



## Central Asia Road Links - Tajikistan (P145634)

EUROPE AND CENTRAL ASIA | Central Asia | Transport & ICT Global Practice |  
IBRD/IDA | Investment Project Financing | FY 2015 | Seq No: 4 | ARCHIVED on 07-Jul-2016 | ISR24310 |

Implementing Agencies: Ministry of Transport

### Key Dates

#### Key Project Dates

Bank Approval Date:25-Feb-2015

Effectiveness Date:12-Oct-2015

Planned Mid Term Review Date:30-Jun-2017

Actual Mid-Term Review Date:--

Original Closing Date:31-Aug-2020

Revised Closing Date:31-Aug-2020

### Project Development Objectives

Project Development Objective (from Project Appraisal Document)

The Central Asia Road Links (CARs) program has the overall development objective to increase transport connectivity between neighboring countries in Central Asia along priority cross-border road links and to support improvements in road operations and asset management practices. The program is the result of a collaborative effort initiated by respective governments in the Central Asia region which has been developed as a regional, multi-phase program considered as a regional project under IDA16 and IDA 17 with substantial transformational impact. The project development objective (PDO) of the Second Phase of the Central Asia Road Links Program (CARs-2) is to increase transport connectivity between the Republic of Tajikistan and neighboring countries along priority cross-border road links in Sugd Oblast and to support improvements in road operations and asset management practices. The road sections to be financed under CARs-2 prioritize connectivity between Sugd Oblast in Tajikistan with Batken and Osh Oblasts in the Kyrgyz Republic and Ferghana Oblast in Uzbekistan.

Has the Project Development Objective been changed since Board Approval of the Project Objective?  
No

### Components

Name

Rehabilitation of priority road sections in the Sugd Oblast:(Cost \$51.00 M)

Improvement of Road Operations and Asset Management Practices:(Cost \$2.00 M)

Project Management and Implementation:(Cost \$1.00 M)

### Overall Ratings

Name	Previous Rating	Current Rating
Progress towards achievement of PDO	● Satisfactory	● Satisfactory



Overall Implementation Progress (IP)	● Satisfactory	● Satisfactory
Overall Risk Rating	● High	● High

## Implementation Status and Key Decisions

Project implementation status is rated satisfactory and there is strong ownership by the Ministry of Transport. All consultants under the Project Implementation Group within MOT have been hired. Procurement is being conducted according to the plan. The contract for civil works has been signed and the notice to commence works has been issued in June 2016. The process of launching all other components is progressing and at its final stage of procurement of services and goods. The set of measures and activities under this component have the purpose to support MOT in improving road sector management and ensuring road preservation in the country. In addition, the project is to support the development of the Transport Sector Development Strategy until 2050, covering road, rail, aviation and logistics.





## Risks

### Systematic Operations Risk-rating Tool

Risk Category	Rating at Approval	Previous Rating	Current Rating
Political and Governance	--	● High	● High
Macroeconomic	--	● High	● High
Sector Strategies and Policies	--	● Moderate	● Moderate
Technical Design of Project or Program	--	● Moderate	● Moderate
Institutional Capacity for Implementation and Sustainability	--	● Substantial	● Substantial
Fiduciary	--	● High	● High
Environment and Social	--	● High	● High
Stakeholders	--	● High	● High
Other	--	--	--
Overall	--	● High	● High

## Results

### Project Development Objective Indicators

#### ► Volume of freight through Guliston/Kyzyl-Bel and Madaniyat/Kairagach, Patar border crossing points (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	359838.00	0.00	360000.00	550000.00
Date	30-Sep-2014	03-Jun-2015	30-Jun-2016	15-Jun-2020

#### ► Market accessibility index of Sugd Oblast (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	4.50	--	4.50	5.00



Date	30-Sep-2014	--	30-Jun-2016	15-Jun-2020
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► Satisfaction of road users (beneficiaries) with the improvements along completed road sections (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	90.00
Date	30-Sep-2014	--	30-Jun-2016	15-Jun-2020

► Approval by MoT and presentation at regional level (CAREC) of a Strategic Plan on weight and axle load control (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	N	N	N	Y
Date	30-Sep-2014	12-Jan-2016	30-Jun-2016	15-Jun-2020

► RAMS system is in operation for analysis and planning of road works (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	N	N	N	Y
Date	30-Sep-2014	12-Jan-2016	30-Jun-2016	15-Jun-2020

**Overall Comments**

The project development indicators and intermediate indicators remain valid and results towards achievement will be tracked by the recently hired M&E consultant once project activities show further progress.

**Intermediate Results Indicators**



► Road user costs by truck along the project road sections and in project area (US\$/veh-km) (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.57	--	0.00	0.47
Date	30-Sep-2014	--	12-Jan-2016	15-Jun-2020

► Equipment for traffic count and road roughness measurement is used for populating data in RAMS (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	N	--	N	Y
Date	30-Sep-2014	--	12-Jan-2016	15-Jun-2020

► Long-term Transport Sector Development Strategy is developed and endorsed (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	N	N	N	Y
Date	30-Sep-2014	12-Jan-2016	12-Jan-2016	15-Jun-2020

► Roads in good and fair condition as a share of total classified roads (Percentage, Core)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	40.00
Date	30-Sep-2014	--	12-Jan-2016	15-Jun-2020



▲ Size of the total classified network (Kilometers, Core Supplement)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	180.00	0.00	0.00	180.00

▶ Roads rehabilitated, Non-rural (Kilometers, Core)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	70.00
Date	30-Sep-2014	03-Jun-2015	03-Jun-2015	15-Jun-2020

▶ Direct project beneficiaries (Number, Core)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	2400600.00	0.00	0.00	2650000.00
Date	30-Sep-2014	12-Jan-2016	12-Jan-2016	15-Jun-2020

▲ Female beneficiaries (Percentage, Core Supplement)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	1197899.00	0.00	0.00	1320000.00

Overall Comments

## Data on Financial Performance



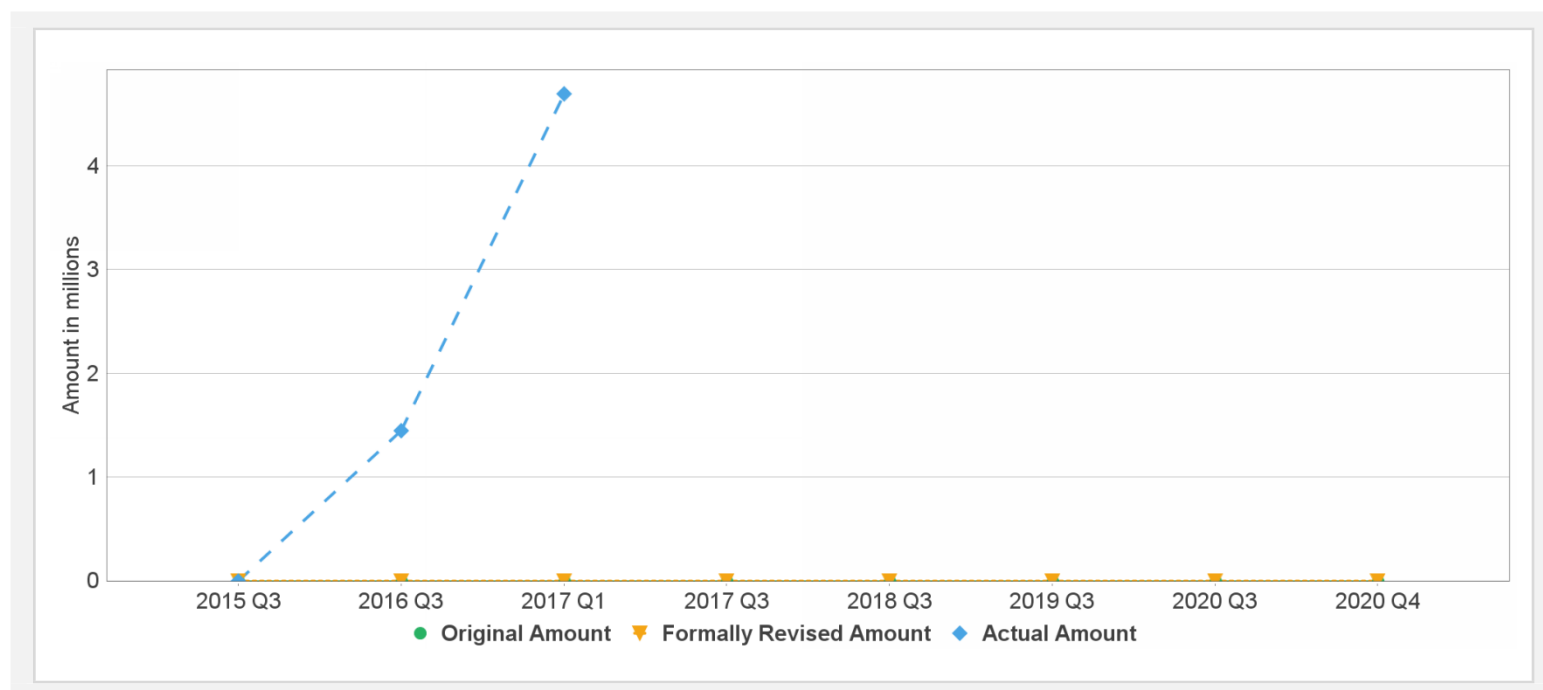
### Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	Disbursed
P145634	IDA-55930	Effective	XDR	26.50	26.50	0.00	3.25	23.25	12%
P145634	IDA-D0300	Effective	XDR	4.70	4.70	0.00	1.45	3.25	31%

### Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P145634	IDA-55930	Effective	25-Feb-2015	16-Apr-2015	12-Oct-2015	31-Aug-2020	31-Aug-2020
P145634	IDA-D0300	Effective	25-Feb-2015	16-Apr-2015	12-Oct-2015	31-Aug-2020	31-Aug-2020

### Cumulative Disbursements



### Restructuring History

There has been no restructuring to date.

### Related Project(s)





There are no related projects.

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