

TA COMPLETION REPORT

Division: IETC

TA NO./NAME: 5733-REG: A Review of Road Design and Construction Standards				TA AMOUNT APPROVED: \$600,000	SOURCE: JSF
EXECUTING AGENCY: Department of Roads in KAZ and MON, Directorate General for Rehabilitation and Maintenance of Bishkek-Osh Road in KGZ and Uzavtoyul in UZB.				TA AMOUNT UNDISB.: \$5,106.14 ^a	TA AMOUNT UTILIZED: \$594,893.86 ^a
DATE:	APPROVAL: 3 Apr 1997	SIGNING: 3 Apr 1997	FIELD: 3 Oct 1997	CLOSING: ORIGINAL: 30 Sep 1998	ACTUAL: 4 Mar 1999

TA DESCRIPTION:

The RETA assisted the Governments of Kazakhstan, Kyrgyz Republic, Uzbekistan and Mongolia in the preparation of road design and construction standards.

TA OBJECTIVES AND SCOPE:

The objective of the TA was to produce road design and construction standards that are responsive to the needs of market-oriented economies, enable introduction of performance-based specifications, and encourage transfer of productivity-enhancing technology to the three central Asian Republics (CARs) and Mongolia. The scope of the work included (i) reviewing the currently used former Soviet Union (FSU) road design standard (SNiP No. 2.05.02-85: *Automobile Roads*) and road construction standard (SNiP No. 3.06.03-85: *Automobile Roads*); (ii) establishing new road design and construction standards taking into account the open market environment operation of roads and road transport, existing local conditions and practices, institutional and staff capabilities, use of local materials, improvement in construction quality, cost effectiveness, road safety, and any adverse environmental effects; (iii) conducting a seminar after the preparation of a draft final report to assist the officials of all four countries in fully understanding and adopting the revised standards; and (iv) publication of final Road Design Standards and Road Construction Specifications in English and Russian, ready for adoption and implementation.

TA INPUTS EVALUATION:

The Study required 17.6 person-months of international and 33.5 person-months of local consulting services and was conducted by the consultants from the United States in association with domestic consultants of each country. Despite a complex and difficult task to integrate the FSU and western standards, the consultants were able to achieve a good result after several discussions, including in a seminar in Almaty in May 1998, and consultations with the local and Russian experts in Moscow who were earlier involved in drafting the FSU standards.

TA OUTPUTS EVALUATION:

The TA substantially met the objectives. The bilingual *Public Motor Roads: Design Standards and Regulations* and *Public Motor Roads: Construction Specifications* prepared under the TA will make important contributions to the introduction of road design based on economy and efficiency, and creation of opportunity for private sector to participate in the road sector activities including through competitive bidding. The FSU standards were developed for operations on a force account basis aimed at efficient utilization of State-owned resources (input-based), and had force of law. The new construction specifications are performance-based, allowing contractors to utilize their own resources and productivity-enhancing technologies. While economy in design and private sector participation in road activities were the focus of the revised standards, some important technical features of the FSU standards were impossible to be changed because of their bearing on the education system. Therefore, the integration of FSU and western standards was technically quite difficult. Considering the difficulties in developing such standards, and to carry through the benefits of the TA to other countries in the region and with the permission of the Bank, TRACECA ^b of European Union has distributed the standards prepared under the TA to Armenia, Azerbaijan, Georgia, Russia, Tajikistan and Turkmenistan.

TA OVERALL ASSESSMENT/RATING:

The TA is rated as generally successful, facilitating economic design and construction, and regional technical cooperation.

MAJOR LESSONS LEARNED:

The Governments understand that the development of standards is a continuous process and that resources need to be mobilized to update other relevant standards to make full use of the new standards by local engineers. To facilitate this, the four Governments are coordinating with TRACECA for preparing materials standards that are compatible with the new standards.

FOLLOW-UP ACTION AND RECOMMENDATIONS:

All four participating Governments have started to use the new standards. The relevant western materials standards are being translated into Russian with the help of TRACECA and this will be followed-up with the concerned Governments.