



Kazakhstan: Central Asia Regional Economic Cooperation Corridors 1, 2, and 6 Connector Road (Kyzylorda–Zhezkazgan) Reconstruction Project

Project Name	Central Asia Regional Economic Cooperation Corridors 1, 2, and 6 Connector Road (Kyzylorda–Zhezkazgan) Reconstruction Project								
Project Number	51264-001								
Country / Economy	Kazakhstan								
Project Status	Proposed								
Project Type / Modality of Assistance	Loan Technical Assistance								
Source of Funding / Amount	<table border="1"><tr><td colspan="2">Loan: Central Asia Regional Economic Cooperation Corridors 1, 2, and 6 Connector Road (Kyzylorda–Zhezkazgan) Reconstruction Project</td></tr><tr><td>Ordinary capital resources</td><td>US\$ 260.00 million</td></tr><tr><td colspan="2">TA: Central Asia Regional Economic Cooperation Corridors 1, 2, and 6 Connector Road (Kyzylorda–Zhezkazgan) Reconstruction Project</td></tr><tr><td>Technical Assistance Special Fund</td><td>US\$ 200,000.00</td></tr></table>	Loan: Central Asia Regional Economic Cooperation Corridors 1, 2, and 6 Connector Road (Kyzylorda–Zhezkazgan) Reconstruction Project		Ordinary capital resources	US\$ 260.00 million	TA: Central Asia Regional Economic Cooperation Corridors 1, 2, and 6 Connector Road (Kyzylorda–Zhezkazgan) Reconstruction Project		Technical Assistance Special Fund	US\$ 200,000.00
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Operational Priorities	OP2: Accelerating progress in gender equality OP3: Tackling climate change, building climate and disaster resilience, and enhancing environmental sustainability OP6: Strengthening governance and institutional capacity OP7: Fostering regional cooperation and integration								
Sector / Subsector	Transport / Road transport (non-urban)								
Gender	Effective gender mainstreaming								
Description	The project will improve the efficiency, safety, and sustainability of the road network in central Kazakhstan. It will upgrade road infrastructure, improve service delivery, and promote national and international transport and trade. The project will (i) finance the reconstruction of a strategic, 208 kilometers (km) highway section between Kyzylorda and Zhezkazgan in the Karaganda province; and (ii) strengthen institutional capacity of KazAvtoZhol National Joint Stock Company (KazAvtoZhol) in road safety, procurement, contract management, and environmental management.								
Project Rationale and Linkage to Country/Regional Strategy	<p>Located at the center of Kazakhstan, Karaganda is the largest province of Kazakhstan, with an area of 420,000 km² but a population of just 1.4 million people. Rich in natural resources, most of its cities are monotonous with local economies centered on extractive industries. Zhezkazgan and its satellite town of Satpayev have a population of about 150,000 people, and rely on manufacturing and metallurgy production. While Zhezkazgan is one of the most isolated cities of Kazakhstan, it is also the only town of significance on the road connecting the northern economic center of Karagandy (530 km, 0.5 million people) and Nur Sultan (730 km, 1.1 million people); and the southern economic cluster located along the catchment area of the Syr Darya river, including the cities of Kyzylorda (430 km, 0.2 million), Turkistan (710 km, 0.2 million), Shymkent (880 km, 0.9 million), Tashkent (1,000 km, 2.4 million), and the aerospace center of Baikonur. Industry and mining account for 46% of the economy of the southern Kyzylorda province, and rely on efficient infrastructure networks; however, only three roads connect it to other provinces, including the road to Nur Sultan through Zhezkazgan.</p> <p>About 1,800 daily vehicles travel between Zhezkazgan and Kyzylorda, including about 1,020 cars, 40 buses, and 740 heavy vehicles. The pavement is in very poor condition, and the 412 km journey requires about 6.8 hours, or a speed of 60 km/h, despite a straight alignment unhampered by geometric constraints. The road is prone to closures, especially during snowfall and snowmelt. The two-lane road will be reconstructed to a higher two-lane standard, with a design speed of 120 km/h which will halve travel times to 3.5 hours, and 3.75 meters lanes which will improve safety. The Asian Development Bank (ADB) project loan will reconstruct the 208 km section located in the Karaganda province, while the European Bank for Reconstruction and Development is expected to finance the 204 km section in the Kyzylorda province, and a 12 km bypass of Kyzylorda city. The project road will incorporate gender positive elements, notably as rest areas. The project will also support institutional strengthening of KazAvtoZhol to improve its service delivery and expertise, notably by incorporating training program in procurement, contract management, road safety, and environmental management, and by conducting a campaign on road safety for residents of Zhezkazgan.</p> <p>Project benefits. The total journey time on the Nur Sultan-Karagandy-Zhezkazgan-Kyzylorda-Shymkent-Tashkent corridor (1,800 km) will reduce from 24 to 21 hours, while travel time between Kyzylorda-Zhezkazgan will be halved and vehicle operating costs will reduce by about 35%. The primary project beneficiaries are the residents and industries of Kyzylorda and Zhezkazgan, who will benefit from improved access to northern and southern economic centers and their markets, education, and health services; and from a safer and more efficient transport and logistics network. As reconstruction will occur in the existing right-of-way without involving land acquisition or resettlement, the project will not have negative impacts on people, while benefitting women and reducing their time poverty. With the project road linking CAREC corridor 2 (east-west) with corridors 1 and 6 (north-south), the project will also contribute to increasing international trade, particularly northbound trade towards the Russian Federation and southbound trade towards Uzbekistan, and strengthen Kazakhstan's role as a regional hub for transit freight.</p>								
Impact	(i)Transport and logistics infrastructure expanded to promote global integration, export competitiveness, and economic growth (Kazakhstan 2050 Strategy) (ii)Regional and national transport networks developed to meet growing social, economic, and trade connectivity needs (CAREC Transport Strategy 2030)								
Outcome	Road network efficiency, safety and sustainability in central Kazakhstan improved								
Outputs	National highway between Kyzylorda and Zhezkazgan upgraded Institutional capacity of KazAvtoZhol strengthened								
Geographical Location	Nation-wide, Zhezkazghan								
Safeguard Categories									
Environment	B								
Involuntary Resettlement	B								
Indigenous Peoples	C								
Summary of Environmental and Social Aspects									

Environmental Aspects

Involuntary Resettlement

Indigenous Peoples

Stakeholder Communication, Participation, and Consultation

During Project Design

During Project Implementation

Business Opportunities

Consulting Services All consultants will be recruited according to ADB's New Staff Instructions for Borrower Administered Consulting Services, and also PAI 2.05.

Procurement All procurement of works will follow ADB's New Procurement Reform Framework.

Responsible ADB Officer	Georget, Johan
Responsible ADB Department	Sectors Group
Responsible ADB Division	Transport Sector Office (SG-TRA)
Executing Agencies	JSC "NC "KazAvtoZhol"

Timetable

Concept Clearance	02 Aug 2021
Fact Finding	15 Apr 2024 to 19 Apr 2024
MRM	13 May 2024
Approval	-
Last Review Mission	-
Last PDS Update	02 Aug 2021

Project Page	https://www.adb.org/projects/51264-001/main
Request for Information	http://www.adb.org/forms/request-information-form?subject=51264-001
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