



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

EUROPE AND CENTRAL ASIA | Kazakhstan | Transport & ICT Global Practice |
IBRD/IDA | Specific Investment Loan | FY 2009 | Seq No: 15 | ARCHIVED on 26-Dec-2015 | ISR22247 |

Implementing Agencies:

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:30-Jun-2018

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

Name

Upgrade and reconstruction of road sections along the WE-WC Corridor within Kyzylorda oblast (excluding the bypass to Kyzylorda):(Cost \$1101.00 M)

Upgrade and reconstruction of road sections within South Kazakhstan oblast, including the bypass to Kyzylorda:(Cost \$1112.00 M)

Project Management Consultants:(Cost \$9.00 M)

Institutional Development, Road Safety, Road Services and Road Asset Management System:(Cost \$6.00 M)

Supervision of civil works:(Cost \$61.00 M)

Overall Ratings

Name	Previous Rating	Current Rating
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Progress towards achievement of PDO	● Satisfactory	● Satisfactory
Overall Implementation Progress (IP)	● Satisfactory	● Satisfactory
Overall Risk Rating	--	● Moderate

Implementation Status and Key Decisions

Most of civil works under the Project are completed or substantially completed. Remaining works are ongoing on contracts 1b, 2b and 8a in Shymkent area, and the progress is still low on Lot 7 in Kyzylorda. Overall quality of works is satisfactory with only a few exceptions based on detailed review of performance of contractors and technical assessment by the Project team. The status of the main ongoing works is as follows:

1. LOT-1B: Shymkent-Border of Zambyl Region, 39 KM: Physical progress has reached to 80 percent as of October 2015. The overall performance of the Contractor is satisfactory. The works are planned to be completed by July 2016. The contractor has opted for a low technical solution to build an 800 meter tunnel. The solution is inexpensive but time consuming. The construction of the tunnel needs to progress cautiously because of the geology.
2. LOT-2B: Shymkent-Border of Zhambul Region, 42 KM: The actual progress is at about 80%. The extended contract completion date is December 2015, which the team finds not realistic. Completion of works are likely to go several months beyond the current contract completion date of December 2015. Quality of bridge works implemented by local subcontractor is not satisfactory. The Engineer and the Employer did not question some of the very old and now irrelevant design for some of the bridges.
3. LOT-8A (Temirlan Bypass, 13km) Physical progress is at about 85%. The current completion of works is planned by the end of 2015, but the project team estimated that additional 6 months will be needed to complete the works. Urgent mobilization of financing and physical resources by the Contractor is required. Supervision engineers should properly assess justifications for additional time.

Institutional Development: Consulting services are ongoing on road asset management system, and road side services. Regarding the Rad Asset Management System the Consultant has provided two reports and prepared the demo version of the RAMS, and delivered a number of presentations to the CR, KazDorNII, and Oblast road laboratories. Regarding the development of Road Side Services, poor performance by the consultants forced the CR to restructure the assignment. The consultants failed to implement activities in a timely manner. The Bank team asked CR to provide recommendations on how to proceed forward and achieve the intended outcomes on this activity.

Procurement and financial management arrangements for the projects continue to be satisfactory. The project is in full compliance with financial conditions of the Legal Agreements including timely submission of IFRs and annual audited financial statements. The main outstanding procurement issue is related to tax reimbursement under civil works supervision contracts and is being resolved.

Environmental performance is moderately satisfactory because contractors/subcontractors should implement more diligently basic housekeeping and worker's safety measures during construction works. Social safeguards are rated moderately satisfactory because although the social monitoring, community engagement and grievance redress have improved, the social monitoring and citizen engagement activities should still increase.

Risks

Systematic Operations Risk-rating Tool

Risk Category	Rating at Approval	Previous Rating	Current Rating
Political and Governance	--	--	● Moderate
Macroeconomic	--	--	● Moderate
Sector Strategies and Policies	--	--	● Moderate



Technical Design of Project or Program	--	● Moderate	● Low
Institutional Capacity for Implementation and Sustainability	--	--	● Moderate
Fiduciary	--	--	● Low
Environment and Social	--	--	● Moderate
Stakeholders	--	--	● Low
Other	--	--	● Moderate
Overall	--	--	● Moderate

Results

Project Development Objective Indicators

- 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	--	--	0.23
Date	09-Jun-2009	17-Dec-2014	18-Dec-2015	30-Jun-2018

- 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%	--	--	86%
Date	09-Jun-2009	17-Dec-2014	18-Dec-2015	30-Jun-2018

- 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	--	--	9.5
Date	01-Jun-2007	17-Dec-2014	17-Dec-2014	30-Jun-2018



► 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 being implemented, the system is expected to be in place in June 2015	RAMS activities being implemented, the system is expected to be in place in June 2015	System in place
Date	09-Jun-2009	17-Dec-2014	18-Dec-2015	30-Jun-2018

Overall Comments

N-A

Intermediate Results Indicators

► Number of kilometers of roads upgraded (cumulative km) (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0	835	1020	1227
Date	09-Jun-2009	17-Dec-2014	18-Dec-2015	30-Jun-2018

► 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)	24(w), (0) G, 9(CS)	24(w), (0) G, 9(CS)	26 (W); 1 (G); 9 (CS)
Date	09-Jun-2009	17-Dec-2014	30-Jun-2018	30-Jun-2018



► Training received by the Committee staff from PMC (staff-hours) (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0	3000	3000	3000
Date	09-Jun-2009	17-Dec-2014	18-Dec-2015	30-Jun-2018

► Updating of road data for Republican roads (% of total length per year) (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0%	--	--	100%
Date	09-Jun-2009	17-Dec-2014	18-Dec-2015	30-Jun-2018

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

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	Not established	Not established	being set in place	Established
Date	09-Jun-2009	17-Dec-2014	18-Dec-2015	30-Jun-2018

► 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	17-Dec-2014	18-Dec-2015	30-Jun-2018

Overall Comments

N-A

Data on Financial Performance



The World Bank

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Implementation Status & Results Report

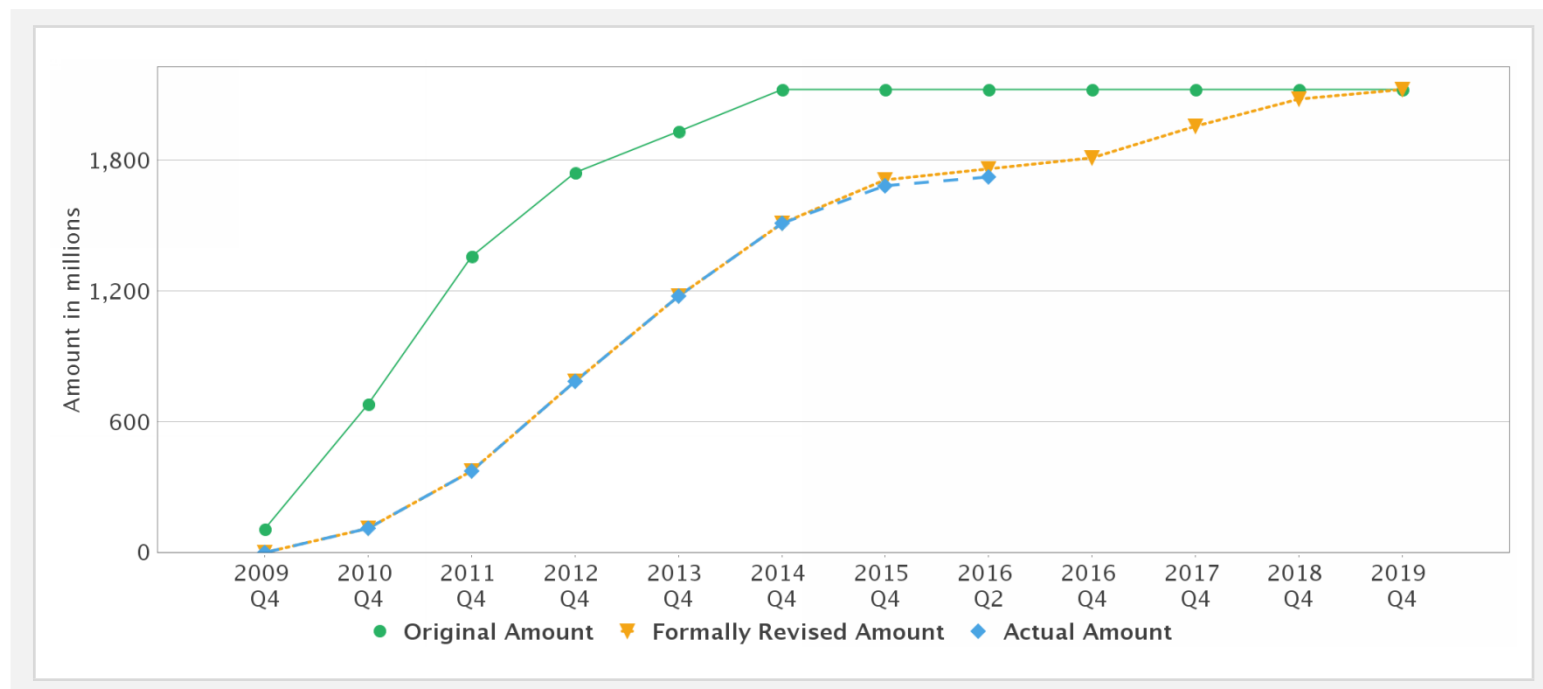
Disbursements (by loan)

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	1,724.36	400.64	81%

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	30-Jun-2018

Cumulative Disbursements



Restructuring History

Level Approved on 25-Jun-2012 ,Level 1 Approved on 25-Jun-2015

Related Project(s)



The World Bank

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Implementation Status & Results Report

There are no related projects.
