

## 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: 12 Status: ARCHIVED Archive Date: 28-Jun-2014

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

#### 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	31-Dec-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)	1101.00
Upgrade and reconstruction of road sections within South Kazakhstan oblast, including the bypass to Kyzylorda	1112.00
Project Management Consultants	9.00
Institutional Development, Road Safety, Road Services and Road Asset Management System	6.00
Supervision of civil works	61.00

#### Overall Ratings

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

## Implementation Status Overview

This ISR reports a Mid-term review mission from March 31-April 17, 2014. The mission reviewed the implementation progress of the project, including the overall progress towards achieving the Project Development Objective, and progress by each of the project activities.

Overall implementation: The project continued making a steady progress towards achieving its development objectives. All civil works financed under the project (24 contracts covering 1,065km) are ongoing. Civil works components advanced substantially over the past months, with majority of contracts nearing completion and the rest in implementation. All works are expected to be completed on time. The project has already been showing some visible benefits. The travel time has been reduced considerably, as much as two hours between Shymket and Kyzylorda, while investments have facilitated higher traffic along these routes. Institutional component is being implemented successfully. Its major outcome is the establishment of a national road operator, KazAvtoZhol, further strengthening the overall governance and policy making in the Kazakhstan's road sector. As a result of these achievements, the Implementation Progress (IP) rating has been upgraded to Satisfactory for the first time since mid-2010. Disbursement currently stands at 71 percent after 54 months (from effectiveness) of implementation which is satisfactory.

Civil works: Civil works have made substantial progress. Eleven out of 24 contracts have been certified as substantially complete, and a further 4 contracts are more than 90% complete. Quality of works is quite satisfactory. Despite initial concerns about lack of local experience and capacity in construction of concrete roads, the results are encouraging for the concrete pavement sections in South Kazakhstan Oblast. Some of the asphalt road sections are more problematic with roughness requirements not being met and some cracking. Quality of bridge and culvert works is satisfactory, and in some cases highly satisfactory. The value engineering on bridge designs proposed by some contractors has introduced more advanced cast-in situ concrete technologies and is resulting in higher quality and aesthetics of these works.

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.

Other institutional development sub-components are on track, including consultancy services for: (i) developing Road Safety and Roadside Services strategies, with inception reports delivered by SweRoad; (ii) and improving asset management through the development of a Road Asset Management System, for which consultants have been shortlisted and in parallel a dedicated RAMS unit is being set up within KazAvtoZhol.

## 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	15-Apr-2014	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	15-Apr-2014	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	15-Apr-2014	30-Jun-2015
			Comments		No impact on road safety yet as the works are ongoing and/or records not yet available.	
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	15-Apr-2014	30-Dec-2011
			Comments		TOR agreed upon. Data collection being procured and contract remains 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	835	1142
			Date	09-Jun-2009	15-Apr-2014	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)	24(w), (0) G, 9(CS)	14 (W); 3 (G); 8 (CS)
			Date	09-Jun-2009	15-Apr-2014	30-Jun-2015

			Comments		All procurement completed. After restructuring (using US \$217 million savings) 2 to 3 more packages expected. -- second half of CY14	
Training received by the Committee staff from PMC (staff-hours)	<input type="checkbox"/>	Text	Value	0	3000	3000
			Date	09-Jun-2009	15-Apr-2014	30-Jun-2015
			Comments		PMC contract finished under Bank financing, but continued under Government own financing.	
Updating of road data for Republican roads (% of total length per year)	<input type="checkbox"/>	Text	Value	0%		100%
			Date	09-Jun-2009	15-Apr-2014	30-Jun-2013
			Comments		Data collection pending implementation of RAMS system	
Road asset management strategy, Rolling multiyearroad maintenance, and rehabilitation programestablished	<input type="checkbox"/>	Text	Value	Not established	Not established	Established
			Date	09-Jun-2009	15-Apr-2013	30-Jun-2013
			Comments			
Prepare road safety strategy and action plan	<input type="checkbox"/>	Text	Value	Not established	TA in progress	Established
			Date	09-Jun-2009	15-Apr-2014	30-Jun-2011
			Comments		TA in ptpgress	

### Data on Financial Performance (as of 22-Jan-2014)

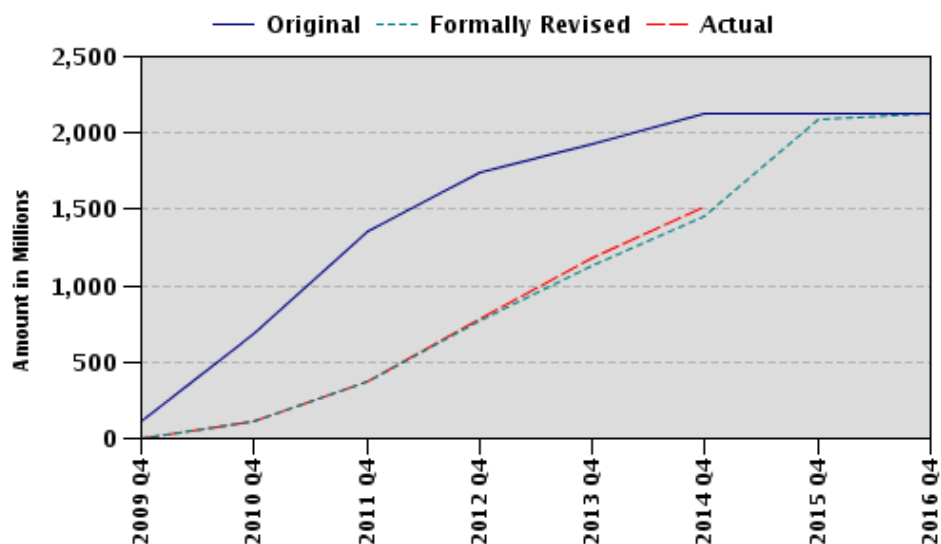
#### Financial Agreement(s) Key Dates

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	1,511.36	613.64	71.00

### Disbursement Graph



### Key Decisions Regarding Implementation

Overall progress on the civil works is satisfactory. Majority of contracts are substantially complete, while the last set of civil works and supervision procured following restructuring in September 2013 is under implementation and is expected to be timely completed.

Overall progress on institutional development component is satisfactory. A number of institutional improvement have been examined and implemented, including the creation of KazAvtoZhol as the road asset operator. Procurement of Road Asset management System is in its final stages, while road safety and roadside services consultants started their work with key deliverables expected over the following next months.

### Restructuring History

Level one Approved on 25-Jun-2012

### Related Projects

There are no related projects.