



Tajikistan: Central Asia Regional Economic Cooperation Corridors 2, 5, and 6 (Dushanbe-Kurgonteppa) Road Project - Additional Financing

Project Name	Central Asia Regional Economic Cooperation Corridors 2, 5, and 6 (Dushanbe-Kurgonteppa) Road Project - Additional Financing		
Project Number	49042-005		
Country / Economy	Tajikistan		
Project Status	Active		
Project Type / Modality of Assistance	Grant		
Source of Funding / Amount	Grant 0569-TAJ: Central Asia Regional Economic Cooperation Corridors 2, 5, and 6 (Dushanbe-Kurgonteppa) Road Project - Additional Financing		
	concessional ordinary capital resources lending / Asian Development Fund		US\$ 90.00 million
Strategic Agendas	Environmentally sustainable growth Inclusive economic growth Regional integration		
Drivers of Change	Gender Equity and Mainstreaming Governance and capacity development Knowledge solutions Partnerships		
Sector / Subsector	Transport / Road transport (non-urban)		
Gender	Some gender elements		
Description	<p>The proposed additional financing will support an increase in the scope of the current project by constructing a 40-kilometer (km) road section connecting Chashmasoron to Kurgonteppa in Khatlon province, improving safety in priority sections of the national highway network, and continue strengthening the institutional capacity of the Ministry of Transport (MOT). The overall project will improve the connectivity between the capital Dushanbe and Kurgonteppa, which are two major cities and economic hubs in Tajikistan, and enhance the safety of the national highway network.</p> <p>The proposed additional financing will enable expansion of existing outputs and include a new output to address safety deficiencies on the national highway network. The overall aggregate outputs will be: (i) improved road conditions, facilities, and safety along, and in the vicinity of, the project road (expanded); (ii) strengthened institutional capacity of MOT regarding financial management, road safety, and road asset management (expanded); (iii) completed procurement readiness for the Chashmasoron Kurgonteppa road section (unchanged); and (iv) improved safety on selected priority sections of the national highway network (added).</p>		
Project Rationale and Linkage to Country/Regional Strategy	<p>The Additional financing is sought to scale up the project by improving a contiguous 40 km road section (Chashmasoron Kurgonteppa) to the current project's 33 km road section. It is expected that the Japan International Cooperation Agency (JICA) will help finance, through collaborative parallel financing, the remaining 9 km section in Kurgonteppa to complete the project road improvement. The additional financing will also support the MOT's program to improve the road safety situation on selected priority sections of the national highway network, which may include existing tunnels, intersections, black spots, and failed lengths of pavement.</p> <p>The proposed additional financing will continue strengthening the MOT's capacity on financial management, road safety, and road asset management. The MOT will revisit and update its current standard technical specifications, which follow the highway construction standards (1998), to improve quality of bidding documents for typical road rehabilitation projects. The MOT will also inventory and geo-reference the main bridges on the national highway network to build up the bridge module of the road asset management system, which is being developed with the World Bank assistance.</p>		
Impact	Economic growth promoted Competitive corridors across the CAREC region established		
Project Outcome			
Description of Outcome	Efficiency and safer movement of goods and people on selected sections of the Dushanbe-Kurgonteppa road, and safety on the national highway network improved		
Progress Toward Outcome	Construction yet to start. Contracts for main civil works and construction supervision consultants awarded in July and August 2018.		
Implementation Progress			
Description of Project Outputs	Road conditions, facilities, and safety along, and in the vicinity of, the project road improved Institutional capacity of the MOT regarding financial management, road safety, and road asset management strengthened Completed procurement readiness for the next road section to be improved Safety on selected priority sections of the national highway network improved		
Status of Implementation Progress (Outputs, Activities, and Issues)	Output indicator will be assessed after project completion. Output indicator will be assessed after project completion. Output indicator will be assessed after project completion.		
Geographical Location	Nation-wide		
Safeguard Categories			
Environment	B		
Involuntary Resettlement	A		
Indigenous Peoples	C		

Summary of Environmental and Social Aspects	
Environmental Aspects	<p>The project is classified as category B for environmental impacts. The environmental assessment established that the project will have site-specific environmental impacts related to air and water pollution, noise and vibration, soil erosion, loss of roadside trees, relocation of utilities, and traffic disruption during the construction stage. Additionally, it was found that the project could result in split communities, disruption of farming patterns, and loss of access to roadside businesses during operation.</p> <p>An initial environmental examination (IEE) and an environmental management plan (EMP) have been prepared for the project and were disclosed on the ADB website in January 2017, in accordance with the ADB Safeguard Policy Statement. Public consultations were conducted during initial environmental examination preparation, and involved people from roadside villages, nongovernment organizations, and other project stakeholders. Adequate mitigation measures are included in, and will be implemented through, the EMP. The project design incorporates measures for preserving community cohesion such as improved road crossings, access to public facilities, and access of agricultural machinery to fields and livestock to pastures. The cost for implementing the EMP will be financed by the project through the civil works contract (mitigation measures) and the PMCSC's contract (environmental monitoring).</p>
Involuntary Resettlement	<p>The project is classified as category A for involuntary resettlement impacts. The census carried out during project preparation identified approximately 246 affected households including private agriculture plots, owners and users of land and buildings, business owners, renters, and employees with 1,956 household members affected. Of the 246 affected households, 92 households with 766 members will experience severe impacts on their livelihood and 66 households with 632 members were found to belong to vulnerable groups. A total of 18 residential buildings and 39 main business buildings will be permanently impacted. The small road safety-related works will not have impacts on resettlement.</p> <p>A land acquisition and resettlement plan (LARP) has been prepared to mitigate and address all the associated losses in accordance with the ADB's Safeguard Policy Statement and relevant national legislation. The LARP was disclosed on the ADB website in January 2018.</p> <p>Consultations with the project stakeholders and displaced persons were undertaken during LARP preparation and will continue throughout implementation. If modification of the LARP is required, or additional land requirement or involuntary resettlement impacts are identified, the LARP will be updated in accordance with applicable laws, and ADB approval will be obtained prior to any further implementation. All displaced people will receive compensation in accordance with the LARP provisions. The land required for the project will be made free of encumbrances in sections prior to commencement of construction. A grievance redress mechanism is in place in accordance with the LARP to assist affected persons in resolving grievances and complaints. The MOT will submit semiannual safeguards monitoring reports to ADB for review and disclosure.</p>
Indigenous Peoples	There are no indigenous peoples, as defined in the ADB Safeguard Policy Statement, in the project area, and thus the project is classified as category C for indigenous peoples impacts.

Stakeholder Communication, Participation, and Consultation	
During Project Design	Participatory approaches and project activities. Consultations with local authorities and communities were held during project preparation to provide project stakeholders with adequate information on project scope, benefits and impacts. Consultations and engagement of the local communities will continue during project implementation through training on road safety awareness and maintenance of power backup systems. These activities, reflected in the project administration manual, will be facilitated by the project implementation unit for road rehabilitation (PIURR) and the project management and contract supervision consultant (PMCSC).
During Project Implementation	The PIURR and the PMCSC will ensure that communities, civil society organizations, and the poor and vulnerable people participate in the project implementation through activities on road safety awareness and safeguards monitoring. This is reflected in the PMCSC's terms of reference.

Business Opportunities	
Consulting Services	<p>All consultants will be recruited according to ADB's Procurement Policy (2017, as amended from time to time) and Procurement Regulations for ADB Borrowers (2017, as amended from time to time).</p> <p>The MOT, in August 2018, engaged Kocks Consult GmbH to carry out services for (i) project management and contract supervision (PMCSC) (CS-03). The MOT engaged one individual consultant for external monitoring of resettlement plan implementation (CS-07) in December 2018, one consulting firm for project auditing (block audit) was engaged in June 2019, and one individual consultant for independent technical audit services (CS-06) in July 2019.</p> <p>Other consultancy services contracts will be procured for: (i) road asset management system (CS-04); in lieu of the highway bridge inventory and load testing, and (ii) developing standard technical specifications for highway construction (CS-05).</p>
Procurement	<p>All procurement of works will be undertaken in accordance with ADB's Procurement Policy (2017, as amended from time to time) and Procurement Regulations for ADB Borrowers (2017, as amended from time to time).</p> <p>In July 2018, the MOT awarded the civil works contract to Sinohydro Corporation Limited for the rehabilitation and improvement of the Dushanbe-Kurgonteppa road, from Km33+475 to Km73+050 (CP-03).</p> <p>About four small contracts will be procured for priority road safety improvements.</p>

Responsible ADB Officer	Nuriddinov, Farrukh Sharofiddinovich
Responsible ADB Department	Central and West Asia Department
Responsible ADB Division	Tajikistan Resident Mission
Executing Agencies	Ministry of Transport MT-RT@MAIL.RU 14, Aini Street Dushanbe 734042 Tajikistan

Timetable	
Concept Clearance	-
Fact Finding	04 Sep 2017 to 15 Sep 2017
MRM	30 Jan 2018
Approval	27 Mar 2018
Last Review Mission	-
Last PDS Update	27 Sep 2018

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Milestones					
Approval	Signing Date	Effectivity Date	Closing		
			Original	Revised	Actual
27 Mar 2018	30 Apr 2018	17 Jul 2018	31 Mar 2023	-	-

Financing Plan	Grant Utilization
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	Total (Amount in US\$ million)	Date	ADB	Others	Net Percentage
Project Cost	107.50	Cumulative Contract Awards			
ADB	90.00	27 Mar 2018	60.82	0.00	68%
Counterpart	17.50	Cumulative Disbursements			
Cofinancing	0.00	27 Mar 2018	37.50	0.00	42%

Status of Covenants						
Category	Sector	Safeguards	Social	Financial	Economic	Others
Rating	-	Satisfactory	-	-	-	-

Project Page	https://www.adb.org/projects/49042-005/main
Request for Information	http://www.adb.org/forms/request-information-form?subject=49042-005
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