

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: 11 Status: ARCHIVED Archive Date: 31-Dec-2013

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

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-Jun-2013
Effectiveness Date	09-Dec-2009	Revised Closing Date	30-Jun-2015	Actual Mid Term Review Date	27-Nov-2012		

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	Moderate

Implementation Status Overview

Civil works (Components 1 and 2): All civil works financed under the project (22 contracts covering 1,065km) are ongoing. The works for the construction of four lane highway between Shymkent and Kyzylorda are on schedule. Travel time has been already reduced by two hours between the two towns. About 300km out of the 540km have been commissioned and the remaining works are expected to be completed on time. This is key to the Government as those sections are the ones with the highest traffic. The reconstruction of the two lane highway North of Kyzylorda continue to be about one year late. But they will be completed by the closing date and within the budget. One contract under this section was suffering from a lack of performance of the contractor but the issue has been addressed: the contract has been terminated, and a new contractor selected and deployed. The last 80km "East of Shymkent" that were added to the Project thanks to the savings under the other sections are also ongoing. Overall, the 2013 construction season is over and implementation of works has been satisfactory, although most contractors continued to face cash-flow problems throughout the year.

Institutional Strengthening: Implementation of the following major reforms initiated under the SWRP in line with global best practices are complete:

- 1) Improved institutional structure with decision making level and sector policy at the MoTC, road sub-sector policy management at the CR, and operational implementation of the road policy at KazAvtoZhol;
- 2) Separation of the client and supplier functions/organizations;
- 3) Creation of a new commercialized organization JSC KazAvtoZhol to better manage road assets.

MoTC asked the Bank to approve day-to-day implementation of the SWRP by the established KazAvtoZhol, while overall responsibility over the Loan would remain to be under the MoF and MoTC. The Bank is currently undertaking due diligence (FM, procurement, and legal) to assess the implementation capacity of the entity.

Other consultancy services are ongoing and focusing on (i) safer roads with adequate service, (ii) improved management information system (Road Asset Management System – RAMS) and (iii) better communication with the users of the infrastructure and services and compliance with environmental and social considerations. The CR has hired a consultancy firm (SweRoad) that has delivered the inception report on road safety. Regarding RAMS, CR and KazAvtoZhol are finalizing the ToRS to procure the software system, and KazAvtoZhol is opening a RAMS unit. Bank team is providing regular support to the RAMS working group formed by the CR in October that meets weekly.

Disbursement: Current disbursement is 69 percent after 4 years of implementation.

External Monitoring: A US\$305,000 IDF grant is being prepared for an umbrella Civil Society Organization to introduce governance diagnostics in transport projects and establish mechanisms for local community engagements with MoTC. The grant will support the National Expert Council for Transparency and Sustainable Development created in 2011, which provides an opportunity for external monitoring, and aims at strengthening accountability and transparency during implementation of the project. The IDF implementation is pending legal approvals.

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	13-Dec-2013	30-Jun-2015
			Comments		This indicator will be measured in 2014 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	13-Dec-2013	30-Jun-2015
			Comments		No measure conducted yet. Will be updated once the with the Road Asset Management is operational	
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	13-Dec-2013	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	13-Dec-2013	30-Dec-2011
			Comments		TOR agreed upon. Data collection being procured and contract to be signed.	

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	800	1142
			Date	09-Jun-2009	13-Dec-2013	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)	26(w), (0) G, 9(CS)	14 (W); 3 (G); 8 (CS)
			Date	09-Jun-2009	13-Dec-2013	30-Jun-2015
			Comments		All procurement completed.	

Training received by the Committee staff from PMC (staff-hours)	<input type="checkbox"/>	Text	Value	0		3000
			Date	09-Jun-2009	13-Dec-2013	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	13-Dec-2013	30-Jun-2013
			Comments		Data collection still being procured	
Rolling multi-year road maintenance and rehabilitation program established	<input type="checkbox"/>	Text	Value	Not established		Established
			Date	09-Jun-2009	13-Dec-2013	30-Jun-2013
			Comments			
Prepare road safety strategy and action plan	<input type="checkbox"/>	Text	Value	Not established		Established
			Date	09-Jun-2009	13-Dec-2013	30-Jun-2011
			Comments		inception report issued	

Data on Financial Performance (as of 12-Dec-2013)

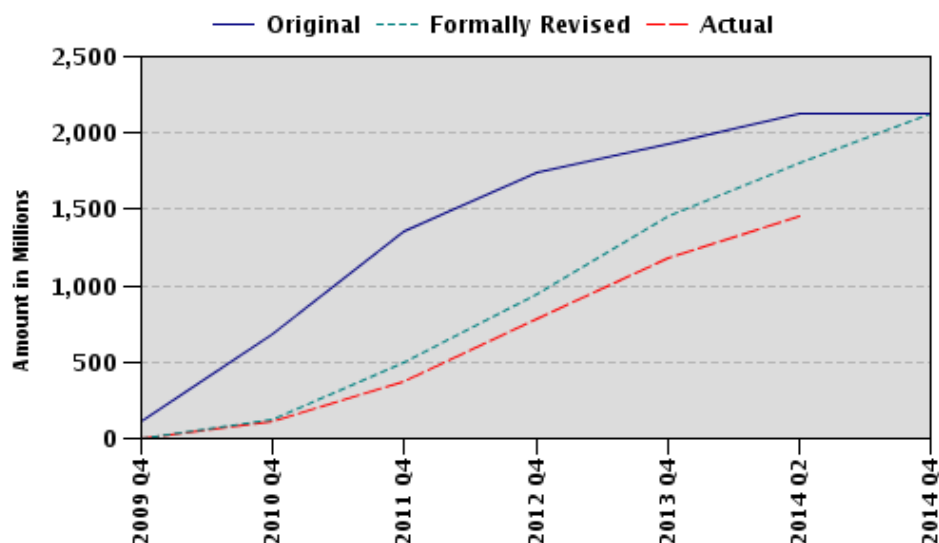
Financial Agreement(s) Key Dates

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	1,459.64	665.36	69.00

Disbursement Graph



Key Decisions Regarding Implementation

The JSC "KazAutoZhol" has been established and became a national operator in the roads sector.

Overall the progress of the civil works is acceptable. Most of the works south of Kyzylorda are completed. The works that will have to continue next year are the ones that started late for valid reasons (e.g., Terminalovka bypass). There are a few exceptions (lot 4, lot 7) where the delay is due to poor management by the contractor. Remedial actions are in place.

Overall progress on institutional development component is satisfactory. KazAvtoZhol is hiring the staff for the Road Asset Management unit and software to be procured by summer 2014. Road safety and roadside services consultants started their work with key deliverables expected in 2014.

Restructuring History

Level one Approved on 25-Jun-2012

Related Projects

There are no related projects.