ECO-RAIL 1B-A/2B-A : Sivas-Samsun

ECO-RAIL 1B-B/2B-B: Malatya- Mersin

ECO-RAIL 1B-C/2B-C: Eskisehir-Izmir {there are two alternative routes: 1) through Alayunt-Afyonkarahisar-Usak-Manisa, 2)Alayunt-Balikesir-Manisa)

ECO ROUTE NUMBER: RAIL ROUTE III- Turkey via Georgia, Azerbaijan, Turkmenistan, Uzbekistan to Kazakhstan (Istanbul to Dostyk (Almaty))

ECO ROUTE NUMBER: RAIL ROUTE IV-Turkey via Azerbaijan, Caspian sea to Kazakhstan (Istanbul to Shcherbakty -Russian Borders)

Bulgaria border-Kapikule/Greece border-Uzunkopru---Istanbul (European side)—Ferry link (tunnel under construction)-Istanbul (Asian side)- Haydarpasa/Izmit-Arifiye-Eskisehir-Ankara-Kirikkale-Yerkoy-Sivas (new alignment via Yozgat)-Cetinkaya-Kars-Mezra-missing link: Aktas-border with Georgia-gauge change to 1536mm (non ECO country: [missing link: Border with Turkey-Akhalkalaki]-route in Georgia through Tbilisi- border with Azerbaijan)

Project Name: **Marmaray Project**

Project ID:

Project Description: **Marmaray Project covers the railway line between Halkali – Sirkeci (Istanbul) – Tube Tunnel under Istanbul Strait - Haydarpasa (Istanbul) – Gebze with a total length of 76 km. The construction of the project started in 2004 for tube tunnel part of the project and upgrading of the Istanbul – Gebze section (44 km) will start in 2011. The whole exiting double-track railway line will be reconstructed and additional third track will be laid. New signalling, electrification and telecommunication systems shall be installed along the route.**

Rationale and Objectives: **The existing railway line serves both to commuter transport and long-distance rail transport. The capacity of the existing double-track railway line and lack of uninterrupted rail link over Istanbul Strait does not meet transport demand arising from commuter traffic and long-distance traffic. Connection between both shores of Istanbul is, for the time being, provided with ferry services having a limited capacity of freight. In order to ensure uninterrupted rail connection along the route, the existing railway line will be reconstructed with new systems and double-track rail tunnel will be constructed. The objective of the project is to improve the quality of transport services by increasing the traffic capacity, safety, operational speed and develop commuter transport in Istanbul.**

Expected impacts and benefits: **Travel time will be decreased when the project is completed. Freight and passenger transport will be ensured uninterruptedly between Asia and Europe with higher transport capacity.**

New line will be installed ERTMS with GSM-R systems, which will ensure interoperable rail transport with higher level of safety.

New construction of a railway line on future TEN-T railway network or in connection with existing TEN-T

Contact address/details:

Section 1. Project Technical Characteristics:

220. Location (latitude/longitude or alternatively a map):

221. Start point/node/city **Gebze**

222. End point/node/city **Halkali**

223. AGC /AGTC Reference No. (if applicable): **C-E70**

224. Trans-Asian Railway (TAR) ☐ **YES** ☐ NO

225. Length (in km): **76,7**

226. Track gauge (mm): **1435**

227. No of tracks (DT=double, ST=single): **3-tracks (DT in Tunnel)**

228. Loading gauge (UIC): **GA**

229. Traction: ☐ **Electrified** ☐ Non-Electrified

230. Signaling type: ☐ **Automatic** ☐ Manual

231. Maximum allowed speed - passenger trains: **140**

232. Maximum allowed speed - freight trains: **65**

233. Travel transit time pass/ freight trains (hours): **around 1 h.**

234. Maximum load per axle (tones): **22,5**

235. Maximum capacity (trains/day):

236. Average Daily Train Traffic - Passenger trains[1]:

237. Average Daily Train Traffic - Freight trains[1]:

238. Expected (passenger) traffic increase (in % - both existing and generated):

239. Expected (freight) traffic increase (in % - both existing and generated):

240. Volume of cargo moved (tones and TEUs)[1]:

Sirkeci-Halkalı	**0,5 Million tones**
Haydarpaşa-Gebze	**1.2 Million tones**

With construction of tunnel, additional freight will be shifted from orts in Istanbul, Derince etc to this line section for uninterrupted transport

241. Current Bottleneck/Missing Links: **ferry link on Istanbul Strait**

Section 2. Project Information Concerning Criteria

ON-OFF CRITERION:

Serve for the development of a transport corridor within the ECO countries **YES** **NO** ☐ **, IF YES,** ☐ **EASE PROCEED:**

242. Is the project serving international connectivity? ☐ **YES** ☐ NO

If **yes** is it expected to:

A: Greatly improve connectivity, B: Significantly improve connectivity, C: Somewhat improve connectivity, D: Slightly improve connectivity, E: Does not improve connectivity.

243. Will the project promote solutions to the particular transit transport needs of the landlocked countries? ☐ **YES** ☐ NO

If **yes** the project is providing solution:

A: Greatly, B: Significantly, **C: Somewhat,** D: Slightly, E: Does not

244. Will the project connect low income and/or least developed countries/regions ☐ with ECO member states, major European, and Asian markets?

YES ☐ NO

If **yes** the project is providing connection:

A: Greatly, **B: Significantly**, C: Somewhat, D: Slightly, E: Does not

245. Will the project cross natural barriers, removes bottlenecks, raises substandard sections to meet international standards, or fills missing links?

☐ **YES** ☐ NO

If **yes,** the project contributes to the above:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

246. Will the project have a high degree of urgency due to importance attributed by the national authorities and/or social interest? ☒ **YES** ☐ NO

If **yes** the project is included in the national plan and:

A: requires immediate realization (for implementation up to 2013), B: considered very urgent (for implementation up to 2016), C: considered urgent (for implementation up to 2020), D: may be postponed until after 2020,

If the project is not included in the national plan:

E: Not in the national plan.

247. Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? ☐ YES ☒ **NO**

If **yes,** the magnitude of impact is:

A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Project Financial Information

248. Project cost (in million$): **3825 / 2000 million €**

249. Out of which fixed investments:

250. Expected Starting Date: **2004**

251. Expected Completion Date: **2013**

252. IRR: **n.a.**

253. Project's stage: ☒ **Construction** ☐ Tendering ☐ Study/Design ☐ Planning ☐ Identification

254. Expected Funding Sources (and the % of funding for each one):

   a. National Funds**10%**
   b. Foreign aid:…
   c. Bank loans: **52% (EIB) + 38 % (JBIC)**
   d. Grants: …
   e. Private Funds (PPP basis). Please provide details……..…..
   f. Other….

255. Foreign cooperation sought ☐ YES ☒ **NO**

If yes, please describe…….

256. Expenses made so far (2010), as a percentage of the project's total cost: ……..

257. Percentage of budget of public works allocated: …**n.a**….

258. GDP (year 2010 in million $): **736**

259. Implementation arrangements… **n.a**……

260. Critical success factors: **governmental support, availability of funds, cooperation**

between stakeholders,

261. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)… **n.a**……...

262. Reasons for which project implementation has been delayed, (if applicable) **n.a**.

263. Any relevant Documentation?

Pre-feasibility study…….. [redacted]

Feasibility study…….. [redacted]

Technical Studies (Design etc)…… [redacted]

Other…… **Environmental Impact Analysis** ……

264. Other project-related information?……

ECO ROUTE NUMBER: RAIL ROUTE I-Turkey via Iran to Pakistan (Istanbul - Islamabad)

ECO ROUTE NUMBER: RAIL ROUTE II- Turkey via Iran, Turkmenistan, Uzbekistan to Kazakhstan (Istanbul to Dostyk)

Bulgaria border-Kapikule/Greece border-Uzunkopru---Istanbul (European side)—Ferry link (tunnel under construction)-Istanbul (Asian side)- Haydarpasa/Izmit-Ankara - Kayseri – Bostankaya – Malatya – Elazig - Tatvan-Ferry Lake Van (new alignment)-Van - Kapikoy-(border with Iran)

RAIL ROUTE I – BRANCHES

ECO-RAIL 1B-A/2B-A : Sivas-Samsun

ECO-RAIL 1B-B/2B-B : Malatya- Mersin

ECO-RAIL 1B-C/2B-C: Eskisehir-Izmir {there are two alternative routes: 1) through Alayunt-Afyonkarahisar-Usak-Manisa, 2)Alayunt-Balikesir-Manisa)

Project Name: **Bogazkopru – Ulukisla, Ulukisla-Yenice, Mersin – Adana – Toprakkale Signaling, Telecommunication and Station Extension Project + Electrification Project**

Project ID:

Project Description: **The existing railway line will be rehabilitated with station loop extensions, new signaling and telecommunication systems will be installed during the years of 2008 – 2012. Within the scope of electrification project; new electrification system will be installed along the route during the years of 2011 – 2015.**

Rationale and Objectives: **The existing line section is equipped with mechanical systems located at station entrances on both sides for traffic management, which are controlled by station masters according to orders of dispatcher; the existing situation hinders dense rail traffic flow due to capacity shortage. The existing traffic system lets trains follow each other with headway of station-by-station. Some stations are closed due to lack of staff at stations.**

Therefore the whole line section consisting of 78 km double-track and 349 km single track will be signaled and its infrastructure will be upgraded for higher operational speed and higher line capacity. Additionally construction of buildings and procurement of railway equipments for signaling systems will be realized within the scope of the project.

The railway line has potential passenger and freight traffic nevertheless poor characteristics of the line prevents efficient rail transport. The establishment of signaling systems and upgrading the rail infrastructure shall increase line capacity and capability that transport of commercial and agricultural goods as well as passenger will be provided faster. Furthermore the railway lines are located at the rail axis determined by High Level Group and are within UN-ECE Euro-Asian Transport Link, AGC, AGTC, TER Network as well as proposed for EUROMED.

Expected impacts and benefits:

- **The signaling system will shorten headway, increase operational speed and line capacity.**
- **Line capacity will be increased with higher level of safety, efficiency of rail transport will be ensured with automatic signaling system, closed stations will be opened.**

- **Signaling system will provide staff and time saving compared to existing system, such case will ensure cost saving for actors in railways.**
- **Improvement in capacity and safety at domestic and international rail transport along North – South direction, particularly to/from Mediterranean countries via Ports in Mersin and Iskenderun**
- **Uninterrupted rail connection with high capacity due to a signaling system.**
- **Improvement in emission and noise reduction due to efficient traffic flow and electrification**

Contact address/details:

Section 1. Project Technical Characteristics:

265. Location (latitude/longitude or alternatively a map):

266. Start point/node/city **Bogazkopru (Kayseri)-Ulukisla-Yenice,**

267. End point/node/city **Mersin-Yenice-Adana-Toprakkale**

268. AGC /AGTC Reference No. (if applicable):**C-E7O / C-E97**

269. Trans-Asian Railway (TAR) ☐ **YES** ☐ NO

270. Length (in km): **438**

271. Track gauge (mm):**1435**

272. No of tracks (DT=double, ST=single):**DT-8O km and ST-385 km**

273. Loading gauge (UIC): **GA**

274. Traction: ☐ **Electrified** ☐ Non-Electrified

275. Signaling type: ☐ **Automatic** ☐ Manual

276. Maximum allowed speed - passenger trains: **120**

277. Maximum allowed speed - freight trains: **65**

278. Travel transit time pass/ freight trains(hours):

Mersin – Adana **Existing T.T:53 Min.---- Projected. T.T:40 Min.**

Yenice – Ulukisla **Existing T.T:128 Min.---Projected T.T:90 Min.**

Bogazkopru– Ulukisla **Existing T.T:168 Min.--- Projected T.T:120 Min.**

279. Maximum load per axle (tones): **22,5**

280. Maximum capacity (trains/day): **after project;**

Bogazkopru-Ulukisla: 30 trains/day

Ulukisla-Yenice: 32 trains/day

Mersin-Toprakkale: 182 trains/day

281. Average Daily Train Traffic - Passenger trains[1]: **for the time being; 2 trains/day**

282. Average Daily Train Traffic - Freight trains[1]: **for the time being; 12 trains/day**

283. Expected (passenger) traffic increase (in % - both existing and generated): **25-30%**

284. Expected (freight) traffic increase (in % - both existing and generated) **25-30%**

285. Volume of cargo moved (tones and TEUs)[1]:

Ulukisla-Yenice 8.3 Million tones in 2010

Yenice-Mersin 2.5 Million tones in 2010

Yenice-Adana 6.5 Million tones in 2010

Adana-Toprakkale 7.0 Million tones in 2010

286. Current Bottleneck/Missing Links: **Line capacity, closed stations**

Section 2. Project Information Concerning Criteria

ON-OFF CRITERION:

Serve for the development of a transport corridor within the ECO countries **YES** **NO** ☐ **, IF YES PLEASE PROCEED:**

287. Is the project serving international connectivity? ☐ **YES** ☐ NO

If **yes** is it expected to:

A: Greatly improve connectivity, B: Significantly improve connectivity, C: Somewhat improve connectivity, D: Slightly improve connectivity, E: Does not improve connectivity.

288. Will the project promote solutions to the particular transit transport needs of the landlocked countries? ☐ **YES** ☐ NO

If **yes** the project is providing solution:

A: Greatly, **B: Significantly,** C: Somewhat, D: Slightly, E: Does not

289. Will the project connect low income and/or least developed countries/regions with ECO member states, major European, and Asian markets?

[redacted] **YES** ☐ NO

If **yes** the project is providing connection:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

290. Will the project cross natural barriers, removes bottlenecks, raises substandard sections to meet international standards, or f[redacted] missing[redacted]nks? **YES** NO

If **yes,** the project contributes to the above:

A: Greatly, **B: Significantly**, C: Somewhat, D: Slightly, E: Does not

291. Will the project have a high degree of urgency due to importance attributed by the national authorities and/or social interest? [redacted] **YES** ☐ NO

If **yes** the project is included in the national plan and:

A: requires immediate realization (for implementation up to 2013), B: considered very urgent (for implementation up to 2016), C: considered urgent (for implementation up to 2020), D: may be postponed until after 2020,

If the project is not included in the national plan:

E: Not in the national plan.

292. Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? ☐ YES [redacted] **NO**

If **yes,** the magnitude of impact is:

A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Project Financial Information

293. Project cost (in million$): **136,25 million €(rehabilitation+signaling) +68 million €(electrification)**

294. Out of which fixed investments: **National Budget and Bank Loan**

295. Expected Starting Date: **2008-2011**

296. Expected Completion Date: **2012-2015**

297. IRR: **Economic IRR 128%; Financial IRR 110%;**

298. Project's stage: [redacted] **Construction** ☐ Tendering ☐ Study/Design ☐ Planning ☐ Identification

299. Expected Funding Sources (and the % of funding for each one):

a. National Funds: **15%**

b. Foreign aid:…

c. Bank loans: **85%**

d. Grants: …

e. Private Funds (PPP basis). Please provide details……..…

f. Other….

300. Foreign cooperation sough☐ YES ■ NO

If yes, please describe…….

301. Expenses made so far (2010), as a percentage of the project's total cost: **28%**

302. Percentage of budget of public works allocated: **15%** ……

303. GDP (year 2010 in million $): **736**……..

304. Implementation arrangements… **n.a.** ……

305. Critical success factors: **governmental support, availability of funds, cooperation between stakeholders,**

306. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)… **n.a.**

307. Reasons for which project implementation has been delayed, (if applicable) **n.a.**

308. Any relevant Documentation?

Pre-feasibility study…….. ■

Feasibility study…….. ■

Technical Studies (Design etc)…… ■

Other……

309. Other project-related information?……

ECO ROUTE NUMBER: RAIL ROUTE I-Turkey via Iran to Pakistan (Istanbul - Islamabad)

ECO ROUTE NUMBER: RAIL ROUTE II- Turkey via Iran, Turkmenistan, Uzbekistan to Kazakhstan (Istanbul to Dostyk)

Bulgaria border-Kapikule/Greece border-Uzunkopru---Istanbul (European side)—Ferry link (tunnel under construction)-Istanbul (Asian side)- Haydarpasa/Izmit-Ankara - Kayseri – Bostankaya – Malatya – Elazig - Tatvan-Ferry Lake Van (new alignment)-Van - Kapikoy-(border with Iran)

RAIL ROUTE I – BRANCHES

ECO-RAIL 1B-A/2B-A : Sivas-Samsun

ECO-RAIL 1B-B/2B-B : Malatya- Mersin

ECO-RAIL 1B-C/2B-C: Eskisehir-Izmir {there are two alternative routes: 1) through Alayunt-Afyonkarahisar-Usak-Manisa, 2)Alayunt-Balikesir-Manisa)

ECO ROUTE NUMBER: RAIL ROUTE III- Turkey via Georgia, Azerbaijan, Turkmenistan, Uzbekistan to Kazakhstan (Istanbul to Dostyk (Almaty))

ECO ROUTE NUMBER: RAIL ROUTE IV-Turkey via Azerbaijan, Caspian sea to Kazakhstan (Istanbul to Shcherbakty -Russian Borders)

Bulgaria border-Kapikule/Greece border-Uzunkopru---Istanbul (European side)—Ferry link (tunnel under construction)-Istanbul (Asian side)- Haydarpasa/Izmit-Arifiye-Eskisehir-Ankara-Kirikkale-Yerkoy-Sivas (new alignment via Yozgat)-Cetinkaya-Kars-Mezra-missing link: Aktas-border with Georgia-gauge change to 1536mm (non ECO country: [missing link: Border with Turkey-Ahalkalaki]-route in Georgia through Tbilisi- border with Azerbaijan)

Project Name: **Ankara-Sivas High Speed Train Project**

Project ID:

Project Description: **The existing line goes through Ankara - Kayseri - Sivas, which is 607 km in length. With Ankara-Sivas High Speed Train Project, new double track high seed line with signalling, electrification and communication systems will be constructed, 461 km in length, along with constituting the East-West axis in the high speed train line and shortening of the current traveling time from 12 hours to 3 hours.**

The construction of Yerkoy-Sivas division, 287 km in length, started in March 2009, which is planned to be completed in the first stage and the related infrastructure works are continuing.

After finalization of the implementation projects and the tendering process for new HST Line between Ankara (Kayas) and Yerkoy and upgrading the standards of line geometry and displacement of the exiting line, construction will be realized as the second stage of Ankara Sivas Railway Project.

Rationale and Objectives: **Ankara-Sivas corridor is one of the main routes of Turkey in terms of railway linking east and west. At present, there are two transportation alternatives**

between Sivas and Ankara: state highway and single-track railway.

The existing Ankara -Sivas line is mostly single track with signalling and communication systems and goes through Kayseri. Considering existing railway, since geometric standards and physical condition are low, superstructure is worn-out and operation is on single line, it is impossible to reach high speed. Low speeds, old infrastructure and travel time between Ankara – Sivas of around 12 hours compared to the travel time of 3 hours on the state highway explain the disadvantages of the existing single track railway compared to the highway.

High speed railway line geometric standards dictate the need for a new alignment, and double tracks. Construction of high speed railway between Ankara and Sivas will help Turkey to boost economic and regional development. This corridor, being one of the most important traffic arteries of the existing network, provides linkage between Europe and Asia. Similarly, following Ankara and East Anatolia, one can reach to Caucasia and Russia on one side and to Iran on the other, through which access to Middle Asia and Far East is possible.

The project supports the general objective of development of transport via the country's main cities and constitutes therefore a very important element of coordinated intermodal transport in Turkey.

The Turkish capital, Ankara, has a population of 3.5 million. Ankara is the main transit node for both rail and road networks linking eastern and western Turkey. Construction of high speed railway between Sivas and Ankara will provide a time-efficient, comfortable and safe transportation opportunity. The project will make a contribution to mitigate the bottleneck situation of the long travelling time between Ankara and Sivas.

The project is carried out in order to provide a time-efficient, comfortable and safe transportation system. The major objectives of the Project are summarized below:

- **Transport time savings for passengers**
- **Improved transport safety and comfort**
- **Improved transport reliability**
- **Increased share of railway in the national transportation network**
- **Decreased traffic load on the state highway between Ankara and Sivas**
- **Minimized environmental pollution due to exhaust gases**
- **Decreased accident rates**

Expected impacts and benefits: **Travel time for the time being is around 12 hours and will be around 2,5 hours when the project is completed. The existing passenger traffic on rail will be shifted to new high speed line and existing line, which has a capacity of 56 trains / day, will be mainly used for freight transport. Consequently more capacity will be available for freight trains. The existing line is 607 km and will decrease to 461 km in length.**

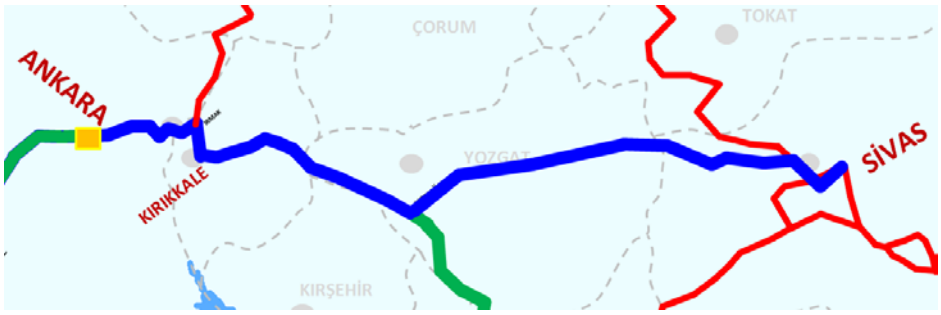
New HST line will be installed ERTMS with GSM-R systems, which will ensure interoperable rail transport with higher level of safety.

New construction of a railway line on future TEN-T railway network or in connection with existing TEN-T

Contact address/details:

Section 1. Project Technical Characteristics:

310. Location (latitude/longitude or alternatively a map):



311. Start point/node/city **Ankara**

312. End point/node/city **Sivas**

313. AGC /AGTC Reference No. (if applicable):**C-E7O**

314. Trans-Asian Railway (TAR) ■ **YES** □ NO

315. Length (in km): **461**

316. Track gauge (mm):**1435**

317. No of tracks (DT=double, ST=single):**DT**

318. Loading gauge (UIC):**GC**

319. Traction: ■ **Electrified** □ Non-Electrified

320. Signalling type: ■ **Automatic** □ Manual

321. Maximum allowed speed - passenger trains:**250**

322. Maximum allowed speed - freight trains: **65 (The capacity of the existing conventional line will mainly be dedicated to freight transport)**

323. Travel transit time pass/ freight trains(hours): **for the time being 10 h; 2,5 h after project / for the time being 14 h; 13 h after project**

324. Maximum load per axle (tones): **22,5**

325. Maximum capacity (trains/day): **n.a.**

326. Average Daily Train Traffic - Passenger trains[1]: **for the time being 10.**

327. Average Daily Train Traffic - Freight trains[1]: **for the time being 10 (The capacity of the existing conventional line will mainly be dedicated to freight transport).**

328. Expected (passenger) traffic increase (in % - both existing and generated):

329. Expected (freight) traffic increase (in % - both existing and generated): **The capacity of the existing conventional line will mainly be dedicated to freight transport.**

330. Volume of cargo moved (tones and TEUs)[1]:

Ankara - Kayas	**2,8 Million Tones**
Kayas-Irmak	**2.8 Million Tones**
Irmak-Bogazkopru	**3.6 Million Tones**
Bogazkopru-Kayseri	**4.8 Million Tones**
Kayseri - Hanli	**1.6 Million Tones**
Hanli - Bostankaya	**0,8 Million Tones**

Sivas - Bostankaya **2.8 Million Tones**

The capacity of the existing conventional line will mainly be dedicated to freight transport.

331. Current Bottleneck/Missing Links:

Section 2. Project Information Concerning Criteria

ON-OFF CRITERION:

Serve for the development of a transport corridor within the ECO countries

YES **NO** ☐ **, IF YES PLEASE PROCEED:**

332. Is the project serving international connectivity? ☐ YES ☐ NO

If **yes** is it expected to:

A: Greatly improve connectivity, B: Significantly improve connectivity, C: Somewhat improve connectivity, D: Slightly improve connectivity, E: Does not improve connectivity.

333. Will the project promote solutions to the particular transit transport needs of the landlocked countries? ☐ **YES** ☐ NO

If **yes** the project is providing solution:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

334. Will the project connect low income and/or least developed countries/regions with ECO member states, major European, and Asian markets?

☐ **YES** ☐ NO

If **yes** the project is providing connection:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

335. Will the project cross natural barriers, removes bottlenecks, raises substandard sections to meet international standards, or ☐ missing links? **YES** NO

If **yes,** the project contributes to the above:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

336. Will the project have a high degree of urgency due to importance attributed by the national authorities and/or social interest? ☐ **YES** ☐ NO

If **yes** the project is included in the national plan and:

A: requires immediate realization (for implementation up to 2013), B: considered very urgent (for implementation up to 2016), C: considered urgent (for implementation up to 2020), D: may be postponed until after 2020,

If the project is not included in the national plan:

E: Not in the national plan.

337. Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? ☒ YES ☐ **NO**

If **yes,** the magnitude of impact is:

A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Project Financial Information

338. Project cost (in million$): **1102 million €**

339. Out of which fixed investments: **National Budget**

340. Expected Starting Date: **2007**

341. Expected Completion Date: **2014**

342. IRR:**10%**

343. Project's stage: ☒ **Construction** ☐ Tendering ☐ Study/Design ☐ Planning ☐ Identification

344. Expected Funding Sources (and the % of funding for each one):

a. National Funds: **100%**

b. Foreign aid:…

c. Bank loans: …

d. Grants: …

e. Private Funds (PPP basis). Please provide details……..…

f. Other….

345. Foreign cooperation sought: ☐ YES ☒ **NO**

If yes, please describe…….

346. Expenses made so far (2010), as a percentage of the project's total cost:**16%**

347. Percentage of budget of public works allocated: **100%**……

348. GDP (year 2010 in million $): **736**

349. Implementation arrangements… **n.a.** ……

350. Critical success factors: **governmental support, availability of funds, cooperation between stakeholders,**

351. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)……**n.a.**…….

352. Reasons for which project implementation has been delayed, (if applicable) **n.a**.

353. Any relevant Documentation?

Pre-feasibility study…….. ☒

Feasibility study…….. ☒

Technical Studies (Design etc)…… ☒

Other……

354. Other project-related information?.....

ECO ROUTE NUMBER: RAIL ROUTE I-Turkey via Iran to Pakistan (Istanbul - Islamabad)

ECO ROUTE NUMBER: RAIL ROUTE II- Turkey via Iran, Turkmenistan, Uzbekistan to Kazakhstan (Istanbul to Dostyk)

Bulgaria border-Kapikule/Greece border-Uzunkopru---Istanbul (European side)—Ferry link (tunnel under construction)-Istanbul (Asian side)- Haydarpasa/Izmit-Ankara - Kayseri – Bostankaya – Malatya – Elazig - Tatvan-Ferry Lake Van (new alignment)-Van - Kapikoy-(border with Iran)

RAIL ROUTE I – BRANCHES

ECO-RAIL 1B-A/2B-A : Sivas-Samsun

ECO-RAIL 1B-B/2B-B : Malatya- Mersin

ECO-RAIL 1B-C/2B-C: Eskisehir-Izmir {there are two alternative routes: 1) through Alayunt-Afyonkarahisar-Usak-Manisa, 2)Alayunt-Balikesir-Manisa)

Project Name: **Ankara-Izmir High Speed Train Project**

Project ID:

Project Description: **The existing line goes through Ankara - Eskisehir- Kutahya-Balikesir-Izmir, which is 824 km in length. With Ankara-Izmir High Speed Train Project, new double track high seed line with signalling, electrification and communication systems will be constructed through Polatli - Afyonkarahisar. Project preparation and design studies have been completed.**

Rationale and Objectives: **Ankara-Izmir corridor is one of the main routes of Turkey in terms of railway linking Anatolia and Aegean Sea (Izmir port). At present, there are three transportation alternatives between Izmir and Ankara: planes, state highway and single-track railway.**

The existing Ankara -Izmir line is mostly single track and goes through Eskisehir, Kutahya and Balikesir. Considering existing railway, since geometric standards and physical condition are low, superstructure is worn-out and operation is on single line, it is impossible to reach high speed. Low speeds, old infrastructure and travel time between Ankara – Izmir of around 15-16 hours compared to the travel time of 8 hours on the state highway explain the disadvantages of the existing single track railway compared to the highway.

High speed railway line geometric standards dictate the need for a new alignment, and double tracks. Construction of high speed railway between Ankara and Izmir will help Turkey to boost economic and regional development. This corridor, being one of the most important traffic arteries of the existing network, provides linkage between Mediterranean (Aegean Sea) and Asia. Similarly, following Ankara and East Anatolia, one can reach to Caucasia and Russia on one side and to Iran on the other, through which access to Middle Asia and Far East is possible.

The project supports the general objective of development of transport via the country's main cities and constitutes therefore a very important element of coordinated intermodal transport in Turkey.

The Turkish capital, Ankara, has a population of 3.5 million. Ankara is the main transit node

for both rail and road networks linking eastern and western Turkey. Construction of high speed railway between Izmir and Ankara will provide a time-efficient, comfortable and safe transportation opportunity. The project will make a contribution to mitigate the bottleneck situation of the long travelling time between Ankara and Izmir.

The project is carried out in order to provide a time-efficient, comfortable and safe transportation system. The major objectives of the Project are summarized below:

- **Transport time savings for passengers**
- **Improved transport safety and comfort**
- **Improved transport reliability**
- **Increased share of railway in the national transportation network**
- **Decreased traffic load on the state highway between Ankara and Izmir**
- **Minimized environmental pollution due to exhaust gases**
- **Decreased accident rates**

Expected impacts and benefits: **Travel time for the time being is around 15-16 hours and will be around 4 hours when the project is completed. The existing passenger traffic on rail will be shifted to new high speed line and existing line and will be mainly used for freight transport. Consequently more capacity will be available for freight trains. The existing line is 824 km and will decrease to 663 km in length.**

New HST line will be installed ERTMS with GSM-R systems, which will ensure interoperable rail transport with higher level of safety.

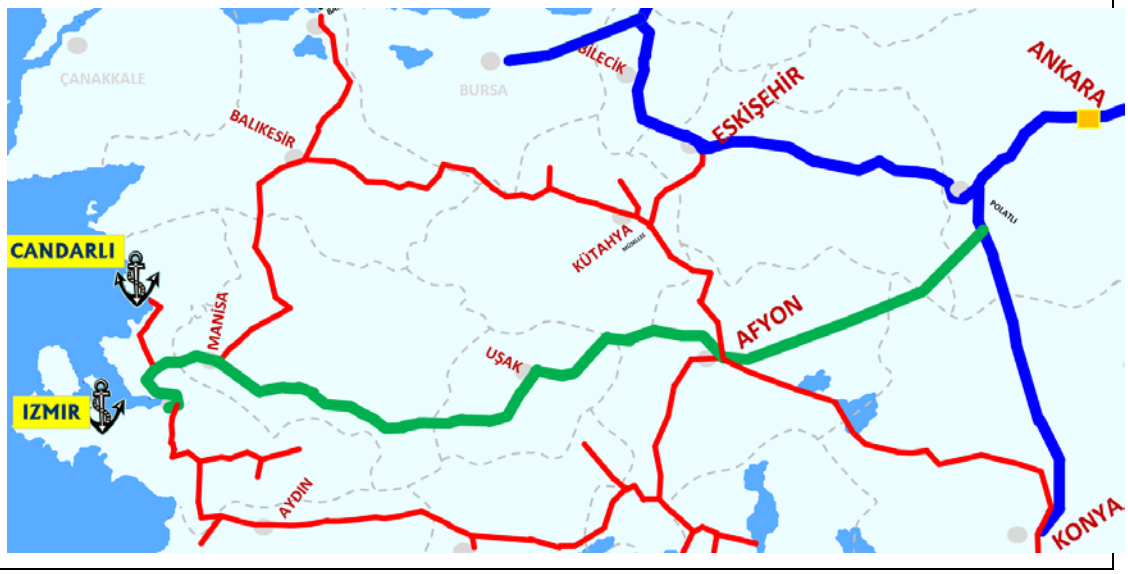
New construction of a railway line on future TEN-T railway network or in connection with existing TEN-T

The existing traffic between Ankara - Izmir is around 6 trains/day and will be 114 trains/day after the project is completed.

Contact address/details:

Section 1. Project Technical Characteristics:

355. Location (latitude/longitude or alternatively a map):



356. Start point/node/city **Ankara (Polatli)**

357. End point/node/city **Izmir**

358. AGC /AGTC Reference No. (if applicable):**C-E74**

359. Trans-Asian Railway (TAR) **YES** ☐ NO

360. Length (in km): **663**

361. Track gauge (mm):**1435**

362. No of tracks (DT=double, ST=single):**DT**

363. Loading gauge (UIC):**GC**

364. Tractio **Electrified** ☐ Non-Electrified

365. Signaling type: **Automatic** ☐ Manual

366. Maximum allowed speed - passenger trains:**250**

367. Maximum allowed speed - freight trains: **65 (The capacity of the existing conventional line will mainly be dedicated to freight transport)**

368. Travel transit time pass/ freight trains(hours): **4 h / 14 h (The capacity of the existing conventional line will mainly be dedicated to freight transport)**

369. Maximum load per axle (tones): **22,5**

370. Maximum capacity (trains/day): **114**

371. Average Daily Train Traffic - Passenger trains[1]: **114**

372. Average Daily Train Traffic - Freight trains[1]: **The capacity of the existing conventional line will mainly be dedicated to freight transport.**

373. Expected (passenger) traffic increase (in % - both existing and generated): **n.a.**

374. Expected (freight) traffic increase (in % - both existing and generated) **n.a.**

375. Volume of cargo moved (tones and TEUs)[1]:

Eskişehir-Alayunt	**3 Million tones**
Alayunt - Balikesir	**2,9 Million tones**
Alayunt-Afyonkarahisar	**3.9 Million tones**
Afyonkarahisar - Dumlupinar	**1 Million tones**
Basmane - Halkapinar	**0,05 Million tones**
Halkapinar-Cigli	**0,09 Million tones**
Basmane - Sirinyer	**0,06 Million tones**
Dumlupinar-Alasehir	**0,9 Million tones**
Alasehir-Manisa	**0,8 Million tones**

Manisa-Soma	**0,5 Million tones**
Soma-Balikesir	**0,3 Million tones**
Cigli-Manisa	**0,4 Million tones**

376. Current Bottleneck/Missing Links: **Line Capacity**

Section 2. Project Information Concerning Criteria

ON-OFF CRITERION:

Serve for the development of a transport corridor within the ECO countries **YES NO ■, IF YES, PLEASE PROCEED:**

377. Is the project serving international connectivity? ■ YES ☐ NO

If **yes** is it expected to:

A: Greatly improve connectivity, B: Significantly improve connectivity, C: Somewhat improve connectivity, D: Slightly improve connectivity, E: Does not improve connectivity.

378. Will the project promote solutions to the particular transit transport needs of the landlocked countries? ■ **YES** ☐ NO

If **yes** the project is providing solution:

A: Greatly, **B: Significantly**, C: Somewhat, D: Slightly, E: Does not

379. Will the project connect low income and/or least developed countries/regions with ECO member states, major European, and Asian markets?

■ **YES** ☐ NO

If **yes** the project is providing connection:

A: Greatly, **B: Significantly**, C: Somewhat, D: Slightly, E: Does not

380. Will the project cross natural barriers, removes bottlenecks, raises substandard sections to meet international standards, or fills missing links?

■ **YES** ☐ NO

If **yes,** the project contributes to the above:

A: Greatly, **B: Significantly**, C: Somewhat, D: Slightly, E: Does not

381. Will the project have a high degree of urgency due to importance attributed by the national authorities and/or social interest? ■ **YES** ☐ NO

If **yes** the project is included in the national plan and:

A: requires immediate realization (for implementation up to 2013), **B: considered very urgent (for implementation up to 2016),** C: considered urgent (for implementation up to 2020), D: may be postponed until after 2020,

If the project is not included in the national plan:

E: Not in the national plan.

382. Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? ☒ YES ☐ **NO**

If **yes,** the magnitude of impact is:

A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Project Financial Information

383. Project cost (in million$): **2350 million $**

384. Out of which fixed investments: **National Budget**

385. Expected Starting Date: **2010**

386. Expected Completion Date: **2015**

387. IRR: **7,73% financial, 29,14 % economic**

388. Project's stage: ☐ Construction ☒ **Tendering** ☐ Study/Design ☐ Planning ☐ Identification

389. Expected Funding Sources (and the % of funding for each one):

   a. National Funds: **100%**
   b. Foreign aid:…
   c. Bank loans: …
   d. Grants: …
   e. Private Funds (PPP basis). Please provide details……..…..
   f. Other….

390. Foreign cooperation sought ☐ YES ☒ **NO**

If yes, please describe…… **n.a.**…….

391. Expenses made so far (2010), as a percentage of the project's total cost: … **n.a.**

392. Percentage of budget of public works allocated: **n.a.**

393. GDP (year 2010 in million $): **736**…

394. Implementation arrangements… **n.a.**……

395. Critical success factors: **governmental support, availability of funds, cooperation between stakeholders,**

396. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)…… **n.a.**

397. Reasons for which project implementation has been delayed, (if applicable) **n.a.**

398. Any relevant Documentation?

Pre-feasibility study…….. ☒

Feasibility study…….. ☒

Technical Studies (Design etc)……	☐
Other……	
399. Other project-related information?……	

ECO ROUTE NUMBER: RAIL ROUTE I-Turkey via Iran to Pakistan (Istanbul - Islamabad)

ECO ROUTE NUMBER: RAIL ROUTE II- Turkey via Iran, Turkmenistan, Uzbekistan to Kazakhstan (Istanbul to Dostyk)

Bulgaria border-Kapikule/Greece border-Uzunkopru---Istanbul (European side)—Ferry link (tunnel under construction)-Istanbul (Asian side)- Haydarpasa/Izmit-Ankara - Kayseri – Bostankaya – Malatya – Elazig - Tatvan-Ferry Lake Van (new alignment)-Van - Kapikoy-(border with Iran)

RAIL ROUTE I – BRANCHES

ECO-RAIL 1B-A/2B-A : Sivas-Samsun

ECO-RAIL 1B-B/2B-B : Malatya- Mersin

ECO-RAIL 1B-C/2B-C: Eskisehir-Izmir {there are two alternative routes: 1) through Alayunt-Afyonkarahisar-Usak-Manisa, 2)Alayunt-Balikesir-Manisa)

Project Name: **Eskisehir - Kutahya - Balikesir Signalling & Telecommunication Project**

Project ID:

Project Description: **The infrastructure consisting of 318 km single track will be upgraded wherever needed. The line section will be signalled (ERTMS) for higher operational speed and higher line capacity. Additionally construction of buildings and procurement of railway equipments will be realized for signalling systems along with communication systems and necessary service buildings according to Relevant EN and UIC Codes.**

The new signaling and telecommunication systems will be realized during the years of 2011 – 2015. Within the scope of electrification project; new electrification system will be installed along the route during the years of 2012 – 2016.

Rationale and Objectives: **The existing line section is equipped with mechanical systems located at station entrances on both sides for traffic management, which are controlled by station masters according to orders of dispatcher; the existing situation hinders dense rail traffic flow due to capacity shortage. The existing traffic system lets trains follow each other with headway of station-by-station. Some stations are closed due to lack of staff at stations.**

The rail section Eskisehir – Balikesir is located in the middle-western area of Turkey. The line section of Eskisehir – Kutahya – Balikesir consists of single track with outdated communication system. The project also installs electrification system on the line section, increasing operational speed and traction power and decreasing travel time and gas emissions. The line section serves both freight and passenger traffic.

Therefore the whole line section consisting 318 km single track will be signaled and its infrastructure will be upgraded for higher operational speed and higher line capacity. The railway line has potential passenger and freight traffic nevertheless poor characteristics of the line prevents efficient rail transport. The establishment of signaling systems and upgrading the rail infrastructure shall increase line capacity and capability that transport of commercial and agricultural goods as well as passenger will be provided faster.

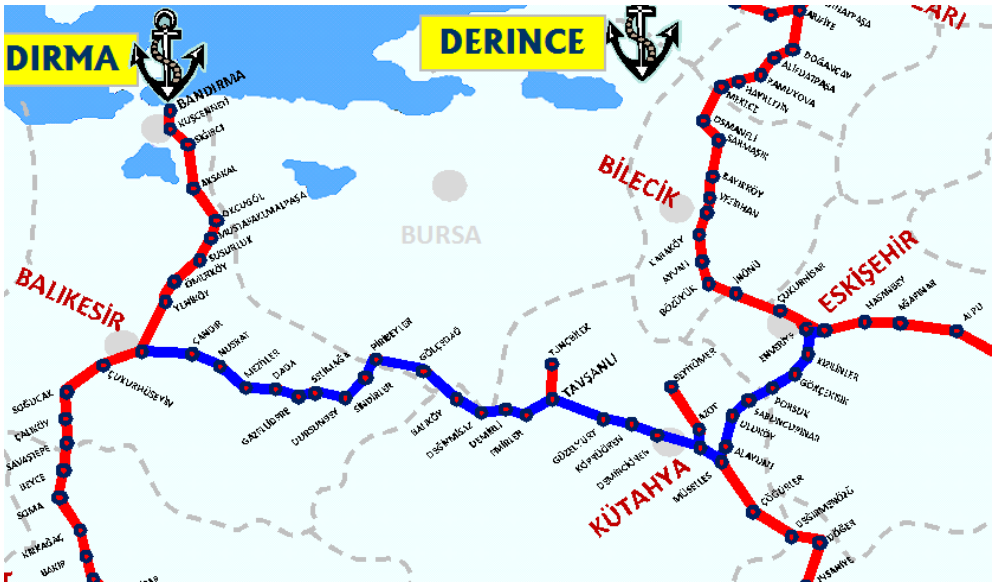
Expected impacts and benefits:

- **Line capacity will be increased with higher level of safety, efficiency of rail transport will be ensured with automatic signaling system, Closed stations will be opened.**
- **The signaling system will shorten headway, increase operational speed and line capacity.**
- **Signaling system will provide staff and time saving compared to existing system, such case will ensure cost saving for actors in railways.**
- **Improvement in emission and noise reduction due to efficient traffic flow and electrification**
- **Improvement in domestic and international safer rail transport capacity for domestic and transit traffic East-West Direction.**
- **Uninterrupted rail connection with high capacity due to signaling system.**
- **High capacity, safer and faster rail transport will be available.**

Contact address/details:

Section 1. Project Technical Characteristics:

400. Location (latitude/longitude or alternatively a map):



401. Start point/node/city **Eskisehir**

402. End point/node/city **Balikesir**

403. AGC /AGTC Reference No. (if applicable):**C-E74**

404. Trans-Asian Railway (TAR) ☒ **YES** ☐ NO

405. Length (in km): **318**

406. Track gauge (mm):**1435**

407. No of tracks (DT=double, ST=single):**ST**

408. Loading gauge (UIC): **GA**

409. Tractio[redacted] **Electrified** [ ] Non-Electrified

410. Signaling type[redacted] **Automatic** [ ] Manual

411. Maximum allowed speed - passenger trains: **120**

412. Maximum allowed speed - freight trains: **65**

413. Travel transit time pass/ freight trains(hours): **for the time being 6,5 h; 4 h. after project/ for the time being 8 h; 7 h. after project/**

414. Maximum load per axle (tones): **22,5 / 20**

415. Maximum capacity (trains/day): **Eskisehir - Alayunt** **55 Trains/Day**

Alayunt – Tavsanli **45 Trains/Day**

Tavsanli – Balikesir **45 Trains/Day**

Eskisehir – Balikesir **45 Trains/Day**

416. Average Daily Train Traffic - Passenger trains[1]: **31 trains/day**

417. Average Daily Train Traffic - Freight trains[1]: **14 trains/day**

418. Expected (passenger) traffic increase (in % - both existing and generated): **25-30%**

419. Expected (freight) traffic increase (in % - both existing and generated) **25-30%**

420. Volume of cargo moved (tones and TEUs)[1]:

Eskişehir-Alayunt **3,0 Million Tones**

Alayunt-Balıkesir **2.9 Million Tones**

421. Current Bottleneck/Missing Links: **Line capacity, closed stations**

Section 2. Project Information Concerning Criteria

ON-OFF CRITERION:

Serve for the development of a transport corridor within the ECO countries **YES** **NO** [redacted] **, IF YES** [ ] **LEASE PROCEED:**

422. Is the project serving international connectivity? [redacted] **YES** [ ] NO

If **yes** is it expected to:

A: Greatly improve connectivity, B: Significantly improve connectivity, **C: Somewhat improve connectivity**, D: Slightly improve connectivity, E: Does not improve connectivity.

423. Will the project promote solutions to the particular transit transport needs of the landlocked countries? [redacted] **YES** [ ] NO

If **yes** the project is providing solution:

A: Greatly, B: Significantly, **C: Somewhat**, D: Slightly, E: Does not

424. Will the project connect low income and/or least developed countries/regions with ECO member states, major European, and Asian markets? [redacted]YES [redacted]O

If **yes** the project is providing connection:

A: Greatly, B: Significantly, **C: Somewhat**, D: Slightly, E: Does not

425. Will the project cross natural barriers, removes bottlenecks, raises substandard sections to meet international standards, or fills m[redacted]ng links? [redacted] **YES** NO

If **yes,** the project contributes to the above:

A: Greatly, **B: Significantly**, C: Somewhat, D: Slightly, E: Does not

426. Will the project have a high degree of urgency due to importance attributed by the national authorities and/or social interest? [redacted] **YES** [redacted] NO

If **yes** the project is included in the national plan and:

A: requires immediate realization (for implementation up to 2013), B: considered very urgent (for implementation up to 2016), C: considered urgent (for implementation up to 2020), D: may be postponed until after 2020,

If the project is not included in the national plan:

E: Not in the national plan.

427. Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? [redacted] YES [redacted] **NO**

If **yes,** the magnitude of impact is:

A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Project Financial Information

428. Project cost (in million$): **110 million €(rehabilitation+signaling) +70 million €(electrification)**

429. Out of which fixed investments: **National Budget and Bank Loan**

430. Expected Starting Date: **2011**

431. Expected Completion Date: **2015**

432. IRR:**2%**

433. Project's stage: [redacted] **Construction** [redacted] Tendering [redacted] Study/Design [redacted] Planning [redacted] Identification

434. Expected Funding Sources (and the % of funding for each one):

a. National Funds:

b. Foreign aid:…

c. Bank loans:

d. Grants: …

e. Private Funds (PPP basis). Please provide details……..…..

f. Other….

435. Foreign cooperation sough☐ YES ■ **NO**

If yes, please describe…**n.a.**…….

436. Expenses made so far (2010), as a percentage of the project's total cost: **n.a.**….

437. Percentage of budget of public works allocated: …**100%**……

438. GDP (year 2010 in million $): …**736**…..

439. Implementation arrangements… **n.a.** ……

440. Critical success factors: **governmental support, availability of funds, cooperation between stakeholders,**

441. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)… **n.a.**

442. Reasons for which project implementation has been delayed, (if applicable) **n.a.**

443. Any relevant Documentation?

Pre-feasibility study…….. ■

Feasibility study…….. ■

Technical Studies (Design etc)…… ■

Other……

444. Other project-related information?……

ECO ROUTE NUMBER: RAIL ROUTE I-Turkey via Iran to Pakistan (Istanbul - Islamabad)

ECO ROUTE NUMBER: RAIL ROUTE II- Turkey via Iran, Turkmenistan, Uzbekistan to Kazakhstan (Istanbul to Dostyk)

Bulgaria border-Kapikule/Greece border-Uzunkopru---Istanbul (European side)—Ferry link (tunnel under construction)-Istanbul (Asian side)- Haydarpasa/Izmit-Ankara - Kayseri – Bostankaya – Malatya – Elazig - Tatvan-Ferry Lake Van (new alignment)-Van - Kapikoy-(border with Iran)

RAIL ROUTE I – BRANCHES

ECO-RAIL 1B-A/2B-A : Sivas-Samsun

ECO-RAIL 1B-B/2B-B : Malatya- Mersin

ECO-RAIL 1B-C/2B-C: Eskisehir-Izmir {there are two alternative routes: 1) through Alayunt-Afyonkarahisar-Usak-Manisa, 2)Alayunt-Balikesir-Manisa)

Project Name: **Samsun - Kalin Modernization Project**

Project ID:

Project Description: **Samsun-Kalin Railway Line constitutes one of the hinterland connections between Black Sea and inner Anatolia along the north-south direction. Samsun Port is located on one end of the line section at Black Sea coast, which had performed freight handling of 1.5 Million Tonnes in 2009. On the other end of the line section, there exists signalled and electrified line extending to the west (Kayseri, Ankara) and south Anatolia (Mersin and Iskenderun Ports) including high speed railway line of Istanbul – Ankara – Sivas, which is under construction.**

Initially Technical Assistance Project will be realized to facilitate the modernisation of the existing railway infrastructure between Samsun and Kalin via preparation of a Feasibility Study (FS), Cost Benefit Analysis (CBA), Environmental Impact Assessment (EIA), Major Project Application Forms (MPAF), design and Tender Dossiers (TD) and Terms of Reference (ToR) for supervision of works construction according to FIDIC Yellow Book. After completion of TA project, according to outputs of feasibility study, scope of works will be defined and implementation of the project will be realized

Rationale and Objectives: **The overall objective of the project to improve the railway infrastructure and the modal split in favour of railway sector, while increasing safety level and reducing travel time, by the modernisation of the existing railway line Samsun-Kalin, establishing Signalling & Telecommunications & Electrification systems, expanding the Stations.**

The existing line section is equipped with mechanical systems located at station entrances on both sides for traffic management, which are controlled by station masters according to orders of dispatcher; the existing situation hinders dense rail traffic flow due to capacity shortage. The existing traffic system lets trains follow each other with headway of station-by-station. Some stations are closed due to lack of staff at stations.

Therefore the whole line section consisting 382,5 km single track will be signaled, electrified and its infrastructure will be upgraded for higher operational speed and higher line capacity. The railway line has potential passenger and freight traffic nevertheless poor characteristics of the line prevents efficient rail transport. The establishment of signaling systems and upgrading the rail infrastructure shall increase line capacity and capability that transport of

commercial and agricultural goods as well as passenger will be provided faster.

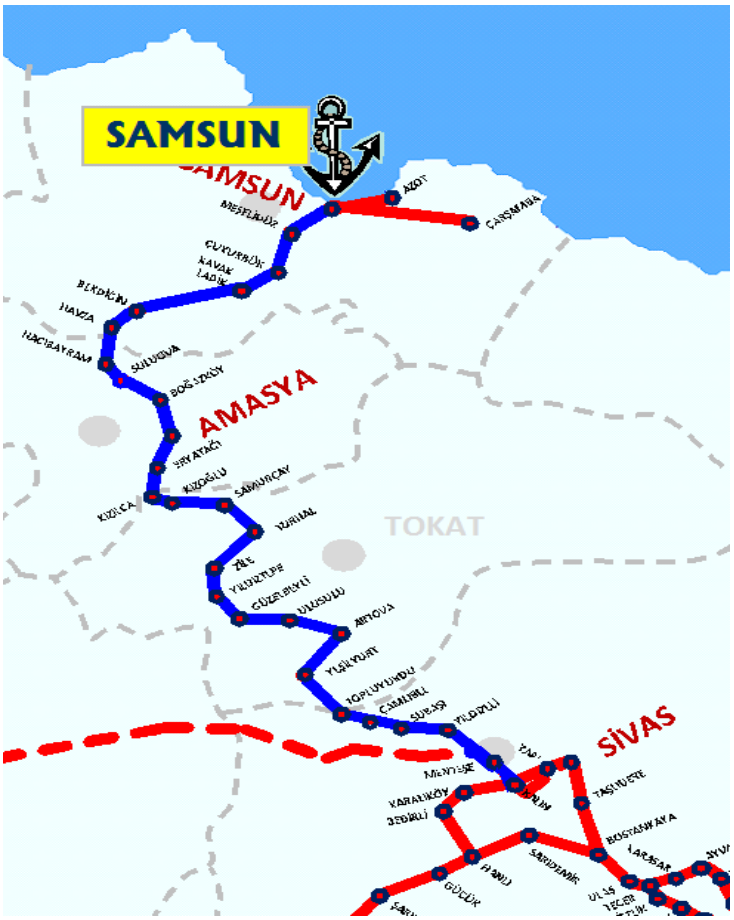
Expected impacts and benefits:

- **Line capacity will be increased with higher level of safety, efficiency of rail transport will be ensured with automatic signaling system, closed stations will be opened.**
- **The signaling system will shorten headway, increase operational speed and line capacity.**
- **Signaling system will provide staff and time saving compared to existing system, such case will ensure cost saving for actors in railways.**
- **Improvement in emission and noise reduction due to efficient traffic flow and electrification**
- **Improvement in domestic and international safer rail transport capacity for domestic and transit traffic North-South Direction with Samsun port connection.**
- **Uninterrupted rail connection with high capacity due to signaling system.**
- **High capacity, safer and faster rail transport will be available.**

Contact address/details:

Section 1. Project Technical Characteristics:

445. Location (latitude/longitude or alternatively a map):



446. Start point/node/city **Samsun**

447. End point/node/city **Kalin (Sivas)**

448. AGC /AGTC Reference No. (if applicable):**C-E97**

449. Trans-Asian Railway (TAR) ☐ **YES** ☐ NO

450. Length (in km): **382,5**

451. Track gauge (mm):**1435**

452. No of tracks (DT=double, ST=single):**ST**

453. Loading gauge (UIC):**GA**

454. Traction ☐ **Electrified** ☐ Non-Electrified

455. Signaling type ☐ **Automatic** ☐ Manual

456. Maximum allowed speed - passenger trains: **for the time being 90 and will be 120 after project**

457. Maximum allowed speed - freight trains: **65**

458. Travel transit time pass/ freight trains(hours): **for the time being 8 h; 5 h. after project/ for the time being 10 h; 8,5 h. after project**

459. Maximum load per axle (tones): **for the time being 20 and will be 22,5 after project**

460. Maximum capacity (trains/day):**for the time being 18 trains/day**

461. Average Daily Train Traffic - Passenger trains[1]: **for the time being 8**

462. Average Daily Train Traffic - Freight trains[1]: **for the time being 23**

463. Expected (passenger) traffic increase (in % - both existing and generated):**25-30%**

464. Expected (freight) traffic increase (in % - both existing and generated) **25-30%**

465. Volume of cargo moved (tones and TEUs)[1]:**2,61 Million Tones**

466. Current Bottleneck/Missing Links: **Line capacity, closed stations**

Section 2. Project Information Concerning Criteria

ON-OFF CRITERION:

Serve for the development of a transport corridor within the ECO countries **YES** ☐ **NO** ☐ **, IF YES PLEASE PROCEED:**

467. Is the project serving international connectivity? ☐ **YES** ☐ NO

If **yes** is it expected to:

A: Greatly improve connectivity, B: Significantly improve connectivity, C: Somewhat improve connectivity, D: Slightly improve connectivity, E: Does not improve connectivity.

468. Will the project promote solutions to the particular transit transport needs of the landlocked countries? ☐ YES ☐ NO

If **yes** the project is providing solution:

A: Greatly, B: Significantly, **C: Somewhat**, D: Slightly, E: Does not

469. Will the project connect low income and/or least developed countries/regions with ECO member states, major European, and Asian markets?

[redacted] **YES** [redacted] NO

If **yes** the project is providing connection:

A: Greatly, **B: Significantly**, C: Somewhat, D: Slightly, E: Does not

470. Will the project cross natural barriers, removes bottlenecks, raises substandard sections to meet international standards, or [redacted] missin[redacted]inks? **YES** NO

If **yes,** the project contributes to the above:

A: Greatly, **B: Significantly**, C: Somewhat, D: Slightly, E: Does not

471. Will the project have a high degree of urgency due to importance attributed by the national authorities and/or social interest? [redacted] **YES** [redacted] NO

If **yes** the project is included in the national plan and:

A: requires immediate realization (for implementation up to 2013), B: **considered very urgent (for implementation up to 2016),** C: considered urgent (for implementation up to 2020), D: may be postponed until after 2020,

If the project is not included in the national plan:

E: Not in the national plan.

472. Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? [redacted] YES [redacted] **NO**

If **yes,** the magnitude of impact is:

A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Project Financial Information

473. Project cost (in million$): **around 136 Million €**

474. Out of which fixed investments: **n.a.**

475. Expected Starting Date: **Technical Assistance Project 2012;Construction 2013**

476. Expected Completion Date: **Technical Assistance Project 2013; Construction 2016**

477. IRR: **n.a.**

478. Project's stage: [redacted] Construction [redacted] Tendering [redacted] **Study/Design**

[redacted] Planning [redacted] Identification

479. Expected Funding Sources (and the % of funding for each one):

a. National Funds: …**15%**

b. Foreign aid:…**85% (EU Funds)**

c. Bank loans: …

d. Grants: …

e. Private Funds (PPP basis). Please provide details……..…

f. Other….

480. Foreign cooperation sough☐ YES ■ **NO**

If yes, please describe…**n.a.**…….

481. Expenses made so far (2010), as a percentage of the project's total cost: **n.a.**…….

482. Percentage of budget of public works allocated: **n.a.**……

483. GDP (year 2010 in million $): …**736**…..

484. Implementation arrangements……**n.a.**……

485. Critical success factors: **governmental support, availability of funds, cooperation between stakeholders**

486. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)…**n.a.**

487. Reasons for which project implementation has been delayed, (if applicable)**n.a.**.

488. Any relevant Documentation?

Pre-feasibility study…….. ☐

Feasibility study…….. ☐

Technical Studies (Design etc)…… ☐

Other……

489. Other project-related information?……

ECO ROUTE NUMBER: RAIL ROUTE I-Turkey via Iran to Pakistan (Istanbul - Islamabad)

ECO ROUTE NUMBER: RAIL ROUTE II- Turkey via Iran, Turkmenistan, Uzbekistan to Kazakhstan (Istanbul to Dostyk)

Bulgaria border-Kapikule/Greece border-Uzunkopru---Istanbul (European side)—Ferry link (tunnel under construction)-Istanbul (Asian side)- Haydarpasa/Izmit-Ankara - Kayseri – Bostankaya – Malatya – Elazig - Tatvan-Ferry Lake Van (new alignment)-Van - Kapikoy-(border with Iran)

RAIL ROUTE I – BRANCHES

ECO-RAIL 1B-A/2B-A : Sivas-Samsun

ECO-RAIL 1B-B/2B-B : Malatya- Mersin

ECO-RAIL 1B-C/2B-C: Eskisehir-Izmir {there are two alternative routes: 1) through Alayunt-Afyonkarahisar-Usak-Manisa, 2)Alayunt-Balikesir-Manisa)

Project Name: **Malatya - Narli Modernization Project**

Project ID:

Project Description: **Malatya -Narli line section stays in south-eastern Anatolia and forms a hinterland connection as part of a north-south connection between Black Sea, Eastern Anatolia regions and Mediterranean Sea region. Malatya is 195 km away from High Speed Line in Sivas, which is under construction between Sivas and Ankara. Between Sivas and Malatya, there is a High Speed Line Project, which is planned to be constructed by 2023 and shall extend from Sivas to Diyarbakir via Malatya.**

Malatya – Narli railway line is 198 (including 16 km side tracks) km in length and single-track with signalling and electrification systems. This line section particularly serves to heavy-haul freight transport, which was about 1.214 Million Ton-km in 2009. There are approximately 14 stations along the line. The train operation on the railway line is based on the TSİ System. That means that the train traffic is administrated by dispatchers in control centre via electronic signalling system. The traffic remote control centre and electrification tele-command centre of this railway line is located in Malatya. The turnouts at stations are remote-controlled by points-machines. There are track vacancy detection systems installed on the railway line for signalling system.

Initially Technical Assistance Project will be realized to facilitate the modernisation of the existing railway infrastructure between Samsun and Kalin via preparation of a Feasibility Study (FS), Cost Benefit Analysis (CBA), Environmental Impact Assessment (EIA), Major Project Application Forms (MPAF), design and Tender Dossiers (TD) and Terms of Reference (ToR) for supervision of works construction according to FIDIC Yellow Book. After completion of TA project, according to outputs of feasibility study, scope of works will be defined and implementation of the project will be realized.

Rationale and Objectives: **The overall objective of the project to improve the railway infrastructure and the modal split in favour of railway sector, while increasing safety level and reducing travel time, by the modernisation of the existing railway line Malatya-Narli, upgrading Signalling, Telecommunications & Electrification systems, expanding the Stations.**

The existing line section is equipped with signaling, telecommunication and electrification systems, which are remote-controlled from the control center in Malatya; the existing

situation hinders dense rail traffic flow due to capacity shortage. The existing traffic system is not interoperable.

Therefore the whole line section consisting 198 km single track will be upgraded with new signaling, electrification systems along with its infrastructure (including track doubling) for higher operational speed and higher line capacity according to outputs of TA Project.

The railway line has potential passenger and freight traffic nevertheless poor characteristics of the line prevents efficient rail transport. The upgrading of existing systems and the rail infrastructure shall increase line capacity and capability that transport of commercial and agricultural goods as well as passenger will be provided faster.

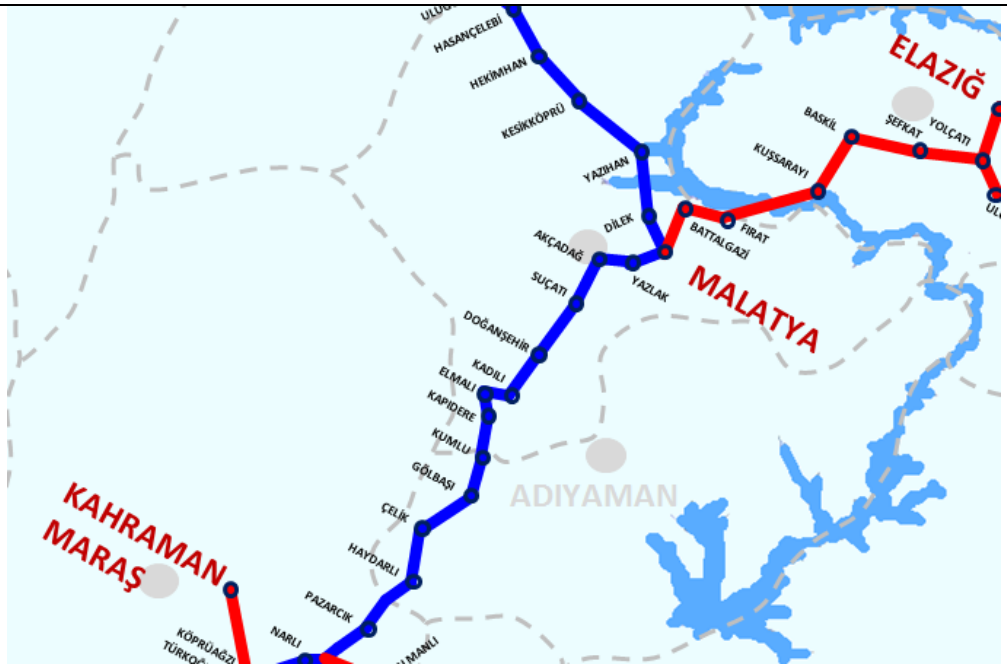
Expected impacts and benefits:

- **Line capacity will be increased with higher level of safety, efficiency of rail transport will be ensured with automatic signaling system.**
- **The new signaling system will increase operational speed and line capacity.**
- **Signaling system will provide staff and time saving compared to existing system, such case will ensure cost saving for actors in railways.**
- **Improvement in emission and noise reduction due to efficient traffic flow and electrification**
- **Improvement in domestic and international safer rail transport capacity for domestic and transit traffic North-South Direction.**
- **Uninterrupted rail connection with high capacity due to interoperable signaling system.**

Contact address/details:

Section 1. Project Technical Characteristics:

490. Location (latitude/longitude or alternatively a map):



491. Start point/node/city **Malatya**

492. End point/node/city **Narli**

493. AGC /AGTC Reference No. (if applicable):**C-E70**

494. Trans-Asian Railway (TAR) ☒ **YES** ☐ NO

495. Length (in km): **198**

496. Track gauge (mm):**1435**

497. No of tracks (DT=double, ST=single):**ST**

498. Loading gauge (UIC):**GA**

499. Tractio ☒ **Electrified** ☐ Non-Electrified

500. Signaling type ☒ **Automatic** ☐ Manual

501. Maximum allowed speed - passenger trains:**120**

502. Maximum allowed speed - freight trains:**65**

503. Travel transit time pass/ freight trains(hours): **for the time being 3,5 h; 2,5 h. after project/ for the time being 4 h; 3,5 h. after project/**

504. Maximum load per axle (tones): **for the time being 20 and will be 22,5 after project**

505. Maximum capacity (trains/day): **for the time being 34**

506. Average Daily Train Traffic - Passenger trains[1]: **for the time being ~5**

507. Average Daily Train Traffic - Freight trains[1]: **for the time being 30**

508. Expected (passenger) traffic increase (in % - both existing and generated):**25-30%**

509. Expected (freight) traffic increase (in % - both existing and generated) **25-30%**

510. Volume of cargo moved (tones and TEUs)[1]:**4,9 Million Tones**

511. Current Bottleneck/Missing Links: **Line Capacity**

Section 2. Project Information Concerning Criteria

ON-OFF CRITERION:

Serve for the development of a transport corridor within the ECO countries **YES** **NO** **, IF YES PLEASE PROCEED:**

512. Is the project serving international connectivity? **YES** NO

If **yes** is it expected to:

A: Greatly improve connectivity, **B: Significantly improve connectivity**, C: Somewhat improve connectivity, D: Slightly improve connectivity, E: Does not improve connectivity.

513. Will the project promote solutions to the particular transit transport needs of the landlocked countries? **YES** NO

If **yes** the project is providing solution:

A: Greatly, **B: Significantly**, C: Somewhat, D: Slightly, E: Does not

514. Will the project connect low income and/or least developed countries/regions with ECO member states, major European, and Asian markets?

YES NO

If **yes** the project is providing connection:

A: Greatly, **B: Significantly**, C: Somewhat, D: Slightly, E: Does not

515. Will the project cross natural barriers, removes bottlenecks, raises substandard sections to meet international standards, or missing links? **YES** NO

If **yes,** the project contributes to the above:

A: Greatly, B: Significantly, **C: Somewhat,** D: Slightly, E: Does not

516. Will the project have a high degree of urgency due to importance attributed by the national authorities and/or social interest? **YES** NO

If **yes** the project is included in the national plan and:

A: requires immediate realization (for implementation up to 2013), B: considered very urgent (for implementation up to 2016), **C: considered urgent (for implementation up to 2020),** D: may be postponed until after 2020,

If the project is not included in the national plan:

E: Not in the national plan.

517. Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? YES **NO**

If **yes,** the magnitude of impact is:

A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great

impact.

Project Financial Information

518. Project cost (in million$): **n.a.**

519. Out of which fixed investments: **n.a.**

520. Expected Starting Date: **Technical Assistance Project 2013;Construction 2014**

521. Expected Completion Date: **Technical Assistance Project 2014; Construction 2017**

522. IRR: **n.a.**

523. Project's stage: ☐ Construction ☐ Tendering ■ **Study/Design**

☐ Planning ☐ Identification

524. Expected Funding Sources (and the % of funding for each one):

a. National Funds: **15%**...

b. Foreign aid:**85% (EU Funds)**...

c. Bank loans: ...

d. Grants: ...

e. Private Funds (PPP basis). Please provide details.....

f. Other....

525. Foreign cooperation sought ☐ YES ■ NO

If yes, please describe..... **n.a.** .....

526. Expenses made so far (2010), as a percentage of the project's total cost: ... **n.a.**

527. Percentage of budget of public works allocated: **n.a.** .....

528. GDP (year 2010 in million $): **736**.....

529. Implementation arrangements... **n.a.**.....

530. Critical success factors: **governmental support, availability of funds, cooperation between stakeholders**

531. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)... **n.a.**

532. Reasons for which project implementation has been delayed, (if applicable).....

533. Any relevant Documentation?

Pre-feasibility study..... ☐

Feasibility study..... ☐

Technical Studies (Design etc)..... ☐

Other.....

534. Other project-related information?.....

ECO ROUTE NUMBER: RAIL ROUTE I-Turkey via Iran to Pakistan (Istanbul - Islamabad)

ECO ROUTE NUMBER: RAIL ROUTE II- Turkey via Iran, Turkmenistan, Uzbekistan to Kazakhstan (Istanbul to Dostyk)

Bulgaria border-Kapikule/Greece border-Uzunkopru---Istanbul (European side)—Ferry link (tunnel under construction)-Istanbul (Asian side)- Haydarpasa/Izmit-Ankara - Kayseri – Bostankaya – Malatya – Elazig - Tatvan-Ferry Lake Van (new alignment)-Van - Kapikoy-(border with Iran)

RAIL ROUTE I – BRANCHES

ECO-RAIL 1B-A/2B-A : Sivas-Samsun

ECO-RAIL 1B-B/2B-B : Malatya- Mersin

ECO-RAIL 1B-C/2B-C: Eskisehir-Izmir {there are two alternative routes: 1) through Alayunt-Afyonkarahisar-Usak-Manisa, 2)Alayunt-Balikesir-Manisa)

Project Name: **Lake Van New Ferry Procurement (Northern Pass Project)**

Project ID: **n.a.**

Project Description: **Elazig - Kapikoy Railway Line constitutes one of the international connections along east-west direction, which had performed freight handling of around 0,8-1 Million Tonnes in 2010. Lake Van is located on this line section. For the time being, there is a ferry service on both sides of the lake to ensure transport of freight on Lake Van**

Rail ferries operate between Tatvan and Van over Lake Van. There are 4 ferries operating, each has a capacity of 8-12 wagons and maximum loading of 400 tonnes. Availability of ferries 50% that only 2 ferries are in service in average. The average travel time including loading/unloading is about 6 hours. It is planned to procure 2 new ferries with totally 100 wagon-capacities in order to provide faster and more efficient transport of wagons and increase the traffic capacity over Lake Van. Moreover, besides the procurement of new ferries, existing piers are to be repaired and developed for higher capacity and also new repair - maintenance facility for ferries will be established as well.

In the long run, it is planned to construct a new railway line, which will by-pass Lake Van in order to eliminate the bottleneck due to ferry link. Design and feasibility studies over alternative routes are going on.

Rationale and Objectives: **The overall objective of the project to improve the infrastructure and the modal split in favour of railway sector, while increasing safety level and reducing travel time, by procurement of new ferries and upgrading existing piers.**

Expected impacts and benefits:

- **Increase in operational speed and line capacity on Lake Van.**
- **Fuel, staff and time saving compared to existing situation such case will ensure cost saving for actors in railways.**
- **Improvement in domestic and international safer rail transport capacity for domestic and transit traffic East-West Direction to/from Iran and Asia.**

Contact address/details:

Section 1. Project Technical Characteristics:

535. Location (latitude/longitude or alternatively a map):

536. Start point/node/city **Tatvan**

537. End point/node/city **Van**

538. AGC /AGTC Reference No. (if applicable):**C-E7O**

539. Trans-Asian Railway (TAR) ☒ **YES** ☐ NO

540. Length (in km): **50 miles**

541. Track gauge (mm):**1435**

542. No of tracks (DT=double, ST=single):**n.a.**

543. Loading gauge (UIC):**GA-GB**

544. Traction ☐ Electrified ☐ Non-Electrified

545. Signaling type ☐ Automatic ☐ Manual

546. Maximum allowed speed - passenger trains: **n.a.**

547. Maximum allowed speed - freight trains: **n.a.**

548. Travel transit time pass/ freight trains(hours): **for the time being 6 and will be around 3-4 hours after project**

549. Maximum load per axle (tones): **n.a.**

550. Maximum capacity (trains/day): **for the time being 90 wagons/day and will be around 800 wagons/day after project**

551. Average Daily Train Traffic - Passenger trains[1]:**for the time being 4**

552. Average Daily Train Traffic - Freight trains[1]: **for the time being 6**

553. Expected (passenger) traffic increase (in % - both existing and generated):**n.a.**

554. Expected (freight) traffic increase (in % - both existing and generated) **n.a.**

555. Volume of cargo moved (tones and TEUs)[1]: **1 Million Tones**

556. Current Bottleneck/Missing Links: **Line capacity, lack of rail link**

Section 2. Project Information Concerning Criteria

ON-OFF CRITERION:

Serve for the development of a transport corridor within the ECO countries

YES **NO** ☐ **, IF YES PLEASE PROCEED:**

557. Is the project serving international connectivity? ☐ **YES** ☐ NO

If **yes** is it expected to:

A: Greatly improve connectivity, B: Significantly improve connectivity, C: Somewhat improve connectivity, D: Slightly improve connectivity, E: Does not improve connectivity.

558. Will the project promote solutions to the particular transit transport needs of the landlocked countries? ☐ YES ☐ NO

If **yes** the project is providing solution:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

559. Will the project connect low income and/or least developed countries/regions with ECO member states, major European, and Asian markets?

☐ **YES** ☐ NO

If **yes** the project is providing connection:

A: Greatly, **B: Significantly**, C: Somewhat, D: Slightly, E: Does not

560. Will the project cross natural barriers, removes bottlenecks, raises substandard sections to meet international standards, or fill missing links? **YES** NO

If **yes,** the project contributes to the above:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

561. Will the project have a high degree of urgency due to importance attributed by the national authorities and/or social interest? ☐ **YES** ☐ NO

If **yes** the project is included in the national plan and:

A: requires immediate realization (for implementation up to 2013), B: considered very urgent (for implementation up to 2016), C: considered urgent (for implementation up to 2020), D: may be postponed until after 2020,

If the project is not included in the national plan:

E: Not in the national plan.

562. Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? ☐ YES ■ **NO**

If **yes,** the magnitude of impact is:

A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Project Financial Information

563. Project cost (in million$): **60,5 Million €**

564. Out of which fixed investments: **National Budget**

565. Expected Starting Date: **2006**

566. Expected Completion Date: **2011**

567. IRR: **n.a.**

568. Project's stage: ■ **Construction** ☐ Tendering ■ Study/Design ☐ Planning ☐ Identification

569. Expected Funding Sources (and the % of funding for each one):

a. National Funds: …**100%**

b. Foreign aid:…

c. Bank loans: …

d. Grants: …

e. Private Funds (PPP basis). Please provide details……..…

f. Other….

570. Foreign cooperation sought ☐ YES ■ **NO**

If yes, please describe…**n.a.**…….

571. Expenses made so far (2010), as a percentage of the project's total cost: **31%**….

572. Percentage of budget of public works allocated: **100%**

573. GDP (year 2010 in million $): …**736**…..

574. Implementation arrangements……**n.a.**……

575. Critical success factors: **governmental support, availability of funds, cooperation between stakeholders**

576. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)…na

577. Reasons for which project implementation has been delayed, (if applicable)na.

578. Any relevant Documentation?

Pre-feasibility study……. ☐

Feasibility study……. ☐

Technical Studies (Design etc)……	☐
Other……	
579. Other project-related information?……	

ECO ROUTE NUMBER: RAIL ROUTE I-Turkey via Iran to Pakistan (Istanbul - Islamabad)

ECO ROUTE NUMBER: RAIL ROUTE II- Turkey via Iran, Turkmenistan, Uzbekistan to Kazakhstan (Istanbul to Dostyk)

Bulgaria border-Kapikule/Greece border-Uzunkopru---Istanbul (European side)—Ferry link (tunnel under construction)-Istanbul (Asian side)- Haydarpasa/Izmit-Ankara - Kayseri – Bostankaya – Malatya – Elazig - Tatvan-Ferry Lake Van (new alignment)-Van - Kapikoy-(border with Iran)

RAIL ROUTE I/II – BRANCHES

ECO-RAIL 1B-A/2B-A : Sivas-Samsun

ECO-RAIL 1B-B/2B-B : Malatya- Mersin

ECO-RAIL 1B-C/2B-C: Eskisehir-Izmir {there are two alternative routes: 1) through Alayunt-Afyonkarahisar-Usak-Manisa, 2)Alayunt-Balikesir-Manisa)

ECO ROUTE NUMBER: RAIL ROUTE III- Turkey via Georgia, Azerbaijan, Turkmenistan, Uzbekistan to Kazakhstan (Istanbul to Dostyk (Almaty))

ECO ROUTE NUMBER: RAIL ROUTE IV-Turkey via Azerbaijan, Caspian sea to Kazakhstan (Istanbul to Shcherbakty -Russian Borders)

Bulgaria border-Kapikule/Greece border-Uzunkopru---Istanbul (European side)—Ferry link (tunnel under construction)-Istanbul (Asian side)- Haydarpasa/Izmit-Arifiye-Eskisehir-Ankara-Kirikkale-Yerkoy-Sivas (new alignment via Yozgat)-Cetinkaya-Kars-Mezra-missing link: Aktas-border with Georgia-gauge change to 1536mm (non ECO country: [missing link: Border with Turkey-Ahalkalaki]-route in Georgia through Tbilisi- border with Azerbaijan)

Project Name: **Kayas – Cetinkaya Electrification Project**

Project ID:

Project Description: **The rail section Kayas – Cetinkaya is located in the middle area of Turkey, constituting east-west corridor. The whole rail section is single track with signalling and telecommunication systems. Kayas – Cetinkaya Railway line is one of the important routes where dense transportation is performed. Every investment to be performed on this line will return increasingly. The existing line section will be electrified.**

The infrastructure consisting of around 702 km single track will be upgraded wherever needed and station loops are to be extended for operation of longer trains. The line section will be electrified for higher operational speed and higher line capacity according to Relevant EN and UIC Codes.

Rationale and Objectives: **Kayas – Cetinkaya railway line is 702 km in length and single-track with signalling and telecommunication systems. This line section particularly serves to heavy-haul freight transport, which was in 2010 as follows;**

Kayas-Irmak	**2.8 Million Tones**
Irmak-Bogazkopru	**3.6 Million Tones**

Bogazkopru-Kayseri	**4.8 Million Tones**
Hanli-Kayseri	**1.6 Million Tones**
Bostankaya-Cetinkaya	**3.5 Million Tones**
Hanli-Bostankaya	**0,8 Million Tones**

The train operation on the railway line is based on the TSI System. That means that the train traffic is administrated by dispatchers in control centre via electronic signalling system. The turnouts at stations are remote-controlled by points-machines. There are track vacancy detection systems installed on the railway line for signalling system.

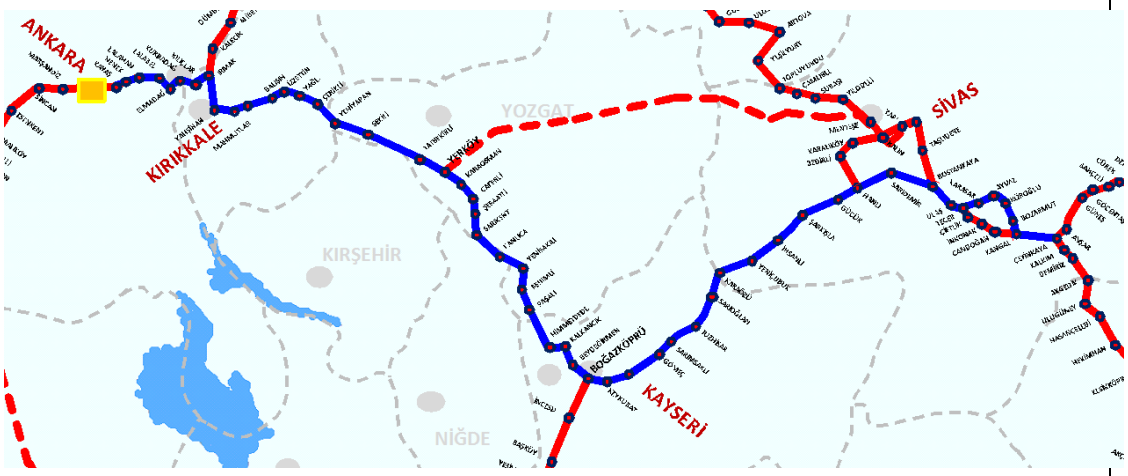
Expected impacts and benefits:

- **Improvement in emission and noise reduction due to efficient traffic flow and electrification**
- **Reduced locomotive operating costs because of the use of electric locomotives**
- **Improved locomotive carrying capacity leading to greater train loads**
- **Improved passenger journey times**
- **Attraction of new passenger and freight traffic due to reduced journey times, and**
- **anticipated lower freight tariffs due to reduced operating costs**

Contact address/details:

Section 1. Project Technical Characteristics:

580. Location (latitude/longitude or alternatively a map):



581. Start point/node/city: **Ankara (Kayas)**

582. End point/node/city : **Cetinkaya**

583. AGC /AGTC Reference No. (if applicable): **C-E70**

584. Trans-Asian Railway (TAR[redacted]) **YES** ☐ NO

585. Length (in km): **702**

586. Track gauge (mm):**1435**

587. No of tracks (DT=double, ST=single):**ST**

588. Loading gauge (UIC):**GA**

589. Tractio[redacted] **Electrified** ☐ Non-Electrified

590. Signaling type[redacted] **Automatic** ☐ Manual

591. Maximum allowed speed - passenger trains: **120**

592. Maximum allowed speed - freight trains: **65**

593. Travel transit time pass/ freight trains (hours): **for the time being 9 h. 23 m.; estimated 8 h. 15 m. after project completion/ for the time being 13,5 h.; estimated 13 h. after project completion**

594. Maximum load per axle (tones): **20**

595. Maximum capacity (trains/day): **24-44**

596. Average Daily Train Traffic - Passenger trains[1]:**10**

597. Average Daily Train Traffic - Freight trains[1]: **10**

598. Expected (passenger) traffic increase (in % - both existing and generated):**25-30%**

599. Expected (freight) traffic increase (in % - both existing and generated)**25-30%**

600. Volume of cargo moved (tones and TEUs)[1]:

Kayas-Irmak	**2.8 Million Tones**
Irmak-Bogazkopru	**3.6 Million Tones**
Bogazkopru-Kayseri	**4.8 Million Tones**
Hanli-Kayseri	**1.6 Million Tones**
Bostankaya-Cetinkaya	**3.5 Million Tones**
Hanli-Bostankaya	**0,8 Million Tones**

601. Current Bottleneck/Missing Links: **Line Capacity**

Section 2. Project Information Concerning Criteria

ON-OFF CRITERION:

Serve for the development of a transport corridor within the ECO countries **YES** **N[redacted], IF YE[redacted]LEASE PROCEED:**

602. Is the project serving international connectivity? [redacted] **YES** ☐NO

If **yes** is it expected to:

A: Greatly improve connectivity, B: Significantly improve connectivity, C: Somewhat improve connectivity, D: Slightly improve connectivity, E: Does not improve connectivity.

603. Will the project promote solutions to the particular transit transport needs of the landlocked countries? ■ **YES** ☐ NO

If **yes** the project is providing solution:

A: Greatly, **B: Significantly,** C: Somewhat, D: Slightly, E: Does not

604. Will the project connect low income and/or least developed countries/regions with ECO member states, major European, and Asian markets?

■ **YES** ☐ NO

If **yes** the project is providing connection:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

605. Will the project cross natural barriers, removes bottlenecks, raises substandard sections to meet international standards, or fills missing links?

■ **YES** ☐ NO

If **yes,** the project contributes to the above:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

606. Will the project have a high degree of urgency due to importance attributed by the national authorities and/or social interest? ■ **YES** ☐ NO

If **yes** the project is included in the national plan and:

A: requires immediate realization (for implementation up to 2013), **B: considered very urgent (for implementation up to 2016),** C: considered urgent (for implementation up to 2020), D: may be postponed until after 2020,

If the project is not included in the national plan:

E: Not in the national plan.

607. Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? ☐ YES ■ **NO**

If **yes,** the magnitude of impact is:

A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Project Financial Information

608. Project cost (in million$): **88 million €**

609. Out of which fixed investments: **National Budget and Bank Loan**

610. Expected Starting Date: **2011**

611. Expected Completion Date: **2015**

612. IRR: **n,a**

613. Project's stage: ☐ Construction ☐ Tendering ■ **Study/Design**

☐ Planning ☐ Identification

614. Expected Funding Sources (and the % of funding for each one):

a. National Funds: **n.a.**

b. Foreign aid:…

c. Bank loans: **n.a.**

d. Grants: …

e. Private Funds (PPP basis). Please provide details……..…

f. Other….

615. Foreign cooperation sough ☐ YES ■ **NO**

If yes, please describe…….

616. Expenses made so far (2010), as a percentage of the project's total cost: **n.a.**

617. Percentage of budget of public works allocated: **n.a.**

618. GDP (year 2010 in million $): **736**

619. Implementation arrangements……

620. Critical success factors: **governmental support, availability of funds, cooperation between stakeholders,**

621. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)…… **n.a.**

622. Reasons for which project implementation has been delayed, (if applicable) **n.a.**

623. Any relevant Documentation?

Pre-feasibility study…….. ☐

Feasibility study…….. ☐

Technical Studies (Design etc)…… ☐

Other… ……

624. Other project-related information?……

ECO ROUTE NUMBER: RAIL ROUTE I-Turkey via Iran to Pakistan (Istanbul - Islamabad)

ECO ROUTE NUMBER: RAIL ROUTE II- Turkey via Iran, Turkmenistan, Uzbekistan to Kazakhstan (Istanbul to Dostyk)

Bulgaria border-Kapikule/Greece border-Uzunkopru---Istanbul (European side)—Ferry link (tunnel under construction)-Istanbul (Asian side)- Haydarpasa/Izmit-Ankara - Kayseri – Bostankaya – Malatya – Elazig - Tatvan-Ferry Lake Van (new alignment)-Van - Kapikoy-(border with Iran)

RAIL ROUTE I – BRANCHES

ECO-RAIL 1B-A/2B-A : Sivas-Samsun

ECO-RAIL 1B-B/2B-B : Malatya- Mersin

ECO-RAIL 1B-C/2B-C: Eskisehir-Izmir {there are two alternative routes: 1) through Alayunt-Afyonkarahisar-Usak-Manisa, 2)Alayunt-Balikesir-Manisa)

Project Name: **Pehlivankoy - Uzunkopru –Border with Greece Modernization Project**

Project ID:

Project Description:

The existing line section is equipped with mechanical systems for traffic management, which hinders dense rail traffic flow due to capacity shortage. The existing traffic system lets trains follow each other with station-by-station. Moreover poor characteristics of existing infrastructure allow lower operational speed. Therefore the whole line section consisting of 30 km single track will be signalled and its infrastructure will be upgraded for higher operational speed and higher line capacity.

The infrastructure shall be upgraded and the whole line section will be signalled and electrified along with communication systems according to Relevant EN and UIC Codes.

Rationale and Objectives:

The railway line has potential passenger and dense freight international traffic nevertheless poor characteristic of the line prevents efficient rail transport as an alternative of rail connection to Europe via Bulgaria. The establishment of signalling and electrification systems and upgrading infrastructure shall increase line capacity and capability that transport of commercial and agricultural goods as well as passenger will be provided faster and efficiently to/from Europe via Greece.

The overall objective of the project to improve the railway infrastructure and the modal split in favour of railway sector, while increasing safety level and reducing travel time, by the modernisation of the existing railway line, installing Signalling & Telecommunications & Electrification systems.

Expected impacts and benefits:

- **Line capacity will be increased with higher level of safety, efficiency of rail transport will be ensured with automatic signaling system.**
- **The new signaling system will increase operational speed and line capacity.**
- **Signaling system will provide staff and time saving compared to existing system, such case will ensure cost saving for actors in railways.**
- **Improvement in emission and noise reduction due to efficient traffic flow and electrification**
- **Improvement in domestic and international safer rail transport capacity for domestic and transit traffic North-South Direction.**
- **Uninterrupted rail connection with high capacity due to interoperable signaling system.**

Contact address/details:

Section 1. Project Technical Characteristics:

625. Location (latitude/longitude or alternatively a map):

626. Start point/node/city **Border with Greece**

627. End point/node/city **Pehlivankoy**

628. AGC /AGTC Reference No. (if applicable):**C-E70-2**

629. Trans-Asian Railway (TAR) ☐ YE[redacted] **NO**

630. Length (in km): **30**

631. Track gauge (mm):**1435**

632. No of tracks (DT=double, ST=single):**ST**

633. Loading gauge (UIC):**GA**

634. Tractio[redacted] **Electrified** [redacted] Non-Electrified

635. Signaling type[redacted] **Automatic** [redacted] Manual

636. Maximum allowed speed - passenger trains: **for the time being 90; will be 120 after project completion**

637. Maximum allowed speed - freight trains:**65**

638. Travel transit time pass/ freight trains(hours):**25 m./ 40 m.**

639. Maximum load per axle (tones): **for the time being 20 and will be 22,5 after project**

640. Maximum capacity (trains/day): **for the time being 40**

641. Average Daily Train Traffic - Passenger trains[1]:**8**

642. Average Daily Train Traffic - Freight trains[1]: **12**

643. Expected (passenger) traffic increase (in % - both existing and generated):**25-30%**

644. Expected (freight) traffic increase (in % - both existing and generated) **25-30%**

645. Volume of cargo moved (tones and TEUs)[1]:**36,000 Tones**

646. Current Bottleneck/Missing Links: **Line Capacity**

Section 2. Project Information Concerning Criteria

ON-OFF CRITERION:

Serve for the development of a transport corridor within the ECO countries **YES** **NO** [redacted] **, IF YES** [redacted] **LEASE PROCEED:**

647. Is the project serving international connectivity? [redacted] **YES** [redacted] NO

If **yes** is it expected to:

A: Greatly improve connectivity, **B: Significantly improve connectivity**, C: Somewhat improve connectivity, D: Slightly improve connectivity, E: Does not improve connectivity.

648. Will the project promote solutions to the particular transit transport needs of the landlocked countries? [redacted] **YES** [redacted] NO

If **yes** the project is providing solution:

A: Greatly, **B: Significantly**, C: Somewhat, D: Slightly, E: Does not

649. Will the project connect low income and/or least developed countries/regions with ECO member states, major European, and Asian markets?

[redacted] **YES** [redacted] NO

If **yes** the project is providing connection:

A: Greatly, **B: Significantly**, C: Somewhat, D: Slightly, E: Does not

650. Will the project cross natural barriers, removes bottlenecks, raises substandard sections to meet international standards, or [redacted] missin[redacted] links? **YES** NO

If **yes,** the project contributes to the above:

A: Greatly, B: Significantly, **C: Somewhat,** D: Slightly, E: Does not

651. Will the project have a high degree of urgency due to importance attributed by the national authorities and/or social interest? ☒ **YES** ☐ NO

If **yes** the project is included in the national plan and:

A: requires immediate realization (for implementation up to 2013), B: considered very urgent (for implementation up to 2016), C: considered urgent (for implementation up to 2020), D: may be postponed until after 2020,

If the project is not included in the national plan:

E: Not in the national plan.

652. Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? ☐ YES ☒ **NO**

If **yes,** the magnitude of impact is:

A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Project Financial Information

653. Project cost (in million$): **12,9 Million €**

654. Out of which fixed investments: **National Budget**

655. Expected Starting Date: **2010**

656. Expected Completion Date: **2012**

657. IRR: **22,9%**

658. Project's stage: ☐ Construction ☒ **Tendering** ☐ Study/Design

☐ Planning ☐ Identification

659. Expected Funding Sources (and the % of funding for each one):

a. National Funds: **100%**...

b. Foreign aid: ...

c. Bank loans: ...

d. Grants: ...

e. Private Funds (PPP basis). Please provide details.....

f. Other....

660. Foreign cooperation sought ☐ YES ☒ **NO**

If yes, please describe..... **n.a.** .....

661. Expenses made so far (2010), as a percentage of the project's total cost: ... **n.a.**

662. Percentage of budget of public works allocated: **n.a.** .....

663. GDP (year 2010 in million $): **736**…….

664. Implementation arrangements… **n.a.** ……

665. Critical success factors: **governmental support, availability of funds, cooperation between stakeholders**

666. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)… **n.a.**

667. Reasons for which project implementation has been delayed, (if applicable)…..

668. Any relevant Documentation?

Pre-feasibility study…….. ☐

Feasibility study…….. ■

Technical Studies (Design etc)…… ■

Other……

669. Other project-related information?……

ECO ROUTE NUMBER: RAIL ROUTE I-Turkey via Iran to Pakistan (Istanbul - Islamabad)

ECO ROUTE NUMBER: RAIL ROUTE II- Turkey via Iran, Turkmenistan, Uzbekistan to Kazakhstan (Istanbul to Dostyk)

Bulgaria border-Kapikule/Greece border-Uzunkopru---Istanbul (European side)—Ferry link (tunnel under construction)-Istanbul (Asian side)- Haydarpasa/Izmit-Ankara - Kayseri – Bostankaya – Malatya – Elazig - Tatvan-Ferry Lake Van (new alignment)-Van - Kapikoy-(border with Iran)

RAIL ROUTE I – BRANCHES

ECO-RAIL 1B-A/2B-A : Sivas-Samsun

ECO-RAIL 1B-B/2B-B : Malatya- Mersin

ECO-RAIL 1B-C/2B-C: Eskisehir-Izmir {there are two alternative routes: 1) through Alayunt-Afyonkarahisar-Usak-Manisa, 2)Alayunt-Balikesir-Manisa)

Project Name: **Bandirma-Menemen (Izmir) Modernization Project**

Project ID: **n.a.**

Project Description: **The existing line section is equipped with mechanical systems for traffic management, which hinders dense rail traffic flow due to capacity shortage. The existing traffic system lets trains follow each other with station-by-station, with control of station masters according to orders of a dispatcher at control centre. Moreover poor characteristics of existing infrastructure allow lower operational speed. Therefore the whole line section consisting of 341 km single track will be signalled, electrified and its infrastructure will be upgraded for higher operational speed and higher line capacity.**

The infrastructure shall be upgraded and the whole line section will be signalled and electrified along with communication systems according to Relevant EN and UIC Codes.

Rationale and Objectives: **The overall objective of the project to improve the railway infrastructure and the modal split in favour of railway sector, while increasing safety level and reducing travel time, by the modernisation of the existing railway line, installing Signalling & Telecommunications & Electrification systems.**

The railway line has potential passenger and dense freight traffic between Marmara Region/Inner Anatolia and Izmir Port. Nevertheless poor characteristic of the line prevents efficient rail transport. Some stations are closed due to lack of staff at stations. The establishment of signalling and electrification systems and upgrading the infrastructure will increase line capacity and capability that transport of commercial and agricultural goods as well as passengers will be provided safer, faster and efficiently.

Expected impacts and benefits:

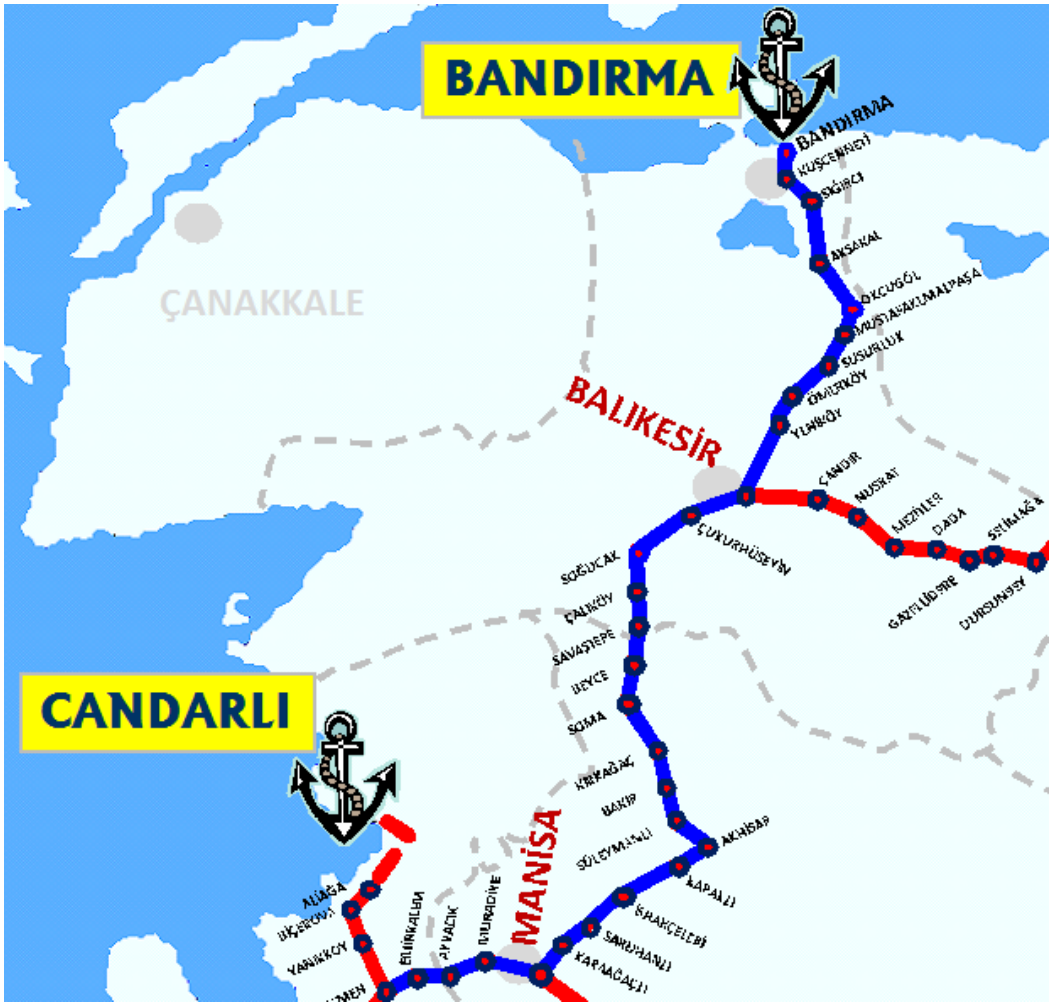
- **Line capacity will be increased with higher level of safety, efficiency of rail transport will be ensured with automatic signaling system.**
- **The new signaling system will increase operational speed and line capacity.**
- **Signaling system will provide staff and time saving compared to existing system, such case will ensure cost saving for actors in railways.**
- **Improvement in emission and noise reduction due to efficient traffic flow and electrification**

- **Improvement in domestic and international safer rail transport capacity for domestic and transit traffic North-South Direction.**
- **Uninterrupted rail connection with high capacity due to interoperable signaling system.**

Contact address/details:

Section 1. Project Technical Characteristics:

670. Location (latitude/longitude or alternatively a map):



671. Start point/node/city **Bandirma**

672. End point/node/city **Izmir (Menemen)**

673. AGC /AGTC Reference No. (if applicable):**C-E74**

674. Trans-Asian Railway (TAR) ☐ **YES** ☐ NO

675. Length (in km): **341**

676. Track gauge (mm):**1435**

677. No of tracks (DT=double, ST=single):**ST**

678. Loading gauge (UIC):**GA**

679. Tractio[redacted] **Electrified** [ ] Non-Electrified

680. Signaling type[redacted] **Automatic** [ ] Manual

681. Maximum allowed speed - passenger trains: **120**

682. Maximum allowed speed - freight trains: **65**

683. Travel transit time pass/ freight trains (hours): **for the time being 6 h. 40 m.; estimated 4h. after project completion/ for the time being 8 h.; estimated 7 h. after project completion/**

684. Maximum load per axle (tones): **22,5**

685. Maximum capacity (trains/day): **Bandirma – Balikesir 35 Trains/Day**

Balikesir - Manisa 40 Trains/Day

Manisa – Menemen 45 Trains/Day

686. Average Daily Train Traffic - Passenger trains[1]: **for the time being;**

Bandirma – Balikesir 4 Trains/Day

Balikesir - Manisa 12 Trains/Day

Manisa – Izmir 18 Trains/Day

687. Average Daily Train Traffic - Freight trains[1]: **for the time being;**

Bandirma – Balikesir 25 Trains/Day

Balikesir - Manisa 9 Trains/Day

Manisa – Izmir 20 Trains/Day

688. Expected (passenger) traffic increase (in % - both existing and generated):**25-30%**

689. Expected (freight) traffic increase (in % - both existing and generated) **25-30%**

690. Volume of cargo moved (tones and TEUs)[1]: **The volume of freight in 2010 was as follows; Manisa-Soma 0,4 Million Tones**

Soma-Balikesir 0,3 Million Tones

Balikesir-Bandirma 1,9 Million Tones

Cigli-Manisa 0,4 Million Tones;

The projected volume of freight is about 3,9 Million tones.

691. Current Bottleneck/Missing Links: **Line Capacity**

Section 2. Project Information Concerning Criteria

ON-OFF CRITERION:

Serve for the development of a transport corridor within the ECO countries **YES** **NO** [redacted] **, IF YES** [ ] **LEASE PROCEED:**

692. Is the project serving international connectivity? [redacted] **YES** [ ] NO

If **yes** is it expected to:

A: Greatly improve connectivity, **B: Significantly improve connectivity**, C: Somewhat improve connectivity, D: Slightly improve connectivity, E: Does not improve connectivity.

693. Will the project promote solutions to the particular transit transport needs of the landlocked countries? ■ **YES** ☐ NO

If **yes** the project is providing solution:

A: Greatly, **B: Significantly**, C: Somewhat, D: Slightly, E: Does not

694. Will the project connect low income and/or least developed countries/regions with ECO member states, major European, and Asian markets?

■ **YES** ☐ NO

If **yes** the project is providing connection:

A: Greatly, **B: Significantly**, C: Somewhat, D: Slightly, E: Does not

695. Will the project cross natural barriers, removes bottlenecks, raises substandard sections to meet international standards, or ■ missing links? **YES** NO

If **yes,** the project contributes to the above:

A: Greatly, B: Significantly**, C: Somewhat,** D: Slightly, E: Does not

696. Will the project have a high degree of urgency due to importance attributed by the national authorities and/or social interest? ■ **YES** ☐ NO

If **yes** the project is included in the national plan and:

A: requires immediate realization (for implementation up to 2013), **B: considered very urgent (for implementation up to 2016)**, C: considered urgent (for implementation up to 2020), D: may be postponed until after 2020,

If the project is not included in the national plan:

E: Not in the national plan.

697. Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? ☐ YES ■ **NO**

If **yes,** the magnitude of impact is:

A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Project Financial Information

698. Project cost (in million$): **104 Million €**

699. Out of which fixed investments: **National Budget & Bank Loan**

700. Expected Starting Date: **2011**

701. Expected Completion Date: **2015**

702. IRR: **20%**

703. Project's stage: ☐ Construction ☐ Tendering ■ **Study/Design**

☐ Planning ☐ Identification

704. Expected Funding Sources (and the % of funding for each one):

a. National Funds: …

b. Foreign aid: …

c. Bank loans: …

d. Grants: …

e. Private Funds (PPP basis). Please provide details……..…..

f. Other….

705. Foreign cooperation sought ☐ YES ■ **NO**

If yes, please describe…… **n.a.** …….

706. Expenses made so far (2010), as a percentage of the project's total cost: … **n.a.** ….

707. Percentage of budget of public works allocated: **n.a.** ……

708. GDP (year 2010 in million $): **736**……..

709. Implementation arrangements… **na** ……

710. Critical success factors: **governmental support, availability of funds, cooperation between stakeholders**

711. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)… **n.a.**

712. Reasons for which project implementation has been delayed, (if applicable)…..

713. Any relevant Documentation?

Pre-feasibility study…….. ☐

Feasibility study…….. ☐

Technical Studies (Design etc)…… ☐

Other……

714. Other project-related information?……

ECO ROUTE NUMBER: RAIL ROUTE I-Turkey via Iran to Pakistan (Istanbul - Islamabad)

ECO ROUTE NUMBER: RAIL ROUTE II- Turkey via Iran, Turkmenistan, Uzbekistan to Kazakhstan (Istanbul to Dostyk)

Bulgaria border-Kapikule/Greece border-Uzunkopru---Istanbul (European side)—Ferry link (tunnel under construction)-Istanbul (Asian side)- Haydarpasa/Izmit-Ankara - Kayseri – Bostankaya – Malatya – Elazig - Tatvan-Ferry Lake Van (new alignment)-Van - Kapikoy-(border with Iran)

RAIL ROUTE I – BRANCHES

ECO-RAIL 1B-A/2B-A : Sivas-Samsun

ECO-RAIL 1B-B/2B-B : Malatya- Mersin

ECO-RAIL 1B-C/2B-C: Eskisehir-Izmir {there are two alternative routes: 1) through Alayunt-Afyonkarahisar-Usak-Manisa, 2)Alayunt-Balikesir-Manisa)

Project Name: **Kars - Aktas Railway Project**

Project ID: **n.a.**

Project Description: **The existing railway line in Kars goes to Dogukapi (Border with Armenia), which is closed to transport due to a political conflict. The new railway line, which is under construction, goes along northern direction from Kars (Mezra) to Aktas (Border with Georgia) in order to establish a new rail connection to Georgia through Ahalkalaki.**

Rationale and Objectives: **The railway line has potential passenger and dense freight international traffic between Turkey, Georgia and Azerbaijan. The project covers the route from Kars to Baku through Tbilisi, of which Kars-Aktas Railway Project forms a part. It is aimed at improving the quality and the volume of international transport services by establishing a new railway line to Georgia. The objective is to establish new modern rail connection from/to Asia and China through Caucasus (Georgia and Azerbaijan). The overall objective of the project to improve the railway infrastructure and the modal split in favour of railway sector, while increasing safety level and reducing travel time, by the construction of the new railway line with electrification, signalling and communication systems.**

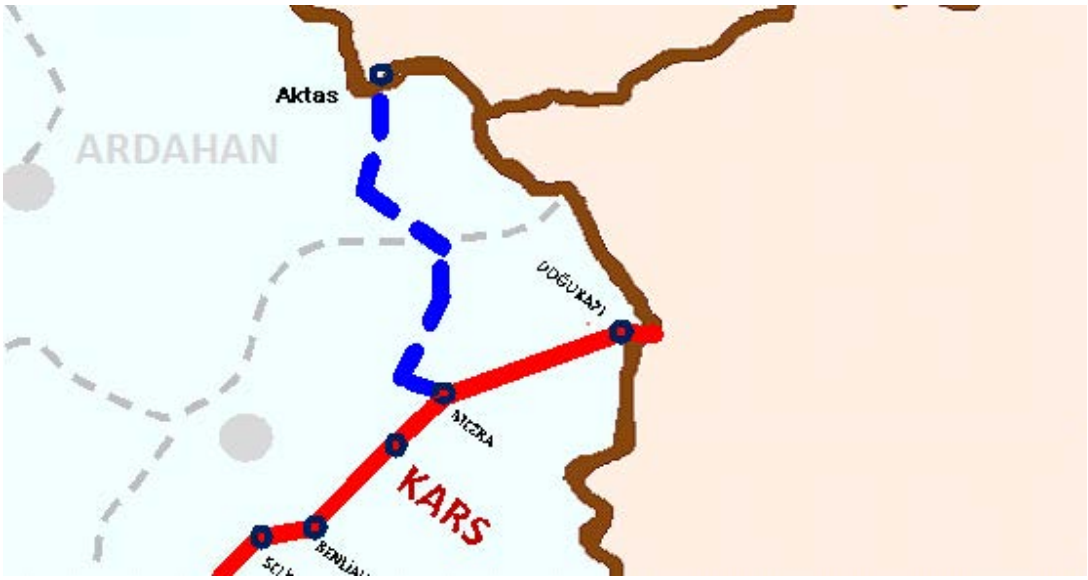
Expected impacts and benefits:

- **Improvement in domestic and international safer rail transport capacity along Europe-Asia Route,**
- **Increase in operational speed and line capacity with new signaling system,**
- **Improvement in emission and noise reduction due to efficient traffic flow and electrification,**
- **Uninterrupted rail connection with high capacity due to interoperable signaling system.**
- **An alternative to the route over Lake Van through Iran to Asia so as to overcome the capacity bottleneck in Lake Van.**

Contact address/details:

Section 1. Project Technical Characteristics:

715. Location (latitude/longitude or alternatively a map):



716. Start point/node/city **Kars (Mezra)**

717. End point/node/city **Aktas**

718. AGC /AGTC Reference No. (if applicable): **n.a.**

719. Trans-Asian Railway (TAR): **YES** ☐ NO

720. Length (in km): **76**

721. Track gauge (mm):**1435**

722. No of tracks (DT=double, ST=single): **ST**

723. Loading gauge (UIC): **GA**

724. Traction: ☐ **Electrified** ☐ Non-Electrified

725. Signaling type: ☐ **Automatic** ☐ Manual

726. Maximum allowed speed - passenger trains: **120**

727. Maximum allowed speed - freight trains: **65**

728. Travel transit time pass/ freight trains (hours): **estimated 50 m. / 100 m.**

729. Maximum load per axle (tones): **22,5**

730. Maximum capacity (trains/day): **18**

731. Average Daily Train Traffic - Passenger trains[1]: **6**

732. Average Daily Train Traffic - Freight trains[1]: **12**

733. Expected (passenger) traffic increase (in % - both existing and generated): **n.a.**

734. Expected (freight) traffic increase (in % - both existing and generated) **n.a.**

735. Volume of cargo moved (tones and TEUs)[1]:**3 Million Tones after project completion**

736. Current Bottleneck/Missing Links: **Elimination of a missing Link Between Turkey& Georgia**

Section 2. Project Information Concerning Criteria

ON-OFF CRITERION:

Serve for the development of a transport corridor within the ECO countries
YES **NO** ☐ **, IF YES** ☐ **PLEASE PROCEED:**

737. Is the project serving international connectivity? ☐ **YES** ☐ NO

If **yes** is it expected to:

A: Greatly improve connectivity, B: Significantly improve connectivity, C: Somewhat improve connectivity, D: Slightly improve connectivity, E: Does not improve connectivity.

738. Will the project promote solutions to the particular transit transport needs of the landlocked countries? ☐ **YES** ☐ NO

If **yes** the project is providing solution:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

739. Will the project connect low income and/or least developed countries/regions with ECO member states, major European, and Asian markets?
☐ **YES** ☐ NO

If **yes** the project is providing connection:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

740. Will the project cross natural barriers, removes bottlenecks, raises substandard sections to meet international standards, or ☐ missing links?
YES NO

If **yes,** the project contributes to the above:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

741. Will the project have a high degree of urgency due to importance attributed by the national authorities and/or social interest? ☐ **YES** ☐ NO

If **yes** the project is included in the national plan and:

A: requires immediate realization (for implementation up to 2013), B: considered very urgent (for implementation up to 2016), C: considered urgent (for implementation up to 2020), D: may be postponed until after 2020,

If the project is not included in the national plan:

E: Not in the national plan.

742. Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? ☐ YES ☐ **NO**

If **yes,** the magnitude of impact is:

A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great

impact.

Project Financial Information

743. Project cost (in million$): **166 Million €**

744. Out of which fixed investments: **National Budget**

745. Expected Starting Date: **2006**

746. Expected Completion Date: **2012**

747. IRR: **9,37% financial, 16,00% economic**

748. Project's stage: ☐ **Construction** ☐ Tendering ☐ Study/Design ☐ Planning ☐ Identification

749. Expected Funding Sources (and the % of funding for each one):

   a. National Funds: **100%**...
   b. Foreign aid: ...
   c. Bank loans: ...
   d. Grants: ...
   e. Private Funds (PPP basis). Please provide details.....
   f. Other....

750. Foreign cooperation sought: ☐ YES ☐ NO

If yes, please describe: **The railway line will be connected to Baku through Tbilisi with new railway line and rehabilitation of existing lines in Georgia along the route.**

751. Expenses made so far (2010), as a percentage of the project's total cost: **n.a.**

752. Percentage of budget of public works allocated: **100%** ...

753. GDP (year 2010 in million $): **736**.

754. Implementation arrangements... **n.a.**.....

755. Critical success factors: **governmental support, availability of funds, cooperation between stakeholders**

756. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)... **n.a.**

757. Reasons for which project implementation has been delayed, (if applicable).....

758. Any relevant Documentation?

Pre-feasibility study..... ☐

Feasibility study..... ☐

Technical Studies (Design etc)..... ☐

Other.....

759. Other project-related information?.....

ECO ROUTE NUMBER: RAIL ROUTE I-Turkey via Iran to Pakistan (Istanbul - Islamabad)

ECO ROUTE NUMBER: RAIL ROUTE II- Turkey via Iran, Turkmenistan, Uzbekistan to Kazakhstan (Istanbul to Dostyk)

Bulgaria border-Kapikule/Greece border-Uzunkopru---Istanbul (European side)—Ferry link (tunnel under construction)-Istanbul (Asian side)- Haydarpasa/Izmit-Ankara - Kayseri – Bostankaya – Malatya – Elazig - Tatvan-Ferry Lake Van (new alignment)-Van - Kapikoy-(border with Iran)

RAIL ROUTE I – BRANCHES

ECO-RAIL 1B-A/2B-A : Sivas-Samsun

ECO-RAIL 1B-B/2B-B : Malatya- Mersin

ECO-RAIL 1B-C/2B-C: Eskisehir-Izmir {there are two alternative routes: 1) through Alayunt-Afyonkarahisar-Usak-Manisa, 2)Alayunt-Balikesir-Manisa)

ECO ROUTE NUMBER: RAIL ROUTE III- Turkey via Georgia, Azerbaijan, Turkmenistan, Uzbekistan to Kazakhstan (Istanbul to Dostyk (Almaty))

ECO ROUTE NUMBER: RAIL ROUTE IV-Turkey via Azerbaijan, Caspian sea to Kazakhstan (Istanbul to Shcherbakty -Russian Borders)

Bulgaria border-Kapikule/Greece border-Uzunkopru---Istanbul (European side)—Ferry link (tunnel under construction)-Istanbul (Asian side)- Haydarpasa/Izmit-Arifiye-Eskisehir-Ankara-Kirikkale-Yerkoy-Sivas (new alignment via Yozgat)-Cetinkaya-Kars-Mezra-missing link: Aktas-border with Georgia-gauge change to 1536mm (non ECO country: [missing link: Border with Turkey-Ahalkalaki]-route in Georgia through Tbilisi- border with Azerbaijan)

Project Name: **Sivas-Erzincan-Erzurum-Kars Railway Project**

Project ID:

Project Description: **With Sivas-Erzincan-Erzurum-Kars Railway Project, new double track high seed line with signalling, electrification and communication systems will be constructed, 710 km in length, along with constituting the East-West axis in the high speed train line and shortening of the current traveling time from 14 hours to 5 hours.**

The project will be implemented in 3 sections; Sivas-Erzincan, Erzincan-Erzurum and Erzurum-Kars. Project preparation and design studies along with Tender Dossier preparation for each section are going on.

Rationale and Objectives: **As complementary to Ankara-Istanbul HST, Ankara-Sivas HST, Halkali-Kapikule Railway and Kars-Aktas Railway Projects; Sivas-Erzincan-Erzurum-Kars Railway Project will ensure uninterrupted high-standard railway line along the route of Europe-Caucasus-Middle Asia in east-west direction. Sivas-Kars corridor is one of the main routes of Turkey in terms of railway linking east and west.**

The existing Sivas-Erzincan-Erzurum-Kars line is mostly single track. Considering existing

railway, since geometric standards and physical condition are low, superstructure is worn-out and operation is on single line, it is impossible to reach high speed. Low speeds, old infrastructure and travel time between Sivas-Kars of around 14 hours.

High-standard railway line geometric standards dictate the need for a new alignment, and double tracks. Construction of high-standard railway between Sivas and Kars will help Turkey to boost economic and regional development. This corridor, being one of the most important traffic arteries of the existing network, provides linkage between Europe and Asia. Similarly, following Ankara and East Anatolia, one can reach to Caucasia and Russia on one side and to Iran on the other, through which access to Middle Asia and Far East is possible.

The project supports the general objective of development of transport via the country's main cities and constitutes therefore a very important element of coordinated intermodal transport in Turkey.

Construction of high-standard railway between Sivas and Kars will provide a time-efficient, comfortable and safe transportation opportunity. The project will make a contribution to mitigate the bottleneck situation of the long travelling time between Kars and Sivas.

The project is carried out in order to provide a time-efficient, comfortable and safe transportation system. The major objectives of the Project are summarized below:

- **Transport time savings for passengers**
- **Improved transport safety and comfort**
- **Improved transport reliability**
- **Increased share of railway in the national transportation network**
- **Decreased traffic load on the state highway between Kars and Sivas**
- **Minimized environmental pollution due to exhaust gases**
- **Decreased accident rates**

Expected impacts and benefits: **Travel time for the time being is around 14 hours and will be around 5 hours when the project is completed. The existing passenger traffic on rail will be shifted to new high speed line and existing line will be mainly used for freight transport. Consequently more capacity will be available for freight trains. The existing line is 762 km and will decrease to 710 km in length.**

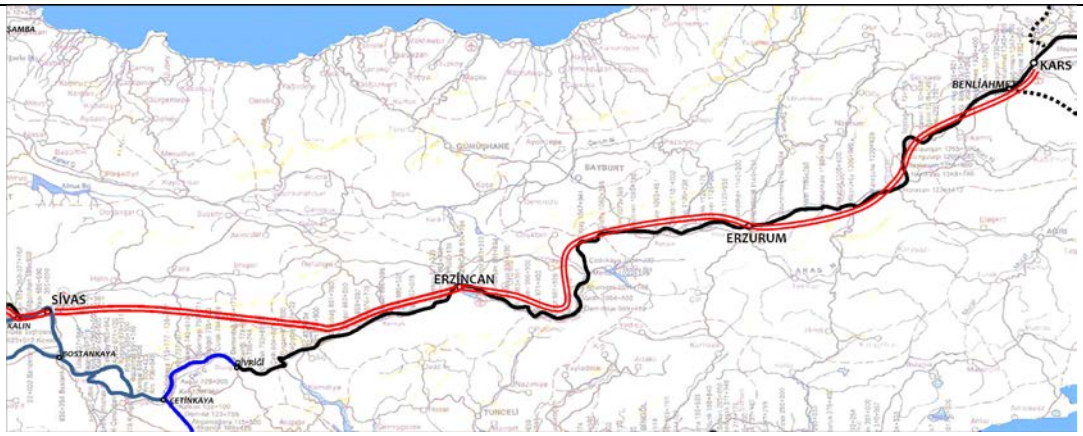
New line will be installed ERTMS with GSM-R systems, which will ensure interoperable rail transport with higher level of safety.

New construction of a railway line on future TEN-T railway network or in connection with existing TEN-T

Contact address/details:

Section 1. Project Technical Characteristics:

760. Location (latitude/longitude or alternatively a map):



761. Start point/node/city **Sivas**

762. End point/node/city **Kars**

763. AGC /AGTC Reference No. (if applicable):**C-E7O**

764. Trans-Asian Railway (TAR) ■ **YES** □ NO

765. Length (in km): **710**

766. Track gauge (mm):**1435**

767. No of tracks (DT=double, ST=single):**DT**

768. Loading gauge (UIC):**GC**

769. Traction: ■ **Electrified** □ Non-Electrified

770. Signalling type: ■ **Automatic** □ Manual

771. Maximum allowed speed - passenger trains:**250**

772. Maximum allowed speed - freight trains: **65 (The capacity of the existing conventional line will mainly be dedicated to freight transport)**

773. Travel transit time pass/ freight trains(hours): **for the time being 14 h; 5 h after project**

774. Maximum load per axle (tones): **22,5**

775. Maximum capacity (trains/day): **n.a.**

776. Average Daily Train Traffic - Passenger trains[1]: **for the time being 12.**

777. Average Daily Train Traffic - Freight trains[1]: **for the time being 30 (The capacity of the existing conventional line will mainly be dedicated to freight transport).**

778. Expected (passenger) traffic increase (in % - both existing and generated):

779. Expected (freight) traffic increase (in % - both existing and generated)**: The capacity of the existing conventional line will mainly be dedicated to freight transport.**

780. Volume of cargo moved (tones and TEUs)[1]:

Sivas-Bostankaya	**2,5 Million Tones**
Bostankaya-Cetinkaya	**3,5 Million Tones**
Cetinkaya-Divriği	**4,5 Million Tones**
Divrigi-Erzurum	**0,6 Million Tones**
Erzurum-Kars	**0,2 Million Tones**

The capacity of the existing conventional line will mainly be dedicated to freight transport.

781. Current Bottleneck/Missing Links:

Section 2. Project Information Concerning Criteria

ON-OFF CRITERION:

Serve for the development of a transport corridor within the ECO countries
YES NO , IF YES PLEASE PROCEED:

782. Is the project serving international connectivity? YES NO

If **yes** is it expected to:

A: Greatly improve connectivity, B: Significantly improve connectivity, C: Somewhat improve connectivity, D: Slightly improve connectivity, E: Does not improve connectivity.

783. Will the project promote solutions to the particular transit transport needs of the landlocked countries? **YES** NO

If **yes** the project is providing solution:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

784. Will the project connect low income and/or least developed countries/regions with ECO member states, major European, and Asian markets?

YES NO

If **yes** the project is providing connection:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

785. Will the project cross natural barriers, removes bottlenecks, raises substandard sections to meet international standards, or fill missing links? **YES** NO

If **yes,** the project contributes to the above:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

786. Will the project have a high degree of urgency due to importance attributed by the national authorities and/or social interest? **YES** NO

If **yes** the project is included in the national plan and:

A: requires immediate realization (for implementation up to 2013), B: considered very urgent (for implementation up to 2016), C: considered urgent (for implementation up to 2020), D: may be postponed until after 2020,

If the project is not included in the national plan:

E: Not in the national plan.

787. Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? ☒ YES ☐ **NO**

If **yes,** the magnitude of impact is:

A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Project Financial Information

788. Project cost (in million$): **4000 Million $**

789. Out of which fixed investments: **n.a.**

790. Expected Starting Date: **2010**

791. Expected Completion Date: **2014**

792. IRR:**n.a.**

793. Project's stage: ☐ Construction ☐ Tendering ☒ **Study/Design**

☐ Planning ☐ Identification

794. Expected Funding Sources (and the % of funding for each one):

a. National Funds:....

b. Foreign aid:...

c. Bank loans: ...

d. Grants: ...

e. Private Funds (PPP basis). Please provide details.....

f. Other....

795. Foreign cooperation sought: ☐ YES ☒ **NO**

If yes, please describe.....

796. Expenses made so far (2010), as a percentage of the project's total cost:**n.a.**

797. Percentage of budget of public works allocated: **n.a.**

798. GDP (year 2010 in million $): **736**

799. Implementation arrangements... **n.a.** .....

800. Critical success factors: **governmental support, availability of funds, cooperation between stakeholders,**

801. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable).....**n.a.**.....

802. Reasons for which project implementation has been delayed, (if applicable) **n.a**.

803. Any relevant Documentation?

Pre-feasibility study..... ☐

Feasibility study..... ☐

Technical Studies (Design etc)..... ☐

Other.....

804. Other project-related information?.....

ECO

ECO Road Network Development Plan

Corridor Management Studies under the Project on Implementation of the TTFA

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1. INTRODUCTION

1.1 Background

The development of a reliable and efficient road transport network in the ECO region is of high priority, and, hence, ECO has promoted intra-regional transport connections through the promotion of cost effective road transport corridors. It has also contributed towards the implementation of the decisions of the Member States to ease development of efficient transit transport system in the region, focusing efforts on suggesting the improvement of the existing infrastructure to meet the new demands and challenges. One related study is the "Corridor Management Studies for the Project Management Unit (PMU) under the Project on Implementation of the TTFA".

1.2 Scope of the Report

The "**ECO Road Network Development Plan"** constitutes part of the "ECO Priority Road and Rail Routes and Infrastructure Projects" Study, prepared by the Consultant (Contract between the Economic Cooperation Organization (ECO) Secretariat and Dr. Dimitrios Tsamboulas-Consultant), and has the following main objectives:

1. Identifying the main road transport corridors in the ECO Member States and the ECO general region for priority development and cooperation.
2. Identifying the priority road transport infrastructure projects along the proposed ECO priority road routes.
3. Develop an ECO Road Network Investment Plan of priority on-going and/or planned road transport infrastructure projects along the proposed ECO priority road routes.

1.3 Report Outline

The structure of the report includes five Chapters, as per the following:

Chapter 2 presents a description of the data collection procedure followed for the purpose of the analysis.

Chapter 3 presents the methodology employed to identify the road corridors in the ECO region for priority development, together with their detailed description.

Chapter 4 presents the development of the methodology for the identification of proposed road projects and their prioritisation, the results of the prioritisation exercise and the investment and time plans of the priority on-going and/or planned road transport infrastructure projects along the proposed ECO Priority Road Routes.

Chapter 5 presents the Country Reports for each country participating in the study, detailing current conditions on road transport infrastructure, as well as National Transport Plans and related recommendations.

Chapter 6 presents conclusions and related recommendations from the Consultant.

2. DATA COLLECTION

2.1 Introduction

The two key tasks of the study, that is, the identification of the main road transport corridors in the ECO region for priority development and cooperation, as well as the identification of the priority transport infrastructure projects along the proposed routes, required foremost the input of each ECO Member country. To this end, the Consultant produced a set of documents for information collection, which were sent to National Experts of the ECO countries. These included the terms and conditions-terms of reference (ToR) - for the National Expert for the elaboration of the country report, together with predefined tables/ questionnaires for consolidating the required information. More specifically, the following documents were prepared and sent to the National Experts:

- ToR for National Experts for the preparation of country report on priority road routes and status of road transport infrastructure projects.
- Format for preparation of country report including a set of guidelines.

The above documents are presented in *Annex I*.

2.2 Part 1-ECO Road Routes

The purpose of this part is to obtain a picture of the main transport road routes/corridors within the ECO territory for priority development and cooperation, and, hence, the National Experts were asked to identify the key road links and road border crossings in the ECO territory, based on the following guidelines:

- Proposed links/routes should be of international importance for transport between the ECO countries
- Proposed links/routes should connect to the proposed ECO routes

In addition, for each proposed ECO Road Route, the National Experts were asked to fill in a table, with data on the technical characteristics and performance of each road link and related borders crossing points along the identified ECO Road Routes.

2.3 Part 2-ECO road transportation infrastructure projects

An integral part of the study is also the identification of the priority road transport infrastructure projects, which are either planned for implementation or already under construction. To this end, the National Experts were asked to identify these along the proposed road routes/corridors stipulated in the previous part. For each specified infrastructure priority project, the consultant prepared a template with the scope to consolidate, among, others, the necessary information to be used in the subsequent project prioritization exercise of the study, presented in *Annex I*.

In addition to the above information, the National Experts were asked to analyse the status of implementation of the road transport infrastructure projects along the corridors and routes proposed, identify the barriers for effective funding/

implementation, as well as provide recommendations on potential sources of funding for the cases of projects with non-secured funding.

The information collected was summarized in a database, listing the road infrastructure projects per country, together with key information regarding their location with regard to the identified routes, current status, start and end dates, cost and sources of financing, etc.

The completed templates sent by the National Experts are presented in *Annex V*, while the database is presented on a country-by-country basis in *Annex II* to this report.

2.4 Part 3-Country Reports

The National Experts were asked to prepare a short country report on the National Transport plans of their respective country until 2025.

3. IDENTIFICATION OF ECO PRIORITY ROAD ROUTES

3.1 Introduction

The objective of this chapter is the identification of the main road transport corridors in the ECO region for priority development and cooperation. Initially, the methodology and related criteria, according to which the road routes were selected, are presented, followed by a detailed description of the identified routes.

3.2 Methodology for identification of the main ECO Priority Road Routes

The methodology, according to which the ECO Priority Road Routes were identified, was based on the following:

- Analysis and evaluation of the ECO Member States National Experts input and replies to the questionnaires and country reports sent by the Consultant, indicating priority routes and infrastructure projects of strategic national and regional importance.
- Analysis and evaluation of existing transport corridors initiatives in the region including the Euro Asian Transport Linkages project of UNECE, Asian Highways of UNESCAP, the CAREC project of the Asian Development Bank and the TRACECA project.
- Consideration of ECO strategy and projects on corridors development so far, as well as strategic thoughts for the future.
- The Consultants' experience in the identification and prioritization of transport corridors in the region built from expertise acquired in related projects, such as the Euro-Asian Linkages[1], TEM and TER projects[2], etc.

Further to the above, the priority corridors were selected based on the following criteria:

- The prioritized corridors should be among the international recognized ones of UNECE and UNESCAP.
- They should go through and cover all the ECO Member States, but also create all possibilities for facilitation of trade and transport in region.
- They should be extended routes of the Euro Asian ones, which would facilitate their further development.
- There should be consensus by neighbouring countries, indicating their readiness to contribute to their development.
- Ideally, selected routes should either be already operational, or be in an advanced state of "readiness" for operations. This "readiness" may be considered from both a technical perspective and from the perspective of political willingness.

In addition to the above, the structure of each route/corridor identified includes the following elements:

[1] http://www.unece.org/trans/main/eatl.html
[2] http://www.unece.org/trans/main/temtermp/about.htm

- **ECO Main Route:** Key road corridor traversing ECO Member States only.
- **Extension:** Segment with point of origin located on the ECO Main Route, traversing ECO Member States and ending in a node (city, port) *within* the territory of an ECO Member State.
- **Branch:** Segment with point of origin located on the ECO Main Route, traversing ECO Member States and ending in a *border crossing* with a non-ECO Member State neighbouring country.

3.3 ECO Road Routes

In total, 7 priority Road Routes were identified in the region. A short description of the routes is provided in the following, while Tables 3.1-3.7 list the identified routes in detail, primarily on a country-to-country basis, and secondarily on a node-to-node (city-to-city) basis within the territory of each ECO Member State.

The seven priority road routes are depicted in Figures III1-8 in *Annex III.*

The **ECO Road Route 1A** starts at the western borders of Turkey with Bulgaria, as well as Greece, and continues across the northern part of the Turkish territory through the city of Amasya towards Agri in the Iranian borders. Then, it continues in the Iranian territory passing via Tehran and following a south-eastern direction towards Zahedan and the borders of the Islamic Republic of Iran with Pakistan. In the Pakistani territory, the route follows a north-eastern direction parallel to the Afghani borders until Quetta, then continues south to Rohri and resumes the northeastern direction towards Multan up to Lahore, ultimately towards the border with India.

The route 1A has one extension from Qazvin in Iran with south-western direction towards the Iraqi borders. In addition, it has three branches in the Turkish territory that connect the route with the main ports of Turkey, namely Samsun, Mersin, Izmir / Cesme and Candarli, and two branches in Iran connecting to Irani Ports Bandar e Abbas and Chabahar.

The route serves the connection of the ECO Member States Turkey, Iran and Pakistan, with extensions towards India and Iraq. Proposed branches connect the identified route with key maritime ports in the ECO region, in Turkey and Iran.

The **ECO Road Route 1B** constitutes an alternative of ECO Road Route 1A, where, in the Iranian territory, has an eastern direction towards the Afghani borders, crossing the Afghani territory with a north-eastern direction and then passing onto the territory of Tajikistan through the city of Dushanbe, continuing towards the border with China.

The route has two proposed extensions, one as per Route 1A to Iraq, and one additional through Almaty in Kazakhstan to the border with China.

This route has the same branches as Road Route IA, with two additional ones, those starting from Herat in Afghanistan, connecting with the two ports in Pakistan, namely, Karachi and Gwadar.

The route serves the connection of the ECO Member States Turkey, Iran, Afghanistan and Tajikistan with extensions towards China and Iraq. Proposed

branches connect the identified route with key maritime ports in the ECO region, in Turkey, Iran and Pakistan.

The **ECO Road Route 2** is similar to Road Route 1A, starting from Bulgaria and Greece and continuing across the northern part of the Turkish territory towards the Iranian borders and onto to the city of Tehran in Iran. Then, it follows a north- eastern direction towards the borders with Turkmenistan at the Serakhs border point. It continues north, passes through Tashkent in Uzbekistan and Bishkek in Kyrgyzstan, to Kazakhstan and towards the Chinese borders.

The ECO Road Route 2 has one extension connecting the route with China through Dushanbe in Tajikistan, then Irkeshtam in Kyrgyzstan and onto the Chinese border.

In addition, the Road Route 2 has two branches: both branches connect the route with Turkish ports, namely Mersin, Cesme and Candarli. Road Route 2 has the same branches as Road Route 1A, connecting the route with the Turkish ports Samsun, Mersin and Izmir / Cesme, as well as connecting it with Irani Ports Bandar e Abbas and Chabahar.

The route serves the connection of the ECO Member States Turkey, Iran, Turkmenistan, Kazakhstan and Kyrgyzstan with extensions towards China. Proposed branches connect the identified route with key maritime ports in the ECO region, in Turkey and Iran.

The **ECO Road Route 3** starts from the borders of Azerbaijan with the Russian Federation, continues with a southern direction through Baku to the Irani borders, onto Tehran in Iran, ending up in the Irani port Bandar e Abbas.

The route has four branches, two of which are the missing links/connections from Bandar e Anzali in Iran through the Caspian Sea onto Aktau in Kazakhstan and Turkmenbashi in Turkmenistan. The other two are within the Irani territory, ending up in the Irani ports of Bandar e Emam Khomeyni and/or Bandar e Bushehr and Chabahar, respectively.

The route serves the connection of the ECO Member States Azerbaijan, and Iran and is connected with key maritime ports in the ECO region, in Iran, Kazakhstan and Turkmenistan.

The **ECO Road Route 4** connects the Russian Federation with the port of Iran, Bandar e Abbas. The route starts from either border crossing point Ozinki or Zhelaevo to the City of Uralsk in Kazakhstan, following a southern direction to Turkmenbashi in Turkmenistan, onto Iran through Pol, ending up at the Irani port of Bandar e Abbas.

The route has one branch, connecting it to the other Irani port Chabahar through Bam.

The route serves the connection of the ECO Member States Kazakhstan, Turkmenistan and Iran. It also connects with key maritime ports in the ECO region in Iran.

The **ECO Road Route 5** starts from the border crossing points of Karakoga or Mamlyutka in Kazakhstan with the Russian Federation, continuing with a southern direction through the territory of Kazakhstan onto Almaty, passing through Kyrgyzstan in Bishkek, returning to Kazakhstan via Sypatay Batyr. Then, it continues in the territory of Uzbekistan through Tashkent to the border with Turkmenistan, Turkmenabad. It follows a southwestern direction through Turkmenistan, crossing at the borders with Iran. Finally, it traverses the Iranian territory in a southern direction ending up in the port of Chabahar.

The route has the following four proposed extensions:

- From Astana in Kazakhstan to Kosmomolets, the border crossing point with the Russian Federation.
- From Shymkent in Kazakhstan to either of the following border crossing points with the Russian Federation:
    - Ozinki
    - Zhelaevo
    - Martuk

- From Almaty in Kazakhstan to Korgas, the border crossing point with China.
- From Samarkand in Uzbekistan to Irkeshtam, the border crossing point with China.

In addition, two branches are proposed, one connecting Mary and the port of Turkmenbashi in Turkmenistan, and one connecting Mashhad with the port of Bandar e Abbas in Iran.

The route serves the connection of the ECO Member States Kazakhstan, Kyrgyzstan Uzbekistan and Turkmenistan, with extensions towards the Russian Federation, China and India, and branches connecting it to key ports in the ECO region, in Turkmenistan and Iran.

The **ECO Road Route 6** connects the Russian Federation with the port of Karachi in Pakistan. It starts from either border crossing points of Karakoga or Mamlyutka in Kazakhstan, onto Kyrgyzstan via Bishkek, then through Osh to the border with Tajikistan. In the territory of Tajikistan it reaches Dushanbe and continues through Kurgan Tube to the border with Afghanistan at Nizhny Pyanj, following a southern direction through Kabul to the border with Pakistan. It continues through the Pakistani territory via Islamabad, taking then a southern direction ending up through Hyderabad at the port of Karachi. The route has the following three proposed extensions:

- From Astana in Kazakhstan to Kosmomolets, the border crossing point with the Russian Federation.
- From Almaty in Kazakhstan to Korgas, the border crossing point with China.
- From Rawalpindi in Pakistan, to Wagah, the border crossing point with India.

One branch is proposed, which is under construction, from Ratodero to the port of Gwadar within the territory of Pakistan.

The route serves the connection of the ECO Member States Kazakhstan, Kyrgyzstan Tajikistan, Afghanistan and Pakistan, with extensions towards the Russian Federation, China and India. It also connects to a key maritime port in Pakistan.

The **ECO Route 7** connects the western borders of Kazakhstan with the Russian Federation with Uzbekistan, ending up in India. It starts from the Janibek or Kaztalovka border crossing points with the Russian Federation, onto Chapaevo in Kazakhstan, and continues with a south-eastern direction to Beineu, the border crossing point with Uzbekistan. Then, it crosses the territory of Uzbekistan via the city of Bukhara, ending up at the border crossing point with Afghanistan, Termez. It follows through Afghanistan via Kabul, onto Pakistan through the border crossing point of Peshawar, ending up at Wagah, border point with India.

The route has two proposed extensions, one from Bukhara in Uzbekistan, towards China, and one from Kabul in Afghanistan towards Munabao, the southern border with India.

Two branches are also proposed, one of which is under construction, from Ratodero to the port of Gwadar within the territory of Pakistan. The other starts from Hyderabad in Pakistan to the ports of Karachi, and/or Bin Qasim.

The route serves the connection of the ECO Member States Kazakhstan, Uzbekistan, Afghanistan and Pakistan, with extensions towards the Russian Federation, China and India. It also connects with key maritime ports in Pakistan.

Table 3.1-Road Route 1

ROUTE Number	From-To
ROUTE 1A	Turkey
	(Bulgaria border) Kapikule/(Greece border) Ipsala-Istanbul-Sakarya-Duzce- Gerede-Merzifon-Amasya- Erzurum-Agri-Gurbulak-(border with Iran)
	Islamic Republic of Iran
	(border with Turkey)- Bazargan-Tabriz-(Miyaneh)-Zanjan-Qavzin-Tehran-Qom-Yazd-Kerman-Bam-Zahedan-Mirjaveh-(border with Pakistan)
	Pakistan
	(Border with Iran)-Taftan -(N40)-Nok Kundi-Quetta-(N-65)-Rohri (N-5)-Bahawalpur- Multan (N-5)-Khanewal--Lahore-Wagah-(border with India)

ROUTE Number	From-To
Extensions	
ECO-ROAD 1A-E-A (IRAN)	Qavzin-Hamedan-Kermanshah-Khosravi/Illam-Mehran-(border with Iraq)
Branches	
ECO-ROAD 1A-B-A (TURKEY)	Merzifon-Samsun
ECO-ROAD 1A-B-B (TURKEY)	Gerede-Ankara-Aksaray-Icel-Mersin port
ECO-ROAD 1A-B-C1 (TURKEY)	Sakarya-Bursa-Eskisehir-Afyon-Salihli-Izmir-Çeşme
ECO-ROAD 1A-B-C2 (TURKEY)	Sakarya-Bursa-Eskisehir-Afyon-Salihli-Manisa-Menemen-Aliaga-(E87)-Candarli
ECO-ROAD 1A-B-D (IRAN)	Bam-Bandar e Abbas
ECO-ROAD 1A-B-E (IRAN)	Zahedan-Khash-Iranshahr-Chabahar port
ROUTE Number	**From-To**
ROUTE 1B	Turkey
	(Bulgaria border) Kapikule/(Greece border) Ipsala-Istanbul-Sakarya-Duzce- Gerede-Merzifon-Amasya- Erzurum-Agri-Gurbulak-(border with Iran)
	Islamic Republic of Iran
	(border with Turkey)- Bazargan-Tabriz-(Miyaneh)-Zanjan-Qavzin-Tehran-Garmsar-Semnan-Shahrud-Sabzevar-Neyshabur-Mashhad-Taybad-(border with Afghanistan)
	Afghanistan
	(border with Iran)-Herat- Aqcheh-Baba Morghab-Sheberghan (needs upgrade)-Mazar-e-Sharif-Baghlan-Sherhan (border with Tajikistan)

ROUTE Number	From-To
	Tajikistan
	(border with Afghanistan)-Nizhny-Dusti-Kurgan Tube- Dangara-Dushanbe-Labi Jar-Jirgental-(border with Kyrgyzstan)
	Kyrgyzstan
	(border with Tajikistan)- Karamyk-Sary Tash-Irkeshtam-(border with China) towards Kashgar (Kashi)
Extensions	
ECO-ROAD 1B-E-A (IRAN)	Qavzin-Hamedan-Kermanshah-Khosravi/Illam-Mehran-(border with Iraq)
ECO-ROAD 1B-E-B (KYRGYZSTAN, KAZAKHSTAN)	Sary Tash-Osh-Jalal Abab-Bishkek-Akzhol- (border with Kazakhstan)-Korday-Almaty-Kopkek-Korgas- (border with China) towards Kulya
Branches	
ECO-ROAD 1B-B-A (TURKEY)	Merzifon-Samsun
ECO-ROAD 1B-B-B (TURKEY)	Gerede-Ankara- Aksaray-Mersin
ECO-ROAD 1B-B-C1 (TURKEY)	Sakarya-Bursa-Eskisehir-Afyon-Salihli-Izmir-Çeşme
ECO-ROAD 1B-B-C2 (TURKEY)	Sakarya-Bursa-Eskisehir-Afyon-Salihli-Manisa-Menemen-Aliaga-(E87)-Candarli
ECO-ROAD 1B-B-D (IRAN)	Mashhad-Kerman-Sirjan-Bandar e Abbas
ECO-ROAD 1B-B-E (IRAN)	Taybad- Birjand-Zahedan-Chabahar

ROUTE Number	From-To
ECO ROAD 1B-B-F **(AFGHANISTAN, PAKISTAN)**	Herat-Kandahar-Spin Boldak-(border with Pakistan)-Chaman-Quetta-Surab-Hoshab-(under construction)-Gwadar
ECO ROAD 1B-B-G **(AFGHANISTAN, PAKISTAN)**	Herat-Kandahar-Spin Boldak-(border with Pakistan)-Chaman-Quetta-Rohri-Hyberabad-(M9)-Karachi
ECO ROAD 1B-B-H **(TAJIKISTAN,** **UZBEKISTAN,** **AFGHANISTAN)**	(Tajikistan) Dushanbe-Tursunzade- (border with Uzbekistan)- Uzum-Termez-(border with Afghanistan)-Khairaton-Mazar e Sharif

Table 3.2-Road Route 2

ROUTE Number	From-To
	Turkey
	(Bulgaria border) Kapikule/(Greece border) Ipsala-Istanbul-Sakarya-Duzce- Gerede-Merzifon-Amasya- Erzurum-Agri-Gurbulak-(border with Iran)
	Islamic Republic of Iran
	(border with Turkey)- Bazargan-Tabriz-(Miyaneh)-Zanjan-Qavzin-Tehran-Garmsar-Semnan-Shahrud-Sabzevar-Neyshabur-Mashhad-Sarakhs (border with Turkmenistan)
	Turkmenistan
	(border with Iran)-Serakhs-Tejen-Mary-Turkmenabad-Farab-(border with Uzbekistan)
	Uzbekistan

ROUTE Number	From-To
ROUTE 2	(border with Turkmenistan)-Alat-Bukhara-Navoi-Samarkand-Jizzakh-Khavast-Syrdarya-Tashkent-Ghisht Koprik-(border with Kazakhstan)
	Kazakhstan
	(border with Uzbekistan)-Zhibek Zholy- Shymkent-Taraz-Sypatay Batyr-(border with Kyrgystan-section of route in Kyrgyzstan presented under Kyrgyzstan section)- Korday-Almaty-Kopkek-Zharkent-Korgas- (border with China) towards Kulya
	Kyrgyzstan
	(border with Kazakhstan)- Chaldayar-Bishkek-Akzhol-(border with Kazakhstan)
Extensions	
ECO-ROAD 2-E-A (UZBEKISTAN,TAJIKISTAN, KYRGYZSTAN)	Samarkand-(border with Tajikistan)-Panjakent-Ayni- Dushanbe-Labi Jar-Jirgental-(border with Kyrgyzstan)-Karamyk-Sary Tash-Irkeshtam-(border with China) towards Kashgar (Kashi)
Branches	
ECO-ROAD 2-B-A (TURKEY)	Merzifon-Samsun
ECO-ROAD 2-B-B (TURKEY)	Gerede-Ankara-Aksaray-Icel-Mersin port
ECO-ROAD 2-B-C1 (TURKEY)	Sakarya-Bursa-Eskisehir-Afyon-Salihli-Izmir-Çeşme
ECO-ROAD 2-B-C2 (TURKEY)	Sakarya-Bursa-Eskisehir-Afyon-Salihli-Manisa-Menemen-Aliaga-(E87)-Candarli

ROUTE Number	From-To
ECO-ROAD 2-B-D (IRAN)	Mashhad-Taybad-Birjand-Zahedan-Bam-Bandar e Abbas
ECO-ROAD 2-B-E (IRAN)	Mashhad-Taybad- Birjand-Zahedan-Chabahar

Table 3.3- Road Route 3

ROUTE Number	From-To
ROUTE 3	Azerbaijan
	(border with Russia)-Samur (M1)-Baky-Alat-Lenkeran-Astara-(border with Iran)
	Islamic Republic of Iran
	(border with Ajerbaijan)-Astara-Bandar e Anzali-[Rasht-Qazvin UNDER CONSTRUCTION]-Tehran-Qom-Yazd-Kerman or Sirjan-Bandar e Abbas
Branches	
ECO-ROAD 3-B-A (IRAN)	Qazvin-Saveh-Arak-Khorram Abad-Ahvaz-Bandar e Emam Khomeyni or Bandar e Bushehr
ECO-ROAD 3-B-B (IRAN)	Kerman-Bam-Iranshahr-Chabahar
ECO-ROAD 3-B-C (CASPIAN SEA KAZAKHSTAN,IRAN)	Bandar e Anzali missing link ferry to Aktau
ECO-ROAD 3-B-D (CASPIAN SEA TURKMENISTAN,IRAN)	Bandar e Anzali missing link ferry to Turkmenbashi

Table 3.4- Road Route 4

ROUTE Number	From-To
ROUTE 4	Kazakhstan
	(border with Russia) [Ozinki-Kamenka-Uralsl] or [Zhelaevo (Pogotaevo)-Uralsk]- Chapaevo-Atyrau-Dossor- Beineu-Aktau- Zhana Ozen-(border with Turkmenistan)
	Turkmenistan
	(border with Kazakhstan)-Bekdash-Turkmenbashi-Berekek-Serdar-Godurolum-(border with Iran)
	Islamic Republic of Iran
	(Border with Turkmenistan)- Pol-Shahrud (needs upgrade)-Damghan-Meybod-Yazd (needs upgrade)-Kerman-Bam or Sirjan-Bandar e Abbas
Branches	
ECO-ROAD 4-B-A (IRAN)	Kerman-Bam-Chabahar

Table 3.5- Road Route 5

ROUTE Number	From-To
	Kazakhstan
	(border with Russia)-Mamlyutka or Karakoga-Petropavlorsk-Astana-Karaganda-Akchatau-Burubaytal-Almaty-Korday- (border with Kyrgyzstan: the section in Kyrgyzstan is under Kyrgyzsta)- Sypatay Batyr-Taraz-Shymkent-Zhibek Zholy-(border with Uzebikstan)
	Kyrgyzstan

ROUTE Number	From-To
ROUTE5	(border with Kazakhstan)-Akzhol--Bishkek- Chaldayar- (border with Kazakhstan)
	Uzbekistan
	(Border with Kazakhstan)-Ghisht Koprik-Tashkent-Syrdarya-Khavast-Jizzakh-Samarkand-Navoi-Bukhara-Alat-(border with Turkmenistan)
	Turkmenistan
	(border with Uzbekistan)-Farab-Turkmenabad-Mary-Tejen-Serakhs-(border with Iran)
	Iran
	(Border with Turkmenistan)-Sarakhs-Mashhad-Gonabad ot Taybad-Birjand-Zahedan-Khash-Iranshahr-Chabahar
Extensions	
ECO-ROAD 5-E-A (KAZAKHSTAN)	Almaty-Kopkek-Zharkent-Korgas- (border with China) towards Kulya
ECO ROAD 5-E-B (KAZAKHSTAN)	Astana-Ruzayevka-Kostanai-Kosmomolets-(border with Russia)
ECO ROAD 5-E-C (KAZAKHSTAN)	Shymkent-Kazalinsk-Karabutak-Aktobe-Uralsk-(border with Russia)
ECO-ROAD 5-E-D (UZBEKISTAN, TAJIKISTAN, KYRGYZSTAN)	Samarkand-(border with Tajikistan)-Panjakent-Ayni- Dushanbe-Labi Jar-Jirgental-(border with Kyrgyzstan)-Karamyk-Sary Tash-Irkeshtam-(border with China) towards Kashgar (Kashi)
Branches	
ECO-ROAD 6-B-A (IRAN)	Mashhad-Kerman-Bam or Sirjan-Bandar e Abbas
ECO-ROAD 6-B-B (TURKMENISTAN)	Mary- Ashgabat-Turkmenbashi

Table 3.6- Road Route 6

ROUTE Number	From-To
ROUTE 6	Kazakhstan
	(border with Russia)-Mamlyutka or Karakoga-Petropavlorsk-Astana-Almaty-Korday- (border with Kyrgyzstan)
	Kyrgyzstan
	(border with Kazakhstan)-Akzhol-Bishkek-Osh-Sary Tash-Karamyk (border with Tajikistan-
	Tajikistan
	(border with Kyrgyzstan)-Labi Jar-Dushanbe-Kurgan Tube-Nizhny Pyanj (border with Afghanistan)
	Afghanistan
	(border with Tajikistan)-Kabul-Jalal Abad-Towrkham (border with Pakistan)
	Pakistan
	(border with Afghanistan)-Peshawar-Islamabad-Rawalpindi-Pindi Bhattian-Multan-Dera Ghazi Khan or Lodhran-Ratodero-Hyderabad (M-9)- Karachi
Extensions	
ECO ROAD 6-E-A (KAZAKHSTAN)	Astana-Karasu or Auliyekol-Kostanai-Kosmomolets-(border with Russia)
ECO ROAD 6-E-B (PAKISTAN)	Rawalpindi-Wazirabad-Lahore-Wagah-(border with India)
ECO ROAD 6-E-C (KYRGYZSTAN)	Almaty-Kokpek-Korgas-(border with China) towards Kulya
Branches	
ECO-ROUTE 6-B-A (PAKISTAN)	Ratodero-Khuzdar-Awaran-Gwadar (new alignment/construction)

Table 3.7- Road Route 7

ROUTE Number	From-To
ROUTE 7	Kazakhstan
	(border with Russia)-Janibek or Kaztalovka-Chapaevo-Makhambet-Atyrau-Kulsary-Beineu-(border with Uzbekistan)
	Uzbekistan
	(border with Kazakhstan)-Beleuli-Nukus-Bukhara-Karshi-Termez-(border with Afghanistan)
	Afghanistan
	(border with Uzbekistan)-Khairaton-Mazar e Sharif-Charikar-Kabul-Jalal Abad-Towrkham-(border with Pakistan)
	Pakistan
	(border with Afghanistan)-Peshawar-(M1)-Rawalpindi(M-2)-Lahore-Wagah-(border with India)
Extensions	
ECO-ROAD 7-E-A **(UZBEKISTAN, KAZAKHSTAN, KYRGYZSTAN)**	Bukhara-Navoi-Samarkand-Jizzakh-Khavast-Syrdarya-Tashkent-Chisht Koprik-(border with Kazakhstan)-Zhibek Zoly-Shymkent-Taraz-Sypatay-Batyr-(border with Kyrgyzstan)-Chaldayar-Bishkek-Akzhol-(border with Kazakhstan)-Korday-Almaty-Kopkek-Zharkent-Korgas-(border with China) towards Kulya
ECO ROAD 7-E-B **(AFGHANISTAN, PAKISTAN)**	Kabul-Kandahar-Spin Boldak-(border with Pakistan)-Chaman-Quetta-Sibi-Sukkur-Rohri-Hyberabad-Khokhropar-(border with India) towards Munabao
Branches	
ECO-ROAD 7-B-A **(PAKISTAN)**	Hyberabad-(M9)-Karachi-Bin Qasim port
ECO-ROAD 7B-B **(PAKISTAN)**	Sukkur-[new alignment/under construction:Ratodero-Khuzdar-Awaran-Gwadar]

4. METHODOLOGY FOR PROJECT PRIORITIZATION

4.1 Introduction

The framework for the prioritization of new proposed road projects to be included in the road network development plan for the ECO region entails the development of a methodology for the identification of proposed projects and their prioritisation according to specified implementation time periods with the scope to develop an investment plan for road transport infrastructure in the ECO region.

The method proposed is straightforward, and is based on the well established Multi-Criteria Analysis (MCA). The application of the method will identify these projects that are likely to be implemented in selected time periods (short term, medium term, long term) and at the same time address the specific objectives of the countries and the international character of the projects.

This method establishes preferences between options by reference to an explicit set of objectives that the decision making body (e.g. Ministry of Transport/Infrastructure) has identified, and for which it has established measurable criteria to assess the extent to which the objectives have been achieved. These criteria are defined through observations, discussions, experimentations and trial-and-error processes. Although there is an inherent subjectivity associated with this method, it is believed that it can bring a degree of structure, analysis and openness to classes of decision. The preferences are merely related to the time frame/periods of the projects implementation. Four time frames/periods are selected, as will be described in the following.

Consequently, no evaluation is carried out for the projects, since this would require a vigorous feasibility study for each project with the same measurement values and then cross-evaluation of the projects between the participating countries. Nevertheless, in the case that the countries have carried out an evaluation/feasibility study, the results of such study (e.g. IRR) will be taken into consideration.

4.2 Overview of the Methodology

The proposed methodological framework for project prioritization is structured in three phases, i.e. identification, analysis and time period classification, in order to secure the inclusion of the sum of all proposed transport infrastructure projects in the ECO territory in the prioritization exercise.

The definition of “project”, as specified for the purpose of the methodology, is the following:

Definition of Project: A project is considered a new construction or the upgrade/rehabilitation of a transport infrastructure section. Also a project can be the construction or the upgrade/rehabilitation of a transport terminal/port (maritime or inland waterways) etc. The infrastructure section can vary in length however it should constitute an expenditure of almost 10 million $. An exception of the latter mentioned rule applies if the project involves a missing link or a bottleneck.

The phases of the proposed methodology are described in detail in the following sections.

(i) Phase A-Identification

The identification phase entails the recording of prospective projects, based on their readiness and funding possibilities, as well as the common-shared objectives of responsible authorities, national or international, and the collection of readily available information/ data regarding these projects.

In this phase, initially, the distinction of projects in two major categories is made, that is, those with committed funding and those without committed funding. Obviously, projects with secured funding can be directly considered viable and with a high possibility to be completed in the near future. For projects without committed funding or partly committed funding, further evaluation is carried out in order to set implementation priorities, against common shared objectives between national and international authorities (See next section on Analysis Phase).

It should be noted, that the identification, as well as the analysis, is based on data collected from the countries, and thus, projects, for which no data is provided, will automatically be classified as last priority in terms of implementation.

(ii) Phase B – Analysis

The Multi-Criteria Analysis (MCA) method is used for the analysis of the identified unfunded projects. The MCA is selected due to a number of factors, such as the very preliminary level of definition of most unfunded -or partly funded projects, the lack of specific information on the current status, the limited knowledge on transport demand perspectives and the variety in types of projects.

Such a method will allow available information to be taken into account on projects, even at their very preliminary level of definition, as well as - to a certain extent –any background data. At the same time, some specific elements of particular interest to the decision-makers may be introduced.

The objective of this phase is to derive scores (degree of performance) for the unfunded –or partly funded- projects, which will be used as an indicator for the application of Phase C of the proposed methodology. To this end, Phase B, includes the following steps:

(a) Definition of criteria

(b) Measurement of criteria

(c) Criteria weighting

(d) Derivation of total score per project

(a) Definition of Criteria

Since the assessment of a group of projects in terms of their social impacts is a key objective (the projects will be mainly financed with public funds, national or international), the criteria are defined according to two basic principles, i.e. the functionality and coherency of the transportation network to be developed including strategic/ political concerns of the national authorities (or international in the case of co-financing by them), and its social and environmental impacts.

Therefore, based on the above two fundamental orientations/ principles of the process, the following criteria are introduced:

1. Serve for the development of a transport corridor within the ECO countries (C1)
2. Serving international connectivity (C_2)
3. Serve landlocked countries (C_3)
4. Social and economic impact (C_4)
5. Infrastructure/missing links (C_5)
6. Have high degree of urgency due to importance attributed by the national authorities and/or social interest (C_6)
7. Environmental and social impact (C_7)
8. Pass socio-economic viability test (C_8)

(b) Measurement of criteria

Criteria can be quantified for each of the projects under consideration either by direct classification according to measurable characteristics, or by “quality attributes”, assessed by expert judgment. Such subjective measurement is unavoidable in a multi-criteria analysis, whenever available information is not precise or reliable enough. To this end, the measurement of the defined criteria will be as follows:

C1: ON-OFF CRITERION

Serve for the development of a transport corridor within the ECO countries

YES ☐ NO ☐ ,

C2: Is the project serving international connectivity?

YES ☐ NO ☐

If yes, is it expected to:

A: Greatly improve connectivity, B: Significantly improve connectivity, C: Somewhat improve connectivity, D: Slightly improve connectivity, E: Does not improve connectivity.

C3: Will the project promote solutions to the particular transit transport needs of the landlocked countries?

YES ☐ NO ☐

If yes the project is providing solution:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

C4: Will the project connect low income and/or least developed countries/regions with ECO member states, major European, and Asian markets?

YES ☐ NO ☐

If yes the project is providing connection:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

C5: Will the project cross natural barriers, removes bottlenecks, raises substandard sections to meet international standards, or fills missing links?

YES ☐ NO ☐

If yes, the project contributes to the above:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

C6: Have high degree of urgency due to importance attributed by the national authorities and/or social interest

YES ☐ NO ☐

The project is:

A: In the national plan and immediately required (for implementation up to 2013), B: In the national plan and very urgent (for implementation up to 2016), C: In the national plan and urgent (for implementation up to 2020), D: In the national plan but may be postponed until after 2020, E: Not in the national plan.

C7: Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? YES ☐ NO ☐

If yes, the magnitude of impact is:

A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

C8: The project is expected to increase traffic (both existing and generated):

A: More than 15%, B: 10-15%, C: 5- 10%, D: less than 5%, E: Will not affect traffic

(c) Criteria weighting

The default set of criterion weights defined by the Consultant, which are going to be used for the evaluation of projects is presented in Table 4.1 below.

TABLE 4.1-Criteria Weights

Criterion Weight	Description of Criterion	Default Weight
W_{C1}	Serve for the development of a transport corridor within the ECO countries	0.2
W_{C2}	Serving international connectivity	0.15
W_{C3}	Serving landlocked countries	0.1
W_{C4}	Social and economic impact	0.15
W_{C5}	Infrastructure/missing links	0.1
W_{C6}	Have high degree of urgency due to importance attributed by the national authorities and/or social interest	0.1
W_{C7}	Environmental and social impact	0.1
W_{C8}	Pass socio-economic viability test	0.1
Total		**1**

The work will be advanced on the basis of the default weights proposed in the above and in case of disagreement, country experts may fill up the respective column of their country with their proposed scores, providing explanations on the reasons for changing the scores, and return it.

In order to make the various criterion scores compatible, it is necessary to transform them into one common measurement unit or else transform “physical scale” measurement into a common “artificial scale” measurement. The criteria quantification is not based on a sophisticated utility function, but on a simple linear

function, which connects threshold values of an artificial scale with threshold values of a physical scale.

The artificial scale chosen is: A = 5, B = 4, C = 3, D = 2, E = 1, with 5 being the

highest value. Therefore:

$$C_{Ji} \in [1,5] \tag{1}$$

Where:

J = A or B and

i = 1,….,5

At this stage, the weighing of the criteria takes place. The Pair Comparison Matrix is used as a method of weighting, chosen because it is a simple, transparent and widely accepted procedure.

The resulting criteria weights add up to unity, as shown below:

$W_{Ji} \in [0,1]$ and

$$\sum_{J=A}^{C}\sum_{i=1}^{5} W_{Ji} = 1 \tag{2}$$

Where:

J = A, B *(representing the criteria dimensions)*

i = 1,..,5 *(representing the number of criteria in each dimension)*

(d) Derivation of total score per project

To derive the project's **total performance score** the following function (3) is used:

$$\text{T.S.}_{\text{Project}} = \sum_{J=A}^{C}\sum_{i=1}^{5} C_{Ji} * W_{Ji} \tag{3}$$

where:

$C_{Ji} \in [1,5]$

$W_{Ji} \in [0,1]$

J = A or B and

i = 1,….,5

To this end, $\text{T.S.}_{\text{Project}} \in [1,5]$ or else the Total Performance Score – for all dimensions together - of each project in each country will be the weighted sum of the criteria scores and will take values between 1 (the lowest) and 5 (the highest).

(iii) Phase C – Time Period Classification

In the final phase, the selection of projects is carried out according to their "performance" score. Based on the latter, projects are classified into four Time Period Categories (I, II, III and IV), as follows:

- If the project scores between 4-5 then it belongs to **Category I.**
- If the project scores 3 -4 then it belongs to **Category II**.
- If the project scores 2 -3 then it belongs to **Category III**.
- If the project scores 1-2 then it belongs to **Category IV**.

Finally, the classification of time periods is the following:

- **Category I**: projects, which have funding secured and are on-going and expected to be completed in the near future (**up to 2013**).
- **Category II**: projects, which may be funded or their plans are approved and are expected to be implemented rapidly (**up to 2016**).
- **Category III**: projects requiring some additional investigation for final definition before likely financing and implemented (**up to 2020**).
- **Category IV**: projects requiring further investigation for final definition and scheduling before possible financing, including projects, for which insufficient data existed. (**most likely to be implemented after 2020**)

4.3 Projects Prioritisation Presentation

The scope of this section is to analyse the information on the transport infrastructure projects based on country inputs, prioritize these through the application of the proposed methodology and include them in the road network development plan of the ECO region. The goal is to present a consistent and realistic short, medium and long term investment strategy for the identified ECO Priority Road Routes. This includes an extensive inventory of the road infrastructure projects for the participating countries, together with their estimated budget and pragmatic investment time plan for their implementation.

Input received

Out of the 8 countries participating in this project, all countries submitted data through their National Experts on the projects under evaluation.

Data presentation

Each project was identified with a unique Project ID specifying the country, the road transport mode and a specific number. The following abbreviations were introduced for country identification in Project ID: Afghanistan (AFG), Azerbaijan (AZE), Belarus (BLR), Iran (IRN), Kazakhstan (KAZ), Kyrgyzstan (KGZ), Pakistan (PAK), Tajikistan (TJK), AND Turkey (TUR). The abbreviation RLW was introduced in the Project ID.

Table 4.2 presents the number of projects submitted by each country per type of infrastructure under the two distinct categories, that is, those that are along proposed ECO routes, and those that are of national importance, thus belonging to the Reserve Category.

Annex II presents the database of project information, for all projects considered for each of the participating countries.

TABLE 4.2-Number of Projects Submitted

Country	Total Projects	ECO Projects
Afghanistan	-	-
Azerbaijan	-	-
Iran	17	7
Kazakhstan	9	8
Kyrgyzstan	7	4
Pakistan	25	22
Tajikistan	4	3
Turkey	3	3
Total	**65**	**47**

4.4 ECO Priority Prioritisation Exercise

This section presents the results of the application of the prioritisation methodology on the projects considered at the country level. To this end, projects together with their associated costs are presented by the following priority categories:

- **Category I**: projects, which have funding secured and are on-going and expected to be completed in the near future (up to 2013).
- **Category II**: projects, which may be funded or their plans are approved and are expected to be implemented rapidly (up to 2016).
- **Category III**: projects requiring some additional investigation for final definition before likely financing and implemented (up to 2020).
- **Category IV**: projects requiring further investigation for final definition and scheduling before possible financing, including projects, for which insufficient data existed. (most likely to be implemented after 2020)
- **Completed projects**
- **Projects along other routes and of national importance**

It should be noted that the application of the methodology was based on the data received by each participating country. Nevertheless, the application of the methodology was not feasible in a number of cases due to limited availability of data. To this end, in the case of limited data availability, the Consultant attempted to either collect the missing information from other sources, or categorise the project based on the available data. The cases, for which the application of the methodology was carried out, are presented in detail in *Annex IV*.

In addition, projects along other routes of national importance were not evaluated 0and hence not included in the prioritisation exercise.

Project costs are depicted in Million United States Dollars. Where necessary, an average conversion rate for year 2011 was used[3] .

Afghanistan

Afghanistan did not provide any information on road projects to date.

Azerbaijan

Azerbaijan proposed one road project, which was not along the proposed ECO Road Routes, and hence, was not included in the analysis.

Iran

Iran proposed 17 road projects, out of which 7 are along proposed ECO routes, as per following:

- 4 projects with committed funding are under construction, and hence, were classified as Category I.
- 3 projects were classified as Category II, based on the application of the methodology.

According to available information 93% of the funding has been secured.

The above information complete with project costs is summarized in Table 4.3 below.

Table 4.3-Iran Prioritisation Results Summary

	All	**I**	**II**	**III**	**IV**	**Completed**
No. of road projects	**7**	4	3			
Cost* of road projects	**417**	386	31			

** in million USD*

Kazakhstan

Kazakhstan proposed 9 road projects, out of which 8 are along proposed ECO routes as per the following:

[3] http://www.x-rates.com/d/USD/EUR/hist2011.html

- 4 were classified as Category I, based on the application of the methodology.
- 4 were classified as Category II, based on the application of the methodology.

According to available information 30% of the funding has been secured.

The above information complete with project costs is summarized in Table 4.4 below.

Table 4.4- Kazakhstan Prioritisation Results Summary

	All	I	II	III	IV	Completed
No. of road projects	**8**	4	4			
Cost* of road projects	**10109**	3081	7028			

** in million USD*

Kyrgyzstan

Kyrgyzstan proposed 7 road projects, out of which 4 are along proposed ECO routes, as per the following:

- 2 have been completed.
- 2 are under construction and were classified as Category I.

According to available information 100% of the funding has been secured.

The above information complete with project cost is summarized in Table 4.5 below.

Table 4.5- Kyrgyzstan Prioritisation Results Summary

	All	I	II	III	IV	Completed
No. of road projects	**4**	2				2
Cost* of road projects	**290**	83				207

** in million USD*

Pakistan

Pakistan proposed 25 road projects, out of which 22 are along proposed ECO routes, as per the following:

- 3 are completed
- 11 were classified as Category I, based on the information available.
- 4 were classified as Category II, based on the information available.
- 4 were classified as Category IV, based on the information available.

According to available information 72% of the funding has been secured.

The above information complete with project cost is summarized in Table 4.6 below.

Table 4.6- Pakistan Prioritisation Results Summary

	All	I	II	III	IV	Completed
No. of road projects	**22**	11	4		4	3
Cost* of road projects	**8598**	6119	1054		1341	84

** in million USD*

Tajikistan

Tajikistan proposed 4 road projects, out of which 3 are along proposed ECO routes, as per the following:

- 1 has been completed, according to available information.
- 1 is under construction, and, hence, was classified as Category I.
- 1 was classified as Category II, based on the application of the methodology.

According to available information 64% of the funding has been secured.

The above information complete with project costs is summarized in Table 4.7 below.

Table 4.7- Tajikistan Prioritisation Results Summary

	All	I	II	III	IV	Completed
No. of road projects	**3**	1	1			1
Cost* of road projects	**329**	119	120			90

** in million USD*

Turkey

As a big country, Turkey has several ongoing and planned projects on road infrastructure that were proposed. Since the majority of on-going projects are close to completion, these were not evaluated in the present report. To this end, the projects proposed as on-going or planned for the new proposed routes were considered, out of which 3 were along identified ECO routes, as per the following:

- 1 was classified as Category I, according to available information.
- 1 was classified as Category II, according to available information.
- 1 was classified as Category IV, according to available information.

According to available information 1% of the funding has been secured.

The above information complete with project costs is summarized in Table 4.8 below.

Table 4.8- Turkey Prioritisation Results Summary

	All	**I**	**II**	**III**	**IV**	**Completed**
No. of road projects	**3**	1	1		1	
Cost* of road projects	**1547**	15	1482		50	

** in Million USD*

4.5 Summary

In total 65 projects were proposed by the participating countries, out of which **47 road projects** have been identified to be along the proposed ECO Road Routes with an estimated total cost of **21,29 Billion USD**.

Out of these **47 projects**:

- 23 projects belong to Category I
- 13 projects belong to Category II
- 5 projects belong to Category IV
- 6 projects have been completed

The above results together with project costs are presented in Table 4.9.

Table 4.9-Summary Results of ECO Road Projects

	All	**Per Priority Category**				
		I	**II**	**III**	**IV**	**Completed**

No. of road projects	**47**	23	13	-	5	6
Cost* of road projects	**21,29**	9,803	9,714		1,391	0,381

**in Billion USD*

The **percentage of secured funding** for the total number of ECO Road Projects is **48%.**

Further to the above, the results of the prioritisation exercise are summarised per priority category:

- 49% of the road projects belong to Category I, with an estimated value of $9,8 billion, representing 46% of the total investment cost.
- 28% of the road projects belong to Category II, with an estimated value of $9.7 billion, representing 46% of the total investment cost.
- 11% of the road projects belong to Category IV, with an estimated value of $1,4 billion, representing 6% of the total investment cost.
- 13% of the road projects have been completed, with an estimated value of $0,4 billion, representing 2% of the total investment cost.

4.6 ECO Road Network Development Plan

The analysis of the road projects implementation plans demonstrated that:

- 13% of the projects for have been completed.
- 49 % of the proposed projects for the ECO Road Network are expected to be completed until 2013.
- 28 % of the proposed projects for the ECO Road Network are expected to be completed until 2016.
- For 11% of the proposed projects for the ECO Road Network, it is unknown when would be completed, since further investigation is necessary before definition, scheduling and possible financing.

The ECO Road Transport Network Development Investment Plan is depicted in Table 4.10 with related project costs presented in Million USD. The available/secured percentage of funding is also shown in Table 4.10. The implementation of the Road Network will follow the time plan presented in Table 4.11.

Table 4.10- ECO Road Transport Network Development Investment Plan

ROAD PROJECTS							
Country	Total Cost	PRIORITY CATEGORY					% Funding Secured
		I	II	III	IV	COMPLETED	
Afghanistan							
Azerbaijan							
Iran	417	386	31				93%
Kazakhstan	10109	3081	7028				30%
Kyrgystan	290	83	0			207	100%
Pakistan	8598	6119	1054		1341	84	72%
Tajikistan	329	119	120			90	64%
Turkey	1547	15	1482		50		1%
Total	**21290**	**9803**	**9714**	**0**	**1391**	**381**	**48%**

Table 4.11- ECO Road Transport Network Development Time Plan

Country	Projects	Projects Implementation Progress					Project Funding
		Completed	Up to 2013	2013-2016	2016-2020	2020-unknown	% Secured
AFG							
AZE							
IRN	7	0%	57%	43%	0%	0%	93%
KAZ	8	0%	50%	50%	0%	0%	30%
KGZ	4	50%	50%	0%	0%	0%	100%
PAK	22	14%	50%	18%	0%	18%	72%
TJK	3	33%	33%	33%	0%	0%	64%
TUR	3	0%	33%	33%	0%	33%	1%
ECO NETWORK	**Projects**	**Projects Implementation Progress**					**% Funding Secured**
		Completed	**Up to 2013**	**2013-2016**	**2016-2020**	**2020-unknown**	
	47	**13%**	**49%**	**28%**	**0%**	**11%**	**48%**

4.7 Conclusion

A total of 47 road infrastructure projects along a total length of approximately 11,453 km of road network, were proposed in the study and should be included in the ECO Priority Road Network Development Plan. The implementation of the proposed priority ECO network as a whole will require the approximate sum of $21,29 billion, out of which approximately 48% has been secured.

According to the results of the analysis, 13% of the projects have been completed, while nearly half of the proposed projects are planned to be completed by year 2013. On the other hand, the analysis yielded that for a 11% of the ECO road network, it is unknown when it would be completed, since further investigation is necessary before definition, scheduling and possible financing of the proposed infrastructure projects. It should, however, be noted that lack of information with regard to the status, start and end dates, sources of funding and percentage of secured funding of proposed projects contributed significantly to the latter outcome. Hence, the above figures could potentially be different, should information had become available.

Finally, in addition to the projects located along the identified priority ECO Road Routes, most participating countries proposed infrastructure projects beyond those specified routes and, thus, these were considered to be of national importance and were not considered in the analysis. Depending on the significance and priorities set for such national projects, as well as their potential to impact the established connections with ECO Road Routes, it is proposed that these projects are considered for inclusion in a future revision of the ECO Road Network.

5. COUNTRY REPORTS

This chapter presents the Country Reports for each participating country in the study, detailing current conditions on road transport infrastructure, as well as National Transport Plans and related recommendations, as per the input received from the individual National Experts.

5.1 Afghanistan

Afghanistan has a strategic geographical position, bordering on six countries. Nevertheless the poor condition and lack of efficient transport infrastructure network hinder the movement of passengers and goods within the country constraining post-war economic recovery and development. The major constraints to reconstruction and development of the transport sector are inadequate infrastructure, limited government capacity, and Conflicts and weak security still existing in the country.

Afghanistan's current transport network has roads, railway, airports, and inland waterways. The official road network is 38,500 kilometers, which include 330 km of regional roads, 4,700 km of national roads, 9,700 km of provincial roads, 17,000 km of rural roads, and 3,800 km of urban roads. At present, the road network is incomplete and unable to meet the growing transport demands. Various parts of the country are poorly connected or not connected at all. Four provincial capitals remain unconnected to the regional network isolating them from domestic and regional markets. Before 2001, investment in road reconstruction and maintenance was negligible. Since then it has improved, although only 7% of the total road length is paved, while approximately 70% of inter-provincial and inter-district roads are in a poor state of repair.

The following road border crossings are operational:

- With Pakistan (2,430 km):
  - Towr Kham,
  - Wesh (or Chaman),
  - Barikot,
  - Torkhan,
  - Husain Nika,
  - Speenboldak;
- With Iran (936 km):
  - Dogharoun (Iran) - Islam Quala (Afghanistan),
  - Zarang;
- With Tajikistan (1,206 km):
  - Ishkashim,
  - Across the Amu Darya from Panj-e Payon (Nizhny Panj) in Tajikistan - Shir Khan (Afghanistan);
- With Turkmenistan (744 km):
  - Serkhetabat (or Gushgy/Kushka) in Turkmenistan - Tourghondi on Afghan side,
  - Imam Nazar;
- With China (76 km): none;
- With Uzbekistan (137 km):

- Across the friendship bridge at Hairatan (Termez).

Regional connectivity is underdeveloped primarily due to cross-border bottlenecks, such as inadequate link roads and facilities, inadequate customs facilities, need for transit permits, lack of vehicle standard and axle load controls, as well as visa regulations, unofficial charges, and the protection given to local trucking. Transit agreements are either nonexistent or poorly enforced.

National Plans, Policies and Infrastructure Investment

The Afghanistan National Development Strategy (ANDS) adopted by the Government of Afghanistan (GOA) in April 2008, is the country's main strategic platform for development over the period 2008–2020. In addition, GOA has agreed with the strategy adopted by the Central Asia Regional Economic Cooperation (CAREC) program, which is aimed at developing six corridors across the region and all through Afghanistan. Afghanistan's road network is being improved with external assistance mainly by the Asian Development Bank, the World Bank and the Government of Japan.

Source: *ADB Report (2010) -Afghanistan Railway Development Study Financed by the Asian Development Bank (ADB)*

5.2 Azerbaijan

The following links form the key arteries of the country's road network:

1. E-119 (M1) Baku – Russian Federation border

Baku – Khirdalan	km 0-16	Put in operation in 2009
Khirdalan – Gendob	km 16-134	Put in operation in 2010
Gendob – Russian Federation border	km 134-198	Construction is in progress and provided end of construction in 2011

2. E-60 (M2) Baku – Red bridge (Georgian border)

Baku – Alat	km 0-69	Reconstruction with expansion
Alat – Hadjigabul	km 69-115	It is constructed and put in operation in 2004
Hadjigabul – Kurdamir	km 115-200	It is constructed and put in operation in 2008
Kurdamir – Ujar	km 200-246	Put in operation in 2011
Ujar – Yevlakh	km 246-299	Put in operation in 2010
Yevlakh – Ganja	km 299-388	It is constructed and put in operation in 2011
Ganja – Gazakh	km 388-482	Put in operation in 2005
Gazakh – Red bridge	km 482-520	Put in operation in 2011

3. E-119 (M3) Alat – Astara (Islamic Republic of Iran border)

Alat – Masalli	km 0-165	22 km of the road put in operation in 2010. The remained parts of construction are provided in the 2011.
Masalli – Astara	km 165-243	It is constructed and put in operation in 2012

4. E-002 (M6) Hajigabul – Minjivan (Armenian border)

Hajigabul – Bahramtepe	km 0-108	The beginning of construction is provided in 2012

Bahramtepe – Horadiz	km 108-189	The beginning of construction is provided in 2012
Horadiz – Armenian border	km 189-286	occupied

In addition, the following missing connections have been identified for the road network:

- E-119 (M1) Baku – Russian Federation border
    - Sumgayit – G.Z.Tagiyev - problems in operation of roundabout road, Sumgayit's transport movement has been directed through settlement G.Z.Tagiyev.
- E-60 (M2) Baku – Red bridge (Georgia border)
    - Ganja circle road- On distance of road of 0,8 km radiuses above specification R-300-500, on distance of road of 0,2 km
    - Ganja – Gazakh - On road Ganja – Gazakh there are problem sites: 439-441 km (region Agstafa), R-90 m. The distance of visibility is not provided; 371-430 km R-200 m a bias in length of 50-60 %
    - Gazakh – Red bridge - In total on distance of road of 1,1 km radiuses outside of specification R-250-450
- E-119 (M3) Alat – Astara (Iran border)
    - Salyan (129 km) - On entrance to the city of Salyan the bridge above the river Kura mismatches inquiry.
    - Bilasuvar – Astara – On road Bilasuvar – Astara the artificial constructions and bridges mismatches inquiry.
    - On 313 km of road Astara there are many radiuses outside of norm. The distance of visibility is not provided

Azerbaijan has the following road border crossing points:

- SDK (Russian Federation border)
- Red bridge (Georgia border)
- Myzymchay / Lagodekhi (Georgia border)
- Astara (Iran border)
- Bilasuvar – (Iran border)
- Aktau (Kazakhstan)
- Turkmenbashi (Turkmenistan)

With regard to the above, there is a need to build a new bridge and border crossing point infrastructure facilities that meet the modern requirements on the borders with Georgia and Russian Federation.

In addition, there is a need to build a new bridge and modern crossing point facilities on the Astarachay on the border with Iran, particularly taking into consideration of the construction of the Alat-Astara highway.

National Plans, Policies and Infrastructure Investment

With regard to the road sector, the Construction of 105 kilometres new Guba-Shamakhi highway is proposed, which will shorten the access from the central regions of the country to the Russian Federation by 156 kilometres.

In addition, Baku city Intellectual Management System will be implemented for solving the problem of increased traffic and other problems in the city of Baku. The Project will be carried during 2010-2012, not only in the capital, but also in all the Absheron peninsula.

In order to facilitate border-crossing procedures and reduce the waiting time on border-crossing points, the “Single Window” principle is also been applied since the beginning of 2009 in Azerbaijan.

5.3 Iran

The crucial geographical and strategic location of the country in the region, have turned it to a transit route, playing an important role in the trade between West and East. Numerous international corridors cross the territory of the Islamic Republic of Iran, connecting the Middle East and Asia to Europe; the corridors of Trans Asian Railways (TAR), North-South (three branches), China-Europe, Silk Road, TRACECA Corridor, Almaty-Bandar Abbas, Almaty- Istanbul Corridor, as well as the Turkey-Iran-Pakistan, are routes, through which the landlocked countries of Central and South Asia are connected to international waters and Europe.

The transport network of Iran consists of 24 International Road Border Terminals, 5 International Rail Border Terminals and 11 well-equipped Ports, which constitute transport links of international significance in the region. It should be noted that in 2010 the total cargo throughput through Road and Rail, were 5.7 and 1.3 million tons, respectively. Meanwhile, the Government of Iran is planning to increase the transit volume up to 20 million tons through the implementation of several infrastructure projects, which are either planned or are under construction.

Iran has a long paved road system linking most of its towns and all of its cities. In 2007, the country had 178,152 km (111,000 mi) of roads, of which 66% were paved. In addition, it comprises of 23000 km transit roads for transit trucks.

Iran has numerous international border crossing points with neighbouring countries, which include:

- Milak and Dogharoun with Afghanistan;
- Bazargan with Turkey;
- Astara (rail and road), Nourdouz and Jolfa (rail and road) border with Azerbaijan;

Furthermore, three formal border crossing points with Iraq were established:

- Khosravi on AH2 opposite to Mantharye in Iraq, which is on M40;
- Mehran in front of Zorbatye in Iraq that is connected to AH2 through Ilam and Kermanshah cities;
- Shalamcheh opposite to Basreh in Iraq (on M70), that has connection to Ahvaz and Bandar Emam on AH8 via Khorramshahr.

National Plans, Policies and Infrastructure Investment

In the Islamic Republic of Iran, major road, railway and port development programmes are being undertaken for the expansion and modernization of the transport infrastructure. The Master Plan approved by Government of Islamic Republic of Iran on Road Transport Development Until 2021 (RMTO) has the following objectives:

1) Creation of a comprehensive Road Transport Network considering the following:
    a. Economic, safety and security issues

b. Effective reduction of fuel
c. Environmental protection
d. Improving road safety
e. Maintaining balance between road transport infrastructures, road transport fleet and demand.
f. Improving productivity to achieve high standard on Road Transport through improving transport modes, management, human resources and information technology.

2) Development and Improvement of the Road Transport Network with regard to the following issues:
   a. Land use planning
   b. Focusing on development of road axis
   c. National interest
   d. Transit situation of the country
   e. Demand
   f. Attraction of the international and national investment, attraction of people collaboration, and insurance coverage of all the above mentioned fields
   g. Achieving greater share in international transport market

Based on the above, the following road infrastructure projects are being proposed:

- Construction of a new Astra Automobile Border Bridge
- Construction of Astra-Heyran highway (35 km)
- Construction of the second lane of Maku-Bazargan ByPass
- Construction of Sarakhs New Automobile Border Bridge
- Rehabilitation of Seman-Garmsar highway

5.4 Kazakhstan

Kazakhstan has a key geographical position, in the heart of the Euro-Asian region, and hence, one of the most important factors of economic growth in the country is the rapid development and improvement of transport infrastructure. Kazakhstan has created a competitive environment providing transportation services to accelerate the integration process of its national transport system in the international transport corridors, developing the country's transit potential.

The road network is the major element for transport and communications Kazakhstan, whose efficient operation and sustainable development is today an important factor in the transition to economic recovery, and improvement of social well being. Kazakhstan has relatively low density of railways and inland waterways. In this regard, shippers, particularly in the private sector, began to shift to road transport not only for short distances (up to 300 km), but also for longer ones (1500-2000 km). With the development of industrial and agricultural production, small-and medium-sized businesses increase inter-regional transportation, and communication with neighboring states.

The length of roads in Kazakhstan is 128.000 km, of which 97.100 km are public roads. The length of public roads are:

- roads of national importance – 23.500 km
- local roads – 73.600 km.

Despite the fact that the roads of international and national importance are 25% of public roads, they account for over 50% of road transportation. On 01.01.2011, the state of the highway network of national importance were: good - 37%, satisfactory - 42%, poor - 21%. The state of local roads were: good - 9%, satisfactory - 49%, poor - 42%.

At present and in the future, the international transportations are carried out along six main routes. Transit occurs mainly between the countries of Central Asia, Russia and China. The length of the six main routes is 8,3 thousand km, or 64% of the total length of the transit corridors.

National Plans, Policies and Infrastructure Investment

Kazakhstan adopts the Government Planning System (RK President’s Decree dated 18 June 2009, No. 827), the key document, which outlines the Development Strategy of the country until 2030 (“Kazakhstan 2030”). The Strategy defines 7 long-term priorities, including infrastructure investments for transport and communication.
The Government planning document of the next level is the “RK Strategic Development Plan for 10 years” and the “Forward-looking Plan of Territorial and Spatial Development of the Country”. The Strategic Plan of Development of the Republic of Kazakhstan until 2020 , currently in effect, sets the target indicators for the development of transport by 2020, identifying the infrastructure projects of

significant importance. The RK Strategic Development Plan would be adjusted based on the results of the monitoring of its implementation.
According to the Program on development of transport infrastructure in the Republic Kazakhstan during 2010 - 2014 (Government Decision of 30.09.2010, № 1006), the major investment projects in the road sector that will be implemented are the following:

- Reconstruction of the international transit corridor «Western China – Western Europe»
- Almaty – Kapchagai Highway upgrade
- Almaty – Korgas Highway upgrade
- Almaty Main Ring Road construction
- Astana – Karaganda Highway upgrade
- Beineu – Aktau Highway upgrade
- Beineu – Shalkar Highway construction
- Uralsk – Kamenka – the border of Russian Federation (Osinki crossing) Highway upgrade
- Tashkent - Shymkent Highway upgrade

Strategic Plan of the Ministry of Transport and Communications of the Republic of Kazakhstan for 2011-2015 (dated 11 February 2011, No. 129). This document is developed for a 5-year period based on strategic and planning documents of the Republic of Kazakhstan, as well as the forecast of socioeconomic development. The Strategic Plan sets out strategic guidelines, goals, actions and indicative results of operations of the RK Ministry of Transport and Communications. Within the framework of the Strategic Plan, budget programs are approved, which define directions and amounts of budget expenditure, including implementation of investment projects. Project-specific investment proposals are developed and approved during development/adjustment of the Strategic Plan of the Ministry of Transport and Communications.

Industry Program for the Development of Transport Infrastructure in Kazakhstan for 2010-2014 (dated 30 September 2010, No. 1006). Draft program was developed by the MTC. Plan of actions to implement the industry program contains the list of specific projects and measures, timeline for their implementation, required amount of funding and potential sources of funding.
The national/local budget for 3 years is developed annually based on strategic and program documents of the Republic of Kazakhstan, forecast of socioeconomic development and strategic plans of government authorities.
Therefore, implementation of transport projects requires that they:

- Be in line with general priorities of the industry development reflected in strategic documents;
- Be included in the Strategic Plan of MTC, i.e. investment proposals for such projects should undergo necessary approval procedures, and approval of their funding or co-funding from the state budget should be obtained.

All major legislative and regulatory frameworks for infrastructure investment are existing. In recent years, the government funded several the projects at local scale,

upgrade roads and build interchanges. Concession is the basic funding model in Kazakhstan. First of all, it is being expressed by special concession legislation. First Law “On concessions in the Republic of Kazakhstan” was adopted in December 23, 1991 and called on to regulate administrative, economic and legal environment concession agreements in Kazakhstan only for foreign investors. The frameworks have been proofed and applied in at least 4 infrastructure projects with the Development Bank of Kazakhstan and 3 concession projects supported by the Government of the Republic of Kazakhstan.

The basic legislative act handling PPP (Public Private Partnerships) aspects in Kazakhstan today is the New Law of the Republic of Kazakhstan (of 7 July, 2006) “Concerning Concessions”. Also, the main principles of activity in the concession framework are presented in more than 20 regulative acts of the Republic of Kazakhstan.

Beside the legal normative frameworks on concessions, Kazakhstan has used several other financing options to procure its infrastructure. International loans have been actively used for financing of national infrastructure projects with government guarantees. Also, infrastructure is financed by direct budgetary investments and net private investments. Additionally, mechanisms of rent, trust management of public assets, leasing are frequently used and regulated by specific laws and civil and budget legislation. A Normative Legal Act in the area of investment, in particular, starting from Civil Law, the Budget Code, Tax Code, the Law of Investment, Law on Financial Leasing, Act of Preferences from investors and others has been announced.

National sources of funding include the National Welfare Fund “Samruk-Kazyna” JSC, Development Bank of Kazakhstan and the Kazyna Capital Management JSC, while international sources of financing inlcude the Asian Development Bank (ADB), the European Bank for Reconstruction and Development (EBRD), the World Bank, the Islamic Development Bank (IDB) and the Japan International Cooperation Agency (JICA).

5.5 Kyrgyzstan

The total length of roads in the country is approximately 34,000 km, including a public road maintained by the Ministry of Transport and Communications of Kyrgyz Republic and roads of cities, villages, agricultural, industrial and other areas. The length of roads of international importance is 4,163.0 km. The length of international corridors crossing the territory of Kyrgyz Republic is 2,242 km.

Transit traffic on the roads of Kyrgyzstan is carried out mainly between Central Asian Countries and the Russian Federation. The analysis of existing traffic of goods by road through the territory of Kyrgyzstan identified the following international transport corridors:

- Bishkek-Osh road.
- Osh - Sary Tash - Irkeshtam - border with China.
- Sary-Tash - Karamyk - border with Tajikistan.

One of the most strategically important transport artery of the country is the Bishkek-Osh road, extending for approximately 678 km and connecting north to south. The Bishkek-Osh road is also of significant importance on an international level within the context of international transport integration in the wider region. Continuation of the road to the north of Almaty will provide the connection to Kazakhstan and the Russian Federation, while its development to the south will provide links with China, the sea ports of Pakistan and Tajikistan.

Kyrgyzstan acceded to the Agreement on Asian Highway Network in 2006 (published by The Law of KG №42 from 13.02.2006 "About ratification of Intergovernmental Agreement on Asian Highway Network, signed on April, 25th, 2004 in Shanghai). The following transit roads have been identified in Kyrgyz Republic:

- Bishkek – Osh - Sary Tash - Irkeshtam - border with China - 898 km;
- Sary Tash - Karamyk - border with Tajikistan -136 km;
- Bishkek – Naryn – Torugart - border with China - 539 km;
- Kordai – Bishkek - Chaldovar - border with Kazakhstan, 110 km;
- The section of road Osh - Andijan - border with Uzbekistan - 5 km.

Being also a landlocked country, extremely high transport costs lead to sharp rises in import prices, negatively affecting the development of transit transport.

National Plans, Policies and Infrastructure Investment

One of the key targets of Kyrgyzstan is to fully realize its geographical position to become a transit bridge between Europe and Asia.

At present, the largest share of goods is transported by a road transport (95%), with a significantly smaller share by rail (3.1%). Along with general issues, specific to individual modes of transport, the main problem of the transport network of the country is to improve conditions of transportation on routes providing its international

connections and transport in transcontinental communications, as the basis for integration into the global transportation system.

One of the main conditions for successful economic development of Kyrgyzstan and its inclusion in the global transportation system is:

- adaptation to international standards;
- development and improvement of international corridors passing through the territory of Kyrgyz Republic;
- creating the better conditions than those offered by alternative routes of other countries;
- decision on other trading-transport problems and active development of export, import and transit potential.

Based on the above, the construction and rehabilitation of the main international corridors crossing the territory of Kyrgyzstan, according to the priority investment projects for road infrastructure, include the following projects:

- Road of international importance E-40 Bishkek-Kordai-Almaty
- Road of international importance E-010 Bishkek-Osh
- Rehabilitation of road E-007, Osh-Sary Tash-Irkeshtam
- The project of rehabilitation of road E-60, Sarytash – Karamyk - border with Tajikistan
- Rehabilitation of road Osh-Batken-Isfana.
- Rehabilitation of road Taraz-Talas-Suusamyr

Other infrastructure projects include the construction of logistics centers in Osh and Bishkek.

One of the main conditions for successful economic development of Kyrgyzstan and its inclusion in the global transportation system is:

- adaptation to international standards;
- development and improvement of international corridors passing through the territory of Kyrgyz Republic;
- creating the better conditions than those offered by alternative routes of other countries;
- decision on other trading-transport problems and active development of export, import and transit potential.

Recommendations

For the purpose of further developing the transport sector in the country for sustainable development and economic cooperation in region, the following actions are necessary:

- Review the system of state regulation in the common areas of the country's economic reforms and improve the regulatory framework to enhance investment attractiveness and investment in the automotive industry, while

ensuring the safe transport of passengers, cargoes and guaranteed quality of service.

- Initiate communication of ECO member countries with regional economic communities, international economic and financial institutions, primarily with the United Nations (UN), Islamic Development Bank (IDB), Asian Development Bank (ADB) and International Monetary Fund (IMF) for technical and financial assistance and the implementation of priority projects and programs of the region.
- Active participation in international organizations ECO (TTFA, TTKS etc.), SCO (development of a project agreement between Governments of SCO Member States on Facilitation of International Road Transport), EurAsEC (creating a single transport space), TRACECA (EU program on organization of Transport Corridor Europe-Caucasus-Asia).

5.6 Pakistan

Pakistan sprawls in an area of 868591 Km2 sharing borders with India, Iran, Afghanistan and China. Arabian Sea falls to its south with a coastal line of 1000 odd Km. The North – South geographical layout of the country provides an excellent trade corridor establishing the shortest possible links between the landlocked country of Afghanistan, as well as China with the Arabian Sea. Added to this, Pakistan is inan ideal location accessing the central Asian Countries via Afghanistan, and Europe via Iran, becoming a bridge between Europe and the South East Asia.

Pakistan has approximately 262,000 kilometers (2010) long highway network. Around 70% of the entire network consists of paved roads. This wide network provides extensive coverage, while the mobility Index is estimated at 80% (World Bank Report). It consists of (a) National Highway & Motorway network (b) Provincial Highways & Roads and (c) Local Government and City Roads.

The National Highway Authority (NHA) is responsible for approximately 12,000 km National Highways, Motorways and Strategic Roads System. It owns the main transport corridors, which constitute inter-provincial linkages and links major towns and cities, providing also connections to neighboring countries.

The national transportation system mainly depends on north-south links. It joins Karachi, the seaport and industrial centre, to the major cities, Hyderabad, Bahawalpur, Multan, Lahore, Gujrat, Rawalpindi/ Islamabad and Peshawar in the north. There are two principal highway and rail routes, running parallel along the length of country, joining Karachi and the rest of the country; namely, National Highway N-5 to the east of the Indus River and National Highway N-55 to the west of the river. Both N-5 and N-55 connect to major east-west corridors and also act as gateways to neighboring countries. Almost 80% of the national and international socio-economic activity is concentrated along this corridor also Known as National Trade Corridor (NTC).

NATIONAL HIGHWAYS & MOTORWAYS

Type	Length in Kilometers
National Highways	8,909
Motorways/ Expressways	1,678
Strategic Roads	262
Total	11,849

PROVINCIAL & REGIONAL HIGHWAYS/ROADS

Provincial Highways/ Roads	101,000

Local Government	93,823
Municipal and Cantonment	53,920
Total	248,743

The increase in length of road infrastructure since 2000 has slowed down and around 10,000 km are added to the road network. The major focus has now moved onto the improvement and modernization of existing infrastructure to national/ international standard.

National Plans, Policies and Infrastructure Investment

As a part of long term strategy, the government of Pakistan has taken up several initiatives to develop and modernize the road transport infrastructure. A number of these projects are entirely financed through government's own resources, while others are co-financed by the development partners. These are presented in the following.

NATIONAL TRADE CORRIDOR INVESTMENT PROGRAM (NTCIP)

Since 2005, a composite transport sector reform initiative supported by investments has been launched by the government to enhance the efficiency of the transport and logistics sectors. The program is known as National Trade Corridor Improvement Program (NTCIP). It aims at achieving a coherent transport and logistics system including all the transport sectors, road, rail, ports, shipping, air, freight stations, cool-chain, trade facilitation etc. to support economic growth and improve regional connectivity.

The NTC Highway Sector Improvement Program (HSIP) envisages an investment of about US$ 4.0 to 5.0 billion aimed at upgrading capacity, extending the network, modernizing the national highways and improving the international linkages. The Asian Development Bank (ADB) under a Multi Financing Facility (MFF) will provide equivalent to US $ 900 million for the National Trade Corridor Highway Improvement Program (NTCHISP). The implementation period is spread over 10 years (2007/08 to 2017/18). The MFF will consist of project specific loans, subject to the submission of a related Periodic Financing Request (PFR) by Pakistan. Each loan will have a repayment period of 25 years, including a grace period of 5 years. Under the tranche-1 (US $ 510 million), the two proposed projects are the construction of new four-lane highway without limited access for Peshawar – Turkham Section-1 and access controlled Faisalabad – Khanewal motorway (M-4).

With regard to the Karachi-Hyderabad M-9 Motorway, progress on BOT mode of financing has been made.

Construction of 4-Lane Karachi-Hyderabad Highway into 6-Lane Motorway (M-9)

1.	Project Cost	Rs 24.930 Billion (US$ 277 M)
2.	Construction Cost	Rs 18.3 Billion (US$ 203.3 M)
3.	Concession Period	28 Years
4.	Construction Period	30 Months
5.	Operating Days	365
6.	Toll escalation Rate	10%
7.	Other Sources of Revenue	2% of Toll Revenue
8.	Debt : Equity	70:30
9.	Tax Rate	35%
10.	NHA's Revenue Share	5%
11.	Financial Close Period	6 Months
12.	Construction Activities	To commence soon after achieving Financial Close
13.	Name of Company	M/s Bina Puri Pakistan (Pvt) Ltd.

Now 1 US$ = Rs 90

Amongst the North-South links, N-55 and Trans-Pakistan Motorway networks are being given priority. The Construction of M-4 Motorway is underway whereas phase–III upgradation of N-55 is also underway. The financing for Phase-III is being made by JBIC and ADB. The phases I & II are almost complete. The scope of work includes construction of a new two lane carriageway along the Indus Highway at an estimated cost of Rs 6 billion ($ 100 million). The project has been designed by M/s Pacific Consultant International of Japan. This arrangement will end up in a four lane dual carriageway, which incidentally is a part of Motorway M-6. Construction work on this new carriageway has commenced and completion by 2014 is expected.

Motorway M-8; Ratodero-Khuzdar-Awaran-Turbat-Gwadar

The Motorway M-8 originates in Gwadar and terminates at Ratodero on N-55. It links the Gwadar port with rest of the country. The Gwadar port is more than 600 km from Karachi. The government planned 892 km long 2-lane Motorway M-8 to connect Gwadar port with the rest of the country. The work was supposed to be carried out in three packages. The cost of the entire project was estimated at Rs 18.4 billion (1US$ at the time was Rs 59, however for consistency it is taken as 85 therefore the cost was US$ 216.5 m)

	Road Section	Km
a.	Gwadar-Turbat-Hoshab	240 (193)
b.	Hoshab-Awaran-Khuzdar	410
c.	Khuzdar-Wangu Hills-Ratodero	242
	Total	892

Around 47 km length of Gwadar-Turbat-Hoshab section is common, and it is actually part of N-10, Mekran Coastal highway. Therefore, construction works for 193 km started in three packages and so far the overall progress on all of them is 65%.

Package	Road Section	km	Cost (Rs Mill)
I	Gwadar-Turbat	54	2494 (US$ 29.3)
II	Gwadar-Turbat	63	3687 (US$ 43.4)
III	Turbat-Hoshab	76	3166 (US$ 37.3)
	Sub-Total	193	9347 (US$ 110.0)
	Hoshab-Khuzdar		Work not Planned
	Khuzdar-Ratodero	242	6672 (US$ 78.5)

1 US$ = Rs 85

So far the entire amount depicted in the above table has been expended and additional resources can be estimated at US$ 600-700 million for the whole M-8. The work on Hoshab-Khuzdar section was not planned due to shortage of funds. Instead, 454 km long N-85 was planned for up-gradation at a cost of Rs 4116 million (US$ 48.4 million) and only 20% progress was made before the contractor demobilized due to financing issues. Since the project is located in the same area as that M-8, it suffers from the same drawbacks. The work on Khuzdar-Ratodero, 242 km long section is near in completion at a cost of Rs 6672 million (US$ 78.5 million).

The NTC HSIP comprises of the following three core projects:

(a) North-South Access-Controlled Motorway/ Expressway System:

A north-south access-controlled motorway/ expressway system to connect Karachi, Hyderabad, Bahawalpur, Multan, Lahore, Rawalpindi/ Islamabad and Peshawar will be developed to provide a high-speed, safe and reliable road transport corridor. About 370 km of the motorway system (M-1, M-2 and M-3) linking Peshawar, Rawalpindi/Islamabad, Lahore and Faisalabad is already operational. The construction of 184 km long Faisalabad – Multan motorway has started. The construction contract of 52 km long section is with a Chinese company, whereas a French company is engaged as design and supervision consultants. The government aims to complete this access-controlled expressway system with the financial assistance of various development partners. The following projects are part of the NTC program.

Number	**Section**	**Lane**	**Length (km)**	**Cost (US$)**	**Financing**
E-1	**Torkham-Peshawar**	**4**	**51**	**224**	**ADB[1]**
E-2	***Peshawar Northern Bypass***	***4***	***34***	***100***	***GOP[1]***

M-1	Peshawar-Islamabad	6	154		
M-2	Islamabad/ Pindi B/Lahore	6	243	Operational	
M-3	Pindi Bhattian-Faislabad	4	54		
M-4	Faisalabad-Khanewal-Multan	4	243	561	ADB/ IDB/GOP
E-5/M-5	Khanewal-Lodhran-Sukkur	4	485	925	World Bank
E-6/M-6	Sukkur-Shikarpur-Dadu	4	231	552	ADB/JBIC
M-7	Dadu-Dureji-Hub	2	270	409	World Bank
E-3	Wazirabad- Kotsarwar- Pindi Bhattian	4	100	330	World Bank[2]
E-4	Gujranwala-Wazirabad-Dina	4	100	156	World Bank[2]
	Total		**1,965**	**3,257**	

E=Expressway M =Motorway GOP = Government of Pakistan

1. Dropped at the moment as construction of Peshawar Northern Bypass has started. \
2. The World Bank may not finance these projects at the moment; however, feasibility study for E-3 is being initiated.
3. M-8 is not included in the list as it is shown in Gwadar connectivity.

Peshawar Northern Bypass

The construction of Peshawar Northern bypass is making good progress. The progress on 7.6 km long package-1 is 50%. The contract for package-II is to be signed shortly, whereas detailed designing of phase-III is being carried out. Furthermore, Peshawar Ring Road (southern bypass) is a provincial facility which also caters to traffic destined for Torkham.

(b) Gwadar Port Linkages:

The Gwadar port is located at the entrance of the Persian Gulf at approximately 160 km from the Iranian border and 460 Km west of Karachi. The phase-1 of the port was completed in 2006 and the port has become operational since December 2008. The Gwadar port has been developed as a deep sea port with the aim to accommodate large vessels (will be achieved in phase-II). The port is ready to provide transit and transhipment facilities, particularly to Afghanistan and the Landlocked Central Asian Coutries.

The port is not well connected to the major trade centres and the neighboring countries. It was linked with Karachi through the Mekran Coastal Highway (N-10). However, the construction of a direct connection of the new port with the north-south expressway/motorway system (NTC) was initiated in 2006, but the progress is

slow, primarily, because of financial constraints. The plan is to build two sections of M-8 motorway (Gwadar-Hoshab and Khuzdar-Ratodero) and construct N-85 from Hoshab to Sorab and a link road from Basima to Khuzdar. Thus, in addition to connecting the Gwadar port with the NTC, it will also be connected with Afghanistan and Central Asian Republics through the National Highway N-25, which enters Afghanistan at Chaman.

Number	**Section**	**Lanes**	**Length (km)**	**Financing**
N-10	Gwadar-Liari-Gabd	2	653	Operational
M-8	Gwadar-Hoshab	2	193	
N-85	Hoshab-Basima-Sorab	2	471	Under Construction
-	Basima-Khuzdar	2	90	Government of Pak
M-8	Khuzdar-Ratodero	2	242	
			1,526	

(c) Upgrade of Karakoram Highway:

It is envisioned that the trade and transit traffic will significantly increase to/ from China after international road links become operational to their true potential. Therefore, Karakoram Highway (National Highway N-35), connecting Pakistan and China is being upgraded to International Standards. The following highway sections are being improved with Chinese assistance:

Number	**Section**	**Lanes**	**Length (km)**	**Financing**
N-35/E-35	Hasanabdal-Mansehra	4	97	ADB
N-35	Mansehra-Sazin	2	254	GOP/WAPDA
N-35	Sazin-Raikot	2	120	WAPDA
N-35	Raikot-Khunjrab	2	355	CHINA
				China
			806	

<u>The Motorway/ Expressway System</u>

As described in the above, the NHA plans to develop a network of full access controlled Motorways / expressways. A number of projects will, however, be taken up under different programs / funding mechanisms. The current status of motorways is presented in the table below.

Present Status of Motorways

Name	Section	Length (km)	Number of Lanes	Status
M-I	Islamabad - Peshawar Motorway	153	6-lane	Islamabad - Burhan Section, 35 km long, was opened to traffic in September 2004. The remaining section is under construction with scheduled opening in January 2007.
M-2	Lahore - Islamabad including 32 km links & Lahore Bypass	367	6-lane	First Motorway of Pakistan, opened to traffic in 1997.
M-3	Pindi Bhattian Faisalabad	53	4-lane	Completed. Opened to traffic in 2004.
M-4	Faisalabad - Multan Motorway	284	4-lane	Included in the Public/Private Sectors Programme of NHA 5-Year programme (2005-10).
M-5	Multan - D.G. Khan Motorway	84	4-lane	Dropped
M-6	D.G.Khan - Kakkar Motorway	467	2-lane	Dropped
M-7	Kakkar - Karachi Motorway	280	2-lane	Alignment Changed, at planning stage
M-8	Gwadar - Khuzdar - Ratodero Motorway	895	2-lane	Gawadar - Turbat - Khuzdar and Shahdadkot Ratodero sections, 284 km in total length, are under construction, to be completed in 2006.
M-9	Karachi - Hyderabad Motorway (Super Highway)	136	6-lane	At present 4-lane without access control. Expansion to access controlled 6-lane motorway is considered as a future BOT project.
M-10	Karachi Northern Bypass	56	2-lane	A 24 km long section was opened to traffic in 2004. The remaining section will be completed in December 2005. Mostly undivided 2-lane. ROW is secured to upgrade to divide 4-lane.
Total		2,734		

National Highway Sector Development Investment Project (NHSDIP)

The further development of the East-West Link and its integration with the National Highway Network and National Trade Corridor to improve Regional Connectivity and provide better Cross Border Connectivity; a comprehensive National Highway Sector Development Investment Project was initiated in 2006 with an estimated cost of around Rs 50 billion and donor assistance of US$ 415 Million is anticipated from the ADB. The project covers widening and improvement of about 835 Km of National Highways in three packages.

Construction of Torkhum-Jalalabad Road

The Turkham-Jalalabad road project is one of the most important priority projects. The 73.7 km long Turkham - Jalalabad road project was taken up by the Government of Pakistan as an aid package to rehabilitate and improve the road network in Afghanistan. The project will facilitate traffic flow from Central Asian countries through Afghanistan and Pakistan. It is the busiest link between the two neighbouring countries and the shortest route between Pakistan and Central Asian countries through Kabul.

Initially, rehabilitation & improvement of existing road was envisaged in 2003 under grant assistance by Pakistan. Pakistan had earmarked an aid package to improve the road network in Afghanistan with US$ 100 million out of total grant of US$ 250 million.

The task was accomplished by July 2006. Later, the Government of Afghanistan, requested the construction of an additional carriageway from Turkham to Jalalabad and the works started in 2007. Around 70% work was completed by 2008; however, due to critical security situation in the area and poor financing the construction work had to be suspended. Nevertheless, the security situation has improved a bit over the last year but the financial situation is not that favourable, therefore, ECO secretariat / IDB are encouraged to not only finance the remaining part but also to initiate plans to extend the highway up to Kabul.

The above are summarized in the following table depicting the priority road infrastructure investment for the period 2010-2013.

(Amount in Rs Million)

S. N0O	PROJECT DESCRIPTION	2010-11	2011-12	2012-13	TOTAL
Ongoing					
	National Trade Corridor (NTC)	22,037	22,000	21,914	65,951
	NHA Core Projects	27,943	18,923	11,478	58,344
	East-West Bridges	444	15	0	459
	Southern Punjab (Multan) Package-	3,716	1,115	0	4,831
	Sindh Package	7,817	3,234	1,950	13,001
	Projects other than NHA Portfolio	559	145	0	705
	Grand Total (Ongoing)	**62,516**	**45,433**	**35,342**	**143,291**
Planned					
	National Trade Corridor (NTC)	5,876	7,844	17,184	30,904
	NHA Core Projects	4,533	7,485	16,500	28,518
	East-West Bridges	3,402	5,910	6,620	15,932
	Southern Punjab (Multan) Package	9,301	11,864	12,287	33,452

	Sindh Package	4,040	5,140	5,000	14,180
	Projects other than NHA Portfolio	1,123	2,355	2,743	6,221
	Grand Total (Planned)	**28,275**	**40,598**	**60,334**	**129,207**
	Grand Total (Ongoing + Planned)	**90,791**	**86,030**	**95,676**	**272,498**

During the next 3-5 years, depending on financial resources, most of the major programs and projects initiated for the development of an efficient highway network under the National Trade Corridor, Motorways & Expressways Development, North-South Connectivity, National Highway Improvement Program, National Highway Development Sector Improvement Program, Gwadar Linkages, Construction of Missing Linkages, further development of East-West Links, Improvement of road network in NWFP & Balochistan and its integration with the National Highway Network, Regional Connectivity/ Cross Border Connectivity particularly transportation links with China and Central Asia & Europe through Turkey are expected to be substantially completed.

Recommendations

- Development of ECO Road Network is of interest to the people in the region, intra-regional trade and tourism and transport services and consumers.
- A comprehensive ECO route node directory, identical to Asian Highway Network, detailing roadside facilities is essential. The directory shall include multimodal, freight and logistics operator of each county. Facilitate the establishment of links between the private sector operators. Create a common database and provide logistic information to the user.
- Establishing a sustainable ECO Road and Logistics fund to help improve infrastructure, cross border, transit, transshipment and storage facilities.
- Create an umbrella organization comprising national associations of international freight forwarder associations and logistic service providers throughout the ECO member countries; to safeguard, promote, co-ordinate and exchange professional expertise.
- Virtual and actual training of human resource of each sector (even virtual caravans). Organize more truck caravans through the private sector participation.
- Create affable roadside facilities for rest & recreation.
- The rest come under the Trade Facilitation, like customs etc, which is being dealt separately by the ECO. However, one suggestion is to have a mutual complimentary training at each others border posts to help understand their working.
- Eliminate Non-Physical Barriers on Main Transit-Transport Routes of the ECO region.

5.7 Tajikistan

Tajikistan is a landlocked and mountainous country, bordering on Afghanistan, Uzbekistan, Kyrgyzstan and China. Due to its geographical disposition, lack of sea and river routes, inadequate development of railway network and aviation, road transport remains the main transport mode. It should be noted that more than 87% of cargo and 62% passenger-transportation are carried by road transport.

The Government of the Republic of Tajikistan signed the Intergovernmental Agreement on Asian Highways (AH), Intergovernmental Agreement on Trans Asian Railway and the Main Multilateral Agreement Europe-Caucasus-Asia (TRACECA), The Republic of Tajikistan is also a member to the UNESCAP, CAREC, SCO, UNECE, and ECO. At the same time, it maintains close cooperation with financial institutions like ADB, IDB, EBRD, World Bank, OPEC Fund, KFAECD in order to develop transport and road sectors. It has also acceded to 5 international conventions.

In accordance with accession and membership of Tajikistan to the above agreements and organizations, the transport sector has been announced as the priority sector of the economy. Therefore, in order to integrate road and railway corridors, crossing the territory of Tajikistan, into the networks of AH, TAR, EurAsEC, TRACECA, and ECO, a number of bilateral agreements.

So far 8 international corridors are crossing the territory of Tajikistan. The routes linking Tajikistan with Afghanistan are of high importance, since they provide access to the ports of Iran and Pakistan, while and access to them depends on Afghanistan. Tajikistan is linking China, the Russian Federation, the Kyrgyz Republic and Kazakhstan to the south sea ports via the Islamic Republic of Afghanistan.

The existing road network has low capacity and does not ensure safety in accordance with international standards. Today the general extent of roads amounts to 13978,7 km. The State Institution on Maintenance of Roads (GUSAD) is engaged in the maintenance of roads. There are 62 in the country. Departmental roads make up 11899,9 km, that is 47,6% of the total network. The net of roads of common use includes 5305,7 km national roads and 8673 km local roads, 62 % and 38% of the network, respectively. National roads are the main arteries and include 19 international and 94 national (access) roads.

A recent analysis of the state of roads showed that approximately 75 % of national roads have fully or partially lost their asphalt cover, and from 60 up to 80% of roads are not suitable to operate without considerable rehabilitation works. Also, at approximately 48% of roads the speed may not accede 35 km/hour.

Border Crossing Points

The following border-crossing points are operational:

- Afghanistan (1,206 km): Nihiniy Panj, Ashkasham;
- China (414 km): Kulma Pass;

- Uzbekistan (1,161 km): Tursun-zadeh, Chavast, Sughd Oblast (“Navruzobod”).

National Plans, Policies and Infrastructure Investment

The Head of the State and the Government of the Republic of Tajikistan consider the issue of finding the way out from the transport and communication deadlock as the top priority for the country within the framework of the concept of revitalizing the Silk Road. The strategy defined two key directions for the activities in this sector:

1. Linking domestic roads with international highways and establishing transit transport infrastructure;
2. Accession to international conventions and agreements on transport.

One of the main aspects of the above is the reconstruction and rehabilitation of roads of national and international significance, linking Tajikistan country with its neighboring and beyond. The Programme for Social-Economic Development of the country adopted by the Government of the Republic of Tajikistan defines the necessity of rehabilitation and maintenance of the main road transport network by 2015.

Within this framework of realization of the national strategy and objectives of the Government of Tajikistan, a number road transport infrastructure projects has been completed, including the construction of Kulyab-Horog-Kulma-Karokorum (Shagon-Zigar, Shkev-Zigar), Dushanbe-Kurgantube-Kulyab, Dusti-Nizhniy Pyanj, tunnels Istiqlol and Ozodi are open, the roads Dushanbe-Chanak-, Vahdat-Jitgital-Sarytash (border of Kyrgyzstan), Kurgantube-Dusti and Shahristan tunnel are at the final stage.

The National Target Program for Development of the Transport Complex up to 2025 has been adopted on 1 April 2011 and approved by the Decree of the Government No. 165.

A short-term goal is the rehabilitation of the international road Vahdat-Dangara, including construction of Chormakzak tunnel, prioritized for investment, due to the construction of the Rogun dam, which will enable the completion of 75 km of the replacing link between Obi Garm and Nurabad of Dushanbe-Karamyk (border of Kyrgyzstan), and also the realization projects on Dushanbe-Kulyb-Kalay and Dushanbe-Tursunzade. In addition, it is envisaged to rehabilitate 166 bridges for the total sum of 8 mln.USD.

For the mid-term period (2014-2019) it is envisaged to attract investments for reconstruction and restoration of roads of international importance with the total length of 734 km for the total sum of 161 mln.USD. It is also envisaged to rehabilitate medium sized and big bridges for the total sum of 6,5 mln.USD. During this period, maintenance of international and national roads is also planned.

During 2015-2017, the construction of the south bypass road in Dushanbe , is planned, with length 16,5 km for the sum of 26,4 mln.USD, where as during 2018-2019 the bypass road in Hujand will be constructed at a cost of 16,4 mln.

The Isfara- border with Kyrgyzstan (IR 15), and Isfara – border with Uzbekistan (IR 17) others are considered as important international border crossing points. Expenditures for these new projects are estimated for the sum of 238 mln.USD Expected economic benefit from investments totals 17,9 %.

At a long-term period, more funding is expected to be received from the Government for realization of rehabilitation programmes. Nevertheless, preferential crediting will remain the main source of financing. During the long term period bridges will be rehabilitated for the sum of 5,5 mln.USD. Also during this period, 274,2 mln.USD is envisaged to be allocated to maintaining international and national roads – around 192 mln.USD and local roads - 82,26 mln.USD. At the same time, the construction of wayside infrastructure (filling station, station of technical servicing, stores, campings and hotels) facilitating transport services is envisaged.

Recommendations-Measures on improvement a maintenance of roads under the support of multilateral institutions

- Revision of existing methodology of allocating the national budget and financing sources to operate the roads. (Establishment of a special fund for road maintenance).
- Development of financing strategy to operate the roads with participation of the private sector.
- The cost of maintenance and operating of roads should be covered at the expense of road users.
- While drafting contracts and credit agreements on the projects related to rehabilitation works, it is recommended to provide regulations regarding purchase of road construction facilities and transmit them to the relevant authorities for road maintenance. In this case, the lender guarantees subsequent measures for road maintenance to be rehabilitated according to the project.
- Consider possibility of promoting attraction of the private sector through private investments to the national authorities on road maintenance, where ECO may play a role of “catalyst”.
- Study the experience on financing of road maintenance on the example of a separate country at the expense of users, mechanism of such financing, exploitation of toll roads, and appropriate legislation.

5.8 Turkey

The Republic of Turkey with a total area of 814,578 km^2 and 8,333 km of coastal line lies in the main traffic artery between Asia and Europe, having borders with Bulgaria, Greece, Iran, Iraq, Syria, Georgia, Armenia, and Azerbaijan. Turkey is surrounded by the Black Sea on the north and the Mediterranean Sea on the south; it connects the Balkans to the Middle East, Central Asia to the Caucasus and the Black Sea countries with the Mediterranean countries. Turkey's location elevates its transport policies and investments to a prime ranking relative to other policies of the Turkish Republic.

Turkey will adopt the role of being an interconnection between Europe, the countries of the Middle East, the Caucasus region, the littoral countries of the Mediterranean, the Aegean and the Black Seas. The transport infrastructure networks in this region are, therefore, vital to competitiveness, economic growth and employment in Turkey and the entire region. Turkey's unique geographic location offers tremendous multi-modal transport opportunities. To make maximum use of these opportunities priority should be given to:

- Improving transport in the North-South and East-West axes to better integrate Turkish transport with international transport networks;
- Improving intermodal transport facilities and services, to take advantage of the strong growth in container transport; and,
- Improving maritime connections and nodal points (seaports), to take advantage of their potential strategic role as industrial and logistic platforms.

The road transport sector in Turkey is by far the most important inland transport mode with a market share of 96% in passenger transport and 92% in goods transport. There is a large and active international fleet in Turkey and access to the road transport industry has been greatly liberalized. The private sector is also involved, and, hence, the market is free and open to competition.

The density of the Turkish road network, excluding urban roads, is approximately 47 km/100 km^2. The approximate length of the international road network is approximately 9000 km. 8878 km of the main road network consists of E-Roads, which connect the east and the west through the Anatolian mainland and have high standards. The E80 and E90 are the two main roads linking Turkey with European borders, as well as Iranian and Iraqui borders.

Turkey's road transport policy is consistent with EU policy.

The border gates of Turkey, serving the connection to other ECO countries are the West and East border gates. The main road border gates in the West are Kpikule and Hamzabeyli with Bulgaria, and Ipsala with Greece. The main road border gates in the East are Gurbulak, Esendere and Dilucu with Iran, and Sarp and Turkgozu with Georgia.

Since 2000 reconstruction and modernization operations were carried out a the land border gates in Turkey so as to facilitate and accelerate traffic flow at the border crossings, to facilitate customs procedures, to increase service quality and to decrease waiting times at borders.

National Plans, Policies and Infrastructure Investment

The transport sector in Turkey faces several problems, the most prominent being the failure, in the past, to develop a coherent intermodal transport network. The low ratio of investment in railways and port infrastructure and the lack of a sound strategic development framework led to an unequal growth in different modes of transport. The time and cost efficient transportation services provided by the road sector surpassed any other single mode of transport and became the dominator of the domestic transport market for both passengers and freight. The road transport sector provides an uninterrupted and fast, door-to-door transport of passenger and freight services with a modern fleet. Therefore, improvement of transport infrastructure is one of the major factors for Turkey striving to increase its competitiveness in rail sector to the international standards.

Current Turkish transport policy, as articulated in such major policy documents as the Development Plans (Eighth and Ninth DP) and related Medium Term Programme and Annual Investment Plans, Transport Master Plan Strategy, Strategic Coherence Framework and in studies like TINA Turkey, now focuses on alleviating the imbalance among the modes of transport by putting emphasis on railway and port investments. Establishment of a balanced, rational and efficient transportation infrastructure ensuring the effective use of the transportation modes is the main theme of transport policy of Turkey. To this end, emphasis is placed on the adoption of an integrated approach for the transportation system, with attendant implementation, designed to ensure both an increasing share for railway transport of passenger and freight and the transformation of major ports into freight centres. Priority is also assigned to safety in all transportation modes.

Turkey has a very high number of on-going and planned projects on road infrastructure. The majority of these projects are financed through national funds. In the meantime, the PPP model is implemented on road infrastructure projects successfully. To this end, with regard to the road infrastructure, the targets for year 2023 are the following:

- Total length of divided roads will be increased to 37000 km (from 22371km currently).
- Total length of highways will be increased to 7500 km with the additional motorway projects of 5290 km to be realized by built-operate-transfer model (BOT), and 260 km financed by the central budget
- All road network reaching 70000km will be transformed to bituminous hot mixture asphalt.
- Construction of motorway will be realized by built-operate-transfer model (BOT) in relation with increasing traffic congestion and participation of private sector in new infrastructure projects will be ensured.
- All seaports and industrial roads will be linked with divided roads.
- Roads of all city centres including international transport corridors will consist of divided roads with bituminous hot mixture asphalt.

6. CONCLUSIONS AND RECOMMENDATIONS

6.1 Results Achieved

The present study, "**ECO Road Network Development Plan"**, as part of the ""ECO Priority Road and Rail Routes and Infrastructure Projects" Study, prepared by the Consultant, achieved the following tangible results:

- Completed an extensive data collection process on transport road routes and related infrastructure projects, involving the input of National Experts from 8 ECO Member States, namely Afghanistan, Azerbaijan, Iran, Kazakhstan, Kyrgyzstan, Pakistan, Tajikistan and Turkey.
- Identified 7 Priority Road Routes in the ECO region with related branches and extensions.
- Developed a database from extensive data collection, listing the road infrastructure projects per country, together with key information regarding their location with regard to the identified routes, current status, start and end dates, cost and sources of financing, etc.
- Developed the ECO Road Transport Network Development Investment Plan and Time Plan by prioritizing 47 investment projects of total cost of approximately $21.29 billion, along a total length of approximately 11,453 km of road network.
- Drafted Country Reports for each participating country detailing current conditions on road transport infrastructure, as well as National Transport Plans.

The ECO Priority Road Routes identified by the study could form the basis for the development of an interregional backbone road network with extensions to neighbouring countries and regions. They constitute a promising prospect for transportation in the ECO region and neighbouring countries, primarily taking into account the vast transit traffic capacity potential of land routes through northern Eurasia, which at present are very much under-utilised. Hence, the development of these proposed ECO Road Routes would provide additional Euro-Asian transport solutions to the existing maritime and at the same time become a development tool for many countries in the ECO region, particularly the landlocked ones.

It is acknowledged that the implementation of the proposed ECO Road Network is a long-term process that requires first and foremost all political will and commitment from all the countries involved. To see it to fruition will also require continuous close cooperation amongst the ECO Member Countries, between them and their immediate neighbouring countries, their respective National Experts and the ECO Secretariat.

To this end, a number of actions could be recommended with regards to data collection, monitoring, GIS Mapping update/maintenance, continuous revision/update of the Investment Plan and funding securisation, as well as certain technical and institutional actions.

The provision of transport infrastructure is a necessary, but not sufficient condition for the movement of international trade and the efficient operation of the ECO Priority Road Routes, since obstacles and bottlenecks occur, particularly at borders, due to the lack of policy and administrative interoperability and harmonisation. It is vital that transport facilitation be addressed in an integrated manner by all the authorities concerned and in direct partnership with the private sector.

6.2 Recommendations

Based on the above, the study culminates in a set of recommendations, classified into three areas, namely, infrastructure and services, facilitation, and policy, which address the current impediments to seamless transit traffic, with the scope to set the basis for the development of strategic action plans at national, bi-lateral and international (ECO) level.

Infrastructure and services

Adoption of identified ECO Priority Road Routes

Considering the fact that the countries that participated in the present study through their National Experts have contributed to the identification of the priority ECO Road Routes, it is of the outmost importance that they agree on the selected road routes and continue to support their realisation, concentrating their efforts in integrating their national transport networks with the priority identified routes.

National Master Plans

The development and endorsement of the ECO Priority Road Routes and road projects identified by the present study should be based on national Master Plans and funding possibilities, elaborated by the ECO participating governments, while taking into account the existing sub-regional, regional and interregional agreements on road infrastructure.

Funding Securization

An important factor in the realization of the ECO Road Network identified is the securization of funds to be used for the implementation of the proposed infrastructure projects. To this end, finalisation of the funding situation of the network regarding unfunded projects and examination of possible sources of funding is required. In addition, the eligibility criteria for the respective countries to receive funds, as well as analysis of the required procedures should be indentified. Funding sources to be examined are (non-exhaustive list):

- National financing.
- Banks, such as the Asian Development Bank (ADB), Islamic Development Bank (IDB) and the World Bank. In addition, any national development banks should be identified that could potentially finance the realisation of infrastructure.
- The EU Development Assistance programme, the Central Asia Regional Economic Cooperation (CAREC), Organization of the Black Sea Economic Cooperation (BSEC).

- Private sector participation: alternative funding schemes, such as Public-Private Partnership (PPP) schemes (i.e. BOT) for infrastructure delivery and operation, as well as PFIs for services/operations delivery.
- Cross-border financing.

Data Collection and Monitoring

The main difficulty when presenting the complete shape of the proposed ECO Priority Road Network and related development plan was the lack of adequate information on technical, traffic/transport, economic/financial data and funding issues. In order to provide an accurate and realistic information on the actual level of the investment expenditure required to complete the ECO Road network, the countries with incomplete data and those that did not submit any information are encouraged to timely provide this information so that the evaluation exercise can be completed. In addition, monitoring of the ECO Priority Road Routes performance and projects' implementation is required through transparent measures aimed at:

- Observing, measuring, recording, collating, processing information for necessary decision/action.
- Providing information on the state of play of programme/project in direct comparison to original plan and costs.
- Identifying constraints to implementation and suggesting solutions.
- Securing the involvement of stakeholders
- Enhancing efficient management of resources, accountability, transparency

Based on the above, it is recommended that National Experts participating countries submit data on a continuous basis to the ECO Secretariat.

Synergies and concerted actions

Synergies and coordinated actions should be explored amongst countries in terms of infrastructure implementation, as well as coordinating implementation time periods in particular, in order to ensure consistency, infrastructure continuity, interoperability, seamless transport and reduce potential risks of marginalization of hinterlands and landlocked countries.

Operation and Services

Apart from the provision of infrastructure, the operation of the identified ECO Priority Road Routes and related provision of transport services is of equal importance for the creation of an efficient and seamless road network. To this end, it is recommended to perform corridor specific operational profiles for the identified ECO Road Routes, which could identify the impediments to transit traffic and set the ground for developing action plans. Routes studies should indicatively explore, amongst others, the following:

- Operational and technical characteristics along routes (total weight, length of trucks, gradient, speed, all-weather roads, etc.)

- Travel time
- Prices/travel cost
- Frequency of services
- Supply chain and logistic services
- Terminals/Transhipment centres capacity, charges and services

Facilitation

It is vital that transport facilitation be addressed in an integrated manner by all the authorities concerned and in direct partnership with the private sector with a considerable emphasis on technical and administrative harmonisation. More specifically, the following recommendations are provided with regard to facilitation:

- Accession to international conventions and agreements
- Harmonization of rules and regulations
- Synchronising Customs Procedures
- Visa formalities
- Ensuring interoperable systems
- Build Human and Institutional Capacity
- Trade facilitation

Policies

In order to achieve the goal of successfully building and operating an efficient and sustainable ECO Road Network, the infrastructure and facilitation measures mentioned in the above need to be embedded in a sound policy framework. Therefore, a number of policy recommendations for the both the ECO participating countries, as well as the international organizations concerned are provided:

1. The ECO Study project results of both infrastructure and facilitation measures should be brought to the attention of the appropriate bodies in the ECO Secretariat for consideration of potential follow-up actions in the framework of their regular legislative and normative work.

2. The establishment of a suitable mechanism ensuring efficient coordination and monitoring of activities related to the proposed ECO priority network should be considered.

3. Due to the strong commonalities between various network infrastructures, what should be considered “best practices” on developing road transport infrastructure and facilitation of international transport in Asia from national governments and international organizations should be assembled and disseminated. To this end, it is proposed to identify areas and promote concerted actions with other related parties, such as UNESCAP, OSCE, BSEC, Islamic Development Bank, Asian Development Bank, World Bank, EBRD, EurAsec, CAREC, European Commission, SCO, with regard to regional integration transport activities and road projects implemented by international regional and sub-regional organizations and concerned bodies. The feasibility

for road and intermodal transport network agreements should also be examined, subject to available funding.

In addition, and subject to available funding, cooperation should be promoted in support of related ongoing or new initiatives and projects:

- UNECE-UNESCAP Euro-Asian Linkages Project
- TEM and EU TEN-T with regard to transport corridor and networks

4. It is recommended to build an ECO Observatory to serve as an information centre for intermodal transport infrastructure investments and operations along the identified corridors, and provide a forum for the exchange of views among all interested stakeholders, related bodies and participating countries. The operating modalities of the observatory could be decided jointly by the ECO Secretariat and National Experts of participating countries. This would allow the best exploitation of the study's results and outputs.

5. Promote the dissemination and awareness of the "ECO Road Development Plan Study" by commencing an official dialogue with other international bodies (UN, European Commission, BSEC, etc) and International Financing Institutions (Islamic Development Bank, Asian Development Bank, World Bank, EBRD) endorsing the work and for information exchange.

6. With regard to the alleviation of non-physical bottlenecks, the following are recommended:
   - Government and border control agencies need to eliminate the mismatch between public and private companies interests and formally create partnerships to develop measures agreed by both parties.

   - Government and border control agencies need to develop policies, which link the modernization of road transport and border crossing point hard infrastructure with the development and implementation of international good practice procedures in terms of harmonisation and interoperability.

ANNEX I

TOR FOR NATIONAL EXPERTS

FOR PREPARATION OF COUNTRY REPORT

ON PRIORITY ROAD ROUTES AND STATUS OF ROAD TRANSPORT INFRASTRUCTURE PROJECTS

AS ENVISAGED BY THE CORRIDOR MANAGEMENT STUDIES FOR THE PROJECT MANAGEMENT UNIT (PMU) UNDER THE PROJECT ON IMPLEMENTATION OF THE TTFA

The terms and conditions of the National Expert for this assignment are described in the following:

1. Identifying the main road transport corridors in the ECO region for priority development and cooperation.
2. Identifying the priority road transport infrastructure projects along the designated routes.
3. Consolidating information of the above Tasks 1 and 2 in pre-defined Tables/Questionnaires for:

   a. <u>ECO Routes/Corridors</u> preparation of :
      1. Table 1-Road transport

   b. <u>Infrastructure priority project data per each transport mode</u> preparation of <u>Templates A:</u>
      2. Template A: ROAD and related infrastructure/services Project Fiche

4. Analyzing the status of implementation of the road transport infrastructure projects along the corridors and routes designated.
5. Identifying the barriers for effective funding/ implementation.
6. Preparing a short country report about the National Transport plans for road transport until 2025 (other information in addition to existing national plans could be included).
7. Providing recommendations on potential sources of funding for the cases of non-secure funding, if applicable.
8. Attending meetings, if required.

FORMAT FOR PREPARATION OF COUNTRY REPORT

ON PRIORITY ROAD ROUTES AND STATUS OF ROAD TRANSPORT INFRASTRUCTURE PROJECTS

AS ENVISAGED BY THE CORRIDOR MANAGEMENT STUDIES FOR THE PROJECT MANAGEMENT UNIT (PMU) UNDER THE PROJECT ON IMPLEMENTATION OF THE TTFA

PART ONE: ECO ROUTES/CORRIDORS FOR ROAD TRANSPORT

1. Introduction
2. Road transport

PART TWO: ROAD TRANSPORT INFRASTRUCTURE INVESTMENT PRIORITY PROJECTS

1. Introduction
2. Road transport infrastructure and services

PART THREE: COUNTRY REPORT

PART FOUR: RECOMMENDATIONS

Guidelines for preparation of the Report

PART ONE: <u>ECO ROUTES/CORRIDORS FOR ROAD TRANSPORT</u>

The purpose of this part is to obtain a picture of the main transport routes/corridors within the ECO territory for priority development and cooperation. As the main objective of the project is the development and promotion of an intermodal transport network linking the ECO countries, please identify the following in the ECO territory:

- Road links and road border crossings

The following guidelines are suggested for the selection of the routes:

1. Proposed links/routes should be of international importance for transport between the ECO countries
2. Proposed links/routes should connect to the proposed ECO routes
3. Please spell towns/stations/ports according to the nomenclature used in international agreements.
4. Please provide figures for *Annual Average daily traffic, trains per day, total annual cargo* for the year 2010 and latest year, if available.

We realise that the level of detail of the network is difficult to assess in terms of which links and nodes to include. Please make a decision with regard to the length of the respective links, based on your data availability, keeping in mind, however, some minimum criteria, such as for example change of alignment, type of motorway, etc.

1. Road Transport Infrastructure

Please fill in the following table.

From City	To city	Road Class *	Length (km)	Road Condition (Good, Fair or Poor)	Operating Speed (kms/hr)	Annual Average Daily Traffic (AADT) (no. of vehicles)	Annual Average Number of trucks**	Forecast annual growth of AADT (%)	Road toll (if any) Y/N	Bottleneck or Missing Link? YES NO

***Road class :** *M=Motorway (at least two lanes per direction), E=Express road (one lane per direction but fast paved road), O=Ordinary paved road*

***Freight vehicles include any vehicles used to transport freight, such as trucks and trailers.*

PART TWO: ROAD TRANSPORT INFRASTRUCTURE INVESTMENT PRIORITY PROJECTS

An integral part of the study is the identification of the priority transport infrastructure road projects, which are either planned for implementation or already under construction, along the designated routes/corridors identified under PART ONE, with the scope to develop an international investment plan for the ECO countries.

For each road transport infrastructure project identified, please:

1. Fill in Template A.
2. Analyze the status of implementation of the road transport infrastructure projects.
3. Identify the barriers for effective funding/ implementation, if applicable.

<u>Guidelines for the completion of Template A</u>

- Please use ONE SHEET per PROJECT
- SECTION 1- Project technical characteristics and financial information*: Please describe technical design characteristics of existing situation and after the project, if changed.*
- SECTION 2- Project Information Concerning Criteria: *To be completed only for non-funded projects*
- SECTION 3-Project Financial Information: *To be completed for ALL projects*

TEMPLATE A – Road and related infrastructure Project Fiche

Project Name: **Project ID:** **ECO ROUTE NUMBER:** **Project Description:** **Contact address/details:**
Section 1: Project Technical Characteristics Location (latitude/longitude or alternatively a map): Start point/node/city End point/node/city
Section 2: Project Information Concerning Criteria **ON-OFF CRITERION:** Serve for the development of a transport corridor within the ECO countries YES NO , **IF YES, PLEASE PROCEED:** Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? YES NO If yes, the magnitude of impact is: A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Section 3: Project Financial Information

Project cost (in million$):

Expected Starting Date:

Expected Completion Date:

IRR:

Project's stage: Construction Tendering Study/Design Planning Identification

Expected Funding Sources (and the % of funding for each one):

National Funds: …

Foreign aid:…

Bank loans: …

Grants: …

Private Funds (PPP basis). Please provide details……..…

Other….

Foreign cooperation sought? YES NO

If yes, please describe…….

Expenses made so far (2010), as a percentage of the project's total cost: …….

GDP (year 2010 in million $)*: ……..

Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)……..

…….

Reasons for which project implementation has been delayed, (if applicable)…..

Any relevant Documentation?

Pre-feasibility study……..

Feasibility study……..

Technical Studies (Design etc)……

Other……

Other project-related information?.....

***If not available for 2010, please insert the latest year**

PART THREE: COUNTRY REPORT

Please provide a short country report about the National Transport plans for road transport until 2025.

You may add your own information in addition to existing national plans or any other issue you consider important for the study.

PART FOUR: RECOMMENDATIONS

Please provide recommendations on potential sources of funding for the cases of non-secure funding, if applicable.

ANNEX II

Infrastructure Projects along identified ECO Priority Road Routes

Infrastructure Projects of national importance

AZERBAIJAN

ECO ROUTE NUMBER	PROJECT ID	PROJECT DESCRIPTION	PROJECT LOCATION			ROAD TYPE	TRAFFIC VOLUMES		CURRENT STATUS	TIME PLAN		TOTAL COST	TOTAL COST (in mio USD)	EXPENSES so far (in % of total cost)	% FUNDING SECURED (or possible funding sources)				IRR / (ROE if PPP)
			Start point/node/ city	*End point/node/ city*	*Total Length (km)*	*Motorway, Highway, National Road*	*Existing Average Annual Daily Traffic (AADT)*	*Expected Traffic Increase*	*Construction, Tendering, Study/Design, Planning, Identification*	*Start year*	*End year*				*National Funds*	*Foreign Aid*	*Bank Loans*	*Private Funds*	
	AZE-ROD-01	Construction of 105 kilometres new Guba-Shamakhi highway - After the construction of this road the access from the central regions of the country to Russian Federation will be shortened in 156 kilometres.	Guba	Shamakhi	105	Highway			Feasibility Study				400					PPP basis (Other)BOT	

IRAN

ECO ROUTE NUMBER	PROJECT ID	PROJECT DESCRIPTION	PROJECT LOCATION			ROAD TYPE	TRAFFIC VOLUMES		CURRENT STATUS	TIME PLAN		TOTAL COST	TOTAL COST (in mio USD)	EXPENSES so far (in % of total cost)	% FUNDING SECURED (or possible funding sources)				IRR / (ROE if PPP)
			Start point/node/ city	*End point/node/ city*	*Total Length (km)*	*Motorway, Highway, National Road*	*Existing Average Annual Daily Traffic (AADT)*	*Expected Traffic Increase*	*Construction, Tendering, Study/Design, Planning, Identification*	*Start year*	*End year*				*National Funds*	*Foreign Aid*	*Bank Loans*	*Private Funds*	
3	IRN-ROD-01	Construction of a new Astra Automobile Border Bridge	Astra- I.R. Iran	Astra- Republic Azerbaijan	0,12		250	20%	Tendering	Depends on Agreement with Azeri side	after 15 months		1,87	16	x	x	x		
	IRN-ROD-02	Construction of Astra-Heyran highway	Astra Iran	Ardebil city	35	Motorway	10000	20%	Study/Design	N/A	after 24 months		17,65	1,13	x	x	x		
1A,1B,2	IRN-ROD-03	Construction of the second lane of Maku-Bazargan ByPass	Maku	Bazargan border point	35	Motorway	5000	25%	Tendering	N/A	after 24 months		23,43	1,28	x	x	x		
2,5	IRN-ROD-04	Construction of Sarakhs New Automobile Border Bridge	Sarakhs - Iran	Sarakhs - Turkmenistan	0,15		300	25%	Study/Design	N/A	N/A		5,57	3,6	x	x	x		
1B,2	IRN-ROD-05	Rehabilitation of Seman-Garmsar highway	Semnan	Garmsar	40	Motorway	17000	25%	Construction	N/A	after 12 months		15,6	16	x	x	x		
1A	IRN-ROD-06	Kerman-Bam-Zahedan Transit Road (South – East of Iran). Upgrading the above road to highway	Kerman	Zahedan	280				Construction	2012	2014		131		x	x			
1B	IRN-ROD-07	Mashhad – Dougharoun (Border Point with Afghanistan) Transit Road (North – East of Iran). Upgrading the above Road to Highway	Mashhad	Dougharoun	238				Construction	2012	2014		108		x	x			
1A, 1B, 2	IRN-ROD-08	Marand – Bazargan (Border point) Transit Road (North – West of Iran). Upgrading 64 km of the above Road to Highway	Marand	Bazarghan	64				Construction	2012	2013		131		x	x			
	IRN-ROD-09	Upgrading Imam goli. Lotfabad (Border Point) Transit Road to Highway	Lotfabad	Imamgoli	80				Tendering	2012	2014		37		x	x			
	IRN-ROD-10	Upgrading Bandar Chabahar- Jask to Highway	Bandar Chabahar	Jask Port	370				Tendering	2012	2014		169		x	x			
	IRN-ROD-11	Upgrading Marand _ Jolfa Transit Road to Highway	Marand	Jolfa	64				Tendering	2012	2013		30		x	x			
	IRN-ROD-12	Upgrading Marand - Nordouz (Border Point) to Highway	Marand	Nordouz	90				Tendering	2012	2013		42		x	x			
	IRN-ROD-13	Upgrading Boroujerd – Toureh Transit Road to Highway	Boroujerd	Toureh	50				Construction	2012	2013		23		x	x			
	IRN-ROD-14	Upgrading Kermanshah-Sanandaj – Meyandoab Transit Road	Kermanshah	Meyandoab	435				Construction	2012	2015		200		x	x			
	IRN-ROD-15	Upgrading Hamedan - Bashmaq (Border Point) Road to Highway	Hamedan	Bashmaq	250				Tendering	2012	2014		115		x	x			
	IRN-ROD-16	Upgrading Sirjan – Fasa Transit Road to Highway	Sirjan	Fasa	175				Construction	2012	2013		77		x	x			
	IRN-ROD-17	Upgrading160 km of the Bandar lengeh (port) to Asaloyeh Transit Road to Highway	Bandar lengeh	Asaloyeh	160				Construction		2014		77		x	x			

KAZAKHSTAN

ECO ROUTE NUMBER	PROJECT ID	PROJECT DESCRIPTION	PROJECT LOCATION			ROAD TYPE	TRAFFIC VOLUMES		CURRENT STATUS	TIME PLAN		TOTAL COST	TOTAL COST (in mio USD)	EXPENSES so far (in % of total cost)	% FUNDING SECURED (or possible funding sources)				IRR / (ROE if PPP)
			Start point/node/ city	*End point/node/ city*	*Total Length (km)*	*Motorway, Highway, National Road*	*Existing Average Annual Daily Traffic (AADT)*	*Expected Traffic Increase*	*Construction, Tendering, Study/Design, Planning, Identification*	*Start year*	*End year*				*National Funds*	*Foreign Aid*	*Bank Loans*	*Private Funds*	
5-E-C, 5, 5-E-A	KAZ-ROD-01	Reconstruction of the international transit corridor "Western China - Western Europe"	Korgas	Aktobe	2787	AH Class I, II, III, below III	542 vehicles (min), 11 762 vehicles (max)	6-8 % annually	Construction, Study/Design	2007	2014		5500		38,2%		61,8%	PPP concession	
	KAZ-ROD-02	Almaty - Kapchagai Highway upgrade	Almaty	Kapchagai	104	AH Class I	15754 vehicles	6-8 % annually	Study/Design	2011	2013		430					PPP concession	
1B-E-B, 2, 5-E-A, 6-E-C, 7-E-A	KAZ-ROD-03	Almaty - Korgas Highway upgrade	Almaty	Korgas	301	AH Class I, II, III	11624 vehicles	6-8 % annually	Study/Design	2010	2012		1153					PPP concession	11,40%
1B-E-B, 2, 5-E-A, 6-E-C, 7-E-A	KAZ-ROD-04	Almaty Main Ring road construction	Almaty	Almaty	70	AH Class I		6-8 % annually (40000 vehicles forecast)	Study/Design	2012	2014		597,5					PPP concession	
5,6	KAZ-ROD-05	Astana - Karaganda Highway upgrade	Astana	Karaganda	238	AH Class I, II	9291 vehicles	6-8 % annually	Study/Design	2011	2013		916					PPP concession	
4	KAZ-ROD-06	Beineu - Aktau Highway upgrade	Beineu	Aktau	470	AH Class II, III, below III	2700 vehicles	6-8 % annually	Study/Design	2010	2014		550		8,5%		91,5%		
5-E-C	KAZ-ROD-07	Beineu - Shalkar Highway construction	Beineu	Shalkar	500	AH Class II		6-8 % annually (more 40000 vehicles forecast by 2033)	Study/Design, Planning	2010	2013		500					PPP concession	
4, 5-E-C	KAZ-ROD-08	Uralsk - Kamenka - the border of Russian Federation (Osinki crossing) Highway upgrade	Uralsk	Kamenka	100	AH Class III	1000 vehicles	6-8 % annually	Study/Design	2013	2014		380					PPP concession	
2,5,7	KAZ-ROD-09	Tashkent - Shymkent Highway upgrade	Tashkent	Shymkent	102	AH Class I, II	16750 vehicles	6-8 % annually	Study/Design	2011	2013		512					PPP concession	

KYRGYZSTAN

ECO ROUTE NUMBER	PROJECT ID	PROJECT DESCRIPTION	PROJECT LOCATION			ROAD TYPE	TRAFFIC VOLUMES		CURRENT STATUS	TIME PLAN		TOTAL COST	TOTAL COST (in mio USD)	EXPENSES so far (in % of total cost)	% FUNDING SECURED (or possible funding sources)				IRR / (ROE if PPP)
			Start point/node/ city	*End point/node/ city*	*Total Length (km)*	*Motorway, Highway, National Road*	*Existing Average Annual Daily Traffic (AADT)*	*Expected Traffic Increase*	*Construction, Tendering, Study/Design, Planning, Identification*	*Start year*	*End year*				*National Funds*	*Foreign Aid*	*Bank Loans*	*Private Funds*	
1B,2,5,6,7-E-A	KGZ-ROD-01	Road of international importance E-40 Bishkek-Kordai-Almaty	Bishkek	Kordai	21				Completed	2006	2007		3,8						
1B-E-B, 6A	KGZ-ROD-02	Road of international importance E-010 Bishkek-Osh	Bishkek	Osh	672				Completed	1997	2007		202,7						
1B, 1B-E-B	KGZ-ROD-03	Rehabilitation of road E-007, Osh-Sary Tash-Irkeshtam	Osh	Irkeshtam	258				Construction	2004	2012		43,4		X		X	X	
1B,2-E-A	KGZ-ROD-04	Rehabilitation of road E-60, Sarytash - Karamyk - border with Tajikistan	Sarytash	Karamyk	136				Construction	2009	2012		39,5				X		
	KGZ-ROD-05	Rehabilitation of road E-125, Bishkek – Naryn – Torugart	Bishkek	Torugart	539				Construction	2010	2014		310				X		
	KGZ-ROD-06	The project of rehabilitation of road Osh-Batken-Isfana	Osh	Isfana					Construction		2012		50,2			X	X		
	KGZ-ROD-07	Reconstruction of road Taraz-Talas-Suusamyr	Taraz	Suusamyr	52				Construction	2010	2013		31,8				X		

PAKISTAN

ECO ROUTE NUMBER	PROJECT ID	PROJECT DESCRIPTION	PROJECT LOCATION			ROAD TYPE	TRAFFIC VOLUMES		CURRENT STATUS	TIME PLAN		TOTAL COST	TOTAL COST (in mio USD)	EXPENSES so far (in % of total cost)	% FUNDING SECURED (or possible funding sources)				IRR / (ROE if PPP)
			Start point/node/ city	*End point/node/ city*	*Total Length (km)*	*Motorway, Highway, National Road*	*Existing Average Annual Daily Traffic (AADT)*	*Expected Traffic Increase*	*Construction, Tendering, Study/Design, Planning, Identification*	*Start year*	*End year*				*National Funds*	*Foreign Aid*	*Bank Loans*	*Private Funds*	
6	PAK-ROD-01	Construction of 4-lane Karachi-Hyderabad Highway into 6-lane Motorway (M-9)	Karachi	Hyderabad	136				Study/Design	2012	2015-2016		293,3		BOT	Malaysian Company			17
1A	PAK-ROD-02A	Five sections are planned to be upgraded to 4-lane highway along the N-55 (total 783 km), out of which three are along the ECO routes: Shikarpur-Rajanpur (226km), Rajanpur-DG Khan (106km) and Sarai Gambilla-Kohat Tunnel (117).	Shikarpur	Rajanpur	226				Planning	2012	2016		284,4		Not finalized	Yet to be procured			
6	PAK-ROD-02B		Rajanpur	DG Khan	106														
6	PAK-ROD-02C		Sarai Gambilla	Kohat Tunnel	117														
6	PAK-ROD-02D		Sehwan	Dadu	54					Dec 2013			908,73						27
6	PAK-ROD-02E		Dadu	Ratodero	145					Dec 2013			3172,332						13
6-B-A, 7-B-B	PAK-ROD-03	Ratodero-Khudzar-Awaran-Turbat-Gwadar (M-8) Motorway	Gwadar	Ratodero	892				Construction, Study/Design	2011-2012	2015-2016		550		100				
7	PAK-ROD-04	Peshawar-Torkham Expressway	Peshawar	Torkham	51								224						
7	PAK-ROD-05	Peshawar Northern Bypass	Peshawar	Torkham	34				Construction	2010-2011	2013-2014		110		100				12
6	PAK-ROD-06	Faisalabad-Khanewal-Multan (M-4)	Faisalabad	Multan	241				Construction, Study/Design	2009-2011	2013-2014		786		16	84			14
6	PAK-ROD-07	Sukkur-Shikarpur-Dadu			231								552						
1B-B-G, 6	PAK-ROD-08	Dadu-Dureji-Hub			270								409						
6-E-B, 7	PAK-ROD-09	Gujranwala-Wazirabad-Dina			100								156						
6	PAK-ROD-10	Karakoram Highway Upgradation (N-35)	Sazin (Rawalpindi)	Raikot	817				Study/Design	2011-2012	2015-2016		111		20-30	80-70			13
6	PAK-ROD-11	Karachi Northern Bypass (M-10)	Karachi	Karachi-Hyderabad Motorway (M-9)	56				Tendering	2011-2012	2013-2014		100		BOT				16

6	PAK-ROD-12	Faisalabad-Khanewal Motorway (M-4) / Faisalabad-Gojra Section	Faisalabad	Gojra	58				Construction	Oct 2009	Feb 2013		200		15	85			
6	PAK-ROD-13	Construction of 4-Lane Highway (N-115) – 600 m long Bridge near Multan city (Moosapak Shaheed Bridge). The construction of the bridge has provided the shortest route to the traffic commuting between Multan/ Muzzafargarh and other places on the National Highway N-70 & Karachi	Emanwala (Multan)	Emanwala (Multan)	0,6				Completed	Jun 2009	Nov 2011		24,5	100	100				
missing link	PAK-ROD-14	Benazir Bhutto Shaheed Bridge (formerly Nishtar Ghat). The project is part of EAST-WEST linkages, as already mentioned that the river Indus bisects the country into half.	Mithankot, Rajanpur (near Bahawalpur city)	Chachran, Rahim Yar Khan (near Bahawalpur city)	1,085				Construction, Study/Design	2012	2014		69	10	100				13,34
missing link	PAK-ROD-15	Amri - Kazi Ahmed Bridge Over River Indus Including Sakrand Bypass. The project is part of EAST-WEST linkages. The scheme involves construction of small bridges over canals and flyover/interchanges on N-5 and N-55	Amri (near Larkana city)	Kazi Ahmad (near Nawabshah city)	1,241				Construction	2012	2014		69,3	26					17,74
1B-B-G	PAK-ROD-16	Lyari Expressway Project. The Government of Pakistan decided to construct 16.5 Km long 4-lane Lyari Expressway through Karachi Metropolis to ease the traffic congestion within the city and to provide efficient highway link Karachi port.	Lyari (Karachi city)	Sohrab Goth (start point M-9, Karachi city)	16,5				Construction	Mar 2002	Mar 2013		140	85	100				18
1B-B-G, 7-E-B	PAK-ROD-17	Improvement of N-65, Nuttal-Sibi-Dhadar Section. Road section between Nuttal – Sibi – Dhadar has been improved to international standard. 2 bridges have been constructed in the this section.	Nuttal (near Jacobabad city)	Dhadar (near Sibi)	100				Completed	Dec 2001	Jan 2008		50,0	100	100				
1B-B-G, 7-E-B	PAK-ROD-18	Jacobabad Bypass (27km) –Realignment of N-65 between Dera Allahyar & Jacobabad. Jacobabad bypass has been completed. It was a big bottleneck in the traffic	Dera Allahyar	Jacobabad	27				Completed	Jun 2003	Jun 2007		9,5	100	100				
1B-B-G, 7-E-B	PAK-ROD-19	Sukkur - Jacobabad (N-65). The 69 km long Sukkur-Shikarpur-Jacobabad section is being upgraded to a 4-lane facility under the National Highway Development Sector Project (NHDSP).	Sukkur	Jacobabad	69				Construction	2011	Aug 2013		90,9	1	23	77			22
6	PAK-ROD-20	Additional Carriageway Sehwan-Ratodero (N-55)	Sehwan	Ratodero	200				Construction	Dec 2011	Dec 2013		200	7	17,5	82,5			12,2
missing link	PAK-ROD-21	Larkana-Khairpur Bridge (N-55 & N5). The distance between Larkana & Khairpur will reduce to 59.5 km from 96.0 km. The bridge was opened to traffic by end of 2009. The work on approach roads is to be completed by June 2012.	Larkana (N-55)	Khairpur (N-5)					Construction	2006	2012		109	91	100				
1B-B-F, 1B-B-G	PAK-ROD-22	Kalat-Quetta-Chaman (N-25)	Kalat (N-25)	Quetta (N-25)					Construction	Mar 2006	Dec 2012		80	80	32,3	68,7			Kalat-Quetta IRR=33, Quetta-Chaman IRR=40
1B-B-G, 7-E-B	PAK-ROD-23	Kolpur Bypass (N-65). The bypass will considerably reduce the time spent in traversing through the town of Kolpur.	Kolpur (near Quetta)	Kolpur	5,531				Tendering	2011	Jun 2012		8,65	50	100				12
	PAK-ROD-24	National Highway(N-40)–Noushki to Landhi (143 km)	Noushki	Surab (Landhi)	207				Study/Design	2012-2013	2014-2015		100		construction work will be undertaken on availability of funds				13,7
	PAK-ROD-25	CRBC Crossing – Sarai Gambilla (N-55)	CRBC (Chashma Right Bank Canal)	Sarai Gambilla	70				Completed	Feb 2007	Nov 2010		26,5	113			ADB		

TAJIKISTAN

ECO ROUTE NUMBER	PROJECT ID	PROJECT DESCRIPTION	PROJECT LOCATION			ROAD TYPE	TRAFFIC VOLUMES		CURRENT STATUS	TIME PLAN		TOTAL COST	TOTAL COST (in mio USD)	EXPENSES so far (in % of total cost)	% FUNDING SECURED (or possible funding sources)				IRR / (ROE if PPP)
			Start point/node/ city	*End point/node/ city*	*Total Length (km)*	*Motorway, Highway, National Road*	*Existing Average Annual Daily Traffic (AADT)*	*Expected Traffic Increase*	*Construction, Tendering, Study/Design, Planning, Identification*	*Start year*	*End year*				*National Funds*	*Foreign Aid*	*Bank Loans*	*Private Funds*	
1B, 2-E-A, 5-E-D	TJK-ROD-01	Dushanbe-Kyrgyz border road rehabilitation. It is an international corridor which connects Tajikistan with Kyrgyzstan and further access to China.	Dushanbe	Karamik	149 / 120				Construction	2005	2013		119						
1B-B-H	TJK-ROD-02	Dushanbe–Tursunzade Road. It is a perspective corridor connecting Tajikistan with Uzbekistan and promotes transit benefit.	Dushanbe	Tursunzade	66				Study/Design	2011	2014		120				x		
6	TJK-ROD-03	Kurgan Tyube Dusti–Nizhni Pianj Road Rehabilitation. It is part of the Asian Highway network which provides great transit opportunity for Pakistan and Iran to reach Tajikistan through Afghanistan.	Kurgan Tube	Nijniy Pyanj	80				Construction	2007	2010		90			x			
	TJK-ROD-04	Dushanbe – Khujand – Chanak road rehabilitation. It is a key section of an international corridor connecting Tajikistan with Uzbekistan. It also links Dushanbe with the north of Tajikistan	Dushanbe	Chanak	356,2				Construction	2006	2012		295						

TURKEY

ECO ROUTE NUMBER	PROJECT ID	PROJECT DESCRIPTION	PROJECT LOCATION			ROAD TYPE	TRAFFIC VOLUMES		CURRENT STATUS	TIME PLAN		TOTAL COST	TOTAL COST (in mio USD)	EXPENSES so far (in % of total cost)	% FUNDING SECURED (or possible funding sources)				IRR / (ROE if PPP)
			Start point/node/ city	*End point/node/ city*	*Total Length (km)*	*Motorway, Highway, National Road*	*Existing Average Annual Daily Traffic (AADT)*	*Expected Traffic Increase*	*Construction, Tendering, Study/Design, Planning, Identification*	*Start year*	*End year*				*National Funds*	*Foreign Aid*	*Bank Loans*	*Private Funds*	
1A-B-C	TUR-ROD-01	Sivrihisar-Bursa Motorway	Eskisehir	Bursa	153					2015	2018	1482							
1A, 1B, 2	TUR-ROD-02	Osmancik-Merzifon			64				Contract stage			50,4							
1B, 2	TUR-ROD-03	(Agri-Dogubeyazit) Junc. - Caldiran			145					2011	2013	15,2							

ANNEX III: MAPS

Figure II-1: ECO ROAD ROUTE 1A

Figure II-2: ECO ROAD ROUTE 1B

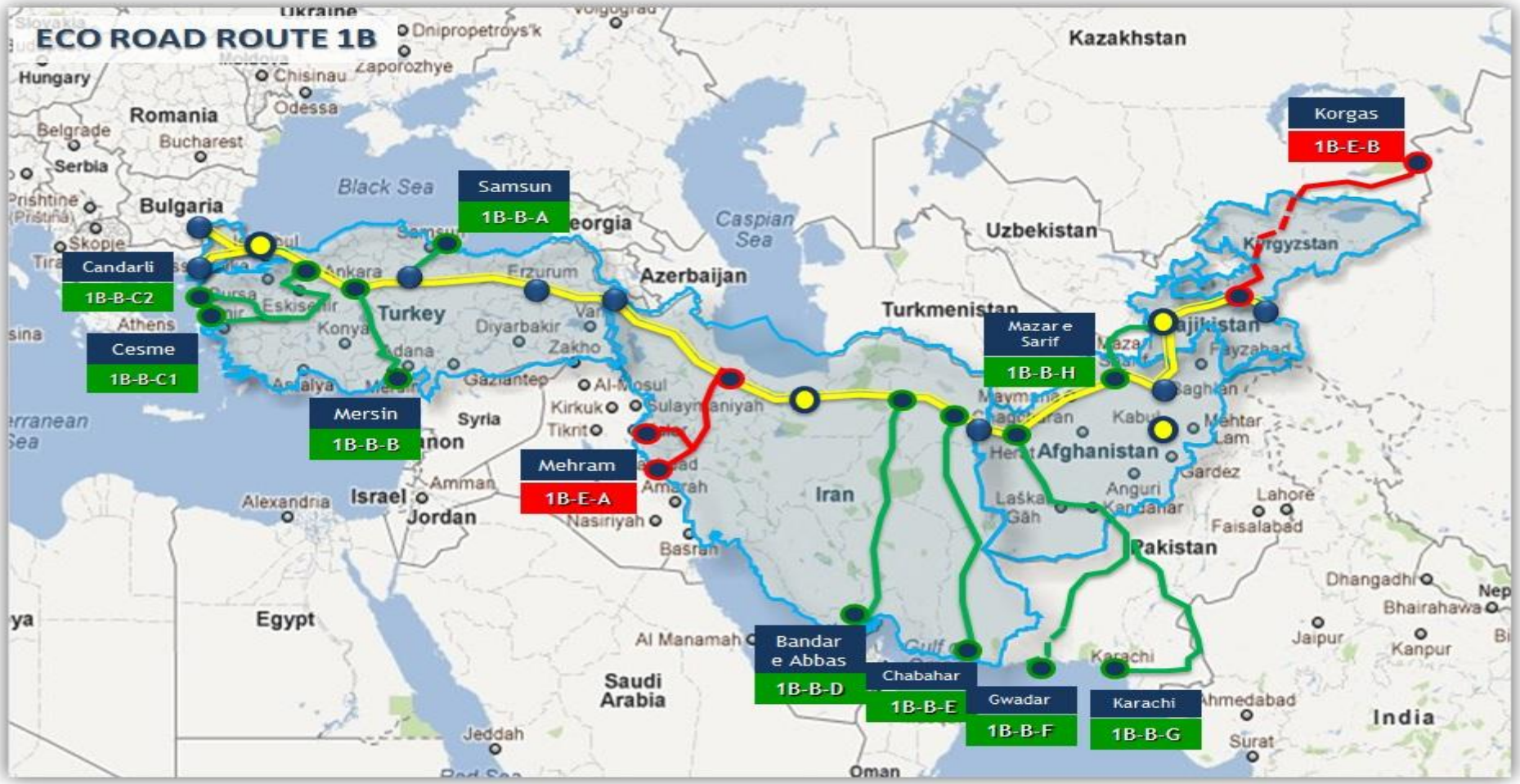

Figure II-3: ECO ROAD ROUTE 2

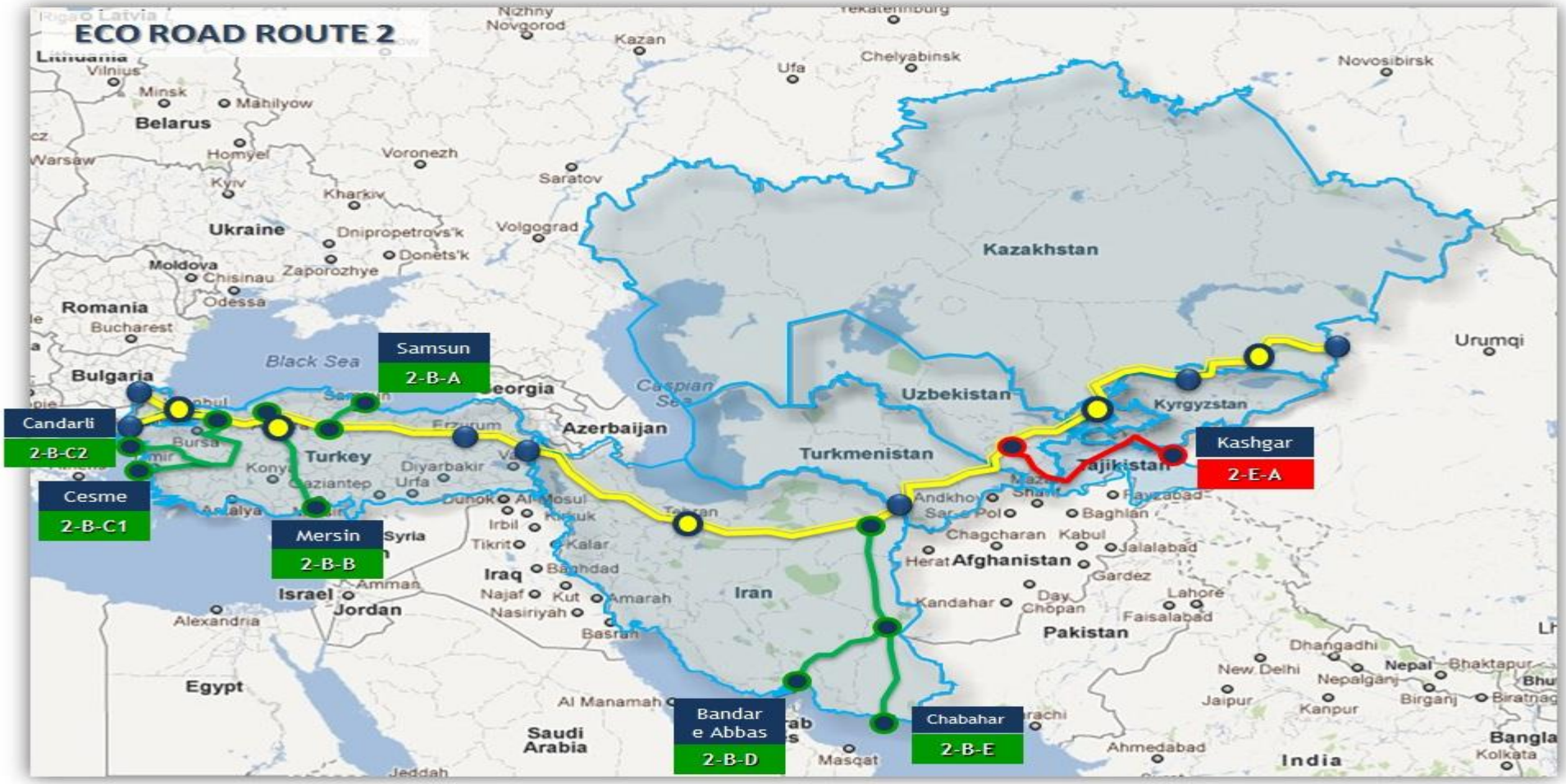

Figure II-4: ECO ROAD ROUTE 3

Figure II-5: ECO ROAD ROUTE 4

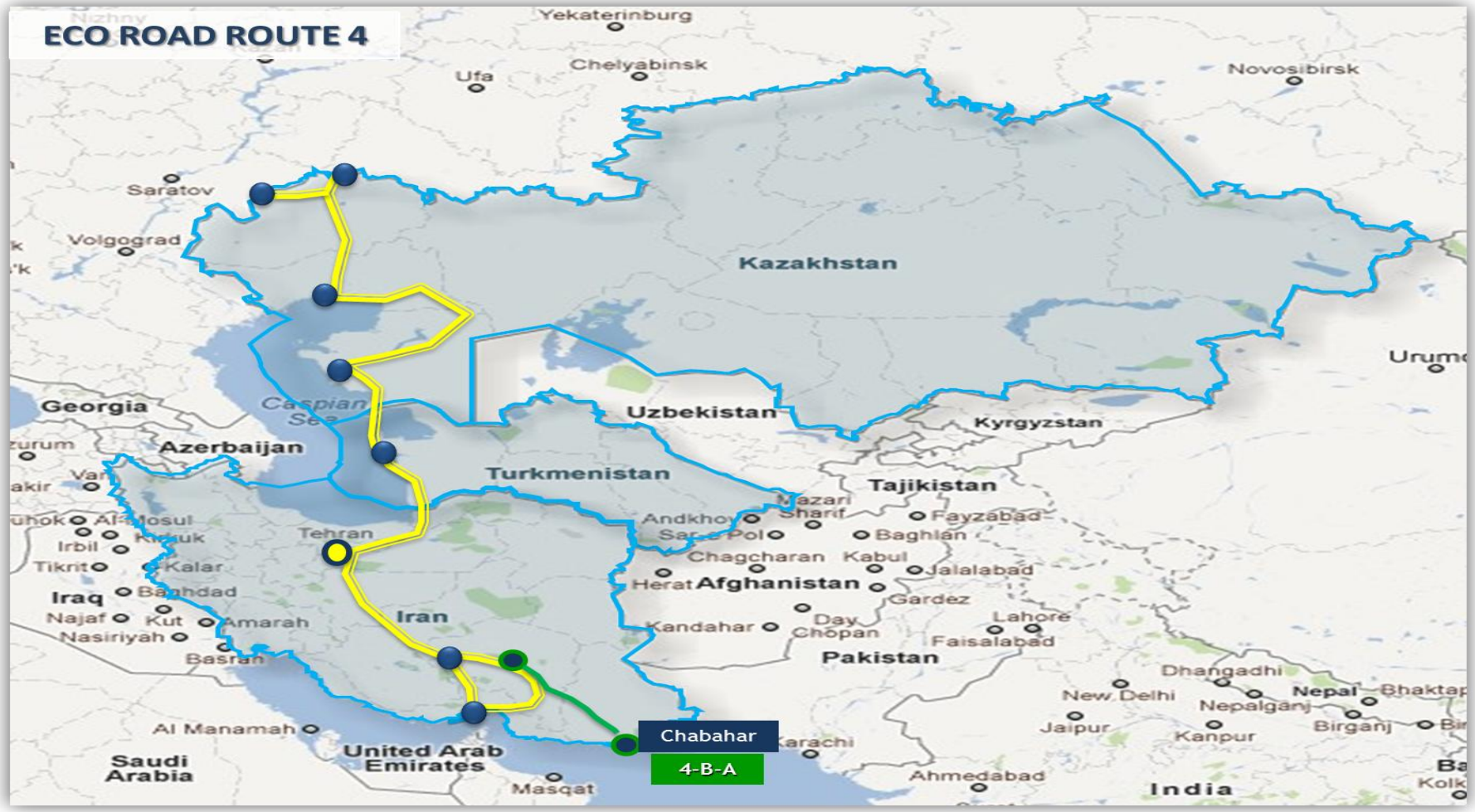

Figure II-6: ECO ROAD ROUTE 5

Figure II-7: ECO ROAD ROUTE 6

Figure II-8: ECO ROAD ROUTE 7

ANNEX IV:EVALUATION RESULTS

IRAN

1. Answers (based on country's input)

Project ID	Criteria							
	C1	C2	C3	C4	C5	C6	C7	C8
IRN-ROD-01	Y	A	A	A	A	B	A	A
IRN-ROD-03	Y	A	A	A	A	B	A	A
IRN-ROD-04	Y	A	A	A	A	B	A	A

2. Raw scores

Project ID	Criteria							
	C1	C2	C3	C4	C5	C6	C7	C8
IRN-ROD-01	5	5	5	5	5	4	5	5
IRN-ROD-03	5	5	5	5	5	4	5	5
IRN-ROD-04	5	5	5	5	5	4	5	5

Weights	Criteria							
	C1	C2	C3	C4	C5	C6	C7	C8
	20,00%	15,00%	10,00%	15,00%	10,00%	10,00%	10,00%	10,00%

3. Weighted scores

Project ID	Criteria							
	C1	C2	C3	C4	C5	C6	C7	C8
IRN-ROD-01	1,00	0,75	0,50	0,75	0,50	0,40	0,50	0,50
IRN-ROD-03	1,00	0,75	0,50	0,75	0,50	0,40	0,50	0,50
IRN-ROD-04	1,00	0,75	0,50	0,75	0,50	0,40	0,50	0,50

Project ID	Project Total Scores	Evaluation
IRN-ROD-01	4,40	*II*
IRN-ROD-03	4,40	*II*
IRN-ROD-04	4,40	*II*

KAZAKHSTAN

1. Answers (based on country's input)

Project ID	Criteria							
	C1	C2	C3	C4	C5	C6	C7	C8
KAZ-ROD-01	Y	B	B	B	B	B	B	C
KAZ-ROD-03	Y	B	A	B	B	A	B	C
KAZ-ROD-04	Y	B	A	B	B	B	B	C
KAZ-ROD-05	Y	B	A	B	B	A	B	C
KAZ-ROD-06	Y	B	A	B	B	B	B	C
KAZ-ROD-07	Y	B	A	B	B	B	B	C
KAZ-ROD-08	Y	B	A	B	B	B	B	C
KAZ-ROD-09	Y	B	B	B	B	A	B	C

2. Raw scores

Project ID	Criteria							
	C1	C2	C3	C4	C5	C6	C7	C8
KAZ-ROD-01	5	4	4	4	4	4	4	3
KAZ-ROD-03	5	4	5	4	4	5	4	3
KAZ-ROD-04	5	4	5	4	4	4	4	3
KAZ-ROD-05	5	4	5	4	4	5	4	3
KAZ-ROD-06	5	4	5	4	4	4	4	3
KAZ-ROD-07	5	4	5	4	4	4	4	3
KAZ-ROD-08	5	4	5	4	4	4	4	3
KAZ-ROD-09	5	4	4	4	4	5	4	3

Weights	Criteria							
	C1	C2	C3	C4	C5	C6	C7	C8
	20,00%	15,00%	10,00%	15,00%	10,00%	10,00%	10,00%	10,00%

3. Weighted scores

Project ID	Criteria							
	C1	C2	C3	C4	C5	C6	C7	C8
KAZ-ROD-01	1,00	0,60	0,40	0,60	0,40	0,40	0,40	0,30
KAZ-ROD-03	1,00	0,60	0,50	0,60	0,40	0,50	0,40	0,30
KAZ-ROD-04	1,00	0,60	0,50	0,60	0,40	0,40	0,40	0,30
KAZ-ROD-05	1,00	0,60	0,50	0,60	0,40	0,50	0,40	0,30
KAZ-ROD-06	1,00	0,60	0,50	0,60	0,40	0,40	0,40	0,30
KAZ-ROD-07	1,00	0,60	0,50	0,60	0,40	0,40	0,40	0,30
KAZ-ROD-08	1,00	0,60	0,50	0,60	0,40	0,40	0,40	0,30
KAZ-ROD-09	1,00	0,60	0,40	0,60	0,40	0,50	0,40	0,30

Project ID	Project Total Scores	Evaluation Categories
KAZ-ROD-01	3,80	*II*
KAZ-ROD-03	4,00	*I*
KAZ-ROD-04	3,90	*II*
KAZ-ROD-05	4,00	*I*
KAZ-ROD-06	3,90	*II*
KAZ-ROD-07	3,90	*I*
KAZ-ROD-08	3,90	*II*
KAZ-ROD-09	3,90	*I*

TAJIKISTAN

1. Answers (based on country's input)

Project ID	Criteria							
	C1	C2	C3	C4	C5	C6	C7	C8
TJK-ROD-02	Y	B	B	B	B	A	A	C

2. Raw scores

Project ID	Criteria							
	C1	C2	C3	C4	C5	C6	C7	C8
TJK-ROD-02	5	4	4	4	4	5	5	3

Weights	Criteria							
	C1	C2	C3	C4	C5	C6	C7	C8
	20,00%	15,00%	10,00%	15,00%	10,00%	10,00%	10,00%	10,00%

3. Weighted scores

Project ID	Criteria							
	C1	C2	C3	C4	C5	C6	C7	C8
TJK-ROD-02	1,00	0,60	0,40	0,60	0,40	0,50	0,50	0,30

Project ID	Project Total Scores	Evaluation Categories
TJK-ROD-02	4,00	*II*

ANNEX V:COMPLETED TEMPLATES & OTHER INPUT

AZERBAIJAN
Road and related infrastructure Project Fiche

Project Name: *Construction of 105 kilometres new Guba-Shamakhi highway*
Project ID:
ECO ROUTE NUMBER:
Project Description: *After the construction of this road the access from the central regions of the country to Russian Federation will be shortened in 156 kilometres.*
Contact address/details:

Section 1: Project Technical Characteristics
Location (latitude/longitude or alternatively a map):
Start point/node/city *Guba*
End point/node/city *Shamakhi*

Section 2: Project Information Concerning Criteria
ON-OFF CRITERION:
Serve for the development of a transport corridor within the ECO countries
YES NO ,
IF YES, PLEASE PROCEED:
Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? YES NO
If yes, the magnitude of impact is:
A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Section 3: Project Financial Information
Project cost (in million$): *≈400 mln. USD*
Expected Starting Date:
Expected Completion Date:
IRR:
Project's stage: Construction Tendering Study/Design
Planning Identification
Expected Funding Sources (and the % of funding for each one):
National Funds: …
Foreign aid:…
Bank loans: …
Grants: …
Private Funds (PPP basis). Please provide details……..…
Other….*BOT (Build — Operate — Transfer)*
Foreign cooperation sought? YES NO
If yes, please describe…….
Expenses made so far (2010), as a percentage of the project's total cost: …….
GDP (year 2010 in million $)*: ……..
Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)……..

Reasons for which project implementation has been delayed, (if applicable)…..
Any relevant Documentation?
Pre-feasibility study……..
Feasibility study……..
Technical Studies (Design etc)……
Other……

Other project-related information?.....

Road Transport Infrastructure

From	To	AGR Reference No. (if applicable)	Road Class AGR	Asian Highway (AH) Reference No. (if applicable)	Road Class (AH)	Length (km)	Number of lanes (total)	Road Condition (good, Fair or Poor)	Annual Average Daily Traffic	Roa (if Y
Baku	Red Bridge (Georgia border)	E-60		AH-5		520	2 and 4	Good	360	Y
SDK (Russian border)	Astara (Iran border)	E-119		AH-8		510	2 and 4	Good	415	Y

New condition (perspective)						
The name of the project on development of roads	*Length (km)*	*Type of road paving*	*Category*	*Quantity of road strips*	*The name of works*	*Financial source*
1	*2*	*3*	*4*	*5*	*6*	*7*
Baku ring	*21,5*	*asphalt/ concrete (a/c)*	*I*	*6*	*Reconstruction* *New construction*	*The credit* *Share of the Azerbaijan Republic* *The Arabian Economic Fund of Development of Abu-Dhabi*
Baku (22 km) – Alat	*40.0 (19+21)*	*a/c*	*I*	*6*	*Reconstruction*	*The credit (without state guaranty) İNG Bank and Landesbank, Share of the Azerbaijan Republic*
Alat – Hadjigabul	*45,6*	*a/c*	*I*	*4*	*Reconstruction*	*The credit* *Share of the The Arabian Economic Fund of Development of Abu-Dhabi, Islamic Development Bank*
Hadjigabul – Kurdamir	*3,5* *82,1* *85,6*	*a/c* *a/c*	*I* *II*	*4* *2*	*Reconstruction* *New construction*	*The credit* *Share of the Azerbaijan Republic* *The European Bank of Reconstruction and Development*
Kurdamir – Ujar	*42.1*	*a/c*	*II*	*2*	*Rehabilitation*	*The credit* *Share of the Azerbaijan Republic* *World Bank*
Ujar – Yevlakh	*8,5* *44,5*	*a/c* *a/c*	*I* *II*	*4* *2*	*Rehabilitation*	*The credit* *Share of the Azerbaijan Republic* *Islamic Development Bank, OPEK (Fund of the Countries of Oil Exporters)*

Yevlakh – Ganja	*49,8*	*a/c*	*II*	*2*	*Rehabilitation*	*The credit Share of the Azerbaijan Republic Islamic Development Bank, The Saudi Fund*
Ganja ring (The project of improvement of a highway West - East)	*39,0*	*a/c*	*III*	*2*	*Reconstruction*	*The credit Share of the Azerbaijan Republic Asian Development Bank*
Ganja – Gazakh (The project of highways of Azerbaijan)	*94,0*	*a/c*	*II*	*2*	*Rehabilitation*	*The credit Share of the Azerbaijan Republic World Bank*
Tovuz ring	*10,59*	*a/c*	*II*	*2*	*New construction*	*The credit Share of the Azerbaijan Republic World Bank*
Gazakh – Georgian border (The project of improvement highways of East-West)	*38,0*	*a/c*	*II*	*2*	*Rehabilitation*	*The credit Share of the Azerbaijan Republic, Asian Development Bank*

Construction of 2 additional lane						
The Baku – Alat – Gazakh – Georgian border						
Yevlakh – Ganja (with Ganja ring)	*88,8*	*a/c*	*I*	*4*	*New construction*	*The credit Shinhan Bank (Korea)*
Hadjigabul – Yevlakh and Gazakh – Georgian border	*316,8*	*a/c*	*I*	*4*	*New construction*	

The Baku – Guba – Russian Federation border							
km 0-6		*6,0*	*a/c*	*city interior*		*Reconstruction*	*The credit Share of the Azerbaijan Republic The Czech Bank of Export*
km 6-45	*km 6-45*	*10,3*	*a/c*	*I*	*6*		
	(km 6-16,3)	*16,3*					
	km 16,3-29,6	*13,3*	*concrete*	*I*	*6*	*Reconstruction*	*Internal investments of the Azerbaijan government*
	km 29,6-45,0 ***(out of the settlement)***	*15,4*	*concrete*	*I*	*6*	*Reconstruction*	*Internal investments of the Azerbaijan government*
Km 28-89	*km 28,0-45,0* ***(Sumqayit encircle)***	*17,0*	*a/c*	*I*	*4*	*Reconstruction*	*The credit The Czech Bank of Export*

	km 45,0-89,0	44,0	concrete	I	4	Reconstruction	Internal investments of the Azerbaijan government
km 89,0-111,0		22,0	concrete	I	4	Reconstruction	Internal investments of the Azerbaijan government
km 89,0-111,0		22,0	asphalt-concret	II	2	Reconstruction	The Czech Bank of Export
km 111,0-134,0		23,0	concrete	I	4	Reconstruction New construction	Internal investments of the Azerbaijan government
Km 121 – 125		4.0	Asphalt	II	2	Reconstruction Restoration	The Czech Bank of Export
km 134,0-198		64,0	a/c concrete	I	4	Reconstruction/ New construction	Azerbaijan internal

Alat-Astara- Islamic Republic of Iran borderline						
Alat (km 0)–km 9	9,0	a/c	I	4	New construction	The credit Share of the Azerbaijan Republic World Bank
km 9-31 (Yenikend)	22,0	a/c	I	4	Reconstruction	The credit Share of the Azerbaijan Republic World Bank
km 31-142,5 (Masalli)	111,5	a/c	I	4	New construction	The credit Share of the Azerbaijan Republic World Bank
km 142,5-İran border	59,0	a/c	I	4	New construction	The credit Share of the Azerbaijan Republic Asian Development Bank

IRAN

Road Transport Infrastructure

From City	To city	Road Class *	Length (km)	Road Condition (Good, Fair or Poor)	Operating Speed (kms/hr)	Annual Average Daily Traffic (AADT) (no. of vehicles)	Annual Average Number of trucks**	Forecast annual growth of AADT (%)	Road toll (if any) Y/N	Bottleneck or Missing Link? YES NO
Lotfabad Border Point	imamgoli	I	80	Good	60			%10	-	-

*Road class : ***M=Motorway (at least two lanes per direction), E=Express road (one lane per direction but fast paved road), O=Ordinary paved road***

***Freight vehicles include any vehicles used to transport freight, such as trucks and trailers.*

Road and related infrastructure Project Fiche

Project Name: Imamgoli- Lotfabad (Border point) transit road to highway (North- East of Iran)
Project ID:
ECO ROUTE NUMBER:
Length of Road : 80 Km
Total investment required = 37 Million dollars
Required construction time = 12 months
Project Description:Upgrading Imam goli. Lotfabad (Border Point) Transit Road to Highway
Contact address/details: RMTO. Tehran 009821-88898426

Section 1: Project Technical Characteristics
Location (latitude/longitude or alternatively a map): **North- East of Iran**
Start point/node/city : **Lotfabad Border Point with Turkmenistan**
End point/node/city : **Imamgoli, enroute to Caspian Sea**

Section 2: Project Information Concerning Criteria
ON-OFF CRITERION:
Serve for the development of a transport corridor within the ECO countries
YES NO ,

IF YES, PLEASE PROCEED:

Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? YES NO
If yes, the magnitude of impact is:
A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Section 3: Project Financial Information
Project cost (in million$): 37 millions us Dollars
Expected Starting Date: 2012
Expected Completion Date: 2014
IRR:
Project's stage: Construction Tendering Study/Design
Planning Identification
Expected Funding Sources (and the % of funding for each one):
National Funds: …✓
Foreign aid:… ✓
Bank loans: …
Grants: …
Private Funds (PPP basis). Please provide details……..…
Other….
Foreign cooperation sought? YES NO
If yes, please describe, since it is connecting to Turkmenistan
Expenses made so far (2010), as a percentage of the project's total cost: …….
GDP (year 2010 in million $)*: ……..
Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)……..
…….
Reasons for which project implementation has been delayed, (if applicable)…..
Any relevant Documentation?
Pre-feasibility study……..
Feasibility study……..
Technical Studies (Design etc)……
Other……
Other project-related information?.....

***If not available for 2010, please insert the latest year**

From City	To city	Road Class *	Length (km)	Road Condition (Good, Fair or Poor)	Operating Speed (kms/hr)	Annual Average Daily Traffic (AADT) (no. of vehicles)	Annual Average Number of trucks**	Forecast annual growth of AADT (%)	Road toll (if any) Y/N	Bottleneck or Missing Link? YES NO
Chabahar Port	Jask Port	I	370	Good	60			%10	-	-

Project Name: Chabahar (Port) – Jask (Port) Transit Road
South- East of Iran
Project ID:
ECO ROUTE NUMBER:
Length of Road : 370 Km
Total investment required = 169 Million dollars
required construction time = 24 months
Project Description:Upgrading Bandar Chabahar- Jask to Highway

Contact address/details: RMTO. Tehran 009821-88898426

Section 1: Project Technical Characteristics
Location (latitude/longitude or alternatively a map): **South – East of Iran**
Start point/node/city : **Bandar Chabahar**
End point/node/city : **jask Port**

Section 2: Project Information Concerning Criteria
ON-OFF CRITERION:
Serve for the development of a transport corridor within the ECO countries
YES NO ,

IF YES, PLEASE PROCEED:

Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? YES NO
If yes, the magnitude of impact is:
A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Section 3: Project Financial Information

Project cost (in million$): 169 million us Dollars

Expected Starting Date: 2012

Expected Completion Date: 2014

IRR:

Project's stage: Construction Tendering Study/Design Planning Identification

Expected Funding Sources (and the % of funding for each one):

National Funds: …✓

Foreign aid:… ✓

Bank loans: …

Grants: …

Private Funds (PPP basis). Please provide details……..…

Other….

Foreign cooperation sought? YES NO

If yes, please describe, since connecting two important ports in Persian Gulf and Oman Sea to Afghanistan and Pakistan

Expenses made so far (2010), as a percentage of the project's total cost: …….

GDP (year 2010 in million $)*: ……..

Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)……..

…….

Reasons for which project implementation has been delayed, (if applicable)…..

Any relevant Documentation?

Pre-feasibility study……..

Feasibility study……..

Technical Studies (Design etc)……

Other……

Other project-related information?.....

From City	To city	Road Class *	Length (km)	Road Condition (Good, Fair or Poor)	Operating Speed (kms/hr)	Annual Average Daily Traffic (AADT) (no. of vehicles)	Annual Average Number of trucks**	Forecast annual growth of AADT (%)	Road toll (if any) Y/N	Bottleneck or Missing Link? YES NO
Marand	Jolfa Border Point	64	I	Good	60					No

Project Name: Marand _ Jolfa Transit Road (North – West of Iran)
Project ID:
ECO ROUTE NUMBER:
Length of Road : 64 Km
Total investment required = 30 Million dollars
Required construction time = 12 months
Project Description:Upgrading Marand _ Jolfa Transit Road to Highway
Contact address/details: RMTO. Tehran 009821-88898426

Section 1: Project Technical Characteristics
Location (latitude/longitude or alternatively a map): **North- West of Iran close to Azerbayjan Republic**
Start point/node/city : **Marand**
End point/node/city : **Jolfa (node)**

Section 2: Project Information Concerning Criteria
ON-OFF CRITERION:
Serve for the development of a transport corridor within the ECO countries
YES NO ,

IF YES, PLEASE PROCEED:

Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? YES NO
If yes, the magnitude of impact is:
A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Section 3: Project Financial Information

Project cost (in million$): 30 million us Dollar

Expected Starting Date: 2012

Expected Completion Date: 2013

IRR:

Project's stage: Construction Tendering Study/Design Planning Identification

Expected Funding Sources (and the % of funding for each one):

National Funds: …✓

Foreign aid:… ✓

Bank loans: …

Grants: …

Private Funds (PPP basis). Please provide details……..…

Other….

Foreign cooperation sought? YES NO

If yes, please describe, since it is a transit road linking to Azerbaijan and Turkey

Expenses made so far (2010), as a percentage of the project's total cost: …….

GDP (year 2010 in million $)*: ……..

Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)……..

…….

Reasons for which project implementation has been delayed, (if applicable)…..

Any relevant Documentation?

Pre-feasibility study……..

Feasibility study……..

Technical Studies (Design etc)……

Other……

Other project-related information?.....

From City	To city	Road Class *	Length (km)	Road Condition (Good, Fair or Poor)	Operating Speed (kms/hr)	Annual Average Daily Traffic (AADT) (no. of vehicles)	Annual Average Number of trucks**	Forecast annual growth of AADT (%)	Road toll (if any) Y/N	Bottleneck or Missing Link? YES NO
Marand	Nordouz Border Point	I	90 Km	Good						No

Project Name: Marand– Nordouz (Border Point) Transit Road
Project ID:
ECO ROUTE NUMBER:
Length of Road : 90 Km
Total investment required = 42 Million dollars
Required construction time = 12 months
Project Description:Upgrading Marand - Nordouz (Border Point) to Highway
Contact address/details: RMTO. Tehran 009821-88898426

Section 1: Project Technical Characteristics
Location (latitude/longitude or alternatively a map): **North- West of Iran**
Start point/node/city : **Marand** City
End point/node/city : **Nordouz Border Point**

Section 2: Project Information Concerning Criteria
ON-OFF CRITERION:
Serve for the development of a transport corridor within the ECO countries
YES NO ,

IF YES, PLEASE PROCEED:

Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? YES NO
If yes, the magnitude of impact is:
A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Section 3: Project Financial Information

Project cost (in million$): 42 Million us Dollars

Expected Starting Date: 2012

Expected Completion Date: 2013

IRR:

Project's stage: Construction Tendering Study/Design Planning Identification

Expected Funding Sources (and the % of funding for each one):

National Funds: …✓

Foreign aid:… ✓

Bank loans: …

Grants: …

Private Funds (PPP basis). Please provide details……..…

Other….

Foreign cooperation sought? YES NO

If yes, please describe, since it is a very Important transit road connecting to Turkey – Armenia

Expenses made so far (2010), as a percentage of the project's total cost: …….

GDP (year 2010 in million $)*: ……..

Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)……..

…….

Reasons for which project implementation has been delayed, (if applicable)…..

Any relevant Documentation?

Pre-feasibility study……..

Feasibility study……..

Technical Studies (Design etc)……

Other……

Other project-related information?.....

From City	To city	Road Class *	Length (km)	Road Condition (Good, Fair or Poor)	Operating Speed (kms/hr)	Annual Average Daily Traffic (AADT) (no. of vehicles)	Annual Average Number of trucks**	Forecast annual growth of AADT (%)	Road toll (if any) Y/N	Bottleneck or Missing Link? YES NO
Boroujerd	Toureh	I	50 Km	Good						

Project Name: Boroujerd – Toureh transit road (West of Iran)
Project ID:
ECO ROUTE NUMBER:
Length of Road : 50 Km
Total investment required = 23 Million dollars
Required construction time = 12 months
Project Description:Upgrading Boroujerd – Toureh Transit Road to Highway
Contact address/details: RMTO. Tehran 009821-88898426

Section 1: Project Technical Characteristics
Location (latitude/longitude or alternatively a map): **West of Iran**
Start point/node/city : **Boroujerd**
End point/node/city : **Toureh**

Section 2: Project Information Concerning Criteria
ON-OFF CRITERION:
Serve for the development of a transport corridor within the ECO countries
YES NO ,

IF YES, PLEASE PROCEED:

Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? YES NO
If yes, the magnitude of impact is:
A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Section 3: Project Financial Information
Project cost (in million$): 23 Million us Dollars
Expected Starting Date: 2012
Expected Completion Date: 2013
IRR:
Project's stage: Construction Tendering Study/Design
Planning Identification
Expected Funding Sources (and the % of funding for each one):
National Funds: …✓
Foreign aid:… ✓
Bank loans: …
Grants: …
Private Funds (PPP basis). Please provide details……..…
Other….
Foreign cooperation sought? YES NO
If yes, please describe, since it is a transit Road connecting Persian Gulf to Turkey and Azerbaijan
Expenses made so far (2010), as a percentage of the project's total cost: …….
GDP (year 2010 in million $)*: ……..
Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)……..
…….
Reasons for which project implementation has been delayed, (if applicable)…..
Any relevant Documentation?
Pre-feasibility study……..
Feasibility study……..
Technical Studies (Design etc)……
Other……
Other project-related information?.....

From City	To city	Road Class *	Length (km)	Road Condition (Good, Fair or Poor)	Operating Speed (kms/hr)	Annual Average Daily Traffic (AADT) (no. of vehicles)	Annual Average Number of trucks**	Forecast annual growth of AADT (%)	Road toll (if any) Y/N	Bottleneck or Missing Link? YES NO
Kerman	Zahedan	I	280	Good						

Project Name: Kerman _ Bam- Zahedan Transit Road (South – East of Iran)
Project ID:
ECO ROUTE NUMBER:
Length of Road : 280 Km
Total investment required = 131 Million dollars
Required construction time = 24 months
Project Description:Upgrading 280 km of the above road to highway
Contact address/details: RMTO. Tehran 009821-88898426

Section 1: Project Technical Characteristics
Location (latitude/longitude or alternatively a map):
Start point/node/city : **Kerman**
End point/node/city : **Zahedan**

Section 2: Project Information Concerning Criteria
ON-OFF CRITERION:
Serve for the development of a transport corridor within the ECO countries
YES NO ,

IF YES, PLEASE PROCEED:

Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? YES NO
If yes, the magnitude of impact is:
A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Section 3: Project Financial Information

Project cost (in million$): 131 million us Dollars

Expected Starting Date: 2012

Expected Completion Date: 2014

IRR: %65 progress

Project's stage: Construction Tendering Study/Design Planning Identification

Expected Funding Sources (and the % of funding for each one):

National Funds: …✓

Foreign aid:… ✓

Bank loans: …

Grants: …

Private Funds (PPP basis). Please provide details……..…

Other….

Foreign cooperation sought? YES NO

If yes, please describe, since it is a transit road connecting to Afghanistan, Pakistan and Turkey

Expenses made so far (2010), as a percentage of the project's total cost: …….

GDP (year 2010 in million $)*: ……..

Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)……..

…….

Reasons for which project implementation has been delayed, (if applicable)…..

Any relevant Documentation?

Pre-feasibility study……..

Feasibility study……..

Technical Studies (Design etc)……

Other……

Other project-related information?.....

From City	To city	Road Class *	Length (km)	Road Condition (Good, Fair or Poor)	Operating Speed (kms/hr)	Annual Average Daily Traffic (AADT) (no. of vehicles)	Annual Average Number of trucks**	Forecast annual growth of AADT (%)	Road toll (if any) Y/N	Bottleneck or Missing Link? YES NO
Kermanshah	Meyandoab	I	435	Good						

Project Name: Kermanshah- SanandaJ – Meyandoab Transit Road (North- West of Iran)
Project ID:
ECO ROUTE NUMBER:
Length of Road : 435 Km
Total investment required = 200 Million dollars
Required construction time = 36 months
Project Description:Upgrading the above road to highway
Contact address/details: RMTO. Tehran 009821-88898426

Section 1: Project Technical Characteristics
Location (latitude/longitude or alternatively a map): **North- West of Iran close to Azerbayjan Republic**
Start point/node/city : **kermanshah**
End point/node/city : **meyandoab**

Section 2: Project Information Concerning Criteria
ON-OFF CRITERION:
Serve for the development of a transport corridor within the ECO countries
YES NO ,

IF YES, PLEASE PROCEED:

Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? YES NO
If yes, the magnitude of impact is:
A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Section 3: Project Financial Information

Project cost (in million$): 200 million us Dollars

Expected Starting Date: 2012

Expected Completion Date: 2015

IRR: %35 progress

Project's stage: Construction Tendering Study/Design Planning Identification

Expected Funding Sources (and the % of funding for each one):

National Funds: …✓

Foreign aid:… ✓

Bank loans: …

Grants: …

Private Funds (PPP basis). Please provide details……..…

Other….

Foreign cooperation sought? YES NO

If yes, please describe, since it is linking South of Iran to Turkey, Afghanistan

Expenses made so far (2010), as a percentage of the project's total cost: …….

GDP (year 2010 in million $)*: ……..

Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)……..

…….

Reasons for which project implementation has been delayed, (if applicable)…..

Any relevant Documentation?

Pre-feasibility study……..

Feasibility study……..

Technical Studies (Design etc)……

Other……

Other project-related information?.....

From City	To city	Road Class *	Length (km)	Road Condition (Good, Fair or Poor)	Operating Speed (kms/hr)	Annual Average Daily Traffic (AADT) (no. of vehicles)	Annual Average Number of trucks**	Forecast annual growth of AADT (%)	Road toll (if any) Y/N	Bottleneck or Missing Link? YES NO
Hamedan	Bashmaq Bordere point	I	250	Good	60					No

Project Name: Hamedan _ Sanandaj _ Marivan – Bashmaq (Border Point) Transit Road to Highway
Project ID:
ECO ROUTE NUMBER:
Length of Road : 250 Km
Total investment required = 115 Million dollars
Required construction time = 24 months
Project Description:Upgrading Hamedan - Bashmaq (Border Point) Road to Highway
Contact address/details: RMTO. Tehran 009821-88898426

Section 1: Project Technical Characteristics
Location (latitude/longitude or alternatively a map): **west of Iran**
Start point/node/city : **Hamedan**
End point/node/city : **Bashmaq (Border Point)**

Section 2: Project Information Concerning Criteria
ON-OFF CRITERION:
Serve for the development of a transport corridor within the ECO countries
YES NO ,

IF YES, PLEASE PROCEED:

Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? YES NO
If yes, the magnitude of impact is:
A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Section 3: Project Financial Information

Project cost (in million$): 115 Million us Dollars

Expected Starting Date 2012

Expected Completion Date: 2014

IRR:

Project's stage: Construction Tendering Study/Design Planning Identification

Expected Funding Sources (and the % of funding for each one):

National Funds: …✓

Foreign aid:… ✓

Bank loans: …

Grants: …

Private Funds (PPP basis). Please provide details……..…

Other….

Foreign cooperation sought? YES NO

If yes, please describe, since it is a transit road , connecting to Iraq and Turkey

Expenses made so far (2010), as a percentage of the project's total cost: …….

GDP (year 2010 in million $)*: ……..

Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)……..

…….

Reasons for which project implementation has been delayed, (if applicable)…..

Any relevant Documentation?

Pre-feasibility study……..

Feasibility study……..

Technical Studies (Design etc)……

Other……

Other project-related information?.....

From City	To city	Road Class *	Length (km)	Road Condition (Good, Fair or Poor)	Operating Speed (kms/hr)	Annual Average Daily Traffic (AADT) (no. of vehicles)	Annual Average Number of trucks**	Forecast annual growth of AADT (%)	Road toll (if any) Y/N	Bottleneck or Missing Link? YES NO
Sirjan	Fasa	I	175	Good						

Project Name: Sirjan – Fasa Transit Road (South – East of Iran)
Project ID:
ECO ROUTE NUMBER:
Length of Road : 175 Km
Total investment required = 77 Million dollars
Required construction time = 24 months
Project Description:Upgrading above Transit Road to Highway (Total length of the road is 372 km)
Contact address/details: RMTO. Tehran 009821-88898426

Section 1: Project Technical Characteristics
Location (latitude/longitude or alternatively a map): **west of Iran**
Start point/node/city : **Sirjan**
End point/node/city : **Fasa**

Section 2: Project Information Concerning Criteria
ON-OFF CRITERION:
Serve for the development of a transport corridor within the ECO countries
YES NO ,

IF YES, PLEASE PROCEED:

Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? YES NO
If yes, the magnitude of impact is:
A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Section 3: Project Financial Information

Project cost (in million$): 77 million us Dollars

Expected Starting Date: 2012

Expected Completion Date: 2013

IRR: %15 progress

Project's stage: Construction Tendering Study/Design Planning Identification

Expected Funding Sources (and the % of funding for each one):

National Funds: …✓

Foreign aid:… ✓

Bank loans: …

Grants: …

Private Funds (PPP basis). Please provide details……..…

Other….

Foreign cooperation sought? YES NO

If yes, please describe, this is important transit road, linking to Bandar Abbas and Pakistan and Afghanistan

Expenses made so far (2010), as a percentage of the project's total cost: …….

GDP (year 2010 in million $)*: ……..

Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)……..

…….

Reasons for which project implementation has been delayed, (if applicable)…..

Any relevant Documentation?

Pre-feasibility study……..

Feasibility study……..

Technical Studies (Design etc)……

Other……

Other project-related information?.....

From City	To city	Road Class *	Length (km)	Road Condition (Good, Fair or Poor)	Operating Speed (kms/hr)	Annual Average Daily Traffic (AADT) (no. of vehicles)	Annual Average Number of trucks**	Forecast annual growth of AADT (%)	Road toll (if any) Y/N	Bottleneck or Missing Link? YES NO
Mashhad	Dougharoun Border Point	I	238	Good						

Project Name: Mashhad – Dougharoun (Border Point) Transit Road (North – East of Iran)
Project ID:
ECO ROUTE NUMBER:
Length of Road : 238 Km
Total investment required = 108 Million dollars
Required construction time = 24 months
Project Description:Upgrading the above Road to Highway
Contact address/details: RMTO. Tehran 009821-88898426

Section 1: Project Technical Characteristics
Location (latitude/longitude or alternatively a map): **North- East of Iran**
Start point/node/city : **Mashhad**
End point/node/city : **Dougharoun (Border point) with Afghanistan**

Section 2: Project Information Concerning Criteria
ON-OFF CRITERION:
Serve for the development of a transport corridor within the ECO countries
YES NO ,

IF YES, PLEASE PROCEED:

Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? YES NO
If yes, the magnitude of impact is:
A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Section 3: Project Financial Information

Project cost (in million$): 108 million us Dollars

Expected Starting Date: 2012

Expected Completion Date: 2014

IRR: %50 progress

Project's stage: Construction Tendering Study/Design Planning Identification

Expected Funding Sources (and the % of funding for each one):

National Funds: …✓

Foreign aid:… ✓

Bank loans: …

Grants: …

Private Funds (PPP basis). Please provide details……..…

Other….

Foreign cooperation sought? YES NO

If yes, please describethis important transit road linking to Afghanistan

Expenses made so far (2010), as a percentage of the project's total cost: …….

GDP (year 2010 in million $)*: ……..

Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)……..

…….

Reasons for which project implementation has been delayed, (if applicable)…..

Any relevant Documentation?

Pre-feasibility study……..

Feasibility study……..

Technical Studies (Design etc)……

Other……

Other project-related information?.....

From City	To city	Road Class *	Length (km)	Road Condition (Good, Fair or Poor)	Operating Speed (kms/hr)	Annual Average Daily Traffic (AADT) (no. of vehicles)	Annual Average Number of trucks**	Forecast annual growth of AADT (%)	Road toll (if any) Y/N	Bottleneck or Missing Link? YES NO
Marand	Bazargan Border point	I	64	Good						

Project Name: Marand – Bazargan (Border point) Transit Road (North – West of Iran)
Project ID:
ECO ROUTE NUMBER:
Length of Road : 64 Km
Total investment required = 131 Million Dollars
Required construction time = 24 months
Project Description: Upgrading 64 km of Marand – Bazarghan Border Point Road to Highway (Total length of road is 265 km)
Contact address/details: RMTO. Tehran 009821-88898426

Section 1: Project Technical Characteristics
Location (latitude/longitude or alternatively a map):
Start point/node/city : **Marand**
End point/node/city : **Bazarghan (Border Point)**

Section 2: Project Information Concerning Criteria
ON-OFF CRITERION:
Serve for the development of a transport corridor within the ECO countries
YES NO ,

IF YES, PLEASE PROCEED:

Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? YES NO
If yes, the magnitude of impact is:
A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Section 3: Project Financial Information

Project cost (in million$): 131 million us Dollars

Expected Starting Date: 2012

Expected Completion Date: 2013

IRR: %40 progress

Project's stage: Construction Tendering Study/Design Planning Identification

Expected Funding Sources (and the % of funding for each one): (%40 progress)

National Funds: …✓

Foreign aid:… ✓

Bank loans: …

Grants: …

Private Funds (PPP basis). Please provide details……..…

Other….

Foreign cooperation sought? YES NO

If yes, please describe, this is important transit road linking to Turkey

Expenses made so far (2010), as a percentage of the project's total cost: …….

GDP (year 2010 in million $)*: ……..

Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)……..

…….

Reasons for which project implementation has been delayed, (if applicable)…..

Any relevant Documentation?

Pre-feasibility study……..

Feasibility study……..

Technical Studies (Design etc)……

Other……

Other project-related information?.....

From City	To city	Road Class *	Length (km)	Road Condition (Good, Fair or Poor)	Operating Speed (kms/hr)	Annual Average Daily Traffic (AADT) (no. of vehicles)	Annual Average Number of trucks**	Forecast annual growth of AADT (%)	Road toll (if any) Y/N	Bottleneck or Missing Link? YES NO
Bandar lengeh port	Asaloyeh	I	160	Good						No

Project Name: Bandar lengeh (port) to Asaloyeh Transit Road to Highway (South of Iran)
Project ID:
ECO ROUTE NUMBER:
Length of Road : 160 Km
Total investment required = 77 Million dollars
Required construction time = 24 months
Project Description: Upgrading160 km of the above Road to Highway
(Total length of Road is 240 km)
Contact address/details: RMTO. Tehran 009821-88898426

Section 1: Project Technical Characteristics
Location (latitude/longitude or alternatively a map): **South of Iran along the Persian Gulf connecting to Bandar Abbas port and Chabahar (Port)**
Start point/node/city : **Bandar lengeh (Port)**
End point/node/city : **Asaloyeh**

Section 2: Project Information Concerning Criteria
ON-OFF CRITERION:
Serve for the development of a transport corridor within the ECO countries
YES NO ,

IF YES, PLEASE PROCEED:
Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? YES NO
If yes, the magnitude of impact is:
A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Section 3: Project Financial Information

Project cost (in million$): 77 million us Dollars

Expected Starting Date: already started

Expected Completion Date: By end of 2014

IRR:

Project's stage: Construction Tendering Study/Design Planning Identification

Expected Funding Sources (and the % of funding for each one):

National Funds: …✓

Foreign aid:… ✓

Bank loans: …

Grants: …

Private Funds (PPP basis). Please provide details……..…

Other….

Foreign cooperation sought? YES NO

If yes, please describe, since connecting Persian Gulf ports to Turkey and Azerbaijan, Pakistan and Afghanistan

Expenses made so far (2010), as a percentage of the project's total cost: …….

GDP (year 2010 in million $)*: ……..

Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)……..

…….

Reasons for which project implementation has been delayed, (if applicable)…..

Any relevant Documentation?

Pre-feasibility study……..

Feasibility study……..

Technical Studies (Design etc)……

Other……

Other project-related information?.....

From City	To city	Road Class *	Length (km)	Road Condition (Good, Fair or Poor)	Operating Speed (kms/hr)	Annual Average Daily Traffic (AADT) (no. of vehicles)	Annual Average Number of trucks**	Forecast annual growth of AADT (%)	Road toll (if any) Y/N	Bottle neck or Missing Link? YES NO
Astra (I.R.I)	Astra (AZ)		0.12		km/h	250	80,000	%20	NO	NO

2. Project Name: Astra Automobile Border Bride
3. Project ID:
4. ECO ROUTE NUMBER: M-3
5. Project Description:

- Length of the bridge :120 meters
- Width : 11.6 meters
- Total investment required: 1,870,000 $
- Required construction time: 15 months

6. Contact address/details: No.19 Dameshgh St, Vali-Asr, Ave, Tehran – Iran (RMTO)
7.

8.

9. Section 1: Project Technical Characteristics
10. Location (latitude/longitude or alternatively a map): North – East of Iran (map Attached)
11. Start point/node/city : Astra – I.R. Iran
12. End point/node/city ; Astra – Republic Azerbaijan
13.

14. Section 2: Project Information Concerning Criteria
15. ON-OFF CRITERION:
16. Serve for the development of a transport corridor within the ECO countries
17. YES ■ NO □,
18.
19. IF YES, PLEASE PROCEED:
20.
21. Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? YES □ NO ■
22. If yes, the magnitude of impact is:
23. A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

24. **Section 3: Project Financial Information**
25. Project cost (in million$): 1.870.000 $
26. Expected Starting Date: Depends on Agreement with Azeri side
27. Expected Completion Date: 15 months
28. IRR:
29. Project's stage: Construction ☐ Tendering ■ Study/Design ☐
30. Planning ☐ Identification ☐
31. Expected Funding Sources (and the % of funding for each one):
32. National Funds: ✓
33. Foreign aid: ✓
34. Bank loans: ✓.
35. Foreign cooperation sought? YES ■ NO ☐
36. If yes, please describe : since it is a joint project , cooperation of Azeri side is required
37. expenses made so far (2010), as a percentage of the project's total cost: Feasiblity study Cost (300000$)
38. GDP (year 2010 in million $)*: 830,000,000,000 $
39. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)……..
40. ……
41. Reasons for which project implementation has been delayed, (if applicable)…..
42. Any relevant Documentation?
43. Pre-feasibility study…….. ☐
- Feasibility study……✓…….. ■
44. Technical Studies (Design etc)……☐
45. Other……
46. Other project-related information?.....

From City	To city	Road Class *	Length (km)	Road Condition (Good, Fair or Poor)	Operating Speed (kms/hr)	Annual Average Daily Traffic (AADT) (no. of vehicles)	Annual Average Number of trucks**	Forecast annual growth of AADT (%)	Road toll (if any) Y/N	Bottleneck or Missing Link? YES NO
Astra	Ardabil	M	35		60km/h	10000	85000	%20	NO	NO

5. Project Name: Astra – Heyran Highway
6. ECO ROUTE NUMBER : N- D100
7. Project Description:

- Total investment required : 17,650,000 $
- Total construction time required : 24 months
- Length : 35 km
- Width : 11 km

8. Interchange : 1(with grade separation)
9. Contact address/details: No.19 Dameshgh St, Vali-Asr, Ave, Tehran – Iran(RMTO)
10.
11.
12. Section 1: Project Technical Characteristics
13. Location (latitude/longitude or alternatively a map): Ardebil and the Eastern Azerbaijan (Map Attached)
14. Start point/node/city : Astra Iran
15. End point/node/city ; Ardebil city (en- route to bazargan border point & Anzali port at Caspian sea
16.
17. Section 2: Project Information Concerning Criteria
18. ON-OFF CRITERION:
19. Serve for the development of a transport corridor within the ECO countries
20. YES ■ NO □,
21.
22. IF YES, PLEASE PROCEED:
23.
24. Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? YES □ NO ■
25. If yes, the magnitude of impact is:
26. A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

27. Section 3: Project Financial Information : Astra – Heyran Highway

28. Project cost (in million$): 17.650.000 $
29. Expected Starting Date: N/A
30. Expected Completion Date: N/A
31. IRR:
32. Project's stage: Construction ☐ Tendering ☐ Study/Design ■
33. Planning ☐ Identification ☐
34. Expected Funding Sources (and the % of funding for each one):
35. National Funds: ✓
36. Foreign aid: ✓
37. Bank loans: ✓.
38. Foreign cooperation sought? YES ■ NO ☐
39. If yes, please describe: since it is a Transit Road, the foreign cooperation required
40. expenses made so far (2010), as a percentage of the project's total cost: almost 200,000$
41. (pre - feasibility study cost)

42. GDP (YEAR 2010 IN MILLION $)*: 830,000,000,000 $

43. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)……..
44. ……
…….
45. Reasons for which project implementation has been delayed, (if applicable)…..
46. Any relevant Documentation?
47. Pre-feasibility study…✓…….. ■
48. Feasibility study…….. ☐
49. Technical Studies (Design etc) …… ☐
50. Other……
51. Other project-related information?.....

From City	To city	Road Class *	Length (km)	Road Condition (Good, Fair or Poor)	Operating Speed (kms/hr)	Annual Average Daily Traffic (AADT) (no. of vehicles)	Annual Average Number of trucks**	Forecast annual growth of AADT (%)	Road toll (if any) Y/N	Bottleneck or Missing Link? YES NO
Maku	Bazargan	M	35		60km/h	500	190,000	%25	NO	NO

Project Name: Second lane of Maku- Bazargan ByPass

4. ECO ROUTE NUMBER: N-D100

5. Project Description:

- Total length of the By pass : 35 km
- Width of Bypass : Bypass : 11 m
- Total investment required : 23,430,000 $
- Total interchange : 1(grade separation)
- Total time required : 24 months

6. Contact address/details: No.19 Dameshgh St, Vali-Asr, Ave, Tehran – Iran(RMTO)

7.

8.

9. Section 1: Project Technical Characteristics

10. Location (latitude/longitude or alternatively a map): North – East of Iran (map Attached)

11. Start point/node/city : Maku

12. End point/node/city ; Bazargan border point

13.

14. Section 2: Project Information Concerning Criteria

15. ON-OFF CRITERION:

16. Serve for the development of a transport corridor within the ECO countries

17. YES ■ NO , □

18.

19. IF YES, PLEASE PROCEED:

20.

21. Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? YES □ NO ■

22. If yes, the magnitude of impact is:

23. A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

24. Section 3: Project Financial Information : second lane on Maku- Bazargan ByPass

25. Project cost (in million$): 23.430.000 $
26. Expected Starting Date: N/A
27. Expected Completion Date: N/A
28. IRR:
29. Project's stage: Construction ☐ Tendering ■ Study/Design ☐
30. Planning ☐ Identification ☐
31. Expected Funding Sources (and the % of funding for each one):
32. National Funds: ✓
33. Foreign aid: ✓
34. Bank loans: ✓.
35. Foreign cooperation sought? YES ■ NO ☐
36. If yes, please describe: since it is a Transit Road, the foreign cooperation is required
37. expenses made so far (2010), as a percentage of the project's total cost: 300,000$ (feasibility cost)

38. GDP (YEAR 2010 IN MILLION $)*: 830,000,000,000 $

39. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)……..
40. ……
41. Reasons for which project implementation has been delayed, (if applicable)…..
42. Any relevant Documentation?
43. Pre-feasibility study…….. ☐
44. Feasibility study…✓…….. ■
45. Technical Studies (Design etc)…… ☐
46. Other……
47. Other project-related information?.....

From City	To city	Road Class *	Length (km)	Road Condition (Good, Fair or Poor)	Operating Speed (kms/hr)	Annual Average Daily Traffic (AADT) (no. of vehicles)	Annual Average Number of trucks**	Forecast annual growth of AADT (%)	Road toll (if any) Y/N	Bottleneck or Missing Link? YES NO
Sarakhs I.R.Iran	Sarakhs - Turkmenistan		0.15			300	110,000	%25	NO	NO

5. Project Name: Sarakhs New Automobile Border Bridge
6. ECO ROUTE NUMBER : M- 37
7. Project Description:
8. Interchange : 1(with grade separation)

- Technical life of the new bridge : about 50 years
- Length of the bridge :150 meters (five 30- meters spans)
- Width : 12 meters (9 meters for automobiles, 3 meters for passengers)
- Total investment required: 5,570,000$

9.
10. Contact address/details: No.19 Dameshgh St, Vali-Asr, Ave, Tehran – Iran (RMTO)
11.
12.

13. Section 1: Project Technical Characteristics
14. Location (latitude/longitude or alternatively a map): Khorasan Razavi Province (north – East of I.R.Iran) at Sarkhs Region over Tajan Border river with Turkmenistan
15. Start point/node/city : Sarakhs - Iran
16. End point/node/city ; Sarakhs - Turkmenistan
17.

18. Section 2: Project Information Concerning Criteria
19. ON-OFF CRITERION:
20. Serve for the development of a transport corridor within the ECO countries
21. YES ■ NO □,
22.
23. IF YES, PLEASE PROCEED:
24.
25. Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? YES □ NO ■
26. If yes, the magnitude of impact is:
27. A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

28. Section 3: Project Financial Information : Sarakhs New Automobile Border Bridge
29.
30. Project cost (in million$): 5.570.000 $
31. Expected Starting Date: N/A
32. Expected Completion Date: N/A
33. IRR:
34. Project's stage: Construction ☐ Tendering ☐ Study/Design ■
35. Planning ☐ Identification ☐
36. Expected Funding Sources (and the % of funding for each one):
37. National Funds: ✓
38. Foreign aid: ✓
39. Bank loans: ✓.
40. Foreign cooperation sought? YES ■ NO ☐
41. If yes, please describe: since it is a Transit bridge, connecting Eco countries, the foreign cooperation is required
42. expenses made so far (2010), as a percentage of the project's total cost: almost 200,000$
43. (Pre-feasibility cost)

44. GDP (YEAR 2010 IN MILLION $)*: 830,000,000,000 $

45. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)……..
46. ……
…….
47. Reasons for which project implementation has been delayed, (if applicable)…..
48. Any relevant Documentation?
49. Pre-feasibility study…✓…….. ■
50. Feasibility study…….. ☐
51. Technical Studies (Design etc) …… ☐
52. Other……
53. Other project-related information?.....

From City	To city	Road Class *	Length (km)	Road Condition (Good, Fair or Poor)	Operating Speed (kms/hr)	Annual Average Daily Traffic (AADT) (no. of vehicles)	Annual Average Number of trucks**	Forecast annual growth of AADT (%)	Road toll (if any) Y/N	Bottleneck or Missing Link? YES NO
Semnan	Garmsar	M	40		60km/h	17000	110000	%25	NO	NO

4. Project Name: Semnan – Garmsar Highway
5. ECO ROUTE NUMBER: M-37
6. Project Description:

- Length: 40 km
- Total investment required : 15,600,000 $
- Total construction time required: 12 months

7.
8. Contact address/details: No.19 Dameshgh St, Vali-Asr, Ave, Tehran – Iran (RMTO)
9.

10.

11. Section 1: Project Technical Characteristics
12. Location (latitude/longitude or alternatively a map): center of Iran
13. Start point/node/city : Semnan
14. End point/node/city ; Garmsar
15.

16. Section 2: Project Information Concerning Criteria
17. ON-OFF CRITERION:
18. Serve for the development of a transport corridor within the ECO countries
19. YES ■ NO □
20.
21. IF YES, PLEASE PROCEED:
22.
23. Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? YES □ NO ■
24. If yes, the magnitude of impact is:
25. A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

26. Section 3: Project Financial Information : Semnan – Garmsar Highway

27. Project cost (in million$): 15.600.000 $
28. Expected Starting Date: N/A
29. Expected Completion Date: N/A
30. IRR:
31. Project's stage: Construction ■ Tendering ☐ Study/Design ☐
32. Planning ☐ Identification ☐
33. Expected Funding Sources (and the % of funding for each one):
34. National Funds: ✓
35. Foreign aid: ✓
36. Bank loans: ✓.
37. Foreign cooperation sought? YES ■ NO ☐
38. If yes, please describe: since it is a Transit Road, the foreign cooperation is required
39. xpenses made so far (2010), as a percentage of the project's total cost: almost 2,500,000$

40. GDP (YEAR 2010 IN MILLION $)*: 830,000,000,000 $

41. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)……..
42. ……
…….
43. Reasons for which project implementation has been delayed, (if applicable)…..
44. Any relevant Documentation?
45. Pre-feasibility study…….. ☐
46. Feasibility study…✓…….. ■
47. Technical Studies (Design etc) …✓……☐
48. Other %20 of the total project , already constructed .
49. Other project-related information?.....

KAZAKHSTAN

Road and related infrastructure Project Fiche

ECO ROUTE NUMBER: ROAD ROUTE II: Turkey via Iran, Turkmenistan, Uzbekistan, Kyrgyzstan to Kazakhstan (Istanbul to Almaty)

(border with Uzbekistan)-Zhibek Zholy-Shymkent-Taraz-Chaldovar-(border with Kyrgyzstan-section of route in Kyrgyzstan presented under Kyrgyzstan section)-Kordai-Almaty-Shelek-Kokpek-Zharkent-Korgas-China border (at Huoer Guosi)

and

ECO ROUTE NUMBER: ROAD ROUTE III: Turkey via Georgia, Azerbaijan, Turkmenistan, Uzbekistan to Kazakhstan (Istanbul to Almaty/Korgas)

(border with Uzbekistan)-Zhibek Zholy-Shymkent-Taraz-Chaldovar-(border with Kyrgyzstan-section of route in Kyrgyzstan presented under Kyrgyzstan section)-Kordai-Almaty-Shelek-Kokpek-Zharkent-Korgas-China border (at Huoer Guosi)

and

ROAD ROUTE VII-EXTENSIONS
ECO-ROAD 7E-A: Almaty-Shelek-Kokpek-Zharkent-Korgas- China border

and

ROAD ROUTE VIII-EXTENSIONS
ECO-ROAD 8E-A: (Kazakhstan) Shymkent-Taraz-Chaldovar-(border with Kyrgyzstan)-Kara-Balta-Bishkek-Leninskoe- (border with Kazakhstan)- Kordai-Almaty-Shelek-Kokpek-Zharkent-Korgas- China border

PLEASE COMPLETE THE FOLLOWING TEMPLATE FOR ANY NEW PROJECT ALONG THIS ROUTE& ITS EXTENSIONS AND BRANCHES (IF APPLICABLE)[▫]

Project Name: Almaty - Kapchagai Highway upgrade
Project ID:
ECO ROUTE NUMBER: II, III, 7E-A, 8E-A
Project Description:
Almaty-Kapchagai section is part of the road Almaty - Ust-Kamenogorsk, connecting Almaty and East Kazakhstan region with Russia and Peoples Republic of China. Basically - it's recreation area Kapchagai water basin.
Rationale and Objectives:
Realization of the project will promote not only optimization of regional communications inside of republic and to development of mutual relations from the Russian Federation and Peoples Republic of China, but also will create favorable preconditions for use of transit potential of Kazakhstan.

[▫] The new projects in red have been identified. Please include any additional ones.

Expected impacts and benefits:
As a result of realization of the project the technical category of road Almaty-Kapchagay will be increased up to I-th - with 4 strip movement (for 59 km) and 6 strip movement (for 45 km) and increase in the safe load at an axis up to 13 tons.
Contact address/details:
Ministry of transport and communications of the Republic of Kazakhstan
010000, Astana,
Kabanbay batyr str., 32/1
Tel. +7 (7172) 24 13 12
Fax +7 (7172) 24 14 19

Section 1. Project Technical Characteristics:

1. Location (latitude/longitude or alternatively a map):
2. Start point/node/city Almaty
3. End point/node/city Kapchagai
4. Road Class[1] I
5. AGR/AH Ref no (if exists): AH60
6. Length (in km): 104km
7. Number of carriageways:
8. No of lanes: 4
9. Design Speed (km/h) or Travel time (hours):
10. Annual Average Daily Traffic[2]: 15 754 vehicles
11. Estimated % of freight vehicles[3]: 18,5%
12. Annual Average Daily Traffic (passengers):
13. Annual Average Daily Traffic (tones):
14. Expected (total) traffic increase (in % - *both existing and generated*): 6-8% every year
15. Road toll implementation: YES NO
16. Movement of ISO Containers possible? : YES NO
17. Road condition (Good, Fair or Poor): Good
18. Current Bottleneck/Missing Links: no

Section 2. Project Information Concerning Criteria

ON-OFF CRITERION:

Serve for the development of a transport corridor within the ECO countries

YES NO , IF YES, PLEASE PROCEED:

19. Is the project serving international connectivity? YES NO

If **yes** is it expected to:

A: Greatly improve connectivity, B: Significantly improve connectivity, C: Somewhat improve connectivity, D: Slightly improve connectivity, E: Does not improve connectivity.

20. Will the project promote solutions to the particular transit transport needs of the

landlocked countries? YES NO

If **yes** the project is providing solution:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

21. Will the project connect low income and/or least developed countries/regions with ECO member states, major European, and Asian markets?

YES NO

If **yes** the project is providing connection:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

22. Will the project cross natural barriers, removes bottlenecks, raises substandard sections to meet international standards, or fills missing links?

YES NO

If **yes,** the project contributes to the above:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

23. Will the project have a high degree of urgency due to importance attributed by the national authorities and/or social interest?

YES NO

If **yes** the project is included in the national plan and:

A: requires immediate realization (for implementation up to 2013), B: considered very urgent (for implementation up to 2016), C: considered urgent (for implementation up to 2020), D: may be postponed until after 2020,

If the project is not included in the national plan:
E: Not in the national plan.

24. Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? YES NO

If **yes,** the magnitude of impact is:

A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Project Financial Information

25. Project cost (in million$): **$430million**

Out of which fixed investments:

26. Expected Starting Date: 2011

27. Expected Completion Date: 2013

28. IRR:

29. Project's stage: Construction Tendering Study/Design Planning Identification

30. Expected Funding Sources (and the % of funding for each one):

During the period of the concession could be partially refund the investment costs of the concessionaire from the state budget

1. National Funds: …
2. Foreign aid:…
3. Bank loans: …
4. Grants: …
5. Private Funds (PPP basis). Please provide details……..….
6. Other….

31. Foreign cooperation sought? YES NO

    If yes, please describe…….

32. Expenses made so far (2010), as a percentage of the project's total cost: …….
33. Percentage of budget of public works allocated: ……
34. GDP (year 2010 in million $): ……..
35. Implementation arrangements……
36. Critical success factors:…….
37. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)…….. …….
38. Reasons for which project implementation has been delayed, (if applicable)…..
39. Any relevant Documentation?

    Pre-feasibility study……..

    Feasibility study……..

    Technical Studies (Design etc)……

    Other……

40. Other project-related information?
    ……

[1] *If AGR (M=Motorway, E=Express road, O=Ordinary road); if AH (P=Primary, I= Class I, II= Class II, III=Class III), or both if applicable.*
[2] *For the year 2010 and latest year, if available.*
[3] *Freight vehicles include any vehicles used to transport freight, such as trucks and trailers.*

ECO ROUTE NUMBER: ROAD ROUTE II: Turkey via Iran, Turkmenistan, Uzbekistan, Kyrgyzstan to Kazakhstan (Istanbul to Almaty)

(border with Uzbekistan)-Zhibek Zholy-Shymkent-Taraz-Chaldovar-(border with Kyrgyzstan-section of route in Kyrgyzstan presented under Kyrgyzstan section)-Kordai-Almaty-Shelek-Kokpek-Zharkent-Korgas-China border (at Huoer Guosi)

and

ECO ROUTE NUMBER: ROAD ROUTE III: Turkey via Georgia, Azerbaijan, Turkmenistan, Uzbekistan to Kazakhstan (Istanbul to Almaty/Korgas)

(border with Uzbekistan)-Zhibek Zholy-Shymkent-Taraz-Chaldovar-(border with Kyrgyzstan-section of route in Kyrgyzstan presented under Kyrgyzstan section)-Kordai-Almaty-Shelek-Kokpek-Zharkent-Korgas-China border (at Huoer Guosi)

and

ROAD ROUTE VII-EXTENSIONS
ECO-ROAD 7E-A: Almaty-Shelek-Kokpek-Zharkent-Korgas- China border

and

ROAD ROUTE VIII-EXTENSIONS
ECO-ROAD 8E-A: (Kazakhstan) Shymkent-Taraz-Chaldovar-(border with Kyrgyzstan)-Kara-Balta-Bishkek-Leninskoe- (border with Kazakhstan)- Kordai-Almaty-Shelek-Kokpek-Zharkent-Korgas- China border

PLEASE COMPLETE THE FOLLOWING TEMPLATE FOR ANY NEW PROJECT ALONG THIS ROUTE& ITS EXTENSIONS AND BRANCHES (IF APPLICABLE)[▫]

Project Name: Almaty – Korgas Highway upgrade
Project ID:
ECO ROUTE NUMBER: II, III, 7E-A, 8E-A
Project Description:
The Highway Almaty-Korgas is the important part of the Kazakhstan section of TRACECA corridor and most loaded now from border from the Peoples Republic of China up to Aktau port.
The project of upgrade of the Highway Almaty-Korgas will allow to increase its throughput considerably. It will promote growth of volumes of road transportations in a direction the East-West and fuller realization of potential of TRACECA corridor.
Rationale and Objectives:
Realization of the project will promote not only optimization of regional communications inside of republic and to development of mutual relations from the Peoples Republic of China, but also will create favorable preconditions for use of transit potential of Kazakhstan.
Expected impacts and benefits:
As a result of realization of the project the technical category of road Almaty-Korgas

[▫] The new projects in red have been identified. Please include any additional ones.

will be increased up to I-th - with 4 strip movement and increase in the safe load at an axis up to 13 tons.
Contact address/details:
Ministry of transport and communications of the Republic of Kazakhstan
010000, Astana,
Kabanbay batyr str., 32/1
Tel. +7 (7172) 24 13 12
Fax +7 (7172) 24 14 19

Section 1. Project Technical Characteristics:

1. Location (latitude/longitude or alternatively a map):
2. Start point/node/city Almaty
3. End point/node/city Korgas
4. Road Class[1] I, II, III
5. AGR/AH Ref no (if exists): E012, AH5
6. Length (in km): 301km
7. Number of carriageways:
8. No of lanes: 2, 4
9. Design Speed (km/h) or Travel time (hours):
10. Annual Average Daily Traffic[2]: 11 624 vehicles
11. Estimated % of freight vehicles[3]: 33%
12. Annual Average Daily Traffic (passengers):
13. Annual Average Daily Traffic (tones):
14. Expected (total) traffic increase (in % - *both existing and generated*): 6-8% every year
15. Road toll implementation: YES NO
16. Movement of ISO Containers possible? : YES NO
17. Road condition (Good, Fair or Poor): Fair
18. Current Bottleneck/Missing Links: no

Section 2. Project Information Concerning Criteria

ON-OFF CRITERION:

Serve for the development of a transport corridor within the ECO countries

YES NO , IF YES, PLEASE PROCEED:

19. Is the project serving international connectivity? YES NO

If **yes** is it expected to:

A: Greatly improve connectivity, B: Significantly improve connectivity, C: Somewhat improve connectivity, D: Slightly improve connectivity, E: Does not improve connectivity.

20. Will the project promote solutions to the particular transit transport needs of the landlocked countries? YES NO

If **yes** the project is providing solution:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

21. Will the project connect low income and/or least developed countries/regions with ECO member states, major European, and Asian markets?

    YES NO

If **yes** the project is providing connection:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

22. Will the project cross natural barriers, removes bottlenecks, raises substandard sections to meet international standards, or fills missing links?

    YES NO

If **yes,** the project contributes to the above:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

23. Will the project have a high degree of urgency due to importance attributed by the national authorities and/or social interest?

    YES NO

If **yes** the project is included in the national plan and:

A: requires immediate realization (for implementation up to 2013), B: considered very urgent (for implementation up to 2016), C: considered urgent (for implementation up to 2020), D: may be postponed until after 2020,

If the project is not included in the national plan:
E: Not in the national plan.

24. Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? YES NO

If **yes,** the magnitude of impact is:

A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Project Financial Information

25. Project cost (in million$): **$1153 million**

    Out of which fixed investments:

26. Expected Starting Date: 2010

27. Expected Completion Date: 2012

28. IRR: 11,4%

29. Project's stage: Construction Tendering Study/Design Planning Identification

30. Expected Funding Sources (and the % of funding for each one):

    During the period of the concession could be partially refund the investment costs

of the concessionaire from the state budget

a. National Funds:
b. Foreign aid:…
c. Bank loans: …
d. Grants: …
e. Private Funds (PPP basis). Please provide details……..….
f. Other….

31. Foreign cooperation sought? YES NO

    If yes, please describe…….

32. Expenses made so far (2010), as a percentage of the project's total cost: …….
33. Percentage of budget of public works allocated: ……
34. GDP (year 2010 in million $): ……..
35. Implementation arrangements……
36. Critical success factors:…….
37. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)…….. …….
38. Reasons for which project implementation has been delayed, (if applicable)…..
39. Any relevant Documentation?

    Pre-feasibility study……..

    Feasibility study……..

    Technical Studies (Design etc)……

    Other……

40. Other project-related information?

    ……

ECO ROUTE NUMBER: ROAD ROUTE II: Turkey via Iran, Turkmenistan, Uzbekistan, Kyrgyzstan to Kazakhstan (Istanbul to Almaty)

(border with Uzbekistan)-Zhibek Zholy-Shymkent-Taraz-Chaldovar-(border with Kyrgyzstan-section of route in Kyrgyzstan presented under Kyrgyzstan section)-Kordai-Almaty-Shelek-Kokpek-Zharkent-Korgas-China border (at Huoer Guosi)

and

ECO ROUTE NUMBER: ROAD ROUTE III: Turkey via Georgia, Azerbaijan, Turkmenistan, Uzbekistan to Kazakhstan (Istanbul to Almaty/Korgas)

(border with Uzbekistan)-Zhibek Zholy-Shymkent-Taraz-Chaldovar-(border with Kyrgyzstan-section of route in Kyrgyzstan presented under Kyrgyzstan section)-Kordai-Almaty-Shelek-Kokpek-Zharkent-Korgas-China border (at Huoer Guosi)

and

ROAD ROUTE VII-EXTENSIONS
ECO-ROAD 7E-A: Almaty-Shelek-Kokpek-Zharkent-Korgas- China border

and

ROAD ROUTE VIII-EXTENSIONS
ECO-ROAD 8E-A: (Kazakhstan) Shymkent-Taraz-Chaldovar-(border with Kyrgyzstan)-Kara-Balta-Bishkek-Leninskoe- (border with Kazakhstan)- Kordai-Almaty-Shelek-Kokpek-Zharkent-Korgas- China border

and

ECO ROUTE NUMBER: ROAD ROUTE IX: Kazakhstan via Kyrgyzstan and China to Pakistan

Border with Russia-Chistoye/Bulayevo -Petropavlovsk-Astana-Almaty-Kordai- Border Kyrgyzstan

PLEASE COMPLETE THE FOLLOWING TEMPLATE FOR ANY NEW PROJECT ALONG THIS ROUTE& ITS EXTENSIONS AND BRANCHES (IF APPLICABLE)[▫]

Project Name: Almaty Main Ring Road construction
Project ID:
ECO ROUTE NUMBER: II, III, 7E-A, 8E-A, IX
Project Description:
The Feasibility Study is developed. The conclusion of the Republican State Enterprise «State outside of departmental examination of projects» is received. The competitive documentation given by the Organizer of competition to the potential concessionaires for preparation of competitive applications and participation in open competition at

[▫] The new projects in red have been identified. Please include any additional ones.

the choice of concessionaire is developed.
Construction of Almaty Main Ring Road will cross the Karasai, Ili and Talgar areas of Almaty oblast.
Rationale and Objectives:
Almaty Main Ring Road will relieve the city from the transit vehicles, traffic congestion and improve the ecological situation.
Expected impacts and benefits:
As a result of realization of the project the technical category of Almaty Main Ring Road will accord to I-th - with 4 strip movement (5 km), 6 strip movement (65 km) and increase in the safe load at an axis up to 13 tons.
Contact address/details:
Ministry of transport and communications of the Republic of Kazakhstan
010000, Astana,
Kabanbay batyr str., 32/1
Tel. +7 (7172) 24 13 12
Fax +7 (7172) 24 14 19

Section 1. Project Technical Characteristics:

1. Location (latitude/longitude or alternatively a map):
2. Start point/node/city Almaty
3. End point/node/city Almaty
4. Road Class[1] I
5. AGR/AH Ref no (if exists): E012, AH5, AH60
6. Length (in km): 70km
7. Number of carriageways:
8. No of lanes: 4, 6
9. Design Speed (km/h) or Travel time (hours):
10. Annual Average Daily Traffic[2]: 40 000 vehicles (forecast)
11. Estimated % of freight vehicles[3]:
12. Annual Average Daily Traffic (passengers):
13. Annual Average Daily Traffic (tones):
14. Expected (total) traffic increase (in % - *both existing and generated*): 6-8% every year
15. Road toll implementation: YES NO
16. Movement of ISO Containers possible? : YES NO
17. Road condition (Good, Fair or Poor): missing link
18. Current Bottleneck/Missing Links: missing link

Section 2. Project Information Concerning Criteria

ON-OFF CRITERION:

Serve for the development of a transport corridor within the ECO countries

YES NO , IF YES, PLEASE PROCEED:

19. Is the project serving international connectivity? YES NO

If **yes** is it expected to:

A: Greatly improve connectivity, B: Significantly improve connectivity, C: Somewhat improve connectivity, D: Slightly improve connectivity, E: Does not improve connectivity.

20. Will the project promote solutions to the particular transit transport needs of the landlocked countries? YES NO

If **yes** the project is providing solution:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

21. Will the project connect low income and/or least developed countries/regions with ECO member states, major European, and Asian markets?

YES NO

If **yes** the project is providing connection:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

22. Will the project cross natural barriers, removes bottlenecks, raises substandard sections to meet international standards, or fills missing links?

YES NO

If **yes,** the project contributes to the above:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

23. Will the project have a high degree of urgency due to importance attributed by the national authorities and/or social interest?

YES NO

If **yes** the project is included in the national plan and:

A: requires immediate realization (for implementation up to 2013), B: considered very urgent (for implementation up to 2016), C: considered urgent (for implementation up to 2020), D: may be postponed until after 2020,

If the project is not included in the national plan:
E: Not in the national plan.

24. Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? YES NO

If **yes,** the magnitude of impact is:

A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Project Financial Information

25. Project cost (in million$): **$597,5 million**

Out of which fixed investments:

26. Expected Starting Date: 2012

27. Expected Completion Date: 2014

28. IRR:

29. Project's stage: Construction Tendering Study/Design Planning Identification

30. Expected Funding Sources (and the % of funding for each one):

During the period of the concession could be partially refund the investment costs of the concessionaire from the state budget

a. National Funds:

b. Foreign aid:…

c. Bank loans: …

d. Grants: …

e. Private Funds (PPP basis). Please provide details…….….

f. Other….

31. Foreign cooperation sought? YES NO

If yes, please describe…….

32. Expenses made so far (2010), as a percentage of the project's total cost: …….

33. Percentage of budget of public works allocated: ……

34. GDP (year 2010 in million $): ……..

35. Implementation arrangements……

36. Critical success factors:…….

37. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)…….. …….

38. Reasons for which project implementation has been delayed, (if applicable)…..

39. Any relevant Documentation?

Pre-feasibility study……..

Feasibility study……..

Technical Studies (Design etc)……

Other……

40. Other project-related information?

……

ECO ROUTE NUMBER: ROAD ROUTE II: Turkey via Iran, Turkmenistan, Uzbekistan, Kyrgyzstan to Kazakhstan (Istanbul to Almaty)

(border with Uzbekistan)-Zhibek Zholy-Shymkent-Taraz-Chaldovar-(border with Kyrgyzstan-section of route in Kyrgyzstan presented under Kyrgyzstan section)-Kordai-Almaty-Shelek-Kokpek-Zharkent-Korgas-China border (at Huoer Guosi)

and

ECO ROUTE NUMBER: ROAD ROUTE III: Turkey via Georgia, Azerbaijan, Turkmenistan, Uzbekistan to Kazakhstan (Istanbul to Almaty/Korgas)

(border with Uzbekistan)-Zhibek Zholy-Shymkent-Taraz-Chaldovar-(border with Kyrgyzstan-section of route in Kyrgyzstan presented under Kyrgyzstan section)-Kordai-Almaty-Shelek-Kokpek-Zharkent-Korgas-China border (at Huoer Guosi)

and

ECO ROUTE NUMBER: ROAD ROUTE VII: Kazakhstan via Uzbekistan, Turkmenistan to Iran (Astana to Bandar Abbas)

Section (I)

Border with Russia-Chistoye/Bulayevo -Petropavlovsk-Astana-Almaty-Kordai- Border Kyrgyzstan

Section (II)

Border with Kyrgyzstan- Chaldovar-Taraz-Shymkent-Zhibek Zholy- border with Uzbekistan

ROAD ROUTE VII-EXTENSIONS

ECO-ROAD 7E-A: Almaty-Shelek-Kokpek-Zharkent-Korgas- China border

ROAD ROUTE VII-BRANCHES

ECO-ROAD 7B-B : Russian border-Kaerak-Kostanai-Zhaksy-Astana

and

ECO ROUTE NUMBER: ROAD ROUTE VIII: Kazakhstan via Uzbekistan, Kyrgyzstan, Afghanistan to Pakistan (Russia- Karachi)

Border with Russia (Kurlin)- Pogodaevo-Uralsk-Aktobe-Kyzylorda-Shymkent-Zhibek Zholy-border with Uzbekistan

ROAD ROUTE VIII-EXTENSIONS

ECO-ROAD 8E-A: (Kazakhstan) Shymkent-Taraz-Chaldovar-(border with Kyrgyzstan)- Kara-Balta-Bishkek-Leninskoe- (border with Kazakhstan)- Kordai-Almaty-Shelek-Kokpek-Zharkent-Korgas- China border

PLEASE COMPLETE THE FOLLOWING TEMPLATE FOR ANY NEW PROJECT ALONG THIS ROUTE& ITS EXTENSIONS AND BRANCHES (IF APPLICABLE)[▫]

[▫] The new projects in red have been identified. Please include any additional ones.

Project Name: Reconstruction of the international transit corridor «Western China - Western Europe»
Project ID:
ECO ROUTE NUMBER: II, III, VII, 7E-A, VIII, 8E-A
Project Description:
Since 2009 as part of the idea of reviving the Silk Road started reconstruction of the international transit corridor "Western Europe-Western China". The total length of the corridor on the territory of Kazakhstan is 2787 km (to be reconstructed - 2452 km), as a whole - 8445 km.
Corridor passes through the territories of the five areas of Kazakhstan.
Completion of the project will reduce the time of cargo delivery from China to Europe by road is almost three times compared with the time of delivery by sea.
International transport corridor Western Europe - Western China is the shortest route and provides transport link countries of Central Asia with Europe, as well as output from China and South-East Asia in the western regions of Russia and Europe. Commissioning road corridor Western Europe - Western China in 2015 will increase transit traffic through the territory of the Republic of Kazakhstan by 1,5 times. The project will provide a high level of services, including a combination of excellent technical availability of the corridor with a modern system of intellectual services and logistics centers.
Rationale and Objectives:
Realization of the project will promote not only optimization of regional communications inside of republic and to development of mutual relations from the Russian Federation and Peoples Republic of China, but also will create favorable preconditions for use of transit potential of Kazakhstan.
Expected impacts and benefits:
As a result of realization of the project the technical category of corridor Western Europe - Western China will be increased up to I-th - with 4 strip movement and to II-d - with 2 strip movement and increase in the safe load at an axis up to 13 tons.
Contact address/details:
Ministry of transport and communications of the Republic of Kazakhstan
010000, Astana,
Kabanbay batyr str., 32/1
Tel. +7 (7172) 24 13 12
Fax +7 (7172) 24 14 19

Section 1. Project Technical Characteristics:

1. Location (latitude/longitude or alternatively a map):
2. Start point/node/city Korgas
3. End point/node/city Aktobe
4. Road Class[1] I, II, III, below III
5. AGR/AH Ref no (if exists): AH5, AH61, AH62
6. Length (in km): 2452km
7. Number of carriageways:
8. No of lanes: 2 (91,4%), 4 (8,6%)
9. Design Speed (km/h) or Travel time (hours):
10. Annual Average Daily Traffic[2]: 542 vehicles (min), 11 762 vehicles (max)

11. Estimated % of freight vehicles[3]: 12,7% (min), 61,0% (max)
12. Annual Average Daily Traffic (passengers):
13. Annual Average Daily Traffic (tones):
14. Expected (total) traffic increase (in % - *both existing and generated*): 6-8% every year
15. Road toll implementation: YES NO
16. Movement of ISO Containers possible? : YES NO
17. Road condition (Good, Fair or Poor): Good (44%), Fair (56%)
18. Current Bottleneck/Missing Links: yes

Section 2. Project Information Concerning Criteria

ON-OFF CRITERION:

Serve for the development of a transport corridor within the ECO countries

YES NO , IF YES, PLEASE PROCEED:

19. Is the project serving international connectivity? YES NO

If **yes** is it expected to:

A: Greatly improve connectivity, B: Significantly improve connectivity, C: Somewhat improve connectivity, D: Slightly improve connectivity, E: Does not improve connectivity.

20. Will the project promote solutions to the particular transit transport needs of the landlocked countries? YES NO

If **yes** the project is providing solution:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

21. Will the project connect low income and/or least developed countries/regions with ECO member states, major European, and Asian markets?

YES NO

If **yes** the project is providing connection:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

22. Will the project cross natural barriers, removes bottlenecks, raises substandard sections to meet international standards, or fills missing links?

YES NO

If **yes,** the project contributes to the above:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

23. Will the project have a high degree of urgency due to importance attributed by the national authorities and/or social interest?

YES NO

If **yes** the project is included in the national plan and:

A: requires immediate realization (for implementation up to 2013), B: considered very urgent (for implementation up to 2016), C: considered urgent (for implementation up to 2020), D: may be postponed until after 2020,

If the project is not included in the national plan:
E: Not in the national plan.

24. Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? YES NO

If **yes,** the magnitude of impact is:

A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Project Financial Information

25. Project cost (in million$): **$5,5 billion**

    Out of which fixed investments:

26. Expected Starting Date: 2007

27. Expected Completion Date: 2014

28. IRR:

29. Project's stage: Construction Tendering Study/Design Planning Identification

30. Expected Funding Sources (and the % of funding for each one):

    During the period of the concession could be partially refund the investment costs of the concessionaire from the state budget

    a. National Funds: 38,2%
    b. Foreign aid:…
    c. Bank loans: 61,8%
    d. Grants: …
    e. Private Funds (PPP basis). Please provide details……..….
    f. Other….

31. Foreign cooperation sought? YES NO

    If yes, please describe…….

32. Expenses made so far (2010), as a percentage of the project's total cost: …….

33. Percentage of budget of public works allocated: ……
34. GDP (year 2010 in million $): ……..
35. Implementation arrangements……
36. Critical success factors:…….
37. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)……..
    …….
38. Reasons for which project implementation has been delayed, (if applicable)…..
39. Any relevant Documentation?

    Pre-feasibility study……..

Feasibility study……..

Technical Studies (Design etc)……

Other……

40. Other project-related information?

……

ECO ROUTE NUMBER: ROAD ROUTE IV: From Turkey via Azerbaijan, Caspian sea to Kazakhstan (Istanbul to Astana and Russian Border)

(ferry from Baku)-Aktau-Beineu- (missing link) -Shalkar-Irgiz–Atbasar-Astana-Karaganda–Kainar-Semei-Krasny Aul- Russia border at Rubtsovsk

ECO ROUTE IV-BRANCHES

ECO-ROAD 4B-C : Baku (Azerbaijan)- missing link: Ferry to Atyrau (Kazakhstan)-Dossor-Makat-Aktobe- Russian border at Orsk

ECO-ROAD 4B-D : Baku (Azerbaijan)- missing link: Ferry to Atyrau (Kazakhstan)-Dossor-Makat-Kandyagash-Shalkar-Irgiz-Atbasar-Astana-Karaganda-Kainar-Semei-Krasny Aul- Russia border at Rubtsovsk

PLEASE COMPLETE THE FOLLOWING TEMPLATE FOR ANY NEW PROJECT ALONG THIS ROUTE& ITS EXTENSIONS AND BRANCHES (IF APPLICABLE)[▫]

Project Name: Beineu - Aktau Highway upgrade
Project ID:
ECO ROUTE NUMBER: IV
Project Description:
Feasibility study completed in 2004. Project documentation is being developed. In 2007, was developed construction documents for Beineu – Shetpe section (300 km), costing 41,6 billion tenge. In late 2010 has been begun preparatory work on the section from Beineu (40 km). Was built bypass, removed the old culverts. The cost of reconstruction of 40 km of the road - 8.2 bln. This section will be reconstructed from the national budget.
Beineu - Aktau section is a part of the TRACECA international transport corridor.
Rationale and Objectives:
The Highway Beineu – Aktau is a major road connection along CAREC Corridor 2-a for transit and trade from Europe to Central Asia coming from Aktau Port. Expected increases in traffic require road rehabilitation.
Expected impacts and benefits:
As a result of realization of the project the technical category of road Beineu – Aktau will be increased up to II-d - with 2 strip movement and increase in the safe load at an axis up to 13 tons.
Contact address/details:
Ministry of transport and communications of the Republic of Kazakhstan
010000, Astana,
Kabanbay batyr str., 32/1
Tel. +7 (7172) 24 13 12
Fax +7 (7172) 24 14 19

Section 1. Project Technical Characteristics:

1. Location (latitude/longitude or alternatively a map):

[▫] The new projects in red have been identified. Please include any additional ones.

2. Start point/node/city Beineu
3. End point/node/city Aktau
4. Road Class[1] II, III, below III
5. AGR/AH Ref no (if exists): AH70
6. Length (in km): 470km
7. Number of carriageways:
8. No of lanes: 2
9. Design Speed (km/h) or Travel time (hours):
10. Annual Average Daily Traffic[2]: 2 700 vehicles
11. Estimated % of freight vehicles[3]: 40%
12. Annual Average Daily Traffic (passengers):
13. Annual Average Daily Traffic (tones):
14. Expected (total) traffic increase (in % - *both existing and generated*): 6-8% every year
15. Road toll implementation: YES NO
16. Movement of ISO Containers possible? : YES NO
17. Road condition (Good, Fair or Poor): Fair
18. Current Bottleneck/Missing Links: yes

Section 2. Project Information Concerning Criteria

ON-OFF CRITERION:

Serve for the development of a transport corridor within the ECO countries

YES NO , IF YES, PLEASE PROCEED:

19. Is the project serving international connectivity? YES NO

If **yes** is it expected to:

A: Greatly improve connectivity, B: Significantly improve connectivity, C: Somewhat improve connectivity, D: Slightly improve connectivity, E: Does not improve connectivity.

20. Will the project promote solutions to the particular transit transport needs of the landlocked countries? YES NO

If **yes** the project is providing solution:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

21. Will the project connect low income and/or least developed countries/regions with ECO member states, major European, and Asian markets?

YES NO

If **yes** the project is providing connection:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

22. Will the project cross natural barriers, removes bottlenecks, raises substandard sections to meet international standards, or fills missing links?

YES NO

If **yes,** the project contributes to the above:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

23. Will the project have a high degree of urgency due to importance attributed by the national authorities and/or social interest?

YES NO

If **yes** the project is included in the national plan and:

A: requires immediate realization (for implementation up to 2013), B: considered very urgent (for implementation up to 2016), C: considered urgent (for implementation up to 2020), D: may be postponed until after 2020,

If the project is not included in the national plan:
E: Not in the national plan.

24. Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? YES NO

If **yes,** the magnitude of impact is:

A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Project Financial Information

25. Project cost (in million$): **$550 million (Indicative upgrade cost)**

Out of which fixed investments:

26. Expected Starting Date: 2010

27. Expected Completion Date: 2014

28. IRR:

29. Project's stage: Construction Tendering Study/Design Planning Identification

30. Expected Funding Sources (and the % of funding for each one):

40 km Beineu - Aktau section will be reconstructed from the national budget. 430 km Beineu - Aktau section will be reconstructed with a loan from the Asian Development Bank

a. National Funds: 8,5%
b. Foreign aid:…
c. Bank loans: 91,5%
d. Grants: …
e. Private Funds (PPP basis). Please provide details……..….
f. Other….

31. Foreign cooperation sought? YES NO

If yes, please describe…….

32. Expenses made so far (2010), as a percentage of the project's total cost: …….
33. Percentage of budget of public works allocated: ……
34. GDP (year 2010 in million $): ……..
35. Implementation arrangements……
36. Critical success factors:…….
37. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)…….. …….
38. Reasons for which project implementation has been delayed, (if applicable)…..
39. Any relevant Documentation?

    Pre-feasibility study……..

    Feasibility study……..

    Technical Studies (Design etc)……

    Other……

40. Other project-related information?
    .....

ECO ROUTE NUMBER: ROAD ROUTE IV: From Turkey via Azerbaijan, Caspian sea to Kazakhstan (Istanbul to Astana and Russian Border)

(ferry from Baku)-Aktau-Beineu- (missing link) -Shalkar-Irgiz–Atbasar-Astana-Karaganda–Kainar-Semei-Krasny Aul- Russia border at Rubtsovsk

ECO ROUTE IV-BRANCHES

ECO-ROAD 4B-C : Baku (Azerbaijan)- missing link: Ferry to Atyrau (Kazakhstan)-Dossor-Makat-Aktobe- Russian border at Orsk

ECO-ROAD 4B-D : Baku (Azerbaijan)- missing link: Ferry to Atyrau (Kazakhstan)-Dossor-Makat-Kandyagash-Shalkar-Irgiz-Atbasar-Astana-Karaganda-Kainar-Semei-Krasny Aul- Russia border at Rubtsovsk

PLEASE COMPLETE THE FOLLOWING TEMPLATE FOR ANY NEW PROJECT ALONG THIS ROUTE& ITS EXTENSIONS AND BRANCHES (IF APPLICABLE)[▫]

Project Name: Beineu - Shalkar Highway construction
Project ID:
ECO ROUTE NUMBER: IV
Project Description:
Construction of this highway will create an automotive link between the Aktau port and Central Kazakhstan.
Rationale and Objectives:
Realization of the project will provide formation of a railway outlet from the Central Kazakhstan to Aktau port on the West.
The project will promote not only optimization of regional communications in the republic, but also will create favorable preconditions for use of transit potential of Kazakhstan and expansion of its foreign economic relations as will provide the shortest outlet from southern and central regions of the country to Aktau port, being the important part of TRACECA Corridor.
Switching of freight traffics on a new direction will reduce distance of transportation more than by 700 km in comparison with an existing route through the Aktobe city.
Expected impacts and benefits:
As a result of realization of the project the technical category of road Beineu – Shalkar will accord to II-d - with 2 strip movement and increase in the safe load at an axis up to 13 tons.
Contact address/details:
Ministry of transport and communications of the Republic of Kazakhstan
010000, Astana,
Kabanbay batyr str., 32/1
Tel. +7 (7172) 24 13 12
Fax +7 (7172) 24 14 19

Section 1. Project Technical Characteristics:

[▫] The new projects in red have been identified. Please include any additional ones.

1. Location (latitude/longitude or alternatively a map):
2. Start point/node/city Beineu
3. End point/node/city Shalkar
4. Road Class[1] II
5. AGR/AH Ref no (if exists):
6. Length (in km): 500km
7. Number of carriageways:
8. No of lanes: 2
9. Design Speed (km/h) or Travel time (hours):
10. Annual Average Daily Traffic[2]: more 4 000 vehicles (forecast by 2033)
11. Estimated % of freight vehicles[3]:
12. Annual Average Daily Traffic (passengers):
13. Annual Average Daily Traffic (tones):
14. Expected (total) traffic increase (in % - *both existing and generated*): 6-8% every year
15. Road toll implementation: YES NO
16. Movement of ISO Containers possible? : YES NO
17. Road condition (Good, Fair or Poor): missing link
18. Current Bottleneck/Missing Links: missing link

Section 2. Project Information Concerning Criteria

ON-OFF CRITERION:

Serve for the development of a transport corridor within the ECO countries

YES NO , IF YES, PLEASE PROCEED:

19. Is the project serving international connectivity? YES NO

If **yes** is it expected to:

A: Greatly improve connectivity, B: Significantly improve connectivity, C: Somewhat improve connectivity, D: Slightly improve connectivity, E: Does not improve connectivity.

20. Will the project promote solutions to the particular transit transport needs of the landlocked countries? YES NO

If **yes** the project is providing solution:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

21. Will the project connect low income and/or least developed countries/regions with ECO member states, major European, and Asian markets?

YES NO

If **yes** the project is providing connection:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

22. Will the project cross natural barriers, removes bottlenecks, raises substandard sections to meet international standards, or fills missing links?

YES NO

If **yes,** the project contributes to the above:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

23. Will the project have a high degree of urgency due to importance attributed by the national authorities and/or social interest?

YES NO

If **yes** the project is included in the national plan and:

A: requires immediate realization (for implementation up to 2013), B: considered very urgent (for implementation up to 2016), C: considered urgent (for implementation up to 2020), D: may be postponed until after 2020,

If the project is not included in the national plan:
E: Not in the national plan.

24. Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? YES NO

If **yes,** the magnitude of impact is:

A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Project Financial Information

25. Project cost (in million$): **$500 million (Indicative upgrade cost)**

Out of which fixed investments:

26. Expected Starting Date: 2010

27. Expected Completion Date: 2013

28. IRR:

29. Project's stage: Construction Tendering Study/Design Planning Identification

30. Expected Funding Sources (and the % of funding for each one):

100% reimbursement of Concessionaire investment from the budget

a. National Funds: …
b. Foreign aid:…
c. Bank loans: …
d. Grants: …
e. Private Funds (PPP basis). Please provide details……..….
f. Other….

31. Foreign cooperation sought? YES NO

If yes, please describe…….

32. Expenses made so far (2010), as a percentage of the project's total cost: …….
33. Percentage of budget of public works allocated: ……
34. GDP (year 2010 in million $): ……..
35. Implementation arrangements……
36. Critical success factors:…….
37. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)…….. …….
38. Reasons for which project implementation has been delayed, (if applicable)…..
39. Any relevant Documentation?

    Pre-feasibility study……..

    Feasibility study……..

    Technical Studies (Design etc)……

    Other……

40. Other project-related information?
    .....

ECO ROUTE NUMBER: ROAD ROUTE IV: From Turkey via Azerbaijan, Caspian sea to Kazakhstan (Istanbul to Astana and Russian Border)

(ferry from Baku)-Aktau-Beineu- (missing link) -Shalkar-Irgiz–Atbasar-Astana-Karaganda–Kainar-Semei-Krasny Aul- Russia border at Rubtsovsk

ECO ROUTE IV-BRANCHES
ECO-ROAD 4B-C : Baku (Azerbaijan)- missing link: Ferry to Atyrau (Kazakhstan)-Dossor-Makat-Aktobe- Russian border at Orsk
ECO-ROAD 4B-D : Baku (Azerbaijan)- missing link: Ferry to Atyrau (Kazakhstan)-Dossor-Makat-Kandyagash-Shalkar-Irgiz-Atbasar-Astana-Karaganda-Kainar-Semei-Krasny Aul- Russia border at Rubtsovsk

and
ROAD ROUTE VI-EXTENSIONS
ECO-ROAD 6E-A: Dossor-Makat-Kandyagash-Shalkar-Irgiz-Atbasar-Astana-Karaganda-Kainar-Semei-Krasny Aul- Russia border at Rubtsovsk

and
ECO ROUTE NUMBER: ROAD ROUTE VII: Kazakhstan via Uzbekistan, Turkmenistan to Iran (Astana to Bandar Abbas)
Section (I)
Border with Russia-Chistoye/Bulayevo -Petropavlovsk-Astana-Almaty-Kordai- Border Kyrgyzstan

Section (II)
Border with Kyrgyzstan- Chaldovar-Taraz-Shymkent-Zhibek Zholy- border with Uzbekistan

ROAD ROUTE VII-EXTENSIONS
ECO-ROAD 7E-A: Almaty-Shelek-Kokpek-Zharkent-Korgas- China border

ROAD ROUTE VII-BRANCHES
ECO-ROAD 7B-B : Russian border-Kaerak-Kostanai-Zhaksy-Astana

and
ECO ROUTE NUMBER: ROAD ROUTE IX: Kazakhstan via Kyrgyzstan and China to Pakistan

Border with Russia-Chistoye/Bulayevo -Petropavlovsk-Astana-Almaty-Kordai- Border Kyrgyzstan

PLEASE COMPLETE THE FOLLOWING TEMPLATE FOR ANY NEW PROJECT ALONG THIS ROUTE& ITS EXTENSIONS AND BRANCHES (IF APPLICABLE)[▫]

Project Name: Astana - Karaganda Highway upgrade
Project ID:

[▫] The new projects in red have been identified. Please include any additional ones.

ECO ROUTE NUMBER: IV, 6E-A, VII, IX
Project Description:
Feasibility study is available.
Astana – Karaganda road section is part of the international transit corridor Almaty – Karaganda – Astana – Petropavlovsk
Implementation of the project will provide a secure, safe and convenient movement of vehicles.
Rationale and Objectives:
The project will promote not only optimization of regional communications in the republic, but also will create favorable preconditions for use of transit potential of Kazakhstan and expansion of its foreign economic relations.
Expected impacts and benefits:
As a result of realization of the project the technical category of road section Astana – Karaganda will be increased up to I-th - with 4 strip movement and increase in the safe load at an axis up to 13 tons.
Contact address/details:
Ministry of transport and communications of the Republic of Kazakhstan
010000, Astana,
Kabanbay batyr str., 32/1
Tel. +7 (7172) 24 13 12
Fax +7 (7172) 24 14 19

Section 1. Project Technical Characteristics:

41. Location (latitude/longitude or alternatively a map):
42. Start point/node/city Astana
43. End point/node/city Karaganda
44. Road Class[1] I, II
45. AGR/AH Ref no (if exists): AH7
46. Length (in km): 238km
47. Number of carriageways:
48. No of lanes: 2, 4
49. Design Speed (km/h) or Travel time (hours):
50. Annual Average Daily Traffic[2]: 9 291 vehicles
51. Estimated % of freight vehicles[3]: 20%
52. Annual Average Daily Traffic (passengers):
53. Annual Average Daily Traffic (tones):
54. Expected (total) traffic increase (in % - *both existing and generated*): 6-8% every year
55. Road toll implementation: YES NO
56. Movement of ISO Containers possible? : YES NO
57. Road condition (Good, Fair or Poor): Good
58. Current Bottleneck/Missing Links: no

Section 2. Project Information Concerning Criteria

ON-OFF CRITERION:

Serve for the development of a transport corridor within the ECO countries

YES NO , IF YES, PLEASE PROCEED:

59. Is the project serving international connectivity? YES NO

If **yes** is it expected to:

A: Greatly improve connectivity, B: Significantly improve connectivity, C: Somewhat improve connectivity, D: Slightly improve connectivity, E: Does not improve connectivity.

60. Will the project promote solutions to the particular transit transport needs of the landlocked countries? YES NO

If **yes** the project is providing solution:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

61. Will the project connect low income and/or least developed countries/regions with ECO member states, major European, and Asian markets?

YES NO

If **yes** the project is providing connection:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

62. Will the project cross natural barriers, removes bottlenecks, raises substandard sections to meet international standards, or fills missing links?

YES NO

If **yes,** the project contributes to the above:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

63. Will the project have a high degree of urgency due to importance attributed by the national authorities and/or social interest?

YES NO

If **yes** the project is included in the national plan and:

A: requires immediate realization (for implementation up to 2013), B: considered very urgent (for implementation up to 2016), C: considered urgent (for implementation up to 2020), D: may be postponed until after 2020,

If the project is not included in the national plan:
E: Not in the national plan.

64. Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? YES NO

If **yes,** the magnitude of impact is:

A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Project Financial Information

65. Project cost (in million$): **$916 million**

Out of which fixed investments:

66. Expected Starting Date: 2011

67. Expected Completion Date: 2013

68. IRR:

69. Project's stage: Construction Tendering Study/Design Planning Identification

70. Expected Funding Sources (and the % of funding for each one):

During the period of the concession could be partially refund the investment costs of the concessionaire from the state budget

g. National Funds: …

h. Foreign aid:…

i. Bank loans: …

j. Grants: …

k. Private Funds (PPP basis). Please provide details……..….

l. Other….

71. Foreign cooperation sought? YES NO

If yes, please describe…….

72. Expenses made so far (2010), as a percentage of the project's total cost: …….

73. Percentage of budget of public works allocated: ……

74. GDP (year 2010 in million $): ……..

75. Implementation arrangements……

76. Critical success factors:…….

77. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)…….. …….

78. Reasons for which project implementation has been delayed, (if applicable)…..

79. Any relevant Documentation?

Pre-feasibility study……..

Feasibility study……..

Technical Studies (Design etc)……

Other……

80. Other project-related information?

……

ECO ROUTE NUMBER: ROAD ROUTE VI: Kazakhstan via Turkmenistan to Iran (Bandar e Abbas)

(border with Russia)- Pogodaevo-Uralsk-Atyrau-Dossor-Beineu-Zhetybai (Aktau)-Temir baba-border Turkmenistan

ROAD ROUTE VI-EXTENSIONS

ECO-ROAD 6E-A: Dossor-Makat-Kandyagash-Shalkar-Irgiz-Atbasar-Astana-Karaganda-Kainar-Semei-Krasny Aul- Russia border at Rubtsovsk

ECO-ROAD 6E-B: (border with Russia)- Border Kazakhstan-Ganyushkino-Atyrau

ROAD ROUTE VI-BRANCHES

ECO-ROAD 6B-A : Atyrau-ferry to Amir Abad (Iran)-Samnan-Damghan

PLEASE COMPLETE THE FOLLOWING TEMPLATE FOR ANY NEW PROJECT ALONG THIS ROUTE& ITS EXTENSIONS AND BRANCHES (IF APPLICABLE)[▫]

Project Name: Uralsk - Kamenka - the border of Russian Federation (Osinki crossing) Highway upgrade

Project ID:

ECO ROUTE NUMBER: VI

Project Description:

Part of the Western Europe – Western China transport corridor.

Rationale and Objectives:

The project will promote not only optimization of regional communications in the republic, but also will create favorable preconditions for use of transit potential of Kazakhstan and expansion of its foreign economic relations.

Expected impacts and benefits:

As a result of realization of the project the technical category of road Uralsk – Kamenka – the border of RF will be increased up to I-th - with 2 strip movement and increase in the safe load at an axis up to 13 tons.

Contact address/details:

Ministry of transport and communications of the Republic of Kazakhstan
010000, Astana,
Kabanbay batyr str., 32/1
Tel. +7 (7172) 24 13 12
Fax +7 (7172) 24 14 19

Section 1. Project Technical Characteristics:

1. Location (latitude/longitude or alternatively a map):
2. Start point/node/city Uralsk
3. End point/node/city Kamenka
4. Road Class[1] III
5. AGR/AH Ref no (if exists): AH61

[▫] The new projects in red have been identified. Please include any additional ones.

6. Length (in km): 100km
7. Number of carriageways:
8. No of lanes: 2
9. Design Speed (km/h) or Travel time (hours):
10. Annual Average Daily Traffic[2]: 1 000 vehicles
11. Estimated % of freight vehicles[3]:
12. Annual Average Daily Traffic (passengers):
13. Annual Average Daily Traffic (tones):
14. Expected (total) traffic increase (in % - *both existing and generated*): 6-8% every year
15. Road toll implementation: YES NO
16. Movement of ISO Containers possible? : YES NO
17. Road condition (Good, Fair or Poor): Good
18. Current Bottleneck/Missing Links: no

Section 2. Project Information Concerning Criteria

ON-OFF CRITERION:

Serve for the development of a transport corridor within the ECO countries

YES NO , IF YES, PLEASE PROCEED:

19. Is the project serving international connectivity? YES NO

If **yes** is it expected to:

A: Greatly improve connectivity, B: Significantly improve connectivity, C: Somewhat improve connectivity, D: Slightly improve connectivity, E: Does not improve connectivity.

20. Will the project promote solutions to the particular transit transport needs of the landlocked countries? YES NO

If **yes** the project is providing solution:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

21. Will the project connect low income and/or least developed countries/regions with ECO member states, major European, and Asian markets?

YES NO

If **yes** the project is providing connection:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

22. Will the project cross natural barriers, removes bottlenecks, raises substandard sections to meet international standards, or fills missing links?

YES NO

If **yes,** the project contributes to the above:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

23. Will the project have a high degree of urgency due to importance attributed by the national authorities and/or social interest?

YES NO

If **yes** the project is included in the national plan and:

A: requires immediate realization (for implementation up to 2013), B: considered very urgent (for implementation up to 2016), C: considered urgent (for implementation up to 2020), D: may be postponed until after 2020,

If the project is not included in the national plan:
E: Not in the national plan.

24. Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? YES NO

If **yes,** the magnitude of impact is:

A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Project Financial Information

25. Project cost (in million$): **$380 million (Indicative upgrade cost)**

Out of which fixed investments:

26. Expected Starting Date: 2013

27. Expected Completion Date: 2014

28. IRR:

29. Project's stage: Construction Tendering Study/Design Planning Identification

30. Expected Funding Sources (and the % of funding for each one):

During the period of the concession could be partially refund the investment costs of the concessionaire from the state budget

a. National Funds: …
b. Foreign aid:…
c. Bank loans: …
d. Grants: …
e. Private Funds (PPP basis). Please provide details……..….
f. Other….

31. Foreign cooperation sought? YES NO

If yes, please describe…….

32. Expenses made so far (2010), as a percentage of the project's total cost: …….

33. Percentage of budget of public works allocated: ……
34. GDP (year 2010 in million $): ……..
35. Implementation arrangements……
36. Critical success factors:…….

37. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)…….. …….
38. Reasons for which project implementation has been delayed, (if applicable)…..
39. Any relevant Documentation?

    Pre-feasibility study……..

    Feasibility study……..

    Technical Studies (Design etc)……

    Other……

40. Other project-related information?
    .....

ECO ROUTE NUMBER: ROAD ROUTE II: Turkey via Iran, Turkmenistan, Uzbekistan, Kyrgyzstan to Kazakhstan (Istanbul to Almaty)

(border with Uzbekistan)-Zhibek Zholy-Shymkent-Taraz-Chaldovar-(border with Kyrgyzstan-section of route in Kyrgyzstan presented under Kyrgyzstan section)-Kordai-Almaty-Shelek-Kokpek-Zharkent-Korgas-China border (at Huoer Guosi)

and

ECO ROUTE NUMBER: ROAD ROUTE III: Turkey via Georgia, Azerbaijan, Turkmenistan, Uzbekistan to Kazakhstan (Istanbul to Almaty/Korgas)

(border with Uzbekistan)-Zhibek Zholy-Shymkent-Taraz-Chaldovar-(border with Kyrgyzstan-section of route in Kyrgyzstan presented under Kyrgyzstan section)-Kordai-Almaty-Shelek-Kokpek-Zharkent-Korgas-China border (at Huoer Guosi)

and

ECO ROUTE NUMBER: ROAD ROUTE VII: Kazakhstan via Uzbekistan, Turkmenistan to Iran (Astana to Bandar Abbas)

Section (I)

Border with Russia-Chistoye/Bulayevo -Petropavlovsk-Astana-Almaty-Kordai- Border Kyrgyzstan

Section (II)

Border with Kyrgyzstan- Chaldovar-Taraz-Shymkent-Zhibek Zholy- border with Uzbekistan

ROAD ROUTE VII-EXTENSIONS

ECO-ROAD 7E-A: Almaty-Shelek-Kokpek-Zharkent-Korgas- China border

ROAD ROUTE VII-BRANCHES

ECO-ROAD 7B-B : Russian border-Kaerak-Kostanai-Zhaksy-Astana

and

ECO ROUTE NUMBER: ROAD ROUTE VIII: Kazakhstan via Uzbekistan, Kyrgyzstan, Afghanistan to Pakistan (Russia- Karachi)

Border with Russia (Kurlin)- Pogodaevo-Uralsk-Aktobe-Kyzylorda-Shymkent-Zhibek Zholy-border with Uzbekistan

ROAD ROUTE VIII-EXTENSIONS

ECO-ROAD 8E-A: (Kazakhstan) Shymkent-Taraz-Chaldovar-(border with Kyrgyzstan)- Kara-Balta-Bishkek-Leninskoe- (border with Kazakhstan)- Kordai-Almaty-Shelek-Kokpek-Zharkent-Korgas- China border

PLEASE COMPLETE THE FOLLOWING TEMPLATE FOR ANY NEW PROJECT ALONG THIS ROUTE& ITS EXTENSIONS AND BRANCHES (IF APPLICABLE)[▫]

Project Name: Tashkent - Shymkent Highway upgrade

[▫] The new projects in red have been identified. Please include any additional ones.

Project ID:
ECO ROUTE NUMBER: II, III, VII, VIII
Project Description:
Tashkent – Shymkent Highway is a section of one of six basic road international transit corridors: «Tashkent - Shymkent - Taraz - Almaty - Korgas».
Also this highway is a part of the TRACECA international corridor as well as the CIS and Eurasian Economic Union highway system.
Rationale and Objectives:
Realization of the project will promote not only development of mutual relations from countries of Central Asia region, but also will create favorable preconditions for use of transit potential of Kazakhstan and expansion of its foreign economic relations by increase of throughput of the Kazakhstan section of TRACECA corridor.
Expected impacts and benefits:
As a result of realization of the project the technical category of road Tashkent – Shymkent will be increased up to I-th - with 4 strip movement and increase in the safe load at an axis up to 13 tons.
Contact address/details:
Ministry of transport and communications of the Republic of Kazakhstan
010000, Astana,
Kabanbay batyr str., 32/1
Tel. +7 (7172) 24 13 12
Fax +7 (7172) 24 14 19

Section 1. Project Technical Characteristics:

1. Location (latitude/longitude or alternatively a map):
2. Start point/node/city Tashkent
3. End point/node/city Shymkent
4. Road Class[1] I, II
5. AGR/AH Ref no (if exists): AH5, AH62
6. Length (in km): 102km
7. Number of carriageways:
8. No of lanes: 2, 4
9. Design Speed (km/h) or Travel time (hours):
10. Annual Average Daily Traffic[2]: 16 750 vehicles
11. Estimated % of freight vehicles[3]: 56,3%
12. Annual Average Daily Traffic (passengers):
13. Annual Average Daily Traffic (tones):
14. Expected (total) traffic increase (in % - *both existing and generated*): 6-8% every year
15. Road toll implementation: YES NO
16. Movement of ISO Containers possible? : YES NO
17. Road condition (Good, Fair or Poor): Good
18. Current Bottleneck/Missing Links: no

Section 2. Project Information Concerning Criteria

ON-OFF CRITERION:

Serve for the development of a transport corridor within the ECO countries

YES NO , IF YES, PLEASE PROCEED:

19. Is the project serving international connectivity? YES NO

If **yes** is it expected to:

A: Greatly improve connectivity, B: Significantly improve connectivity, C: Somewhat improve connectivity, D: Slightly improve connectivity, E: Does not improve connectivity.

20. Will the project promote solutions to the particular transit transport needs of the landlocked countries? YES NO

If **yes** the project is providing solution:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

21. Will the project connect low income and/or least developed countries/regions with ECO member states, major European, and Asian markets?

YES NO

If **yes** the project is providing connection:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

22. Will the project cross natural barriers, removes bottlenecks, raises substandard sections to meet international standards, or fills missing links?

YES NO

If **yes,** the project contributes to the above:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

23. Will the project have a high degree of urgency due to importance attributed by the national authorities and/or social interest?

YES NO

If **yes** the project is included in the national plan and:

A: requires immediate realization (for implementation up to 2013), B: considered very urgent (for implementation up to 2016), C: considered urgent (for implementation up to 2020), D: may be postponed until after 2020,

If the project is not included in the national plan:
E: Not in the national plan.

24. Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? YES NO

If **yes,** the magnitude of impact is:

A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Project Financial Information

25. Project cost (in million$): **$512million**

    Out of which fixed investments:

26. Expected Starting Date: 2011

27. Expected Completion Date: 2013

28. IRR:

29. Project's stage: Construction Tendering Study/Design Planning Identification

30. Expected Funding Sources (and the % of funding for each one):

    During the period of the concession could be partially refund the investment costs of the concessionaire from the state budget

    a. National Funds: …
    b. Foreign aid:…
    c. Bank loans: …
    d. Grants: …
    e. Private Funds (PPP basis). Please provide details……..….
    f. Other….

31. Foreign cooperation sought? YES NO

    If yes, please describe…….

32. Expenses made so far (2010), as a percentage of the project's total cost: …….

33. Percentage of budget of public works allocated: ……
34. GDP (year 2010 in million $): ……..
35. Implementation arrangements……
36. Critical success factors:…….
37. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)…….. …….
38. Reasons for which project implementation has been delayed, (if applicable)…..
39. Any relevant Documentation?

    Pre-feasibility study……..

    Feasibility study……..

    Technical Studies (Design etc)……

    Other……

40. Other project-related information?

    ……

KYRGYZSTAN

Road infrastructure

1. **Road of international importance E-40 Bishkek-Kordai-Almaty** (total length 21 km) is completely performed works on its rehabilitation according to the international norms and standards for the sum of 5 million US dollars.
The project has been completed in 2005.

2. Road of international importance E-010 Bishkek-Osh (total length 672 km). Road rehabilitation is conducted from 1997 and completely rehabilitated 542 km for account of credits of Asian Development Bank, Islamic Development Bank, Japan Bank of International Cooperation.
The Project completed in 2007. The project cost amounted to 202,7 million U.S. dollars.

3. Rehabilitation of road E-007, Osh-Sary Tash-Irkeshtam. Funded by Asian Development Bank, Islamic Development Bank, EXIM Bank of China and State Bank of development of China under the scheme «resources instead of investments». General Contractor is a Chinese company "China Road and Bridge Corporation" and Turkish-Kuwaiti JV "Copri -Tekar". At present, the volume of work performed is about 70%.
The project is scheduled for completion in September 2013.
Project cost is 172.6 million U.S. dollars.
Total work performed was more than 60% of contract amount.

4. The project of rehabilitation of road E-60, Sarytash – Karamyk - border with Tajikistan (length - 136 km). The rehabilitation of roads Sary Tash-Karamik involved ADB grant funds in the amount of 25.6 million US dollars. Work is almost throughout the project site. Overall compliance was more than 70%.
This project will be completed at the end of 2012.

5. The project of rehabilitation of road E-125, Bishkek – Naryn – Torugart. The project is financed by Asian Development Bank and Export-Import Bank of China. Consulting firm was selected as "Japan Overseas Consultants Co.LTD" (Japan). In May of current year the Contractor "China Road and Bridge Corporation" company began

construction work in the section from 9 to 103 km. Project completion date - November 2014.

The total project cost is 310 million U.S. dollars. Project completion is scheduled for November 2014.

6. The project of rehabilitation of road Osh-Batken-Isfana. The project funded on credit and tender from European Commission, World Bank, European Bank for Reconstruction and Development and Islamic Development Bank.

Rehabilitation of roads is carried out in circumvention of Tajik and Uzbek territories.

In May 11, 2010 signed a contract with contractor - "Xinjiang-Bejin Ltd" company, China.

At the present time, EU tender procedures are carried out independently for selection of consultants and contractors.

Date of completion of construction and rehabilitation works -2011.

The Project cost is 50.2 million U.S. dollars.

7. Rehabilitation of road Taraz-Talas-Suusamyr

The donor: Islamic Development Bank (IDB) and for account of republican budget

Consulting engineer of project: "Team International" (Lebanon)

Contractor: JV Kayaoglu-Ertash (Turkey)

Contract amount: within limits of 37 million U.S. dollars

The total length of road is 199 km from the intersection with Bishkek-Osh road to the border with Kazakhstan. This road is the road of international importance, has III technical category with a width of subgrade of 12 m and 7 m carriageway.

Construction work began in May 2005.

By work schedule agreed upon with the customer, rehabilitation works are implemented in September 2009 and will be completed in February 2013.

By engineering estimates the total construction work at present is 65% of contract value or realized production costs amounting to approximately 30 million U.S. dollars.

Construction of logistics centers

Construction of logistics centers is provided:

- Stage 1 - Osh - 2013-2020;
- Stage 2 - Bishkek - 2015-2020;

Donors: International Bank EuroAsia, donor funds.

Each project in Osh and Bishkek makes within 15 million U.S. dollars.

ECO ROUTE NUMBER: ROAD ROUTE II: Turkey via Iran, Turkmenistan, Uzbekistan, Kyrgystan to Kazakhstan (Istanbul to Almaty)

(border with Kazakhstan)- Kara-Balta-Bishek-Leninskoe-(border with Kazakhstan)

ROAD ROUTE II-EXTENSIONS
ECO-ROAD 2 E-C: Navoi-Samarkand-Panjakent -(border with Tajikistan))-Ayni-Dushanbe-Katamyk (border with Kyrgystan))- Sary Tash-Irkeshtam (border with China to Kashi(Kaxgar))

PLEASE COMPLETE THE FOLLOWING TEMPLATE FOR ANY NEW PROJECT ALONG THIS ROUTE& ITS EXTENSIONS AND BRANCHES (IF APPLICABLE)

Project Name: Rehabilitation of road E-007, Osh-Sary Tash-Irkeshtam.
Project ID:
ECO ROUTE NUMBER:
Project Description: **Southern Transport Corridor**
Rationale and Objectives: **To promote economic growth and poverty reduction in the Kyrgyz Republic, the project rehabilitates a section of the Osh-Sary Tash-Irkeshtam road, which will extend to the Bishkek-Osh corridor further into the southern region of the Kyrgyz Republic and neighboring Uzbekistan and the People's Republic of China.**
Expected impacts and benefits:
Contact address/details:

Section 1. Project Technical Characteristics:

41. Location (latitude/longitude or alternatively a map):
42. Start point/node/city - **Osh**
43. End point/node/city - **Irkeshtam**
44. Road Class[1] - **I, II, III**
45. AGR/AH Ref no (if exists): - **E007**
46. Length (in km): - **258 км**
47. Number of carriageways:
48. No of lanes: **2, 4**
49. Design Speed (km/h) or Travel time (hours):
50. Annual Average Daily Traffic[2]:
51. Estimated % of freight vehicles[3]:
52. Annual Average Daily Traffic (passengers):

[1] The new projects in red have been identified. Please include any additional ones.

53. Annual Average Daily Traffic (tones):

54. Expected (total) traffic increase (in % - *both existing and generated*): 8- 10 %

55. Road toll implementation: YES **NO**

56. Movement of ISO Containers possible? : **YES** NO

57. Road condition (Good, Fair or Poor): **Fair**

58. Current Bottleneck/Missing Links: **no**

Section 2. Project Information Concerning Criteria

ON-OFF CRITERION:

Serve for the development of a transport corridor within the ECO countries

YES NO **, IF YES, PLEASE PROCEED:**

59. Is the project serving international connectivity? **YES** NO

If **yes** is it expected to:

A: Greatly improve connectivity, B: **Significantly improve connectivity**, C: Somewhat improve connectivity, D: Slightly improve connectivity, E: Does not improve connectivity.

60. Will the project promote solutions to the particular transit transport needs of the landlocked countries? **YES** NO

If **yes** the project is providing solution:

A: **Greatly**, B: Significantly, C: Somewhat, D: Slightly, E: Does not

61. Will the project connect low income and/or least developed countries/regions with ECO member states, major European, and Asian markets? **YES** NO

If **yes** the project is providing connection:

A: Greatly, B: **Significantly,** C: Somewhat, D: Slightly, E: Does not

62. Will the project cross natural barriers, removes bottlenecks, raises substandard sections to meet international standards, or fills missing links? **YES** NO

If **yes,** the project contributes to the above:

A: Greatly, B**: Significantly**, C: Somewhat, D: Slightly, E: Does not

63. Will the project have a high degree of urgency due to importance attributed by the national authorities and/or social interest? **YES** NO

If **yes** the project is included in the national plan and:

A: **requires immediate realization (for implementation up to 2013)**, B: considered very urgent (for implementation up to 2016), C: considered urgent (for implementation up to 2020), D: may be postponed until after 2020,

If the project is not included in the national plan:

E: Not in the national plan.

64. Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? YES NO

If **yes,** the magnitude of impact is:

A: No impact, B: **Slight impact**, C: Moderate impact, D: Significant impact, E; Great impact.

Project Financial Information

65. Project cost (in million$): **$32.8 million (Asian Development Bank), $4.0 million (OPEC), $6.6 million (Government of the Kyrgyz Republic**

    Out of which fixed investments:

66. Expected Starting Date: **2004**

67. Expected Completion Date: **2012**

68. IRR:

69. Project's stage: **Construction** Tendering Study/Design Planning Identification

70. Expected Funding Sources (and the % of funding for each one):

    7. National Funds: …
    8. Foreign aid:…
    9. Bank loans: …
    10. Grants: …
    11. Private Funds (PPP basis). Please provide details……..….
    12. Other….

71. Foreign cooperation sought? YES NO

    If yes, please describe…….

72. Expenses made so far (2010), as a percentage of the project's total cost: ……

73. Percentage of budget of public works allocated: ……
74. GDP (year 2010 in million $): ……..
75. Implementation arrangements……
76. Critical success factors:…….
77. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)…….. …….
78. Reasons for which project implementation has been delayed, (if applicable)…..
79. Any relevant Documentation?

    Pre-feasibility study……..

    Feasibility study……..

    Technical Studies (Design etc)……

    Other……

80. Other project-related information?……. …….

[1] *If AGR (M=Motorway, E=Express road, O=Ordinary road); if AH (P=Primary, I= Class I, II= Class II, III=Class III), or both if applicable.*
[2] *For the year 2010 and latest year, if available.*
[3] *Freight vehicles include any vehicles used to transport freight, such as trucks and trailers.*

ECO ROUTE NUMBER: ROAD ROUTE III: Turkey via Georgia, Azerbaijan, Turkmenistan, Uzbekistan to Kazakhstan (Istanbul to Almaty/Korgas)

(border with Kazakhstan)- Kara-Balta-Bishek-Leninskoe-(border with Kazakhstan)

ROAD ROUTE II-EXTENSIONS
ECO-ROAD 3 E-C: Navoi-Samarkand-Panjakent -(border with Tajikistan))-Ayni-Dushanbe-Katamyk (border with Kyrgystan))- Sary Tash-Irkeshtam (border with China to Kashi(Kaxgar))

PLEASE COMPLETE THE FOLLOWING TEMPLATE FOR ANY NEW PROJECT ALONG THIS ROUTE& ITS EXTENSIONS AND BRANCHES (IF APPLICABLE)

Project Name: Rehabilitation of road Taraz–Talas–Suusamyr
Project ID:
ECO ROUTE NUMBER:
Project Description: **Reconstruction of Taraz–Talas–Suusamyr Road Phase II**
Rationale and Objectives: **The general objective is to promote inclusive economic growth in the project area through a more cost effective, more safe and more user friendly transport system.**
Expected impacts and benefits: **The project road is an important link for the people living in an isolated area to Tashkent, to Bishkek and also Almaty. It will provide them with better access to markets and also social services. As such, it has been identified as being a project of national and regional priority.**
Contact address/details:

Section 1. Project Technical Characteristics:

81. Location (latitude/longitude or alternatively a map):
82. Start point/node/city **Taraz**
83. End point/node/city **Suusamyr**
84. Road Class[1] I, II, II
85. AGR/AH Ref no (if exists):
86. Length (in km): **52km**
87. Number of carriageways:
88. No of lanes: 2, 4
89. Design Speed (km/h) or Travel time (hours):
90. Annual Average Daily Traffic[2]:

[1] The new projects in red have been identified. Please include any additional ones.

91. Estimated % of freight vehicles[3]:

92. Annual Average Daily Traffic (passengers):

93. Annual Average Daily Traffic (tones):

94. Expected (total) traffic increase (in % - *both existing and generated*):

95. Road toll implementation: YES **NO**

96. Movement of ISO Containers possible? : **YES** NO

97. Road condition (Good, Fair or Poor): Fair

98. Current Bottleneck/Missing Links: no

Section 2. Project Information Concerning Criteria

ON-OFF CRITERION:

Serve for the development of a transport corridor within the ECO countries

YES NO , IF YES, PLEASE PROCEED:

99. Is the project serving international connectivity? **YES** NO

If **yes** is it expected to:

A: Greatly improve connectivity, B: **Significantly improve connectivity**, C: Somewhat improve connectivity, D: Slightly improve connectivity, E: Does not improve connectivity.

100. Will the project promote solutions to the particular transit transport needs of the landlocked countries? **YES** NO

If **yes** the project is providing solution:

A: Greatly, B: **Significantly,** C: Somewhat, D: Slightly, E: Does not

101. Will the project connect low income and/or least developed countries/regions with ECO member states, major European, and Asian markets? **YES** NO

If **yes** the project is providing connection:

A: Greatly, B: **Significantly,** C: Somewhat, D: Slightly, E: Does not

102. Will the project cross natural barriers, removes bottlenecks, raises substandard sections to meet international standards, or fills missing links? **YES** NO

If **yes,** the project contributes to the above:

A: Greatly, B: **Significantly,** C: Somewhat, D: Slightly, E: Does not

103. Will the project have a high degree of urgency due to importance attributed by the national authorities and/or social interest? **YES** NO

If **yes** the project is included in the national plan and:

A: **requires immediate realization (for implementation up to 2013**), B: considered very urgent (for implementation up to 2016), C: considered urgent (for

implementation up to 2020), D: may be postponed until after 2020,

If the project is not included in the national plan:
E: Not in the national plan.

104. Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? **YES** NO

If **yes,** the magnitude of impact is:

A: No impact, B: **Slight impact**, C: Moderate impact, D: Significant impact, E; Great impact.

Project Financial Information

105. Project cost (in million$): **$31.8 million**

Out of which fixed investments:

106. Expected Starting Date: 2010

107. Expected Completion Date: **2013**

108. IRR:

109. Project's stage: **Construction** Tendering Study/Design Planning Identification

110. Expected Funding Sources (and the % of funding for each one):

13. National Funds: …
14. Foreign aid:…
15. Bank loans: …
16. Grants: …
17. Private Funds (PPP basis). Please provide details……..….
18. Other….

111. Foreign cooperation sought? YES NO

If yes, please describe…….

112. Expenses made so far (2010), as a percentage of the project's total cost: ……..

113. Percentage of budget of public works allocated: ……
114. GDP (year 2010 in million $): ……..
115. Implementation arrangements……
116. Critical success factors:……
117. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)…….. ……
118. Reasons for which project implementation has been delayed, (if applicable)…..
119. Any relevant Documentation?

Pre-feasibility study……..

Feasibility study……..

Technical Studies (Design etc)……

Other……

120. Other project-related information?.....

ECO ROUTE NUMBER: ROAD ROUTE VII: Kazakhstan via Uzbekistan, Turkmenistan to Iran (Astana to Bandar Abbas)

Border with Kazakhstan-Leninskoe--Bishkek- Chaldybar- border with Kazakhstan

ROAD ROUTE VII-EXTENSIONS

ECO-ROAD 7 E-B: Samarkand-Panjakent -(border with Tajikistan))-Ayni-Dushanbe-Katamyk (border with Kyrgystan))- Sary Tash-Irkeshtam (border with China to

Kashi(Kaxgar))

PLEASE COMPLETE THE FOLLOWING TEMPLATE FOR ANY NEW PROJECT ALONG THIS ROUTE& ITS EXTENSIONS AND BRANCHES (IF APPLICABLE)

Project Name: rehabilitation of road E-60 Sarytash – Karamyk - border with Tajikistan
Project ID:
ECO ROUTE NUMBER:
Project Description: **Sary Tash–Tajik Border Road Rehabilitation**
Rationale and Objectives: **The Project road will play a large role in facilitating the development of both the Kyrgyz Republic and Tajikistan by further linking them to their Central Asian neighbors. The Project road is a section of two CAREC corridors, linking the country to Tajikistan, Uzbekistan, Kazakhstan, Afghanistan, and beyond. Improving and maintaining the Project road will further increase regional transportation links, contributing to greater regional economic development and promoting transit and trade between the CAREC economies.**
Expected impacts and benefits: **The objective of the project is to assist the Kyrgyz Ministry of Transport and Communications (MOTC) implement the construction and rehabilitation of the approximately 136 kilometers (km) CAREC Regional Road Corridor from Sary–Tash to the Tajikistan Border at Karamik. This will be accomplished by supervising the project implementation activities and providing project management, as well as monitoring and evaluating the benefits that accrue from implementation.**
Contact address/details:

Section 1. Project Technical Characteristics:

121. Location (latitude/longitude or alternatively a map):
122. Start point/node/city **Sarytash**
123. End point/node/city **Karamyk**
124. Road Class[1] I, II, III
125. AGR/AH Ref no (if exists): E-60
126. Length (in km): **136km**
127. Number of carriageways:
128. No of lanes: 2, 4
129. Design Speed (km/h) or Travel time (hours):
130. Annual Average Daily Traffic[2]:
131. Estimated % of freight vehicles[3]:
132. Annual Average Daily Traffic (passengers):
133. Annual Average Daily Traffic (tones):

[1] The new projects in red have been identified. Please include any additional ones.

134. Expected (total) traffic increase (in % - *both existing and generated*):

135. Road toll implementation: YES **NO**

136. Movement of ISO Containers possible? : **YES** NO

137. Road condition (Good, Fair or Poor): Fair

138. Current Bottleneck/Missing Links: no

Section 2. Project Information Concerning Criteria

ON-OFF CRITERION:

Serve for the development of a transport corridor within the ECO countries

YES NO **, IF YES, PLEASE PROCEED:**

139. Is the project serving international connectivity? **YES** NO

If **yes** is it expected to:

A: Greatly improve connectivity, B: **Significantly improve connectivity**, C: Somewhat improve connectivity, D: Slightly improve connectivity, E: Does not improve connectivity.

140. Will the project promote solutions to the particular transit transport needs of the landlocked countries? **YES** NO

If **yes** the project is providing solution:

A: Greatly, B: **Significantly**, C: Somewhat, D: Slightly, E: Does not

141. Will the project connect low income and/or least developed countries/regions with ECO member states, major European, and Asian markets? **YES** NO

If **yes** the project is providing connection:

A: **Greatly**, B: Significantly, C: Somewhat, D: Slightly, E: Does not

142. Will the project cross natural barriers, removes bottlenecks, raises substandard sections to meet international standards, or fills missing links? **YES** NO

If **yes,** the project contributes to the above:

A: Greatly, B: **Significantly**, C: Somewhat, D: Slightly, E: Does not

143. Will the project have a high degree of urgency due to importance attributed by the national authorities and/or social interest? **YES** NO

If **yes** the project is included in the national plan and:

A: **requires immediate realization (for implementation up to 2013**), B: considered very urgent (for implementation up to 2016), C: considered urgent (for implementation up to 2020), D: may be postponed until after 2020,

If the project is not included in the national plan:
E: Not in the national plan.

144. Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? **YES** NO

If **yes,** the magnitude of impact is:

A: No impact, B: **Slight impact,** C: Moderate impact, D: Significant impact, E; Great impact.

Project Financial Information

145. Project cost (in million$): **$39.5 million**

Out of which fixed investments:

146. Expected Starting Date: **2009**

147. Expected Completion Date: **2012**

148. IRR:

149. Project's stage: Construction Tendering Study/Design Planning Identification

150. Expected Funding Sources (and the % of funding for each one):

19. National Funds: …
20. Foreign aid:…
21. Bank loans: …
22. Grants: …
23. Private Funds (PPP basis). Please provide details……..….
24. Other….

151. Foreign cooperation sought? YES NO

If yes, please describe…….

152. Expenses made so far (2010), as a percentage of the project's total cost: …….

153. Percentage of budget of public works allocated: ……
154. GDP (year 2010 in million $): ……..
155. Implementation arrangements……
156. Critical success factors:…….
157. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)…….. …….
158. Reasons for which project implementation has been delayed, (if applicable)…..
159. Any relevant Documentation?

Pre-feasibility study……..

Feasibility study……..

Technical Studies (Design etc)……

Other……

160. Other project-related information?…… …….

ECO ROUTE NUMBER: ROAD ROUTE VIII: Kazakhstan via Uzbekistan, Kyrgyzstan, Afghanistan to Pakistan (Russia- Karachi)

ROAD ROUTE VIII-EXTENSIONS
ECO-ROAD 8 E-A: (Kazakhstan) Shymkent-Lugovaya- Chaldavar-(border with Kyrgyzstan)- Kara-Balta-Bishek-Leninskoe-(border with Kazakhstan)- Korday-Birlik-Almaty-Korgos-China border

PLEASE COMPLETE THE FOLLOWING TEMPLATE FOR ANY NEW PROJECT ALONG THIS ROUTE& ITS EXTENSIONS AND BRANCHES (IF APPLICABLE)

Project Name: Road of international importance E-40 Bishkek-Kordai-Almaty
Project ID:
ECO ROUTE NUMBER:

Project Description: **Road of international importance E-40 Bishkek-Kordai-Almaty** (total length 21 km) is completely performed works on its rehabilitation according to the international norms and standards for the sum of 5 million US dollars.

Rationale and Objectives:
Expected impacts and benefits:
Contact address/details:

Section 1. Project Technical Characteristics:

161. Location (latitude/longitude or alternatively a map):
162. Start point/node/city **Bishkek**
163. End point/node/city **Kordai**
164. Road Class[1] I, II
165. AGR/AH Ref no (if exists): E-40
166. Length (in km): 21 km
167. Number of carriageways:
168. No of lanes: 2, 4
169. Design Speed (km/h) or Travel time (hours): 80
170. Annual Average Daily Traffic[2]:
171. Estimated % of freight vehicles[3]:

[1] The new projects in red have been identified. Please include any additional ones.

172. Annual Average Daily Traffic (passengers):

173. Annual Average Daily Traffic (tones):

174. Expected (total) traffic increase (in % - *both existing and generated*): 8-10%

175. Road toll implementation: YES **NO**

176. Movement of ISO Containers possible? : **YES** NO

177. Road condition (Good, Fair or Poor):

178. Current Bottleneck/Missing Links:

Section 2. Project Information Concerning Criteria

ON-OFF CRITERION:

Serve for the development of a transport corridor within the ECO countries

YES NO **, IF YES, PLEASE PROCEED:**

179. Is the project serving international connectivity? **YES** NO

If **yes** is it expected to:

A: Greatly improve connectivity, B: **Significantly improve connectivity**, C: Somewhat improve connectivity, D: Slightly improve connectivity, E: Does not improve connectivity.

180. Will the project promote solutions to the particular transit transport needs of the landlocked countries? **YES** NO

If **yes** the project is providing solution:

A: Greatly, B: **Significantly,** C: Somewhat, D: Slightly, E: Does not

181. Will the project connect low income and/or least developed countries/regions with ECO member states, major European, and Asian markets? **YES** NO

If **yes** the project is providing connection:

A: Greatly, B: **Significantly,** C: Somewhat, D: Slightly, E: Does not

182. Will the project cross natural barriers, removes bottlenecks, raises substandard sections to meet international standards, or fills missing links? **YES** NO

If **yes,** the project contributes to the above:

A: Greatly, B: **Significantly,** C: Somewhat, D: Slightly, E: Does not

183. Will the project have a high degree of urgency due to importance attributed by the national authorities and/or social interest? **YES** NO

If **yes** the project is included in the national plan and:

A: requires immediate realization (for implementation up to 2013), B: considered very urgent (for implementation up to 2016), C: considered urgent (for implementation up to 2020), D: may be postponed until after 2020,

If the project is not included in the national plan:
E: Not in the national plan.

184. Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? YES NO

If **yes,** the magnitude of impact is:

A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Project Financial Information

185. Project cost (in million$): 3,8 milion US dollars.

Out of which fixed investments:

186. Expected Starting Date: 2006

187. Expected Completion Date: 2007

188. IRR:

189. Project's stage: Construction Tendering Study/Design Planning Identification

190. Expected Funding Sources (and the % of funding for each one):

25. National Funds: …
26. Foreign aid:…
27. Bank loans: …
28. Grants: …
29. Private Funds (PPP basis). Please provide details……..….
30. Other….

191. Foreign cooperation sought? YES NO

If yes, please describe…….

192. Expenses made so far (2010), as a percentage of the project's total cost: ……..

193. Percentage of budget of public works allocated: ……
194. GDP (year 2010 in million $): ……..
195. Implementation arrangements……
196. Critical success factors:…….
197. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)…….. …….
198. Reasons for which project implementation has been delayed, (if applicable)…..
199. Any relevant Documentation?

Pre-feasibility study……..

Feasibility study……..

Technical Studies (Design etc)……

Other……

200. Other project-related

information?.....
.....

ECO ROUTE NUMBER: ROAD ROUTE IX: Kazakhstan via Kyrgyzstan and China to Pakistan

Border with Kazakhstan-Leninskoe—Bishkek-Balykchy-Naryn-Turugat pass- (China border)- section through China, non-ECO territory: Kashi- border with Pakistan

PLEASE COMPLETE THE FOLLOWING TEMPLATE FOR ANY NEW PROJECT ALONG THIS ROUTE& ITS EXTENSIONS AND BRANCHES (IF APPLICABLE)

Project Name: rehabilitation of road E-125, Bishkek – Naryn – Torugart.
Project ID:
ECO ROUTE NUMBER:

Project Description: The project is financed by Asian Development Bank and Export-Import Bank of China. Consulting firm was selected as "Japan Overseas Consultants Co.LTD" (Japan). In May of current year the Contractor "China Road and Bridge Corporation" company began construction work in the section from 9 to 103 km. Project completion date - November 2014.

Rationale and Objectives:
Expected impacts and benefits:
Contact address/details:

Section 1. Project Technical Characteristics:

201. Location (latitude/longitude or alternatively a map):
202. Start point/node/city Bishkek
203. End point/node/city - Torugart
204. Road Class[1] I, II, III
205. AGR/AH Ref no (if exists): E-125
206. Length (in km): 539 km
207. Number of carriageways:
208. No of lanes: 2, 4
209. Design Speed (km/h) or Travel time (hours): 80 km
210. Annual Average Daily Traffic[2]:
211. Estimated % of freight vehicles[3]:
212. Annual Average Daily Traffic (passengers):
213. Annual Average Daily Traffic (tones):
214. Expected (total) traffic increase (in % - *both existing and generated*): 10-15%
215. Road toll implementation: YES **NO**
216. Movement of ISO Containers possible? : **YES** NO
217. Road condition (Good, Fair or Poor):
218. Current Bottleneck/Missing Links:

Section 2. Project Information Concerning Criteria

ON-OFF CRITERION:

[1] The new projects in red have been identified. Please include any additional ones.

Serve for the development of a transport corridor within the ECO countries

YES NO **, IF YES, PLEASE PROCEED:**

219. Is the project serving international connectivity? **YES** NO

If **yes** is it expected to:

A: Greatly improve connectivity, B: Significantly improve connectivity, C: Somewhat improve connectivity, D: Slightly improve connectivity, E: Does not improve connectivity.

220. Will the project promote solutions to the particular transit transport needs of the landlocked countries? **YES** NO

If **yes** the project is providing solution:

A: **Greatly**, B: Significantly, C: Somewhat, D: Slightly, E: Does not

221. Will the project connect low income and/or least developed countries/regions with ECO member states, major European, and Asian markets? **YES** NO

If **yes** the project is providing connection:

A: **Greatly,** B: Significantly, C: Somewhat, D: Slightly, E: Does not

222. Will the project cross natural barriers, removes bottlenecks, raises substandard sections to meet international standards, or fills missing links? **YES** NO

If **yes,** the project contributes to the above:

A: Greatly, B: **Significantly,** C: Somewhat, D: Slightly, E: Does not

223. Will the project have a high degree of urgency due to importance attributed by the national authorities and/or social interest? **YES** NO

If **yes** the project is included in the national plan and:

A: requires immediate realization (for implementation up to 2013), B: considered very urgent (**for implementation up to 2016**), C: considered urgent (for implementation up to 2020), D: may be postponed until after 2020,

If the project is not included in the national plan:
E: Not in the national plan.

224. Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? **YES** NO

If **yes,** the magnitude of impact is:

A: No impact, B: **Slight impact**, C: Moderate impact, D: Significant impact, E; Great impact.

Project Financial Information

225. Project cost (in million$): 310 million U.S. dollars

Out of which fixed investments:

226. Expected Starting Date: 2010

227. Expected Completion Date: 2014

228. IRR:

229. Project's stage: **Construction** Tendering Study/Design Planning Identification

230. Expected Funding Sources (and the % of funding for each one):

31. National Funds: …
32. Foreign aid:…
33. Bank loans: …
34. Grants: …
35. Private Funds (PPP basis). Please provide details…….….
36. Other….

231. Foreign cooperation sought? YES NO

If yes, please describe…….

232. Expenses made so far (2010), as a percentage of the project's total cost: ……

233. Percentage of budget of public works allocated: ……

234. GDP (year 2010 in million $): ……..

235. Implementation arrangements……

236. Critical success factors:…….

237. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)…….. …….

238. Reasons for which project implementation has been delayed, (if applicable)…..

239. Any relevant Documentation?

Pre-feasibility study……..

Feasibility study……..

Technical Studies (Design etc)……

Other……

240. Other project-related information?..... .....

ECO ROUTE NUMBER: RAIL ROUTE II- Turkey via Iran, Turkmenistan, Uzbekistan to Kazakhstan (Istanbul to Dostyk)

RAIL ROUTE II – EXTENSIONS

ECO-RAIL 2E-C: (Uzbekistan) Khavast-Bekabad-(border with Tajikistan)-Nau-Khudjand-P136- border with Uzbekistan-Fergana-Khanabad-(border with Kyrgystan)-Karasu-Osh/Jalal Abad-Kok Yangak

ECO-RAIL 2E -D: (Kazakhstan)-Lugovaya-Batyr-(border with Kyrgystan)-Kara Balta-**Bishkek-Rybachiye**-(ferry over lake Ysyk kol to Tyup)

PLEASE COMPLETE THE FOLLOWING TEMPLATE FOR ANY NEW PROJECT ALONG THIS ROUTE & ITS EXTENSIONS AND BRANCHES (IF APPLICABLE)[¤]

Project Name: China-Kyrgyz-Uzbek trunk railway project

Project ID:

Project Description: Project's main idea is a creation of south corridor of Eurasian transcontinental trunk railway, which is to connect pacific ports with Persian Gulf and Mediterranean getting through the territory of Kyrgyzstan.

Rationale and Objectives:

- Shortcut from East Asia to the Middle East and South Europe countries by 900 km as well as reduction of transportation terms by 7-8 days;
- Development of transport infrastructure of Central Asia countries and provision of new carriageable access to the ports of Persian Gulf and Pacific Ocean;
- Encouragement of the development and employment of ample resources of trunk line-side countries;
- Activation of international commerce, tourism and economic cooperation as a whole.

Expected impacts and benefits: Construction of a new railway

Contact address/details:

Section 1. Project Technical Characteristics:

1. Location (latitude/longitude or alternatively a map):
2. Start point/node/city: Kara-Suu
3. End point/node/city: Torugart
4. AGC /AGTC Reference No. (if applicable):
5. Trans-Asian Railway (TAR): YES NO
6. Length (in km): 268,4
7. Track gauge (mm): 1520
8. No of tracks (DT=double, ST=single): ST
9. Loading gauge (UIC):
10. Traction: Electrified Non-Electrified
11. Signaling type: Automatic Manual
12. Maximum allowed speed - passenger trains: 80 km/h
13. Maximum allowed speed - freight trains: 50 km/h

[¤] The new projects in red have been identified. Please include any additional ones.

14. Travel transit time pass/ freight trains(hours): 5/6

15. Maximum load per axle (tones): 23

16. Maximum capacity (trains/day):

17. Average Daily Train Traffic - Passenger trains[1]:

18. Average Daily Train Traffic - Freight trains[1]:

19. Expected (passenger) traffic increase (in % - both existing and generated):

20. Expected (freight) traffic increase (in % - both existing and generated)

21. Volume of cargo moved (tones and TEUs)[1]: 10-15 million tons per year

22. Current Bottleneck/Missing Links: Torugart-Kara-Suu

Section 2. Project Information Concerning Criteria

ON-OFF CRITERION:

Serve for the development of a transport corridor within the ECO countries

YES NO , IF YES, PLEASE PROCEED:

23. Is the project serving international connectivity? YES NO

If **yes** is it expected to: **A**

A: Greatly improve connectivity, B: Significantly improve connectivity, C: Somewhat improve connectivity, D: Slightly improve connectivity, E: Does not improve connectivity.

24. Will the project promote solutions to the particular transit transport needs of the landlocked countries? YES NO

If **yes** the project is providing solution: **A**

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

25. Will the project connect low income and/or least developed countries/regions with ECO member states, major European, and Asian markets? YES NO

If **yes** the project is providing connection: **A**

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

26. Will the project cross natural barriers, removes bottlenecks, raises substandard sections to meet international standards, or fills missing links? YES NO

If **yes,** the project contributes to the above: **A**

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

27. Will the project have a high degree of urgency due to importance attributed by the national authorities and/or social interest? YES NO

If **yes** the project is included in the national plan and: **A**

A: requires immediate realization (for implementation up to 2013), B: considered

very urgent (for implementation up to 2016), C: considered urgent (for implementation up to 2020), D: may be postponed until after 2020,

If the project is not included in the national plan:
E: Not in the national plan.

28. Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? YES NO

If **yes,** the magnitude of impact is: **B**

A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Project Financial Information

29. Project cost (in million$): $2000.0 million

    Out of which fixed investments:

30. Expected Starting Date: 2012

31. Expected Completion Date: 2018

32. IRR: 6.06

33. Project's stage: Construction Tendering Study/Design Planning Identification

34. Expected Funding Sources (and the % of funding for each one):

    a. National Funds: …
    b. Foreign aid:…100%
    c. Bank loans: …
    d. Grants: …
    e. Private Funds (PPP basis). Please provide details……..….
    f. Other….

35. Foreign cooperation sought? YES NO

    If yes, please describe: foreign investments needed…….

36. Expenses made so far (2010), as a percentage of the project's total cost: …….

37. Percentage of budget of public works allocated: ……
38. GDP (year 2010 in million $): ……..
39. Implementation arrangements……
40. Critical success factors:…….
41. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)……..
    …….
42. Reasons for which project implementation has been delayed, (if applicable)…..
43. Any relevant Documentation?

    Pre-feasibility study……..

    Feasibility study……..

    Technical Studies (Design etc)……

    Other……

44. Other project-related information?.....

Pakistan

The NHIP program aimed to rehabilitate and improve 550 km and resurface / strengthen306 km with a total length of 856 Km.

Rehab/improvement (including structures)	550
Resurfacing and strengthening	306
Total	856

Following sections were rehabilitated in phase-I; all on National Highway (N-5) excluding one on Karachi-Hyderabad Superhighway (M-9):

PHASE-I **Present Status: Completed** (1US$= Rs 57.80)

N-5 Sections	Km	Contract Package No	Original Cost Rs Mill	Original Cost US$ Mill	Revised Cost Rs Mill
1. Karachi-Hyderabad (M-9)	48.0	10	511.30	8.80	791.4
2. Hyderabad - Hala	48.0	01	799.1	13.83	1,189.9
3. Hala - Chanesar Bridge	40.3	2A	605.0	10.5	768.2
4. Chanesar Bridge -Moro	38.6	2B	593.7	10.3	682.1
5. Moro – Ranipur	85.9	3	1,399.7	24.2	1,934.3
6. Ubauro – Sheikhwahen	49.8	5	1,021.6	17.7	1,611.3
7. Mian Channu– Sahiwal	46.7	7	807.1	14	1,221.6
8. Lahore - Gujranwala	100	8	2.299.3	39.8	9,602.6
9. Tarnol – Chablat	57.0	9	758.5	13.1	2,208.4
10. Sahiwal-Okara -***Deleted***	71.0	11A	413.1		
Sub Total	514.3				

Resurfacing and Pavement Strengthening (306 Km): Resurfacing and re-strengthening of N-5 carried out is as under:

PHASE-II - Completed

N-5 Sections	Km	Contract Package No	Original Cost Rs Mill	Original Cost US$ Mill	Revised Cost Rs Mill
1. Gujranwala – Kharian (NB)	30.0	12A	261.9	4.5	254.1
2. Gujranwala – Kharian (NB)	25.8	12C	191.9	3.3	236.5
3. Gujranwala – Kharian (SB)	36.0	12D	285.6	4.9	217.0
4. Nowshera – Peshawar	68.0	14	650.2	11.2	2,020.5
5. Mian Channu– Sahiwal-Okara	103.5	11B	685.2	11.9	2,466.8
6. Kharian - Rawalpindi	105.2	13	404.1	7	1,867.4
Sub Total	**368.5**				

It may be observed that there has been a change in scope of work; as initially it was planned to rehabilitate 550 km instead 515 km were executed, on the other hand 306 km were to be resurfaced instead 368 km were resurfaced. The cost escalation is result of inordinate delays in execution, primarily, slow financing from government.

PHASE-I Commencement & Completion Dates

N-5 Sections	Commencement	Completion
1. Karachi-Hyderabad (M-9)	Oct, 2004	Apr, 2007
2. Hyderabad - Hala	Oct, 2004	Jan, 2007
3. Hala - Chanesar Bridge	Sep, 2004	Nov, 2006
4. Chanesar Bridge -Moro	Sep, 2004	Nov, 2006
5. Moro – Ranipur	Aug,2005	Oct, 2010
6. Ubauro – Sheikhwahen	Aug, 2005	Oct, 2009
7. Mian Channu– Sahiwal	Aug, 2005	May, 2008

8.	Lahore - Gujranwala	Feb,2006	June,2012*
9.	Tarnol – Chablat	Aug, 2005	Feb, 2009

PHASE-II - Commencement & Completion Dates

N-5 Sections	Commencement	Completion
1. Gujranwala – Kharian (NB)	June, 2004	June,2006
2. Gujranwala – Kharian (NB)	June, 2004	Mar, 2006
3. Gujranwala – Kharian (SB)	June, 2004	Jan, 2007
4. Nowshera – Peshawar	Aug, 2004	June,2012*
5. Mian Channu– Sahiwal-Okara	Aug, 2006	Oct,2011
6. Kharian - Rawalpindi	June, 2006	Oct,2011

** Main carriageway had been opened to traffic since long; at Lahore-Gujranwala section an Interchange is being built whereas at Nowshera - Peshawar section flood damages have affected certain portions.*

Indus Highway Project (N-55) Phase-III Upgradation of N-55

DETAILS OF COMPLETED SECTIONS

PHASE-I (Complete)

(a) Kotri-Manjhand

The 59 km long section was awarded to M/s Saitagumi of Japan in November 1993 at a cost of Rs 1082 million.

(b) Manjhand - Sehwan

The 75 km long section was awarded to M/s You-One of Korea in November 1994 at a cost of Rs 1118 million.

(c) Karapa Chowk - Badabher

The 51 km long section was awarded to M/s CPECC of China in January 1991 at a cost of Rs 543 million.

PHASE-II (Complete)

(a) Ratodero - Ghauspur

The 99 km long section was awarded to M/s Frontier Works Organization (FWO) of Pakistan in April 1993 at a cost of Rs 1262 million.

(b) Ghauspur- Shori Nullah

The 76 km long section was awarded to M/s Saitagumi of Japan in October 1992 at a cost of Rs 870 million

(c) Shori Nullah – Rajanpur

The 95 km long section was awarded to M/s STFA of Turkey in October 1992 at a cost of Rs 1436 million.

(d) D.G. Khan – Retra Junction

The 108 km long section was awarded to M/s CPECC of China in June1993 at a cost of Rs 1632 million.

(e) Retra Junction – Malana Junction

The 98 km long section was awarded to M/s CPECC of China in September 1993 at a cost of Rs 1339 million.

4 CRBC Bridges

The 4 bridges on Chashma Right Bank Canal (CRBC) were constructed by M/s Hyundai in February 2000 at a cost of Rs 328 million.

(f) Sarai Gambila – Karak

The 60 km long section was awarded to M/s STFA of Turkey in October 1992 at a cost of Rs 1177 million.

(g) Karak – Karapa Chowk

The 34 km long section was awarded to M/s CPECC of China in June 1994 at a cost of Rs 1423 million.

PHASE-III

The over all cost of phase-III was Rs 6.556 billion (US$ 110 million).

(a) Sehwan – Dadu

The 54 km long section will be taken up ***after*** completion of 200 km long Additional Carriageway between Sehwan and Ratodero. The work on Sehwan-Ratodero is in progress. The cost of 54 km long highway was estimated at Rs 908.725 million (US$ 15.0 million in 2004) with an EIRR of 27%.

(b) Dadu – Ratodero

The 144.86 km long section will be taken up after completion of 200 km long Additional Carriageway between Sehwan and Ratodero. The work on Sehwan-Ratodero is in progress. The cost of 145 km long highway was estimated at Rs 3172.332 million with an EIRR of 13%.

(c) Rajanpur – DG Khan

The 106 km long Rajanpur – Dera Ghazi Khan (DGK) section was completed in December 2006 by Pakistani firms in three packages. The total cost at the time of completion was Rs 2,225 million (US$ 37 million - 2006)

(d) DI Khan – CRBC

The improvement of 70.27 km long section was awarded to M/s PIVATO of Italy in February 2007 at a cost of Rs 1800 million. (Please note that certain sections between Malana Junction – Sarai Gambila did not require improvement). The project is complete and the financing was done by government of Pakistan.

(e) Malana Junction – Sarai Gambila

The improvement of 70.27 km long section was awarded to M/s PIVATO of Italy in February 2007 at a cost of Rs 1800 million. (Please note that certain sections Malana Junction – Sarai Gambila did not require improvement). The project is complete and the financing was done by government of Pakistan.

The construction of 117 km long Additional Carriageway from DI Khan to Sarai Gambila was awarded to M/s Husnain Cotex of Pakistan in December 2007 and April 2008 at a cost of Rs 6132 million. The project is almost completing, except for remedial/redesign works required for flood damages of 2010.

(f) Dara Adam Khel - Badabher

The 24 km long section has been completed with the ADB assistance in 2010 at a cost of Rs 799 million (US$ 9.4 million).

	World Bank	**Gov. of Pakistan**	**Total**	**Total Rs Billion**
	US$ Million			
National Expressway Program Phase-1				
87 km Wazirabad-Pindi Bhattian Expressway E-3	332	37	369	30.16
103 km Khanewal-Lodhran E-5A Expressway	300	33	33	27.20
	632	70	702	57.36
National Expressway Program Phase-2				
385 km Lodhran-Sukkur E-5B Expressway	320	136	456	37.26
100 km Gujranwala-Dina E-4 Expressway	84	36	120	9.81
	404	172	576	47.08
National Expressway Program Phase-3				
270 km Dadu-Hub E-7 Expressway	343	148	401	40.09
	343	148	401	4.09
	1379	**390**	**1769**	**144.52**

Estimates made in Oct 2008, at 1 US$ = Rs 81.70

Project 1

Project Name: Faisalabad-Khanewal Motorway (M-4) **Project ID:** **ECO ROUTE NUMBER:** Project Description The 184 km long Multan-Khanewal section of is part of Motorway Network and NTC. First 58 km is under construction. **Contact address/details: NHA, M/o Communications, Islamabad, Pakistan**
Section 1: Project Technical Characteristics Location (latitude/longitude or alternatively a map): See Maps *2.3.2 (a1) & (a2)* Start point/node/city Faisalabad End point/node/city Khanewal
Section 2: Project Information Concerning Criteria **ON-OFF CRITERION:** Serve for the development of a transport corridor within the ECO countries YES [**Y**] NO [ ] **IF YES, PLEASE PROCEED:** Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? YES [**B**] NO [ ] If yes, the magnitude of impact is: A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Section 3: Project Financial Information
Project cost (in million$): US$ 786 million (for 241 km)
Expected Starting Date: Oct 2009
Expected Completion Date: 2013
IRR: 14
Project's stage: First Section of 58 km under construction, rest has been designed.

Y	Construction		Tendering		Study/Design
	Planning		Identification		

Expected Funding Sources (and the % of funding for each one):
National Funds: US$ 124 million (Land acquisition under separate funding)
Foreign aid: US$ 662 million (85% of construction cost)…
Bank loans: Nil…(No commercial bank loans)
Grants: … Nil
Private Funds (PPP basis). Please provide details…Nil……..…
Other….
Foreign cooperation sought[1]?
YES [ ] NO [N[1]]
If yes, please describe…….
Expenses made so far (2010), as a percentage of the project's total cost: …2%…….
GDP (year 2010 in million $)*: ……..
Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)….
……NA……..
…….
Reasons for which project implementation has been delayed, (if applicable)…..
Any relevant Documentation?
Pre-feasibility study……..
Feasibility study……..
Technical Studies (Design etc)……
Other……Land Acquisition /Funds…Yes……
Other project related information see next page…..

*If not available for 2010, please insert the latest year

1. The term could not be understood, foreign cooperation was not sought, however, the project was tendered through International Contract Bidding (ICB) procedure of ADB, the tender for construction was won by Chinese Company while that of Construction Supervision by French Company. So wherever, the answer is no, it means no formal assistance was sought.

Batch / Phase		Road Section	Km	Base Cost ($ Million)	Status
1	a	Faisalabad –Gojra M-4 Section 1	58	200	a. Design finalized b. EIA completed. c. LARP approved d. Contract awarded
2	a	Gojra – Shorkot M-4 Section 2	61	194	a. Design finalized b. EIA completed and disclosed c. LARP submitted to ADB d. Land acquisition initiated but held up due to non-availability of funds e. The project can be launched by 2012 provided funds for land acquisition are made available
	b	Bridges over River Ravi & Sidhnai Channel	0	28	
3	a	Shorkot – Khanewal Section 3	65	200	a. Design finalized b. EIA completed and disclosed c. LARP under preparation d. Land acquisition initiated but held up due to non availability of funds Commencement during Fy 2010-11
	b	Khanewal,-Multan M-4 Section 4	57	164	a. Alignment finalized & approve b. Land acquisition process initiated. c. EIA & LARP under preparation. d. The project has been scheduled for commencement during 2010-11
		Total	**241**	**786**	

MFF Investment Plan of ADB (2010-13)

PFR	Road Section	Length (Km)	Financing $ Million		Sub Total
			ADB	GOP	
PFR 1	Faisalabad – Gojra	58	170	30	200
PFR 2	a) Gojra – Shorkot	61	166	28	194
	b) Ravi Bridge		12	2	14
	c) Sidnahi Bridge		12	2	14
PFR-3	a) Shorkot – Khanewal	65	142	22	164
		184	**502**	**84**	**586**

IDB Investment Plan of (2012-2013)

IDB	Road Section	Length (Km)	Financing $ Million		Sub Total
			IDB	GOP	
	Khanewal – Multan	57	160	40	200

Project Name: Faisalabad-Khanewal Motorway (M-4)/ Faisalabad-Gojra Section
Project ID:
ECO ROUTE NUMBER:
Project Description: The 58 km long Faisalabad-Gojra section is part of M-4 Motorway. Land acquisition is made under separate head amounting to Rs 1,000 million.

Contact address/details: NHA, M/o Communications, Islamabad, Pakistan

Section 1: Project Technical Characteristics
Location (latitude/longitude or alternatively a map): See Maps *2.3.2 (a1) & (a2)*
Start point/node/city Faisalabad
End point/node/city Gojra

Section 2: Project Information Concerning Criteria
ON-OFF CRITERION:
Serve for the development of a transport corridor within the ECO countries

YES [**Y**] NO [ ]

IF YES, PLEASE PROCEED:

Will the project potentially create negative environmental or social impacts (pollution, safety, etc)?
YES [**B**] NO [ ]

If yes, the magnitude of impact is:
A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Section 3: Project Financial Information
Project cost (in million$): US$ 200 Million
Expected Starting Date: Oct 2009
Expected Completion Date: Feb 2013
IRR: 14
Project's stage: First Section of 58 km under construction, rest has been designed.

Y	Construction		Tendering		Study/Design
	Planning		Identification		

Expected Funding Sources (and the % of funding for each one):
National Funds: US$ 30 million (Land acquisition under separate funding)
Foreign aid: US$ 170 million (85% of construction cost)…
Bank loans: Nil…(No commercial bank loans)
Grants: … Nil
Private Funds (PPP basis). Please provide details…Nil……..…
Other….
Foreign cooperation sought[1]?
YES [ ] NO [N[1]]
If yes, please describe…….
Expenses made so far (2010), as a percentage of the project's total cost: …14%…….
GDP (year 2010 in million $)*: ……..
Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)….
……NA……..
…….
Reasons for which project implementation has been delayed, (if applicable)…..
Any relevant Documentation?
Pre-feasibility study……..
Feasibility study……..
Technical Studies (Design etc)……
Other……Land Acquisition /Funds…Yes……
Other project related information see next page…..

Project 2

Project Name: Khanewal - Multan Motorway (M-4 extension) **Project ID:** **ECO ROUTE NUMBER:** **Project Description:** The 57 km long Khanewal – Multan Motorway is part of the M-4 Motorway. **Contact address/details: NHA, M/o Communications, Islamabad, Pakistan**
Section 1: Project Technical Characteristics Location (latitude/longitude or alternatively a map): See Maps *2.3.2 (a1) & (a2)* Start point/node/city Khanewal End point/node/city Multan
Section 2: Project Information Concerning Criteria **ON-OFF CRITERION:** Serve for the development of a transport corridor within the ECO countries YES [**Y**] NO [ ] **IF YES, PLEASE PROCEED:** Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? YES [**B**] NO [ ] If yes, the magnitude of impact is: A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Section 3: Project Financial Information
Project cost (in million$): US$ 200
Expected Starting Date: 2011
Expected Completion Date: Dec 2014
IRR: 13
Project's stage:

	Construction		Tendering	Y	Study/Design
	Planning		Identification		

Expected Funding Sources (and the % of funding for each one):
National Funds: US$ 39.55…
Foreign aid: US$ 160.23 under Islamic Financing mode Istisna'a
Bank loans: Nil…
Grants: … Nil
Private Funds (PPP basis). Please provide details…Nil……..…
Other….
Foreign cooperation sought?
YES [ ] NO [ ]
If yes, please describe…….
Expenses made so far (2010), as a percentage of the project's total cost: …1%…….
GDP (year 2010 in million $)*: ……..
Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)….
……NA……..
…….
Reasons for which project implementation has been delayed, (if applicable)…..
Any relevant Documentation?
Pre-feasibility study……..
Feasibility study……..
Technical Studies (Design etc)……
Other……Land Acquisition / Funds……Nil……
Other project related information …..

Project 3

Project Name: Peshawar Northern Bypass
Project ID:
ECO ROUTE NUMBER:
Project Description:
The 'bypass' highway section will start just before the City of Peshawar, off taking from N-5 and will lead to Pak-Afghan border to avoid city traffic (congestion). The project is being executed in 3 Phases. The construction works under Phase-1 have progressed by 45%.

Contact address/details: NHA, M/o Communications, Islamabad, Pakistan

Section 1: Project Technical Characteristics
Location (latitude/longitude or alternatively a map): See Map 1.2.2 & Annex PNB
Start point/node/city Peshawar
End point/node/city Torkham

Section 2: Project Information Concerning Criteria
ON-OFF CRITERION:
Serve for the development of a transport corridor within the ECO countries

YES [**Y**] NO [ ]

IF YES, PLEASE PROCEED:

Will the project potentially create negative environmental or social impacts (pollution, safety, etc)?

YES [**B**] NO [ ]

If yes, the magnitude of impact is:
A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Section 3: Project Financial Information
Project cost (in million$): US$ 110
Expected Starting Date: 2010/11
Expected Completion Date: 2013/14
IRR: 12
Project's stage:

Y	Construction		Tendering		Study/Design
	Planning		Identification		

Expected Funding Sources (and the % of funding for each one):
National Funds: All…
Foreign aid:… Nil
Bank loans: Nil…
Grants: … Nil
Private Funds (PPP basis). Please provide details…Nil……..…
Other….
Foreign cooperation sought?
YES [ ] NO [ ]
If yes, please describe…….
Expenses made so far (2010), as a percentage of the project's total cost: …9.4%…….
GDP (year 2010 in million $)*: ……..
Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)….
……NA……..
…….
Reasons for which project implementation has been delayed, (if applicable)…..
Any relevant Documentation?
Pre-feasibility study……..
Feasibility study……..
Technical Studies (Design etc)……
Other……Land Acquisition /Funds……Yes……
Other project related information …..

Project 4

Project Name: Karachi – Hyderabad Motorway (M-9)
Project ID:
ECO ROUTE NUMBER:
Project Description:

The 136 km long Karachi-Hyderabad Highway, designated as M-9, is the most vital link in the north-south corridor. It is the shortest route to central and northern Pakistan. Almost 70% of the traffic originating from or destined to ports at Karachi uses this facility. It is a 4-lane highway, and requires little access control as no major highways join it except for two. The 6-lane motorway will have 142 km long service roads on either side to facilitate local traffic so as not to disturb the main traffic on motorway. Seven Interchanges will provide connectivity to the service road traffic. **It has been floated on BOT.**

Contact address/details: NHA, M/o Communications, Islamabad, Pakistan

Section 1: Project Technical Characteristics

Location (latitude/longitude or alternatively a map): See Maps in Chapter 1 & 2
Start point/node/city Karachi
End point/node/city Hyderabad

Section 2: Project Information Concerning Criteria

ON-OFF CRITERION:

Serve for the development of a transport corridor within the ECO countries

YES [**Y**] NO [ ]

IF YES, PLEASE PROCEED:

Will the project potentially create negative environmental or social impacts (pollution, safety, etc)?

YES [**B**] NO [ ]

If yes, the magnitude of impact is:
A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Section 3: Project Financial Information
Project cost (in million$): 293.3 M
Expected Starting Date: 2012
Expected Completion Date: 2015-16 (30 months after start)
IRR: (17) - Calculated Earlier, Irrelevant now
Project's stage:

	Construction		Tendering		Study/Design
	Planning		Identification		Y

Expected Funding Sources (and the % of funding for each one): BOT Debt 30% Equity 70%
National Funds: BOT
Foreign aid: Malaysian Company
Bank loans: Financial Close to be achieved by Malaysian Company
Grants: … Nil
Private Funds (PPP basis). Please provide details… Debt 30% Equity 70%
Other….
Foreign cooperation sought?

YES [**Y**] NO [ ]

If yes, please describe…….
Expenses made so far (2010), as a percentage of the project's total cost: ……Nil…….
GDP (year 2010 in million $)*: ……..
Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)….
……BOT ……..
…….
Reasons for which project implementation has been delayed, (if applicable)…..
Any relevant Documentation?
Pre-feasibility study……..
Feasibility study……..
Technical Studies (Design etc)……
Other……Funds……Yes……
Other project related information …..
M/s Binpuri is a Malaysian firm, so in a way foreign cooperation received.

Project 5

Project Name: Hassanabdal-Mansehra Expressway (E-35)
Project ID:
ECO ROUTE NUMBER:
Project Description:
The scheme provides for a 4-lane, 110 km long access controlled expressway with service roads on either side. It is running very close to N-35. Land acquisition problems prevented the expansion of N-35 and a new alignment was chosen. It will be a Greenfield project. Interchanges will be provided at major highway crossings. It will provide an efficient link to the existing N-35 that leads to Chinese border.

Contact address/details: NHA, M/o Communications, Islamabad, Pakistan

Section 1: Project Technical Characteristics
Location (latitude/longitude or alternatively a map): See Map Annex E-35
Start point/node/city Hassanabdal
End point/node/city Mansehra

Section 2: Project Information Concerning Criteria
ON-OFF CRITERION:
Serve for the development of a transport corridor within the ECO countries

YES [**Y**] NO [ ]

IF YES, PLEASE PROCEED:

Will the project potentially create negative environmental or social impacts (pollution, safety, etc)?

YES [**B**] NO [ ]

If yes, the magnitude of impact is:
A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Section 3: Project Financial Information
Project cost (in million$): 550
Expected Starting Date: 2011/12
Expected Completion Date: 2015/16
IRR: 21.42
Project's stage: The Hassanabdal-Haripur section has been designed and land acquired, so ready for Tendering but funds are not available.

	Construction	Y	Tendering	Y	Study/Design
	Planning		Identification		

Expected Funding Sources (and the % of funding for each one):
National Funds: 11%…
Foreign aid:… 89% (ADB)
Bank loans: Nil (By the Question it is understood that it pertains to Commercial Loan)
Grants: … Nil
Private Funds (PPP basis). Please provide details…Nil……..…
Other….
Foreign cooperation sought?

YES [ ] NO [ ]

If yes, please describe Question not understood.
Expenses made so far (2010), as a percentage of the project's total cost: …….
GDP (year 2010 in million $)*: ……..
Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)….
……NA……..
…….
Reasons for which project implementation has been delayed, (if applicable)…..
Any relevant Documentation? Nil
Pre-feasibility study……..
Feasibility study……..
Technical Studies (Design etc)……
Other……Land Acquisition /Funds……Yes……
Other project related information …..
No firm commitment from ADB but Land acquisition is going on from Government resources..

Project 6

Project Name: Karakoram Highway Upgradation (N-35)
Project ID:
ECO ROUTE NUMBER:
Project Description:
The 803 km long highway starts from Hassanabdal near Islamabad, and ends at Khunjrab. It provides a vital link between Pakistan, China and Kazakhstan, Kyrgyzstan. The highway is being improved to international standards. The highway is in good condition and satisfies international standards up to Mansehra. However, additional capacity will be added with the construction of E-35 expressway between Hassanabdal & Mansehra. The improvement of 335 km long section began in July 2008 and will be complete by 2011/12. The work on improvement of 140 long Sazin-Raikot section will began by 2011/12. The project will be executed on ***EPC (Engineering, Procurement & Construction)***. The work on Mansehra-Sazin section is dependent on the availability of funds with the government.

Contact address/details: NHA, M/o Communications, Islamabad, Pakistan

Section 1: Project Technical Characteristics
Location (latitude/longitude or alternatively a map): See Maps 2.1, 2.3.2 (a1)-(c1) etc
Start point/node/city Sazin
End point/node/city Raikot

Section 2: Project Information Concerning Criteria
ON-OFF CRITERION:
Serve for the development of a transport corridor within the ECO countries

YES [**Y**] NO [ ]

IF YES, PLEASE PROCEED:

Will the project potentially create negative environmental or social impacts (pollution, safety, etc)?

YES [**B**] NO [ ]

If yes, the magnitude of impact is:
A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Section 3: Project Financial Information
Project cost (in million$): 200 (estimated)
Expected Starting Date: 2011/12
Expected Completion Date: 2015/16
IRR: 13
Project's stage:

	Construction		Tendering	Y	Study/Design
	Planning		Identification		

Expected Funding Sources (and the % of funding for each one):
National Funds: 20-30%…
Foreign aid:… 80-70%
Bank loans: Nil (By the Question it is understood that it pertains to Commercial Loan)
Grants: … Nil
Private Funds (PPP basis). Please provide details…Nil……..…
Other….
Foreign cooperation sought?

YES [**Y**] NO [ ]

If yes, please describe Question not understood.
Expenses made so far (2010), as a percentage of the project's total cost: …….
GDP (year 2010 in million $)*: ……..
Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)….
……NA……..
…….
Reasons for which project implementation has been delayed, (if applicable)…..
Any relevant Documentation? Nil
Pre-feasibility study……..
Feasibility study……..
Technical Studies (Design etc)……
Other…… Funds……Yes……
Other project related information …..

Project 7

Project Name: 4-Lane Underpass at Wah Gate (N-5)
Project ID:
ECO ROUTE NUMBER:
Project Description:
The completed under pass provides for smooth flow of traffic on the Rawalpindi/ Islamabad Peshawar section of N-5. Wah is a small town located 30 km from Islamabad near the Taxila City. It has removed a bottleneck from N-5 by providing for unhindered turning movements from National Highway N-5 to city roads.

Contact address/details: NHA, M/o Communications, Islamabad, Pakistan

Section 1: Project Technical Characteristics
Location (latitude/longitude or alternatively a map): See Map of N-5 (Rawalpindi Area)
Start point/node/city Wah City
End point/node/city Wah City

Section 2: Project Information Concerning Criteria
ON-OFF CRITERION:
Serve for the development of a transport corridor within the ECO countries

YES [**Y**] NO [ ]

IF YES, PLEASE PROCEED:

Will the project potentially create negative environmental or social impacts (pollution, safety, etc)?

YES [**B**] NO [ ]

If yes, the magnitude of impact is:
A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Project Name: 4-Lane Underpass at Wah Gate (N-5)
Project ID:
ECO ROUTE NUMBER:
Project Description:
The completed under pass provides for smooth flow of traffic on the Rawalpindi/ Islamabad Peshawar section of N-5. Wah is a small town located 30 km from Islamabad near the Taxila City. It has removed a bottleneck from N-5 by providing for unhindered turning movements from National Highway N-5 to city roads.

Contact address/details: NHA, M/o Communications, Islamabad, Pakistan

Section 1: Project Technical Characteristics
Location (latitude/longitude or alternatively a map): See Map of N-5 (Rawalpindi Area)
Start point/node/city Wah City
End point/node/city Wah City

Section 2: Project Information Concerning Criteria
ON-OFF CRITERION:
Serve for the development of a transport corridor within the ECO countries

YES [**Y**] NO [ ]

IF YES, PLEASE PROCEED:

Will the project potentially create negative environmental or social impacts (pollution, safety, etc)?

YES [**B**] NO [ ]

If yes, the magnitude of impact is:
A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Project 8

Project Name: Karachi Northern Bypass (M-10)
Project ID:
ECO ROUTE NUMBER:
Project Description:
The scheme provides for expanding the capacity of 2-lane, 56 km long highway to 4-lane dual carriageway to facilitate fast movement of traffic to/ from the Karachi Ports. The 2-lane bypass is operational since 2006. ***The Scheme is being floated on BOT.***

Contact address/details: NHA, M/o Communications, Islamabad, Pakistan

Section 1: Project Technical Characteristics
Location (latitude/longitude or alternatively a map): See Maps referred in Chap 1 & 2 and Annex KNB
Start point/node/city Karachi
End point/node/city Karachi-Hyderabad Motorway (M-9)

Section 2: Project Information Concerning Criteria
ON-OFF CRITERION:
Serve for the development of a transport corridor within the ECO countries

YES [**Y**] NO [ ]

IF YES, PLEASE PROCEED:

Will the project potentially create negative environmental or social impacts (pollution, safety, etc)?

YES [**B**] NO [ ]

If yes, the magnitude of impact is:
A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Section 3: Project Financial Information
Project cost (in million$): US$ 100 Million
Expected Starting Date: 2011/12
Expected Completion Date: 2013/14 (24 months)
IRR: 16
Project's stage:

	Construction	Y	Tendering		Study/Design
	Planning		Identification		

Expected Funding Sources (and the % of funding for each one):
National Funds: …Nil
Foreign aid:… Nil
Bank loans: Nil (By the Question it is understood that it pertains to Commercial Loan)
Grants: … Nil
Private Funds (PPP basis). Provide details. The project is at present floated on BOT.
Other….
Foreign cooperation sought?

YES [ ] NO [**N**]

If yes, please describe .
Expenses made so far (2010), as a percentage of the project's total cost: …….
GDP (year 2010 in million $)*: ……..
Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)….
……NA……..
…….
Reasons for which project implementation has been delayed, (if applicable)…..
Any relevant Documentation?
Pre-feasibility study……..
Feasibility study……..
Technical Studies (Design etc)……
Other……Funds……Yes (That's why on BOT)…
Other project related information …..

Project 9

Project Name: Lowari Tunnel & Access Roads
Project ID:
ECO ROUTE NUMBER:
Project Description:
The scheme provides for a 2-lane, 8.51 km long tunnel along with 1.9 km open cut tunnel and 32 km long roads on either side Breakthrough was achieved in Jan, 2009. However, the design of tunnel has been modified to a 2-lane road tunnel. The tunnel is located on N-45 adjacent to the town of Chitral, near the Pakistan-Afghanistan-Tajikistan border. It will provide an all weather road to the local populace that had to use a road in Afghanistan to re-enter this area which is used to remain cut off for 5-6 months due to heavy snow. It will provide access to Tajikistan.

Contact address/details: NHA, M/o Communications, Islamabad, Pakistan

Section 1: Project Technical Characteristics
Location (latitude/longitude or alternatively a map): See Maps Annex Lowari
Start point/node/city Dir
End point/node/city Chitral

Section 2: Project Information Concerning Criteria
ON-OFF CRITERION:
Serve for the development of a transport corridor within the ECO countries

YES [**Y**] NO [ ]

IF YES, PLEASE PROCEED:

Will the project potentially create negative environmental or social impacts (pollution, safety, etc)?

YES [**B**] NO [ ]

If yes, the magnitude of impact is:
A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Section 3: Project Financial Information
Project cost (in million$): 210
Expected Starting Date: Sept, 2005
Expected Completion Date: 2014/15
IRR: Nil (0)
Project's stage:

Y	Construction		Tendering		Study/Design
	Planning		Identification		

Expected Funding Sources (and the % of funding for each one):
National Funds: 100%…
Foreign aid:… Nil
Bank loans: Nil (By the Question it is understood that it pertains to Commercial Loan)
Grants: … Nil
Private Funds (PPP basis). Please provide details…Nil……..…
Other….
Foreign cooperation sought?

YES ☐ NO ☐

If yes, please describe Question not understood. Whether its about loan or about technical help or consulting or contractors?
Expenses made so far (2010), as a percentage of the project's total cost: …….
GDP (year 2010 in million $)*: ……..
Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)….
…… ……..
…….
Reasons for which project implementation has been delayed, (if applicable)…..
Any relevant Documentation? Nil
Pre-feasibility study……..
Feasibility study……..
Technical Studies (Design etc)……Change of Design……
Other……***local Floods/ Landslides and Scarcity of funds has hampered progress***
Other project related information …..

Project 10

Project Name: Construction of 4-Lane Highway (N-115)
Project ID:
ECO ROUTE NUMBER:
Project Description:
The scheme provides for a 4-lane, 142 km long highway through the centre of the Punjab province. It will reduce the distance between Karachi and central areas, other business and commercial centers of the country, as well as shortened access to Motorway M-4. It is a potential ECO transit corridor and it will significantly decrease traffic load on N-5 and would allow better regional connectivity to East-West links.

Contact address/details: NHA, M/o Communications, Islamabad, Pakistan

Section 1: Project Technical Characteristics
Location (latitude/longitude or alternatively a map): See Map 2.5
Start point/node/city Trinda Muhamad Panah (near Bahawalpur)
End point/node/city Multan

Section 2: Project Information Concerning Criteria
ON-OFF CRITERION:
Serve for the development of a transport corridor within the ECO countries

YES [**Y**] NO [ ]

IF YES, PLEASE PROCEED:

Will the project potentially create negative environmental or social impacts (pollution, safety, etc)?

YES [**B**] NO [ ]

If yes, the magnitude of impact is:
A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Section 3: Project Financial Information
Project cost (in million$): 100
Expected Starting Date: 2009/10
Expected Completion Date: 2013/14
IRR: 21
Project's stage:

Y	Construction		Tendering		Study/Design
	Planning		Identification		

Expected Funding Sources (and the % of funding for each one):
National Funds: 100%…
Foreign aid:…
Bank loans: Nil (By the Question it is understood that it pertains to Commercial Loan)
Grants: … Nil
Private Funds (PPP basis). Please provide details…Nil……..…
Other….
Foreign cooperation sought?

YES [ ] NO [ ]

If yes, please describe Question not understood.
Expenses made so far (2010), as a percentage of the project's total cost: …….
GDP (year 2010 in million $)*: ……..
Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)….
……NA……..
…….
Reasons for which project implementation has been delayed, (if applicable)…..
Any relevant Documentation?
Pre-feasibility study……..
Feasibility study……..
Technical Studies (Design etc)……
Other…… ……
Other project related information …..

Project 11

Project Name: Khanewal-Lodhran Expressway (E-5)
Project ID:
ECO ROUTE NUMBER:
Project Description:
The scheme constitutes the phase-1 of the expressway program, together with the Wazirabad (near Lahore)- Pindi Bhattian (M-3) expressway. The scheme provides for a 4-lane, 103 km long access controlled expressway. with service roads on either sid. It will be a Greenfield project. Interchanges will be provided at major highway crossings. It will provide an efficient link to the existing National Motorway & Highway network..

Contact address/details: NHA, M/o Communications, Islamabad, Pakistan

Section 1: Project Technical Characteristics
Location (latitude/longitude or alternatively a map): See Map 2.3.2(a1) etc
Start point/node/city Khanewal
End point/node/city Lodhran

Section 2: Project Information Concerning Criteria
ON-OFF CRITERION:
Serve for the development of a transport corridor within the ECO countries

YES [**Y**] NO [ ]

IF YES, PLEASE PROCEED:

Will the project potentially create negative environmental or social impacts (pollution, safety, etc)?

YES [**B**] NO [ ]

If yes, the magnitude of impact is:
A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Section 3: Project Financial Information
Project cost (in million$): 333
Expected Starting Date: 2013
Expected Completion Date: 2019
IRR: 20
Project's stage:

	Construction		Tendering	Y	Study/Design
	Planning		Identification		

Expected Funding Sources (and the % of funding for each one):
National Funds: 09%…
Foreign aid:… 91% (IBRD/ The World Bank)
Bank loans: Nil (By the Question it is understood that it pertains to Commercial Loan)
Grants: … Nil
Private Funds (PPP basis). Please provide details…Nil……..…
Other….
Foreign cooperation sought?

YES [ ] NO [ ]

If yes, please describe Question not understood.
Expenses made so far (2010), as a percentage of the project's total cost: …….
GDP (year 2010 in million $)*: ……..
Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)….
……NA……..
…….
Reasons for which project implementation has been delayed, (if applicable)…..
Any relevant Documentation? Nil
Pre-feasibility study……..
Feasibility study……..
Technical Studies (Design etc)……
Other……Land Acquisition /Funds……
Other project related information …..

Project Name: Gawadar-Ratodero (M-8) **Project ID:** **ECO ROUTE NUMBER:** **Project Description:** **Contact address/details: NHA, M/o Communications, Islamabad, Pakistan**
Section 1: Project Technical Characteristics Location (latitude/longitude or alternatively a map): See Map *2.3.2 (b1 & b2)* Start point/node/city Gawadar End point/node/city Ratodero
Section 2: Project Information Concerning Criteria **ON-OFF CRITERION:** Serve for the development of a transport corridor within the ECO countries YES [**Y**] NO [ ] **IF YES, PLEASE PROCEED:** Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? YES [**B**] NO [ ] If yes, the magnitude of impact is: A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Section 3: Project Financial Information

Project cost (in million$): 550

Expected Starting Date: 2011/12

Expected Completion Date: 2015/16

IRR:

Section	IRR	
Gawadar-Turbat (164 Km)	26.6	under construction
Turbat-Awaran (234 Km)	13.0	Planned
Awaran-Khuzdar (251 Km)	16.4	Planned
Khuzdar-Shahdadkot (206 Km)	9.6	under construction
Shahdadkot-Ratodero (36 Km)	6.9	under construction

Project's stage:

Y[1]	Construction		Tendering	Y[1]	Study/Design
	Planning		Identification		

Expected Funding Sources (and the % of funding for each one):

National Funds: 100%…

Foreign aid:… Nil

Bank loans: Nil (By the Question it is understood that it pertains to Commercial Loan)

Grants: … Nil

Private Funds (PPP basis). Please provide details…Nil……..…

Other….

Foreign cooperation sought?

YES [ ] NO [ ]

If yes, please describe Question not understood.

Expenses made so far (2010), as a percentage of the project's total cost: …….

GDP (year 2010 in million $)*: ……..

Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)….

……NA……..

Reasons for which project implementation has been delayed, (if applicable)…..

Any relevant Documentation? Nil

Pre-feasibility study……..

Feasibility study……..

Technical Studies (Design etc)……

Other……Land Acquisition /Funds……

Other project related information …..

1. Yes because some sections are under construction and some planning / design stage.

TAJIKISTAN

ECO ROUTE NUMBER: ROAD ROUTE II: Turkey via Iran, Afghanistan to Tajikistan (Istanbul to Dushanbe)

ROAD ROUTE II-EXTENSIONS (border with Afghanistan) Nijniy Pyanj – Kolkhozabad – Kurgan Tyube –Dushabe **-** Dushanbe – Kulyab – Krorog – Murgab - Kulma Pass - (China border to Tashkurghan)

ECO ROUTE NUMBER: ROAD ROUTE III: Turkey via Iran, Turkmenistan, Uzbekistan to Tajikistan (Istanbul to Dushanbe)

ROAD ROUTE III-EXTENSIONS (border with Uzbekistan) Panjakent – Ayni - Dushanbe-Karamyk (border with Kyrgystan))

PLEASE COMPLETE THE FOLLOWING TEMPLATE FOR ANY NEW PROJECT ALONG THIS ROUTE& ITS EXTENSIONS AND BRANCHES (IF APPLICABLE)

Project Name: Dushanbe – Kyrgyz border road rehabilitation

Project ID:

ECO ROUTE NUMBER: II

Project Description: a) Dushanbe-Kyrgyz Border Road is an international corridor which connects Tajikistan with Kyrgyzstan and further access to China.

Rationale and Objectives: realization of the project creates good opportunity for other countries in the region to use the transit potential of the Republic of Tajikitan

Expected impacts and benefits: The project aims to (i) improve 89 km of the central and border sections of the Dushanbe–Kyrgyz border road and 60 km of rural roads, (ii) have a sustainable road network, (iii) strengthen institutional capacity of the Ministry of Transport, (iv) improve governance in the ministry through institutional strengthening of its Accounting Department and internal auditing function, and (v) improve road safety through strengthening of the Transport Safety and Security Unit. b) The $79-million road corridor improvement project involves Tajikistan and the Kyrgyz Republic components. For Tajikistan, the project improves 120 kilometers of a two-lane road from Kyrgyz-Tajik border to Nimich, replaces 5 deteriorated bridges, repairs 4 bridges, and constructs 3 bridges; improves road maintenance programs; and rehabilitates the Karamik customs border post. ADB provides a loan and grant to finance the Tajikistan component of the project.

Contact address/details:
Ministry of transport of the Republic of Tajikistan
734042 Dushanbe
14 Ayni str.
Tel: +992 37 221 17 13
Fax: +992 37 221 20 03

Section 1. Project Technical Characteristics:

241. Location (latitude/longitude or alternatively a map):

242. Start point/node/city Dushanbe

243. End point/node/city Karamik

244. Road Class

245. AGR/AH Ref no (if exists): AH 65

246. Length (in km): 149 km / 120km

247. Number of carriageways: 4

248. No of lanes:

249. Design Speed (km/h) or Travel time (hours):

250. Annual Average Daily Traffic[2]:

251. Estimated % of freight vehicles[3]:

252. Annual Average Daily Traffic (passengers):

253. Annual Average Daily Traffic (tones):

254. Expected (total) traffic increase (in % - *both existing and generated*):

255. Road toll implementation: NO

256. Movement of ISO Containers possible? : YES

257. Road condition (Good, Fair or Poor): GOOD

258. Current Bottleneck/Missing Links: NO

Section 2. Project Information Concerning Criteria

ON-OFF CRITERION:

Serve for the development of a transport corridor within the ECO countries

YES **IF YES, PLEASE PROCEED:** Kyrgyzstan (directly)

259. Is the project serving international connectivity? YES

If **yes** is it expected to: access to Kyrgyzstan and China

A: Greatly improve connectivity, B: Significantly improve connectivity, C: Somewhat improve connectivity, D: Slightly improve connectivity, E: Does not improve connectivity.

260. Will the project promote solutions to the particular transit transport needs of the landlocked countries? YES

If **yes** the project is providing solution:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

261. Will the project connect low income and/or least developed countries/regions with ECO member states, major European, and Asian markets? YES

If **yes** the project is providing connection:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

262. Will the project cross natural barriers, removes bottlenecks, raises substandard sections to meet international standards, or fills missing links? YES

If **yes,** the project contributes to the above:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

263. Will the project have a high degree of urgency due to importance attributed by the national authorities and/or social interest? YES

If **yes** the project is included in the national plan and:

A: requires immediate realization (for implementation up to 2013), B: considered very urgent (for implementation up to 2016), C: considered urgent (for implementation up to 2020), D: may be postponed until after 2020,

If the project is not included in the national plan:
E: Not in the national plan.

264. Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? YES NO

If **yes,** the magnitude of impact is:

A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Project Financial Information

265. Project cost (in million$): 119

Out of which fixed investments:

266. Starting Date: 2005

267. Expected Completion Date: 2013

268. IRR:

269. Project's stage: Construction Tendering Study/Design Planning Identification

270. Expected Funding Sources (and the % of funding for each one):

37. National Funds: …
38. Foreign aid:
39. Bank loans:
40. Grants:
41. Private Funds (PPP basis). Please provide details
42. Other

271. Foreign cooperation sought? YES NO

If yes, please describe…….

272. Expenses made so far (2010), as a percentage of the project's total cost: …….

273. Percentage of budget of public works allocated:

274. GDP (year 2010 in million $):

275. Implementation arrangements: Ongoing project

276. Critical success factors:

277. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)…….. …….

278. Reasons for which project implementation has been delayed, (if applicable)…..

279. Any relevant Documentation?

Pre-feasibility study……..

Feasibility study……..

Technical Studies (Design etc)……

Other……

280. Other project-related information?…….

[1] *If AGR (M=Motorway, E=Express road, O=Ordinary road); if AH (P=Primary, I= Class I, II= Class II, III=Class III), or both if applicable.*

[2] *For the year 2010 and latest year, if available.*

[3] *Freight vehicles include any vehicles used to transport freight, such as trucks and trailers*

ECO ROUTE NUMBER: ROAD ROUTE II: Turkey via Iran, Afghanistan to Tajikistan (Istanbul to Dushanbe)

ROAD ROUTE II-EXTENSIONS (border with Afghanistan) Nijniy Pyanj – Kolkhozabad – Kurgan Tyube –Dushabe **-** Dushanbe – Kulyab – Krorog – Murgab - Kulma Pass - (China border to Tashkurghan)

ECO ROUTE NUMBER: ROAD ROUTE III: Turkey via Iran, Turkmenistan, Uzbekistan to Tajikistan (Istanbul to Dushanbe)

ROAD ROUTE III-EXTENSIONS (border with Uzbekistan) Panjakent – Ayni - Dushanbe-Karamyk (border with Kyrgystan)

PLEASE COMPLETE THE FOLLOWING TEMPLATE FOR ANY NEW PROJECT ALONG THIS ROUTE& ITS EXTENSIONS AND BRANCHES (IF APPLICABLE)[▫]

Project Name: Dushanbe–Tursunzade Road

Project ID:

ECO ROUTE NUMBER: II

Project Description: Dushanbe–Tursunzade Road is perspective corridor connecting Tajikistan with Uzbekistan and promotes transit benefit

Rationale and Objectives: The objectives are to promote economic development and reduce poverty through a safe, reliable and low cost transport system. The Dushanbe to Tursunzade stretch of road is part of an important transport corridor going from the People's Republic of China (PRC) through the Kyrgyz Republic, Tajikistan, Uzbekistan, and Afghanistan to Iran and the Arabian Sea. This corridor is functioning but it needs improvements to reach its full potential.

Expected impacts and benefits: Several projects are under way to reach this goal. An improvement to the Dushanbe to Tursunzade Road would be a significant step forward.

Contact address/details:
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14 Ayni str.
Tel: +992 37 221 17 13
Fax: +992 37 221 20 03

Section 1. Project Technical Characteristics:

[▫] The new projects in red have been identified. Please include any additional ones.

281. Location (latitude/longitude or alternatively a map):

282. Start point/node/city Dushanbe

283. End point/node/city Tursunzade

284. Road Class[1]

285. AGR/AH Ref no (if exists): AH 62

286. Length (in km): 66km

287. Number of carriageways:

288. No of lanes: 4

289. Design Speed (km/h) or Travel time (hours):

290. Annual Average Daily Traffic[2]:

291. Estimated % of freight vehicles[3]:

292. Annual Average Daily Traffic (passengers):

293. Annual Average Daily Traffic (tones):

294. Expected (total) traffic increase (in % - *both existing and generated*):

295. Road toll implementation: YES NO

296. Movement of ISO Containers possible? : YES NO

297. Road condition (Good, Fair or Poor): Good

298. Current Bottleneck/Missing Links: no

Section 2. Project Information Concerning Criteria

ON-OFF CRITERION:

Serve for the development of a transport corridor within the ECO countries

YES NO , IF YES, PLEASE PROCEED:

299. Is the project serving international connectivity? YES NO

If **yes** is it expected to:

A: Greatly improve connectivity, B: Significantly improve connectivity, C: Somewhat improve connectivity, D: Slightly improve connectivity, E: Does not improve connectivity.

300. Will the project promote solutions to the particular transit transport needs of the landlocked countries? YES NO

If **yes** the project is providing solution:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

301. Will the project connect low income and/or least developed countries/regions with ECO member states, major European, and Asian markets? YES NO

If **yes** the project is providing connection:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

302. Will the project cross natural barriers, removes bottlenecks, raises substandard sections to meet international standards, or fills missing links? YES NO

If **yes,** the project contributes to the above:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

303. Will the project have a high degree of urgency due to importance attributed by the national authorities and/or social interest? YES NO

If **yes** the project is included in the national plan and:

A: requires immediate realization (for implementation up to 2013), B: considered very urgent (for implementation up to 2016), C: considered urgent (for implementation up to 2020), D: may be postponed until after 2020,

If the project is not included in the national plan:
E: Not in the national plan.

304. Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? YES NO

If **yes,** the magnitude of impact is:

A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Project Financial Information

305. Project cost (in million$): **$120 million.**

Out of which fixed investments:

306. Expected Starting Date: 2011

307. Expected Completion Date: 2014

308. IRR:

309. Project's stage: Construction Tendering Study/Design Planning Identification

310. Expected Funding Sources (and the % of funding for each one):

43. National Funds: …
44. Foreign aid:…
45. Bank loans: …
46. Grants: ADB
47. Private Funds (PPP basis). Please provide details……..….
48. Other….

311. Foreign cooperation sought? YES NO

If yes, please describe…….

312. Expenses made so far (2010), as a percentage of the project's total cost: ……

313. Percentage of budget of public works allocated: ……

314. GDP (year 2010 in million $): ……..

315. Implementation arrangements……

316. Critical success factors:…….

317. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)…….. …….

318. Reasons for which project implementation has been delayed, (if applicable)…..

319. Any relevant Documentation?

Pre-feasibility study……..

Feasibility study……..

Technical Studies (Design etc)……

Other……

320. Other project-related information?…… …….

ECO ROUTE NUMBER: ROAD ROUTE II: Turkey via Iran, Afghanistan to Tajikistan (Istanbul to Dushanbe)

ROAD ROUTE II-EXTENSIONS (border with Afghanistan) Nijniy Pyanj – Kolkhozabad – Kurgan Tyube –Dushabe **-** Dushanbe – Kulyab – Krorog – Murgab - Kulma Pass - (China border to Tashkurghan)

ECO ROUTE NUMBER: ROAD ROUTE III: Turkey via Iran, Turkmenistan, Uzbekistan to Tajikistan (Istanbul to Dushanbe)

ROAD ROUTE III-EXTENSIONS (border with Uzbekistan) Panjakent – Ayni - Dushanbe-Karamyk (border with Kyrgystan)

PLEASE COMPLETE THE FOLLOWING TEMPLATE FOR ANY NEW PROJECT ALONG THIS ROUTE& ITS EXTENSIONS AND BRANCHES (IF APPLICABLE)[▫]

Project Name: Kurgan Tyube Dusti–Nizhni Pianj Road Rehabilitation
Project ID:
ECO ROUTE NUMBER:
Project Description: Dusti–Nizhni Pianj Road Rehabilitation is a part of Asian Highway network which provides great transit opportunity for Pakistan and Iran Reach Tajikistan through Afghanistan

Rationale and Objectives: The road between Dushanbe and Nizhni Pianj has become a high priority with the opening of the bridge over the Amudarya (Pianj) River providing a link to northern Afghanistan. This potentially is an important regional corridor leading to the Indian subcontinent and Pakistan's deep water ports. The road from Dushanbe to Kurgan Tube is in good condition having been rehabilitated after the Civil War. Further south, the road is in fair condition, but closer to the new bridge the road is in poor or bad condition, and now needs to be rehabilitated on an urgent basis.

Expected impacts and benefits: The major benefits of the rehabilitated road are lower vehicle operating costs and quicker travel times. In turn, these results will lower transport costs, improve access to markets and increase access to social services. Most of these benefits will accure to the local population, but other part of Tajikistan as well as PRC, Pakistan and Afghanistan will also benefit.

Contact address/details:
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Fax: +992 37 221 20 03

Section 1. Project Technical Characteristics:

321. Location (latitude/longitude or alternatively a map):

[▫] The new projects in red have been identified. Please include any additional ones.

322. Start point/node/city Kurgan Tyube

323. End point/node/city Nijniy Pyanj

324. Road Class[1]

325. AGR/AH Ref no (if exists): AH 7

326. Length (in km): about 80

327. Number of carriageways:

328. No of lanes:

329. Design Speed (km/h) or Travel time (hours):

330. Annual Average Daily Traffic[2]:

331. Estimated % of freight vehicles[3]:

332. Annual Average Daily Traffic (passengers):

333. Annual Average Daily Traffic (tones):

334. Expected (total) traffic increase (in % - *both existing and generated*):

335. Road toll implementation: YES NO

336. Movement of ISO Containers possible? : YES NO

337. Road condition (Good, Fair or Poor): GOOD

338. Current Bottleneck/Missing Links: no

Section 2. Project Information Concerning Criteria

ON-OFF CRITERION:

Serve for the development of a transport corridor within the ECO countries

YES NO , IF YES, PLEASE PROCEED:

339. Is the project serving international connectivity? YES NO

If **yes** is it expected to:

A: Greatly improve connectivity, B: Significantly improve connectivity, C: Somewhat improve connectivity, D: Slightly improve connectivity, E: Does not improve connectivity.

340. Will the project promote solutions to the particular transit transport needs of the landlocked countries? YES NO

If **yes** the project is providing solution:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

341. Will the project connect low income and/or least developed countries/regions with ECO member states, major European, and Asian markets? YES NO

If **yes** the project is providing connection:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

342. Will the project cross natural barriers, removes bottlenecks, raises

substandard sections to meet international standards, or fills missing links? YES NO

If **yes,** the project contributes to the above:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

343. Will the project have a high degree of urgency due to importance attributed by the national authorities and/or social interest? YES NO

If **yes** the project is included in the national plan and:

A: requires immediate realization (for implementation up to 2013), B: considered very urgent (for implementation up to 2016), C: considered urgent (for implementation up to 2020), D: may be postponed until after 2020,

If the project is not included in the national plan:
E: Not in the national plan.

344. Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? YES NO

If **yes,** the magnitude of impact is:

A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Project Financial Information

345. Project cost (in million$): $90 million

Out of which fixed investments:

346. Expected Starting Date: 2007

347. Expected Completion Date: 2010

348. IRR:

349. Project's stage: Construction Tendering Study/Design Planning Identification

350. Expected Funding Sources (and the % of funding for each one):

49. National Funds: …

50. Foreign aid:…

51. Bank loans: …

52. Grants: Japan Government

53. Private Funds (PPP basis). Please provide details……..….

54. Other….

351. Foreign cooperation sought? YES NO

If yes, please describe…….

352. Expenses made so far (2010), as a percentage of the project's total cost: …….

353. Percentage of budget of public works allocated: ……

354. GDP (year 2010 in million $): ……..

355. Implementation arrangements……

356. Critical success factors:…….

357. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)……..
…….

358. Reasons for which project implementation has been delayed, (if applicable)…..

359. Any relevant Documentation?

Pre-feasibility study……..

Feasibility study……..

Technical Studies (Design etc)……

Other……

360. Other project-related information?……
…….

ECO ROUTE NUMBER: ROAD ROUTE II: Turkey via Iran, Afghanistan to Tajikistan (Istanbul to Dushanbe)

ROAD ROUTE II-EXTENSIONS (border with Afghanistan) Nijniy Pyanj – Kolkhozabad – Kurgan Tyube –Dushabe **-** Dushanbe – Kulyab – Krorog – Murgab - Kulma Pass - (China border to Tashkurghan)

ECO ROUTE NUMBER: ROAD ROUTE III: Turkey via Iran, Turkmenistan, Uzbekistan to Tajikistan (Istanbul to Dushanbe)

ROAD ROUTE III-EXTENSIONS (border with Uzbekistan) Panjakent – Ayni - Dushanbe-Karamyk (border with Kyrgystan)

And
ROAD ROUTE III-EXTENSIONS (border with Uzbekistan) Chanak – Khujand – Dushanbe

PLEASE COMPLETE THE FOLLOWING TEMPLATE FOR ANY NEW PROJECT ALONG THIS ROUTE& ITS EXTENSIONS AND BRANCHES (IF APPLICABLE)[▫]

Project Name: Dushanbe – Khujand –Chanak road rehabilitation

Project ID:

ECO ROUTE NUMBER:

Project Description: Project Dushanbe – Khujand –Chanak road rehabilitation is a key section of an international corridor connecting Tajikistan with Uzbekistan. Its also links Dushanbe with the north of Tajikistan

Rationale and Objectives: The objective of this project is to promote economic development and the poverty through the improvement of the road transport system. Also it will help to ensure territorial integrity of Tajikistan and further regional integration.

Expected impacts and benefits: realization of this project promotes transit opportunity for the bordering countries.

Contact address/details:
Ministry of transport of the Republic of Tajikistan
734042 Dushanbe
14 Ayni str.
Tel: +992 37 221 17 13
Fax: +992 37 221 20 03

Section 1. Project Technical Characteristics:

[▫] The new projects in red have been identified. Please include any additional ones.

361. Location (latitude/longitude or alternatively a map):

362. Start point/node/city Dushanbe

363. End point/node/city Chanak

364. Road Class[1]

365. AGR/AH Ref no (if exists):

366. Length (in km): 356,2

367. Number of carriageways:

368. No of lanes: 4

369. Design Speed (km/h) or Travel time (hours):

370. Annual Average Daily Traffic[2]:

371. Estimated % of freight vehicles[3]:

372. Annual Average Daily Traffic (passengers):

373. Annual Average Daily Traffic (tones):

374. Expected (total) traffic increase (in % - *both existing and generated*):

375. Road toll implementation: YES NO

376. Movement of ISO Containers possible? : YES NO

377. Road condition (Good, Fair or Poor): Good

378. Current Bottleneck/Missing Links: no

Section 2. Project Information Concerning Criteria

ON-OFF CRITERION:

Serve for the development of a transport corridor within the ECO countries

YES NO , IF YES, PLEASE PROCEED:

379. Is the project serving international connectivity? YES NO

If **yes** is it expected to:

A: Greatly improve connectivity, B: Significantly improve connectivity, C: Somewhat improve connectivity, D: Slightly improve connectivity, E: Does not improve connectivity.

380. Will the project promote solutions to the particular transit transport needs of the landlocked countries? YES NO

If **yes** the project is providing solution:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

381. Will the project connect low income and/or least developed countries/regions with ECO member states, major European, and Asian markets? YES NO

If **yes** the project is providing connection:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

382. Will the project cross natural barriers, removes bottlenecks, raises substandard sections to meet international standards, or fills missing links? YES NO

If **yes,** the project contributes to the above:

A: Greatly, B: Significantly, C: Somewhat, D: Slightly, E: Does not

383. Will the project have a high degree of urgency due to importance attributed by the national authorities and/or social interest? YES NO

If **yes** the project is included in the national plan and:

A: requires immediate realization (for implementation up to 2013), B: considered very urgent (for implementation up to 2016), C: considered urgent (for implementation up to 2020), D: may be postponed until after 2020,

If the project is not included in the national plan:
E: Not in the national plan.

384. Will the project potentially create negative environmental or social impacts (pollution, safety, etc)? YES NO

If **yes,** the magnitude of impact is:

A: No impact, B: Slight impact, C: Moderate impact, D: Significant impact, E; Great impact.

Project Financial Information

385. Project cost (in million$): 295

Out of which fixed investments:

386. Expected Starting Date: 2006

387. Expected Completion Date: 2012

388. IRR:

389. Project's stage: Construction Tendering Study/Design Planning Identification

390. Expected Funding Sources (and the % of funding for each one):

55. National Funds: …
56. Foreign aid:…
57. Bank loans: …
58. Grants: …
59. Private Funds (PPP basis). Please provide details……..….
60. Other….

391. Foreign cooperation sought? YES NO

If yes, please describe…….

392. Expenses made so far (2010), as a percentage of the project's total cost: ……

393. Percentage of budget of public works allocated: ……

394. GDP (year 2010 in million $): ……..

395. Implementation arrangements……

396. Critical success factors:…….

397. Recommendations with regards to potential sources of funding for the cases of non-secure funding, (if applicable)…….. …….

398. Reasons for which project implementation has been delayed, (if applicable)…..

399. Any relevant Documentation?

Pre-feasibility study……..

Feasibility study……..

Technical Studies (Design etc)……

Other……

400. Other project-related information?..... .....

ECO

Report of Insurance Component

Under the Project
on implementation of the TTFA

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Acronyms and Abbreviations

ANIC	Afghan National Insurance Company
ASEAN	The Association of Southeast Asian Nations
BIIF	Bodily Injuries Indemnity Fund
CMVTPL Insurance	Compulsory Motor Vehicle Third Party Liability Insurance
ECO	Economic Cooperation Organization
ECO-CB	ECO Council of Bureaux
IDB	Islamic Development Bank
IRF	International Road Federation
ITI	Islamabad-Tehran-Istanbul
KTAI	Kyrgyzstan-Tajikistan-Afghanistan-Iran
MVTPL	Motor Vehicle Third Party Liability
Pakistan NICL	Pakistan National Insurance Company Limited
TIR	Transports Internationaux Routiers or "International Road Transports"
TTCC	Transit Transport Coordination Council
TTFA	Transit Transport Framework Agreement
TSIC	Tajik State Insurance Company

Executive Summary

Development of an efficient transport system is a pre-requisite to economic and social development at the national, regional and international levels. It contributes to enhancing competitiveness and better access to world markets and strengthening the regional integration and solidarity among the people of the region.

The ECO region, with a population of about 400 million and a geographic area of about 8 million square kilometers, has a strategic location as land bridge between the Asia and Europe.

The ECO's road transport network, with about 800,000 kilometers asphalt roads and more than 50 million registered vehicles, plays a key role in materializing the region's geographic advantages and in the economic progress of the region. The share of the ECO region in the global transit by road is also significant. For example, about 27 percent of the total TIR Carnet issued in the world is for the ECO region.

Taking into account the high potential of the region for transit by road, the ECO has initiated a wide range of activities and projects to strength the regional road transit system. In this regard, the interim Motor Vehicle Third Party Insurance scheme as known the ECO White Card has been introduced. This Scheme is designed using the experiences of the other Regional MVTPL insurance system, which has been operationalized across the world for the benefit of motorist, insurers and people. The most important of such systems are the International Green Card in Europe, the Yellow, Red and Brown Card in Africa, Orange Card in Arabic countries and Blue Card in ASEAN region.

The White Card is established under the provisions of the ECO Transit Transport Framework Agreement (TTFA) (Article 22 and Annex V) as a regional motor vehicle third party liability insurance scheme in which a driver can travel across all the ECO Member States with purchasing a single insurance policy. The White Card will contribute greatly to promotion of transit transport and tourism in the region through facilitation of regional motor vehicle third party insurance services. With White Card, the motorists would not need to obtain insurance cover at each of the frontiers of the countries which they visit.

In 2009, the ECO, with cooperation of the Islamic Development Bank, initiated a project on formulation of a regional programme for implementation of the TTFA. Motor Vehicle Third Party Insurance was included as a component in the said project, beside the road and railway components. Under the insurance component, a regional study was undertaken on MVTPL insurance by a team of international and national consultants. A regional Training course was also held to enhance the capacity of the member states on regional systems for MVTPL, notably the White Card.

The present report is a wrap-up of the insurance component under the abovementioned project. The first part of the Report analyses the status of the Motor Vehicle Third Party Liability insurance in the ECO Member States who provided the Country reports under the auspices of the Insurance component of the Project on TTFA. Those countries included Afghanistan, Iran, Kyrgyz Republic, Pakistan, Tajikistan and Turkey.

In the second part, the status of implementation of White Card Scheme is reviewed. The report shows that the MVTPL insurance is mandatory in the studied member countries except the Kyrgyz Republic. The types of Liabilities to be covered under this insurance include death, bodily injuries and property damages to the third party are the same in the member states. Iran, Pakistan and Turkey have the highest number of vehicles among the studied Member states. The total numbers of fatalities in Iran and Turkey are higher than other countries. Guarantee Fund to cover hit and run and uninsured vehicle is available only in Iran and Turkey. The MVTPL insurance premium rating, in Kyrgyz Republic, Pakistan and Turkey is on free market basis. In other three Member States (Afghanistan, Iran and Tajikistan), the rates are fixed by the Government. The range of MVTPL limit per victim in the said Member countries varies between 250 US $ to 130,000 US $. The highest limits are in Iran and Turkey. The procedures for third party compensation are fairly clear and transparent in most of the studied Member States. The amount of compensation for death, bodily injuries or medical treatment is predetermined by legislation or may be determined by court or actuary experts. Foreign vehicles entering the countries have to purchase the national MVTPL insurance of the visited country.

The report analyses four prerequisites for implementation of White Card, including, existence of compulsory MVTPL Insurance; existence of Motor Insurance Bureau; recognition of the White Card as a valid document for insurance converge; and possibility of free transfer of claims payment between the Member States.

The report also addresses other technical problems for implementation of White Card Scheme, such as low technical capacity of National Bureaux and difference in status of MVTPL insurance specially the differences between limits of liability and premiums.

Keeping these obstacles in view, the report provides a number of specific recommendations and proposals, which have also been adopted by the concerned decision making bodies of the ECO.

The report is also meant to be used as a background document for Government authorities, private sector, regional and international organizations and all other stakeholder in the insurance sector who are involved in development of MVTPL insurance in the ECO region.

All the reference documents related to the White Card are brought in the annexure of the report.

1. Introduction

1. Introduction

Motor Vehicle Third Party Liability Insurance (MVTPL) ensures that damage to third party health and property caused by an accident for which driver and/or owner of the car were responsible is covered. An MVTPL Insurance policy may be taken out by the owner of a vehicle or by a lawful possessor authorized by the owner on his behalf.

Compulsory MVTPL Insurance is a financial protection system set up to prevent any grievance that third parties could face due to lack of solvency of first party who caused bodily injury or property damage following any event related to a car accident.

Nowadays, thousand of vehicles are in transit across the borders. International and regional organizations have given priority to the activities related to development of transport corridors for enhancing transit trade between countries. Various mechanisms have been implemented to facilitate transit trade. One of these tools is a regional Motor Vehicle Third Party Liability Insurance. The most well-known of such system is the International Green Card operating in a geographical scope covering most of the Europe and some of its neighbors. Examples of other regional scheme include the Yellow, Red and Brown Card in Africa, Orange Card in Arabic countries and Blue Card in ASEAN region.

ECO Region is the cross road of main international North-South and East-West corridors. It has high potential of mass movement of cargo and passenger. Seven out of ten of ECO Member States are landlocked countries.

According to the ECO Annual Economic Report (2010), the real per capita income in the region with population of 418 million reached to US$ 3,767, on average in 2010. Total land asphalted roads in the region is about 792,000 kilometers. The total number of registered vehicles in the six Member States covered by the present study reached 50,562,975 in 2009- 2010.

The ECO Member States are representing more than one forth of the global usage of TIR operations, for example ECO region Member States have been issued with 611,050 TIR Carnets in 2009, out of 2,330,400 TIR Carnets issued globally. About 52% of TIR Carnet issued in the world terminates in the ECO Member States. These figures are only indicative to show the significance of transit transport in the region. Otherwise a sizable percentage of transits operations in the region are performed without the TIR converge. Therefore, the actual number of motor vehicles in transit between the ECO Member States is much higher.

Currently in the ECO region, the drivers of transit vehicles have to purchase the MVTPL insurance policy of the visiting country at the frontier. To resolve this issue,

an Interim Regional MVTPL insurance scheme is being introduced in the region to facilitate the transit transport among Member States.

In ECO region, development of Motor Vehicle Third Party Liability Insurance (MVTPLI) constitutes an important part of the Transit Transport Frame work Agreement (TTFA) which came into force in May 2006. This comprehensive agreement, which has been signed by nine Member States except Uzbekistan and ratified by the parliaments of eight Member States except Turkmenistan, provides an excellent opportunity to facilitate transit trade and unrestricted movement of goods and passengers among ECO Member States. The agreement includes 45 articles and eight annexes on various aspects of road, railway, air and marine transport, transit customs, motor vehicles third party insurance, transit tariffs, etc. Article 22 and annex V of the Agreement specifically deal with Third Party Liability Insurance.

The Project on implementation of TTFA has commenced in February 2009 for the implementation of the TTFA and its provisions on road, railway, insurance and transit transport. Under the framework of this project, from eight contracting party, six Country reports on MVTPL Insurance were provided by National Consultants of the Member States namely, Afghanistan, Iran, Kyrgyz Republic, Pakistan, Tajikistan and Turkey.

The present report first review the status of MVTPL Insurance in the said ECO Member States in Chapter One. Then it addresses in detail the aims, objectives and functions of the ECO White Card Scheme, with a focused analysis of the practical issues and obstacles to launching the White Card Scheme. Finally, it provides a number of specific recommendations and proposals for early activation of the Scheme.

2. Review of the Status of Motor Vehicles Third Party Liability Insurance in the TTFA contracting parties under study:

2.1. Afghanistan

CONTROL OF THE ENTERPRISES

Insurance in Afghanistan started 48 years ago with the establishment of the first Insurance Company in 1964. It was a limited Company as a joint venture of Afghan Government with the London Association of Guardian Assurance Co.

The major area of activity of the company was Motor Third Party Liability Insurance as compulsory by the Act 832 of 26 June, 1970, which stipulates that, “All the owners of cars, either national or international are bound to have third party insurance while they driver over the roads in Afghanistan. Other areas of activities of the company were Workmen’s Compensation, Fire and Personal Accident, Travel, Health, Marine, Cargo and Aviation Insurance

Later in the year 1979, the Afghan Government decided to be the sole owner of the company. So the Government bought the company and named it "Afghan National Insurance Company".

Afghan National Insurance Company had the expertise in all the areas of the Insurance sector and had the support of the British experts.

Afghan National Insurance Company and the Insurance Sector were growing well in Afghanistan until the breakout of the Civil War. During the Civil War the company went through various difficulties but still was there to serve and provide insurance services.

As the local and foreign investors lost their interest in this sector, the sector did not experience any diversification, and the Afghan National Insurance Company remained as the sole insurance company in Afghanistan until 2007. After the fall of Taliban regime, investors from various countries started investing in Afghanistan, and thus insurance started to resume its status and function as a pre-requisite for investment and business. During the Civil War Afghan National Insurance Company

also lost most of its experts, because of which it was not able to cover all the areas of insurance in Afghanistan. To fill this gap, private insurance companies were set up for the first time in Afghanistan in 2007.

Today there are three private companies, namely the Insurance Corporation of Afghanistan (ICA), Global Insurance Company (GIC), Afghan Group of Insurance (AGI), besides one State owned company that is serving in the insurance sector. This shows that Insurance sector is developing in Afghanistan. But it is also true that the sector has not been developed as much as other sectors are developing in the country.

Presently, ANIC is offering limited insurance services. Portfolio of business is limited mostly to non-life insurance, like Motor, Marine, Aviation, Fire and Accident. In the past few years, other insurance policies were introduced such as Student, Health and Travel and Workmen's Compensation. Some of the new policies are not as successful as were expected.

REGULATION CONCERNING COMPULSORY MOTOR INSURANCE

Presently, ANIC issues three kinds of Motor insurance policies which are as follows:

1. Third Party Insurance policy
2. Comprehensive
(A- Comprehensive Insurance policy)
(B- Third Party Insurance policy)

The Comprehensive Motor Insurance is an optional insurance and has two types, which are one side and double side

insurance. This policy is available to all the nationals and internationals who want to get this coverage for their vehicles.

The headquarters of the ANIC is located in the capital of Afghanistan, Kabul. During these years, three regional offices were also established to operate on motor insurance.

Articles 52 and 54 of Afghanistan Traffic Law, Article 484 of Road Traffic Movement Law of (1981) and Article 664 of MVTPL Insurance Regulations (1998) stipulate that, “All the owners of vehicles, either national or international, are bound to have third party insurance”.

Until 2008 Afghan Traffic Department in Kabul, Herat, Mazar e Sharif and Nangarhar did not issue car registration documents in the absence of a third party insurance policy. But since then, the owners of new cars are rarely referred to insurance companies for obtaining a third party insurance policy in fulfillment of the laws.

After the year 2008, revenues generated from the third party insurance policy started to decrease gradually. The number of vehicles having third party insurance policy also declined. Presently a very small percentage of vehicles on the road obtain third party insurance policy.

Currently, more than two million vehicles are in circulation in Afghanistan and thousands of trucks enter from different border crossing points of Afghanistan for trade and transit purposes on daily basis. With these figures, naturally a large number of accidents occur every day, out of which only few are reported. The reported number of accidents in the past five years was about 16,363. During these years only 113 claims were reimbursed.

The ANIC is working closely with all the relevant government departments in order to enforce the article of the Traffic Law and amend the Law if needed, so that Third Party Insurance could be fully implemented in all over Afghanistan. The aim is to assure that the victims of car accidents have their claims processed and are compensated appropriately. These initiatives would also enable the ANIC to provide adequate and timely services across the country and beyond.

The ANIC is currently in contact with the insurance authorities of other ECO Member States to obtain technical support so that it can play an active role in facilitating trade and transit, befitting the important geographic location of the country the ECO region.

The rate of premium of the Third Party Insurance policy at the moment in Afghanistan is very low, leading to limited coverage for property damage, bodily injury and death. Third party insurance premium rates are presented in table 1 below.

Table 1: Rate of Compulsory MVTPL Insurance premium in Afghanistan

Truck & Load Carrying Vehicles

Load Carrying Capacity	Rate of Premium	
	AFS.	US $
Up to 3 Tons	384	7.68
From 3 up to 4.5 Tons	480	9.60
From 4.5 up to 5 Tons	480	9.60
From 5 up to 7 Tons	776	11.50
From 7 up to 10 Tons	672	13.44
From 10 up to 15 Tons	768	15.36
From 15 up to 20 Tons	864	17.28
From 20 up to 25 Tons	960	19.20
From 25 up to 30 Tons	1008	20.16
From 30 up to 35 Tons	1056	21.12
From 35 Tons and above	Add 40 cents for each extra Ton to the amount	

Official & Private Motorcycles (Riksha) etc.

Power of Engine	Rate of Premium	
	AFS.	US $
Up to 50 CC	160	3.20
From 50 CC to 100 CC	192	3.84
From 100 CC to 225 CC	240	4.80
From 225 CC to 350 CC	288	5.76
From 350 CC to 550 CC	352	7.02
From 550 CC Above	480	9.60
3 Wheel Scooter	384	7.68

Official & Private Vehicles & Taxi

	Private Cars		Official Vehicles & Taxi	
	AFS.	US $	AFS.	US $
Vehicles up to 1500 CC	192	3.84	288	5.76
From 1500 up to 2700 CC	256	5.06	384	7.68
From 2700 up to 3900 CC	320	6.40	480	9.60
From 3900 up to 4750 CC	720	14.40	1080	21.6
From 4750 up to 5500 CC	768	15.36	1152	23.04
Above 5500 CC	960	19.20	1440	28.80

Rate of premium for Buses

Capacity of Bus	Non-hired Buses		Hired Buses	
	AFS.	US $	AFS.	US $
From 9 to 12 seats	480	9.60	720	14.4
From 12 to 22 seats	672	13.44	1008	20.16
From 22 to 42 seats	960	19.10	1392	27.84
From 42 to 12 and above	To add 40 cents for each seat to the amount			

2.2. Iran

CONTROL OF THE ENTERPRISES

The first insurance law in Iran was adopted in 1937. Iran Insurance Company (Bimeh Iran) as the first Iranian Insurance Company was established in 1935. The Compulsory MVTPL came into force in 1968. This Act was amended in 2008.

The Central Insurance of the Islamic Republic of Iran (Bimeh Markazi Iran) was established in 1971 according to the Act on regulating, expanding and guiding insurance industry in Iran.

The Act on establishment of private-owned insurance companies was approved in 2001. According to legislation, any firm to start insurance business in Iran should obtain a permit from Bimeh Markazi Iran.

The minimum capital required for establishment of an insurance company in Iran applicable for 2013 is as follow:

1. for Life Insurance: 1200 Billion Rials.
2. for non-Life Insurance: 2,300 Billion Rials.
3. for Composite Insurance (Life & Non-life): 2,500 Billion Rials.
4. for Reinsurance: 4,000 Billion Rials.

According to legislation, insurance companies are obliged to maintain technical and statutory reserves, and clearly reflect the details of these reserves and their utilization in the Company account books.

The insurance companies who are authorized to perform activities in the field of insurance, are obliged to transfer all information required by Bimeh Markazi Iran in connection with the issued policies and settled compensations on continuous basis.

REGULATION CONCERNING COMPULSORY MOTOR INSURANCE

According to the provisions of Article 1 of the Amended CMVTPL Insurance Act (2009), all owners of land and rail road motor vehicles are obliged to insure their vehicles against bodily injuries and financial/property losses/damages incurred to the third parties as a result of the accidents of such vehicles, or tows and trailers attached to them or consignments thereof, at least to the amount mentioned in this law, with one of the insurance companies licensed by Bimeh Markazi Iran.

The compensations assigned for bodily injury include any "*Diah*" or "*Arsh*" arising from injury, fracture, deficiency of limbs, disablement (partial or total; temporary or permanent) or Diah of third party due to the accidents subject to this Act. Treatment expenses also if not subject to other law, shall be subject to insurance obligations of this Act. Therefore, the insurer indemnifies damages to persons under the main following titles: - *Expenses for treatment of bodily injuries.* - *Indemnity for failure and deficiency of limbs.* - *Indemnity for death.*

The amount of compensation damages to persons shall be determined on the basis of the court judgment having due regard to the Islamic Penal Law. Mean while, base on Article 4 of the CMVTPL Insurance Act, the minimum amount of sum insured subject to this law for bodily injuries and death is equal to the *Diah* of a Muslim man in the four *Haram* months (four lunar *Hijri* months in which the amount of *Diah* increases by one third of the total amount of a complete *Diah* as per Islamic rules), and for the financial/property damages, equals to minimum 2.5% of the physical obligations.

In case due to an accident, the responsible part is condemned to pay more than the amount of one Diah (assigned for death) to each of the victims, the insurer is obliged to pay the entire amount assigned.

Based on the provisions of Art.7 of the said Act, the following issues are not subject to insurance of this Act:

1. Damage incurred to the motor vehicles of the responsible party (at fault).
2. Damage incurred to the consignments of motor vehicle of the responsible party (at fault).
3. Direct and/or indirect damages resulting from atomic and radioactive radiation.
4. Damage resulting from penal conviction and or payment of penalties.

Moreover, driving land motor vehicles without MTPL policy is prohibited.

According to Art.5 of CMVTPL Insurance Act, the insurer is obliged to compensate the losses incurred to the third parties up to the limit mentioned in the policy. In traffic accidents causing injury or death which as per the report of an expert of traffic accident or highway police, the main reason of occurrence of accidents is one of the driving violations, the insurer is obliged to pay the compensation of the victim without any condition and after that can refer to the responsible party (at fault) of the accident to recovery 1% of bodily compensation and 2% of financial/property compensations. In case by virtue of the report given by the traffic authorities or highway police, the main reason for occurrence of the accident, is one of the traffic violations, the driving license of the responsible party will be confiscated from one to three months and the responsible party is prohibited from driving during this period.

In case of damages caused by the responsible driver (at fault) who was under the influence of alcohol or drugs, did not have a valid driving licence in conformity with the type of motor vehicle, or caused the accident deliberately, the insurance company

compensates the victims without obtaining any guarantee and after that insurer is entitled to recourse as from the responsible party (at fault).

Foreign land motor vehicles entering Iran are required by law to obtain liability insurance at the border of entry. Owners of Iranian land motor vehicles departing from Iran, are obliged to insure their liability against damages incurred to the passengers due to the accident of the said motor vehicles, up to the Diah of a Muslim man (in those four Hijri lunar months in which the amount of Diah increases by one third of a complete Diah), otherwise moving of the said motor vehicles would be inhibited by the relevant authorities.

Art.16 of the CMVTPL Insurance Act prescribes that in traffic accidents resulting in bodily injury other than death, the insurer of the responsible party (at fault) of the accident and/or Bodily Injuries Indemnity Fund (BIIF) as per the case, is/are obliged to pay immediately 50% of the approximate *Diah* to the victim (third party) after receiving the accident report of traffic expert and highway police and if required the report of other police authorities and forensic medicine, then to pay the balance after finalization of the exact amount to be paid for Diah.

In case of non agreement of parties regarding the compensation amounts payable, the insurance company is obliged to repair the motor vehicle of the victim in an authorized repairshop and/or in a repairshop acceptable by the injured party and to pay the repair's expenses up to the limit of financial obligations mentioned in the policy.

In case the dispute is not resolved through the said manner, the matter will be addressed without observing the formalities of legal

proceeding, in a branch of the Specialized Dispute Settlement Commission, whose member are comprised of a judge assigned upon the recommendation of Head of Justice Dept., an insurance expert designated upon the recommendation of Iran Insurers' Syndicate and confirmation of Bimeh Markazi Iran, and an accident handling officer recommended by the Traffic Police. The judgment of this Commission shall be final, unless appealed within twenty days in a public court.

Premium tariffs and manner of installment and discount of the premium are drafted by Bimeh Markazi Iran, taking into account the type of motor vehicles, list of violations leading to accident and loss ratio of this field. The drafts are submitted for approval of the Supreme Council of Insurance and final approval of the Cabinet of Ministers.

According to Art.10 of CMVTPL Insurance Act, in order to protect the victims of traffic accidents, bodily damages incurred to third parties, not payable due to lack or expiry of the policy, cancellation of insurance contact, suspension of procurement of the insurer, escaping and/or non recognizing of responsible of the accident and/or bankruptcy of the insurer or in general, bodily damages outside the conditions of policy (except cases enlisted in Article 7 of the said Act) will be paid by independent fund named Bodily Injuries Indemnity Fund (BIIF)

OTHER INFORMATION

In Iran, the plate number of the vehicles is required to be attached to both the front and rear of the vehicle. Each plate number is unique. It is associated with the owner of the vehicle. In General, the plates fall into three types:

1. Plates of the Public Transportation Vehicles, with yellow background. The numbers in black, with a blue margin at its left containing a small flag of Iran together with the International Country Code.

2. Plates of the Private Owned Vehicles, with white background. The numbers in black, with a blue margin at its left containing a small flag of Iran together with the International Country Code.
3. Plates of the Governmental Vehicles, with red background. The numbers in white, with a blue margin at its left containing a small flag of Iran together with the International Country Code.

There is also a fourth category of plates, called Transit plates, which is designed and issued for land Motor Vehicles traveling abroad.

Table 2: Premium Tariff for Compulsory MVTPL insurance
Iran, Islamic Republic

Type of Vehicle	The Vehicles' Specifications	Maximum Premium Tariff (Rials) (2013)
Cars	Less than 4 Cylinders and up to 6 Cylinders and upper	5,047,920 - 7,852,320
Coaches	Up to 7 seats up to 44 seats	14,442,660 - 37,859,400
Trucks/ Lorries	Up to 1 ton up to more than 20 tons	6,169,680-14,863,320
Motorcycles	Run by gas	1,261,980
	1 Cylinders to more	1,542,420 – 1,682,640
	Motor tricycle	1,822,860

2.3. The Kyrgyz Republic

CONTROL OF THE ENTERPRISES

The following laws and regulations govern the insurance sector in the Kyrgyz Republic :

- Civil Code of the Kyrgyz Republic “Chapter 46”,
- Law on Insurance Arrangements of the Kyrgyz Republic,
- Licensing Act,
- Law on Stock-Company of the Kyrgyz Republic;
- Decree of the Kyrgyz Republic № 300 dated August 5, 2010, on Establishing Minimal Amount of Authorized Capital for Insurance Organizations;
- Decree of the Government of the Kyrgyz Republic № 500 dated August 5, 2009 on Establishing Provisions, Procedures of Settlements of Contributions into Insurance (Technical) Reserves of Insurance Organisations of the Kyrgyz Republic;
- Decree of the Government of the Kyrgyz Republic № 299 dated November 25, 2010 on Establishing Maximum Amount of Liability on Separate Risk of Insurance Agreement;
- Decree on Guidelines of Accounting Records and Financial Statements in Kyrgyz Republic (It was adopted by Order point127 dated April 21, 2000, of the Ministry of Finance of the Kyrgyz Republic) and other Laws and Regulations.

Insurance companies of Kyrgyzstan, as of July 2010, deal only with optional types of insurance. Compulsory insurance in the Kyrgyz Republic has not been developed. The country has introduced only one type of compulsory insurance, that is life and health insurance of military servants in the Armed Forces.

With the aim to strengthen financial sustainability of insurance organizations, security and reliability of insurance market and to increase the trust of community to insurance organizations, the Government of the Kyrgyz Republic has passed Decree No. 300 dated 25 November 2012 “On Establishment of Lower Limit Dimensions of the Authorized Capital Stock for Insurance Organizations”, which prescribes insurance companies carrying out activities on the conditions of alignment of optional and compulsory types of insurance and reinsurance to increase the authorized capital

stock to a sum not less than 50,000,000 (50 mln.) Soms (approximately equivalent of 1,055,149 USD).

Nine out of 15 insurance companies dealing with optional and compulsory types of insurance increased their capital up to 50 mln. Soms and two companies to 100 mln. Soms. The three insurance companies who are dealing with only optional insurance increased their capital up to 25 mln. Soms.

As of January 2012, 15 insurance companies, including two reinsurance companies operate in the Kyrgyz Republic. Four types of compulsory insurance of liability have entered into force since 1st July 2010, which are as follows:

1. Act 194 dated 5 August 2008 "On Compulsory Liability Insurance of an Employer for Causing Injury to Life and Health of a Worker during Discharge of Labour (office) Duties".
2. Law of the Kyrgyz Republic No. 188 dated 4 August 2008 "On compulsory liability insurance of a carrier of dangerous goods".
3. Law of the Kyrgyz Republic No. 202 dated 4 August 2008 "On compulsory liability insurance of organizations utilizing dangerous manufacturing objects".

REGULATION CONCERNING COMPULSORY MOTOR INSURANCE

State Finance Supervision in cooperation with the World Bank drafted the Act on Compulsory Motor Vehicle Third Party Liability (CMVTPL) Insurance. Nine Working Group meetings have been held in cooperation with relevant ministries, agencies, business communities, representatives of Jogorku Kenish of the Kyrgyz Republic and Kyrgyz Insurance Association for finalization of this Draft Act. The Act was further reviewed with the assistance of the World Bank. The draft was also considered by Council of Insurance Experts and NGPF on November 30, 2010.

The State Finance Supervision also drafted a Decree of the President of the Kyrgyz Republic on Insurance. The Decree guarantees payment of compulsory insurance liabilities for establishment of the Insurance Fund guaranteeing payment to protect injured parties of accidents in which parties at fault disappear or are not identified.

This Draft Decree has been considered four times by the Council of Experts on Insurance Market Development and NGPF on 2010. These bodies decided to

establish the Insurance Fund guaranteeing payment for compulsory insurance liabilities only. This issue was submitted to Kyrgyz Insurance Association for consideration.

According to legislation, owner of a vehicle is responsible for damage to life, health and property of the third party. The procedure in the event of a motor accident is stipulated in Traffic Regulations. Traffic Regulations are mandatory for all road participants.

There is optional insurance system related to KASKO vehicle maintenance. Such optional insurance for motor vehicle accidents are motor vehicle third party liability insurance, drivers and passengers insurance. Tariffs are determined separately by each Company.

OTHER INFORMATION

To increase the efficiency of insurance market of the Kyrgyz Republic, and with regard to the importance of accurate calculation of insurance tariff and insurance payments, it is considered to establish a Kyrgyz Actuary institute with a mandate to develop the actuary activities in the Country. In this regard, a Working Group is established to draft the concept of actuary activities and other related issues.

2.4. Pakistan

CONTROL OF THE ENTERPRISES

Pakistan insurance market has undergone major structure changes in recent years through merger of companies to meet increased statutory requirement of minimum paid up capital as per Insurance Ordinance 2000.

Insurance companies registered in Pakistan under the relevant provisions of Section 284-287 of the Companies Ordinance 1984 can transact Insurance Business. An eligible person required to register under this ordinance, may make an application to the commission for registration as an authorized person to carry on life or non-life insurance business as the case may be.

Where an application for registration is received by the commission under Section 6 of the Ordinance, the commission may, subject to sub section (2) and sub section (3) of Ordinance register the insurer as authorized to carry on life insurance business or authorized to carry on non-life insurance business as the case may be.

Within thirty days of a receipt of an application for registration, or a such longer period as it may be prescribed, the commission shall, in writing, notify the applicant that the application has been granted or refused.

An insurer registered under this Ordinance to carry on insurance business shall have a paid-up capital of not less than a required minimum amount. The required minimum amount is:

A) One hundred and fifty Million Rupees, or such higher amount as may be prescribed by the federal Government, for an insurer carrying on life insurance business; and
B) Eighty Million rupees, or such higher amount as may be prescribed by the federal Government, for an insurer carrying on non-life insurance business

In Pakistan, Securities & Exchange Commission of Pakistan (SECP) is the Regulatory Authority and Ministry of Commerce is the Controlling Authority.

There are Thirty Four General Insurance Companies in the private Sector. NICL is the only company which belongs to the public and there is one Re-insurance Company. Total premium generated in 2009 and 2010 are 28,276 and 28,447 millions of Rupees respectively**.**

REGULATION CONCERNING COMPULSORY MOTOR INSURANCE

Types of motor insurance coverage are:

1. **Act Only Liability** covers legal liability of insured against death or body injury of third party.
2. **Third Party Liability** covers death, bodily injuries and property damages of any person other than insured.
3. **Comprehensive Policy** covers accidental damage, fire, burglary, theft, malicious damage and riot and strike, damage due to natural calamities to the insured and third party liability against death/body injury and property damage.

Compulsory Third Party Liability Insurance is based on the provisions of Motor Vehicle Act of 1939. As per Section 94 (1), Chapter-VIII of this Act, no person is allowed to use Motor Vehicle in public places unless having a valid insurance policy. According to this Act, Liability to third parties is:

1. Subject to the limit of liability, the company will indemnify the insured in the event of accident caused by or arising out of the use of the motor vehicle in a public place against all sums including claimant's costs and expenses which

the insured shall become legally liable to pay in respect of death of or bodily injury to any person.

2. The company will pay all costs and expenses incurred with its written consent.
3. In terms of and subject to the limitations of this policy the company will indemnify any driver who is driving the motor vehicle on the insured's order or with his permission provided that such driver:-
   a) Is not entitled to indemnity under any other policy.
   b) Shall as though he were the insured-observe fulfill and be subject to the terms exceptions and conditions of this policy in so far as they can apply.
4. In the event of death of any person entitled to indemnity under this policy the company will in respect of the liability incurred by such person indemnify his personal representatives in the terms of and subject to the limitations of this policy provided that such personal representatives shall as though they were the insured observe fulfill and be subject to the terms exceptions and conditions of this policy in so far as they can apply.
5. The company may at its own option (A) arrange for representation at any inquest fatal inquiry in respect of any death which may be the subject of indemnity under this policy and (B) under take the Defense of proceedings in any court of law in respect of any act or alleged offence causing or relating to any event which may be the subject of indemnity under this policy.

Nothing in this policy or any endorsement hereon shall affect the right of any person indemnified by this policy or any other person to recover an amount under or by virtue of the provisions of Section 96 of the Motor Vehicle Act, 1939. But the insured shall repay to the company all sums paid by the company which the company would have been liable to pay but

for the said provisions.

In the event of any accident involving indemnity to more than one person any limitations by the terms of this policy and/or of any endorsement thereon of the amount of any indemnity shall apply to the aggregate amount of indemnity to all persons indemnified and such indemnity shall apply in priority to the insured.

General exceptions of the policy are:

1. The company shall not be liable in respect of any claim arising whilst the motor vehicle is:

a) being used otherwise than in accordance with the limitations as to use or
b) Being driven by or is for the purpose of being driven by him in the charge of any person other than a driver.

2. The company shall not be liable in respect of any claim arising out of any Contractual liability.
3. Except so far as is necessary to meet the requirements of Section 95 of the Motor Vehicle Act 1939, the company shall not be liable in respect of death arising out of, and in the course of, his employment of a person in an employment of the insured or in the employment of any person who is indemnified under this policy or bodily injury sustained by such person arising out of and in the course of such employment.
4. Except so far as is necessary to meet the requirements of Section 95 of the Motor Vehicle Act, 1939, the company shall not be liable in respect of death or bodily injury to any person being carried in or upon, or entering or mounting, or alighting from the motor vehicle at the time of the occurrence of the event out of which any claim arises.
5. The company shall not be liable in respect of death or bodily injury caused or contributed to by conditions of war, riot or civil commotion.
6. The company shall not be liable in respect of any liability of whatsoever

nature directly or indirectly caused by or contributed to by or arising from ionizing radiations or contamination by radioactivity from any nuclear fuel or from any nuclear waste from the combustion of nuclear fuel. For the purpose of this exception combustion shall include any self sustaining process of nuclear fission.

7. The company shall not be liable in respect of any liability directly or indirectly caused by or contributed to by or arising from nuclear weapons material.
8. The company shall not be liable in respect of death or bodily injury caused sustained or incurred after any variation in or termination of the insured's interest in the motor vehicle.

Conditions of the policy are:

This policy and the schedule shall be read together and any word or expression to which a specific meaning has been attached in any part of this policy or of the schedule shall bear the same meaning where ever it may appear.

1. Notice shall be given in writing to the company immediately upon the occurrence of any claim. Every letter claim writ summons and/or process shall forward to the company immediately on receipt by the insured. Notice shall also be given in writing to the company immediately the insured shall have knowledge of any impending prosecution inquest or fatal inquiry in respect of any accident which may give rise to a claim under policy.
2. No admission offer promise or payment shall be made by the insured without the written consent of the company which shall be entitled if it so desires take over and conduct in the name of the insured the defense or settlement of any claim or to prosecute in his name for its own benefit any claim for indemnity and damages or otherwise and shall have full discretion in the conduct of any proceeding or in the settlement of any claim and the insured shall give all such information and assistance as the company may require. If the company shall make any payment in settlement of any claim and such payments includes any amount not covered by this policy the insured shall repay to the company the amount not so covered.
3. The insured shall take all reasonable steps to maintain the motor vehicle in efficient condition and the company shall have at all times free and full access to examine the motor vehicle or any part thereof or any driver or employee of the insured.
4. The company may cancel this policy by sending seven days notice by registered letter to the insured at its last known address and in such event will return to the insured the premium less the pro rata portion thereof for the period the policy has been in force or the policy may be cancelled at any time by the insured on seven days notice and the insured shall be entitled to a return of premium less premium at company's short period rates for the period the policy has been in force.
5. If at the time any claim arises under this policy there is any other existing insurance covering the same liability, the company shall not be liable to pay or

contribute more than its note able portion of any compensation costs or expense. Provide always that nothing in this condition shall impose on the company any liability from which but for this condition it would have been relieved under the provisions of Proviso (a) of Paragraph 3 of this policy.

6. If any difference arises as to the amount to be paid under this policy such difference shall be referred to the decision of an arbitrator to be appointed in writing by the parties in difference or if the can not agree upon a single arbitrator to the decision of two arbitrators one to be appointed by each party in writing with in one calendar month after having been required in writing so to do by either of the parties or in case the arbitrators do not agree of an umpire appointed in writing by the arbitrators before entering upon the reference. The Umpire shall sit with arbitrators and preside at their meetings and the making of the award shall be a condition precedent to any right of action against the company.
7. The due observance and fulfillment of the terms conditions and endorsements of this policy in so far as they relate to anything to be done or compiled with by the insured and the truth of the statements and answers in the said proposal shall be

conditions precedent to any liability of the company to make any payment under this policy.

Claim procedure under existing system:

- Application to claims tribunals, constituted by the Government, by injured person him/herself or by legal representatives of the deceased passenger or by an agent having authority to apply.
- Application to be made within 90 days of the accident.
- Claims Tribunal, after holding an enquiry, will pass order determining the amount of compensation.

- Any person aggrieved by an order to claims Tribunal can make an appeal to the prescribed authority.

There is a motor tariff which was prepared some fifty years back. The tariff has become obsolete due to competitive market. All insurance companies are charging premium according to their own experience and market norms.

No guarantee fund is available to uninsured motorists. Vehicles without registration/proper documents are not allowed to enter. However, as per law it is mandatory to have Third Party Liability cover in order to bring vehicle on road.

All motor vehicles are registered with the excise and taxation department. It has offices in almost all the cities of Pakistan.

Table 3: Premium Tariff for Compulsory MVTPL insurance
Pakistan, Islamic Republic

Type of Vehicle	The Vehicles' Specifications	Premium Tariff
Cars		
Coaches	Up to 14 passengers- up to 52 passengers	Rs. 3,000 – Rs. 3,000+100/seat
Trucks/ Lorries	Up to 2 Metric tones Exceeding 3 metric tones	Rs. 1,500 (US$ 19) – Rs. 2,000 (US$ 25)
Motorcycles		

2.5. Tajikistan

CONTROL OF THE ENTERPRISES

In 1924, based on the Decree of the Revolutionary Committee of the former Autonomous Soviet Socialist Republic of Tajikistan, a Financial Public Commissariat was established and within its structure there was created the Department of State Insurance as known today the Tajik State Insurance Company "Tojiksugurta". During this long period state insurance had been providing genuine services to the sufferers and population of Tajikistan who applied for the support.

Within the dissolution of the former Soviet Union and declaration of Tajikistan as an independent country, fundamental changes occurred in the state insurance industry.

In 1991, based on the Decree 229 of the Cabinet of Minister of the Republic of Tajikistan, the lead department of the state insurance of the Ministry of Finance was transformed to the Tajik State Commercial Insurance Organization. This decree was approved with the aim to ensure social guarantees of the citizens of the Republic of Tajikistan, to provide insurance protection of the state interests, and to compensate timely the losses caused by the natural disasters and other emergencies.

Due to the fact that the Department of State Insurance was not engaged in the commercial activities, in August 18, 1994, the Tajik State Insurance Company (TSIC) was reorganized on the basis of the Decree of the Government of the Republic of Tajikistan as an independent institution.

Presently, the Tajik State Insurance Company has five regional and city firms, with 65 district branches in the country. The company provides services on the 36 types of obligatory and optional insurance to the different groups of population, organizations and governmental institutions, ministries and foreign citizens.

The TSIC carries out its activities on the basis of the law of the Republic of Tajikistan on " Insurance" which was passed on July 20, 1994 and makes efforts on continuous development of the insurance industry. Since 1999, TSIC is an active member of the Association of the state insurance companies of the Common wealth of the Independent States (CIS).

According to Order 429 of 30August, 2011 of the Government of the Republic of Tajikistan on State Unitary Enterprise of "Tajiksugurta", the Tajik State Insurance Company "Tojiksugurta" was renamed as the "State Unitary Enterprise" Tojiksugurta".

With the suggestion of the Tajik State Insurance Company, the optional insurance was introduced in Tajikistan.

REGULATION CONCERNING COMPULSORY MOTOR INSURANCE

Compulsory Motor Vehicle Third Party Liability Insurance is carried out in Tajikistan according to the Civil Code of the Republic of Tajikistan, the Law of the

Republic of Tajikistan on “Insurance”, the Law of the Republic of Tajikistan on “Road Traffic”, Decree 264 of 10 June 1996 of the Government of the Republic of Tajikistan on “Compulsory Motor Vehicle Third Party Liability Insurance”, the Statute of Tajik State Insurance Company “Tojiksugurta”, and their relevant rules and regulations.

Calculation and receiving insurance premium, determination and settlement (insurance compensation) of the damage to the life or health and property caused by an accident are according to provisions of the Rules on stocktaking owners of vehicles.

Civil liability of the insured against causing damage to life and health of citizens or damage to the property is covered under this type of insurance.

Ширкати давлатии
сугуртаи Точикистон
“Точиксугурта”

Таджикская государственная
страховая компания
“Точиксугурта”

Полиси № 149601

Силсила (серия) II МШ (ГО)

Сугуртаи хатмии масъулияти
шахрвандии сохибони
воситахои наклиёт

Об обязательном страховании
гражданской ответственности
владельцев транспортных средств

Сугурташаванда/Страхователь

Мухлати сугурта аз
Срок страхования от “ ” 20 до “ ” 20 с.

Хакки сугурта
Страховой платеж сомони.

Шуъбаи сугурта
Филиал страхования

Сана
Дата “ ” 20 с.

Полисро гирифтам
Полис получил

Ҷ. М.
М. П.

Отпечатано в ООО “ЮБТ-принт”. Заказ №34. Тираж 250000 экз.

Figure 1: Sample of MVTPL insurance policy in Tajikistan

During road accidents an owner of a vehicle or a driver should undertake all measures needed so that to decrease the damage and provide medical assistance to injured persons and inform to the insurance company located near the insurance event or approach a company where the insurance contract (policy) was arranged.

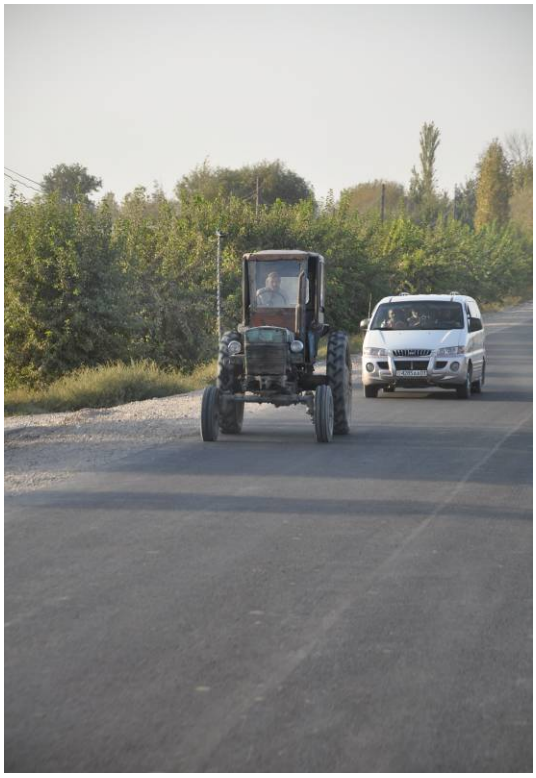
The insurance company, after notification of an insurance event for specifying material damage and reasons for taking place of the insurance event and fills in the special format No. 112 in presence of witnesses. An owner of a vehicle or a driver should submit to the insurance company necessary papers regarding material damage during the insurance event. If the insurance company has not received necessary papers, it has full right to reject insurance compensation.

The insurance company specifies self-reliantly the level of damage with participation of the guilty, the injured person or his authorized representative. If needed the insurance company has the right to involve the concerned specialist to specify the level of damage.

In case the parties have not reached a consensus, the jurisdiction defines the level of compensation. In case of causing the material damage the size of deducted fee for the vehicle is specified according to the legislation.

Payments against damages to life and health of the injured are paid not depending on the sum of social guarantee, social insurance and payments on contracts for personal insurance.

In case of any accident caused by an unknown vehicle, the injured person should immediately approach the concerned authorities and submit necessary papers to the insurance company about the case.



Reimbursement is according to the calculation index specified by the Government. Payments are charged according to the rates:

a) In case of death, the insurance reimbursement amounts to one hundred indices (out of which 50% during the date of insurance event based on the written report of a representative of "Tojiksugurta" before receiving necessary papers from the concerned authorities). It is necessary to provide the following documents;
   - information/reference from the competent authority regarding the insurance case;
   - certificate of inheritance, issued in the name of heir by the concerned authorities.
   - passport copy of the successor.

b) In case of disability to third party:
   Group 1 – 75 indices for calculation;
   Group 2 – 65 indices for calculation;
   Group 3 - 50 indices for calculation.

c) In the case of bodily injuries:
   - In case of grievous bodily harm – 35 indices for calculation;
   - In case of medium injury – 25 indices for calculation;
   - In case of light injury - 15 indices for calculation;
   - In case of injuries - 10 indices for calculation.

In case of injuries, the insured should submit the following documents:

- Reference information regarding the road accident from the concerned authority (State Road Inspection, Court, Prosecutor's office, etc.);
- Medical reference information under the format No. 195, containing informing about injures,
- Certificate inheritance, issued by the concerned authorities (notary, self-administration authority, etc);
- Copy of the certificate of birth or copy of the passport of the injured person.
- Passport copy of the heir.

In case the injuries dies or become disabled within three years as a result of the injury, the insurance sum is recalculated and the injured is paid the difference.

d) In case of reimbursement payment for material damage, the amount of payment is reflected in the policy as the benefit of the acquirer and the copy is attached to the payment documents.
e) In case of full payment of the insurance sum, the contract turns to be invalid, and a new contract is signed with the owner of the vehicle.
f) Payment for damaged or destroyed motor vehicle or other property, for caused

Physical damage is determined as follows:

- For cars, lorries, buses, trolley-buses – 15 indices for calculation;
- For tractors, motorcycles, motor rollers, self-propelled vehicles - 35 indices for calculation;
- For other property – 20 indicators for calculation (up to 5 indicators without providing reference information from the concerned authorities or a report from the insurance company).

The insurance company calculates the amount of compensation on the basis of documents from, the concerned authorities, including the State Road Inspection, investigation authorities, the Court reports, findings of the medical experts, etc.

In the case of death or damage to the health of a group of individuals, the insurance reimbursement is specified for each individual and paid off according to these Rules.

If several vehicles have been involved in the accident, the investigation authority or forensic technical expert define the guilty person. If the investigation failed to define the guilty, the issue is resolved through the decision of the court.

After receiving all relevant documents the insurance company arranges payments during 7 days (except disputable issues), and if reimbursement is not done during the specified period, 0,5% of the sum of insurance compensation is imposed as a fine for each day of delay.

In the following cases the insurance company has the right to refuse to pay compensation:

- If the damage was caused intentionally by the motorist.
- If the motorist was drunk or was under the effect of drug while causing damage
- If motorist did not have a driving licence or other types of permission for driving.

If the injured applied late to the insurance company due to good reasons, the insurance company may, during 3 years from the time of the accident, upon receiving relevant documents from the concerned authorities, pay off the compensation according to the rates of the insurance contract. The abovementioned terms and conditions and exceptions remain valid in these cases as well.

Motorists that are moving across the territory of Tajikistan with the transit plates, should be insured and they should pay a premium as per compulsory motor vehicle insurance of civil liability.

Table 4: Premium Rate of MVTPL Insurance in Tajikistan

Type of Vehicles	Rate of Premium	
Cars	102 Somoni= 21,2 $	198 Somoni = 41,2$
Coaches	102 Somoni =21,2 $	138 Somoni = 28,7$
Trucks/lorries	102 Somoni =21,2 $	84 Somoni = 17,5 $
Motorcycle	72 Somoni =15$	72 Somoni = 15$

2.6. Turkey

CONTROL OF THE ENTERPRISES

Insurance activities in Turkey are regulated by the Insurance Act 5684 dated 03.06.2007. Association of the Insurance and Reinsurance Companies of Turkey, intermediaries, actuaries and loss adjusters operating in Turkey are subject to the provisions of that Act.

Insurance companies and reinsurance companies which are going to operate in Turkey have to be established as a joint stock or a cooperative and shall not be engaged in other businesses except insurance transactions and businesses.

Principles and procedures regarding the operation of foreign insurance companies and reinsurance companies in Turkey are determined by the Council of Ministers.

For the purpose of commencing their operation, insurance companies and reinsurance companies have to obtain a license from the Undersecretariat of the Treasury for each type of insurance business in which they would like to operate. Licenses obtained are registered to the Turkish Trade Registry, and published in the Turkish Trade Registry Gazette as well as any two of daily newspapers.

Insurance companies can only operate in any one of life and non-life insurance groups. Insurance branches included in these groups are determined by the Minister. Supervision of all insurance operations of insurance and reinsurance companies operating in Turkey are carried out by the Insurance Supervisory Board.

Insurance or reinsurance companies which have completed establishment formalities and are seeking for a license, have to raise their paid-up capitals up to such amount to be determined by the Undersecretariat according to the insurance branches in respect of which licenses are requested and to the given coverages. This amount can not be less than five million Turkish Liras. The Undersecretariat is authorized to increase such amount provided that it does not exceed the rate of increase in Producer Price Index declared by the Turkish Statistical Institute.

Insurance companies operating in Turkey have to allocate sufficient technical reserves in order to be able to fulfill their obligations.

REGULATION CONCERNING COMPULSORY MOTOR INSURANCE

Motor Third Party Liability Insurance is compulsory in Turkey according to Road Traffic Act. The date of the present Act is 13.10.1983, with code number 2918. Operators of motor vehicles have to be covered by an MVTPL policy. Otherwise the vehicle is prohibited from traffic.

The laws and regulations governing the compulsory MVTPL insurance law in Turkey are: Road Traffic Act, Turkish Commercial law, Act on Debt and Obligations, Turkish criminal law and MVTPL Insurance Clauses.

The compulsory MVTPL insurance applies in respect of liability for both death/personal injury and damage to property. The insurance also applies for foreign victims. An insurance company which is licenced to operate in the MVTPL insurance branch can not refuse to issue an insurance policy to a motorist.

The loss to be caused by the trailers or semi-trailers (including the light trailers) that are towed by a vehicle (truck) or a vehicle that is towed are included within the scope of the tower's insurance. Such vehicle is not considered as motor vehicles. However, trailers that are used for carrying people shall be included within the scope of the cover only if additional liability insurance, of which the special conditions are described in the policy, is provided. The insurance is valid within the borders of Turkey. The insurance policy starts at 12:00 hrs at noon and ends at 12:00 hrs at noon by Turkish local time, unless agreed upon differently.

The following cases are not included within the scope of coverage:

- Damages caused by the vehicles which are not being operated,
- Compensation claims made by the policyholder,
- Claims made due to the damages to the properties of the policyholder's spouse, relatives, adopted children and the brothers and sisters living together,
- Claims made due to the damage to the goods carried on the vehicle or trailer other than the luggage or similar goods carried by the people who encountered the damage,
- Claims for compensation of moral damage,
- Claims that may be directed by the policyholder towards people whom the policyholder is held responsible for the actions in compliance with Road Traffic Law,
- Claims made due to the damage to the trailers and semi-trailers or the vehicles towed by the policyholder's vehicle or through this vehicle,
- Claims regarding damages caused by the vehicle brought to the enterprises dealing with activities relevant to the motor vehicles, in order to be

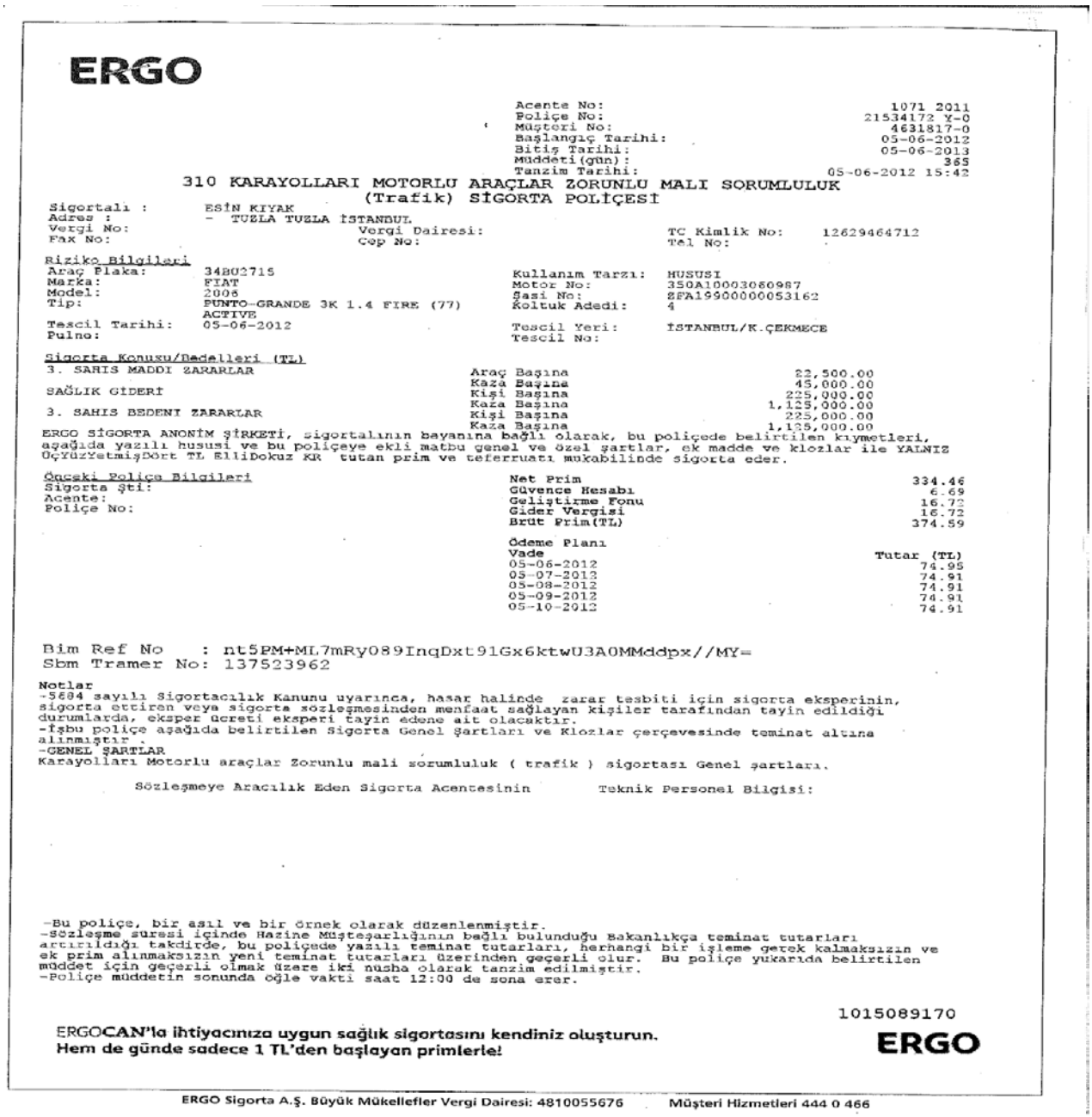
supervised, repaired, maintained, purchased-sold or modified or for similar purposes,

- Damages due to the participation of the vehicle in races which are organized by the permission of the authorities or accompanying the vehicles participating in the races or utilization of such vehicles in shows,
- Claims to be asserted due to the damages caused by the stolen or hijacked vehicles where the policyholder is not responsible in compliance with Road Traffic Act and the damage to the people who were riding such vehicles knowing that they were stolen or hijacked and the claims asserted by the people who had stolen or hijacked the vehicle,
- Damages during usage of cycle fitted with an auxiliary engine,
- Claims due to the damages caused by vehicles that are used in the terrorist attacks specified in the Act No. 3713 on Struggle with Terrorism and the vehicles used in the sabotages arising of such attacks and the damages where the policy owner is not liable according to Road Traffic Law No 2918 and the damage to people who ride the vehicle knowing that the vehicle is or shall be used in terrorist attacks and claims of people who use the vehicle in terrorist attacks and sabotages related to these,
- Compensation claims made due to indirect damages.

Passengers inside a vehicle are considered to be third parties. If the relatives of a vehicle operator are injured, their treatment expenses are covered by the MVTPL policy. If the operator of a vehicle is 100% liable and has died, his/her family is not entitled to receive compensation for loss of support.

If the liable operator of a vehicle has caused damage to third parties under following circumstances, the MVTPL insurer compensates the victims and after that the MVTPL insurer is entitled to recourse from the insured if the insured:

- Was under the influence of alcohol or drugs,
- Did not have a valid driving licence
- Had participated in motor races
- Had caused the accident deliberately
- Had exceeded the load limit of passengers or goods
- Was liable in case a vehicle was stolen



ERGO

Acente No: 1071 2011
Poliçe No: 21534172 Y-0
Müşteri No: 4631817-0
Başlangıç Tarihi: 05-06-2012
Bitiş Tarihi: 05-06-2013
Müddeti(gün): 365
Tanzim Tarihi: 05-06-2012 15:42

310 KARAYOLLARI MOTORLU ARAÇLAR ZORUNLU MALI SORUMLULUK (Trafik) SİGORTA POLİÇESİ

Sigortalı : ESİN KIYAK
Adres : - TUZLA TUZLA İSTANBUL
Vergi No: Vergi Dairesi: TC Kimlik No: 12629464712
Fax No: Cep NO: Tel No:

Riziko Bilgileri
Araç Plaka: 34BU2715 Kullanım Tarzı: HUSUSI
Marka: FIAT Motor No: 350A10003060987
Model: 2006 Şasi No: ZFA19900000053162
Tip: PUNTO-GRANDE 3K 1.4 FIRE (77) ACTIVE Koltuk Adedi: 4
Tescil Tarihi: 05-06-2012 Tescil Yeri: İSTANBUL/K.ÇEKMECE
Pulno: Tescil No:

Sigorta Konusu/Bedelleri (TL)

3. SAHIS MADDI ZARARLAR	Araç Başına	22,500.00
	Kaza Başına	45,000.00
SAĞLIK GİDERİ	Kişi Başına	225,000.00
	Kaza Başına	1,125,000.00
3. SAHIS BEDENI ZARARLAR	Kişi Başına	225,000.00
	Kaza Başına	1,125,000.00

ERGO SİGORTA ANONİM ŞİRKETİ, sigortalının bayanına bağlı olarak, bu poliçede belirtilen kıymetleri, aşağıda yazılı hususi ve bu poliçeye ekli matbu genel ve özel şartlar, ek madde ve klozlar ile YALNIZ ÜçYüzYetmişDört TL Elli Dokuz KR tutan prim ve teferruatı mukabilinde sigorta eder.

Öncesi Poliçe Bilgileri
Sigorta Şti:
Acente:
Poliçe No:

Net Prim	334.46
Güvence Hesabı	6.69
Geliştirme Fonu	16.72
Gider Vergisi	16.72
Brüt Prim(TL)	374.59

Ödeme Planı

Vade	Tutar (TL)
05-06-2012	74.95
05-07-2012	74.91
05-08-2012	74.91
05-09-2012	74.91
05-10-2012	74.91

Bim Ref No : nt5PM+ML7mRy089InqDxt91Gx6ktwU3A0MMddpx//MY=
Sbm Tramer No: 137523962

Notlar
-5684 sayılı Sigortacılık Kanunu uyarınca, hasar halinde zarar tesbiti için sigorta eksperinin, sigorta ettiren veya sigorta sözleşmesinden menfaat sağlayan kişiler tarafından tayin edildiği durumlarda, eksper ücreti eksperi tayin edene ait olacaktır.
-İşbu poliçe aşağıda belirtilen Sigorta Genel Şartları ve Klozlar çerçevesinde teminat altına alınmıştır .
-GENEL ŞARTLAR
Karayolları Motorlu araçlar Zorunlu mali sorumluluk (trafik) sigortası Genel şartları.

Sözleşmeye Aracılık Eden Sigorta Acentesinin Teknik Personel Bilgisi:

-Bu poliçe, bir asıl ve bir örnek olarak düzenlenmiştir.
-Sözleşme süresi içinde Hazine Müşteşarlığının bağlı bulunduğu Bakanlıkça teminat tutarları artırıldığı takdirde, bu poliçede yazılı teminat tutarları, herhangi bir işleme gerek kalmaksızın ve ek prim alınmaksızın yeni teminat tutarları üzerinden geçerli olur. Bu poliçe yukarıda belirtilen müddet için geçerli olmak üzere iki nüsha olarak tanzim edilmiştir.
-Poliçe müddetin sonunda öğle vakti saat 12:00 de sona erer.

1015089170

ERGOCAN'la ihtiyacınıza uygun sağlık sigortasını kendiniz oluşturun.
Hem de günde sadece 1 TL'den başlayan primlerle!

ERGO

ERGO Sigorta A.Ş. Büyük Mükellefler Vergi Dairesi: 4810055676 Müşteri Hizmetleri 444 0 466

Figure 2: Sample of MVTPL insurance policy in Turkey

Moral damages are not covered by the Compulsory MVTPL insurance so MVTPL insurers do not pay it. Only if the liable operator has an optional MVTPL insurance policy which provides cover for limits and conditions exceeding the Compulsory MVTPL insurance then the relevant insurer pays compensation for moral damage.

As a principle, the Compulsory MVTPL insurance system is based on tort (no fault liability) in respect of the driver. So if a driver has committed a traffic violation,

then the operator of the vehicle (it might be the owner, long-term hirer or long-term borrower of the vehicle) is also responsible. Therefore, in respect of the operator the system is based on strict liability.

A victim can bring a lawsuit directly against the liable driver, operator of the vehicle and/or the MVTPL insurer. The lawsuits relevant to the legal liabilities due to motor-vehicle accidents may be filed in the place where the insurer's headquarters or branch is located or where the agency preparing the insurance contract is located, or it may also be filed in the place where the accident had occurred.

If the operator can prove that the accident was caused by an Act of God or heavy fault of the victim or a third party, the responsibility of the operator, and subsequently that of the MVTPL insurer, is discharged.

If the victim is at fault in an accident, the compensation to be paid might be reduced in proportion to his/her fault.

The claims for the compensation of the loss arising from the motor-vehicle accidents shall be prescribed in two years starting from the date on which the sufferer learns the damage and the compensation liable party and in any case within ten years starting from the date of the accident. In case the lawsuit arises out of an action requiring punishment and the criminal law foresees a longer prescription period for such an action, then this period shall also be valid for the compensation claims. If the prescription is applied against the liable party, then it is also applied against the insurer.

There is no time-limit for the insurer and the insured when a claim is brought to Court against the insured and/or the insurer whilst applying for execution, making partial payment to the claimant, acknowledgement of the debt.

In case a lawsuit is filed, following up and managing the lawsuit up to the limits specified in the insurance policy shall be undertaken by the insurer and the

policyholder is obliged to give a power of attorney to the lawyer assigned by the insurer. The insurer is obliged to pay expenses relevant to the lawsuit and attorney. In case the compensation decided exceeds the insurance amount, then the insurer pays these expenses according to the proportion of the insurance amount to the compensation.

If a claimant wins a lawsuit, he/she is entitled to recover his/her legal expenses from the losing party. The recoverable amount is decided by the court.

In case of a criminal proceeding against the insured or the persons whose actions he is held responsible for, then the insurer also participates in the defense upon the permission of the accused. In this case, the insurer only pays the expenses of the lawyer who is selected by him. All the expenses due to the criminal proceeding and the probable fines are not covered within the scope of the insurance coverage.

The Third Party can claim from the insurer directly up to the limit of compulsory Third Party Liability Policy. The Insurance Company which issued the Compulsory Third Party Liability is obliged to pay indemnity up to the limits in eight days, beginning from the date of submission of the application with the necessary documents. Otherwise the insurance company is subject to financial penalties.

For claims arising from motor vehicle accidents, the time-barred period is two years beginning from the time when the Third Party discovers the damage and the person who is responsible for this damage. Otherwise, the limitation period is ten years from the date of accident.

In order to prevent or reduce damage in an accident, the reasonable and obligatory expenses incurred by the policyholder shall be met by the insurer. The insurance also provides defense for the policyholder against unjust claims.

The insurer has the right to contact directly the third parties that assert damage and loss claims and reach agreements with them.

However, the policyholder is not authorized to accept the compensation claim partially or completely and cannot effect any compensation payment, unless with the written permission of the insurer.

There is no difference if an accident involves only Turkish motorists or one or both parties are foreign motorists as far as traffic accident procedures are concerned.

Non-material damages include treatment expenses and disability/death. Regarding treatment expenses the insurer pays the expenses for the first aid, examination and control of the injured people or hospital/clinical treatment and treatments of such people in other places and the other expenses required by the treatment and documents, within the insurance coverage limits in eight days after a claim is received.

In case of disability, the insurer pays compensation against loss of earnings due to temporary/permanent inability to work due to disability. The compensation amount is calculated by an actuary expert.

In case of death, the insurer pays compensation against loss of support to heirs of the deceased person. The compensation amount is calculated by an actuary expert.

Moral damages and indirect losses such as loss of profit are not covered by the Compulsory MVTPL insurance. Victims can request them directly from the liable party usually by bringing a lawsuit.

In case of a material damage, the amount of damage is determined by an expert. If the damaged part cannot be repaired or if it is not possible to replace it with an equivalent part, then it is replaced with a new one.

In such cases, the police authorities are not required to visit the accident. Drivers fill in an accident report (constant amiable) by themselves and exchange insurance details. If possible, photographs should be taken. The insured sends those accident reports to the relevant insurance companies which in turn upload them onto the database of the MVTPL Insurance Information Center (TRAMER). Liability is decided by TRAMER. However in the following cases, a police report has to be issued by the competent police authorities:

- Driver does not have a valid or sufficient driving licence or is under age
- Driver is under the influence of alcohol or such a doubt exists
- If one or more of the vehicles involved are owned by the state
- There is damage to property owned by the state
- There is damage only to properties of third parties
- If one or more of the vehicles, who involved in accident, do not have a valid MVTPL policy (international insurance certificates for foreign vehicles such as Green Cards are considered as valid MVTPL insurance)

The minimum coverage of compulsory motor third party liability insurance is regularly increased each year in the perspective of Turkey's European Union membership and across the needs arising in the insurance market of Turkey. Premiums of MVTPL insurance are set freely by insurance companies, according to insurance legislation, criteria such as vehicle type, traffic density in the relevant province and insurance principles.

According to Article 14 of the Insurance Act No: 5684, the victims can apply to the Guarantee Fund. Guarantee Fund meets medical treatment expenses of those who suffer bodily injuries/death in the following cases:

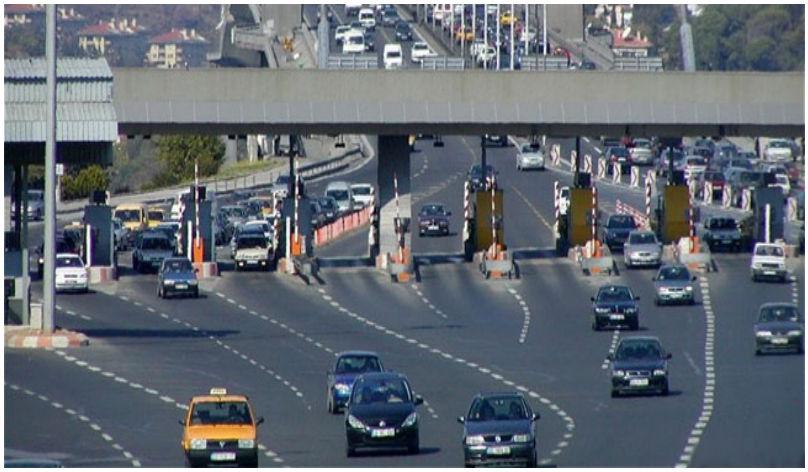
Bodily injuries from which anyone suffers in case of non-traceability of the insured, Bodily injuries caused by those who have not taken out any insurance policies within the scope of any insurance coverage prevailing on the date of occurrence of risks,

Property damages and bodily injuries whereby the Insurance Company becomes obliged to pay should its licences pertaining to all branches are permanently cancelled or it goes bankrupt due to its financial weakness (which is limited to the Compulsory Insurances falling within the scope of the Guarantee Fund),

Bodily injuries by which persons suffer in circumstances where the operator is not held responsible in an accident, in which a stolen or assumed car is involved.

According to the Insurance Act No:5684 and the Regulations of the Guarantee Fund its financing is done through contributions of insurance companies which are licenced to operate in compulsory insurance branches and contributions of insureds.

All foreign motorists who enter in Turkey are checked at Turkish borders in respect of insurance documents. A foreign vehicle has to be insured by an international motor insurance document otherwise the motorist has to buy frontier insurance.



OTHER INFORMATION

Registration procedures of vehicles is the responsibility of Vehicle Licence Directorate, which is affiliated to the Turkish Police Authority (Ministry of Interior). All Turkish vehicles have to use Turkish registration plate numbers.

All vehicles which have an MVTPL policy are recorded in the database of the Turkish MVTPL information Center (TRAMER). Therefore, it is possible to find out the relevant insurer from the registration plate number through the TRAMER database.

Normal serial plates are white, or silver-white, usually reflective, with black lettering, and measuring 520×120 mm for single line plates or 320×210 mm for two line plates; 300×150 mm plates are permitted if the standard sizes will not fit. Motorcycles have front and rear 240×150 mm plates and are registered in the same series. Since 1996, a blue band with the letters TR at the left is added to the plates.

The registration consists of two numerals denoting the province followed by serial letters and numerals: 99 X 9999", "99 X 99999", "99 XX 999", "99 XX 9999" or "99 XXX 99".

Table 5: Limits of Compulsory MVTPL Insurance in Turkey

	WITH EFFECT FROM 01.01.2013 (AMOUNTS IN TURKISH LIRA)						
Vehicle Code	Type of vehicle	Material damage		Treatment Expenses		Disability and Death	
		Per vehicle	Per accident	Per victim	Per accident	Per victim	Per accident
1	Automobiles	25.000	50.000	250.000	1.250.000	250.000	1.250.000
2	Taxis	25.000	50.000	250.000	1.250.000	250.000	1.250.000
3	Mini Buses (9-15 seats inc. driver)	25.000	50.000	250.000	2.500.000	250.000	2.500.000
4	Buses (16-30 seats inc. driver)	25.000	50.000	250.000	4.000.000	250.000	4.000.000
5	Buses (31-over seats inc. driver)	25.000	50.000	250.000	7.750.000	250.000	7.750.000
6	Light Lorries	25.000	50.000	250.000	2.500.000	250.000	2.500.000
7	Lorries	25.000	50.000	250.000	2.500.000	250.000	2.500.000
8	Business machines	25.000	50.000	250.000	2.500.000	250.000	2.500.000
9	Tractors	25.000	50.000	250.000	1.250.000	250.000	1.250.000
10	Trailers	25.000	50.000	250.000	2.500.000	250.000	2.500.000
11	Motor cycles and cargo motor cycles	25.000	50.000	250.000	750.000	250.000	750.000
12	Tankers	25.000	50.000	250.000	2.500.000	250.000	2.500.000
13	Trucks	25.000	50.000	250.000	2.500.000	250.000	2.500.000
14	Vehicles for special purposes	25.000	50.000	250.000	1.250.000	250.000	1.250.000
16	Scheduled mini buses (5-8 seats inc. Driver)	25.000	50.000	250.000	1.250.000	250.000	1.250.000
17	Scheduled mini buses (9-15 seats inc. Driver)	25.000	50.000	250.000	2.500.000	250.000	2.500.000
18	Scheduled Buses (16-30 seats inc. Driver)	25.000	50.000	250.000	4.000.000	250.000	4.000.000
19	Scheduled Buses (31 seats inc. driver)	25.000	50.000	250.000	7.750.000	250.000	7.750.000
20	Other vehicles	25.000	50.000	250.000	1.250.000	250.000	1.250.000

2.7. Consolidated Regional Overview

In the studied Member States, there are legal provisions regulating the insurance business. The supervisory of insurance is under a ministry or department of state service. In Afghanistan and Tajikistan, the supervisory authorities are board of Director of ANIC and the State Unitary Enterprise, respectively.

The Motor Vehicle Third Party Liability insurance is mandatory in the studies Member countries namely Afghanistan, Iran, Pakistan, Tajikistan and Turkey except the Kyrgyz Republic. Its relevant statutory instruments in the studied Member States are based according to:

Afghanistan:	Article 484 of Road Traffic Movement Law (1981) and Article 664 of MVTPL insurance regulations (1998),
Iran:	2008 amendments on Compulsory MVTPL Insurance Act of 1968,
Pakistan:	Motor Vehicle Act of 1939,
Tajikistan:	Law of the Republic of Tajikistan on Insurance, Road Traffic Act, Decree 264 of 10th June 1996 of the Republic of Tajikistan on CMVTPL insurance,
Turkey:	Road Traffic Law (1983) with code number 2918.

In all of the studied Member States, the types of liabilities under the MVTPL insurance include bodily injuries, death and property damages of third party. Meanwhile, certain issues are excluded in some of the Member States from the scope of coverage of this type of insurance. In Iran, certain legal expenses regarding penal conviction and damages incurred to consignment or motor vehicles of the responsible party (at fault) are excluded from reimbursement by the MTPL insurance. In addition, any liability directly or indirectly caused by radioactivity are excluded (same is in Pakistan). In the cases where the driver was under the influence of alcohol or drugs, did not have a valid driving licence, or caused the accident deliberately, the insurance company in Tajikistan has the right to refuse to pay compensation. However, for such cases in Iran and Turkey, the insurance company compensates the victims and after that the insurer is entitled to recourse from the liable operator or insured. Other exclusions of MTPL, particularly in Pakistan and Turkey are reflected in their respective sections.

The rule of the road in the examined countries is right hand side except in Pakistan which is left hand side.

Total number of registered vehicles in the studied Member States was 50,562,975 in 2009- 2010. Iran, Turkey and Pakistan have the highest number of vehicles in circulation, so that about 94 percent of this figure belongs to these three countries. Most of vehicles in circulation in the studied Member States are motor cars. However, 55 percent of registered vehicles in Pakistan are motorcycles.

Although, MVTPL insurance is mandatory in the studies member countries, the numbers of insured vehicles are less than total of number motors in circulation. Tajikistan and Turkey have the highest percentage of insured vehicles, with around 75%.

Total number of fatalities in Iran and Turkey are higher than other countries. Guarantee Fund to cover hit and run and uninsured vehicle is available only in Iran and Turkey. In Tajikistan, for accident caused by an unknown vehicle, the injured person should immediately approach the concerned authorities and submit necessary papers to the insurance company about the case.

The MVTPL insurance premium rating, in Kyrgyz Republic, Pakistan and Turkey is on free market basis. In other three member countries studied (Afghanistan, Iran and Tajikistan), the rates are fixed by the Government.

The procedures for third party compensation are fairly clear and transparent in most of the studied Member States. The amount of compensation for death, bodily injuries or medical treatment is predetermined by legislation or may be determined by court or actuary experts. The range of MVTPL limit per victim in the said countries varies between 250 US $ to 130,000 US $. The highest MVTPL limits are in Iran and Turkey. In all countries except Iran, the limit of liability per event is predetermined or it depends on the number of injured persons or the vehicle's type. Only, in Iran, the amount of liability per event is unlimited.

Foreign vehicles entering the countries have to purchase an MVTPL insurance policy at the frontier.

Table 6 and figure 3 presents the status of motor vehicles in circulation, number of accidents, injuries and fatalities in the studied member states. Table 7 presents comparison of motor vehicle insurance data in the studied member states. Table 8 provides a comparative overview of basic rules and regulations governing the insurance sector in the studied member states.

Table 6: The status of motor vehicles in circulation, number of accidents, injuries and fatalities in the studies member states

Country	Rule of the Road	Number of Motor Vehicles in Circulation	Total number of accidents	Total number of death toll and bodily injuries in Traffic accidents
Afghanistan	Right hand side	2 millions	16363 in past 5 years	
Iran	Right hand side	23.5 million (in 2011)	531,001 (in 2010)	335.9 thousand (in 2012)
Kyrgyz Republic	Right hand side	430,855 (in 2009)	4,248 (in 2009)	6,685 (in 2009)
Pakistan	Left hand side	9,886,424 (in 2010)	9,692 (in 2006)	
Tajikistan	Right hand side	400,000 (in 2011)	1,401 (in 2011)	2,718 (in 2011)
Turkey	Right hand side	17,033,413 (in 2012)	1,228,928 (in 2011)	131.845 thousand (in 2011)

Table No. 7: Comparison of a motor vehicle insurance data in the studied member states

Country	Number of insured vehicles	Premium Rates	Earned Premium	Claims settled
Afghanistan	80,261 (in 2008)	See table 1	103 million AFN in year 2008	113 in past five years
Iran	14,964,000 (in 2011)	See table 2	38,800 billion Rials (in 2011)	26,800 billion Rials (in 2011)
Kyrgyz Republic	NA	NA	NA	NA
Pakistan	NA	See table 3	28,447 millions of Rupees (in 2010)	NA
Tajikistan	301,086 (in 2011)	See table 4	31,542,700 Somoni= 6,626,617 US $ (in 2011)	4,747,900 Somoni = 997,475 US $
Turkey	13,862,901 (as of 2012)	NA	1,865 million US$ (as of 2012)	1,274 million US$ (as of 2012)

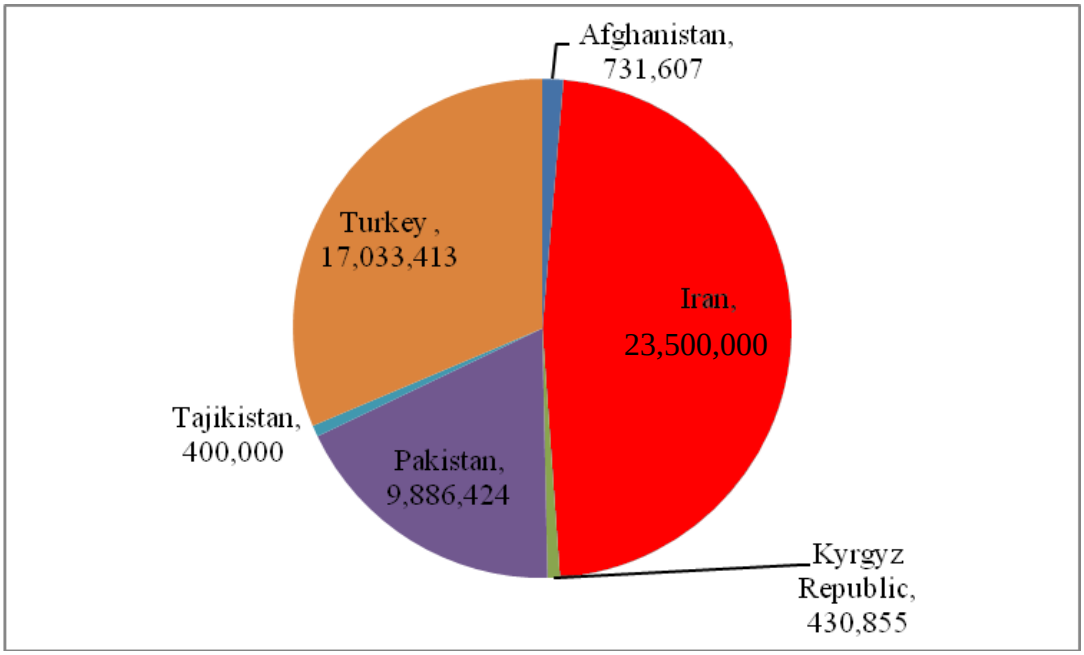
Table 8: A comparative overview of basic rules and regulations governing the insurance sector in the studied member states

Country	Compulsory Motor Third Party Insurance	Statutory Instrument (s)	Exception(s)	Liability Covered	Cover for Hit and Run and Uninsured Vehicle	Rates fixed by	Supervisory Authority
Afghanistan	Yes	Article 484 of Road Traffic Movement Law (1981) & Article 664 of MVTPL insurance regulations (1998)	No one is exempted	Bodily injury or death and property damage to third Party	No Guarantee Fund is available.	ANIC	Board of Directors of ANIC
Iran	Yes	As per 2008 amendments on Compulsory MVTPL Insurance Act of 1968	See session 2.2	Bodily injury or death and property damage to third party	To be Covered by Bodily Injuries Indemnity Fund	Government	Ministry of Economic Affairs and Finance
Kyrgyz Republic	Draft Act was prepared				No Guarantee Fund is available	Free Market	Department of State Service Regulation and Supervision for financial market
Pakistan	Yes	Based on the provisions of Motor Vehicle Act of 1939	See session 2.4	Death of or bodily injury to any person	No Guarantee Fund is available	Free Market	Ministry of Commerce, Securities and Exchange Commission of Pakistan
Tajikistan	Yes	Law of the Republic of Tajikistan on Insurance, Road Traffic Act, Decree 264 of 10th June 1996 of the Republic of Tajikistan on CMVTPL insurance	See session 2.5	Damage to life and health of people and damage to properties of citizens	To be covered by insurance company	State	The State Unitary Enterprise "Tojiksugurta"
Turkey	Yes	Road Traffic Law (1983) with code number 2918	See session 2.6	Bodily injury or death and property damage to third party	To be Covered by Guarantee fund	Free Market	Undersecretariat of Treasury, Ministry of State

Table 9: MVTPL limits in the studied Member States

ECO Member States	Death/Bodily injury		Property Damage per event
	Per event	Per victim	
Afghanistan	250,000 AFS 5,000 US$	100,000 AFS 2,000 US $	50,000 AFS 1,000 US $
Iran	Unlimited	1,520 mln. Rials (61,466 US$) in Haram month and 1,140 million Rial in other month (as year 2013)	38 mln. Rials (1,537 US $) as year 2013
Kyrgyz Republic			
Pakistan	20,000 Pak Rupees (250 US$)	20,000 Pak Rupees (250 US$)	
Tajikistan	Depends on the number of injured persons	4,000 Somoni (833.33 US $)	2,000 Somoni (416.67 US $)
Turkey	Depends to the vehicle's type (between 1,250,000 to 7,750,000 Turkish Lira) (as of 2013)	250,000 Turkish lira (129,460 US$) (as of 2013)	50,000 Turkish Lira (25,890 US $) (as of 2013)

Figure 3: Number of Motor Vehicles in circulation



3. The ECO Interim Motor Vehicle Third Party Liability Insurance Scheme "White Card"

3.1. Background

The Regional Motor Vehicle Third Party Insurance system has benefits for motorist, insurers and people which may be summarized as follows:

Benefits to the motorists:

- Enabling drivers to travel with coverage to all countries participating in the scheme without the need to purchase policies at each border.
- Facilitating efficient road transportation through minimizing delays, inconveniences and extra expenses at border crossings.
- Allowing drivers to purchase insurance policy from local insurance companies using local currency.
- In case of accident, preventing the detention of drivers, cargo and vehicles, negating the need for intervention of Embassies, and reducing the time spent to settle the accident case.

Benefits to Insurers:

- Exploring new regional markets and expanding opportunities for premium income.
- Enabling the insurers to sell policies to cars traveling abroad in local currency.
- Enabling the insurers to operate with a simple and efficient regional mechanism.
- Providing a forum for discussion of common interests among insurers, through the Council of Bureaux.

Benefits to People:

- Assuring coverage for injuries to citizens arising from acts of foreign motorists.
- Encouraging trade and tourism among member countries by reducing border delays.
- Simplifying verification of insurance coverage against accidents caused by foreign motorists.
- Reducing government costs by eliminating the need for impoundment of vehicles, and preventing the detention of motorists after accidents.

As discussed in the Introduction, the ECO White Card is introduced in the ECO region in line with Article 22 and Annex V of the TTFA. Article 22 stipulates that:

1. *The Contracting Parties shall take steps necessary for the insurance of their motor vehicles to cover third party liability incurred in the course of transit traffic;*
2. *The Contracting Parties undertake to establish the international compulsory motor vehicle third party liability insurance scheme as specified in Annex V.*
3. *The international compulsory motor vehicles third party liability insurance scheme shall provide, at least, all the guarantees required by the laws and regulations governing compulsory motor vehicle third party insurance in the country or countries of transit and destination.*

Article 3 of Annex V of TTFA envisages that:

"For the purposes of this Annex the Contracting Parties shall use an interim motor vehicle third party liability insurance scheme unless all the Contracting Parties accede to the International Green Card System."

Implementation of the TTFA in the Member States is coordinated and monitored by the TTCC as a Council with adequate decision making authority. As per decision of the 1st Meeting of TTCC (Baku, September 2006), the Insurance Committee was established to implement the insurance provisions of TTFA.

According to Article 3 of Annex V, the text of the interim motor vehicle third party liability insurance scheme was prepared and submitted to the 1st Meeting of Insurance Committee.

The Scheme was finalized by the Second Meeting of Insurance Committee of the TTCC (Tehran, 20 July, 2008) and approved by the Extraordinary Meeting of the TTCC (Tehran, 21 July, 2009) as per Article 6, Annex V of the TTFA. A copy of the Scheme is attached as Annex I.

The Scheme (called the ECO White Card) has nine sections and three annexes including structure and functions of operating bodies, specific rules for settlement and reimbursement by bureaus, general rules, content and model of White Card, financial guarantee criteria and the conditions and a model of bilateral agreement between National Motor Insurers' Bureaux.

So far, Afghanistan, Iran, Pakistan, Tajikistan and Turkey have nominated the Motor Insurers' National Bureau responsible for the White Card in their respective countries. The contact details of the designated Bureau are attached as Annex II.

3.2. Prerequisites

The 3rd Meeting of the Insurance Committee and the 2nd Meeting of the ECO-CB of the White Card (Islamabad, 18th April 2012) asked the Secretariat to analyze the situation in the Member States with regard to the pre-requisites for implementation of the White Card. Items to be analyzed included, *inter alia*, existence of compulsory Motor Vehicle Third Party Liability Insurance; existence of Motor Insurance Bureau; recognition of the White Card as a valid document for insurance converge; and possibility of free transfer of claim payment.

Accordingly, the Secretariat conducted a study in the Member States who had conveyed their readiness to participate in the White Card. In an intensive process, the basic information was analyzed by the Officer of the White Card CB-Office at the ECO Secretariat. The Key findings of the study are as follow:

Existence of compulsory Motor Vehicle Third Party Liability Insurance

As reflected in the Chapter 1, among the examined countries, compulsory MVTPL insurance is absent only in the Kyrgyz Republic. As mentioned, the Act on Compulsory MVTPL insurance in Kyrgyz Republic has been drafted and is in the process of ratification.

Existence of Motor Insurance Bureau

Afghanistan, Iran, Pakistan, Tajikistan and Turkey have nominated their National Motor Insurance Bureau dealing with White Card.

Recognition of the White Card as a valid document for insurance converge

No restriction was reported by the Member States for this item.

Possibility of free transfer of claim payments

Based on information received from the studies Member countries, there are no restrictions on transfer of claim payments between them.

In Iran, the Central Bank**,** as the authority responsible for the monetary and credit system of the country (based on the Monetary and Banking Act of the country), fulfills the formulation of regulations pertaining to outflow and the repatriation of Iranian currency, foreign exchange transactions, commitments and guarantees with the approval of the currency and credit council. As it is stated at the third part of "foreign exchange regulations" of Central Bank, as per the international exchange, transfer of foreign currency for the payments of Iranian insurance companies having the obligations to do so, upon approval of Bimeh Markazi Iran is allowed.

In Pakistan, the State Bank of Pakistan is the regulator on currency transfer. The rate of exchange in general depends on the trading of currency in the open market, through exchange companies. The currency exchange companies deals in almost all major currencies of the world.

In Turkey, the floating exchange rate system is used, wherein the value of the Turkish Lira is allowed to fluctuate according to the market. As such the exchange rate depends on market conditions. There are no restrictions on currency transfers.

Table No 10: The pre-requisites for implementation of the White Card

Country	Compulsory MVTPL Insurance	Existence of Motor Insurance Bureau	Possibility of free transfer of claim payments	Validation of White Card for insurance coverage
Afghanistan	Yes	Yes	Yes	
Iran	Yes	Yes	Yes	Yes
Kyrgyz Republic	Draft Act was prepared	To be specified	Yes	To be specified
Pakistan	Yes	Yes	Yes	Yes
Tajikistan	Yes	Yes	Yes	Yes
Turkey	Yes	Yes	Yes	Yes

3.3. The Insurance Committee of the TTCC and the ECO Council of Bureaux of White Card

So far, four Meetings of the Insurance Committee of Transit Transport Coordination Council (TTCC) and three Meetings of the ECO Council of Bureaux (ECO-CB) have been organized to fulfill those insurance provisions of the TTFA. Since 2012, the Meeting of ECO-CB and the Insurance Committee are merged. A summary of decisions of these meetings is as follows:

1st Meeting of ECO Insurance Experts' Group

The 1st Meeting of ECO Insurance Experts' Group was held at the Bimeh Markazi Iran (Central Insurance of Iran), on September 6-7, 2005. Afghanistan, Azerbaijan and Iran emphasized on the necessity of having a unified insurance policy along the ECO region. The Meeting considered the establishment of an ECO Insurance Sub-Committee according to the Annex-V of TTFA. The meeting also considered the Draft Agreement on ECO Interim Motor Vehicle Third Party Liability Insurance Scheme prepared by the Bimeh Markazi Iran (Central Insurance of Iran). Accordingly, the Member States raised some questions for further explanations on the Scheme. The Meetings asked the participating delegations to give their comments/viewpoints.

1st Meeting of Insurance Sub-Committee of the TTCC

The First Meeting of Insurance Sub-Committee TTCC was hosted by Bimeh Markazi Iran on 29-30 May 2007. The Member States delivered the filled-in questionnaires on the status of the Member States concerning the Motor Vehicle Third Party Liability Insurance. The Member states who had not yet provided their complete questionnaire were requested to do so within one month.

The meeting agreed to establish professional training courses and capacity building programmes for effective implementation of the scheme.

The Meeting considered the revised draft of the scheme and agreed that the final draft would be submitted to the Second Meeting of the TTCC for final approval and signature. It was agreed that the Insurance Authorities of the Member States should be invited to the 2nd Meeting of the TTCC to facilitate the approval of the adopted Scheme.

The Meeting adopted the ToR of the Insurance Sub-Committee of the TTCC. It considered the ways and means for accession of Non-members of International Green Card to this system. The Meeting requested the ECO Secretariat to prepare an action plan or an operational programme on the Scheme with the help of Iran and Pakistan.

2nd Meeting of the Insurance Sub-Committee of the TTCC

The Second Meeting of the Insurance Sub-Committee of the TTCC was held at Bimeh Markjazi Iran in Tehran on July 20, 2008.

The meeting adopted the draft ECO Interim Motor Vehicle Third Party Liability Insurance Scheme and recommended it for final approval of the Extraordinary Meeting of the TTCC.

The ECO College of Insurance expressed their readiness to extend scholarships to students from ECO Member States. The Secretariat was asked to assist the College in fund raising to cover the above mentioned scholarships and programmes. The meeting welcomed the offer of the Islamic Republic of Iran and the ECO College of Insurance to organize short term training courses. Other member states were requested to offer similar training opportunities to the member states for effective implementation of the Scheme.

The Meeting recommended IRF and the ECO Secretariat to continue to discuss this with Lloyds, as an addition or alternative, a mutual reinsurance fund, whereby all the National Insurance Schemes would be reinsured through a single reinsurance fund. The results would be reported to the ECO-CB for consideration. It also requested the ECO Secretariat to make similar follow ups with the ECO Reinsurance Company.

The Meeting requested the Secretariat to prepare and circulate a revised action plan taking into consideration the proposals of Iran and Pakistan.

It requested Iran and Turkey, who were members of the Green Card System, to support the process of accession of the ECO Member States to this system.

The Member States were requested to determine their National Bureau. The Meeting welcomed the offer of the Islamic Republic of Iran to provide a qualified staff to run the said Office.

The 1st Meeting the ECO Council of Bureaux

The 1st Meeting of the ECO Council of Bureaux of the White Card Scheme was held at the ECO Secretariat at Tehran on 18-19 August, 2009. The Meeting elected the Chairperson of the Council and approved in principal the functions and duties of the Chairperson of the Council of Bureaux. The Meeting requested the ECO Secretariat to continue providing secretarial services to the Council.

The Meeting requested the Secretariat to prepare, with the assistance of the consultancy team, a comprehensive mechanism for implementation of the White Card including compensation payable under the MVTPL insurance prevailing in different countries, the Member States' contributions, budget of the Council, appropriate procedures and manual for issuing of the White Card, possible revisions in the approved functions and duties of the Chairperson.

Each National Bureau was requested to designate a highly qualified professional as officer in charge of the White Card affairs.

It was agreed to have a special capacity building programme for the Member States who were not part of the Green Card. All National Bureaux were requested to submit their needs for capacity building in the process of implementing the ECO White Card Scheme.

The Member States were requested to prepare country reports on motor vehicle insurance and the related statistics such as number of motor vehicle, MVTPL coverage and legislation, etc.

The 3rd Meeting of the Insurance Committee/2nd Meeting of the ECO-CB

The 3rd Meeting of the Insurance Committee of the TTCC/2nd Meeting of the ECO-Council of Bureaux (ECO-CB) was held at Islamabad, on 18th April 2012.

The ECO International Consultant on White Card Scheme under the Project on implementation of TTFA briefed the Meeting the result of his study.

The Meeting asked the ECO Secretariat to further analyze, with the assistance of National and International Consultants, the situation in the Member States with regard to the pre-requisites for implementation of the White Card.

The Meeting requested the Member States except Iran, Kyrgyz Republic, Pakistan, Tajikistan and Turkey to expedite nominating their National Consultants and/or submission of their National Reports.

The Member States were requested to convey to the ECO Secretariat their proposals, comments and views on the options for resolving the liability limit issues and other possible obstacles for implementation of the White Card.

The Meeting adopted an Action Plan for implementation of the White Crad.

The Meeting welcomed the decision of the enroute Member States to consider applying ECO White Card on Islamabad-Tehran-Istanbul (ITI) Road Corridor and Kyrgyzstan -Tajikistan-Afghanistan-Iran (KTAI) Road Corridor.

The Meeting requested Iran to organize a training course for the ECO Member States in the field of the ECO White Card Scheme. Turkey was requested to send one or two experienced persons to train the participants.

The 4th Meeting of Insurance Committee of TTCC/3rd Meeting of ECO-CB

The 4th Meeting of Insurance Committee of TTCC/3rd Meeting of ECO-CB was held in Tehran on 21 November 2012. It reviewed the progress in implementation of the Action Plan.

The Meeting decided to establish the website of the ECO White Card, which would be coordinated by Iran.

The Meeting decided that the White Card would be applied on pilot basis along the ECO approved road corridors KTAI and ITI. An informal meeting of the representatives of the national bureaux of Iran, Pakistan and Turkey was held in this regard on the sideline of the Committee meeting.

The Meeting approved the report of the ECO International Consultant under the aegis of the Project on implementation of the TTFA.

The Meeting adopted the "Recommendations for expeditious operationalization of the White Card in the ECO region". It also adopted the Report of the Training Course on White Card, held on 18-21 November 2012 in Tehran.

The Meeting requested the Member States to convey their proposals on new areas of cooperation in the field of insurance to the ECO Secretariat in writing for circulation among the Member States.

The delegation of Green Card CoB stated the readiness of the Green Card CoB to consider signing an MoU with the ECO for institutionalizing mutual cooperation between the two organizations.

Training Course on the ECO White Card

The Training Course on the ECO White Card Scheme was held in Tehran on 18-20 November 2012. The participants come from the relevant Government and Non-government insurance sector of the Member States. Instructors were from the International Green Card CoB, Central Insurance of Iran, Undersecretariat of Treasury and National Bureau of Turkey, and the White Card CB of the ECO. The Session I of the training course provided an introduction to the International Green Card System, together with a case of functioning between the Bureaus, the Guarantee Fund, Insurers and Correspondents.

In Session II, the background, goals, objectives and main provisions of the ECO White Card, which is set up under the auspices of the ECO TTFA was reviewed. A presentation on the analyzed status of Motor Vehicle Third Party Liability Insurance and the legislative structures of MVTPL Insurance in the selected ECO Member States in detail were also delivered.

Session III of course provided the familiarization with Structure, Functions and Obligation of Operating Bodies of the ECO White Card Schem. In Session IV, the technical matters related to issuing the White Card items related to validity of the ECO White Card, content and form of the ECO White Card, and security features and arrangement was reviewed.

In Session V, the available methods for calculation of premium under the ECO White Card Scheme were discussed.

Session VI the rules and procedures of issuing the Green Card, handling claims, and reimbursement and guarantee was delivered.

Session VII, the requirements for effective operation of white card in the Member States, including financial guarantee, bilateral agreement, and reinsurance was discussed. In Session VII, the recent measures adopted in the EU for protection of Visitors were introduced.

In Session VIII, a Practical Training at the Green Card Office of Iran Insurance Company, Shahid Motaharri Complex of Bimeh Iran, was arranged. Session IX formulated a number of recommendations and solutions to expedite the White Card Scheme for consideration of the Insurance Committee and the ECO-CB Meeting.

Report of the International Consultant

The Project Consultant prepared a detailed TOR for the National Consultants together with the format of the country reports, along with the guidelines. A copy of the TOR and the format is enclosed as Annex III.

The Consultant suggested nominating in addition to the appointment of the Chairperson a Secretary General with a period of office with a minimum of three years. Only such a combination could lead to a smooth functioning of the System. The copy of the revised functions and duties of the Chairperson and Secretary General proposed by the Consultant is enclosed as Annex IV.

The International Consultant proposed the structure of the Office of ECO-CB for consideration in the future when time comes to expand the ECO-CB office, which is currently set up at the Secretariat. The draft charts is attached as Annex V. He also enumerated the functions of the Chairperson of the ECO-CB.

In addition, the Consultant proposed a comprehensive document as the constitution of the Council of Bureaux needed to have a strong structural basis for fulfillment this Article. A copy of the draft constitution is enclosed as Annex VI.

3.4. Financial guarantee and contribution mechanism

According to Article 11.1 of The Scheme, each National Bureau shall guarantee the reimbursement by its Insurers of any amount demanded in accordance with the provisions of Article 10 by the National Bureau of the country of accident. The Financial Guarantees Criteria is reflected in Annex II of Scheme. National Bureaux may agree on the Guarantee mechanism in the form of Bank Guarantee or a Cash Deposit to assure that the nominated insurance companies will meet the financial obligations

As per Article 4.8 the White Card Scheme, the First Meeting the ECO-CB requested the Secretariat to prepare, with the assistance of the consultancy team, a comprehensive mechanism for contributions of the Member States and the budget of the Council, as well as the comprehensive mechanism for implementation of the White Card Scheme in the light of the TTFA. Accordingly, the Consultant proposed a mechanism for contribution of National Bureaux and different methods of calculation of the contribution which as follow:

1. Financial Contribution by Members
   a. All Members of the ECO-CB shall contribute to the costs of the Budget.
   b. Members shall be divided into limited number of Contribution Groups which shall be decided by the ECO Council of Bureaux.
   c. Contributions to the ordinary Budget shall be made on an annual basis free of costs and shall be paid within a period of eight weeks of the date of the letter from the Secretary General in which the Contribution is requested. Contribution to extraordinary Budgets shall be made in accordance with the decision on the individual extraordinary Budget.
   d. If a Member shall fail to render its Contribution in time for it to be received into the Bank Account of the ECO CB within a period of eight weeks from the date of the letter of demand for such Contribution, interest thereon shall be additionally payable at the rate of 12% per annum, calculated from the date of the letter of demand. If payment by the Member is not being received within 3 months from the date of the letter of demand the amount of the Contribution shall be increased by 50% of the original amount plus interest. If the payment by a Member is not received within 6 months from the date of the letter pf demand the amount of the Contribution shall be increased by 100% of the original amount plus interest.
   e. The amount of the Contribution which the Member has to pay shall be calculated in proportion to the number of insured vehicles in MVTPL in its country.
2. Proposition for Contribution of the National Bureaux

   The allocation of the costs of the ECO-CB between Members will be realized by contribution in proportion of the number of the vehicles insured.
3. Explanatory remarks

3.1 The Contribution can be calculated differently

- by contribution in proportion to the total premium income in Motor Liability Insurance
- by contribution in proportion to the premium income for White Cards by contribution in proportion to the number of insured vehicles
- by contribution to the number of cross border accidents

3.2 In more than 90% of the Member Countries of the Green Card System the number of insured vehicles (MVTPL) is used as parameter for the calculation of the Contribution. At least in the starting period this System seems to be the most neutral system.

3.3 At a later stage this system could be changed in proportion to the premium income for White Cards.

4. Recommendation:

4.1 The amount of the Contribution which the Member Bureax has to pay should be calculated in proportion to the number of insured vehicles in MVTPL.

4.2 Different methods for the calculation of the Contribution:

- by contribution in proportion to the premium income in Motor Liability Insurance
- by contribution in proportion to the premium income for White Card policies
- by contribution in proportion to the number of vehicles insured
- by contribution in proportion to the number of border crossing traffic
- by the number of accidents caused in other Member States of the White Card System.

4.3 Recommendation: To use the number of vehicles insured:
This System reflects the risqué exposure of a Member in the most effective and fair way. It is being used very successfully by the Green Card System. This method seems to be most neutral Parameter.

At a later stage this system could be changed to the proportion of the amount of issued White Cards.

The Consultant also prepared samples for the Benefit and Loss Accounts and the Budget Plans for the ECO-CB and the National Bureaux to the Secretariat. A copy of the samples is enclosed as Annex VII.

4. Conclusions and recommendations

4.1 Conclusions and recommendations

The White Card Scheme aims to facilitate border crossing among the Member States. The project on implementation of the TTFA examined the status of MVTPL insurance in the region. Compulsory Motor Vehicle Third Party Liability insurance which is the primary requisite for enforcement of the White Card, is in place in all of the six member States studied in this research except in the Kyrgyz Republic, where the draft act has been submitted to the Parliament for approval. The majority of documents, procedures and mechanisms for implementation of the ECO White Card have been prepared and national Bureaus of five member countries nominated. Others are awaited.

There are some obstacles and problems in implementation of White card. The status of the MVTPL insurance varies among the member states, particularly in the terms of limits of liability and premium rates. This is one of the main obstacles that have so far impeded the initiation of the White Card.

Lack of updated information and data related to MVTPL insurance and motor vehicles in circulation or in transit among the Member States is another problem. This information would be useful and as a reference for calculating the premiums, contribution fees, liability level and assessing the risks by the Member States.

Other main obstacles are related to the issues of financial guarantee and contribution of the parties to the White Card to meet their obligations. The financial stability of insurance company, involved in the Scheme, is also important and since insurance is a business in nature, insurers realizes thus the profit and risk is involved in its operation.

Another obstacle on the way of the White Card Scheme is that the concept of a regional insurance system is new to the ECO Member States, except in Iran and Turkey, who are member to the International Green Card System. Therefore, the expertise and intuitional capacity of the member states is rather limited in this regard.

The need to capacity building program, regional and national training and enhanced expertise for the Member States with regard to various aspects of the White Card has been emphasized in all meeting of the insurance authorities.

There is also a strong need for appropriate coordination with national and local authorities of the Member States such as Custom authority, Police force, etc to check and recognize the foreign vehicles traveling across the country with White Card.

Delay in nominating the name of the National Bureau and following up the decisions of meetings and action plan for launching the White Card is another problem that needs to be addressed urgently.

In order to expedite the implementation of the White Card, the following recommendations have been made based on a review of the National Consultants and the Report of the 4th Meeting of the Insurance Committee/3rd Meeting of the ECO White Card Council of Bureaux:

(Based on the deliberations of the 4th Meeting of the Insurance Committee/3rd Meeting of the ECO White Card Council of Bureaux)

1. It is strongly recommended that the countries who have not yet established compulsory MVTPL Insurance may do so at the earliest
2. As an important prerequisite for implementation of the ECO White Card, the member states need to assure that free transfer of claim payments between each other is possible.
3. There is a need for regular collection and dissemination of data related to MVTPL Insurance in the Member States. The Office of the White Card Council of Bureaus at the ECO Secretariat should continue collecting such data regularly, which in future would be used as a reference for calculating the premiums, contribution fees, liability level and assessing the risks by the member state. Linking the motor insurance policy database to registration plate numbers of vehicles at national level as well as the use of advanced ICT technology and internet are also emphasized.
4. Continued cooperation between the Green Card Council of Bureaus and the ECO, can play a key role in enhancing the capacity of the ECO Member States in operationalizing the White Card Scheme in the region. In this regard, the signing of an MoUs would be useful in formalizing the mutual relations, enabling them to organize joint events, workshops and courses.
5. There is a need to actively follow up the issue of establishing the Financial Guarantees for the White Card Scheme as envisaged in Annex II of the Scheme, with the cooperation of the ECO Member States, ECO Secretariat and interested regional and international institutions. Since insurance is a business in nature and the companies and bureaus who participate in the White Card should realize that profit and risk is involved in its operation. The concept of solidarity, which needs to be taken into account in all stages of initiating and operating the White Card among the Member States.
6. Two approved ECO Road Corridors (KTAI and ITI) may be as pilot projects for the application of the White Card. It is noted that an Action Plan on KTAI Corridor had already been agreed on in Herat in 2012. The insurance authorities of Iran, Pakistan and Turkey have already taken concrete steps to implement the White Card along the ITI Corridor, the Contact Group of the National Bureaux of the enroute member states has been established to finalize the issue of setting the premiums, printing and issuing the White Card and other needed actions in order to decide on the feasibility of this option. The results of these pilot projects may pave the way for implementation of the white Card in the whole region.
7. Considering the legislative issues, it is emphasized that national laws should have clear provisions whereby the victim can sue the national bureau against any accident caused by a foreign vehicle. The Customs authority should be mandated to check the entering vehicle at the border crossing point for availability of the

White Card. Likewise, the Police force should be mandated to check foreign vehicles travelling across the country for White Card. Provisions should also be established in the national laws with regard to liability, coverage, compensation procedures and loss category.

8. The Office of the White Card Council of Bureaux at the ECO Secretariat should continue organizing regional and national capacity building workshops, training courses and meetings with regard to various aspects of the White Card.

(Recommendations consolidated from the Reports of the National Consultants)

- It is recommended to establish the permanent office of the ECO White Card Council of Bureaux (ECO-CB)
- Designation and establishment of the National Motor Insurers' Bureau in those ECO member states who has not yet nominated their bureaus. The Scheme should be implemented without further delay with the Bureaux which are ready. Bureaux which get ready in the meantime can join the Scheme later.
- The remaining Member States may expedite approving and circulation the White Card based on the sample approved at the regional level.
- Only insurance companies with adequate financial structure and capital should be authorized to issue White Cards.
- In the reports of the National Consultants, there was a proposal to establish a joint pool where all premiums should be parked and claims paid from the same. This proposal deserves consideration by the ECO White Card CB.
- A similar pool together with reinsurance, has been proposed by the consultants from national level. This proposal, and procedure for the collection of premium by National Bureau and remittance of same to the managers of pool may be considered by the White Card CB.
- Another proposal made by the national consultants, which deserves consideration is that in the beginning phases of the White Card Scheme in order to eliminate delays of settlements of reimbursement demands, payments of reimbursement demands can be made directly by National Bureaux and not by individual insurance companies.
- National Bureaux should employ qualified staff with the necessary technical and language capabilities for operating the White Card.
- It is recommended that once the White Card is operationalized each member country shall ensure not to allow the entrance of any vehicle of the member country without valid White Card. Except for coverage provided of within the scope of White Card and in the card system of countries having a separate membership, and issuing the policies at the border entry into country.
- It is recommended to expedite concluding bilateral agreements between contracting bureaux

4.2. ECO Action Plan for implementation of the White Card

In response to the abovementioned obstacles, conclusions and recommendations, the 3rd Meeting of the Insurance Committee and the 2nd Meeting of the ECO-CB of the White Card (Islamabad, 18th April 2012) approved an Action Plan for launching the application of the White Card. The Action Plan was further updated with fresh deadlines and circulated through the Secretariat in July 2012.

The Secretariat is in close contact with the Member States to assure timely implementation of the Action Plan. The Action Plan is as follows:

Table 11:

ACTION PLAN FOR STARTING THE APPLICATION OF THE ECO MOTOR VEHICLE THIRD PARTY LIABILITY INSURANCE SCHEME (WHITE CARD) AMONG THE ECO MEMBER STATES

No	Action	Action to be taken by whom	Target Date	Progress Remarks	Background reference for the action
1.	***Designation of the National Motor Insurers' Bureau*** A specific national insurance company or other specialized organization will be nominated by the Member States to participate in the White Card among the Member States.	• Kazakhstan • The Kyrgyz Republic • Turkmenistan • Uzbekistan	15th February 2013	Afghanistan, Iran, Pakistan, Tajikistan and Turkey have already nominated their respective Bureaux. Afghanistan: Afghan National Insurance Company Iran: Bureau of the Green Card in Bimeh Markazi Iran (Central Insurance of the I. R. Iran) Pakistan: National Insurance Company Limited Tajikistan: Tajik State Insurance Company Turkey: Turkish Motor Insurance Bureau	• Sub-para 3, Article 3, Annex-V of the TTFA • Article of 5.1 of the Scheme • Para 25 of the 2nd Meeting of the Insurance Committee of TTCC
2.	***Designation of officers in charge of the White Card affairs at the respective National Bureau*** Each National Bureaux will nominate a qualified officer as Focal Point in charge of the White Card.	• Kazakhstan • The Kyrgyz Republic • Turkmenistan • Uzbekistan	20th February 2013	The National bureaux of Iran, Pakistan, Tajikistan and Turkey have nominated their Focal Points. Afghanistan: Mr. Shah Mohammad Mohammadzai, Head of the Claim Department Cell: +93 798145109 Iran: Mr. Ardeshir Ahadi, Head of Iranian Green Card Bureau. Tel: +982126214900 Fax: +982122055087 Pakistan: Mr. Sanaullah Khan, General Manager, North Zone, NICL	• Para 12 of the Report of the 1st Meeting of the ECO-CB

				Tel: +92219202751 Fax: +92 219202755 Tajikistan: Mr. Idris Aminov, the Chief of Life Insurance. Tel: +992372275375 Fax; +992372218923 Turkey: Mr. Ismail Yildiz, Expert Tel: +902122175968 Fax: +902122175972	
3.	***Designated channels of communications among the Bureaux*** The National Bureaux will design their channels to communicate with each other.	• Afghanistan • Iran • Kazakhstan • The Kyrgyz Republic • Pakistan • Tajikistan • Turkey • Turkmenistan • Uzbekistan	20th February 2013		
4.	***Nomination of Insurers to issue ECO White Cards*** Each National Bureaux will nominate and authorized a number of qualified insurance companies for issuing White Card	• Kazakhstan • The Kyrgyz Republic • Pakistan • Tajikistan • Turkey • Turkmenistan • Uzbekistan	30 February 2013	Afghanistan: Afghan National Insurance Company (ANIC). Iran: Iran insurance company (Bimeh Iran). Turkish Bureau has conveyed that 11 companies are authorized to issue the Green Card, and their White Card section will also be opened in due course, to start issuing the White Card as well.	• Article 5.3 of Scheme • Para 25 of the Report of the 1st Meeting of the ECO-CB
5.	***Printing the White Card by National Bureaux or authorized insurers*** The National Bureaux will make sample prints of the White Card using	• Afghanistan • Kazakhstan • The Kyrgyz Republic	30 February 2013	Iran and Turkey have already provided their samples.	• Articles 5.2, 7 and Annex I of Scheme • Para 25 of the Report of the 1st Meeting of

	the sample White Card attached to the Scheme.	• Pakistan • Tajikistan • Turkmenistan • Uzbekistan			the ECO-CB
6.	***Study the Issue and Validity of the ECO White Card*** A consolidated report will be prepared on the liability limits of the member countries and other related matters to issuance and management of White Card.	• Kazakhstan • Turkmenistan • Uzbekistan	Done	The Project on implementation of the TTFA has initiated a comprehensive study on MTPL insurance in the ECO region. Afghanistan, Iran, Kyrgyz Republic, Pakistan, Tajikistan and Turkey have already conveyed their country reports.	• Article 6 of Scheme • Para 20 of the Report of the 1st Meeting of the ECO-CB
7.	***Training programme for officers in charge of the White Card affairs*** Iran will conduct training courses for the officers in charge of White Card nominated by the respective Bureaux of the Member States.	• Iran (in cooperation with other Member States)	Done		• Para 11 of the Report of 2nd Meeting of the Insurance Committee of TTCC
8.	***Determination of white card tariff and technical issues*** Each National Bureaux will announce its applicable tariffs and concerning matters.	• Afghanistan • Iran • Kazakhstan • The Kyrgyz Republic • Pakistan • Tajikistan • Turkey • Turkmenistan • Uzbekistan	30 February 2013	A guideline has been proposed for this purpose by Iran and Turkey.	• Para 34 of the Report of the 1st Meeting of the ECO-CB
9.	***Placing the Guarantee Mechanism*** National Bureaux will agree on the	• Afghanistan • Iran	15th March 2013		• Article 11 and Annex II of Scheme

	Guarantee mechanism in the form of Bank Guarantee or a Cash Deposit to assure that the nominated insurance companies will meet the financial obligations.	• Kazakhstan • The Kyrgyz Republic • Pakistan • Tajikistan • Turkey • Turkmenistan • Uzbekistan			
10.	***Contributions to the ECO Council of Bureaux*** National Bureaux will agree on method of calculation of the contribution for the office of the ECO Council of Bureaux.	• Afghanistan • Iran • Kazakhstan • The Kyrgyz Republic • Pakistan • Tajikistan • Turkey • Turkmenistan • Uzbekistan	15th March 2013	International Consultant has provided a mechanism for contribution of National Bureaux and different methods of calculation of the contribution as Annex IV of his Interim report of consultant.	• Para 4.8 of Scheme • Para 11 of the Report of the 1st Meeting of the ECO-CB
11.	***Signature of Bilateral agreement between National Bureaux*** National Bureaux shall conclude bilateral agreements between themselves, on voluntary basis, whereby they undertake within the context of their reciprocal relations.	• Afghanistan • Iran • Kazakhstan • The Kyrgyz Republic • Pakistan • Tajikistan • Turkey • Turkmenistan • Uzbekistan	30 March 2013		• Article 5.1 and Annex III of Scheme
12.	***Organizing the next meetings of the***	• Afghanistan	Done		

	ECO-CB and Insurance Committee of TTCC The next meetings of ECO-CB and Insurance Committee will consider and monitor the implementation of the Scheme among the Member States and this Action Plan.	• Iran • Kazakhstan • The Kyrgyz Republic • Pakistan • Tajikistan • Turkey • Turkmenistan • Uzbekistan			
13.	***Designation date of issuing White Card among the Member States*** Application of the White Card Scheme will start among the Member States	• Afghanistan • Iran • Kazakhstan • The Kyrgyz Republic • Pakistan • Tajikistan • Turkey • Turkmenistan • Uzbekistan	2013		

ANNEXES

The ECO Interim Motor Vehicle Third Party Liability Insurance Scheme

The ECO White Card Scheme

Preamble

The Government Insurance Authorities of the Contracting Parties to the "ECO Transit Transport Framework Agreement" (TTFA);

Having regard to Article 22 and Annex 5 of the "ECO Transit Transport Framework Agreement" (TTFA), which calls for the establishment of the Interim Motor Vehicle Third Party Liability Insurance Scheme among the ECO member states;

Having considered Article 3 of Annex V of the TTFA, regarding establishment of the Interim Motor Vehicle Third Party Liability Insurance Scheme,

Have agreed on the following:

Section I
Purpose and Definitions

Article 1 - Purpose of the Scheme

The purpose of the "ECO Interim Motor Vehicle Third Party Liability Insurance Scheme" (hereinafter called the "Scheme"), is to facilitate the international circulation of motor vehicles by enabling insurance of third party liability risks in respect of their use to fulfill the criteria imposed by the visited country and, in the case of accidents, to guarantee compensation of injured parties in accordance with national laws and regulations of that country.

Criteria and details of the financial guarantee mechanism in which the National Motor Insurers' Bureaux shall fully guarantee the settlement of the claims arising out of the accidents related to the ECO White Card Scheme, is attached as Annex II.

Article 2 - Definitions

For the purpose of the Scheme, the following words and expressions shall have the meanings herein assigned to them and no other:

2.1 The Insurance Sub-Committee of the Transit Transport Coordination Council (TTCC): means one of the TTCC's Sub-committees which is established under the "ECO Transit Transport Framework Agreement" (TTFA), and shall be composed of two representatives from each of the Contracting Parties viz from the insurance surveillance body and the organization designated as the National Bureau.

2.2 The ECO Council of Bureaux (ECO-CB): means the body which shall be comprised of representatives of each of the National Bureau of the countries participating in the Scheme. It operates under Article 4 of Section II.

2.3 National Motor Insurers' Bureau (hereinafter called "National Bureau"): means the professional organization determined by the respective country, which is a member of the ECO Council of Bureaux (ECO-CB) and is responsible to perform functions necessary for operation of the Scheme.

2.4 Insurer: means the insurance company to conduct the business of compulsory third party liability insurance in respect of the use of vehicles, which is a member of a National Bureau.

2.5 Insured: means any person whose third party liability in respect of the use of a vehicle is covered by a policy of insurance.

2.6 Policy of insurance: means a contract of compulsory insurance issued by an Insurer covering civil liability of the insured, in respect of the use of a vehicle.
2.7 The ECO Motor Vehicle Third Party Liability Insurance Card (hereinafter called the ECO White Card): means the international certificate of the existence of a policy of insurance issued under the authority of the National Bureaux under Articles of section III;

2.8 Vehicle: means any motor vehicle intended for travel on land and propelled by mechanical power but not running on rails as well as any trailer whether or not coupled but only where the motor vehicle or trailer is made subject to compulsory third party liability insurance in the country in which it is being used.
2.9 Accident: means any event causing personal injuries and/or damages to properties which may, pursuant to the law of the country where it occurs, fall within the scope of compulsory third party liability insurance in respect of the use of a vehicle.
2.10 Injured party: means any person entitled to claim compensation in respect of any personal injuries and/or damages to properties caused by the use of a vehicle.
2.11 Claim: means any one or more claims for compensation presented by an injured party and arising out of the same accident.
2.12 Claims Correspondent: means any insurer or other person appointed by one or more insurers with the approval of the National Bureau of the country in which the insurer is established with a view to handling and settling claims arising from accidents involving vehicles for which the insurer or insurers in question have issued an insurance policy and occurring in that country.

Section II
Structure, Functions and Obligations of Operating Bodies of the Scheme

Article 3 – Structural basis
3.1 The Scheme shall have, as its legal, technical and financial basis, the guarantees which are afforded to motorists proceeding among the countries of the Contracting Parties by taking out a policy of insurance issued by an Insurer authorized to undertake this type of business in the country which is the point of departure for the journey.
3.2 The Scheme shall be based materially on an ECO White Card as defined in the provisions of Section III.
3.3 The operation of the Scheme shall be coordinated and supervised by the ECO Council of Bureaux (ECO-CB).
3.4 The reports of the Meetings of the ECO Council of Bureaux (ECO-CB) will be submitted to the Insurance Sub-Committee of the TTCC. The ECO Council of Bureaux (ECO-CB) shall also refer to the Insurance Sub-Committee of the TTCC such matters as unsettled disputes between the National Bureaux, proposed amendments to the Scheme, and any other matters which may require decisions to be taken by the Transit Transport Coordination Council (TTCC).
3.5 Each National Bureau shall settle claims arising out of an accident occurring in the territory of another member country of the Scheme, caused by a motorist from its country who has a valid ECO White Card, on behalf of its Insurers, and shall also handle claims

arising out of an accident occurred in its country which involves a motorist from another member country of the Scheme who has a valid ECO White Card issued by the Insurer of concerned National Bureau's country.

Article 4 – The ECO Council of Bureaux (ECO-CB)

4.1 The ECO Council of Bureaux (ECO-CB) takes all necessary measures to ensure the successful fulfillment of the Scheme and has a close liaison with the Insurance Sub-Committee of the TTCC in the field of insurance operations in the ECO region.

4.2 The ECO Council of Bureaux (ECO-CB) is responsible for coordinating and supervising the financial, technical and legal operations of the National Bureaux as related to the Scheme.

4.3 The Chairman of the ECO Council of Bureaux (ECO-CB) shall be appointed on alphabetical rotatory basis from among the representatives of the National Bureaux. The period of office for the Chairman shall be one year.

4.4 An Ordinary Annual Meeting attended by representatives of National Bureaux shall be convened by the Chairman. A notice convening the annual meeting accompanied by the Agenda and other related documents shall be sent by the chairman to all National Bureaux by telefax, registered airmail, or courier, not less than 45 days prior to the date of such meeting. Should the Chairman be unable to preside at a convened Meeting, the participating representatives of the National Bureaux shall appoint from amongst themselves a person to preside over that Meeting.

4.5 The Extraordinary Meetings shall be held upon receipt of a written request by the Chairman from any one of the National Bureaux accompanied by its Agenda. Within one week from the receipt of the written request, the Chairman shall send a notice to all National Bureaux of the Contracting Parties not less than 21 days prior to the date of such meeting.

4.6 The Quorum for the transaction of a convened Meeting of the ECO Council of Bureaux (ECO-CB) shall be dependent upon the presence of two third of the National Bureaux.

4.7 Decisions at Meetings of the ECO Council of Bureaux (ECO-CB) shall be valid and binding if carried by the majority of the delegations present. At all Meetings of The ECO Council of Bureaux (ECO-CB) each National Bureau shall have only one vote regardless of the number of its representatives.

4.8 The ECO Council of Bureaux (ECO-CB) shall determine the annual budget and financial contributions to be paid by each National Bureau.

4.9 The ECO Council of Bureaux (ECO-CB) shall use the secretarial services and office of the ECO Secretariat for fulfillment its functions until its office is established.

4.10 The ECO Council of Bureaux (ECO-CB) shall determine the Chairman's duties and functions.

Article 5 – The National Motor Insurers' Bureau

5.1 The National Motor Insurers' Bureau which operates with the recognition and approval of its Government is required to have its own independent financial structure based on the joint commitment of member Insurers authorized to transact compulsory civil liability insurance in respect of the use of motor vehicles operating in its national

territories which enables it to meet obligations arising out of the Scheme. In this respect, each National Bureau shall officially provide guarantee to the National Bureau of the visited country of the commitment of the Insurer covering third party liability in respect of the use of the vehicle involved in the accident.
National Bureaux should conclude bilateral agreements between themselves, on voluntary basis, whereby they undertake within the context of their reciprocal relations. The conditions and a model of this agreement are attached as Annex III.
5.2 Each National Bureau shall be responsible for printing its ECO White Cards or shall authorize its Insurers to print them.
5.3 Each National Bureau shall authorize its Insurers to issue ECO White Cards to their Insureds solely for vehicles registered in any member country for which it is competent.

Section III
Status of the ECO White Card

Article 6 – Issue and Validity of the ECO White Card

6.1 The ECO White Card is obtained by motorists on a temporary travel to a certain country or countries within the ECO region which has to be presented in the event of an accident or at the borders and, if necessary, within the ECO member countries of the Scheme.
6.2 The ECO White Card is equivalent to the National Compulsory Motor Vehicle Third Party Liability Insurance Certificates of each of the ECO member Countries of the Scheme which a motorist visits.
6.3 The ECO White Card certifies that the visiting motorist has at least the minimum Compulsory Motor Vehicle Third Party Liability Insurance cover required by the Law and regulations of the countries visited.
6.4 All ECO White Cards are deemed to be valid for at least fifteen days from their date of inception.
6.5 Any request for confirmation of the validity of an identified ECO White Card sent by fax or e-mail to a National Bureau by the National Bureau of the country of accident shall be given a definitive answer within three months of the receipt of such request. In the event of no response being received then on expiry of that period, the ECO White Card shall be deemed to be valid.
6.6 Any ECO White Card presented in a country for which it is valid, purporting to be issued under the authority of a National Bureau shall be guaranteed by that National Bureau. However, the National Bureau's guarantee shall not apply where an ECO White Card relates to a vehicle which is not legally registered in that National Bureau's country.

Article 7 – Content and Form of the ECO White Card

7.1 The content of the ECO White Card shall be printed both in the language of the country of the National Bureau and in English; it shall include the following information:
a. Name and address of the relevant National Bureau;
b. Name and address of the Insurer and its signature and seal;
c. Name and address of the Insured or Policy holder;
d. Name of member countries of the Scheme;

e. Validity period of the ECO White Card both its date of issue and expiry;
f. Registration plate number and category of the vehicle concerned;
g. Serial number of the ECO White Card and the security features (for example a hologram);
h. Color of the ECO White Card must be White with a 5 millimeters Green border lines and its dimensions should be: Width - 190 millimeters, Height – 270 millimeters.
7.2 A model of the ECO White Card is attached as Annex I.
7.3 The ECO Council of Bureaux (ECO-CB) shall be responsible for any amendment or revision to the format, shape and dimensions of the ECO White Card.

Section IV
Settlement and Reimbursement

Article 8 – Handling of Claims

8.1 When a National Bureau is informed of an accident occurring in the territory of the country for which it is competent, involving a vehicle from another member country of the Scheme it shall, without waiting for a formal claim, proceed to investigate the circumstances of the accident. It shall as soon as possible give notice of any such accident to the Insurer who issued the ECO White Card or policy of insurance or, if appropriate, to the National Bureau concerned. If, in the course of this investigation, the National Bureau notes that the Insurer of the vehicle involved in the accident is identified and that a Claims Correspondent of this Insurer has been approved in conformity with the provisions in Article 9, it shall forward this information promptly to the Claims Correspondent for further action.
8.2 On receipt of a claim arising out of an accident under the circumstances described above, if a Claims Correspondent of the Insurer has been approved, the National Bureau shall forward the claim promptly to the Claims Correspondent so that it may be handled and settled in conformity with the provisions of Article 9. If there is no approved Claims Correspondent, it shall give immediate notice to the Insurer who issued the ECO White Card or policy of insurance or, if appropriate, to the National Bureau concerned that it has received a claim and will handle it.
8.3 The National Bureau is authorized to settle any claim amicably or to accept service of judicial process likely to involve the payment of compensation.
8.4 All claims shall be handled by the National Bureau with complete autonomy in conformity with legal and regulatory provisions applicable in the country of accident relating to liability, compensation of injured parties and compulsory insurance in the best interests of the Insurer who issued the ECO White Card or policy of insurance or, if appropriate, the National Bureau concerned. The National Bureau shall be competent for all matters concerning the interpretation of the law applicable in the country of accident and the settlement of the claim. The National Bureau shall, on express demand, inform the Insurer, or the National Bureau concerned, before taking a final decision.
8.5 When the settlement envisaged is in excess of the conditions or limits applicable under the compulsory motor vehicle third party liability insurance law in force in the country of accident whilst covered under the policy of insurance, it shall consult the

Insurer in relation to that part of the claim which exceeds those conditions or limits. The consent of such Insurer is not required if the applicable law imposes on the National Bureau the obligation to take account of the contractual guarantees in excess of such limits and conditions provided in the law relating to insurance against civil liability in respect of the use of motor vehicles in the country of accident.

Article 9 – Claims Correspondent

9.1 Each National Bureau shall set out the conditions under which it grants, refuses or withdraws its approval to Claims Correspondents established in the country for which it is competent to operate upon the provisions of the Scheme.

9.2 Only a National Bureau shall have the authority, on the request of one of its Insurers, to send to another National Bureau a request for the approval of a Claims Correspondent established in the country of that National Bureau. This request shall be sent by fax or e-mail and supported by proof that the proposed Claims Correspondent accepts the requested approval. The National Bureau concerned shall grant or refuse its approval within three months from the date of receipt of the request and shall notify its decision and its effective date to the National Bureau that made the request as well as to the Claims Correspondent concerned. In the event of no response being received then on expiry of that period, the approval shall be deemed to have been granted.

9.3 The Claims Correspondent shall handle all claims in conformity with any legal or regulatory provisions applicable in the country of accident relating to liability, compensation of injured parties and compulsory motor vehicle third party liability insurance, in the name of the National Bureau that has approved it and on behalf of the Insurer that requested its approval, arising out of accidents occurring in that country involving vehicles insured by the Insurer that requested its approval. When any settlement envisaged exceeds the conditions or limits applicable under the compulsory motor vehicle third party liability insurance law applicable in the country of accident, whilst covered under the policy of insurance, the Claims Correspondent must comply with the provisions set out in Article 8.5.

9.4 The National Bureau that has granted its approval to a Claims Correspondent recognizes it as exclusively competent to handle and settle claims in the name of the National Bureau and on behalf of the Insurer that requested its approval. The National Bureau shall inform injured parties of this competence and forward to the Claims Correspondent any notifications relating to such claims. However it may, at any time and without any obligation to justify its decision, take over the handling and settlement of a claim from a Claims Correspondent.

9.5 If, for whatever reason, the National Bureau that granted the approval is required to compensate any injured party in place of the Claims Correspondent, it shall be reimbursed directly by the National Bureau through which the request for approval was sent, in accordance with the conditions set out in Article 10.

9.6 Subject to the provisions of Article 9.3, the Claims Correspondent is free to agree with the Insurer that requested its approval the conditions for reimbursement of sums paid to injured parties and the method for calculating its handling fees which agreement, however, shall not be enforceable against any National Bureau; If a Claims Correspondent is unable to obtain reimbursement of advance payments it has made in

accordance with the conditions set out in Article 9.3 on behalf of the Insurer that requested its approval, it shall be reimbursed by the National Bureau that approved it. The latter National Bureau shall subsequently be reimbursed by the National Bureau of which the Insurer in question is an Insurer in accordance with the conditions set out in Article 10.

9.7 When a National Bureau is informed that one of its Insurers has decided to dismiss a Claims Correspondent, it shall immediately so inform the National Bureau that granted the approval. This latter National Bureau shall be at liberty to determine the date on which its approval will cease to have effect. When a National Bureau that granted approval to a Claims Correspondent decides to withdraw it or is informed that the Claims Correspondent wishes to have its approval withdrawn, it shall immediately so inform the National Bureau that forwarded the request for the approval of the Claims Correspondent. It shall also inform the National Bureau of the date of the Claims Correspondent's effective withdrawal or the date on which its approval will cease to have effect.

Article 10 – Conditions of Reimbursement

10.1 When a National Bureau has settled all claims arising out of the same accident it shall send, within a maximum period of one year from the date of the last payment made in favor of an injured party, by fax or e-mail to the Insurer of the National Bureau which issued the ECO White Card or policy of insurance or, if appropriate, to the National Bureau concerned a demand for reimbursement specifying:

10.1.1 The sums paid as compensation to injured parties under either an amicable settlement or a court order;

10.1.2 The sums disbursed for external services in the handling and settlement of each claim and all costs specifically incurred for the purposes of a legal action which would have been disbursed in similar circumstances by an Insurer established in the country of accident;

10.1.3 A handling fee to cover all other charges calculated under the rules approved by the ECO Council of Bureaux (ECO-CB). When claims arising out of the same accident are defended and settled

without any compensation being paid, such sums as provided in 10.1.2 above and the minimum fee fixed by the ECO Council of Bureaux (ECO-CB) in conformity with 10.1.3 above may be claimed.

10.2 The demand for reimbursement shall specify that the amounts due are payable in the country and in the national currency of the beneficiary, free of costs, within a period of two months from the date of demand and that, on expiry of that period, late interest at 12% per annum on the amount due from the date of the demand until the date of receipt of the remittance by the bank of the beneficiary shall apply automatically. The demand for reimbursement may also specify that amounts expressed in the national currency are payable in US Dollar or Euro, at the official rate of exchange current in the country of the claiming National Bureau at the date of the demand.

10.3 Under no circumstances shall demands for reimbursement include payments for fines, bail bonds or other financial penalties imposed upon an insured which are not covered by insurance against civil liability in respect of the use of motor vehicles in the country of accident.

10.4 Supporting documents, including the objective proof that compensation due to injured parties has been paid, shall be sent promptly on demand but without delay to the reimbursement.

10.5 Reimbursement of all sums cited in Articles10.1.1 and 10.1.2 above may be claimed in accordance with the conditions set out in this article notwithstanding that the National Bureau may not have settled all claims arising out of the same accident. The handling fee provided for under Article 10.1.3 above may also be claimed if the principal sum which is the subject of the reimbursement is in excess of the amount fixed by the ECO Council of Bureaux (ECO-CB).

10.6 If, after satisfaction of a reimbursement demand, a claim is re-opened or a further claim arising out of the same accident is made, the balance of the handling fee, if any, shall be calculated in accordance with the provisions in force at the time when the demand for reimbursement in respect of the re-opened or further claim is presented.

10.7 Where no claim for compensation has resulted from an accident, no handling fee may be claimed.

Article 11 – Obligation of Guarantee

11.1 Each National Bureau shall guarantee the reimbursement by its Insurers of any amount demanded in accordance with the provisions of Article 10 by the National Bureau of the country of accident.

If an Insurer fails to make the payment demanded within the period of two months specified in Article 10, the National Bureau to which this Insurer belongs shall itself make the reimbursement in accordance with the conditions described hereunder, following receipt of a guarantee call made by the National Bureau of the country of accident.

The National Bureau standing as guarantor shall make the payment within a period of one month. On expiry of that period, late interest at 12% per annum on the amount due, calculated from the date of the guarantee call to the date of receipt of the remittance by the beneficiary's bank, shall apply automatically.

The guarantee call shall be made by fax or e-mail within a period of twelve months after the date of dispatch of the demand for reimbursement under Article 10. On expiry of that period and without prejudice to any late interest for which it may be liable, the liability of the National Bureau standing as guarantor shall be limited to the amount claimed from its Insurer plus a 12 months interest calculated at 12% per annum. No guarantee call shall be admissible if made more than two years after the dispatch of the demand for reimbursement.

11.2 Each National Bureau guarantees that its Insurers shall instruct the Claims Correspondents whose approval they have requested to settle claims in conformity with the provisions of the first paragraph of Article 9.3 above and forward to those Claims Correspondents or to the National Bureau of the country of accident all documents concerning all claims entrusted to them.

Section V
Amendments

Article 12 – Procedure for Amending the Scheme

Any amendment to the Scheme shall be proposed by the Insurance Sub-Committee of the TTCC and shall be effected by approval of the ECO Transit Transport Coordination Council (TTCC).

Section VI
Settlement of disputes

Article 13 – Procedure

Any dispute between National Bureaux as to the interpretation or effect of the provisions of the Scheme shall be investigated and settled by the ECO Council of Bureaux (ECO-CB). If any dispute is not settled, it shall be referred to the TTCC through its Insurance Sub-Committee.

Section VII
Official Language

Article 14 – Official Language of the Scheme

The official language of the Scheme shall be English.

Section VIII
Membership

Article 15 – Joining to the Scheme

Those ECO Member States, who have not signed or ratified the "ECO Transit Transport Framework Agreement" (TTFA), may join the Scheme on provisional basis. Other non ECO member countries may become contracting parties to the scheme with the unanimous consent of the ECO Member States at the ECO Transit Transport Coordination Council (TTCC) Meetings.

Section IX
Entry into force and Termination

Article 16 – Approval and date of Entry into force of the Scheme

The Scheme was adopted by the first Meeting of the Insurance Sub-Committee of the TTCC, held in Tehran on 29-30 May 2007 and shall enter into force upon approval by the ECO Transit Transport Coordination Council (TTCC).

Article 17- Termination

For the purposes of the TTFA and its annexes, Contracting Parties shall use the Scheme unless all the Contracting Parties accede to the International Green Card System.

Annexes: (See on the following pages)
Annex I: Model of the ECO White Card
Annex II: Financial Guarantees Criteria
Annex III: The conditions and a model of bilateral agreement between National Motor Insurers' Bureaux.

Original

Serial Number: 0000000000

THE ECO MOTOR VEHICLE THIRD PARTY LIABILITY INSURANCE CARD
(THE ECO WHITE CARD)
……..

ECONOMIC COOPERATION ORGANISATION (ECO)

ISSUED UNDER THE AUTHORITY OF:
NATIONAL MOTOR INSURERS' BUREAU OF……..

National Motor Insurer's Bureau Logo

V A L I D						Country Code/Insurer's Code/Serial and Policy Number
FROM			TO			Code of Country / 00000000 / 0000000000
Day	Month	Year	Day	Month	year	
(Both Dates Inclusive)						
Registration No. (or if none) Chassis or Engine No.						Category and make of Motor Vehicle*

This card is valid in following countries:

AFGHANISTAN	AZERBAIJAN	IRAN	KAZAKHSTAN	KYRGYZSTAN	PAKISTAN	TAJIKISTAN	TURKEY	TURKMENISTAN	UZBEKISTAN

Name and Address of the Policyholder (or User of the Motor Vehicle)

This Card has been issued by: (name and address of Insurer)

Signature of Insurer

THE ECO INTERNATIONAL MOTOR VEHICLE THIRD PARTY LIABILITY INSURANCE CARD

(1) In each country visited, the National Motor Insurers' Bureau of that country assumes, in respect of the use of the motor vehicle referred to herein, the liability of an Insurer in accordance with the laws relating to compulsory Motor Vehicle third party liability insurance in that country.

(2) I, the within-mentioned Policyholder, hereby authorize the National Motor Insurers' Bureau of …….. and the National Motor Insurers' Bureaux of any mentioned countries, to which it may delegate such powers, to accept service of legal proceedings, to handle and eventually settle, on my behalf, any claim for damages in respect of liability to third parties required to be covered under the compulsory Motor Vehicles third party liability insurance laws of the country or countries specified herein, which may arise from the use of the motor vehicle in that country (those countries).

Signature of the Policyholder only

Signature of any other persons who may use the motor vehicle

…….

……

(This ECO White Card is only valid when signed by the policyholder)

***CATEGORY OF MOTOR VEHICLE CODE**

A CAR
B. MOTORCYCLE
C LORRY OR TRUCK
D. CYCLE FITTED WITH AUXILIARY ENGINE
E. BUS
F. TRAILER

DUPLICATE

Serial Number: 0000000000

THE ECO MOTOR VEHICLE THIRD PARTY LIABILITY INSURANCE CARD
(THE ECO WHITE CARD)
……

ECONOMIC COOPERATION ORGANISATION (ECO)

ISSUED UNDER THE AUTHORITY OF:
NATIONALMOTOR INSURERS' BUREAU OF …….

National Motor Insurer's Bureau Logo

V A L I D						Country Code/Insurer's Code/Serial and Policy Number
FROM			TO			Code of Country / 00000000 / 0000000000
Day	Month	Year	Day	Month	year	
(Both Dates Inclusive)						
Registration No. (or if none) Chassis or Engine No.						Category and make of Motor Vehicle*

This card is valid in following countries:

AFGHANISTAN	AZERBAIJAN	IRAN	KAZAKHSTAN	KYRGYZSTAN	PAKISTAN	TAJIKISTAN	TURKEY	TURKMENISTAN	UZBEKISTAN

Name and Address of the Policyholder (or User of the Motor Vehicle)

This Card has been issued by: (name and address of Insurer)

Signature of Insurer

Annex II: Financial Guarantees Criteria

The essential pillar for successful implementation of the ECO White Card Scheme is formation of a financial guarantee mechanism in which a National Motor Insurers' Bureau that decided to join the Scheme shall provide to the ECO Council of Bureaux (ECO-CB) an adequate financial guarantee in order to meet fully the settlement of the claims arising out of the accidents related to the Scheme. In this respect, establishing an internationally valid guarantee measures must be taken into use between National Motor Insurers' Bureaux, to guarantee reimbursement of the unpaid debts due to concerned National Motor Insurers' Bureaux or their Insurers and unpaid membership contributions due to the ECO Council of Bureaux (ECO-CB) under the regulations of the Scheme, as mentioned below:

1. A definite Bank Guarantee or a Cash Deposit must be concluded with the ECO Trade & Development Bank by the ECO Council of Bureaux (ECO-CB).

1.1 In the case of Cash Deposit, each of the National Motor Insurers' Bureaux shall oblige to pay the financial contributions in the amount of US $ 500,000.00 (five hundred thousands US Dollar) or its equivalent in Euro, to the above mentioned bank in 4 equal installments. The 1st installment shall be paid within the period of eight weeks from the date of receipt of the invoice letter sent by the ECO Council of Bureaux (ECO-CB) to each of the National Motor Insurers' Bureaux. Each of the next installments shall be paid within the 90 days from the expiry of the last installment.

1.2 The Bureau concerned shall deposit with the ECO Council of Bureaux (ECO-CB) copies of all financial guarantee documents.

2. The wording of the Bank Guarantee or Cash Deposit shall be in accordance with the standard requirements of the ECO Council of Bureaux (ECO-CB).

3. The ECO Council of Bureaux (ECO-CB) shall have the right to use the Guarantee or the Deposit towards the settlement of the unpaid debts of concerned National Motor Insurers' Bureau. Unpaid debts shall include unpaid claims for reimbursement due to other National Motor Insurers' Bureaux or their Insurers and unpaid membership contributions due to the ECO Council of Bureaux (ECO-CB) under the regulations of the Scheme.

4. In the case of a Cash Deposit, the interest which accrues thereon shall be for the credit of concerned National Motor Insurers' Bureau.

When the amount of interest exceeds 50% of the original deposit, it may be remitted to the respective National Motor Insurers' Bureaux with a written request.

5. The said guarantee or deposit shall not be used for any purposes unless those which mentioned above.

Any draw-down of a Bank Guarantee or Cash Deposit shall be replenished by concerned National Motor Insurers' Bureau within six weeks. The procedure for replenishment has to be activated as soon as the National Motor Insurers' Bureau becomes aware of the draw-down.

6. The concerned National Motor Insurers' Bureau is required to prove the activation and fulfillment of the replenishment procedure without any delay by formally notifying the ECO Council of Bureaux (ECO-CB).

Annex III: Rules governing bilateral agreements concluded between National Motor Insurers' Bureaux

1. Bilateral agreements shall be signed in triplicate by the contracting National Bureaux, each of whom shall retain a copy. The third copy shall be sent to the ECO Council of Bureaux (ECO-CB) which shall, after consultation with the concerned parties, inform them of the date commencement of their agreements;
2. Such agreements shall include clauses providing:
2.1 Identification of the contracting National Bureaux, mentioning their status as Members of the ECO Council of Bureaux (ECO-CB) and the territories for which they are competent;
2.2 Their undertaking to abide by the provisions of this Scheme;
2.3 Their undertaking to abide by such provisions as mutually chosen and agreed;
2.4 Reciprocal authorities granted by these National Bureaux, in their own name and on behalf of their members, to settle claims amicably or to accept service of any extra-judicial or judicial process likely to lead to the payment of compensation resulting from any accident within the scope and purpose of this Uniform Regulations;
2.5 Unlimited duration of the agreement, subject to the right of each contracting National Bureaux to terminate it on twelve months notice simultaneously notified to the other party and to the ECO Council of Bureaux (ECO-CB);
2.6 Automatic cancellation or suspension of the agreement if either contracting Bureau ceases to be a Member of the ECO Council of Bureaux (ECO-CB) or has its membership suspended;
3. A model of this agreement is attached in the following page:

Model of bilateral agreement between National Motor Insurers' Bureaux

Bilateral Agreement

Agreement between Member Bureaux of the ECO Council of Bureaux(ECO-CB)

The National Motor Insurers' Bureau of …….	***and***	***The National Motor Insurers' Bureau of …….***
Member of the ECO Council of Bureaux(ECO-CB)		***Member of the ECO Council of Bureaux(ECO-CB)***

Hereby undertake to abide by the provisions of the ECO Interim Motor Vehicles Third Party Liability Insurance Scheme (ECO White Card Scheme). This undertaking shall also apply to any subsequent amendment of the said Interim Scheme.

Hereby grant reciprocal authority to accept service of any judicial or extrajudicial process likely to lead to the payment of damages or to settle amicably any claim arising out of accidents within the context of this Interim Scheme.

This agreement is concluded for an unlimited period. However, either signatory may terminate it at twelve months notice. Notice of termination shall be given simultaneously to the other party to the agreement and the Secretary General of the ECO Council of Bureaux.

It is further agreed that this agreement shall be terminated or suspended automatically if either signatory ceases to be a Member of the ECO Council of Bureaux (ECO-CB) or is suspended from membership thereof.

The date of entry into force of this agreement will be communicated to the signatories by the Chairman of the ECO Council of Bureaux after receipt of a copy signed by both parties.

Bureau :	**……**	**……**
Signature:	**……**	**……**
Position :	**……**	**……**
Date of Signature :	**……**	**……**

Annex II: National bureaus of the Member States

Afghanistan, Islamic Republic of — National Bureau

National Motor's Insurers Bureau dealing with ECO White Card	:	Afghan National Insurance Company
Contact details:	:	Tel: +93 20 2200 285 Fax: Postal Address: P.O. Box (329) Kabul-Afghanistan Email: **insuranceafghan@yahoo.com**
Officers in charge of the White Card affairs	:	Mr. Shah Mohammad Mohammadzai, Head of the Claim Department, Cell Phone No: +93 798145109
Number of member Insurance Companies of the National Bureau	:	1
Insurance Company/ies	:	Afghan National Insurance Company

Iran, Islamic Republic of National Bureau

National Motor's Insurers Bureau dealing with ECO White Card	:	Green Card Bureau in Bimeh Markazi Iran (Central Insurance of the Islamic Republic of Iran)
Contact details:	:	Tel: +9821 26214900 Secretariat: 98 21 22050001-4; +98 21 24551000 Fax: +9821 220540099 Postal Address: Bimeh Tower, No. 2, (Corner of) Maryam St., Africa Ave., Tehran, Iran . P.O. 19395-5588
Officers in charge of the White Card affairs	:	Mr. Ardeshir Ahadi, Superintendent of Green Card Bureau of Iran
Number of member Insurance Companies of the National Bureau	:	One
Insurance Company/ies	:	Iran insurance Company

National Motor's Insurers Bureau dealing with ECO White Card	:	To be specified
Contact details:	:	
Officers in charge of the White Card affairs	:	
Number of member Insurance Companies of the National Bureau	:	
Insurance Company/ies	:	

Pakistan, Islamic Republic of **National Bureau**

National Motor's Insurers Bureau dealing with ECO White Card	:	National Insurance Company Limited (NICL)
Contact details:	:	Tel: +922199202763 and +922199239191 Fax: + +92219920774 Postal Address: Email: **nusrathussain@nicl.com.pk**
Officers in charge of the White Card affairs	:	Muhammad Nusrat Hussain, General Manager (Re-Insurance), Cell No. +923212066442,
Number of member Insurance Companies of the National Bureau	:	
Insurance Company/ies	:	

Tajikistan, Republic of **National Bureau**

National Motor's Insurers Bureau dealing with ECO White Card	:	The State Unitary Enterprise "Tojiksugurta"
Contact details:	:	Tel: +992372275375 Fax: +992372218923 Postal Address: 4-a Chehova Str., Dushanbe, Republic of Tajikistan. Email: **t_sugurta@mail.ru**
Officers in charge of the White Card affairs	:	Mr. Idris Aminov, Chief of Life Insurance.
Number of member Insurance Companies of the National Bureau	:	
Insurance Company/ies	:	

Turkey, Republic of — National Bureau

National Motor's Insurers Bureau dealing with ECO White Card	:	Turkish Motor Insurance Bureau (TMIB)
Contact details:	:	Tel: +90 212 217 59 68 Fax: +90 212 217 59 72 Postal Address: Büyükdere Cad. Oya Sok. Devran Apt. 2/1 34394 Gayrettepe Mecidiyeköy/ ISTANBUL Email: ismailyildiz@tmtb.org.tr
Officers in charge of the White Card affairs	:	Mr. Ismail Yildiz
Number of member Insurance Companies of the National Bureau	:	
Insurance Company/ies	:	

Annex III: TOR for national consultants and the format of the country reports

The terms and conditions of the National Consultant on Motor Vehicle Third Party Liability insurance for the Project Management Unit (PMU) under the Project on Implementation of the TTFA are as follows:

Terms of Reference:

The Consultant would be responsible for the following Terms of Reference:

i. Collect the required country reports, data and information on the Motor Vehicle Third Party Liability insurance as per formats to be provided by the project management.
ii. Analyze the issues related to the implementation of the White Card Scheme in the country.
iii. Provide specific recommendations and plans for strengthening the institutional capacity for implementing the insurance-related provisions of the TTFA and the White Card Scheme in the country.
iv. Attend the workshops and meetings, as required.
v. Prepare the analytical reports and investment plans in coordination with the International Consultant how to proceed the implementation of the ECO White Card Scheme in the country.

Format for preparation of Country Report on the status of Compulsory Motor Vehicle Third Party Liability Insurance and ECO White Card Scheme

PART A: REGULATION CONCERNING COMPULSORY MOTOR INSURANCE

1) Introduction of CMTPL Insurance
2) Legal Liability System and Judicial Process
3) Settlement Circumstances
4) Motor Accident Procedure

PART B: CONTROL OF THE ENTERPRISES

1) Law and Regulations of Controlling Insurance Activities
2) Financial Reserves Requirements of an Insurance Company

PART C: MOTOR INSURANCE ENTERPRISE

1) Number of Insurance Companies by Licenced Class
2) Number of Insurance Policies issued and Premium Generated
3) Premium Tariff of Motor Insurance
4) Guarantee Fund

PART D: NATIONAL BUREAU

1) Functions and Legal Status of the Nominated Bureau

2) Road Accidents
3) Obligations and Measurements

PART E: OTHER INFORMATION

1) Currency Transfer Regulations
2) Economic Statistics
3) Authorities/Police steps for Foreign Motorists
4) Number of Motor Vehicles in Circulation
5) Motor Vehicle Accidents
6) Registration System of Vehicles

PART F: RECCOMENDATIONS

Guidelines for preparation of the Country Reports

All National Consultants on Motor Vehicle Third Party Insurance under the aegis of the Project of the Transit Transport Framework Agreement (TTFA) are requested to prepare the County Report on the status of Compulsory Motor Vehicle Third Party Liability (CMTPL) Insurance and ECO White Card Scheme in their respective countries based on the proposed format.

In order to have a common set of Country Reports, the following Guidelines may be followed by National Consultants for preparation of the Country Reports. The Report is planned to be prepared in six parts and more than 26 pages in A4 size and preferably be typewritten in English. Its Font Style may be used as Times New Roman and Font Size 12.

In these Guidelines, the main topics of each part have some sub-topics. Detailed information may be given under each sub-topic. Approximate Number of pages for each sub-topic is mentioned.

For example, PART-A of the Report is on Regulation Concerning Compulsory Motor Insurance which consists of following four sub-topics: (1) Introduction of CMTPL Insurance; (2) Legal Liability System and Judicial Process; (3) Settlement Circumstances; and (4) Motor Accident Procedure. Under each sub topic, some information is required.

PART A: REGULATION CONCERNING COMPULSORY MOTOR INSURANCE

1) Introduction of CMTPL Insurance

Please provide an introduction to CMTPL Insurance in your country. Also specify under CMTPL which classes of vehicle are covered or legally exempted. Types of damage excluded from cover, minimum amount of coverage, nature of cover for

trailer, evidence required to be carried by drivers and which class of victims are protected or excluded from cover. [MAXIMUM FOUR PAGES]

2) Legal Liability System and Judicial Process

Please specify on the basis of the system of Legal Liability for which insurance is compulsory in your country (the system is based on tort, or on presumed fault or on absolute liability). Also explain the judicial process under the civil or criminal law procedures for the compulsory Third Party Motor Liability Insurance. Under the Compulsory Motor Insurance Law, the victim can take legal action directly against an insurer. The limitation period for the commencement of a legal action in respect of bodily injury, damage to property and the insurers require to make an offer of compensation to a claimant within a specified time-limit. [MAXIMUM THREE PAGES]

3) Settlement Circumstances

Please explain that victims can receive provisional interim payments of damages before the final settlement and will be able to recover his legal costs if he is successful in an action against a motorist. Under which conditions, an insurer refuses to indemnify the insured or a motorist can avoid liability by the compulsory insurance law. Also explain that any delays in settlement by insurers are subject to financial penalties. [MAXIMUM TWO PAGES]

4) Motor Accident Procedure

Please explain the procedure in the event of a motor accident in your country and the police are required to prepare a report of the accident. In case a foreign national motorist is involved in an accident in your country, does the country law have any special provision to deal such an event? [MAXIMUM TWO PAGES]

PART B: CONTROL OF THE ENTERPRISES

1) Law and Regulations of Controlling Insurance Activities

Please provide information on law and regulations of Controlling Insurance Activities in your country and also specify insurance companies are required to be authorized and controlled by a state authority for insurance activities. [MAXIMUM TWO PAGES]

2) Financial Reserves Requirements of an Insurance Company

Please explain the requirements for the financial reserves of an insurance company in your country and the compulsory rules in connection with the calculation of the technical reserves. [ONE PAGE]

PART C: MOTOR INSURANCE ENTERPRISE

1) Number of Insurance Companies by Licenced Class

Please fill out the following table on number of Insurance Companies by Licenced

Class.

Table1: Number of Insurance Companies by Licenced Class

	2008	2009
Number of Companies in Non life		
Number of Companies in Life		
Number of Companies transacted CMTPL		
Number of Companies ceased activities &		
Percentage of market share		
Number of Companies lost their authorisation &		
Percentage market share		
Number of Companies went bankrupt or in liquidation		
& Percentage market share		

2) Number of Insurance Policies issued and Premium Generated

Please fill in the following table on number of insurance policies issued and premium generated in your country in the years specified.

Table 2: Number of insurance policies issued and premium generated

Year	Number of insurance policies issued. (thousand)	Premium generated. (thousand dollar)
2008		
2009		

3) Premium Tariff of Motor Insurance

Please provide information on Motor Insurance premium tariffs which are used in you country. The Motor Insurance rates are uniform and fixed by state authorities in the form of a tariff or the insurers are free to establish their own rates. [MAXIMUM THREE PAGES]

4) Guarantee Fund

Please provide information on National Guarantee Fund for the protection of victims of uninsured motorists, if it is available in your country. Detail method of operation of Fund and the circumstances in which the victim can seek compensation. (A copy of any document describing the activities of the Guarantee Fund would be useful). [MAXIMUM TWO PAGES]

PART D: NATIONAL BUREAU

1) Functions and Legal Status of the Nominated Bureau

Please introduce the organization/company which has been nominated to take over the functions of the National Bureau of your country. Explain the legal status of the Bureau, its method of financing, the requirements for all member companies to be

authorised to transact MTPL insurance business, the solvency and liquidity rules, and handling of the claims. Please specify that the National Bureau settle the claims or claims settlement is transferred to its member insurers or claims representatives. [MAXIMUM TWO PAGES]

2) Road Accidents

Please fill out the following table about road accidents in your country in the years specified.

Table 3: Road accidents

Year	Number of accidents have been occurred in your country by drivers which are residents in the ECO region (ECO Member States other than your country)	Number of accidents have been occurred in the ECO region by drivers coming from your country
2008		
2009		

3) Obligations and Measurements

Please explain how the nominated Bureau will ensure that its member companies will be able to meet their obligations, for example, it will be achieved by specific reinsurance arrangements, financial deposits or bank guarantees, guarantee of the state and careful selection of the companies authorized to issue White Cards. Also specify the measures that would be taken by the Bureau and its member companies to prevent the sale of foreign White Cards in your territory and the security plans to prevent forging/falsification of White Cards in your country. [TWO PAGES]

PART E: OTHER INFORMATION

1) Currency Transfer Regulations

Please provide some information on currency transfer regulations regarding the rate of exchange of your currency, if any, and also explain your currency is linked to any other currency in respect of the rate of exchange. [ONE PAGE]

2) Economic Statistics

Please fill in the following table about economic statistics in your country in the years specified.

Table 4: Economic Statistics

Indicators	2008	2009
Population (million)		

G.N.P. at the current prices (US $ bn)		
Inflation rate (CPI Avg.; %)		

3) Authorities/Police steps for Foreign Motorists

Please explain the authorities/police steps to be taken if a motorist seeks to enter your country without valid insurance cover and the vehicle registration. How the insurance documents of all foreign vehicles are controlled at all border crossings into your country. [ONE PAGE]

4) Number of Motor Vehicles in Circulation

Please fill in the following table on number of motor vehicles in circulation in your country in the years specified.

Table 5: Number of Motor Vehicles in Circulation

Number of Vehicles	2008	2009
Cars		
Buses		
Coaches		
Lorries		
Tractors/Agricultural Vehicles		
Motorcycles		

5) Motor Vehicle Accidents

Please fill in the following table about Motor Vehicle accidents occurred in your country in the years specified.

Please include other statistics which are produced below relating to vehicles and accidents.

Table 6: Motor Vehicle Accidents

Accidents	2008	2009
Total number of accidents		
Accidents involving personal injury		

6) Registration System of Vehicles

Please explain the registration system of vehicles in your country. Also specify if any domestic motorists within your country can use the registration number plates of any other country on their vehicles. Please also explain whether the insurers can be recognized from vehicle's registration number plate. [ONE PAGE]

PART F: RECCOMENDATIONS

Please provide at least 10 points for implementation of the ECO White Card Scheme and insurance related provisions of the TTFA in your country.

Annex IV: Function and duties of the Chairman and Secretary General of ECO-CB

1. The Chairperson

1.1. The Chairperson of the ECO Council of Bureaux (ECO – CB) shall be appointed on (alphabetical) rotatory basis from among the representatives of the National Bureaux. He/she shall not represent any member. He/she has no voting right.

1.2. The period of office for the Chairperson shall be one year, but till holding the office of the next chairperson. The Chairperson should be a very qualified personality with technical experience.

1.3. This solution (rotation and a one–year period of office) is only practicable if at the same time, in addition to the nomination of the Chairperson, the Secretary General will be installed with a period of office of a minimum of three years.

1.4. The (one-off) re-election is possible, in as far as the re election is unanimous.

1.5. The Chairperson shall represent the ECO- CB in all respects by exercising Duties and Powers in accordance with the status of a Chairperson. In particularly the Chairperson shall represent the organization in all political, financial and social aspects.

1.6. The Chairperson shall convene and preside the meetings of the ECO – CB and represent the organization in all political and social respects.

1.7. In circumstance that the Chairperson be unable to preside at a convened Meeting, the participating representatives of the National Bureaux shall appoint from amongst themselves a person to preside over that meeting.

1.8. The Chairperson works on an honorary basis. She/he receives no pay, but allexpenditures necessary for correct administration will be compensated.

2. The Secretary General

2.1 In addition to the nomination of the Chairperson a Secretary General must be installed with a period of office with a minimum of three years.

2.2 The Secretary General has the following Duties and Powers:

- to exercise the Powers and Duties in accordance with the status as Secretary General.

- to do all things that he/she deems necessary for efficient and satisfactory operation of the White Card Scheme

- to ensure the execution and implementation of decisions taken by the ECO-CB

- to sign all documents/deeds committing the ECO CB and to represent it in Courts both as plaintiff and defendant

- to deal with strategic issues and present proposals to the ECO-CB

- to withdraw funds from the ECO CB of any amount to run the affairs of the ECO-CB and to conduct the necessary bank transactions

- to generally take any necessary or desirable action to establish, manage and maintain the functioning of the secretariat and in particular, but without any limitation, secure a precise and proper bookkeeping

Annex V: Draft organization chart of the ECO-CB Office

1. Organisation Chart of the White Card CoB – Secretariat

1.1 Schedule

The Organisation will be installed in 2 steps:

- Period 1: transitional regulation:
- Period 2: final regulation

1.2 Period 1:

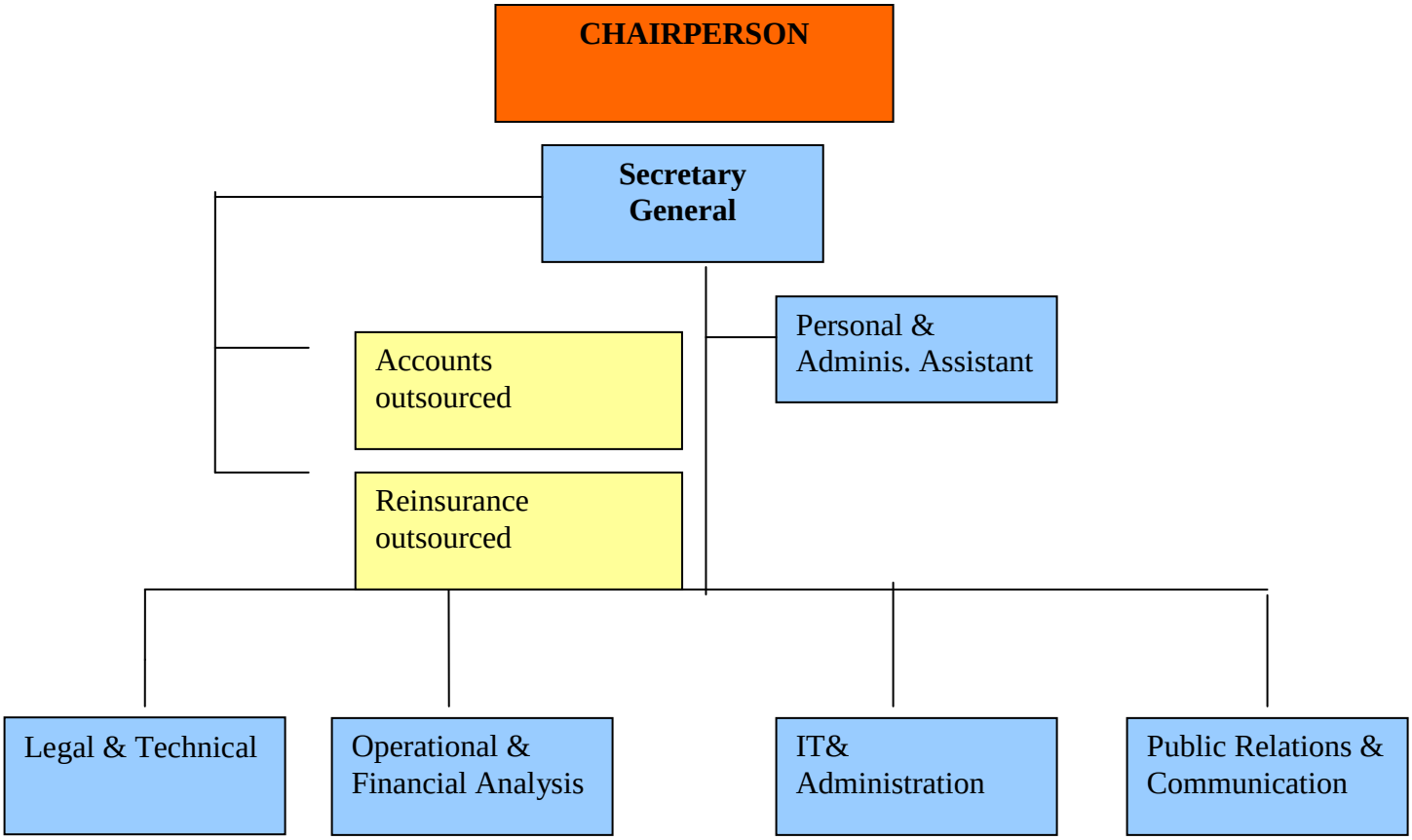
- During period 1 the administration and organisation of the White Card Scheme will be carried out essentially by the ECO Secretariat (Director of Transport and Communication)
- The practical realisation for "Accounting" and "Reinsurance" will be outsourced to external experts.
- During this period the function of the Secretary General should be taken over by a leading executive personality of the ECO.
- The ECO-Secretariat has to organize the installation of an independent Secretariat under the responsibility of the ECO Secretariat.

1.3 Period 2:

- After 3 years, an independent organ will be installed as "White Card Bureau"; the responsibility for the running of the scheme will be transferred to this organ.

- One precondition is the participation of at least 5 National Bureaux in the White Card Scheme.

- The organisation of the new Bureau will be modelled as much as possible on the organisation of the Green Card Bureau
- The Green Card CoB has 45 members - 8 employees
  The White Card CoB, with 5 – 10 members, should start with max. 4 employees + SG.



1.4 Some functions / responsibilities can be carried out by 1 person:

- Administration + Public Relations & Communication + Personnel
- Legal & Technical + IT
- The position of the Personnel - and Administration Assistant can be realized at a later stage
- The responsibility for IT can also be outsourced

1.5 Recommendation

When activities commence, the staff of the White Card Bureau could consist of max. 4 persons: Secretary General + 3 responsible parties for departments + Assistant/Secretary.

Annex VI: Draft Constitution of the ECO Council of Bureaux (ECO-CB)

Draft Constitution of the ECO Council of Bureaux

ARTICLE 1 - NAME
The ECO Council of Bureaux is hereby established as an interregional non-profit making association.
This Council is governed by the provisions of the Internal Regulations and the Constitution.

ARTICLE 2 – HEAD OFFICE
The office is established at the ECO Secretariat in Tehran. It is presently established at No. 1, Golbou Alley, Kamranieh, Tehran.

ARTICLE 3 – MEMBERSHIP

3.1 General Provisions

a) The Council is comprised of the national third party motor liability insurers' bureaux of the states participating in the White Card System, hereinafter referred to as the "Bureau".

b) Each "Bureau" is a "Member" of the Council, and is considered as such to be the organization established by Insurers in its states, recognized by its Government as the organisation which fulfils the requirements and provisions of Recommendations and Resolutions adopted under the aegis of the Insurance Committee of TTCC.

c) Members of the Council shall be Bureaux and not persons and each Bureau shall decide upon the composition of its Delegation.

3.2 Obligations of Members

a) Each Member shall comply with the Constitution, White Card Scheme and with all decisions made in accordance with the provisions of this Constitution.

b) Each Member shall endeavours to uphold the interests of the White Card System.

c) Each Member is required to pay its contribution in accordance with the relevant provisions of the Article

d) Each Member shall inform the Council of Bureaux six months in advance of an intention to transfer the role of the Bureau to a new entity and provide a guarantee that all

of the outstanding financial obligations will be accepted by the new entity. The same guarantee shall be provided by the new entity.

3.3 Admissions to Membership

a) Admission to membership of the Association shall be open to Bureaux of states which are within the geographical scope of the White Card System, a regional ECO Member States System as defined by the White Card Scheme. A Bureau seeking membership of the association has to be a Bureau of State which is international recognized – which signifies to the Association, that the State concerned has been admitted as a member of the ECO.

b) Applicants for membership of the Association shall be required to complete a Questionnaire of which the format and content are established and approved by the Council of Bureaux. One receipt of satisfactory answers to the Questionnaire, the consideration of such applications shall be subject but not limited to the following fundamental conditions:

I) The application is presented by a body which is formally designated by the Government of the State concerned to act independently as a Bureau established, operated, and financed by the Motor Third Party Liability Insurance of the state;

II) The Government of the State concerned has provided an undertaking to the Insurance Sub Committee of TTCC that Bureau has sufficient means to fulfill its financial obligations and that no obstacle will be placed in the way of the transfer of funds to reimburse the cost of claims arising from accidents in other countries;

III) The state of the applicant Bureau has a compulsory Third Party Motor Insurance Law in force;

IV) The applicant Bureau shall have jurisdiction over the territory under the de facto control of the state it represents;

V) In case where the applicant Bureau comes from a territory which previously had a Bureau that was a Member of the Council, the ECO CB will determine the obligations for both the preceding and applicants Bureau.

c) Applications for Membership shall be referred by the Secretary General, following an initial study, to the ECO-CB. Should the ECO-CB be satisfied that the application is in conformity with Article 3.3 (b) above it shall submit the application and its recommendation thereon, to the Transit Transport Coordination Council.

3.4 Measures and sanctions

a) Sanctions will be imposed on a member, which is in breach of its obligation under the relevant provisions of Article 3.2 once it fails to rectify within the period established by the Council of Bureaux any breach to which its attention had been drawn and which it had been requested to resolve.

b) Any unresolved breach of the obligations according to Article 3.2 shall be brought to the notice of the ECO-CB by any Member or Official of the Association being aware of

such breach and, should the ECO-CB decide, after having heard the defaulting Member's plea for its defence, that the circumstances justify the imposition of a sanction or sanctions; it shall submit a recommendation to this effect to the next Meeting of the ECO-CB at which the defaulting member shall be entitled to bring a plea for its defence.

c) If the defaulting Member has not rectified the default within a period established by the ECO-CB, then the ECO Council of Bureaux can impose the following sanctions on the defaulting Member:

I) financial penalties
II) temporary suspension of the membership,
III) termination of the membership.

3.5 Suspension, Termination and Re-Instaltement of the Membership

a) A decision by the Council to temporarily suspend or terminate a membership shall not affect the rights and obligations of any Member under the terms of the Agreement which it has signed.

b) After 5 years' suspension, the membership shall be automatically terminated.

c) If a Bureau which has had its membership suspended or terminated, is seeking re-

instatement, it is subject to the condition that this Bureau pays eventual debts accrued during its former membership and all other outstanding/pending issues relating to its former membership. Art. 3.2 and 3.3 apply in case of re-instatement.

3.6 Resignation

Any member wishing to resign from the Association must give no less than twelve-month's notice of its intention to resign to the ECO Council of Bureaux.

Nevertheless, such notice period shall be deemed to effectively expire only at the end of the Financial Year of the Association in which the said twelve-month notice period terminates.

Until such effective expiry, the resigning Member shall remain a Member of the Council and, as such, shall consequently remain fully liable for any action taken and/or for any events occurring during its membership period.

If resigning Member is substituted by another Bureau established in the same State in accordance with article 3.3b), provisions must be made for transfer of the resigning Member responsibilities to the new entity, in accordance with Article 3.3b)v).

If the resigning Member is not substituted by another Bureau, the resignation shall not free the resigning Member from fulfilling of outstanding and/or debts neither towards the Council nor toward other Member.

ARTICLE 4 – THE CHAIRPERSON

4.1 The Chairperson shall be appointed by the ECO Council of Bureaux Meeting on a proposal from the Insurance Committee of TTCC. Dismissal of a Chairperson shall be subject to a decision by the ECO-CB Meeting.

4.2 The Chairperson of the ECO Council of Bureaux (ECO – CB) shall be appointed on

(alphabetical) rotatory basis from among the representatives of the National Bureaux. He/she shall not represent any Member. He/she has no voting right.

4.3 The period of office for the Chairperson shall be one year, but till holding the office of

the next chairperson. The Chairperson should be a very qualified personality with technical experience.

4.4 The (one-off) re-election is possible, in as far as the re election is unanimous.

4.5 The Chairperson shall represent the ECO- CB in all respects by exercising duties and

powers in accordance with the status of a Chairperson. In particularly the Chairperson shall represent the organization in all political, financial and social aspects.

4.6 The Chairperson shall convene and preside the meetings of the ECO –CB and

represent the organization in all political and social respects.

4.7 In circumstance that the Chairperson be unable to preside at a convened Meeting, the

participating representatives of the National Bureaux shall appoint from amongst themselves a person to preside over that meeting.

4.8 The Chairperson works on an honorary basis. She/he receives no pay, but all

expenditures necessary for correct administration will be compensated.

ARTICLE 5 – THE SECRETARY GENERAL

5.1 In addition to the nomination of the Chairperson a Secretary General must be installed

with a period of office with a minimum of three years

5.2 The Secretary General has the following Duties and Powers:

- to exercise the Powers and Duties in accordance with the status as Secretary General.
- to do all things that he/she deems necessary for efficient and satisfactory operation of the White Card Scheme
- to ensure the execution and implementation of decisions taken by the ECO-CB
- to sign all documents/deeds committing the ECO CB and to represent it in Courts both as plaintiff and defendant
- to deal with strategic issues and present proposals to the ECO-CB
- to withdraw funds from the ECO CB of any amount to run the affairs of the ECO-CB and to conduct the necessary bank transactions
- to generally take any necessary or desirable action to establish, manage and maintain the functioning of the secretariat and in particular, but without any limitation, secure a

precise and proper bookkeeping

ARTICLE 6 –THE ECO COUNCIL OF BUREAUX

6.1 The principle body is the ECO Council of Bureaux. This body shall be composed of all of the Bureaux admitted to membership of the White Card Scheme.

6.2 The ECO CB shall be the suprime authority of the White Card Scheme and shall take any measures or initiatives, as it considers necessary for an efficient operation of the White Card Scheme.

6.3 Any Member is entitled to propose items for the Agenda of the ECO – CB. The items shall be submitted in writing to the Secretary General not later than two months before the meeting. Only items on the agenda shall be discussed.

6.4 A notice convening the annual meeting accompanied by the Agenda and other related documents shall be sent by the Secretary General to all National Bureaux by telefax, themselves a person to preside over that Meeting, registered airmail, or courier, not less than 45 days prior to the date of such meeting.

6.5 The Extraordinary Meetings shall be held upon receipt of a written request by the Secretary General from any one of the National Bureaux or the Secretariat accompanied by its Agenda. Within two weeks from the receipt of the written request, the Secretary General shall send a notice to all National Bureaux of the Contracting Parties not less than 40 days prior to the date of such meeting.

6.6 Quorum: No business shall be transacted at any meeting of ECO-CB unless two thirds of the Members are present.

ARTICLE 7 - THE ECO SECRETARIAT

7.1 The ECO Secretariat shall provide secretarial services to the ECO – CB until such time as the ECO - CB shall have decided to have its own Secretariat.

7.2 Once the office of the ECO-CB has been established, the Secretary General will convene an audit team to audit the accounts of the ECO-CB. Until such time, auditing of the ECO-CB accounts shall be delegated to the ECO Audit Board. The annual reports of the Audit Board of the Secretariat on the ECO-CB accounts shall be circulated to the National Insurers' Bureaux by the Secretary General.

7.3 The Council authorizes the Secretary General and the ECO Secretariat to communicate to the National Bureaux directly on the matters pertaining to launching and managing the White Card Scheme.

ARTICLE 8 – ACCOUNTS AND BUDGETS

8.1 Financial year

The Financial Year of the ECO Council of Bureaux shall be from the 1st January to the 31st December of each year.

8.2 Budgets

a) Annual ordinary and extraordinary Budgets shall be decided by the ECO Council of Bureaux in September of each Financial Year for the next Financial Year.

b) Contributions to the ordinary Budget for the next Financial Year shall be requested from Members by the Chairperson during the month of December and the contributions shall be paid in accordance with the provisions of Article 8.4d). Contributions to the

extraordinary Budget may be requested from Member either together with the contributions to the ordinary Budget or at any later depending on the needs of the Association to be covered by the extraordinary Budget; other conditions in respect of the contribution remain applicable.

8.3 Accounts

The Accounts of the Office of ECO-CB shall fall under the responsibility of the Secretary General and the Audited Accounts shall be available to any Member and published at the ECO Website.

8.4 Financial Contributions by Members

a) All Members of the Council shall contribute to the costs of the Budget.

b) Members shall be divided into limited number of Contribution Groups which shall be decided by the ECO Council of Bureaux.

c) Contributions to the ordinary Budget shall be made on an annual basis free of costs and shall be paid within a period of eight weeks of the date of the letter from the Secretary General in which the Contributions are requested. Contribution to extraordinary Budgets shall be made in accordance with the decision on the individual extraordinary Budget.

d) If a Member shall fail to render its Contribution in time for it to be received into the Bank Account of the Council of Bureaux within a period of eight weeks from the date of the letter of demand for such Contribution, interest thereon shall be additionally payable at the rate of 12% per annum, calculated from the date of the letter of demand. If payment by a Member is not received within 3 months from the date of the letter of demand the amount of the Contribution shall be increased by 50% of the original amount plus interest. If payment by a Member is not received within 6 months from the date of the letter of demand the amount of the Contribution shall be increased by 100% of the original amount plus interest.

e) The expenses of the Members which arise from their participation in the ECO-CB or other committees shall be borne by the national Bureau of their respective country. The expenses of the Chairperson, the Secretary General and the Auditors will be compensated out of the Budget of the ECO-CB.

ARTICLE 9 – AUDITORS

a) Appointment

The Chairperson shall propose a professional firm of Accountants as External Auditors of the Council and their remuneration to the ECO Council of Bureaux.

b) Duties and Functions

The External Auditors shall:

I) Present a Report and draft Accounts to the ECO Council of Bureaux as soon as possible after the end of the Financial Year

II) Assist, where necessary, in dealings with Revenue and Fiscal Authorities.

ARTICLE 10 – PROCEDURE FOR AMENDING THE CONSTITUTION

Any amendment to the Constitution shall be proposed by the Insurance Sub-Committee of the TTCC and shall be effected by approval of the ECO Transit Transport Coordination Council (TTCC).

ARTICLE 11 – SETTLEMENT OF DISPUTES BETWEEN THE NATIONAL BUREAUX

In case of a dispute between National Bureaux as to the interpretation or effect of the provisions of the Constitution shall be investigated and settled by the ECO CB. If any dispute is not setteld, it shall be referred to the TTCC through its Insurance Sub Committee. The only authentic text for the interpretation of this Constitution shall be the English version.

ARTICLE 12 – DISSOLUTION OF THE ECO – COUNCIL OF BUREAUX

The dissolution of the ECO – Council of Bureaux and the manner for such shall be decided only by the ECO Transit Transport Coordination Council (TTCC). Further to the repayment of all debts and discharge of all costs the ECO –Council shall allocate the assets of the association as it considers it fit on a not-for profit basis.

ARTICLE 13 – GENERAL PROVISIONS

All matters not provided for in this Constitution shall be governed by the provisions of the Iranian Trade Law.

ARTICLE 14 – ENTRY IN FORCE OF THE CONSTITUTION

The Constitution was adopted.....

Annex VII: Samples for the Benefit and Loss Accounts and Budget Plans for the ECO-CB and the National Bureaux

1. The samples for the Benefit and Loss Accounts and the Budget Plans fort he ECO-CB and the National Bureaux are adjusted to the standarts of the Green Card System, but have been led back to the essential positions. But the national provisions of the ECO – Area could until now not be taken into account
2. These Budget Plans are samples without any figures; the necessary economical and financial assessment has to be carried out in cooperation with experts from the ECO – area.

BENEFIT AND LOSS ACCOUNT SAMPLE

	2011 Currency	2010 Currency
I. Revenues Administration 1. Administration –Allocation 2. Interests 3. Surplus of Reserves 4. Surplus divers 5. Financial Revenues, Bank Deposit		
II. Expenditure Administration 1. Cost of Personel a) Salaries b) Social security contributions (Health insurance) c) Expenditure relating to pension plan 2. Depreciation 3. Premises / Office Maintenance 4. Travel-, Meetings- and Congress Costs 4.a Costs of the Chairperson 4.b Costs of the Secretary General 4.c Divers Costs 5. Generall Administration Costs 6. IT- Expenditure 7. Honoraries, Expertises, Fees 8. Outsourcing 8.a Reinsurance 8.b Book-keeping 9. Taxation 10. Interpretation Fees / Document translation 11. Communication 12. Unforeseen Expenditure		
III. Result Administration		
IV. Surplus Loss Accounting 1. Loss allocation 2. Surplus from written-off demands 3. Surplus of dissolution of reserves		

V. Expenditure Loss Accounting 1. Writing Off of demands 2. Diverse Expenditures (Loss Accounting)		
VI. Result Loss Accounting		
VII. Annual Surplus		

BUDGET PLAN SAMPLE

BUDGET 2011
Sample

Regular Costs		Budget 2011	Budget 2012	Forecast 2012 (€)
1 Cost of Personal				
1.1 Salaries				
1.2 National Insurance				
1.3 Health Insurance				
1.4 Employment Fees				
1.5 Staff Training				
Outsorcing				
	!.6a Accounting			
	1.6b Reinsurance			
Sub-total				
2. Premises				
2.1 Rent				
2.2 Rates				
2.3 Services				
2.4 Office Maintenance				
2.5 Health & Safety				
Sub-total				
3 Operational EXPS				
3.1 Meetings				
	3.1a Committee expenses			
	3.1b Interpretation Fees, Travel & Subs/ Document translation			
	3.1c President travel and accomondation costs			
	3.1d Secreteriat/ Travel Subsistence			
3.2 Publications & Website				

3.3 Communications (Telephone, E-Mail & Fax, Postage, Printing & Stationary)	
3.4 Office Equip & Photocopying	
	3.4a Information Technologies
3.5 Legal Advice/Accountancy Fees	
3.6 Corporation Tax	
3.7 Outsourcing: Book-keeping	
Sub-total	

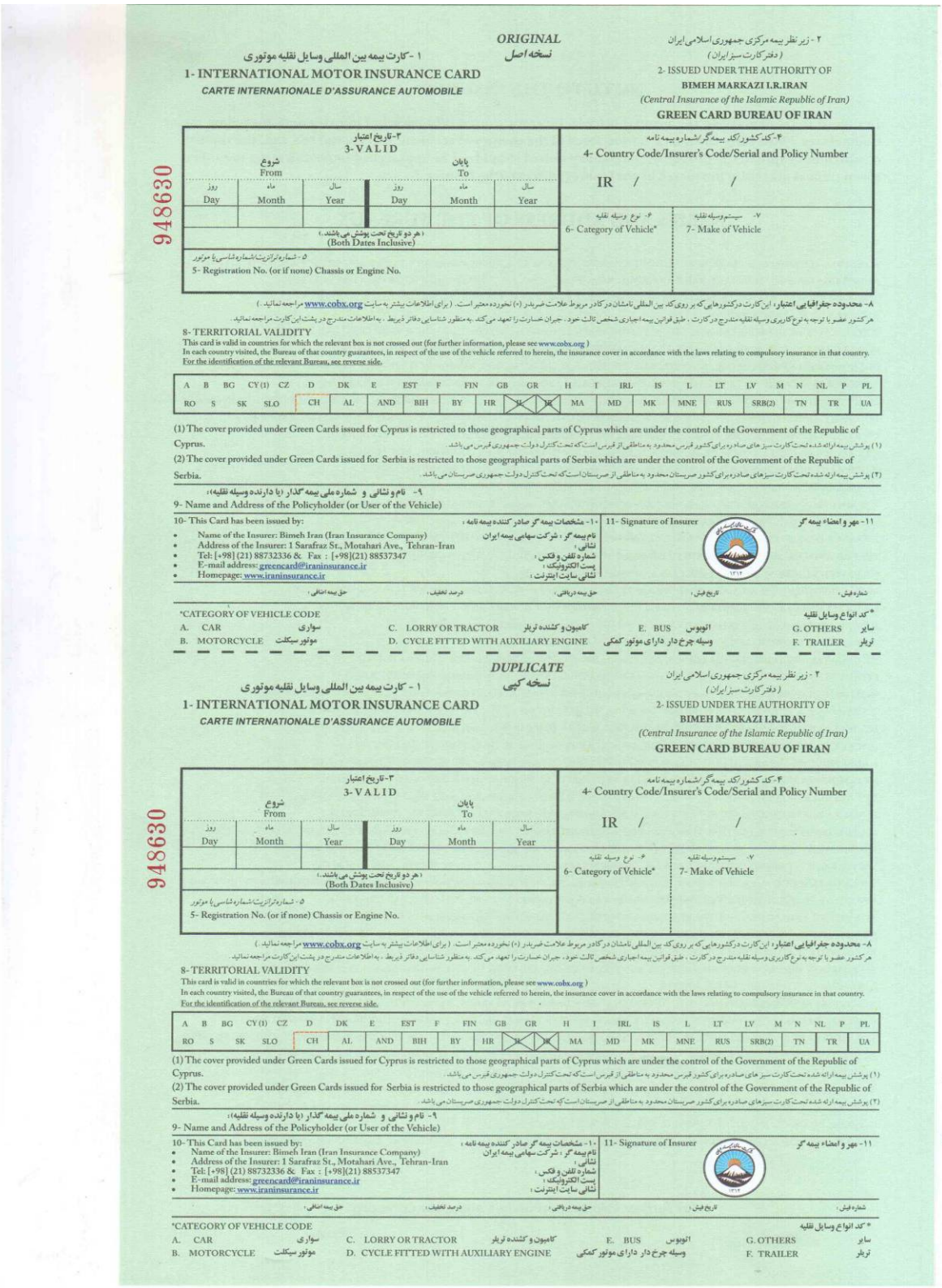
4 Insurances	
4.1 Office Policies	
4.2 Business Travel Insurance	
4.3 Professional Indemnity Insurance	
Sub-total	

5 General Assembly	
5.1 General Expenses	
5.2 Secretariat Travel Costs	
5.3 Interpretation Fees	
5.4 Document Translation	
Sub-total	

6 Unforeseen Expenses	
7 Financial Revenues on Bank Deposit	
8 subtotal categories 3 to 7	
TOTAL REGULAR COSTS in Europe	

Summary of the Regular Costs	Budget 2011	Budget 2012
1 Costs of Personells		
2 Premises		
3 Operational EXPS		
3.1 Meetings		
3.2 Communications		
3.7 Legal Advice / Accountancy Fees		

Annex VIII: Green Card Sample: Template of the Green Card issued by Bimeh Iran



ORIGINAL
نسخه اصل

۱ - کارت بیمه بین المللی وسایل نقلیه موتوری
1- INTERNATIONAL MOTOR INSURANCE CARD
CARTE INTERNATIONALE D'ASSURANCE AUTOMOBILE

۲ - زیر نظر بیمه مرکزی جمهوری اسلامی ایران
(دفتر کارت سبز ایران)
2- ISSUED UNDER THE AUTHORITY OF
BIMEH MARKAZI I.R.IRAN
(Central Insurance of the Islamic Republic of Iran)
GREEN CARD BUREAU OF IRAN

948630

۳-تاریخ اعتبار
3- VALID

شروع From			پایان To		
روز Day	ماه Month	سال Year	روز Day	ماه Month	سال Year

(هر دو تاریخ تحت پوشش می باشند.)
(Both Dates Inclusive)

۴-کد کشور/کد بیمه گر/شماره بیمه نامه
4- Country Code/Insurer's Code/Serial and Policy Number
IR / /

۵ - شماره ترانزیت/شماره شاسی یا موتور
5- Registration No. (or if none) Chassis or Engine No.

۶- نوع وسیله نقلیه
6- Category of Vehicle*

۷- سیستم وسیله نقلیه
7- Make of Vehicle

۸- **محدوده جغرافیایی اعتبار:** این کارت درکشورهایی که بر روی کد بین المللی نامشان درکادر مربوط علامت ضربدر (×) نخورده معتبر است. (برای اطلاعات بیشتر به سایت www.cobx.org مراجعه نمائید.)
هر کشور عضو با توجه به نوع کاربری وسیله نقلیه مندرج در کارت ، طبق قوانین بیمه اجباری شخص ثالث خود. جبران خسارت را تعهد می کند. به منظور شناسایی دفاتر ذیربط . به اطلاعات مندرج در پشت این کارت مراجعه نمائید.

8- TERRITORIAL VALIDITY
This card is valid in countries for which the relevant box is not crossed out (for further information, please see www.cobx.org)
In each country visited, the Bureau of that country guarantees, in respect of the use of the vehicle referred to herein, the insurance cover in accordance with the laws relating to compulsory insurance in that country.
For the identification of the relevant Bureau, see reverse side.

A	B	BG	CY(1)	CZ	D	DK	E	EST	F	FIN	GB	GR	H	I	IRL	IS	L	LT	LV	M	N	NL	P	PL
RO	S	SK	SLO		CH	AL	AND	BIH	BY	HR	~~IL~~	~~IR~~	MA	MD	MK	MNE	RUS	SRB(2)		TN		TR		UA

(1) The cover provided under Green Cards issued for Cyprus is restricted to those geographical parts of Cyprus which are under the control of the Government of the Republic of Cyprus.
(۱) پوشش بیمه ارائه شده تحت کارت سبز های صادره برای کشور قبرس محدود به مناطقی از قبرس است که تحت کنترل دولت جمهوری قبرس می باشد.
(2) The cover provided under Green Cards issued for Serbia is restricted to those geographical parts of Serbia which are under the control of the Government of the Republic of Serbia.
(۲) پوشش بیمه ارائه شده تحت کارت سبزهای صادره برای کشور صربستان محدود به مناطقی از صربستان است که تحت کنترل دولت جمهوری صربستان می باشد.

۹- نام و نشانی و شماره ملی بیمه گذار (یا دارنده وسیله نقلیه):
9- Name and Address of the Policyholder (or User of the Vehicle)

10- This Card has been issued by:
۱۰- مشخصات بیمه گر صادر کننده بیمه نامه :
- Name of the Insurer: Bimeh Iran (Iran Insurance Company) — نام بیمه گر : شرکت سهامی بیمه ایران
- Address of the Insurer: 1 Sarafraz St., Motahari Ave., Tehran-Iran — نشانی :
- Tel: [+98] (21) 88732336 & Fax : [+98](21) 88537347 — شماره تلفن و فکس :
- E-mail address: greencard@iraninsurance.ir — پست الکترونیک :
- Homepage: www.iraninsurance.ir — نشانی سایت اینترنت :

11- Signature of Insurer
۱۱- مهر و امضاء بیمه گر

شماره فیش : | تاریخ فیش : | حق بیمه دریافتی : | درصد تخفیف : | حق بیمه اضافی :

*CATEGORY OF VEHICLE CODE
*کد انواع وسایل نقلیه

A. CAR	سواری	C. LORRY OR TRACTOR	کامیون و کشنده تریلر	E. BUS	اتوبوس	G. OTHERS	سایر
B. MOTORCYCLE	موتور سیکلت	D. CYCLE FITTED WITH AUXILIARY ENGINE		وسیله چرخ دار دارای موتور کمکی		F. TRAILER	تریلر

DUPLICATE
نسخه کپی

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۳-تاریخ اعتبار
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شروع From			پایان To		
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A	B	BG	CY(1)	CZ	D	DK	E	EST	F	FIN	GB	GR	H	I	IRL	IS	L	LT	LV	M	N	NL	P	PL
RO	S	SK	SLO		CH	AL	AND	BIH	BY	HR	~~IL~~	~~IR~~	MA	MD	MK	MNE	RUS	SRB(2)		TN		TR		UA

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۱۰- مشخصات بیمه گر صادر کننده بیمه نامه :
- Name of the Insurer: Bimeh Iran (Iran Insurance Company) — نام بیمه گر : شرکت سهامی بیمه ایران
- Address of the Insurer: 1 Sarafraz St., Motahari Ave., Tehran-Iran — نشانی :
- Tel: [+98] (21) 88732336 & Fax : [+98](21) 88537347 — شماره تلفن و فکس :
- E-mail address: greencard@iraninsurance.ir — پست الکترونیک :
- Homepage: www.iraninsurance.ir — نشانی سایت اینترنت :

11- Signature of Insurer
۱۱- مهر و امضاء بیمه گر

شماره فیش : | تاریخ فیش : | حق بیمه دریافتی : | درصد تخفیف : | حق بیمه اضافی :

*CATEGORY OF VEHICLE CODE
*کد انواع وسایل نقلیه

A. CAR	سواری	C. LORRY OR TRACTOR	کامیون و کشنده تریلر	E. BUS	اتوبوس	G. OTHERS	سایر
B. MOTORCYCLE	موتور سیکلت	D. CYCLE FITTED WITH AUXILIARY ENGINE		وسیله چرخ دار دارای موتور کمکی		F. TRAILER	تریلر

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*The report is compiled by the White Card CB Project Officer