

**OFFICIAL
DOCUMENTS**

CR 5593-TJ
D030-TJ

Supplemental Letter No. 2

REPUBLIC OF TAJIKISTAN

April 16, 2015

International Development Association
1818 H Street, N.W.
Washington, D.C. 20433
United States of America

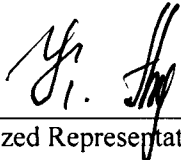
Re: Credit No. 5593-TJ
Grant No. D030-TJ
(Central Asia Roads Links Project – CARs-2)
Performance Monitoring Indicators

This refers to Section II.A.1 of Schedule 2 to the Financing Agreements (Credit/Grant) of this date between Republic of Tajikistan (the Recipient) and the International Development Association (the Association) for the above-captioned Project.

The Recipient hereby confirms to the Association that the indicators set forth in the attachment to this letter shall serve as a basis for the Recipient to monitor and evaluate the progress of the Project and the achievement of the objective thereof.

Very truly yours,

REPUBLIC OF TAJIKISTAN

By  _____
Authorized Representative

Attachment

Republic of Tajikistan - Central Asia Road Links Project

Results Framework

Project Development Objectives

PDO Statement

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 IDA 16 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 Sughd Oblast and to support improvements in road operations and asset management practices. The road sections to be financed under CARs-2 prioritize connectivity between Sughd Oblast in Tajikistan with Batken and Osh Oblasts in the Kyrgyz Republic and Ferghana Oblast in Uzbekistan.

These results are at | Project Level**Project Development Objective Indicators**

Indicator Name	Baseline	Cumulative Target Values					
		YR1	YR2	YR3	YR4	YR5	End Target
Volume of freight through Gulliston/Kyzyl-Bel and Madaniyat/Kairagach, Patar border crossing points (Number)	359,838.00	380,000.00	410,000.00	440,000.00	480,000.00	550,000.00	550,000.00
Market accessibility	4.50	4.50	4.50	4.50	4.50	5.00	5.00

index of Sugd Oblast (Number)												
Satisfaction of road users (beneficiaries) with the improvements along completed road sections (Percentage)	0.00	0.00	30.00	50.00	70.00	80.00	90.00					
Approval by MoT and presentation at regional level (CAREC) of a Strategic Plan on weight and axle load control (Yes/No)	No	No	No	No	Yes	Yes	Yes					
RAMS system is in operation for analysis and planning of road works (Yes/No)	No	No	No	No	Yes	Yes	Yes					

Intermediate Results Indicators

Indicator Name	Baseline	Cumulative Target Values					End Target
		YR1	YR2	YR3	YR4	YR5	
Road user costs by truck along the project road sections and in	0.57	0.57	0.57	0.57	0.57	0.47	0.47

project area (US\$/veh-km) (Number)												
Equipment for traffic count and road roughness measurement is used for populating data in RAMS (Yes/No)	No	No	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Long-term Transport Sector Development Strategy is developed and endorsed (Yes/No)	No	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Roads in good and fair condition as a share of total classified roads (Percentage) - (Core)	0.00	0.00	0.00	0.00	10.00	30.00	40.00	40.00	40.00	40.00	40.00	40.00
Size of the total classified network (Kilometers - Sub-Type: Supplemental) - (Core)	180.00	180.00	180.00	180.00	180.00	180.00	180.00	180.00	180.00	180.00	180.00	180.00
Roads rehabilitated, Non-rural	0.00	0.00	0.00	0.00	25.00	40.00	60.00	60.00	60.00	60.00	60.00	85.00

(Kilometers) - (Core)									
Direct project beneficiaries (Number) - (Core)	2,400,600.00	2,440,000.00	2,480,000.00	2,540,000.00	2,580,000.00	2,620,000.00	2,650,000.00		
Female beneficiaries (Percentage - Sub-Type: Supplemental) - (Core)	1,197,899.00	1,220,000.00	1,240,000.00	1,260,000.00	1,280,000.00	1,300,000.00	1,320,000.00		

Indicator Description

Project Development Objective Indicators

Indicator Name	Description (indicator definition etc.)	Frequency	Data Source / Methodology	Responsibility for Data Collection
Volume of freight through Guliston/Kyzyl-Bel and Madaniyat/Kairagach, Patar border crossing points	This indicator measures the annual total freight volume (import, export and transit) crossing Kyzyl-Bel/Guliston, Kairagach/Madaniyat and Patar border crossing points as recorded by the customs service of the Republic of Tajikistan in '000 tons.	annual	customs data, border service	MOT and its PIG
Market accessibility index of Sughd Oblast	Passengers component – This indicator measures the average market accessibility of Sughd Oblast, described as the sum of population of the selected major cities weighted by travel time to reach major markets. Major cities include Isfara, Kanibadam, and Khujaand. Freight component – a freight component such as average travel times for a typical freight truck between Kanibadam to/from the Guliston/Kyzyl-Bel, from Dehmoy to/from Madniyat/Kairagach and from Kanibadam to/from Patar border control points	at the end of project	survey	MOT and its PIG
Satisfaction of road users (beneficiaries) with the improvements along completed road sections	This indicator measures the level of satisfaction with road system along completed road sections. Indicator covers a quality of road pavement, alignment, road markings and signs. Baseline is 0 given that no completed sections are available.	annually	road user surveys	MOT and its PIG (local firm to be contracted for data collection)
Approval by MoT and presentation at regional	This indicator measures the actual approval of the strategic plan on weight	at the end of project	project completion report	MOT and its PIG

level (CAREC) of a Strategic Plan on weight and axle load control	and axle load control by MOT. It also reflects whether the strategic plan was presented at the regional level, such as at a meeting of the Central Asia Regional Economic Cooperation.			
RAMS system is in operation for analysis and planning of road works	This indicates whether Road Asset Management System (RAMS), which is used for inventory, analysis and planning of road works, has been developed and installed at MOT.	at the end of the project	project completion report	MOT and its PIG

Intermediate Results Indicators

Indicator Name	Description (indicator definition etc.)	Frequency	Data Source / Methodology	Responsibility for Data Collection
Road user costs by truck along the project road sections and in project area (US\$/veh-km)	This indicator measures road user costs (vehicle operating costs) by truck along the project road sections and in project area in US\$ per vehicle-kilometer. This indicator will be measured at the end of the project.	at the end of project	project completion report	MOT and its PIG
Equipment for traffic count and road roughness measurement is used for populating data in RAMS	The indicator shows whether MOT has procured and is using permanent traffic counts and roughness profiler to populate Road Asset Management (RAMS) system for analysis and planning purposes.	annual	project progress reports	MOT and its PIG
Long-term Transport Sector Development Strategy is developed and endorsed	This indicates whether Transport Sector Development Strategy up to 2050 is developed and endorsed.	at the end of the project	project completion report	MOT and its PIG
Roads in good and fair condition as a share of total classified roads	Percentage of the total classified road network in the project area that is in good and fair condition depending on the road surface and the level of roughness. Classified roads are the roads that have been included in the roads legislation as public roads. Please note that	at the end of project	project completion report	MOT and its PIG

	<p>this indicator requires supplemental information Supplemental Value: Total classified network in the project area (KM) The Supplemental value is the total classified network in the project area. Classified roads are the roads that have been included in the roads legislation as public roads.</p>			
Size of the total classified network	Classified roads are the roads that have been included in the roads legislation as public roads.	at the end of project	project completion report	MOT and its PIG
Roads rehabilitated, Non-rural	Kilometers of all non-rural roads reopened to motorized traffic, rehabilitated, or upgraded under the project. Non-rural roads are roads functionally classified in various countries as Trunk or Primary, Secondary or Link roads, or sometimes Tertiary roads. Typically, non-rural roads connect urban centers/towns/settlements of more than 5,000 inhabitants to each other or to higher classes of road, market towns and urban centers. Urban roads are included in non-rural roads.	annual	progress reports	MOT and its PIG
Direct project beneficiaries	Direct beneficiaries are people or groups who directly derive benefits from an intervention (i.e., children who benefit from an immunization program; families that have a new piped water connection). Please note that this indicator requires supplemental information. Supplemental Value: Female beneficiaries (percentage). Based on the assessment and definition of direct project beneficiaries, specify what proportion of the direct project beneficiaries are female. This indicator is calculated as a percentage.	annual	official statistics data for Sughd Oblast	MOT and its PIG

Female beneficiaries	Based on the assessment and definition of direct project beneficiaries, specify what percentage of the beneficiaries are female.	annual	official statistics data	MoT and its PIG
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