

TECHNICAL ASSISTANCE COMPLETION REPORT

Division : CWID

TA No., Country and Name (TA 4294-TAJ: Strengthening Implementation of Road Maintenance)			Amount Approved: \$600,000		
			Revised Amount: \$600,000		
Executing Agency Ministry of Transport and Communications (MOTC)		Source of Funding TASF	Amount Undisbursed: \$5,368.06	Amount Utilized: \$594,631.94	
TA Approval Date: 18 Dec. 2003	TA Signing Date: 4 May 2004	Fielding of First Consultant(s): 14 May 2006	TA Completion Date Original: 31 Mar. 2007 Actual: 25 Jan. 2008		
			Account Closing Date Original: 31 Mar. 2007 Actual: 20 Jun. 2008		
Description					
<p>The TA was approved together with Loan 2062-TAJ: Dushanbe – Kyrgyz Border Road Rehabilitation Project (Phase I). The scope of the loan included improvement of 140 km of the Dushanbe – Nurobod road together with improvement of 77 km rural roads in the project area, equipment for road maintenance, and associated consulting services for construction supervision, as well as institutional support to MOTC for strengthening road maintenance and financing.</p>					
Expected Impact, Outcome and Outputs					
<p>The TA's impact and outcome was to facilitate improvement of road maintenance and financing and thus sustainability of investments in the road sector. Its outputs included developing (i) a strategy and system of maintenance for national and secondary roads, (ii) modify the maintenance manual for national roads, prepare a maintenance manual for secondary roads, (iii) provide training, and conduct pilot projects for maintenance of secondary roads.</p>					
Delivery of Inputs and Conduct of Activities					
<p>The TA, as formulated in 2000, was adequate to support ongoing efforts in Tajikistan to improve road sector performance and mobilize sustainable level of financing for road maintenance. The TA's Terms of Reference (TOR) at appraisal included (i) status review, (ii) modification of the manual for maintenance of national roads, (iii) preparation of a manual for maintenance of secondary roads, (iv) strategy and program development, (v) training of road maintenance personnel, and (vi) implementing pilot projects for maintenance of rural roads. This required 20 person-months of international and 60 person-months of domestic consulting services input over 24 months.</p>					
<p>ADB, in parallel to the implementation of the TA, approved JFPR 9078-TAJ: Community-Based Road Maintenance Project, which is ongoing and will be completed by end-2009. Therefore, to avoid duplication of activities, the TOR under the TA was revised to focus on the national road network in Tajikistan in terms of its immediate maintenance needs and establishing priorities for planned maintenance strategy as a matter of high priority task. This has been agreed with the Government of Tajikistan and subsequent changes to the TOR included (i) development of strategy and program for road maintenance, (ii) modification of the road maintenance manual for the national roads, and (iii) training to MOTC's road maintenance personnel.</p>					
<p>With the agreed changes as above, the consulting services contract was signed on 13 March 2006 with International Consultants and Technocrats Pty Ltd., India. The Consultants provided 25.37 person-months international and 28.90 person-months of domestic consulting input from March 2006 to January 2008.</p>					
<p>Progress of the implementation of the TA was closely monitored by ADB through TA review missions, support from headquarters and Tajikistan Resident Mission. Existing PIU under MOTC established for ADB financed projects worked closely with the TA team which led to the successful completion of the TA.</p>					
Evaluation of Outputs and Achievement of Outcome					
<p>The performance indicators set in the Project Frameworks for the loan included (i) implementation of the TA to improve maintenance of the national and rural roads, and (ii) developing community based maintenance system and pilot project for maintenance of rural roads. As mentioned above, community-based maintenance system and pilot</p>					

project are being undertaken under ongoing JFPR 9078-TAJ, which is likely to achieve the intended outcome. The final outcome will be assessed after its completion in 2009. With the revised TA's focus on national roads, the TA assisted to (i) redefine the road network and its hierarchy to be relevant to the requirements of today's Tajikistan's needs, (ii) develop custom designed Highway Information System for Tajikistan with Russian interface and populate it with detailed inventory of about 4000km of the national road network condition data, (iii) prioritize the national road network in terms of maintenance needs, (iv) formulate maintenance strategies and budgetary requirements for short (3 years) and medium-terms (3-5 years), (v) review current practices in road maintenance financing and rationalize the existing fees and tax structure and enhance road maintenance financing, (vi) assess capacity of the road construction industry in Tajikistan, (vii) analyze institutional limitations including human resource constraints, (viii) work out reforms and need for institutional changes, (ix) modify road maintenance manual for national roads, and (x) provided training to the road maintenance personnel of the MOTC in all facets of the maintenance starting from data collection and handling through formulating maintenance strategies and budgets. In addition, on the request of the MOTC to support the Highway Information System developed under the TA and its sustained use in future, 32 units of portable and desktop computers purchased.

Achieved TA outputs are encouraging and MOTC and generally the Government are very keen to improve road maintenance and it's financing. MOTC and ADB provided timely guidance and support to the consultants and effectively communicated towards achieving the desired outcome. In recent years, financing has increased in the proportions set under the loan covenants under the Project. It is likely that intended TA outcomes will be achieved, provided that follow-up actions described below are taken.

All TA reports were well presented and its usefulness to MOTC's future work is recognized in the context of serving as a basis for development of Tajikistan's Transport Sector Master Plan being implemented under TA 4926-TAJ, as well as ADB's involvement in future transport sector and policy dialogue initiatives. The TA's Final Report was received on 25 January 2008 and included:

- Volume 1: Main Report covering all aspects of the consultants terms of reference;
- Volume 2: Highway Information System
- Volume 3: Road Maintenance Manual 1
- Volume 4: Road Maintenance Manual 2
- Volume 5: Training Materials

Transport Sector Master Plan is planned to be endorsed by the Government of Tajikistan by end-2008 which would become truly the outcome of this TA.

Overall Assessment and Rating

The TA achieved its intended purpose by providing basis for MOTC and the Government for planning road maintenance activities and it's financing in efficient and better defined framework. Furthermore, TA additional training and computer facilities to support the newly implemented highway information system. The TA is rated as successful.

Major Lessons

Lesson can be drawn from this TA that government's full commitment is a prerequisite for the success of achieving the objectives. Further, continued support is required to ensure sustainability.

Recommendations and Follow-Up Actions

Capacity building in Tajikistan is challenging and needs constant support. While achieved outputs are promising and there is a strong commitment from the MOTC and the Government to continue improving road sector performance, human resource constraints remain a major stumbling block. It is recommended to further monitor and provide support to MOTC to make use of the resources and know-how provided under the TA. It is also recommended to engage in further dialogue with the Government on improving financing and introducing reforms recommended under the TA, particularly commercializing the road maintenance and introducing user-pay principles in financing.

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