



Tajikistan: Road Network Sustainability Project

Project Name	Road Network Sustainability Project		
Project Number	54005-001		
Country	Tajikistan		
Project Status	Proposed		
Project Type / Modality of Assistance	Grant		
Source of Funding / Amount	Grant: Road Network Sustainability Project		
	concessional ordinary capital resources lending / Asian Development Fund		US\$ 67.34 million
Strategic Agendas	Environmentally sustainable growth Inclusive economic growth Regional integration		
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	The project will address the oblast's immediate needs by improving two arterial roads, namely (i) Bokhtar- Dangara and (ii) Khulbuk- Kangurt. Improving these roads is essential to realizing the government's plan to make Dangara the oblast's key economic hub and the oblast's new capital city. The roads are a vital connector of major economic centers in the oblast and international corridors in the Southern Tajikistan. The Bokhtar Dangara road bridges the country's major international roads (CAREC Corridors 5 and 6 at Bokhtar and Asian Highway No. 66 at Dangara), facilitating international and domestic movements of goods and peoples. The Khulbuk Kangurt road provides the local population with access to social and economic needs while linking Asian Highway No. 66 at Khulbuk. Despite their importance, the two roads do not provide reliable travel due to frequent avalanches and insufficient maintenance.		
Project Rationale and Linkage to Country/Regional Strategy	<p>Poor and unreliable conditions on Tajikistan's road network. Tajikistan is a landlocked country with heavy reliance on road transport for the movement of goods and peoples. However, road conditions have been poor and generally unreliable due to mixed reasons: high disaster-prone topography; dysfunctional maintenance systems; overloaded trucks; and poor quality of construction works, which were mostly carried out before the 1970s.</p> <p>Weak economic and physical connectivity in Southern Tajikistan. About 35% of the country's population reside in the Khatlon Oblast, however, the oblast's human development and income indexes are recorded the lowest in the country. This implies that the oblast's economic development progress potentially affects the country's economic growth. One constraint to the oblast's economic growth could be the poor quality of the existing transport infrastructure.</p> <p>Supporting resilient growth of Khatlon Oblast in a COVID-19 affected world. The coronavirus disease 2019 (COVID-19) pandemic forced Tajikistan and its neighboring countries to close their borders, substantially weakening the country's food security, medical service provision, and economic platforms.</p> <p>Immediate need for an operational RAMS. Under the jurisdiction of the Ministry of Transport (MOT), the road networks total 14,220 kilometers (km), comprising 3,348 km of international roads, 2,129 km of national roads and 8,743 km of local roads. The government has made efforts to institutionalize their own RAMS and operationalize road maintenance mechanism to improve and sustain the quality of those road assets, and several development partners (including Asian Development Bank (ADB), the World Bank, European Bank of Reconstruction and Development, and Japan International Cooperation Agency) have provided relevant assistance.</p> <p>Road safety. The World Health Organization estimates that there were 1,577 fatalities in 2016, e.g. 18.1 fatalities per 100,000 people; and the road crash costs account for 4.3% of the gross domestic product, which was slightly higher than that of the other CAREC countries. The country has faced immediate needs for enhancing road safety initiatives.</p>		
Impact	Economic growth promoted Safe and competitive connectivity established across the CAREC Region		
Outcome	Safety and reliability of the road networks enhanced in Southern Tajikistan		
Outputs	Roads in Southern Tajikistan improved MOT's RAMS unit strengthened Women's access to socioeconomic opportunities enhanced		
Geographical Location	Bokhtar District, Danghara District, Kangurt		

Safeguard Categories		
Environment		B
Involuntary Resettlement		B
Indigenous Peoples		C
Summary of Environmental and Social Aspects		
Environmental Aspects		
Involuntary Resettlement		
Indigenous Peoples		
Stakeholder Communication, Participation, and Consultation		

During Project Design

During Project Implementation

Business Opportunities

Consulting Services Consulting services will be required for construction supervision. Consultant will be recruited through a firm in accordance with ADB's Guidelines on the Use of Consultants (2013, as amended from time to time). Advance contracting will be sought to ensure the readiness of the project.

Procurement Procurement of all contracts through open competitive bidding will be done in accordance with ADB Procurement Policy and Regulations (2017, as amended from time to time). Advance contracting will be considered and used to expedite the Project implementation. ADB approval of advance contracting will not commit ADB to subsequently approve the project or to finance the procurement costs.

Responsible ADB Officer Idei, Rika

Responsible ADB Department Central and West Asia Department

Responsible ADB Division Transport and Communications Division, CWRD

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Timetable

Concept Clearance	13 May 2020
Fact Finding	22 Jun 2020 to 30 Jun 2020
MRM	18 Sep 2020
Approval	-
Last Review Mission	-
Last PDS Update	13 May 2020

Project Page <https://www.adb.org/projects/54005-001/main>

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