



Draft Design and Monitoring Framework

Project Number: 38236-02
July 2009

TAJ: Proposed Supplementary Asian Development Fund Grant Dushanbe–Kyrgyz Border Road Rehabilitation Project (Phase II)

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 An integrated and efficient regional road transport and trade link</p>	<p>By 2015, Trade between Tajikistan and the Kyrgyz Republic increased to 250,000 tons from 27,236 tons in 2006</p> <p>Trade between Tajikistan and the PRC increased to 1 million tons from 14,260 tons in 2006</p> <p>Trade between the PRC and Afghanistan increased to 500,000 tons from 0 tons in 2006</p>	<p>Regional and national economic and transport statistics</p> <p>Statistics from international organizations</p>	<p>Assumptions Political stability and continued economic growth in Tajikistan</p> <p>Central Asian regional governments' commitment to regional cooperation</p> <p>Continued external assistance to Tajikistan's road subsector</p> <p>Risks Accumulated external debt in Tajikistan</p> <p>Shifts in government priorities caused by noneconomic pressures</p>
<p>Outcome Original project outcome reinforced; improved access to markets and social services</p>	<p>By 2015, Daily international freight traffic on the project corridor increased to 177 trucks (baseline: 10 trucks in 2006)</p> <p>Domestic traffic on the project corridor increased to 750 AADT (baseline: 250 AADT in 2006)</p> <p>Traffic accidents on the project corridor reduced to 14 accidents per 750 AADT (baseline: 14 accidents per 250 AADT in 2006)</p> <p>Travel time between Dushanbe and the Kyrgyz Republic–PRC border reduced to 8 hours (baseline: 13 hours in 2007)</p>	<p>National economic and social statistics</p> <p>MOTC surveys and statistics</p> <p>Project progress reports</p> <p>ADB review missions</p>	<p>Assumptions Adequate stakeholder consultation and support</p> <p>Government's commitment to the Project</p> <p>Adequate maintenance of the project corridor</p> <p>Risk Lack of funding for maintaining the project corridor</p>

Design Summary	Performance Targets/Indicators	Data Sources/Reporting Mechanisms	Assumptions and Risks
<p>Outputs</p> <p>1. Rehabilitation of 127 km of the project corridor</p> <p>2. Improvement of 7 km of the emergency bypass road</p>	<p>By December 2011, Ancillary activities:</p> <p>(i) 77 km of the section from Nurobad to Nimich (km 140–km 217) rehabilitated</p> <p>(ii) 9 km of the border road at Karamik (km 337–km 346) upgraded</p> <p>New road sections:</p> <p>(i) 41 km of the road section from Obigarm to Nurobad (km 95–km 140) upgraded</p> <p>(ii) 7 km of emergency bypass road (km 110–km 112) improved</p>	<p>Project benefit monitoring surveys and reports</p> <p>Consultant's final report</p> <p>ADB review missions</p>	<p>Assumptions</p> <p>No impact from other developments in the nearby project area</p> <p>Timely completion of the original Project and its deliverables</p> <p>Compliance with covenants</p> <p>Support from local governments and communities</p> <p>Risk</p> <p>Timely provision of counterpart funding</p>
<p>Activities with Milestones</p> <p>1.1 Advance contracting initiated by June 2009</p> <p>1.2 Supervision consultants engaged by July 2009</p> <p>1.3 Civil works contracts awarded by September 2009</p> <p>1.4 Civil works completed by December 2011</p>			<p>Inputs</p> <p>ADB: \$20 million (grant)</p> <p>Government: \$5 million</p> <p>Total: \$25 million</p>

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