



Draft Design and Monitoring Framework

Project Number: 39674
September 2008

Kyrgyz Republic: CAREC Transport Corridor I (Bishkek-Torugart Road) Project, Phase I

A design and monitoring framework is an active document, progressively updated and revised as necessary, particularly following any changes in project design and implementation. In accordance with ADB's public communications policy (2005), it is disclosed before appraisal of the project or program. This draft framework may change during processing of the project or program, and the revised version will be disclosed as an appendix to the report and recommendation of the President.

Asian Development Bank

DESIGN AND MONITORING FRAMEWORK

| Design Summary | Performance Targets/Indicators | Data Sources/Reporting Mechanisms | Assumptions and Risks |
|---|---|---|--|
| <p>Impact Contribution to reducing transport costs and fostering regional trade and tourism between the Kyrgyz Republic and PRC.</p> | <p>Kyrgyz Republic – PRC trade increases from 540,174 tons in 2007 to 3,000,000 tons in 2015</p> <p>Cost of transported goods from Kashi in PRC to the Kyrgyz Republic reduces from \$2000 to \$1500 per tone.</p> <p>Number of tourists from PRC to the Kyrgyz Republic will increase from 0 in 2008 to 3,000 in 2015.</p> | <p>National economic and social statistics</p> <p>Custom’s statistics</p> <p>Statistics from international organizations</p> <p>Statistics from Ministry of Foreign Affairs</p> | <p>Assumptions</p> <ul style="list-style-type: none"> • Political stability and strong macroeconomic performance in the Kyrgyz Republic • Continued commitment of Kyrgyz Republic and PRC governments to regional cooperation • Continued external assistance to the road subsector in the Kyrgyz Republic |
| <p>Outcome Improved access to markets, social services and tourist destinations</p> | <p>Daily international freight traffic crossing the border increases from about 80 trucks per day in 2008 to 200 trucks per day in 2015.</p> <p>Travel and transit time between Bishkek and Kashi in PRC reduced from 3-4 days in 2008 to 2 by 2015</p> | <p>National economic and social statistics</p> <p>ADB project performance evaluation report, if undertaken</p> <p>Project progress reports</p> <p>Ministry of Transport and Communications and ADB household surveys</p> <p>ADB review missions</p> | <p>Assumptions</p> <ul style="list-style-type: none"> • Continued commitment of Kyrgyz Republic and PRC governments to complete improvement of connecting CAREC transport corridors • Implementation of planned cross-border agreement assisted by ADB-financed project <p>Risks Projected international generated traffic may not materialize if above assumptions do not prove true.</p> |
| <p>Outputs 1. Bishkek–Torugart highway improved 2. Customs</p> | <p>200 km of main highway and 14 bridges improved by 2012¹.</p> <p>Customs infrastructure</p> | <p>ADB project performance evaluation reports, if undertaken</p> <p>Project progress</p> | <p>Assumptions</p> <ul style="list-style-type: none"> • Timely provision of counterpart funding and cofinancing • Support from local governments and |

¹ Subsequent project(s) will cover remaining 288 km of the road including bridges.

| | | | |
|--|---|--|--|
| <p>infrastructure facilities at Kyrgyz/PRC border modernized</p> <p>3. Long-term (2010-2025) transport sector master plan adopted by the Government</p> <p>4. Bishkek – Torugart Road Corridor Management Authority (BTRCMA) fully operational</p> | <p>modernized including 2 terminal buildings and automated customs control equipment (ex. scanners, metal detectors, computer system etc) by 2012.</p> <p>Government adopts the master plan by December 2010</p> <p>BTRCMA is (i) funded and staffed adequately, (ii) mechanized and computerized, and (iii) effectively manages emergency actions by December 2010</p> | <p>reports</p> <p>ADB review missions</p> | <p>communities</p> <ul style="list-style-type: none"> • Adequate maintenance of the project facilities <p>Risks</p> <p>Cost overrun due to sharp escalation of prices for construction materials and labor</p> |
| <p>Activities with Milestones</p> <p>1.1 Advance procurement initiated by July 2008</p> <p>1.2 Project supervision consultants recruited by December 2008</p> <p>1.3 Civil works contracts for road improvements awarded by July 2009</p> <p>1.4 Road improvement works started by August 2009</p> <p>2.1 Civil works contracts for customs modernization awarded by March 2009</p> <p>2.2 Customs modernization works started by June 2009</p> <p>2.3 Equipment purchase contracts for customs facilities awarded by March 2010</p> <p>2.4 Equipment is delivered and commissioned by December 2010</p> <p>3.1 Consulting services for preparation of transport sector master plan recruited and mobilized by March 2009</p> <p>3.2 Final Report completed by December 2009</p> <p>4.1 Consulting services for capacity building of the BTRMCA recruited by March 2009</p> <p>4.2 Final Report completed by March 2010</p> | | <p>Inputs</p> <p>Project 1:</p> <ul style="list-style-type: none"> • ADB \$30 million • Government \$19.4 million • Cofinancing \$50.6 million <p>Total: \$100 million</p> | |

ADB=Asian Development Bank; BTRCMA = Bishkek–Torugart Road Corridor Management Authority; km=kilometer; PRC=People’s Republic of China.