

## DEVELOPMENT COORDINATION

### A. Major Development Partners: Strategic Foci and Key Activities

1. Assistance to transportation in Armenia has so far consisted mostly of technical assistance (TA) studies on improving urban roads, traffic flows and public transport in Yerevan (Table 1). Physical investments in the sector have been limited but include investments in urban roads and the metro. In the past, coordination among development partners in urban transport has been modest, with most agencies implementing their programs independently.

**Table 1: Major Development Partners**

Development Partner	Project Name	Duration	Amount (\$ million)
World Bank	Yerevan Urban Transport Study	2003–2004	
Lincy Foundation	Saralanji Urban Road Project	2005	19.3
World Bank	National Road Safety Strategy Study	2007–2008	
World Bank	Passenger Transport Study	2007–2008	
World Bank	Passenger Transport Study	2007–2008	
World Bank	Traffic Management Study	2007–2008	5.0
USAID	Gyumri Technopark Strategic Road Map	2008	
USAID	Jermuk Comprehensive Development Plan	2008	
World Bank	Traffic Management, Parking, BRT, Strengthening Municipality Capacity	2008–stand-by	40.0
EBRD, EIB, EU	Metro Rehabilitation	2010	15.0

BRT = bus rapid transit, EBRD = European Bank for Reconstruction and Development, EIB = European Investment Bank, USAID = United States Agency for International Development, EU = European Union, Source: WB, EBRD, USAID, and ADB Armenia Resident Mission

### B. Institutional Arrangements and Processes for Development Coordination

2. At the highest level, development partners coordinate their activities through regular meetings that include coordinating activities in different sectors. The Asian Development Bank (ADB) currently chairs the transport sector group. Before, the government did not participate in coordination meetings, but now it does and, in some cases, takes full ownership and initiative, as in case of public finance management, tax and custom reform, and transport.

3. ADB regularly coordinates its activities with other partners in Armenia through informal meetings between country coordinators and resident representatives.

4. The road map prepared under project preparatory TA<sup>1</sup> and regional TA<sup>2</sup> assessing urban issues in Armenia will be a guiding document for developing urban infrastructure in Yerevan and secondary cities in Armenia. The urban transport road map was presented to the development partner community in February 2011. The Ministry of Economy will hold coordination meetings annually to discuss progress in implementing the program, which ADB Armenia Resident Mission representatives will attend. The meetings will provide other development partners with opportunities to provide parallel financing for the parts of the road map not financed by ADB.

<sup>1</sup> ADB 2009. *Technical Assistance to Armenia for Preparing the Yerevan Sustainable Urban Transport Project*. Manila (TA 7340-ARM, for \$1.10 million, approved on 7 September 2009).

<sup>2</sup> ADB. 2007. *Technical Assistance for Developing Strategic Urban Assessments for Selected Central and West Asia Developing Member Countries*. Manila (TA 6423-REG, for \$1.0 million, approved on 27 November 2007).

5. Further coordination will be achieved during loan review missions for the investment program. Missions will meet with all development partners to discuss activities under the program and the road map and explore cofinancing opportunities. Missions will consult extensively with other development partners during the preparation of periodic financing requests for each tranche. In particular, cofinancing opportunities will be discussed during request preparation with partners who do not provide parallel financing for the road map.

### **C. Achievements and Issues**

6. The achievements in the urban transport sector have been limited. The urban road project funded by the Lincy Foundation considerably shortened transit times between some parts of Yerevan. European Bank for Reconstruction and Development investments in the metro will fund the emergency repairs and upgrades required to keep it operating safely. However, other projects, such as World Bank investments in urban transport, have been suspended by the municipality, and the recommendations of TA projects have not been implemented.

7. The reason for limited development partner success in urban transport is the lack of holistic planning. Before the preparation of the sector roadmap, each partner was developing standalone projects that did not integrate into a cohesive whole. Yerevan municipality was therefore reluctant to implement these projects.

8. Adopting the road map prepared under the project participatory TA will resolve this problem, providing development partners with a common investment plan and framework under which to improve urban transport.

### **D. Summary and Recommendations**

9. Development partners' success in the urban transport sector has been limited for lack of a common plan to develop it. The road map will provide a common investment plan and framework that will enable much better coordination. The development impact of investments will be enhanced by synergies enabled by a common development plan.