



# Draft Design and Monitoring Framework

---

Project Number: 42399-01  
April 2009

## KGZ: Proposed CAREC Transport Corridor 1 (Bishkek-Torugart Road) Project 2

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><b>Impact</b> Increased regional trade and reduced poverty in Naryn oblast</p>	<p>Volume of freight movement between PRC and the Kyrgyz Republic passing through Torugart increases from 400,000 tons in 2008 to 3 million tons by 2015</p> <p>The level of extreme poverty in the Project impact area declines from 25% in 2008 to 20% by 2015</p>	<p>State Customs Committee data</p> <p>National economic and social statistics</p>	<p><b>Assumption</b></p> <ul style="list-style-type: none"> <li>• Current bilateral agreements between Kyrgyz Republic and PRC are strengthened</li> </ul> <p><b>Risk</b></p> <ul style="list-style-type: none"> <li>• Current global economic crisis affects Kyrgyz Republic-PRC and overall regional trade</li> </ul>
<p><b>Outcome</b> Higher accessibility and mobility</p>	<p>Travel time between Naryn and Torugart is reduced by 1 hour by 2015</p> <p>Average number of daily trips from Naryn oblast to Bishkek increases 50% by 2015</p>	<p>Traffic and origin-destination surveys of MOTC</p>	<p><b>Assumption</b></p> <ul style="list-style-type: none"> <li>• Sufficient funds are available on time to complete improvements to the entire Bishkek-Torugart road</li> </ul> <p><b>Risk</b></p> <ul style="list-style-type: none"> <li>• Maintenance of the completed sections is inadequate and causes pavement damage</li> </ul>
<p><b>Outputs</b></p> <p>1. Improved pavement, two bridges, and level of service in 75 km of the Bishkek-Torugart road</p> <p>2. Human resource development recommendations of the transport sector masterplan implemented</p> <p>3. A Multi-channel inspections facility</p>	<p>International roughness index of the pavement lowered to 3 or less by 2014</p> <p>At least 5 internships at MOTC offered for university graduates and 10 persons certified as transportation professionals</p> <p>Reduced traffic congestions and delays at Torugart border</p>	<p>Periodic progress reports of the contractor, periodic field visits and Borrower's project completion report</p>	<p><b>Assumption</b></p> <ul style="list-style-type: none"> <li>• MOTC exercises diligent oversight of works and efficiently administers contracts</li> </ul> <p><b>Risk</b></p> <ul style="list-style-type: none"> <li>• Designs are poor and construction costs rise</li> </ul>
<p><b>Activities with Milestones</b></p> <p>1.1 Advance contracting completed by December 2009.</p> <p>1.2 Supervision consulting services commence by January 2009</p> <p>2.1 Civil works completed by December 2012</p> <p>2.2. Project road fully operational by December 2013</p>			<p><b>Inputs</b></p> <ul style="list-style-type: none"> <li>• ADB Loan \$27.5 million</li> <li>• ADB Grant \$22.5 million</li> <li>• Government \$12.5 million</li> </ul> <p><b>Total \$62.5 million</b></p>

ADB = Asian Development Bank, km = kilometer, MOTC = Ministry of Transport and Communications, PRC = People's Republic of China.