



Mongolia: Regional Road Development and Maintenance Phase 3

Project Name	Regional Road Development and Maintenance Phase 3	
Project Number	48186-009	
Country	Mongolia	
Project Status	Approved	
Project Type / Modality of Assistance	Technical Assistance	
Source of Funding / Amount	TA 6894-MON: Regional Road Development and Maintenance Phase 3 and 4	
	Technical Assistance Special Fund	US\$ 2.00 million
Strategic Agendas	Environmentally sustainable growth Inclusive economic growth Regional integration	
Drivers of Change	Governance and capacity development	
Sector / Subsector	Transport - Transport policies and institutional development	
Gender Equity and Mainstreaming	Some gender elements	
Description	<p>Mongolia is landlocked between the Russian Federation and the People's Republic of China, with a population of 3.3 million in 2020 and a land area of 1.6 million square kilometers (km²), its population density is only 1.9 persons per km². Due to the large distances, sparse population, and severe weather conditions, surface transportation is difficult, and infrastructure is underdeveloped.</p> <p>Mongolia's economic growth has been volatile, with both growth and poverty fluctuating wildly mainly due to Mongolia's dependence on minerals (92.8% of exports). From 2017 to 2019, the country experienced steady gross domestic product growth. However, the coronavirus disease (COVID-19) crisis induced an economic contraction of 5.3%, which led to job losses in all major sectors and increased unemployment and underemployment by 1.4 percentage points in 2020. Poverty has most likely increased further from 28.4% of people who lived in poverty as of 2018. The poor condition of roads in Mongolia aggravates persistent poverty conditions, particularly in rural areas as it restricts access to markets, education, and services. Mongolia has a road network of 112,414 kilometers (km), of which 14,918 km are international and state roads and of these only 7,445 km are paved. Improving access to health services and to domestic and external markets will be crucial to assist with recovery from the COVID-19 crisis and to lay the foundations for diversification in the longer term, particularly in isolated regions such as Western Mongolia. The region suffers from slow development because of its remoteness from the country's political and economic centers, and state roads connecting aimag capitals remain unpaved.</p> <p>Impact, outcome, and outputs. The project is aligned with the following impact: inclusive economic growth promoted by enhanced local, and regional connectivity in Mongolia. The project outcome will be efficiency and safety of road transport within the project area improved. The project outputs will be: (i) road condition improved, (ii) road asset management capacity improved, and (iii) road safety design and capacity improved.</p>	
Project Rationale and Linkage to Country/Regional Strategy	The proposed TA will help prepare the proposed ensuing project and develop the capacity of the executing and implementing agencies to implement the project. The TA will ensure that the project will be prepared to acceptable technical, safeguards, and procurement standards. The ensuing project is expected to meet the <u>high readiness</u> criteria before Board consideration	
Impact		
Project Outcome		
Description of Outcome		
Progress Toward Outcome		
Implementation Progress		
Description of Project Outputs		
Status of Implementation Progress (Outputs, Activities, and Issues)		
Geographical Location	Nation-wide, Ulaanbaatar	
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 ADB will engage the consultants following the ADB Procurement Policy (2017, as amended from time to time) and its associated procurement staff instructions. The consultants will procure office and survey equipment using request for quotation procedures in accordance with ADB Procurement Policy (2017, as amended from time to time). ADB will select (i) an international consulting firm based on the quality- and cost-based selection method using a 90:10 quality-cost ratio with full technical proposal, (ii) an international project management specialist using the individual selection method, (iii) an international procurement specialist using the individual selection method, (iv) a national project coordinator using the individual selection method, (v) a national ornithologist using direct contracting, and (vi) a national cultural heritage and archeological survey institute.

Responsible ADB Officer	Dei Castelli, Nicolas
Responsible ADB Department	East Asia Department
Responsible ADB Division	EASI
Executing Agencies	Ministry of Road and Transport Development of Mongolia 11 Chinggis Avenue 11, Sukhbaatar District Ulaanbaatar 14251 Mongolia

Timetable	
Concept Clearance	-
Fact Finding	-
MRM	-
Approval	22 Dec 2021
Last Review Mission	-
Last PDS Update	23 Dec 2021

TA 6894-MON

Financing Plan/TA Utilization						Cumulative Disbursements		
ADB	Cofinancing	Counterpart				Total	Date	Amount
		Gov	Beneficiaries	Project Sponsor	Others			
2,000,000.00	0.00	0.00	0.00	0.00	0.00	2,000,000.00	-	0.00

Project Page	https://www.adb.org/projects/48186-009/main
Request for Information	http://www.adb.org/forms/request-information-form?subject=48186-009
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