

Table A3.1: Methodology and Distribution of Tasks

	PROJECT LEVEL			SECTOR LEVEL		
	ADB MISSION LEADER/ NATIONAL OFFICER	INTERNATIONAL TRANSPORT ECONOMIST	LOCAL CONSULTANTS	ADB MISSION LEADER/ NATIONAL OFFICER	INTERNATIONAL TRANSPORT ECONOMIST	LOCAL CONSULTANTS
REPORT WRITING	ML to take lead in writing the main report using inputs provided by the rest of the team.	Provide inputs in the form of appendix for economic analysis and corresponding sections in the main text.	Socio-economic and technical analysis to be provided in the appendices.	ML to take lead in writing the report.	Key inputs relating to the themes mentioned below.	
ANALYSIS	NO to work closely with International Transport Economist to ensure uptake of the economic model and analysis.	Development of economic model and analyzing the results. This model will be developed using the traffic data provided by the local consultants.	Analysis of traffic data, socio-economic data and technical data.	Assessment of ADB performance, sector positioning, harmonization and final sector ratings. NO to analyze perceptions data collected during the mission.	Analysis of CSP/COS relevance, draft transport strategy, sector issues, resources allocation, actual assistance program, likely sustainability, inputs for rating, lessons from the past experience and future challenges and opportunities.	
DATA COLLECTION	ML will carry out field visit to Loan 1364 and Loan 1700 sites. Also visit the ongoing project loan 2087. Carry out random interviews in the project area.	Review of project documents.	The local consultants will carry out the transport surveys, socio-economic survey and technical survey.	ML to discuss with Government officials and obtain their perceptions of ADB's strategy and assistance. NO to provide support to International	Discuss the latest draft of the transport sector strategy with ADB staff in Manila. Obtain views on this strategy and ADB's past CSP/COS.	The local consultants will collect data relating to the transport sector in Mongolia, macro-economy, regional development, institutional issues, PSP and maintenance of

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				Transport Economist in obtaining views of ADB staff.		roads.

Table A3.2: Evaluation Framework

Evaluation Criteria	Areas of Evaluation/ Subcriteria	Major Indicators and Areas of Consideration	Sources of Information	Data Collection Methods
PROJECT LEVEL EVALUATION				
Relevance	<p>Was the project preparation sufficiently robust?</p> <p>Was the project consistent with the government's development strategy and ADB's CSP/COS?</p> <p>Was there adequate ownership from stakeholders?</p> <p>Was the project design robust?</p> <p>Was there adequate harmonization with other development partners?</p>	<p>Extent of sector analysis carried out at appraisal; Consideration given to constraints; Soundness of the contribution of the PPTA;</p> <p>Appropriateness of the project outcomes and outputs; Consistency of the project outcomes and impacts at the time of approval and at evaluation;</p> <p>Responsiveness of central and local government;</p> <p>Clarity of expected results; Appropriateness of implementation arrangements;</p> <p>Level of dialogue carried out at appraisal and during implementation.</p>	<p>MRM, SRC and Board meeting minutes; RRP and other project documents; BTORs;</p> <p>National development plans;</p> <p>Discussions with ADB officials and other development partners.</p>	Desk review combined with discussions during mission to Mongolia
Likely Efficacy	Have the desired outcomes been achieved?	<p>Degree of achievement of the project purpose as stated in the RRP.</p> <p>Benefits or otherwise of the change in the change in scope of the project</p>	<p>Socioeconomic survey in the project area</p> <p>Secondary data from government sources and other development partners</p>	Sample surveys Discussions with stakeholders

Evaluation Criteria	Areas of Evaluation/ Subcriteria	Major Indicators and Areas of Consideration	Sources of Information	Data Collection Methods
Process efficiency	How well did the project use the available resources to achieve the outcomes?	Reevaluation of the EIRR Have the economic benefits been achieved at least cost?	Traffic count and origin-destination surveys Analysis of sector best practice standards i.e. cost of construction per km	24 hour, 7-day traffic count, and driver interviews Discussions with government officials
Sustainability	What is the likelihood that the project outputs will sustain?	Adequate deployment of resources for road maintenance The financial viability of the operating entity – Department of Roads/MRTT Presence of appropriate policy and regulatory structure for continued funding of O&M Level of Government ownership and commitment to the project.	Funds allocation by the Government Financial data from MRTT Discussions with the government officials, ADB staff and development partners	Discussions with the government officials, ADB staff and development partners
SECTOR LEVEL EVALUATION				
Bottom-Up				
Relevance	<ol style="list-style-type: none"> 1. Were ADB's strategies relevant in terms of evolving circumstances in Mongolia? 2. Did the transport sector strategy in the CSPs change with these circumstances? 3. Did ADB's interventions support essential sector policy and institutional reforms? 	<ul style="list-style-type: none"> • Economic reform milestones • Macroeconomic assessment of policies and financial management related to the sector. • Changes in ADB's strategy. • Development trends and key indicators critical to the transport sector. 	<ul style="list-style-type: none"> • Economic sector reports • Country economic reports • CSP • Government reports • Thematic reports • Key stakeholders 	<p>Applicable to all areas for evaluation under relevance</p> <ul style="list-style-type: none"> • Desk review of relevant documents. • Interviews with ADB staff. • Key informant interviews with government officials and key stakeholders. • Focus group discussions. <p>Key stakeholders include people impacted by the selected projects (Loan 1364), contractors, and transport operators.</p>

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	4. Did ADB's strategies respond to the transport needs as perceived by the Government, as well as by other development partners?	<ul style="list-style-type: none"> • Transport sector priorities – Government and ADB. • ADB's institutional development initiatives. • Consistency with stakeholders' objectives. • Appropriateness of TAs. 	<ul style="list-style-type: none"> • As mentioned above 	
	5. Harmonization with other development partners	<ul style="list-style-type: none"> • Coordination of activities and strategies of other development partners • Appropriate project/program designs 	<ul style="list-style-type: none"> • ADB reports including RRP, CSPs, CSPUs • Development partners and government 	<ul style="list-style-type: none"> • Discussions with development partners and government staff.
Effectiveness	What is the likelihood that ADB's project designs will achieve the intended outcomes, in light of the perceived efficacy of the projects/ programs?	<ul style="list-style-type: none"> • Fulfillment of stated objectives for completed projects and subprojects. • Feasibility of achievement of objectives, based on current progress. 	<ul style="list-style-type: none"> • ADB status reports, BTORs, and other such reports • Key stakeholders 	<ul style="list-style-type: none"> • Desk review of relevant documents • Rapid technical assessment of completed project sites (loan 1364 and loan 1700) • OEM and field observations. • Key informant interviews with government staff, observers, development partners and other stakeholders.
Efficiency	Were/are ADB's operations in the transport sector efficient in terms of: (i) effectively working with the government in implementing the projects; and (ii) ensuring procurement processes have been carried out efficiently.	<ul style="list-style-type: none"> • Economic analyses of completed project (Loan 1364). • Timeliness and adequacy of counterpart funding. • Cost effectiveness in generating outputs. • Procurement and implementation issues. 	<ul style="list-style-type: none"> • PCR and PPARs • Government agencies 	<ul style="list-style-type: none"> • Desk review of relevant documents • OEM and field observations

Evaluation Criteria	Areas of Evaluation/ Subcriteria	Major Indicators and Areas of Consideration	Sources of Information	Data Collection Methods
Sustainability	What is the likelihood that the planned outputs will sustain?	<ul style="list-style-type: none"> • Institutional capacity in terms of adequate availability of funding and resources • Financial viability of operating entities • Government ownership and commitment to programs and projects. 	<ul style="list-style-type: none"> • Data from Government, ADB, and development partners • Progress reports • IR reports 	<ul style="list-style-type: none"> • Discussions with Government
Top Down Assessment				
Country positioning	<p>Did ADB exploit the most strategic opportunities effectively?</p> <p>Was ADB's engagement with the Government responsive in terms of timing and scope?</p> <p>Did ADB demonstrate adequate flexibility of lending and nonlending services?</p> <p>Was ADB able to forge productive relationships with other development partners within the wider framework for development cooperation in Mongolia?</p>	<p>Evolution of Mongolia development plans</p> <p>Evolution of ADB's strategies and assistance</p>	<p>Data on evolving needs within the transport sector</p> <p>Validation of the findings of RRP and PCR reports</p>	<p>Desk review of relevant documents</p> <p>Discussions with ADB staff and government officials</p>

Evaluation Criteria	Areas of Evaluation/ Subcriteria	Major Indicators and Areas of Consideration	Sources of Information	Data Collection Methods
Contribution to development results	How did ADB's transport sector initiatives contribute to achievement of development results?	<ul style="list-style-type: none"> • Socioeconomic areas of contribution to development results 	<ul style="list-style-type: none"> • Socioeconomic survey in select project locations 	<ul style="list-style-type: none"> • Survey
ADB performance	Has ADB been effective in discharging its responsibilities as a development partner?	<ul style="list-style-type: none"> • Sensitivity and responsiveness to client needs • Meeting capacity building objectives of client • Consistency with ADB's transport sector strategy 	<ul style="list-style-type: none"> • Feedback from Government and development partners • Data on evolving capacity and resources within the Government 	<ul style="list-style-type: none"> • Discussions with Government and ADB staff

Source: Operations Evaluation Department.