



Draft Design and Monitoring Framework

Project Number: 39669
November 2007

Uzbekistan: CAREC Regional Road 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</p> <p>Sustainable economic development and increased domestic and international trade growth</p>	<p>By 2018:</p> <ul style="list-style-type: none"> • Increased transport sector share of gross domestic product from about \$900 million (2005 estimate) to \$1.8 billion • Increased external trade with Kazakhstan from about \$700 million (2006) to \$1.5 billion • Increased local trade in the project areas reflected by increased the number of domestic trucks from 1,000 trucks (2007) to 2,000 trucks 	<ul style="list-style-type: none"> • National socioeconomic statistics from Central Statistics Office • Regular classified traffic count 	<p>Assumption</p> <ul style="list-style-type: none"> • Government sustains policies conducive to economic growth and remains committed to enhanced policy reform and regional integration
<p>Outcome</p> <p>Improved regional connectivity and an adequate, efficient, and sustainable road network in Uzbekistan</p>	<p>By 2013:</p> <ul style="list-style-type: none"> • Increased total traffic volume of A-380 in Republic of Karakalpakstan from 360 vpd in 2007 to 800 vpd and in Khorezm from 1,900 vpd to 3,600 vpd • Increased number of cross-border trucks on A-380 (Daudata Custom Post) from 10 trucks/day (2007) to 17 trucks/day • Accident rate reduced by 10% on A-380 highway from 50 accidents per year (2007 estimate) • Recommendations for improving road sustainability implemented with road maintenance budget increased from 20% to 30% of the total budget • Road financing plan prepared by the newly developed system 	<ul style="list-style-type: none"> • National, provincial, and district socioeconomic statistics from Central Statistics Office • ADB's project completion report and project performance evaluation report • Periodic classified traffic counts and accident data system • Freight Forwarder Association statistics • Government resolution • Road Fund annual budget • ADB's project performance evaluation report • ADB's project performance evaluation report 	<p>Assumptions</p> <ul style="list-style-type: none"> • Increased availability and quality of transport services following improvement of the project road • Improved cross-border facilities and procedures at the border point between Uzbekistan and Kazakhstan • The Road Fund continues constructing remaining sections of the A-380 as scheduled at the same quality as the Project <p>Risk</p> <ul style="list-style-type: none"> • Inadequate financial resources for road maintenance <p>Assumption</p> <ul style="list-style-type: none"> • Government commitment to further reform the road sector and adopt good governance and cost recovery principles

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	<ul style="list-style-type: none"> REPC's financial performance maintained at 80:20 debt-equity ratio and 80% operating ratio 	<ul style="list-style-type: none"> Financial statement ADB's project performance evaluation report 	
<p>Outputs</p> <p>1. Reconstructed road sections of A-380 between Guzar and Dautata border</p> <p>2. Comprehensive road sector planning and management system introduced at the Road Fund office</p> <p>3. REPC operational</p>	<p>By 2011:</p> <ul style="list-style-type: none"> 131 km road reconstructed on time, within budget, and meeting technical specifications Pavement international roughness index of less than 3 m/km Road sustainability strategy is prepared Computerized road sector planning and management system installed Database system developed and tested. Database manual developed The system tested 30 Road Fund staff trained Long-term system improvement program developed Guidance for development of the road equipment company prepared Business plan prepared About 300 units of road equipment purchased 20 staff trained 	<ul style="list-style-type: none"> Consultants' progress reports ADB review missions 	<p>Assumption</p> <ul style="list-style-type: none"> Timely provision of counterpart resources and support for the Project <p>Risk</p> <ul style="list-style-type: none"> Road Fund is not familiar with externally funded projects <p>Assumption</p> <ul style="list-style-type: none"> Government is committed to further reform the road sector Road Fund is committed to improving its planning capacity <p>Risk</p> <ul style="list-style-type: none"> Government's willingness to move toward privatization of REPC
<p>Activities with Key Milestones</p> <p>1.0 Road Development Component</p> <p>1.1 Recruitment of procurement specialist by end of November 2007</p> <p>1.2 Recruitment of project management and construction supervision by September 2008</p> <p>1.3 Award civil works contracts by October 2008 (first package under the Project)</p> <p>1.4 Completion of civil works by December 2011</p> <p>2.0 Road Sustainability Enhancement Component</p> <p>2.1 Recruitment of consultants for road sector planning and management system by March 2009</p> <p>2.2 Consulting services for Road Sector Planning and Management System completed by December 2011</p> <p>2.3 REPC set up by the Government by end of June 2008</p>			<p>Inputs</p> <p>1. ADB loan of \$75.3 million (OCR)</p> <p>2. Government counterpart budget of \$98.2 million</p>

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2.4 Recruit consultants for development of REPC by March 2008			
2.5 Procurement of equipment by December 2009			

ADB = Asian Development Bank, km = kilometer, OCR = ordinary capital resources, REPC = road equipment pool company, vpd = vehicles per day.