



Tajikistan: Road Network Sustainability Project (Additional Financing)

Project Name	Road Network Sustainability Project (Additional Financing)	
Project Number	54005-003	
Country / Economy	Tajikistan	
Project Status	Approved	
Project Type / Modality of Assistance	Grant	
Source of Funding / Amount	Grant 0859-TAJ: Road Network Sustainability Project (Additional Financing)	
	Asian Development Fund	US\$ 43.20 million
Strategic Agendas	Environmentally sustainable growth Inclusive economic growth Regional integration	
Drivers of Change	Gender Equity and Mainstreaming Governance and capacity development Knowledge solutions Partnerships	
Sector / Subsector	Transport / Road transport (non-urban)	
Gender Equity and Mainstreaming	Effective gender mainstreaming	
Description	The additional financing will scale up the scope of the ongoing project, and will enable the government to complete the rehabilitation of a key transport corridor in southern Tajikistan by extending the project section, enhance the scope of the road asset management system (RAMS) of the Ministry of Transport (MOT), and increase beneficiaries of the program aiming at promoting local women's socioeconomic opportunities.	
Project Rationale and Linkage to Country/Regional Strategy	<p>Tajikistan is a landlocked country, located at the center of the Central Asia, and road transport plays a vital role for international and domestic movements of goods and peoples. The road network under the MOT's jurisdiction totals 14,339 kilometers (km), comprising 3,348 km of international roads (23%), 2,127 km of national roads (15%), and 8,864 km of local roads (62%). There are several international corridors traversing the country, such as the Central Asia Regional Economic Cooperation (CAREC) corridors 2, 3, 5, and 6 and Asian Highways 7, 65, and 66, and the government prioritizes improving the international road networks along those corridors. With substantial assistance from development partners, including ADB, most of the international highways have been improved. Given that, the priority of the county has been recently shifted to the improvement of national roads most of which have not been well developed and have limited access of local populations to the improved international corridors and their last mile to basic services and necessities. Following the government's priority shift, ADB currently focuses on the improvement of national roads as well as assistance in operationalizing the asset management system of roads in the country.</p> <p>The ongoing project (Road Network Sustainability Project), approved in November 2022, was originally expected to rehabilitate the two road sections, Dangara-Bokhtar (68.7 km) and Hulbuk-Kangurt (59.5 km), which link major economic centers and international corridors (CAREC corridors 5 and 6, and AH66) in southern Tajikistan. However, the Dangara Bokhtar section was reduced by 40 km, after the grant availability was reprogrammed to accommodate immediate needs of the government for recovery from the coronavirus diseases, and the grant was to finance the rehabilitation of the Dangara-Okmazor section (28.7 km) only. The government keeps its priority to complete the rehabilitation of the Dangara-Bokhtar section and agreed with ADB to include the remaining section (Okmazor-Bokhtar section) in the scope of the additional financing project. At completion of the ongoing and additional financing projects, the key corridors in southern Tajikistan will have been improved, helping strengthen the road network in the region and eventually the economic platform. In addition, the additional financing will help scale up the ongoing project's outputs related to RAMS development and women's socioeconomic empowerment.</p>	
Impact	Economic growth promoted Safe and competitive connectivity established across the CAREC Region	
Project Outcome		
Description of Outcome	Safety and reliability of road network improved in southern Tajikistan	
Progress Toward Outcome		
Implementation Progress		
Description of Project Outputs	Road in southern Tajikistan improved RAMS database developed Women's access to socioeconomic opportunities enhanced Procurement readiness for the road section to be financed under the additional financing enhanced	
Status of Implementation Progress (Outputs, Activities, and Issues)		
Geographical Location	Nation-wide, Bokhtar District	
Safeguard Categories		
Environment	B	
Involuntary Resettlement	B	
Indigenous Peoples	C	

Summary of Environmental and Social Aspects	
Environmental Aspects	The initial environmental examination (IEE) for the Bokhtar-Okmazor section was cleared and disclosed on the ADB website. The environmental management plan (EMP) is included in the IEE report, and will be updated as a site-specific environmental management plan (SSEMP) by the contractors prior to civil works commencement once mobilized. The implementation of the SSEMP will be documented in bi-annual environmental monitoring reports during implementation.
Involuntary Resettlement	The draft land acquisition and resettlement plan (LARP) for the Bokhtar-Okmazor section, prepared based on the detailed design, was cleared and disclosed on the ADB website. The draft LARP will be updated into the implementation-ready LARP. The implementation of the implementation-ready LARP has to be completed and be documented in the LARP implementation compliance report, prior to the contractors' civil works commencement. During implementation, any social safeguards-related issues will be monitored and documented in bi-annual social safeguards monitoring reports.
Indigenous Peoples	There are no indigenous peoples found in the project area, as defined in ADB's Safeguard Policy Statement 2009.
Stakeholder Communication, Participation, and Consultation	
During Project Design	Public consultations were undertaken during appraisal, which was documented in the IEE report and LARP.
During Project Implementation	During implementation, the information dissemination and disclosure to the project's stakeholders will be ensured. Consultation will be carried out until completion in order to ensure that the stakeholders' views are taken into consideration, and their records will be recorded in bi-annual safeguards monitoring reports.
Business Opportunities	
Consulting Services	There is no consulting service newly recruited under the project, except for auditing. The consultants for each output will be engaged through a variation of the existing (or upcoming) contracts under the Road Network Sustainability Project (54005-001).
Procurement	1S1E will be applied to the civil works (two lots).
Responsible ADB Officer	Idei, Rika
Responsible ADB Department	Central and West Asia Department
Responsible ADB Division	Transport and Communications Division, CWRD
Executing Agencies	Ministry of Transport
Timetable	
Concept Clearance	09 May 2022
Fact Finding	04 May 2022 to 18 May 2022
MRM	03 Aug 2022
Approval	27 Oct 2022
Last Review Mission	-
Last PDS Update	27 Oct 2022

Grant 0859-TAJ

Financing Plan		Grant Utilization			
	Total (Amount in US\$ million)	Date	ADB	Others	Net Percentage
Project Cost	52.47	Cumulative Contract Awards			
ADB	43.20	-	0.00	0.00	%
Counterpart	9.27	Cumulative Disbursements			
Cofinancing	0.00	-	0.00	0.00	%

Project Page	https://www.adb.org/projects/54005-003/main
Request for Information	http://www.adb.org/forms/request-information-form?subject=54005-003
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