

TAJIKISTAN
Transport Sector Masterplan
(Done under ADB TA 4926-TAJ)

Asian Development Bank

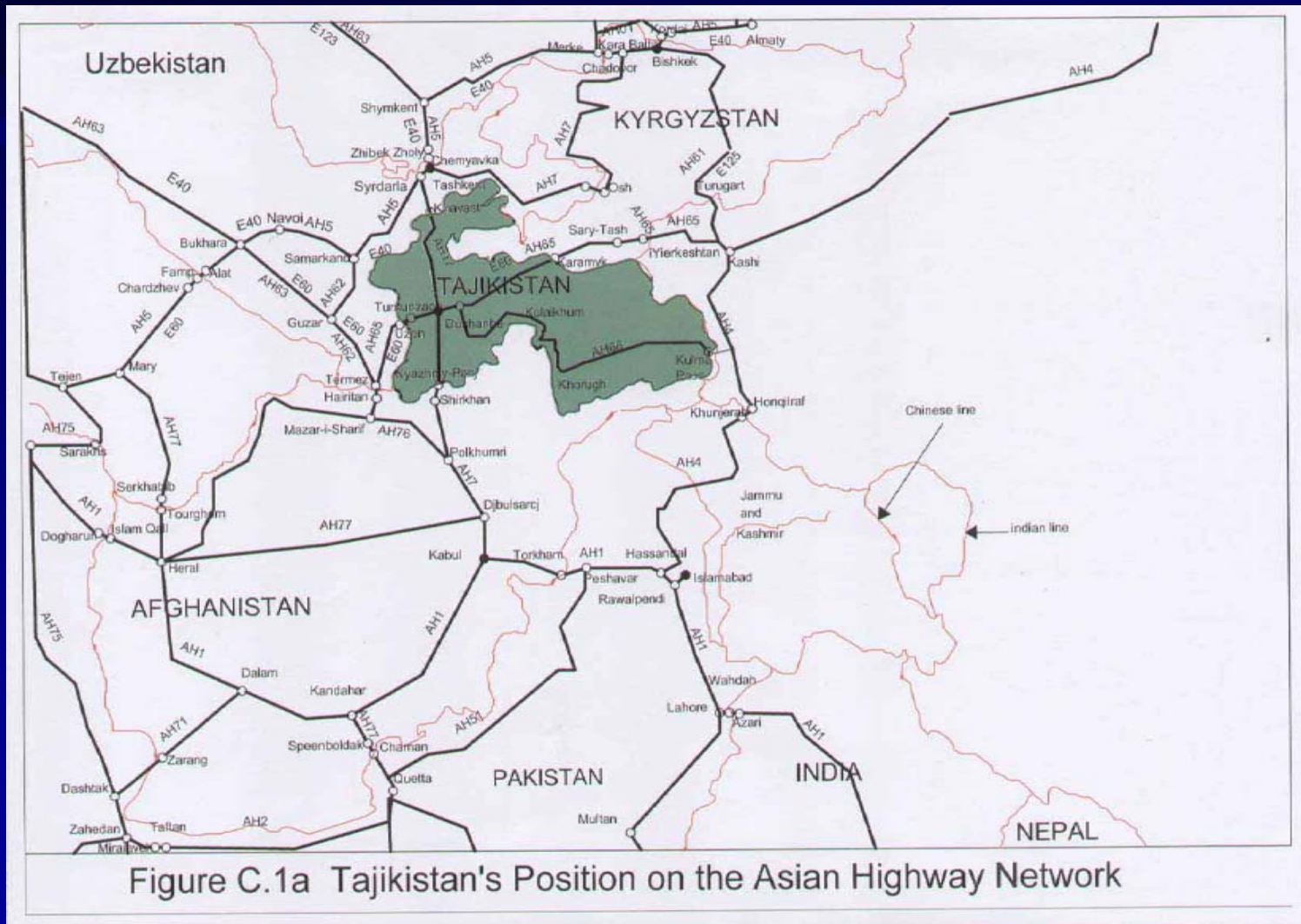
4 November 2009
Dushanbe, Tajikistan

Investment Priorities: Economics

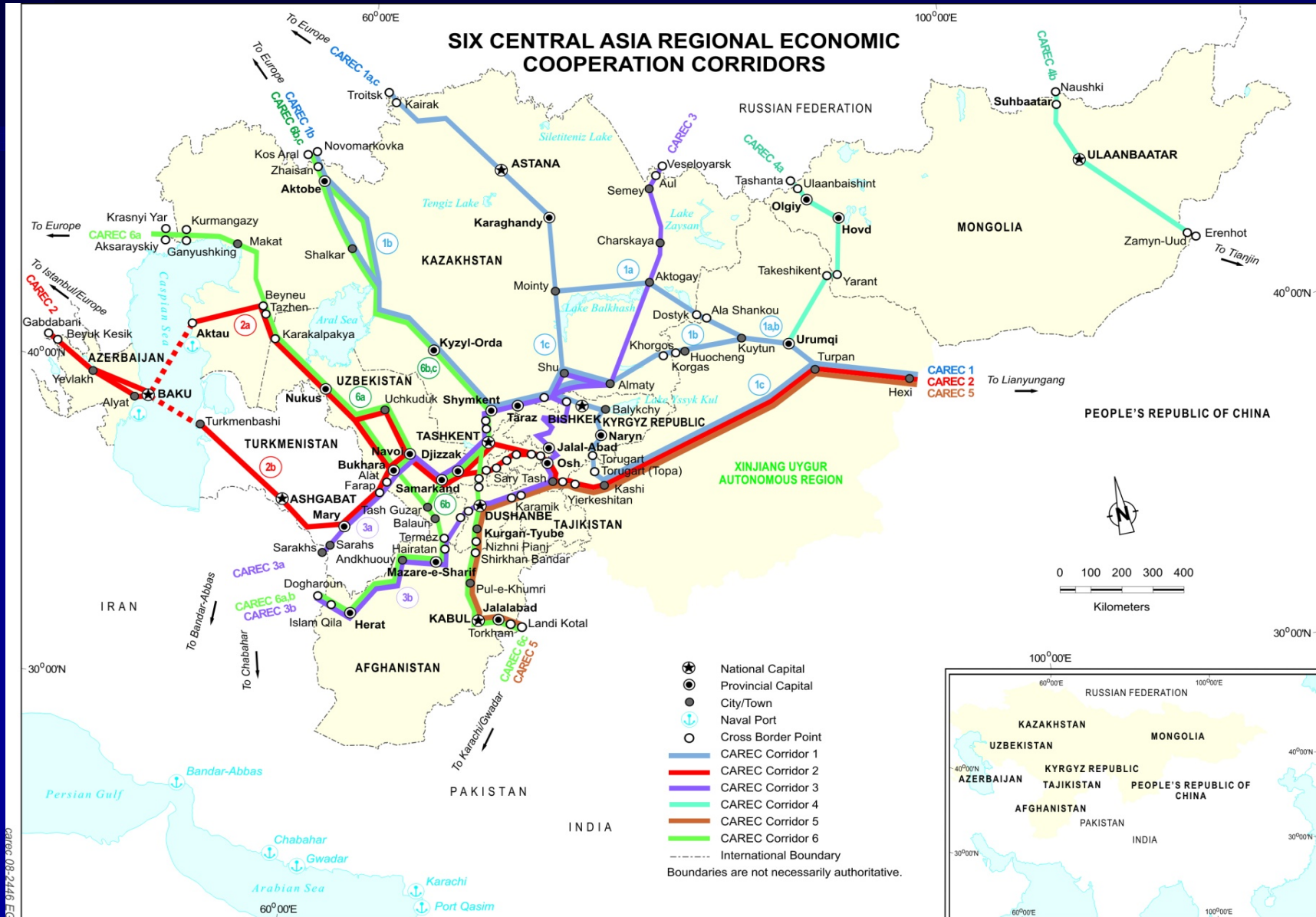
The Masterplan will require commitment to increased annual transport sector funding:

- For Roads: 1.8% of GDP
- For Rail: 0.6% of GDP
- For Civil Aviation: 0.2% of GDP

Regional Context: Asian Highway Network



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Investment Priorities:

Financial Constraints – Road

In the short to medium-term, the rehabilitation programme will need to be financed almost entirely of grants, or concessional loans, from international financing institutions.

In the longer term, with dedicated ring-fenced domestic road user charges, funding can increasingly come from domestic sources.

Investment Priorities: Road Sector in the short term - next Five Years

With 60 to 80% of the present road network described as “unmaintainable”, the needs of the road sector are critical and are as follows. In the short term (next five years) the MoTC should:

- *concentrate capital expenditure on a programme to work towards completion of the rehabilitation programme for International and Republican Roads – projects;*
- *lobby and obtain from the MoF for a substantial increase in maintenance expenditure: at the same time, improve the efficiency of maintenance work with proper competitive tendering/ privatisation/mechanisation/ quality control etc.;*
- *effect maintenance strategies for newly rehabilitated and other roads in the road network;*

Investment Priorities: Road Sector in the short term - next Five Years

(Continued)

- **lobby and obtain from the MoF changes to the road user charges/taxes system:** changes that reflect damage to the road system will be implemented;
- **lobby the Ministry of Interior and others to remove unnecessary, and relax other, regulations for visas/permits/charges:** the present system adds to travel costs and delays movements through borders and, therefore, discourages transit traffic;
- **sign and implement the important, still unsigned, international protocols on road transport;**
- **computerise the nascent Highway Information System and the collection of data;**
- **form, and staff, a Strategic Planning Unit, within the MoTC.**₇

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Investment Priorities: Road Sector in the medium term – the following Five to Ten Years

In the medium term, investment programmes should:

- concentrate capital expenditure on the rehabilitation of the remaining roads in the International roads and important Republican road: with increasing emphasis on social and strategic benefits;
- Give emphasis to improving and completing connections to China.

Investment Priorities: Road Sector in the long term – the following Ten to Twenty Years

In the long term years:

- complete the rehabilitation of the International and Republican roads;
- begin to invest in rural/feeder road network.

Road Plan: Short Term Plan - I

- *Dushanbe-Khujand–Charnak (including the Anzob and Sharistan Tunnels):* investment, post-2008, of US\$ 88.2 million will remain – US\$ 11.0 million for completing the Anzob Tunnel, US\$ 29.4 million for the Shariston Tunnel; US\$ 21.3 million for associated road construction; and US\$ 26.5 million for associated gallery construction.
- *The Shar-Shar and Chormarzak tunnels on the IR04: Vahdat to Dangara Road:* investment post- 2008 of US\$ 15.0 million and US\$ 75.0 million will remain – the latter, on which work has not yet started, is likely to be spread over the three years, 2010-12.
- With the commencement of construction of the Rogun Dam, priority must also be given to completing the 75 km replacement link between Obi Garm and Nurubad on the *Dushanbe to the Karamik (Kyrgyz Border) road* – the cost is estimated to be US\$ 78.8 million ADB-funded.

Road Plan: Short Term Plan - II

Important rehabilitated links include:

- *Dushanbe to Turzungade and the Uzbek Border*: the IR02;
- *Kadibadam to Spitamen*: the IR13;
- *Nurek to Dangara, Kulyob to Kalaikhum, and Rushon to Khorog to Tuzkul*: sections of the IR04;
- *Dushanbe to Obi Kiik and Kabidyan to Ayvaj*: sections of the IR09;
- *Guliston to Dusti*: the IR08; and
- *Isfara to the Kyrgyz border*: the IR16.

Total expenditure on these new projects, which have a total length of 1,015 km, is estimated to be US\$ 200 million. **The expected Economic Return from the investment is 43.4%.**

Road Plan: Medium Term Plan

Important rehabilitated links include:

- *Vahdat to Nurek, Gulistan to Kulyob, Kalaikhum to Rushon and Tuzkul to Murgab to Kulma Pass:* sections of the IR04;
- *Kizil Kala to Nijni Pyanj:* the IR11;
- *Aini to Penjikent to Uzbek border:* the IR12; and
- *Murghab to Akbaital Pass to Kyrgyz border:* the IR05.

Expenditure on these new projects, which have a total length of 1,142 km, is estimated to be US\$ 251 million. **The expected Economic Return from the investment is 20.3%**

Road Plan: Long Term Plan

Important rehabilitated links include:

- *Isfara to Kyrgyz Border: IR15;*
- *Isfara to Uzbek Border: the IR 17;*
- *Labijar to Kalaikhum: the IR 03; and*
- *Ayvaj to Uzbek Border: the IR 10.*

Expenditure on these new projects, which have a total length of 1,067 km, is estimated to be US\$ 270 million. **The expected Economic Return from the investment is 17.9%.**

Road Plan: Maintenance

- By 2010, annual expenditure will be increased from the present TJS 22.6 million per year to TJS 95 million (US\$ 27.1 million) per year. The additional funds will be sought from the MoF. Improved maintenance will reduce vehicle operating costs and travel times.
- In order that the needed money is made available, increases in the taxes and charges paid by road users will be sought and there will be dialogue with the MoF to show how that additional revenue might be raised directly from users. Tolls may also be introduced on the Anzob and other tunnels.

Road Plan: Rural/Feeder Roads

When major connectors are upgraded, funds for rehabilitating the feeder networks of rural and other roads will be sought. Integrated development packages will be formulated.

Responsibility for funding and programming follow-on developments must, during the short and medium term, remain at the local levels.

Co-operatives will be encouraged and the formation of such bodies will be assisted. Long term, increased funds may come from central Government, but will be part of integrated rural development projects.

Road Plan: Transit Traffic

The Ministry will:

- seek to speed up the processes which will lead to Tajikistan's accession to as yet unsigned International Conventions
- lobby for changes to transit charges, so that they reflect only the damage caused to Tajikistan's roads by transit vehicles
- lobby for relaxation of visa rules so that visas can be more easily obtained
- seek to stream-line border control procedures.

Road Plan: Vehicle Standards

Government will limit its involvement in vehicle licensing to matters of: (i) safety; (ii) environmental control; and (iii) protection of the road structure and of bridges. Users will, therefore, be free to import and use vehicles of any specification that comply with the regulations in these areas.

In the Medium Term, Tajik hauliers wishing to participate in the international trade will be given access to concessionary credit so that they can purchase vehicles acceptable on the roads of other countries. **A provisional sum of US\$ 0.5 million per year is proposed – support for the purchase of up to 40 vehicles per year.**

Institutional Reform: First Five Years - I

The Ministry will strengthen its planning capacity, with a new Planning Department comprising in addition to its present units:

- *A revamped Economic Forecasting and Planning Unit:*
- *An Environmental Management Unit:*

Within the Roads Department: there will be:

- *a new Road Data Unit:*

Within the Surface Transport Department there will be:

- *a much expanded Road Safety Unit:*

Institutional Reform: First Five Years - I

Human Resource Development: there will be:

- *clear linkages between the MoTC and universities;*
- *a non-professional staff reduction programme for the road sector;*
- *increased staff salaries and clear career prospects for graduates;*
- *further internal training of staff.*

Development of the construction industry - there will be:

- *a system of genuinely competitive tendering, and quality control, for capital and maintenance works;*
- *credit facilities for contractors to purchase equipment: contractors need access to equipment.*
- *encouragement to create a Contractors' Association;*
- *contracts let in a range of sizes;*
- *MoTC published programmes of forward work;*
- *the introduction of new technologies.*

Financial Management: First Five Years - I

- *a computerized contract management system;*
- *multi-year budgeting for all road activities: new construction, rehabilitation, maintenance;*
- *new procurement and contracting expertise;*
- *links between road user revenues and subventions to the MoF.*

Thank you

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