



Draft Design and Monitoring Framework

Project Number: 39581
March 2006

SOL: Road Improvement (Sector) 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

DESIGN AND MONITORING FRAMEWORK

Design Summary	Performance Targets/Indicators	Data Sources / Reporting Mechanisms	Assumptions and Risks
<p>Impact Economic growth and poverty reduction</p>	<ul style="list-style-type: none"> • Annual gross domestic product (GDP) growth rate of 5% by 2011 • A 10% increase in job opportunities in the project area over xx years • A 10% increase in income in the project area over 3 years 	<ul style="list-style-type: none"> • Donors' country reports • Socioeconomic monitoring reports • Household income and expenditure survey 	<p>Assumptions</p> <ul style="list-style-type: none"> • Sufficient political stability • Continued donor financial and institutional support • Sound management of financial resources • Sufficient incentives exist for rural agriculture to expand in response to improved transport. <p>Risk</p> <ul style="list-style-type: none"> • Decline in commodity prices or access to international markets
<p>Outcome Improved road transport for economic and social activities</p>	<ul style="list-style-type: none"> • A reduction of vehicle operating cost by 20% after project completion • A 10% increase in school enrolment by 2011 • A 10% increase in visits to health facilities in the corridors of influence by 2011 • Increased range and frequency of transport services 	<ul style="list-style-type: none"> • Sample surveys of vehicle operators/owners • Socioeconomic monitoring report • Road condition surveys 	<p>Assumptions</p> <ul style="list-style-type: none"> • Increased availability of transport services • Vehicle operating cost savings are passed on to public, making transport services affordable • Vehicle owners respond by improving range and frequency of services • Maintenance arrangements are continued and expanded. <p>Risk</p> <ul style="list-style-type: none"> • Maintenance budgets are reduced or expended inappropriately
<p>Outputs</p> <ol style="list-style-type: none"> 1. 100 km of provincial and secondary roads and bridges rehabilitated 2. Procedures established and tested for maintenance of provincial and secondary roads using LBES methods 3. Sound and sustainable road maintenance policies and practices established 	<ul style="list-style-type: none"> • 1. Reduced roughness on 100 kilometers (km) of roads by end 2011 • 40 bridges repaired to good condition • 2.1. Maintenance systems implemented and tested by end 2011 • 3.1. Road maintenance policies established • 3.2. Maintenance training provided 	<ul style="list-style-type: none"> • Road condition survey • Project progress and supervision, and completion reports • Road maintenance reports • Field surveys 	<p>Assumptions</p> <ul style="list-style-type: none"> • No interruptions from force majeure • Preservation of the Project Management Unit (PMU) • PMU staffed with qualified people <p>Risks</p> <ul style="list-style-type: none"> • High staff turnover in PMU • Possibly low labor availability, especially for women, on a seasonal basis

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<p>4. Enhanced maintenance arrangements with improved participation of communities and women in road maintenance</p> <p>5. Improved Ministry of Infrastructure and Development capabilities for project appraisal, management, supervision and monitoring</p>	<ul style="list-style-type: none"> • 3.3. Bidding and contracting system to engage private sector contractors institutionalized; • 3.4 Engagement of local contractors • 4.1. Maintenance contracts concluded with communities in the project area • 4.2. Contractors are encouraged to employ women in wage labor • 5.1. Project implementation and completion as scheduled • 5.2. Quality project progress reports and completion report 		<ul style="list-style-type: none"> • Local contractor personnel and equipment capacity is not sufficient
<p>Activities with Milestones</p> <p>1.1 Rehabilitation of 200 km of roads to fair conditions by the end of year 2011 2.1 LBES maintenance systems fully integrated in MID procedures by the end of 2011 3.1 International and domestic consulting services for engineering design, project management, construction supervision, road maintenance training and supervision, and socioeconomic impact monitoring engaged by June 2006</p>			<p>Inputs</p> <ul style="list-style-type: none"> • Asian Development Bank: \$0.35 million grant funded by Asian Development Fund • Cofinancing: \$5.75 million grant funded by Australia • Cofinancing: \$9.75 million grant funded by New Zealand • Government: \$0.6 million • Beneficiaries: Government, private sector, villagers, vehicle operators/owners (what?)