



Central Asia Road Links - Kyrgyz Republic (P132270)

EUROPE AND CENTRAL ASIA | Central Asia | Transport & ICT Global Practice |
IBRD/IDA | Specific Investment Loan | FY 2014 | Seq No: 4 | ARCHIVED on 30-Jun-2016 | ISR24187 |

Implementing Agencies: Ministry of Transport and Communications

Key Dates

Key Project Dates

Bank Approval Date:22-Apr-2014

Effectiveness Date:14-Dec-2014

Planned Mid Term Review Date:04-Sep-2017

Actual Mid-Term Review Date:--

Original Closing Date:30-Apr-2019

Revised Closing Date:30-Apr-2019

Project Development Objectives

Project Development Objective (from Project Appraisal Document)

The Central Asia Road Links (CARs) program is the result of a collaborative effort initiated by respective governments in the Central Asia region which has been developed as a regional, multi-phase program considered as a regional transformational project under IDA 16 and IDA 17. The program has the overall objective to increase transport connectivity between neighboring countries in Central Asia along priority cross-border road links whilst supporting improvements in road operations and maintenance practices. The project development objective (PDO) of the First Phase of the Central Asia Road Links Program (CARs-1) is to increase transport connectivity between the Kyrgyz Republic and Tajikistan along priority cross-border road links in Batken Oblast whilst supporting improvements in road operations and maintenance practices. The road sections to be financed under CARs-1 prioritize connectivity between the Osh and Batken Oblast in the Kyrgyz Republic and Sugd Oblast in Tajikistan as they build lateral spurs from the Osh-Isfana axis to the Tajik border.

Has the Project Development Objective been changed since Board Approval of the Project Objective?

No

Components

Name

Rehabilitation of Priority Road Sections in Batken Oblast:(Cost \$51.30 M)

Improvement of Road Operations and Maintenance Practices:(Cost \$1.70 M)

Project Management and Implementation:(Cost \$1.00 M)

Overall Ratings

Name	Previous Rating	Current Rating
Progress towards achievement of PDO	● Satisfactory	● Satisfactory



Overall Implementation Progress (IP)	● Moderately Satisfactory	● Moderately Satisfactory
Overall Risk Rating	● Substantial	● Substantial

Implementation Status and Key Decisions

Project implementation progress remains unchanged since its downgrading in December 2015 to moderately satisfactory due to delays in procurement and contract management. Project financed by development partners are experiencing similar delays. Since project effectiveness in December 2014, the majority of contracts have now been signed, including civil works, construction supervision, procurement of weigh-in-motion system and road maintenance contract. However, actual implementation of project activities only related to component 1 (civil works and supervision), while no actual progress has been made on component 2 activities. The commencement notice for civil works has been issued in May 2016. In order to increase efficiency in project implementation, the Bank team and MOTC with support from IPIG have been discussing options, including reconsidering existing implementation arrangements through IPIG. MOTC confirmed the need to improve and strengthen oversight and accountability mechanisms under the project as well as improve knowledge transfer between IPIG and MOTC. A final decision on proposed measures by MOTC and the government is yet to be submitted to all development partners working in the sector.







Risks

Systematic Operations Risk-rating Tool

Risk Category	Rating at Approval	Previous Rating	Current Rating
Political and Governance	--	● High	● High
Macroeconomic	--	● Substantial	● Substantial
Sector Strategies and Policies	--	● Substantial	● Substantial
Technical Design of Project or Program	--	● Moderate	● Moderate
Institutional Capacity for Implementation and Sustainability	--	● Moderate	● Moderate
Fiduciary	--	● Substantial	● Substantial
Environment and Social	--	● Moderate	● Moderate
Stakeholders	--	● Moderate	● Moderate
Other	--	--	--
Overall	--	● Substantial	● Substantial

Results

Project Development Objective Indicators

► Volume of freight through Kyzyl-Bel/Guliston and Kairagach/Madaniyat border crossing points (Tones/year, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	500000.00	500000.00	500000.00	550000.00
Date	01-Nov-2013	09-Dec-2015	29-Jun-2016	30-Apr-2019



Comments

no current value since no works started

► Market accessibility index of Batken Oblast (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	4.60	4.60	4.60	5.50
Date	01-Nov-2013	09-Dec-2015	29-Jun-2016	30-Apr-2019

Comments

no current value since no works started

► Road users satisfied with maintenance of the Pulgon-Batken road section (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	80.00
Date	01-Nov-2013	09-Dec-2015	29-Jun-2016	30-Apr-2019

Comments

no current value since no works started

► Annual budget allocation for routine (summer and winter) maintenance for road sections in sustainable condition along the corridor under OBI UAD (Amount(USD), Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	80000.00	80000.00	80000.00	200000.00
Date	01-Nov-2013	09-Dec-2015	29-Jun-2016	30-Apr-2019

Comments

no current value since no works started



- Strategic Plan on transport control has been discussed at the regional level (CAREC) and approved by MOTC (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	N	N	N	Y
Date	01-Nov-2013	09-Dec-2015	29-Jun-2016	30-Apr-2019

Comments

no current value since no works started

Overall Comments

There is no any changes in baseline indicators as actual civil works have just started in May 2016, and activities under Component 2 have not started yet.

Intermediate Results Indicators

- Road user costs by truck along the project road sections and in project area (US\$/ veh-km) (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.52	--	--	0.42
Date	01-Nov-2013	--	--	30-Apr-2019

Comments

no current value since no works started

- Roads in good and fair condition as a share of total classified roads (Percentage, Core)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	40.00	--	--	80.00
Date	01-Nov-2013	--	--	30-Apr-2019

Comments

no current value since no works started



▲ Size of the total classified network (Kilometers, Core Supplement)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	420.00	--	--	420.00

▶ Roads rehabilitated, Non-rural (Kilometers, Core)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	--	56.00
Date	01-Nov-2013	--	--	30-Apr-2019

Comments

no current value since no works started

▶ Compliance by OBI UAD with service level criteria as specified in the Service Level Agreement (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	--	100.00
Date	01-Nov-2013	--	--	30-Apr-2019

Comments

no current value since no works started

Overall Comments

There is no any changes in baseline indicators as actual civil works have just started in May 2016, and activities under Component 2 have not started yet.

Data on Financial Performance

Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	Disbursed
---------	----------------	--------	----------	----------	---------	-----------	-----------	-------------	-----------

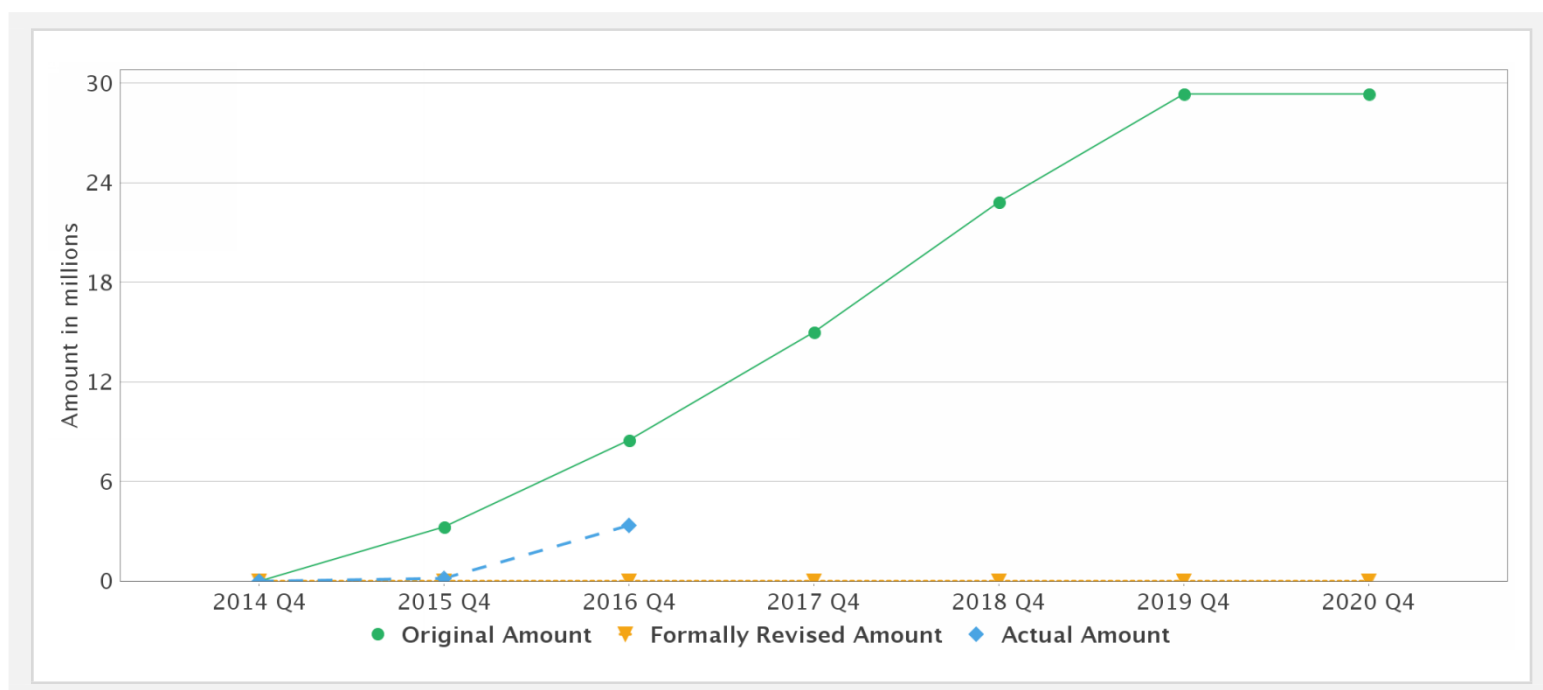


P132270	IDA-54300	Effective	XDR	23.90	23.90	0.00	1.02	22.88	<div style="width: 4%; background-color: green; height: 10px;"></div>	4%
P132270	IDA-H9340	Effective	XDR	5.30	5.30	0.00	2.33	2.97	<div style="width: 44%; background-color: green; height: 10px;"></div>	44%

Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P132270	IDA-54300	Effective	22-Apr-2014	25-Jul-2014	14-Dec-2014	30-Apr-2019	30-Apr-2019
P132270	IDA-H9340	Effective	22-Apr-2014	25-Jul-2014	14-Dec-2014	30-Apr-2019	30-Apr-2019

Cumulative Disbursements



Restructuring History

Level 2 Approved on 30-May-2015

Related Project(s)

There are no related projects.