

## Implementation Status & Results

### Kazakhstan

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

Operation Name: SOUTH-WEST ROADS: WESTERN EUROPE-WESTERN CHINA INTERNATIONAL TRANSIT CORRIDOR (CAREC 1B & 6B) (P099270) Project Stage: Implementation Seq.No: 9 Status: ARCHIVED Archive Date: 14-Dec-2012

Product Line: IBRD/IDA Country: Kazakhstan Approval FY: 2009  
Region: EUROPE AND CENTRAL ASIA Lending Instrument: Specific Investment Loan  
Implementing Agency(ies): Committee for Roads

#### Key Dates

Board Approval Date	30-Apr-2009	Original Closing Date	31-Dec-2013	Planned Mid Term Review Date	03-Dec-2012	Last Archived ISR Date	22-Feb-2012
Effectiveness Date	09-Dec-2009	Revised Closing Date	30-Jun-2015	Actual Mid Term Review Date			

#### Project Development Objectives

Project Development Objective (from Project Appraisal Document)

**The objective of the Project is to improve transport efficiency along road sections from the border of Aktobe and Kyzylorda Oblasts to the border of South Kazakhstan and Zhambyl Oblasts, improve road management and increase traffic safety in Kazakhstan**

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

☒ Yes ☐ No

#### Component(s)

Component Name	Component Cost
Upgrade and reconstruction of road sections along the WE-WC Corridor within Kyzylorda oblast (excluding the bypass to Kyzylorda)	1334.50
Upgrade and reconstruction of road sections within South Kazakhstan oblast, including the bypass to Kyzylorda	879.10
Project Management Consultants	6.50
Institutional Development, Road Safety, Road Services and Road Asset Management System	3.50
Supervision of civil works	55.00

#### Overall Ratings

	Previous Rating	Current Rating
Progress towards achievement of PDO	Satisfactory	Satisfactory
Overall Implementation Progress (IP)	Moderately Satisfactory	Moderately Satisfactory
Overall Risk Rating		Substantial

## Implementation Status Overview

Civil works (Components 1 and 2): All civil works financed under the project (22 contracts covering 1,065km) are ongoing. Timely payment of Iterim Payment Certificates remains an issue but it is being addressed by both the Ministry of Transport and Communications (MoTC) and the Bank project team. Implementation of works is satisfactory overall although some contractors and sub-contractors continue to face cash-flow problems while others are still facing shortage of equipment and material on the construction site. Three contractors were not performing well and the MoTC initially considered terminating their contracts. But then MoTC agreed to remediation action plans. Those action plans have been rated as satisfactory by the Bank project team during visits to the construction sites in August. One civil works contract -the 15 km long Temirlanovka bypass- is late, but for a good reason which is that it has been delayed due to a change in design requested by the inhabitants that was later endorsed by the MoTC.

Institutional Strengthening: The MoTC still faces difficulties focusing on the institutional strengthening activities agreed upon at negotiations. Activities will be implemented, but late. At the same time MoTC, under the impulse of its minister, is now pushing for quite innovative set of reforms that would introduce incentive to staff and a more efficient management of the road network (that set of reform was considered too advanced at the time of appraisal). It is too early to say if MoTC will succeed. But the set of reforms that are envisaged put the existing State-owned Kazakaftodor at the center of operation and maintenance of the road network and allowing them to function as a commercially oriented business.

Disbursement: Current disbursement is at 47 percent after 3 years of implementation. It is expected that the disbursement target set by the Government for the end of the calendar year 2012 will be met.

External Monitoring: The recent initiative by representatives of the creation of the National Expert Council for Transparency and Sustainable Development (the Council) provides an opportunity for external monitoring. Land acquisition monitoring has been included as a priority activity in the work program of the Council. The Council will work at strengthening accountability and transparency during implementation of the project. The first meeting of the Council took place in Astana on July 13, with the Bank team participating as observers. First monitoring activities were initiated in Zhambyl oblast, South-Kazakhstan oblast and Kyzylorda oblast.

Project restructuring: A restructuring of the Project was approved in June 2012 to add the upgrade to 4 lane of 80 km section of the existing road from Shymkent to Zhambyloblast border. This investment is to be financed out of the Project savings. The ratification by the Parliament, which is the latest stage of the process, is pending. Procurement of the works and related consulting services for supervision is implemented following the agreed schedule and works are expected to start in Spring 2013 as planned. The Resettlement Action Plan related to the 80 km is expected to be submitted to the Bank by end 2012.

## Locations

Country	First Administrative Division	Location	Planned	Actual
Kazakhstan	Not Entered	Aktyubinskaya Oblast		
Kazakhstan	Not Entered	Syr Darya		
Kazakhstan	Not Entered	Qyzylorda		
Kazakhstan	Not Entered	Yuzhno-Kazakhstanskaya Oblast		
Kazakhstan	Not Entered	Shymkent Qalasy		
Kazakhstan	Not Entered	Turkistan Qalasy		

## Results

### Project Development Objective Indicators

Indicator Name	Core	Unit of Measure		Baseline	Current	End Target
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.	<input type="checkbox"/>	Text	Value	0.26		0.23
			Date	09-Jun-2009	06-Nov-2012	30-Jun-2015
			Comments		This indicator will be measured during spring 2013 when Road Asset Management equipment will be able to scan the section of roads that are completed (the measurement is part of the civil work requirements prior to the final payments to the contractors).	
Proportion of the Republican road network length that are in Good or Fair conditions	<input type="checkbox"/>	Text	Value	53%		86%
			Date	09-Jun-2009	06-Nov-2012	30-Jun-2015
			Comments		No measure conducted yet. Will be updated during Spring 2013, together with the Road Asset Management measurements.	
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%	<input type="checkbox"/>	Text	Value	11		9.5
			Date	01-Jun-2007	06-Nov-2012	30-Jun-2015
			Comments		No impact on road safety yet as the works are ongoing.	
Implementation and Effective use of Road Management System by the Committee	<input type="checkbox"/>	Text	Value	No system in place		System in place
			Date	09-Jun-2009	06-Nov-2012	30-Dec-2011
			Comments		TOR agreed upon. Data collection being procured and is scheduled to be operational in Spring 2013.	

#### Intermediate Results Indicators

Indicator Name	Core	Unit of Measure		Baseline	Current	End Target
Number of kilometers of roads upgraded (cumulative km)	<input type="checkbox"/>	Text	Value	0	560km	1142
			Date	09-Jun-2009	06-Nov-2012	30-Jun-2015
			Comments			
Works, Goods, and Consulting Services contracts processed and managed by the PMC	<input type="checkbox"/>	Text	Value	0 (W); 0 (G); 0 (CS)	22(w), 0 (G), 6 (CS)	14 (W); 3 (G); 8 (CS)
			Date	09-Jun-2009	06-Nov-2012	30-Jun-2015

			Comments		All procurement completed except for the civil works on the additional 80km (financed out of savings and approved during restructuring).	
Training received by the Committee staff from PMC (staff-hours)	<input type="checkbox"/>	Text	Value	0		3000
			Date	09-Jun-2009	06-Nov-2012	30-Jun-2015
			Comments		value not available.	
Updating of road data for Republican roads (% of total length per year)	<input type="checkbox"/>	Text	Value	0%		100%
			Date	09-Jun-2009	06-Nov-2012	30-Jun-2013
			Comments		Data collection still being procured	
Road asset management strategy, Rolling multi-year road maintenance, and rehabilitation program established	<input type="checkbox"/>	Text	Value	Not established	Not established	Established
			Date	09-Jun-2009	06-Nov-2012	30-Jun-2013
			Comments			
Prepare road safety strategy and action plan	<input type="checkbox"/>	Text	Value	Not established		Established
			Date	09-Jun-2009	06-Nov-2012	30-Jun-2011
			Comments		Short list agreed upon and RFP being issued.	
Prepare road service strategy and action plan	<input type="checkbox"/>	Text	Value	Not established	Short list agreed upon and RFP being issued	Established
			Date	06-Sep-2009	06-Nov-2012	30-Jun-2011
			Comments			

### Data on Financial Performance (as of 20-Nov-2012)

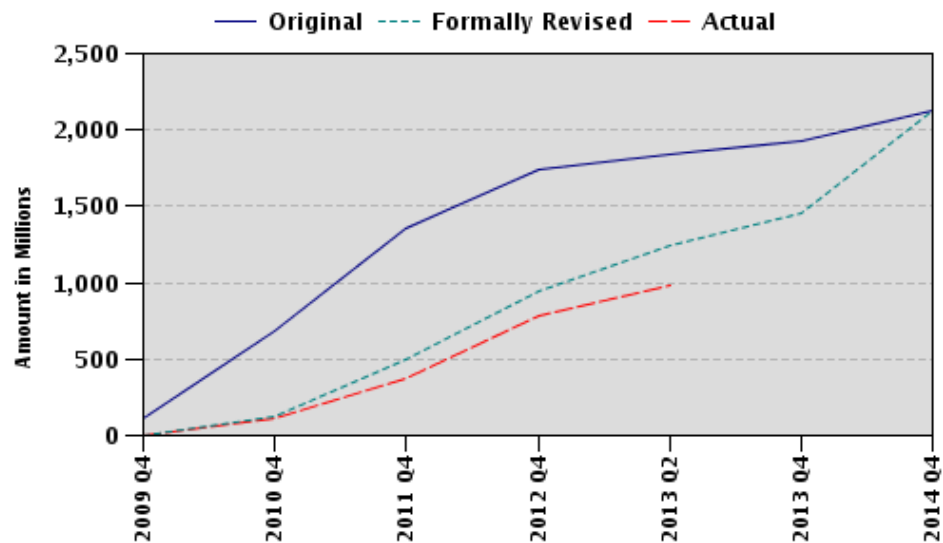
#### Financial Agreement(s) Key Dates

Project	Ln/Cr/Tf	Status	Approval Date	Signing Date	Effectiveness Date	Original Closing Date	Revised Closing Date
P099270	IBRD-76810	Effective	30-Apr-2009	13-Jun-2009	09-Dec-2009	31-Dec-2013	30-Jun-2015

#### Disbursements (in Millions)

Project	Ln/Cr/Tf	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	% Disbursed
P099270	IBRD-76810	Effective	USD	2,125.00	2,125.00	0.00	979.38	1,145.62	46.00

#### Disbursement Graph



**Key Decisions Regarding Implementation**

The project has been restructured to allow the upgrade of an additional 80kms section of the corridor east of Shymkent, to be financed out of the savings made so far under the project.

**Restructuring History**

Level one Approved on 25-Jun-2012

**Related Projects**

There are no related projects.