



SOUTH-WEST ROADS: WESTERN EUROPE-WESTERN CHINA INTERNATIONAL TRANSIT CORRIDOR (CAREC 1B & 6B) (P099270)

EUROPE AND CENTRAL ASIA | Kazakhstan | Transport Global Practice |
IBRD/IDA | Investment Project Financing | FY 2009 | Seq No: 26 | ARCHIVED on 17-Feb-2022 | ISR50280 |

Implementing Agencies: The Republic of Kazakhstan, Ministry of Investments and Development

Key Dates**Key Project Dates**

Bank Approval Date: 30-Apr-2009

Effectiveness Date: 09-Dec-2009

Planned Mid Term Review Date: 03-Dec-2012

Actual Mid-Term Review Date: 27-Nov-2012

Original Closing Date: 31-Dec-2013

Revised Closing Date: 31-Dec-2024

Project Development Objectives

Project Development Objective (from Project Appraisal Document)

The proposed Project aims to increase transport efficiency along the road sections between Aktobe/Kyzylorda Oblast border and Shymkent and to improve road management and traffic safety in Kazakhstan.

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

Yes

Board Approved Revised Project Development Objective (If project is formally restructured)

The objective of the Project is to improve transport efficiency along road sections in Kyzylorda, South Kazakhstan and Almaty Oblasts, improve road management and increase traffic safety in Kazakhstan.

Components Table

Name

Upgrade and reconstruction of road sections along the WE-WC Corridor within Kyzylorda oblast (excluding the bypass to Kyzylorda):(Cost \$1260.00 M)

Upgrade and reconstruction of road sections within South Kazakhstan oblast, including the bypass to Kyzylorda:(Cost \$880.00 M)

Project Management Consultants:(Cost \$14.00 M)

Institutional Development, Road Safety, Road Services and Road Asset Management System:(Cost \$4.00 M)

Supervision of civil works:(Cost \$66.00 M)

Upgrade and reconstruction of road sections within Almaty oblast:(Cost \$276.00 M)

Overall Ratings

Name	Previous Rating	Current Rating
Progress towards achievement of PDO	<input type="checkbox"/> Satisfactory	<input type="checkbox"/> 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 is on track towards the achievement of its PDO. One out of four PDO-level indicators has been fully met; the remaining three are nearly achieved at 95%. The project's original scope has been completed, including the construction of 1,130 km of the Western China-Western Europe (WC-WE) transit corridor and the institutional component. At the Borrower's request the project closing date was extended until December 31, 2024. The following is a status of activities by component:

Component 1 - Upgrade and reconstruction of road sections along the Western Europe -Western China (WE-WC) Corridor within Kyzylorda oblast (excluding the bypass to Kyzylorda): This component has been fully completed with upgrading of a 760 km road stretch (14 lots) in Kyzylorda oblast are completed and are currently under a defect liability period.

Component 2 - Upgrade and reconstruction of road sections within South Kazakhstan oblast, including the bypass to Kyzylorda: The collapse in the tunnel in August 2019 and the change of the tunnel category have delayed the works, requiring several contract extensions, with current contract completion date of December 4, 2022. The damaged section of the tunnel is now fully reinstated, and 63.9% physical progress has been made on the tunneling works and 76.7% on the roads works as of December 2021. The Bank team visited the site several times during 2021, including a visit of technical experts in September 2021, to support the CR in addressing potential issues related to surface and groundwater drainage. The CR has already revised the tunnel's drainage system design in line with the Bank team's recommendations; however, further improvements are needed to fully mitigate potential negative impacts and improve sustainability of the tunnel.

Component 3 – Project Management Consultants (PMC): The PMC financed under this component needs strengthening of its team's capacity to improve management of the ongoing civil works and enhance monitoring and reporting for the project to comply with the Bank's safeguards and fiduciary requirements.

Component 4 – Institutional Development, Road Safety, Road Services and Road Asset Management System (RAMS): All the activities under this component have been completed, except for the RAMS. All major tasks for development of the RAMS have been completed, except for Certification of the system for IT security, which is currently awaiting approval of the Certification Authority (GTS). Handover of the system and the subsequent one-year technical support by the Consultant will be completed after the GTS approval.

Component 5 – Supervision of civil works: This component is on track.

Component 6 - Upgrade and reconstruction of road sections within Almaty oblast: Under this component, added during the third restructuring in 2017, progress is mixed:

- *Kurty-Togyz (Lot 1 and Lot 2):* The contract with the previous contractor was terminated in November 2020, rebid, and awarded to new contractor in September 2021, with works expected to commence in March 2022;
- *Otar-Uzynagash (Lot 1 and Lot 3):* On Lot 1, the contract was extended until April 30, 2022 and the works are currently on track to be completed by this date. Lot 3 has been completed;
- *Otar-Uzynagash (Lot 2):* The contract with the previous contractor was terminated in April 2020, rebid, and awarded to new contractor in September 2021. The works are expected to commence in March 2022.

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
Macroeconomic	--	<input type="checkbox"/> Moderate	<input type="checkbox"/> Moderate
Sector Strategies and Policies	--	<input type="checkbox"/> Moderate	<input type="checkbox"/> Moderate
Technical Design of Project or Program	--	<input type="checkbox"/> Low	<input type="checkbox"/> Low
Institutional Capacity for Implementation and Sustainability	--	<input type="checkbox"/> Moderate	<input type="checkbox"/> Moderate
Fiduciary	--	<input type="checkbox"/> Low	<input type="checkbox"/> Low
Environment and Social	--	<input type="checkbox"/> Substantial	<input type="checkbox"/> Substantial
Stakeholders	--	<input type="checkbox"/> Low	<input type="checkbox"/> Low
Other	--	<input type="checkbox"/> Substantial	--
Overall	--	<input type="checkbox"/> Moderate	<input type="checkbox"/> Moderate

Results

PDO Indicators by Objectives / Outcomes

Improve transport efficiency along road sections in Kyzylorda, South Kazakhstan and Almaty Oblasts				
▶ Reduce, by the end of the Project, Road User Costs from US\$0.26/veh-km to US\$0.23/veh-km on Project road sections. (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.26	0.24	0.24	0.23
Date	09-Jun-2009	21-Dec-2020	31-Dec-2021	31-Dec-2023
▶ Proportion of the Republican road network length that are in Good or Fair conditions (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	53%	81.00	81.00	86%
Date	09-Jun-2009	21-Dec-2020	31-Dec-2021	31-Dec-2024
Comments:	Massive construction is going on around the country, the end target of this indicator will be reached by the end of next year			
▶ Reduce, by the end of the Project, the rate (per 100 million veh-km) of road crash fatalities along the Project road sections by atleast 10% (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	11.00	9.51	9.50	9.50
Date	01-Jun-2007	21-Dec-2020	31-Dec-2021	31-Dec-2024
Comments:	EuroRAP assessment is ongoing on one of the project sections as a pilot. After pilot the consulting company SweRoad will come up with the recommendations to improve road safety. Committee for Roads, National Center for the Quality of Road Assets, and KazDorNII JSC along with consulting company SweRoad are working hard to introduce EurRAP in Kazakhstan. It has been already surveyed 5,700 kilometers along the sections of the Western Europe - Western China corridor, as well as the Nur-Sultan - Petropavlovsk, Nur-Sultan - Atbasar, Kostanay-Karabutak, Shymkent - Saraygash, Almaty - Taldykorgan". A total of 6,200 km of Kazakh roads are estimated to be assessed. To obtain a complete and comprehensive picture of the state of road safety, the road network is encoded using more than 50 parameters every 100 meters. Once the coding process is completed, each road section will be assigned a five-point star rating in accordance with IRAP standards and guidelines, which will help improve safety parameters and help reduce road accidents.			
▶ Implementation and Effective use of Road Management System by the Committee (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No system in place	RAMS activities framework completed. Equipment tested. The system was rolled out in 14 oblasts. However,	RAMS activities framework completed. Equipment tested. The system was rolled out in 14 oblasts.	System in place



		additional 7 months service agreement was signed in Dec. 2019 for capacity building and to complete some elements of the system.	However, additional 7 months service agreement was signed in Dec. 2019 for capacity building and to complete some elements of the system.	
Date	09-Jun-2009	21-Dec-2020	31-Dec-2021	31-Dec-2023
Comments:	At present the training on the operation of RAMS and reporting system is going on.			

Intermediate Results Indicators by Components

Upgrade and reconstruction of road sections along the WE-WC Corridor within Kyzylorda oblast (excluding the bypass to Kyzylorda)				
▶ Number of kilometers of roads upgraded (cumulative km) (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	788.00	788.00	788.00
Date	09-Jun-2009	21-Dec-2020	31-Dec-2021	01-Dec-2021
▶ Updating of road data for Republican roads (% of total length per year) (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0%	88.00	88.00	100%
Date	09-Jun-2009	21-Dec-2020	31-Dec-2021	31-Dec-2023

Upgrade and reconstruction of road sections within South Kazakhstan oblast, including the bypass to Kyzylorda				
▶ Roads constructed (Kilometers, Corporate)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	377.00	377.00	354.00
Date	02-Dec-2009	21-Dec-2020	31-Dec-2021	31-Dec-2022

Project Management Consultants				
▶ Training received by the Committee staff from PMC (staff-hours) (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target



Value	0.00	4,050.00	4,100.00	4,500.00
Date	09-Jun-2009	21-Dec-2020	31-Dec-2021	31-Dec-2024

Institutional Development, Road Safety, Road Services and Road Asset Management System

► Road asset management strategy, Rolling multiyear road maintenance, and rehabilitation program established (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	Not established	system in place, tested, rolled out in 14 oblasts.	system in place, tested, rolled out in 14 oblasts.	Established
Date	09-Jun-2009	21-Dec-2020	31-Dec-2021	31-Dec-2023

► Prepare road safety strategy and action plan (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	Not established	Established	Established	Established
Date	09-Jun-2009	21-Dec-2020	31-Dec-2021	31-Dec-2021

Supervision of civil works

► Works, Goods, and Consulting Services contracts processed and managed by the PMC (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0 (W); 0 (G); 0 (CS)	28(w), (1) G, 11(CS)	28(w), (1) G, 11(CS)	28(W);1(G);11(CS)
Date	09-Jun-2009	21-Dec-2020	31-Dec-2021	31-Dec-2021

Upgrade and reconstruction of road sections within Almaty oblast

► Roads constructed (Kilometers, Corporate)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	52.00	52.00	288.00
Date	28-Nov-2018	21-Dec-2020	21-Dec-2020	31-Dec-2024

Comments: Roads are not yet completed

► Changes to Project activities as a result of citizen feedback (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
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Value	No	Yes	Yes	Yes
Date	30-Jun-2010	21-Dec-2020	31-Dec-2021	31-Dec-2024
Comments:	During the course of construction of the road, people living adjacent to the road, made requests to the Committee for Roads for some additional works, such as pedestrian crossing, cattle crossing, culverts, change of the location of the rest areas, construction of foot path, bus shelters, selling area for their local products, access roads to the village, labour payments, payments to the suppliers, site staff accommodation, canteen, food supply, etc., through the local authority (Akimat) and to the Employer. Upon checking and review of their requests, most of these requests were included in the project design and implemented under through the Variation Orders to the contract within the project completion period without changing the original scope of works.			
► Feedback on Project activities received - Number of questions from citizens answered at the Project website (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	1.00	581.00	625.00	700.00
Date	18-Jun-2010	21-Dec-2020	31-Dec-2021	31-Dec-2024
Comments:	The total number of feedbacks received from the citizens so far through the project website total 581. There were no new complaints received through the website during the last reporting period. Some of the feedbacks received from the citizen were directly responded to by the Committee for Roads, while others were included in the design and addressed through the project. The nature of the inquiries was mostly related to additional services such as including additional pedestrian crossings, cattle crossings, culverts, change in location of the rest areas, construction of foot paths, bus shelters, trading area for the citizens' products, access roads to the village, payments for labor, etc. Some other inquiries are related to the completion date of the road construction, reasons for closure of the road section, road traffic accidents, traffic control and safety during construction, etc. The CfR has already addressed most of these inquiries and continues addressing them in consultation with the local authorities, supervision engineers and contractors on site.			

Performance-Based Conditions

Data on Financial Performance

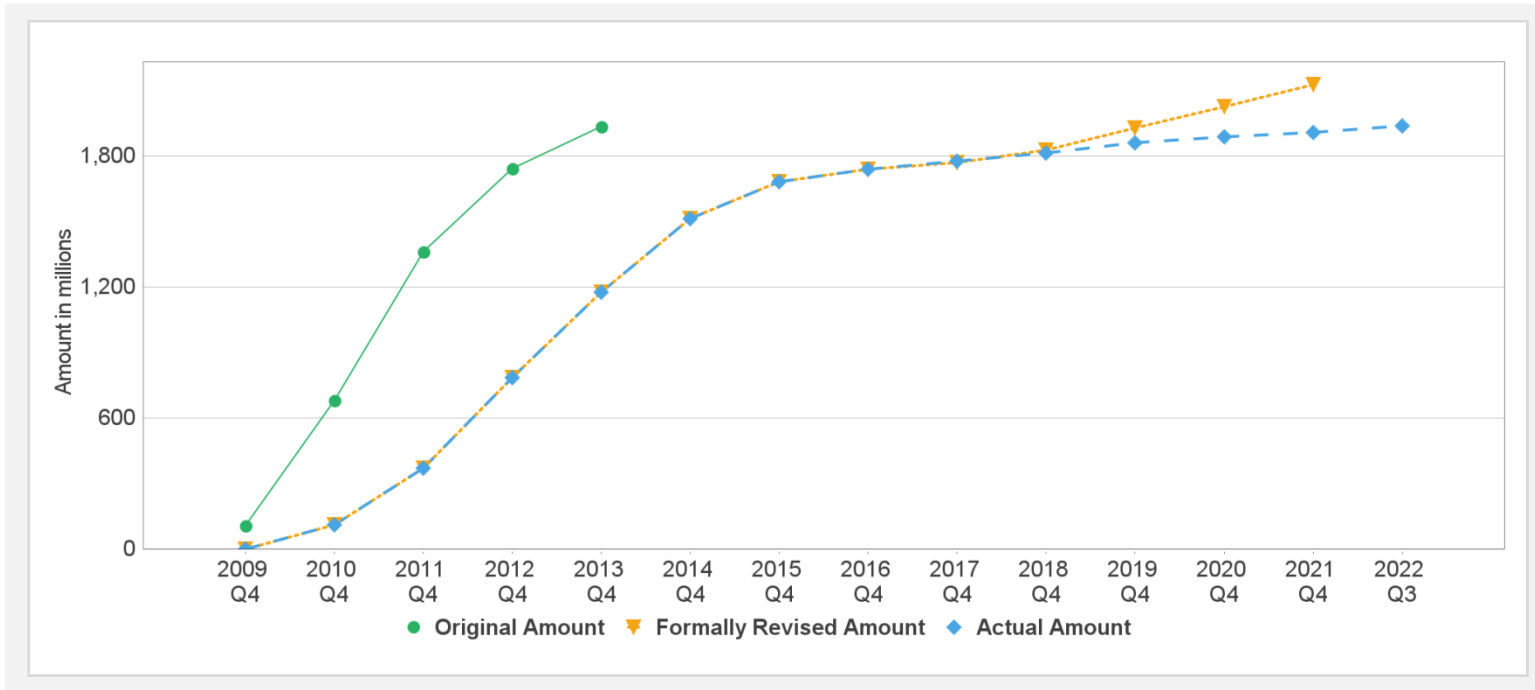
Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	% Disbursed
P099270	IBRD-76810	Effective	USD	2,125.00	2,125.00	0.00	1,936.21	188.79	91%

Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P099270	IBRD-76810	Effective	30-Apr-2009	13-Jun-2009	09-Dec-2009	31-Dec-2013	31-Dec-2024

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

Level Approved on 25-Jun-2012 ,Level 1 Approved on 25-Jun-2015 ,Level 1 Approved on 16-Jun-2017 ,Level 2 Approved on 06-Dec-2021

Related Project(s)

There are no related projects.