Central Asia Road Links - Tajikistan (P145634)

EUROPE AND CENTRAL ASIA | Central Asia | Transport & ICT Global Practice | IBRD/IDA | Investment Project Financing | FY 2015 | Seq No: 4 | ARCHIVED on 07-Jul-2016 | ISR24310 |

Implementing Agencies: Ministry of Transport

Key Dates

**Key Project Dates**
- Bank Approval Date: 25-Feb-2015
- Effectiveness Date: 12-Oct-2015
- Planned Mid Term Review Date: 30-Jun-2017
- Actual Mid-Term Review Date: --
- Original Closing Date: 31-Aug-2020
- Revised Closing Date: 31-Aug-2020

Project Development Objectives

**Project Development Objective (from Project Appraisal Document)**
The Central Asia Road Links (CARs) program has the overall development objective to increase transport connectivity between neighboring countries in Central Asia along priority cross-border road links and to support improvements in road operations and asset management practices. The program is the result of a collaborative effort initiated by respective governments in the Central Asia region which has been developed as a regional, multi-phase program considered as a regional project under IDA16 and IDA 17 with substantial transformative impact. The project development objective (PDO) of the Second Phase of the Central Asia Road Links Program (CARs-2) is to increase transport connectivity between the Republic of Tajikistan and neighboring countries along priority cross-border road links in Sugd Oblast and to support improvements in road operations and asset management practices. The road sections to be financed under CARs-2 prioritize connectivity between Sugd Oblast in Tajikistan with Batken and Osh Oblasts in the Kyrgyz Republic and Ferghana Oblast in Uzbekistan.

Has the Project Development Objective been changed since Board Approval of the Project Objective?
No

Components

<table>
<thead>
<tr>
<th>Name</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rehabilitation of priority road sections in the Sugd Oblast</td>
<td>$51.00 M</td>
</tr>
<tr>
<td>Improvement of Road Operations and Asset Management Practices</td>
<td>$2.00 M</td>
</tr>
<tr>
<td>Project Management and Implementation</td>
<td>$1.00 M</td>
</tr>
</tbody>
</table>

Overall Ratings

<table>
<thead>
<tr>
<th>Name</th>
<th>Previous Rating</th>
<th>Current Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>Progress towards achievement of PDO</td>
<td>Satisfactory</td>
<td>Satisfactory</td>
</tr>
</tbody>
</table>
Implementation Status and Key Decisions

Project implementation status is rated satisfactory and there is strong ownership by the Ministry of Transport. All consultants under the Project Implementation Group within MOT have been hired. Procurement is being conducted according to the plan. The contract for civil works has been signed and the notice to commence works has been issued in June 2016. The process of launching all other components is progressing and at its final stage of procurement of services and goods. The set of measures and activities under this component have the purpose to support MOT in improving road sector management and ensuring road preservation in the country. In addition, the project is to support the development of the Transport Sector Development Strategy until 2050, covering road, rail, aviation and logistics.
Risks

Systematic Operations Risk-rating Tool

<table>
<thead>
<tr>
<th>Risk Category</th>
<th>Rating at Approval</th>
<th>Previous Rating</th>
<th>Current Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>Political and Governance</td>
<td>--</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>Macroeconomic</td>
<td>--</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>Sector Strategies and Policies</td>
<td>--</td>
<td>Moderate</td>
<td>Moderate</td>
</tr>
<tr>
<td>Technical Design of Project or Program</td>
<td>--</td>
<td>Moderate</td>
<td>Moderate</td>
</tr>
<tr>
<td>Institutional Capacity for Implementation and Sustainability</td>
<td>--</td>
<td>Substantial</td>
<td>Substantial</td>
</tr>
<tr>
<td>Fiduciary</td>
<td>--</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>Environment and Social</td>
<td>--</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>Stakeholders</td>
<td>--</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>Other</td>
<td>--</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>Overall</td>
<td>--</td>
<td>High</td>
<td>High</td>
</tr>
</tbody>
</table>

Results

Project Development Objective Indicators

► Volume of freight through Guliston/Kyzyl-Bel and Madaniyat/Kairagach, Patar border crossing points (Number, Custom)

<table>
<thead>
<tr>
<th></th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Value</td>
<td>359838.00</td>
<td>0.00</td>
<td>360000.00</td>
<td>550000.00</td>
</tr>
<tr>
<td>Date</td>
<td>30-Sep-2014</td>
<td>03-Jun-2015</td>
<td>30-Jun-2016</td>
<td>15-Jun-2020</td>
</tr>
</tbody>
</table>

► Market accessibility index of Sugd Oblast (Number, Custom)

<table>
<thead>
<tr>
<th></th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Value</td>
<td>4.50</td>
<td>--</td>
<td>4.50</td>
<td>5.00</td>
</tr>
</tbody>
</table>
Satisfaction of road users (beneficiaries) with the improvements along completed road sections (Percentage, Custom)

<table>
<thead>
<tr>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Value</td>
<td>0.00</td>
<td>--</td>
<td>90.00</td>
</tr>
<tr>
<td>Date</td>
<td>30-Sep-2014</td>
<td>--</td>
<td>15-Jun-2020</td>
</tr>
</tbody>
</table>

Approval by MoT and presentation at regional level (CAREC) of a Strategic Plan on weight and axle load control (Yes/No, Custom)

<table>
<thead>
<tr>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Value</td>
<td>N</td>
<td>N</td>
<td>Y</td>
</tr>
<tr>
<td>Date</td>
<td>30-Sep-2014</td>
<td>12-Jan-2016</td>
<td>15-Jun-2020</td>
</tr>
</tbody>
</table>

RAMS system is in operation for analysis and planning of road works (Yes/No, Custom)

<table>
<thead>
<tr>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Value</td>
<td>N</td>
<td>N</td>
<td>Y</td>
</tr>
<tr>
<td>Date</td>
<td>30-Sep-2014</td>
<td>12-Jan-2016</td>
<td>15-Jun-2020</td>
</tr>
</tbody>
</table>

Overall Comments
The project development indicators and intermediate indicators remain valid and results towards achievement will be tracked by the recently hired M&E consultant once project activities show further progress.

Intermediate Results Indicators
### Road user costs by truck along the project road sections and in project area (US$/veh-km) (Number, Custom)

<table>
<thead>
<tr>
<th></th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Value</strong></td>
<td>0.57</td>
<td>--</td>
<td>0.00</td>
<td>0.47</td>
</tr>
<tr>
<td><strong>Date</strong></td>
<td>30-Sep-2014</td>
<td>--</td>
<td>12-Jan-2016</td>
<td>15-Jun-2020</td>
</tr>
</tbody>
</table>

### Equipment for traffic count and road roughness measurement is used for populating data in RAMS (Yes/No, Custom)

<table>
<thead>
<tr>
<th></th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Value</strong></td>
<td>N</td>
<td>--</td>
<td>N</td>
<td>Y</td>
</tr>
<tr>
<td><strong>Date</strong></td>
<td>30-Sep-2014</td>
<td>--</td>
<td>12-Jan-2016</td>
<td>15-Jun-2020</td>
</tr>
</tbody>
</table>

### Long-term Transport Sector Development Strategy is developed and endorsed (Yes/No, Custom)

<table>
<thead>
<tr>
<th></th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Value</strong></td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>Y</td>
</tr>
<tr>
<td><strong>Date</strong></td>
<td>30-Sep-2014</td>
<td>12-Jan-2016</td>
<td>12-Jan-2016</td>
<td>15-Jun-2020</td>
</tr>
</tbody>
</table>

### Roads in good and fair condition as a share of total classified roads (Percentage, Core)

<table>
<thead>
<tr>
<th></th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Value</strong></td>
<td>0.00</td>
<td>--</td>
<td>0.00</td>
<td>40.00</td>
</tr>
<tr>
<td><strong>Date</strong></td>
<td>30-Sep-2014</td>
<td>--</td>
<td>12-Jan-2016</td>
<td>15-Jun-2020</td>
</tr>
</tbody>
</table>
### Size of the total classified network (Kilometers, Core Supplement)

<table>
<thead>
<tr>
<th></th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Value</td>
<td>180.00</td>
<td>0.00</td>
<td>0.00</td>
<td>180.00</td>
</tr>
</tbody>
</table>

### Roads rehabilitated, Non-rural (Kilometers, Core)

<table>
<thead>
<tr>
<th></th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Value</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>70.00</td>
</tr>
<tr>
<td>Date</td>
<td>30-Sep-2014</td>
<td>03-Jun-2015</td>
<td>03-Jun-2015</td>
<td>15-Jun-2020</td>
</tr>
</tbody>
</table>

### Direct project beneficiaries (Number, Core)

<table>
<thead>
<tr>
<th></th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Value</td>
<td>2400600.00</td>
<td>0.00</td>
<td>0.00</td>
<td>2650000.00</td>
</tr>
<tr>
<td>Date</td>
<td>30-Sep-2014</td>
<td>12-Jan-2016</td>
<td>12-Jan-2016</td>
<td>15-Jun-2020</td>
</tr>
</tbody>
</table>

### Female beneficiaries (Percentage, Core Supplement)

<table>
<thead>
<tr>
<th></th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Value</td>
<td>1197899.00</td>
<td>0.00</td>
<td>0.00</td>
<td>1320000.00</td>
</tr>
</tbody>
</table>

Overall Comments

**Data on Financial Performance**
Disbursements (by loan)

<table>
<thead>
<tr>
<th>Project</th>
<th>Loan/Credit/TF</th>
<th>Status</th>
<th>Currency</th>
<th>Original</th>
<th>Revised</th>
<th>Cancelled</th>
<th>Disbursed</th>
<th>Undisbursed</th>
<th>Disbursed</th>
</tr>
</thead>
<tbody>
<tr>
<td>P145634</td>
<td>IDA-55930</td>
<td>Effective</td>
<td>XDR</td>
<td>26.50</td>
<td>26.50</td>
<td>0.00</td>
<td>3.25</td>
<td>23.25</td>
<td>12%</td>
</tr>
<tr>
<td>P145634</td>
<td>IDA-D0300</td>
<td>Effective</td>
<td>XDR</td>
<td>4.70</td>
<td>4.70</td>
<td>0.00</td>
<td>1.45</td>
<td>3.25</td>
<td>31%</td>
</tr>
</tbody>
</table>

Key Dates (by loan)

<table>
<thead>
<tr>
<th>Project</th>
<th>Loan/Credit/TF</th>
<th>Status</th>
<th>Approval Date</th>
<th>Signing Date</th>
<th>Effectiveness Date</th>
<th>Orig. Closing Date</th>
<th>Rev. Closing Date</th>
</tr>
</thead>
</table>

Cumulative Disbursements

Restructuring History

There has been no restructuring to date.

Related Project(s)
There are no related projects.