

**SOUTH-WEST ROADS: WESTERN EUROPE-WESTERN CHINA INTERNATIONAL TRANSIT CORRIDOR (CAREC 1B & 6B) (P099270)**EUROPE AND CENTRAL ASIA | Kazakhstan | Transport & ICT Global Practice |
IBRD/IDA | Specific Investment Loan | FY 2009 | Seq No: 18 | ARCHIVED on 20-Jun-2017 | ISR28492 |

Implementing Agencies: REPUBLIC OF KAZAKHSTAN, Ministry of Investments and Development

Key Dates**Key Project Dates**

Bank Approval Date:30-Apr-2009

Effectiveness Date:09-Dec-2009

Planned Mid Term Review Date:03-Dec-2012

Actual Mid-Term Review Date:27-Nov-2012

Original Closing Date:31-Dec-2013

Revised Closing Date:30-Jun-2018

Project Development Objectives

Project Development Objective (from Project Appraisal Document)

The proposed Project aims to increase transport efficiency along the road sections between Aktobe/Kyzylorda Oblast border and Shymkent and to improve road management and traffic safety in Kazakhstan.

Has the Project Development Objective been changed since Board Approval of the Project Objective?

Yes

Board Approved Revised Project Development Objective (If project is formally restructured)

The objective of the Project is to improve transport efficiency along road sections in Kyzylorda, South Kazakhstan and Almaty Oblasts, improve road management and increase traffic safety in Kazakhstan.

Components

Name

Upgrade and reconstruction of road sections along the WE-WC Corridor within Kyzylorda oblast (excluding the bypass to Kyzylorda):(Cost \$1260.00 M)

Upgrade and reconstruction of road sections within South Kazakhstan oblast, including the bypass to Kyzylorda:(Cost \$880.00 M)

Project Management Consultants:(Cost \$14.00 M)

Institutional Development, Road Safety, Road Services and Road Asset Management System:(Cost \$4.00 M)

Supervision of civil works:(Cost \$66.00 M)

Upgrade and reconstruction of road sections within Almaty oblast:(Cost \$276.00 M)

Overall Ratings



Name	Previous Rating	Current Rating
Progress towards achievement of PDO	● Satisfactory	● Satisfactory
Overall Implementation Progress (IP)	● Moderately Satisfactory	● Moderately Satisfactory
Overall Risk Rating	● Moderate	● Moderate

Implementation Status and Key Decisions

Total disbursements have reached US\$ 1.771 billion (83% of total Loan) as of June 5, 2017 with undisbursed balance of US\$ 353.8 million. The project records the US\$302 million savings, which the Borrower asked to use to finance two additional road sections Kurty-Togyz and Otar-Uzynagash. The Project restructuring is underway. The team launched advance procurement and CR will be ready to sign contracts with civil works contractors and supervision consultants as soon as the Project becomes effective.

Construction of 1,060 km (original Project scope) out of the financed 1,150 km has been successfully completed and is open to traffic. The team is launching evaluation survey to identify perceptions of users (including businesses, local residents, freight forwarders, and other road users) with regards to the change in economic conditions before and after road construction.

The section that remains under construction was added to the original scope of the Project in 2012 under the first restructuring of SWRP. The main concern is a contract where the client is taking a proactive decision and resolving technical and contractual issues. The contractor in charge of the tunnel construction has demobilized and left the construction site unattended with risk of collapse of the structure. The Client is terminating the contract and launching competitive bidding to complete remaining works on the site.

Overall the progress on institutional development components during FY2017 has been satisfactory. The outcome of the main components supporting the policy dialogue between the World Bank and the GoK during the past year can be summarized as follows:

Road Asset Management (RAMS): The consultant has delivered the activities on time and according to the TOR. The project team accessed an early version of the database that the consultant has built for the client. The quality of the output is satisfactory. The Committee for Roads (CR) expressed their willingness to expand on the RAMS activities. It was agreed to extend the scope of the assignment, increase total cost and extend the timeframe by 10 months as an answer to this request. The Project team recommended that the institutional arrangements and responsibilities over RAMS management, data collection and quality control be clarified during the extended assignment, and that the roles and responsibilities between KazAftjhol (KAZ), CR, and other agencies (laboratory and Kazdornii) be agreed upon. Also it was agreed to align the RAMS with the responsibilities of the newly created National Center for Quality.

Road Safety: The activities related to road safety financed under the project have been completed. The Project team discussed with the CR the role of the MoD's Committee for Technical Regulation and Metrology. The team also discussed possible additional activities that were so far designed under the Center West and Center South Projects (both postponed by GoK) and that are planned to be implemented under the restructuring of the project. Last, the Project team started an iRAP design audit of selected road sections that will be financed out of a World Bank administered trust fund aiming at preparing recommendations to adjust Kazakhstan SNIP norms for better integration of road safety during detailed designs.

Overall environmental performance under the project remains moderately satisfactory. Significant part of works has been completed without major negative environmental impacts, however, some issues remain to be addressed by the CR. The non-compliance with environmental safeguards results from: (a) unsatisfactory and incoherent monitoring of environmental safeguards; (b) sporadic deployment of environmental safeguards specialist of the supervision engineer; (c) inadequate qualifications of environmental specialist hired by the contractor and by the supervision engineer; (d) reluctance of contractors to divert/allocate resources for environmental mitigation measures.

Risks

Systematic Operations Risk-rating Tool

Risk Category	Rating at Approval	Previous Rating	Current Rating
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Political and Governance	--	● Moderate	● Moderate
Macroeconomic	--	● Moderate	● Moderate
Sector Strategies and Policies	--	● Moderate	● Moderate
Technical Design of Project or Program	--	● Low	● Low
Institutional Capacity for Implementation and Sustainability	--	● Moderate	● Moderate
Fiduciary	--	● Low	● Low
Environment and Social	--	● Moderate	● Moderate
Stakeholders	--	● Low	● Low
Other	--	● Moderate	● Moderate
Overall	--	● Moderate	● Moderate

Results

Project Development Objective Indicators

► Reduce, by the end of the Project, Road User Costs from US\$0.26/veh-km to US\$0.23/veh-km on Project road sections. (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.26	0.23	0.24	0.23
Date	09-Jun-2009	19-Dec-2016	06-Jun-2017	30-Jun-2018

► Proportion of the Republican road network length that are in Good or Fair conditions (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	53%	to be extracted from RAMS	67.00	86%
Date	09-Jun-2009	19-Dec-2016	06-Jun-2017	30-Jun-2018

► Reduce, by the end of the Project, the rate (per 100 million veh-km) of road crash fatalities along the Project road sections by atleast 10% (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	11.00	to be extracted from RAMS	to be extracted from RAMS	9.50



Date	01-Jun-2007	19-Dec-2016	06-Jun-2017	30-Jun-2018
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► Implementation and Effective use of Road Management System by the Committee (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No system in place	RAMS activities framework completed. Equipment being tested.	RAMS activities framework completed. Equipment being tested.	System in place
Date	09-Jun-2009	19-Dec-2016	06-Jun-2017	30-Jun-2018

Overall Comments

Intermediate Results Indicators

► Number of kilometers of roads upgraded (cumulative km) (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	1,200.00	1,148.00	1,227.00
Date	09-Jun-2009	19-Dec-2016	06-Jun-2017	30-Jun-2018

► Works, Goods, and Consulting Services contracts processed and managed by the PMC (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0 (W); 0 (G); 0 (CS)	24(w), (0) G, 9(CS)	24(w), (0) G, 9(CS)	28(W);1(G);11(CS)
Date	09-Jun-2009	19-Dec-2016	06-Jun-2017	30-Jun-2018



► Training received by the Committee staff from PMC (staff-hours) (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	3,000.00	3,500.00	3,000.00
Date	09-Jun-2009	19-Dec-2016	19-Dec-2016	30-Jun-2018

► Updating of road data for Republican roads (% of total length per year) (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0%	100.00	67.00	100%
Date	09-Jun-2009	19-Dec-2016	19-Dec-2016	30-Jun-2018

► Road asset management strategy, Rolling multiyear road maintenance, and rehabilitation program established (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	Not established	system in place, being tested	system in place, being tested	Established
Date	09-Jun-2009	19-Dec-2016	19-Dec-2016	30-Jun-2018

► Prepare road safety strategy and action plan (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	Not established	Established	Established	Established
Date	09-Jun-2009	18-Dec-2015	18-Dec-2015	30-Jun-2018

Overall Comments



Data on Financial Performance

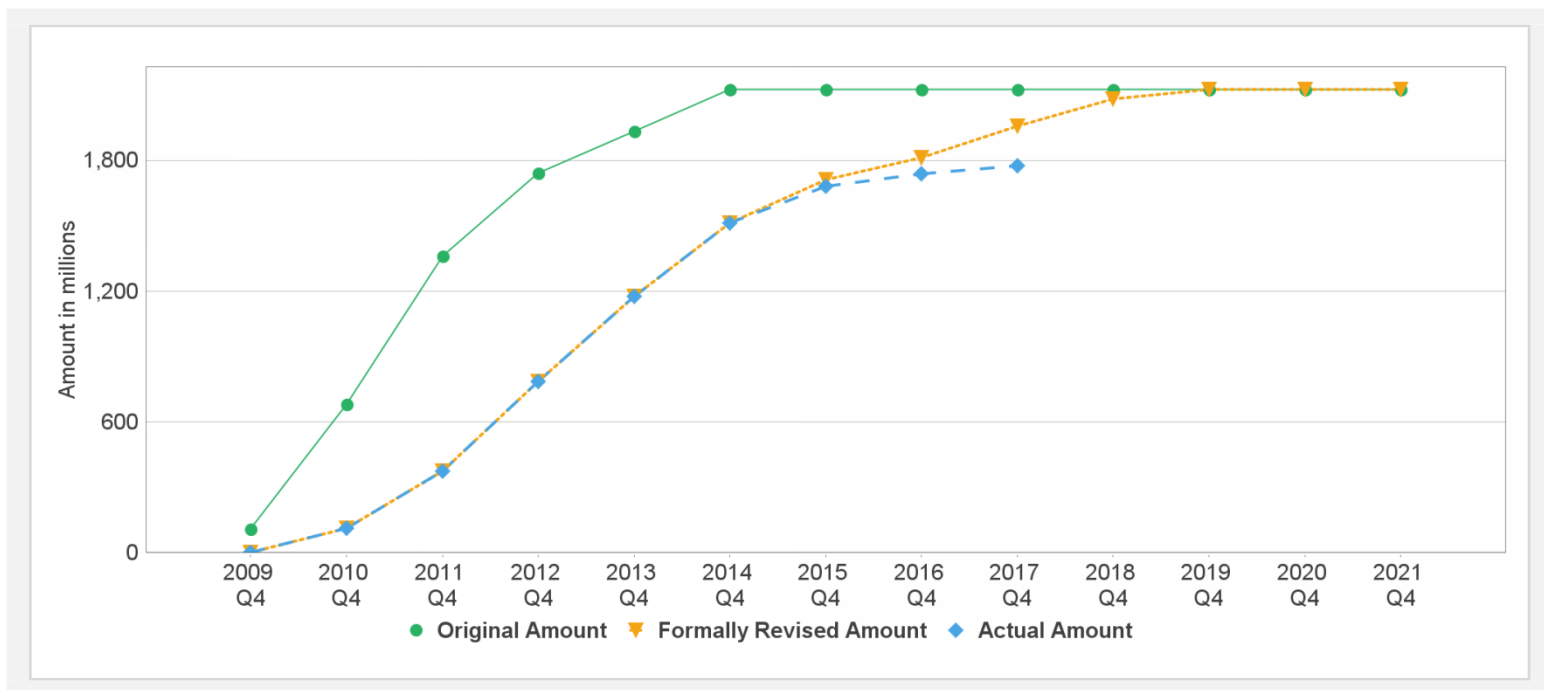
Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	Disbursed
P099270	IBRD-76810	Effective	USD	2,125.00	2,125.00	0.00	1,775.57	349.43	84%

Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P099270	IBRD-76810	Effective	30-Apr-2009	13-Jun-2009	09-Dec-2009	31-Dec-2013	30-Jun-2018

Cumulative Disbursements



Restructuring History

Level Approved on 25-Jun-2012 ,Level 1 Approved on 25-Jun-2015



Related Project(s)

There are no related projects.
