## Kyrgyz Republic: Issyk-Kul Ring Road Improvement Project

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Issyk-Kul Ring Road Improvement Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Number</td>
<td>56146-001</td>
</tr>
<tr>
<td>Country / Economy</td>
<td>Kyrgyz Republic</td>
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<tr>
<td>Project Status</td>
<td>Proposed</td>
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<tr>
<td>Project Type / Modality of Assistance</td>
<td>Grant, Loan</td>
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<tr>
<td>Source of Funding / Amount</td>
<td>Grant: Issyk-Kul Ring Road Improvement Project (Asian Development Fund) $22.50 million, Loan: Issyk-Kul Ring Road Improvement Project (Concessional ordinary capital resources lending) $87.00 million</td>
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</tbody>
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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 Issyk-Kul Ring Road Improvement Project will:
1. Improve the 79-kilometer Barskoon-Karakol road, a part of the Issyk-Kul Ring Road.
2. Enhance the management of the road asset.
3. Improve road safety.
4. Support the preparation of the climate strategy and action plan.

The project derives synergies with earlier assistance and adopts a cross-sectoral approach to integrated development in the Issyk-Kul Lake area, with an integration of gender perspective.

### Project Rationale and Linkage to Country/Regional Strategy
- Central Asia Regional Economic Cooperation (CAREC) road corridors 1 and 3 provide regional connectivity with other Central Asian neighboring countries, including Kazakhstan and People’s Republic China. The Bishkek-Torugart road (part of CAREC Corridor 1) and the Bishkek-Osh Road (part of CAREC Corridor 3) also enable a north-south connectivity within the country. In addition, the Almaty-Bishkek Economic Corridor (ABEC) is spurring economic growth and creating jobs through greater private investments, trade, and agglomeration of economic activities.
- Development of the Issyk-Kul Lake area, the country’s most popular tourist destination, is an integral part of the ABEC. The Issyk-Kul Ring Road also represents strategic importance for livelihoods of local communities, including women and the vulnerable group, by improving their access to job opportunities and markets for their crops and livestock.
- Being a landlocked country, the Kyrgyz Republic heavily depends on road transport. About 95% of passengers and more than half of freight traffic are carried by road. Although there have been improvements in the road network performance, the quality of the roads continues to lag as the country ranked 113 out of 141 countries by the World Economic Forum’s Global Competitiveness Index. The entire Issyk-Kul Ring Road has severely deteriorated. It has poor riding quality and a traffic capacity that does not meet the requirements of high volume of vehicles during tourist and harvest seasons, posing a safety risk. There is a lack of roadside public services such as visitor centers, public toilets, and streetlights lowering satisfaction for tourists. The government has been reconstructing the ring road using its own funds and with assistance from other development partners such as the Arab Coordination Group and European Bank for Reconstruction and Development.
- The road network of the country is vulnerable to the impacts of climate change and disasters triggered by natural hazards like intense rains and heat waves that cause floods, mudflows, landslides, melting road surfaces, and slope instability. As the road infrastructure is not adapted, it requires additional investments in resilience to such impacts. In 2021, the Kyrgyz Republic approved the updated Nationally Determined Contribution under Paris Agreement with an aim to reduce the greenhouse gas emission by 44% by 2030.

### Impact
- Competitiveness of the Kyrgyz Republic increased

### Outcome
- Efficient movement of people and goods on Issyk-Kul Ring Road improved

### Outputs
- Climate-resilient Barskoon-Karakol road reconstructed
- Road asset management system institutionalized
- Implementation of the national road safety action plan institutionalized
- Decarbonization of the road sector supported

### Geographical Location
- Nation-wide, Barskoon, Karakol

### Safeguard Categories
- Environment: A
- Involuntary Resettlement: A
- Indigenous Peoples: C

### Summary of Environmental and Social Aspects

#### Environmental Aspects
- Involuntary Resettlement
- Indigenous Peoples

#### Stakeholder Communication, Participation, and Consultation
- During Project Design: The main stakeholders include residents, business owners, trade and agricultural sector workers, and central and local government agencies and officials, tourists, and motorists. The primary beneficiaries are road users, including local and transit vehicle drivers and operators, will be consulted on engineering solutions, road sector reform activities, and impact mitigation measures during the project design, implementation, and evaluation stages.
During Project Implementation
Consultations will be conducted with civil society organizations, nongovernment organizations, community-based organizations, and local governments. The consultations will cover issues such as road safety, social and environmental concerns, women's participation in economic activities. The consultations will cover issues such as road safety, social and environmental concerns, women's participation in economic activities.

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<thead>
<tr>
<th><strong>Business Opportunities</strong></th>
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<tbody>
<tr>
<td><strong>Consulting Services</strong></td>
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<tr>
<td><strong>Procurement</strong></td>
</tr>
</tbody>
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**Responsible ADB Officer**
Erdene, Oyunchimeg

**Responsible ADB Department**
Sectors Group

**Responsible ADB Division**
Transport Sector Office (SG-TRA)

**Executing Agencies**
Ministry of Transport, Architecture, Construction and Communications (formerly Ministry of Transport and Roads)

**Timetable**

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
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<tbody>
<tr>
<td>Concept Clearance</td>
<td>14 Sep 2022</td>
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<tr>
<td>Fact Finding</td>
<td>04 Jul 2023 to 17 Jul 2023</td>
</tr>
<tr>
<td>MRM</td>
<td>10 Nov 2023</td>
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<tr>
<td>Approval</td>
<td>-</td>
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<tr>
<td>Last Review Mission</td>
<td>-</td>
</tr>
<tr>
<td>Last PDS Update</td>
<td>20 Sep 2022</td>
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</tbody>
</table>

**Project Page**
https://www.adb.org/projects/56146-001/main

**Request for Information**
http://www.adb.org/forms/request-information-form?subject=56146-001

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