



# Technical Assistance Report

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Project Number: 52042-002  
Transaction Technical Assistance (TRTA)  
June 2018

## Tajikistan: Preparing the Central Asia Regional Economic Cooperation Corridors 2, 3, and 5 (Obigarm–Nurobod) Road Project

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**Asian Development Bank**

## CURRENCY EQUIVALENTS

(as of 18 May 2018)

Currency unit	–	Somoni (TJS)
TJS1.00	=	\$0.1115
\$1.00	=	TJS8.9720

## ABBREVIATIONS

ADB	–	Asian Development Bank
CAREC	–	Central Asia Regional Economic Cooperation
HPP	–	hydropower plant
TRTA	–	transaction technical assistance

## NOTE

In this report, “\$” refers to United States dollars.

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## CONTENTS

	<b>Page</b>
TRANSACTION TECHNICAL ASSISTANCE AT A GLANCE	
I. THE ENSUING PROJECT	1
II. THE TECHNICAL ASSISTANCE	1
A. Justification	1
B. Outputs and Activities	2
C. Cost and Financing	2
D. Implementation Arrangements	2
APPENDIXES	
1. Cost Estimates and Financing Plan	4
2. List of Linked Documents	5

## TRANSACTION TECHNICAL ASSISTANCE AT A GLANCE

<b>1. Basic Data</b>		<b>Project Number:</b> 52042-002
<b>Project Name</b>	Central Asia Regional Economic Cooperation Corridors 2, 3, and 5 (Obigarm-Nurobod) Road Project	<b>Department/Division</b> CWRD/CWTC
<b>Nature of Activity Modality</b>	Project Preparation Regular	<b>Executing Agency</b> Ministry of Transport
<b>Country</b>	Tajikistan	
<b>2. Sector</b>	<b>Subsector(s)</b>	<b>ADB Financing (\$ million)</b>
✓ Transport	Road transport (non-urban)	1.00
	<b>Total</b>	<b>1.00</b>
<b>3. Strategic Agenda</b>	<b>Subcomponents</b>	<b>Climate Change Information</b>
Inclusive economic growth (IEG)	Pillar 2: Access to economic opportunities, including jobs, made more inclusive	Climate Change impact on the Project Medium
<b>4. Drivers of Change</b>	<b>Components</b>	<b>Gender Equity and Mainstreaming</b>
Governance and capacity development (GCD)	Institutional development	Effective gender mainstreaming (EGM) ✓
Knowledge solutions (KNS)	Application and use of new knowledge solutions in key operational areas	
Partnerships (PAR)	Bilateral institutions (not client government) Official cofinancing	
<b>5. Poverty and SDG Targeting</b>		<b>Location Impact</b>
Geographic Targeting	No	Regional High
Household Targeting	No	
SDG Targeting	Yes	
SDG Goals	SDG3, SDG9	
<b>6. Risk Categorization</b>	Complex	
<b>7. Safeguard Categorization</b>	Safeguard Policy Statement does not apply	
<b>8. Financing</b>		
<b>Modality and Sources</b>		<b>Amount (\$ million)</b>
<b>ADB</b>		<b>1.00</b>
Transaction technical assistance: Technical Assistance Special Fund		1.00
<b>Cofinancing</b>		<b>0.00</b>
None		0.00
<b>Counterpart</b>		<b>0.05</b>
Government		0.05
<b>Total</b>		<b>1.05</b>

## I. THE ENSUING PROJECT

1. The proposed ensuing project will restore and improve connectivity between Dushanbe, the northeast region of Tajikistan and the Kyrgyz Republic via the M41 highway, which is located on Central Asia Regional Economic Cooperation (CAREC) corridors 2, 3, and 5. The proposed project will also serve about 13 villages and communities that presently rely on the existing M41 highway for access to economic opportunities and social services. In addition, the proposed project will continue strengthening the institutional capacity of the Ministry of Transport on road safety and asset management.

2. The Obigarm–Nurobod road section located on the CAREC corridors 2, 3, and 5 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 hydropower project reservoir will have inundated several critical sections of the existing 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 kilometer.

3. The outcome of the project will be connectivity, access, and safety on CAREC corridors 2, 3, and 5 restored and improved. The project will be aligned with the following impacts: (i) economic growth promoted (Tajikistan National Development Strategy),<sup>1</sup> and (ii) competitive corridors across the CAREC region established (CAREC Program).<sup>2</sup> The project outputs consist of (i) constructing the Obigarm–Nurobod road (CAREC corridors 2, 3, and 5) and rural access road, which is a strategically important international corridor, and (ii) strengthening the institutional capacity of the Ministry of Transport on road safety and road asset management, both of which are critical to ensure social and financial sustainability.

4. The project is expected to cost about \$400 million. The government has approached the Asian Development Bank (ADB) and the European Bank for Reconstruction and Development to help finance the project. The government will provide counterpart funding of about \$70 million equivalent to cover taxes and duties, land acquisition and resettlement costs, incremental administrative expenses, financing charges, and other miscellaneous costs.

## II. THE TECHNICAL ASSISTANCE

### A. Justification

5. The proposed transaction technical assistance (TRTA) will help the government of Tajikistan (the government) prepare the proposed ensuing project. The TRTA will ensure that the project will be prepared to acceptable technical, safeguards, and procurement standards. The ensuing project is expected to meet the “high readiness” criteria before possible Board consideration.

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<sup>1</sup> Government of Tajikistan. 2017. *National Development Strategy of the Republic of Tajikistan for the Period up to 2030*. Dushanbe.

<sup>2</sup> ADB. 2014. *Central Asia Regional Economic Cooperation Transport and Trade Facilitation Strategy, 2020*. Manila.

## B. Outputs and Activities

6. **Output 1: Technical due diligence on ensuing project carried out.** This output will include a due diligence of the design prepared by the national design consultant, proposing amendments as necessary, to ensure the design is consistent with internationally-accepted standards for such projects and suitable for ADB financing.

7. **Output 2: Feasibility study on ensuing project prepared.** This output will include preparing project cost estimates, preparing safeguards documentation for the environmental and social aspects of the project consistent with ADB's Safeguards Policy Statement 2009, and preparing a gender action plan following ADB's guidelines for such analyses. It will also include a scoping of the capacity development component envisaged under the ensuing project.

8. **Output 3: Procurement support provided.** This output will include preparing master and contract specific bidding documents, assisting the government with obtaining government and ADB approval of them, and preparing final versions of them for issue to potential bidders. It will also include assisting the government with advertising the contracts, preparing and managing pre-bid meetings and site visits, receiving bids, evaluation bids and preparing bid evaluation reports for government and ADB approval, negotiations with selected bidders, and finalizing contract documentation for award

## C. Cost and Financing

9. The TRTA is estimated to cost \$1,050,000 equivalent, of which \$1 million will be financed on a grant basis by ADB's Technical Assistance Special Fund (TASF-6). The government will provide counterpart support in the form of furnished office accommodation in Dushanbe and other in-kind contributions.

10. Additional consulting inputs may be required to complete the TRTA to its intended scope. Should this eventuate, a request for additional financing will be processed. The government was informed that approval of the TRTA does not commit ADB to finance any ensuing project.

## D. Implementation Arrangements

11. ADB will administer the TRTA. CWTC will select, supervise and evaluate the consultants. The implementation arrangements are summarized in Table 1.

**Table 1: Implementation Arrangements**

Aspects	Arrangements		
Indicative implementation period	July 2018–December 2019		
Executing agency	Ministry of Transport		
Implementing agency	Project Implementation Unit for Roads Rehabilitation		
Consultants	To be selected and engaged by ADB		
	Individual consultant selection	International: 26 person-months	\$795,000
	Direct contracting (firm)	National: 22 person-months	\$100,000
	Resource persons	International: 2 person-months	\$40,000
Procurement	To be procured by consultants		
	Shopping	Equipment	\$5,000
Advance contracting	To expedite the conduct of TRTA, selection of key individual consultant positions will commence through advance contracting following PAI 2.04.		

Aspects	Arrangements
	Negotiation and signing of the consulting contract will only occur after the TRTA becomes effective.
Disbursement	The TRTA resources will be disbursed following ADB's <i>Technical Assistance Disbursement Handbook</i> (2010, as amended from time to time).
Asset turnover or disposal arrangement upon TA completion	Equipment procured using TRTA funding will be turned over to the Executing Agency upon TRTA completion.

ADB= Asian Development Bank, PAI = Project Administration Instructions, TRTA = transaction technical assistance.  
Source: ADB staff estimates

12. **Consulting services.** ADB will engage the consultants following the ADB Procurement Policy (2017, as amended from time to time) and its associated project administration instructions and/or staff instructions.<sup>3</sup> The consultants will procure the goods and equipment required to undertake the services. The TA will require approximately 28 person-months of international consultants and 28 person months of national consultants' inputs. The consultants will provide expertise in project management, procurement, road engineering, environment, resettlement, and social development. The summary of consultants' required inputs is in Table 2.

13. The international consultants will be recruited as individuals with output-based contracts, except for the team leader and procurement specialist (time-based). This approach is dictated by the fixed schedule of the HPP inundation of the existing highway, which does not provide sufficient time to recruit a firm to provide the services. The national consultants will be recruited as a firm through direct contracting given the very small consultancy assignment (\$100,000) and the need to carry out specific environmental and social safeguards surveys. A team leader (international) and a deputy team leader (national) will be hired to ensure effective and timely coordination of all required inputs. In addition, two person months worth of resource person contracts (maximum 10 working days each) will be reserved to allow inputs from highly specialized experts, particularly to support the preparation of the noise/vibration modelling and climate change assessment.

**Table 2: Summary of Consultants' Required Inputs**

International Positions	PMs	National Positions	PMs
Team Leader/Highway Engineer	6	Deputy Team Leader/Highway Engineer	6
Structural Engineer	3	Environment Specialist	5
Tunnel Engineer	2	Social Development Specialist	5
Geotechnical Specialist	2	Translator	6
Procurement Specialist	5	Head office support	6
Road Safety Specialist	1		
Environment Specialist	4		
Social Development Specialist	3		
Resource persons	2		
<b>Total</b>	<b>28</b>		<b>28</b>

<sup>3</sup> Terms of Reference for Consultants (accessible from the list of linked documents in Appendix 2).

**COST ESTIMATES AND FINANCING PLAN**  
(\$'000)

Items	Amount
<b>Asian Development Bank<sup>a</sup></b>	
1. Consultants	
a. Remuneration and per diem	
i. International consultants	665.0
ii. National consultants	100.0
b. Out-of-pocket expenditures	
i. International and local travel	70.0
ii. Goods (rental and/or purchase) <sup>b</sup>	5.0
iii. Surveys	90.0
iv. Training, seminars, and conferences	10.0
v. Reports and communications	10.0
2. Contingencies	50.0
<b>Total</b>	<b>1,000.0</b>

<sup>a</sup> Financed by the Asian Development Bank's Technical Assistance Special Fund (TASF-6).

<sup>b</sup> Includes software(s) for environmental modelling (noise and/or vibration).

Note: The transaction technical assistance (TRTA) is estimated to cost \$1,050,000, of which contributions from the Asian Development Bank are presented in the table above. The government will provide counterpart support in the form of counterpart staff, office accommodation, and other in-kind contributions. The value of government contribution is estimated to account for 5% of the total TRTA cost.

Source: Asian Development Bank estimates.



**LIST OF LINKED DOCUMENTS**

<http://www.adb.org/Documents/LinkedDocs/?id=52042-002-TARreport>

1. Terms of Reference for Consultants