



Fourth Phase of the Central Asia Regional Links Program (P166820)

EUROPE AND CENTRAL ASIA | Central Asia | Transport Global Practice |
IBRD/IDA | Investment Project Financing | FY 2021 | Seq No: 3 | ARCHIVED on 21-Dec-2021 | ISR49695 |

Implementing Agencies: Ministry of Transport, Ministry of Finance, Customs Service

Key Dates

Key Project Dates

Bank Approval Date: 30-Jul-2020

Effectiveness Date: 12-Nov-2021

Planned Mid Term Review Date: 17-Jul-2023

Actual Mid-Term Review Date:

Original Closing Date: 31-Oct-2026

Revised Closing Date: 31-Oct-2026

Project Development Objectives

Project Development Objective (from Project Appraisal Document)

The Project development objectives of the Fourth Phase of the Central Asia Regional Links Program are to enhance the efficiency of cross-border trade for participants of the regional economy and to improve the resilience and safety of regional connectivity infrastructure in Sughd region and Gorno-Badakhshan Autonomous region.

The project contributes to the Central Asia Regional Links Programs higher-level development objectives of increasing cross-border connectivity and enhancing integrated regional development to revitalize historically active economic exchanges in Central Asia and beyond along the Silk Route.

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

No

Components Table

Name

Improve regional connections in Sughd and GBAO regions:(Cost \$90.00 M)

Improve road asset preservation and road safety:(Cost \$20.00 M)

Facilitate cross-border movement of goods:(Cost \$20.00 M)

Support project implementation, coordination and management:(Cost \$2.00 M)

Contingent Emergency Response

Overall Ratings

Name	Previous Rating	Current Rating
Progress towards achievement of PDO	<input type="checkbox"/> Moderately Satisfactory	<input type="checkbox"/> Moderately Satisfactory
Overall Implementation Progress (IP)	<input type="checkbox"/> Moderately Satisfactory	<input type="checkbox"/> Moderately Satisfactory
Overall Risk Rating	<input type="checkbox"/> Moderate	<input type="checkbox"/> Moderate

Implementation Status and Key Decisions

The Project was approved by the Board of Executive Directors on July 30, 2020, it was signed on May 17, 2021, and ratified by Parliament on June 9, 2021. The FA and PA were declared effective on November 12, 2021.



Risks

Systematic Operations Risk-rating Tool

Risk Category	Rating at Approval	Previous Rating	Current Rating
Political and Governance	<input type="checkbox"/> Moderate	<input type="checkbox"/> Moderate	<input type="checkbox"/> Moderate
Macroeconomic	<input type="checkbox"/> Moderate	<input type="checkbox"/> Moderate	<input type="checkbox"/> Moderate
Sector Strategies and Policies	<input type="checkbox"/> Low	<input type="checkbox"/> Low	<input type="checkbox"/> Low
Technical Design of Project or Program	<input type="checkbox"/> Low	<input type="checkbox"/> Low	<input type="checkbox"/> Low
Institutional Capacity for Implementation and Sustainability	<input type="checkbox"/> Substantial	<input type="checkbox"/> Substantial	<input type="checkbox"/> Moderate
Fiduciary	<input type="checkbox"/> Moderate	<input type="checkbox"/> Moderate	<input type="checkbox"/> Moderate
Environment and Social	<input type="checkbox"/> Substantial	<input type="checkbox"/> Substantial	<input type="checkbox"/> Substantial
Stakeholders	<input type="checkbox"/> Low	<input type="checkbox"/> Low	<input type="checkbox"/> Low
Other	<input type="checkbox"/> Moderate	<input type="checkbox"/> Moderate	<input type="checkbox"/> Moderate
Overall	<input type="checkbox"/> Moderate	<input type="checkbox"/> Moderate	<input type="checkbox"/> Moderate

Results

PDO Indicators by Objectives / Outcomes

Time efficiency of cross-border trade				
▶ Average travel time between Kannibodam and Bekobod BCP (Minutes, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	210.00	210.00	210.00	126.00
Date	04-Jun-2020	27-Oct-2020	17-Dec-2021	31-Oct-2026
Comments:	Travel time between Kannibodam and Bekobod BCPs, measuring the improvement of regional connectivity along the trade corridor connecting with Kyrgyz Republic and Uzbekistan			
▶ Average time spent for customs clearance (Minutes, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	834.00	834.00	834.00	584.00
Date	04-Jun-2020	27-Oct-2020	17-Dec-2021	31-Oct-2026



Comments:	Average time required for customs clearance, separately for import and export accounting for time spent at border crossing point and at clearance terminals, measuring time-efficiency of trade across borders resulting from improved customs processes			
<input type="checkbox"/> Average time spent for customs clearance for import (Minutes, Custom Breakdown)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	1,112.00	1,112.00	1,112.00	778.00
Date	04-Jun-2020	27-Oct-2020	17-Dec-2021	31-Oct-2026
<input type="checkbox"/> Average time spent for customs clearance for export (Minutes, Custom Breakdown)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	556.00	556.00	556.00	389.00
Date	04-Jun-2020	27-Oct-2020	17-Dec-2021	31-Oct-2026

Access to markets and trade opportunities				
▶ Market accessibility index of Sughd region (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	0.00
Date	04-Jun-2020	27-Oct-2020	17-Dec-2021	31-Oct-2026
Comments:	Market accessibility index of Sughd Region, measuring trade opportunities resulting from reduced time and cost for customs as well as improved reduced transport cost			

Resilience and safety of transport and trade				
▶ Road closures per year in Barsem caused by natural hazards (Hours, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	720.00	720.00	720.00	120.00
Date	04-Jun-2020	27-Oct-2020	17-Dec-2021	31-Oct-2026
Comments:	Annual number of hours of road closures in Barsem caused by natural hazards, measuring the resilience of transport and trade			
▶ Road crashes or fatalities along the main routes in Khorog (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	12.00	12.00	12.00	6.00
Date	04-Jun-2020	27-Oct-2020	17-Dec-2021	31-Oct-2026



Comments: Annual Road crashes or fatalities along the main routes in Khorog, measuring the sustainable opportunity of transport and trade

Intermediate Results Indicators by Components

Component 1: Improve regional connections in Sughd and GBAO regions				
▶ Roads rehabilitated (Kilometers, Corporate)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	50.50
Date	04-Jun-2020	27-Oct-2020	27-Oct-2020	31-Oct-2026
□ Roads rehabilitated - rural (Kilometers, Corporate Supplement)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	42.50
□ Roads rehabilitated - non-rural (Kilometers, Corporate Supplement)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	8.00
▶ Climate resilient structure constructed in project areas in GBAO (Kilometers, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	3.80
Date	04-Jun-2020	27-Oct-2020	27-Oct-2020	31-Oct-2026
Comments:	The total number of km of all bridges, tunnels and galleries constructed for climate resilience in GBAO under the project.			
▶ Average daily traffic volume passing through Khorog Bridge (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	1,233.00	1,233.00	1,233.00	1,480.00
Date	04-Jun-2020	27-Oct-2020	27-Oct-2020	31-Oct-2026
Comments:	Traffic volume passing through Khorog Bridge, measuring the improvement of regional connectivity as well as increased trade and travel in GBAO, resulting from reduced transport and trip delays.			
▶ Communities in target areas with effective citizen engagement channels (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target



Value	0.00	0.00	0.00	60.00
Date	04-Jun-2020	27-Oct-2020	27-Oct-2020	31-Oct-2026
Comments:	The indicator will measure the project's establishment of functioning channels for citizen engagement (that follow approved procedures) at the community (village or town) in the design/planning and monitoring of rehabilitation and construction of roads to ensure that local concerns and needs are addressed. Procedures will ensure, inclusion, and that the feedback loop is closed by MoT information and response.			
► Road construction jobs created for the local community (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	350.00
Date	04-Jun-2020	27-Oct-2020	27-Oct-2020	31-Dec-2023
Comments:	Under civil works contracts, create opportunities for labor from local communities to be employed under the project			

Component 2. Improve road asset preservation and road safety				
► Size of road network with baseline geometry, location, condition, traffic volume, and natural hazard exposure data are collected (Kilometers, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	7,000.00
Date	04-Jun-2020	27-Oct-2020	27-Oct-2020	31-Oct-2026
Comments:	Ministry of Transport will collect baseline data of Tajikistan's road network, covering geometry, location, condition and traffic volume, to utilize them in the Road Asset Management System. It will collect data from all international roads by end of 2022, all national roads by end of 2024, and additional roads by end of 2026.			
► Preparation of five-year and annual road maintenance plan and budget (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	No	Yes
Date	04-Jun-2020	27-Oct-2020	27-Oct-2020	31-Oct-2026
Comments:	Commissioning and operationalizing of a national road asset management system that generates on an annual basis prioritized maintenance budgets within budget allocation constraints.			
► Road sections where barriers have been retrofitted (Kilometers, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	40.00
Date	06-May-2020	27-Oct-2020	27-Oct-2020	31-Oct-2026
Comments:	The total length of mountainous road sections - to be identified by the Ministry of Transport - where the existing concrete barriers have been replaced or retrofitted with safer barriers			



► Safety belt compliance (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	20.00	20.00	20.00	60.00
Date	04-Jun-2020	27-Oct-2020	27-Oct-2020	31-Oct-2026
Comments:	Percentage of vehicles of which drivers and passengers wear safety belt, observed through road side surveys along the project roads.			
► Adoption of a National Road Safety Strategy (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	No	Yes
Date	04-Jun-2020	27-Oct-2020	27-Oct-2020	31-Dec-2023
Comments:	Adoption of a National Road Safety Strategy			

Component 3. Facilitate cross-border movement of goods				
► Establishment of customs procedures for paper-free clearance operations, including electronic payment of duties, taxes and fees (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	No	Yes
Date	04-Jun-2020	27-Oct-2020	27-Oct-2020	31-Dec-2022
Comments:	Customs Service will develop regulatory and administrative procedures to operationalize paper-free clearance operation, to be compatible with and implemented upon the development of the automation system			
► Implementation of procedures for lodgement of pre-arrival information and risk-based border clearance (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	There is no established customs procedures for processing of pre-arrival information or risk-based border clearance.	the FA has not been signed yet and the project is not effective. No progress made so far	the FA has not been signed yet and the project is not effective. No progress made so far	The established customs procedures for processing of pre-arrival information and risk-based border clearance are being implemented using the automated system.
Date	20-May-2020	27-Oct-2020	27-Oct-2020	31-Dec-2023
Comments:	Customs Service will develop regulatory and administrative procedures to enable pre-arrival information and risk-based border clearance, to be compatible with and implemented upon the development of the automation system			
► Detailed implementation plan for customs automation (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target



Value	Not prepared	the FA has not been signed yet and the project is not effective. No progress made so far	the FA has not been signed yet and the project is not effective. No progress made so far	Developed and adopted by the government (target by end of 2021)
Date	04-Jun-2020	27-Oct-2020	27-Oct-2020	31-Dec-2022
Comments:	A detailed plan for customs automation is to be prepared under the project, covering (i) Project governance and operational framework, (ii) technical and functional requirements of the proposed solution, (iii) The identified legal, regulatory and procedural gaps (iii) Technology architecture and procurement elements, (iv) Project schedule, including activities, timelines and milestones, (v) Project benefits profile, including the expected benefits mapped to milestones, (vi) Project risks and mitigation strategies, and (vii) change management strategy			
► Implementation of customs automation pilot (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	No	Yes
Date	07-May-2020	27-Oct-2020	27-Oct-2020	31-Dec-2025
Comments:	The pilot implementation of the Customs Automated system covering the basic Customs features for import and export is launched for at least one land border crossing and Dushanbe airport			
► Female customs officers at managerial level as share of total managers (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	5.00	5.00	5.00	10.00
Date	04-Jun-2020	27-Oct-2020	27-Oct-2020	31-Oct-2026
Comments:	The project aims to promote an increasing share of female customs staff in managerial positions, both to provide equally adequate services for female and male users and to promote employment opportunities for women in high skilled jobs.			
► Female customs inspectors as a share of total inspectors (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	10.50	10.50	10.50	20.00
Date	04-Jun-2020	27-Oct-2020	27-Oct-2020	31-Oct-2026
Comments:	The project aims to promote an increasing share of female customs staff in customer facing roles, both to provide equally adequate services for female and male users and to promote employment opportunities for women.			

Performance-Based Conditions

Data on Financial Performance

Disbursements (by loan)

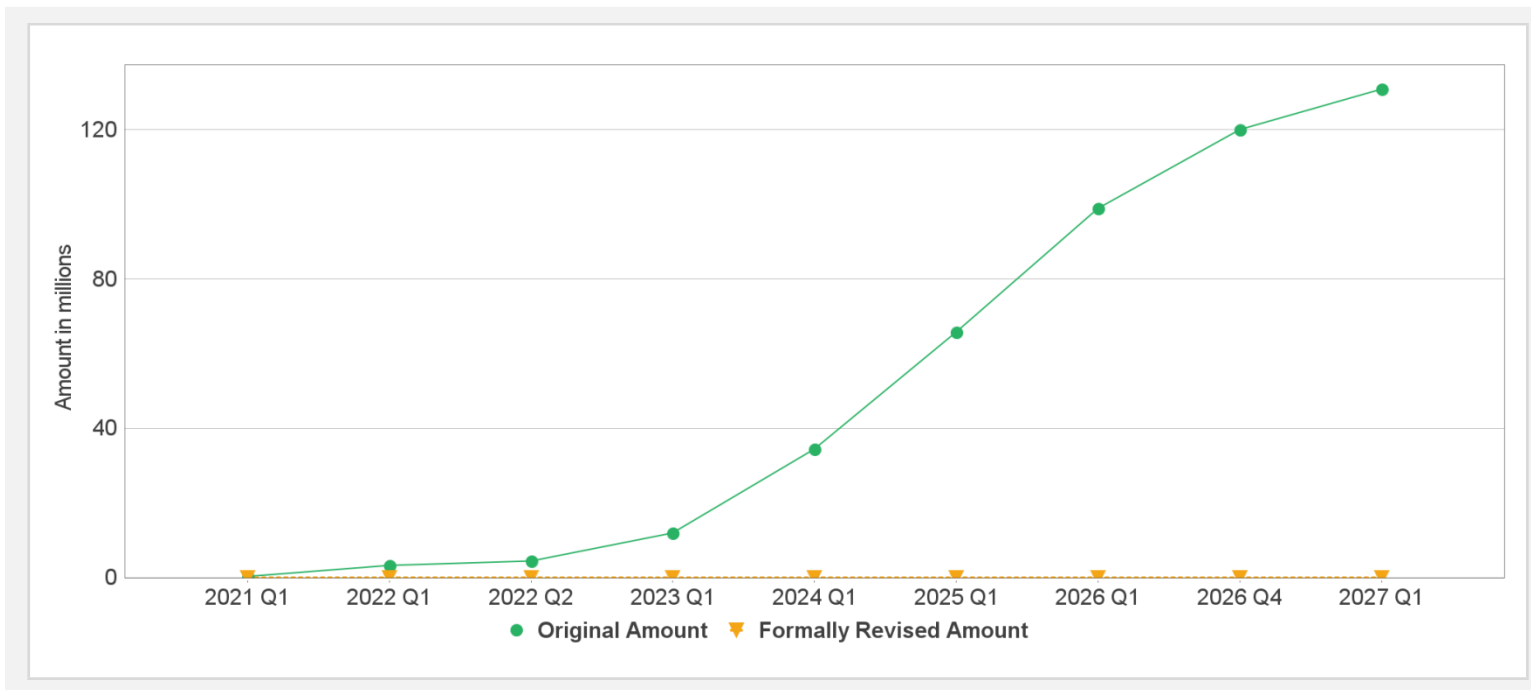


Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	% Disbursed
P166820	IDA-D6990	Effective	USD	131.00	131.00	0.00	0.00	133.34	0%

Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P166820	IDA-D6990	Effective	30-Jul-2020	17-May-2021	12-Nov-2021	31-Oct-2026	31-Oct-2026

Cumulative Disbursements



PBC Disbursement

PBC ID	PBC Type	Description	Coc	PBC Amount	Achievement Status	Disbursed amount in Coc	Disbursement % for PBC
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Restructuring History

There has been no restructuring to date.

Related Project(s)



There are no related projects.
