



Revised Design and Monitoring Framework

Project Number: 39676
August 2010

KGZ: CAREC Regional Road Corridor Improvement Project

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

REVISED 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 cooperation among the Kyrgyz Republic, People's Republic of China (PRC), Tajikistan, and other Central Asian countries</p>	<p>Tajikistan-Kyrgyz Republic trade increases from 27,236 tons in 2006 to 250,000 tons in 2015</p> <p>Tajikistan-PRC trade increases from 14,260 tons in 2006 to 1,000,000 tons in 2015 (the PRC's share of Tajikistan's total imports increases from 11% to 20%)</p> <p>PRC-Afghanistan trade increases from 0 tons in 2006 to 500,000 tons in 2015 (the PRC's share of Afghanistan's total trade increases from 0% to 10%)</p>	<p>Economic and social statistics produced by the National Statistics Committee</p> <p>Statistics from international organizations</p>	<p>Assumptions Political stability and strong macroeconomic performance in the Kyrgyz Republic and Tajikistan</p> <p>Continued commitment of Kyrgyz Republic, PRC, and Tajikistan governments to regional cooperation</p> <p>Continued external assistance to the road subsector in the Kyrgyz Republic and Tajikistan</p>
<p>Outcome Improved access to markets and social services</p>	<p>Daily international freight traffic on the project road increases from about 10 trucks in 2006 to 120 trucks in 2015</p> <p>Domestic traffic on the project road increases from 250 AADT in 2006 to 750 AADT in 2015</p> <p>Traffic accidents on the Corridor reduces from 14 accidents per 250 AADT in 2006 to 14 per 750 AADT in 2015</p> <p>Travel time between Sary Tash and Karamik reduced from 4 hours in 2009 to 2.5 hours by end-2012</p> <p>Number of children in the project area attending secondary school increases from 95% in 2007 to 99% in 2015</p> <p>Agricultural, horticultural, and livestock production in the project area increases from 100,000 tons in 2006 to 160,000 tons in 2015</p>	<p>Economic and social statistics produced by the National Statistics Committee</p> <p>ADB project completion report</p> <p>MOTC surveys and project performance management system</p>	<p>Assumptions Ongoing improvements of parts of the Corridor implemented as planned; Corridor adequately maintained, and border control processing improved</p> <p>Continued commitment of the governments of the Kyrgyz Republic and Tajikistan to complete improvement of connecting regional road corridors</p> <p>No deterioration in the availability and quality of secondary education in the project area</p> <p>No deterioration in the availability and quality of health care in the project area</p> <p>Risk Forecast of internationally generated traffic may not materialize if above assumptions do not prove true.</p>

Design Summary	Performance Targets/Indicators	Data Sources/Reporting Mechanisms	Assumptions and Risks
<p>Outputs</p> <p>1. Nimich (Tajikistan) to Sary Tash (Kyrgyz Republic) road corridor improved</p> <p>2. Nimich to Sary Tash road corridor properly maintained and receives adequate financing</p> <p>3. Border infrastructure at Kyrgyz–Tajik and Kyrgyz–PRC borders improved</p> <p>4. Cross-border agreement among Kyrgyz Republic, PRC, and Tajikistan</p>	<p>263 kilometers of main regional corridor, including 24 bridges, improved by 2010</p> <p>136 km section with two-layer asphalt concrete pavement (under supplementary financing)</p> <p>Pilot cases of outsourcing road maintenance for Kyrgyz Republic introduced, with 5 contracts awarded to private sector during 2008–2013</p> <p>Pilot cases of outsourcing road maintenance for Tajikistan introduced, with 5 contracts awarded to private sector during 2008–2013</p> <p>Border infrastructure improved and adequate procedures in place by end-2010</p> <p>Cross-border agreement signed and effective by end-2012</p>	<p>ADB project completion report</p>	<p>Assumptions</p> <p>Timely provision of counterpart funding and compliance with road maintenance financing covenants</p> <p>Support from local governments and communities</p> <p>Risk</p> <p>Material prices escalate and work interrupted due to force majeure events</p>
<p>Activities with Milestones</p> <p>Tajikistan Component:</p> <p>1.1 Advance procurement initiated by November 2007</p> <p>1.2 Project supervision consultants recruited by April 2008</p> <p>1.3 Civil works contracts for road improvements awarded by August 2008</p> <p>1.4 Twenty-seven households compensated for resettlement effects in Tajikistan by November 2008</p> <p>1.5 Road improvement works started by November 2008 and completed by end-2010</p> <p>2.1 Performance-based road maintenance contracts awarded by December 2008 and completed by March 2013</p> <p>2.2 Consulting services for supporting Tajik Ministry of Transport and Communications in outsourcing road maintenance and capacity development recruited by June 2008 and work completed by December 2010</p> <p>3.1 Civil works contract for border infrastructure awarded by July 2009</p> <p>3.2 Border infrastructure improvement works started by September 2009 and completed by end-2010</p>			<p>Inputs</p> <p>Tajikistan Component:</p> <ul style="list-style-type: none"> • ADB: \$53.4 million • Government: \$23.1 million <p>Total: \$76.5 million</p>

<p>Activities with Milestones Kyrgyz Republic Component: 1.1 Advance procurement initiated by November 2007 1.2 Project supervision consultants recruited by December 2008 1.3 Construction supervision contract terms agreed and extended before 31 October 2010 (under the supplementary financing) (responsibility: MOTC) 1.4 Civil works contracts for road improvement awarded by December 2008 1.5 Additional civil works procured and contract variation or agreement signed by 31 October 2010 (under the supplementary financing) (responsibility: MOTC) 1.6 Road improvement works started by November 2008 and completed by end-2010. 1.7 MOTC will take over the completed road works from the contractor by 1 November 2012 2.1 Performance-based road maintenance contracts awarded by December 2008 and completed by March 2013 2.2 Consulting services for supporting Kyrgyz Ministry of Transport and Communications in outsourcing road maintenance and capacity development recruited by end-2007 and completed by March 2013 3.1 Civil works contract for border infrastructure awarded by July 2009 3.2 Border infrastructure improvement works started by May 2009 and completed by end-2010</p> <p>Cross-border Agreement 4.1 Cross Border Agreement signed by end-2010</p>	<p>Inputs Kyrgyz Republic Component:</p> <ul style="list-style-type: none"> • ADB: \$48.6 million \$25.6 million (approved project) \$23.0 million (supplementary) • Government: \$22.9 million \$13.9 million (approved project) \$9.0 million (supplementary) <p>Total: \$71.5 million</p>
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AADT = annual average daily traffic, ADB = Asian Development Bank, km = kilometer, MOTC = Ministry of Transport and Communication, PRC = People's Republic of China.

Note: The changes in outcome, outputs, and activities are in bold.

Source: Asian Development Bank.