

EVALUATION FRAMEWORKS

Table A3.1: Project Evaluation Framework

Evaluation Criteria	Areas of Evaluation/ Subcriteria	Major Indicators and Areas of Consideration	Sources of Information	Data Collection Methods
Relevance	<p>What is the extent to which the Project responded to the development needs of the countries?</p> <p>Were the Project's intentions and objectives consistent with the MDB's mandates?</p> <p>Was the Project compliant with the country strategies and sector policies of the MDBs in the two countries?</p> <p>Was there adequate harmonization among the development partners – ADB, EBRD, and TRACECA?</p>	<p>Appropriateness of the project outputs and outcomes;</p> <p>Consistency of the project outcomes and impacts at the time of project appraisal and at evaluation;</p> <p>Consistency of the project outcomes and impacts at the time of project appraisal and at evaluation;</p> <p>Clarity of expected results; Appropriateness of implementation arrangements; Level of dialogue carried out at appraisal and during implementation.</p>	<p>MRM, SRC and Board meeting minutes; RRP and other project documents; BTORs; National Development plans; Discussion with ADB officials and other development partners</p>	<p>Desk review combined with discussion during the mission</p>
Effectiveness	<p>Have the desired outcomes been achieved?</p> <p>Did the Project improve the transport efficiency and road safety?</p> <p>What is the extent to which the Project met the (physical and nonphysical,</p>	<p>Degree of achievement of project purpose as stated in RRP</p> <p>Change in the time and cost of travel on the road. Change in the number of accidents.</p> <p>Level of change seen in the implementation capacity of the government ministries</p>	<p>Socioeconomic survey in the project area</p> <p>Secondary data from the government and other development partners</p> <p>BTORs</p>	<p>Sample surveys</p> <p>Discussions with stakeholders</p>

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	<p>including institutional building) appraisal expectations;</p> <p>Did the project implementation process adhere to the rules and regulations of the MDBs and other bodies as warranted?</p>	<p>Quality and speed of responsiveness of the implementation unit to issues</p>		
Efficiency	<p>How well the Project use staff and financial resources to generate optimal value for money?</p> <p>Were the correct synergies created by the cofinancing/ parallel financing?</p> <p>Did the achievements justify the resources used?</p>	<p>Reevaluation of the economic internal rate of return (EIRR) at the project level and at the country level</p> <p>Analysis of synergies created</p> <p>Analysis of staff deployed</p>	<p>Measurement of traffic and analysis of vehicle operating costs savings at local, cross border and subregional levels</p> <p>Analysis of sector best practice standards, i.e., cost of construction per km</p>	<p>Traffic count and origin-destination surveys</p> <p>Secondary data from the Government and other development partners</p>
Sustainability	<p>What is the likelihood that the impacts and outcomes generated by the Project will sustain after project completion?</p>	<p>Adequate deployment of resources for road maintenance; Financial viability of the operating entities; Appropriate policy dialogue and regulatory structure for continued funding of the maintenance; Level of ownership and commitment demonstrated by the Governments</p>	<p>Funds allocation by the Government; Financial data from the transport ministries;</p>	<p>Discussions with Government officials, ADB/EBRD staff, and other development partners.</p>
Impact	<p>What is the extent to which the Project generated poverty reduction and transition impact in terms</p>	<p>Changes attributable to the Project</p> <p>Distribution analysis</p>	<p>Socioeconomic survey</p> <p>Secondary data from the Government and other development</p>	<p>Sample survey along the project road</p> <p>Discussions with the Government and development</p>

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	of institutional impact, sector impact, socioeconomic impact, environmental and social safeguards compliance and contribution to regional cooperation and integration.		partners	partners

Table A3.2: Evaluation Questions for Assessing the Subregional Impact of the Almaty-Bishkek Road

Questions	Methodology	Data Requirements and Sources
Q1: Is the road project as economically justifiable now when considering real past and current information on traffic and VOC savings?	<ul style="list-style-type: none"> • With new VOC and traffic data, reestimated EIRR, and NPV • Adjust economic prices to reflect reality 	<ul style="list-style-type: none"> • Traffic count and origin-destination surveys • Collect new VOC (mini survey at major centers and secondary data) • Collect for typical traded commodities time series of market prices (major centers); farm gate prices; and transport costs (interviews, secondary data)
Q2: How do the total economic benefits (including external benefits) for 2007 compare with anticipated benefits?	<ul style="list-style-type: none"> • Get 2007 project net economic benefits from appraisal and PCR • Recalculate for 2007 project net economic benefits • Attempt to quantify external benefits by looking at price changes and/or changes in value added production 	<ul style="list-style-type: none"> • Data from appraisal reports • Data from PCR reports • Market surveys at border and along project road communities and interviews at selected industrial centers
Q3: Who are the beneficiaries of the net economic benefits (for the total project and for 2007)?	<ul style="list-style-type: none"> • From results of Q1, distribute the NPV of net economic benefits according to categories of beneficiaries (road users including transporters/passengers, government, producers, and consumers) • Calculate net economic benefits for 2007 	<ul style="list-style-type: none"> • Q1 and Q2 results • Secondary data
Q4: What economic impacts beside the external benefits included in the economic analysis, could be attributed to the road project?	<ul style="list-style-type: none"> • This could be a qualitative and quantitative assessment • Inventory of new industries with estimates of their value added located along the road and at border crossings 	<ul style="list-style-type: none"> • Secondary data on production value along project roads (time series) • Selected interviews with firms recently located along road projects
Q5: What are the social and poverty reduction impacts (border communities and whole country)?	<ul style="list-style-type: none"> • This could also be a qualitative and quantitative assessment • Income per capita before and after for border communities 	<ul style="list-style-type: none"> • Q1 results • Secondary data on border communities income per capita (time series) • Selected interview with stakeholders in social domain
Q6: What has been the cost reduction for road users crossing the border?	<ul style="list-style-type: none"> • Measure the true cost (official and unofficial payments) on average for road users (car owners and truck operators) before and after 	<ul style="list-style-type: none"> • Information could be obtained from perception survey to be conducted at border crossings • Also from freight forwarder surveys
Q7: What has been the time reduction for road users crossing the border?	<ul style="list-style-type: none"> • Measure the true average (range or standard deviation) time required by road users (car owners and truck operators) to cross borders, before and after project 	<ul style="list-style-type: none"> • Information could be obtained from perception survey to be conducted at border crossings

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		<ul style="list-style-type: none"> Also from freight forwarder surveys
Q8: What has been the increase in border crossing activities?	<ul style="list-style-type: none"> Show the change in volume of activities at borders, before and after project: <ul style="list-style-type: none"> Traffic separated by country of origin and vehicle categories with identification of transit traffic Freight volume (tons), both directions, in total and for selected major commodities Record changes-if any- in trade composition Container traffic Passenger traffic Border trade recorded in value Identification of border community trading 	<ul style="list-style-type: none"> Get time series (2000 to 2007 or at least 2 points before and after) of custom data and immigration records. This data will be requested from Custom Departments and Immigration Department Custom data to be validated by consultant surveys conducted at border crossings
Q9: What is the reduction in total trade cost and trading time for exports and imports along the road corridor?	<ul style="list-style-type: none"> Objective is to estimate the total trade costs (transport and non transport related) and time on the major route comparing the before and after situation 	<ul style="list-style-type: none"> Freight forwarders survey Secondary data from ADB, World Bank, and other published sources
Q10: What is the impact on GDP growth of investments in road projects?	<ul style="list-style-type: none"> This is a macro impact (country level); impact is calculated by using GDP road investment elasticity applicable to each particular country 	<ul style="list-style-type: none"> GDP transport elasticity will be arrived at based on a review of existing literature
Q11: What is the overall trade impact of the transport investments?	<ul style="list-style-type: none"> This is another macro impact (country level); impact is calculated using trade/transport elasticity 	<ul style="list-style-type: none"> Like the above, trade/transport elasticity will come from a review of existing literature
Q12 (see Q3) How can project net economic benefits and impacts be separated among countries and the subregion as a whole, i.e., what is the differential impact among the participating countries?	<ul style="list-style-type: none"> The idea here is to find whether the regional economic benefit of a road project is greater than the sum of country benefits when each country pursues its road strategy separately in isolation The same reasoning applies when considering the whole transport sector It involves getting a "perception" measure of what would have happened without ADB/EBRD assistance 	<ul style="list-style-type: none"> Economic model using elasticity values from existing literature and results of traffic survey Perception survey of government officials and road users

ADB = Asian Development Bank, EBRD = European Bank for Reconstruction and Development, EIRR = economic internal rate of return, GDP = gross domestic product, NPV = net present value, PCR = project completion report, VOC = vehicle operating cost.