



Tajikistan: Central Asia Regional Economic Cooperation Corridors 2, 3, and 5 (Obigarm-Nurobod) Road Project

Project Name	Central Asia Regional Economic Cooperation Corridors 2, 3, and 5 (Obigarm-Nurobod) Road Project	
Project Number	52042-001	
Country	Tajikistan	
Project Status	Proposed	
Project Type / Modality of Assistance	Grant Loan	
Source of Funding / Amount	Grant: Central Asia Regional Economic Cooperation Corridors 3 and 5 (Obigarm-Nurobod) Road Project concessional ordinary capital resources lending / Asian Development Fund US\$ 60.00 million	
Strategic Agendas	Inclusive economic growth	
Drivers of Change	Governance and capacity development Knowledge solutions Partnerships	
Sector / Subsector	Transport - Road transport (non-urban)	
Gender Equity and Mainstreaming	Effective gender mainstreaming	
Description	<p>The Obigarm-Nurobod road section of the existing M41 highway, which carries about 3,000 vehicles per day, will be inundated once the HPP reservoir has filled to operating levels. The realignment of this road section through the river valley is not part of the Rogun HPP project. A bypass road must be completed and opened to traffic by latest November 2023, the date by which the rising water in the HPP reservoir will have inundated several critical sections of the M41 highway. No other part of Tajikistan's national highway network can provide for this traffic, and the only alternative route would represent a deviation of about 500 km. The government has requested ADB's assistance to construct a 72 km long road section that will bypass the HPP reservoir through mountainous terrain (the project road). It will be constructed to two-lane asphalt surfaced standard, and will include three tunnels with a total length of about 6 km, one high level bridge about 700 m long, and 13 shorter bridges with a total length of about 975 m. The construction of some parts of the project road started in 1988 (mostly earthworks) but was suspended following the abandonment of the Rogun HPP project.</p>	
Project Rationale and Linkage to Country/Regional Strategy	<p>Timely construction of the project road is a government priority, as reflected by its inclusion in the National Development Strategy, and its consistency with the ADB country partnership strategy. The request to finance this project was renewed by the President of Tajikistan during the visit of ADB President to Tajikistan in November 2017.</p> <p>Tajikistan depends heavily on its road transport corridors to support investment, job creation, trade, and ultimately economic growth and poverty reduction. Despite its strategic location, the country has a gross domestic product per capita of just \$819, and 32% of the population still lives below the poverty line. Almost 70% of the population lives in rural areas, in a largely mountainous territory where only 10% of the land is suitable for cultivation. The road transport sector suffers from low quality, long travel times, and poor reliability. Four Central Asia Regional Economic Cooperation (CAREC) corridors (2, 3, 5, and 6) cross parts of Tajikistan, offering the opportunity for Tajikistan to enhance its connectivity and trade competitiveness.</p>	
Impact	(i) Economic growth promoted (ii) Competitive corridors across the CAREC Region established	
Outcome	Connectivity, access, and safety on CAREC corridors 2, 3, and 5 restored and improved	
Outputs	Obigarm-Nurobod road (CAREC corridors 2, 3, and 5) and rural access roads constructed Institutional capacity of the MOT on road safety and asset management strengthened	
Geographical Location	Nurobod, Obigarm	
Safeguard Categories		
Environment	A	
Involuntary Resettlement	B	

Summary of Environmental and Social Aspects

Environmental Aspects	For environment impacts, the significant earthworks and tunnel works might indicate an A category, but this is to be determined during TRTA implementation.
Involuntary Resettlement	The proposed road alignment will follow an alignment that was defined originally in the 1980s, and which is largely clear of houses and other assets. Therefore, it is anticipated that the project will be classified as category B for involuntary resettlement impacts.
Indigenous Peoples	There are no indigenous peoples in the project area, as defined in ADB's Safeguard Policy Statement (SPS), and thus the project will be classified as category C for indigenous people's impacts.

Stakeholder Communication, Participation, and Consultation

During Project Design	Extensive consultations will be undertaken with various groups, with focus on the poor, vulnerable and marginalized groups such as women, youth, the elderly and people with disabilities. The project will create mechanisms, through which grievances and concerns will be channeled, and information dissemination and disclosure will be ensured, to empower these groups and all affected people to act as watchdogs for the proper implementation of the project.
During Project Implementation	Consultations will be undertaken throughout project implementation period to ensure that stakeholders views are taken into consideration.

Business Opportunities

Consulting Services	All consultants are expected to be recruited in accordance with ADB Procurement Policy (2017, as amended from time to time) and its associated project administration instructions and/or staff instructions.
Procurement	All goods, civil works, and related services are expected to be procured in accordance with ADB Procurement Policy (2017, as amended from time to time) and its associated project administration instructions and/or staff instructions.

Responsible ADB Officer	Bouhmad, Kamel
Responsible ADB Department	Central and West Asia Department
Responsible ADB Division	Transport and Communications Division, CWRD
Executing Agencies	<i>Ministry of Transport Mr. Arabzoda, Nurali Sayvali, Executive Director for Project Implementation Unit for Roads Rehabilitation piurr@tojikiston.com, piurr@bk.ru 14, Aini Street Dushanbe 734042 Tajikistan</i>

Timetable

Concept Clearance	04 Jun 2018
Fact Finding	03 Jun 2019 to 14 Jun 2019
MRM	15 Aug 2019
Approval	-
Last Review Mission	-
Last PDS Update	27 Sep 2018

Project Page	https://www.adb.org/projects/52042-001/main
Request for Information	http://www.adb.org/forms/request-information-form?subject=52042-001
Date Generated	09 November 2018

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