



Tajikistan: Central Asia Regional Economic Cooperation Corridors 2, 3, and 5 (Obigarm-Nurobod) Road Project

Project Name	Central Asia Regional Economic Cooperation Corridors 2, 3, and 5 (Obigarm-Nurobod) Road Project												
Project Number	52042-001												
Country / Economy	Tajikistan												
Project Status	Active												
Project Type / Modality of Assistance	Grant Loan												
Source of Funding / Amount	<table border="1"><tr><td colspan="2">Grant 0683-TAJ: Central Asia Regional Economic Cooperation Corridors 2, 3 and 5 (Obigarm-Nurobod) Road Project</td></tr><tr><td>Asian Development Fund</td><td>US\$ 110.00 million</td></tr><tr><td colspan="2">Loan: Central Asia Regional Economic Cooperation Corridors 2, 3, and 5 (Obigarm-Nurobod) Road Project</td></tr><tr><td>European Bank for Reconstruction and Development</td><td>US\$ 150.00 million</td></tr><tr><td>Asian Infrastructure Investment Bank</td><td>US\$ 40.00 million</td></tr><tr><td>OPEC Fund for International Development</td><td>US\$ 40.00 million</td></tr></table>	Grant 0683-TAJ: Central Asia Regional Economic Cooperation Corridors 2, 3 and 5 (Obigarm-Nurobod) Road Project		Asian Development Fund	US\$ 110.00 million	Loan: Central Asia Regional Economic Cooperation Corridors 2, 3, and 5 (Obigarm-Nurobod) Road Project		European Bank for Reconstruction and Development	US\$ 150.00 million	Asian Infrastructure Investment Bank	US\$ 40.00 million	OPEC Fund for International Development	US\$ 40.00 million
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Operational Priorities	OP1: Addressing remaining poverty and reducing inequalities OP2: Accelerating progress in gender equality OP3: Tackling climate change, building climate and disaster resilience, and enhancing environmental sustainability OP7: Fostering regional cooperation and integration												
Sector / Subsector	Transport / Road transport (non-urban)												
Gender	Effective gender mainstreaming												
Description	The Obigarm-Nurobod road section of the existing M41 highway, which carries about 3,000 vehicles per day, will be inundated once the HPP reservoir has filled to operating levels. The realignment of this road section through the river valley is not part of the Rogun HPP project. A bypass road must be completed and opened to traffic by latest November 2023, the date by which the rising water in the HPP reservoir will have inundated several critical sections of the M41 highway. No other part of Tajikistan's national highway network can provide for this traffic, and the only alternative route would represent a deviation of about 500 km. The government has requested ADB's assistance to construct a 72 km long road section that will bypass the HPP reservoir through mountainous terrain (the project road). It will be constructed to two-lane asphalt surfaced standard, and will include three tunnels with a total length of about 6 km, one high level bridge about 700 m long, and 13 shorter bridges with a total length of about 975 m. The construction of some parts of the project road started in 1988 (mostly earthworks) but was suspended following the abandonment of the Rogun HPP project.												
Project Rationale and Linkage to Country/Regional Strategy	Timely construction of the project road is a government priority, as reflected by its inclusion in the National Development Strategy, and its consistency with the ADB country partnership strategy. The request to finance this project was renewed by the President of Tajikistan during the visit of ADB President to Tajikistan in November 2017. Tajikistan depends heavily on its road transport corridors to support investment, job creation, trade, and ultimately economic growth and poverty reduction. Despite its strategic location, the country has a gross domestic product per capita of just \$819, and 32% of the population still lives below the poverty line. Almost 70% of the population lives in rural areas, in a largely mountainous territory where only 10% of the land is suitable for cultivation. The road transport sector suffers from low quality, long travel times, and poor reliability. Four Central Asia Regional Economic Cooperation (CAREC) corridors (2, 3, 5, and 6) cross parts of Tajikistan, offering the opportunity for Tajikistan to enhance its connectivity and trade competitiveness.												
Impact	(i) Economic growth promoted (ii) Competitive corridors across the CAREC region established												
Project Outcome													
Description of Outcome	Connectivity and safety along the Obigarm-Nurobod road improved												
Progress Toward Outcome	Civil works are ongoing, while the road safety campaign program is being commenced.												
Implementation Progress													
Description of Project Outputs	Project roads constructed, and road safety awareness increased MOT's institutional capacity on asset management strengthened Women's access to economic opportunities enhanced												
Status of Implementation Progress (Outputs, Activities, and Issues)	For output 1, civil works are ongoing along the bypass sections. Civil works will be commenced for the access roads once social safeguards due diligence is completed. The implementing agency is finalizing the road safety campaign program for local populations. Regarding output 2, the toll option analysis report was prepared in November 2022, which is currently the inter-ministerial review, while the executing and implementing agencies are preparing the training program on tunnel operation. For output 3, consultations with local authorities and women in the project area were carried out in 2022 to identify their needs relating to entrepreneurship. The entrepreneurship program for women residing along the project road is under preparation.												
Geographical Location	Nurobod, Obigarm												
Safeguard Categories													
Environment	A												
Involuntary Resettlement	B												
Indigenous Peoples	C												

Summary of Environmental and Social Aspects

Environmental Aspects	The government cleared the project's environmental impact assessment (EIA) report and ADB in 2020; the final EIA was disclosed on the ADB website. The environmental management plan was included in the final EIA, which the contractor updated as the site-specific environmental management plan (SSEMP). The Engineer approved the SSEMP before implementation. The implementation of the SSEMP has been monitored during implementation. Monitoring results are documented in semi-annual environmental monitoring reports. The three semi-annual environmental monitoring reports have been submitted and disclosed to the ADB website.
Involuntary Resettlement	The land acquisition and resettlement plan (LARP) for the bypass section was implemented, and its implementation compliance report was cleared by ADB in 2020. Social safeguards monitoring is ongoing during implementation, and when any unexpected impacts are identified, an addendum to the LARP is prepared. Meanwhile, social safeguards due diligence is to be conducted for the community access roads and is expected to be concluded in April 2023. The four semi-annual social safeguards monitoring reports have been submitted and disclosed on the ADB website.
Indigenous Peoples	There are no indigenous peoples in the project area, as defined in ADB's Safeguard Policy Statement 2009, and thus the project will be classified as category C for indigenous people's impacts. Nonetheless, monitoring works have been continued.

Stakeholder Communication, Participation, and Consultation

During Project Design	Public consultations were undertaken during appraisal, which was documented in the safeguards assessment reports. The grievance redress mechanism was established.
During Project Implementation	The information dissemination and disclosure to the project's stakeholders have been implemented. The project's information boards have been installed around the project area. The grievance redress mechanism is operational, and grievances received are documented in the semi-annual safeguards monitoring reports. In addition, with the project management consultant's help, the implementing agency conducted consultations with local authorities and women around the project road in 2022 to identify their interests and business needs for developing entrepreneurship programs for women residing along the project road.

Business Opportunities

Consulting Services	The two consultant service contracts (construction supervision and project management) were awarded.
Procurement	The procurement for the civil works package (construction of the Obigarm-Tagikamar highway) was concluded.

Responsible ADB Officer	Kim, Seunghyun
Responsible ADB Department	Sectors Group
Responsible ADB Division	Transport Sector Office (SG-TRA)
Executing Agencies	Ministry of Transport

Timetable

Concept Clearance	04 Jun 2018
Fact Finding	03 Jun 2019 to 11 Jun 2019
MRM	10 Sep 2019
Approval	05 Dec 2019
Last Review Mission	-
Last PDS Update	02 Apr 2023

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Milestones					
Approval	Signing Date	Effectivity Date	Closing		
			Original	Revised	Actual
05 Dec 2019	31 Dec 2019	31 Jul 2020	31 Dec 2024	-	-

Financing Plan		Grant Utilization			
	Total (Amount in US\$ million)	Date	ADB	Others	Net Percentage
Project Cost	138.10	Cumulative Contract Awards			
ADB	110.00	06 Feb 2024	73.49	0.00	67%
Counterpart	28.10	Cumulative Disbursements			
Cofinancing	0.00	06 Feb 2024	59.96	0.00	55%

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

Project Page	https://www.adb.org/projects/52042-001/main
Request for Information	http://www.adb.org/forms/request-information-form?subject=52042-001
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