

# **CAREC: Training and Knowledge Sharing Activities in the Transport Sector 2012**

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# I. Rationale

- A capacity building framework for transport sector that will rationalize and synchronize sustainable skills development at national and regional levels is necessary to optimize resources.
- Two important drivers for performing Performance-Based Maintenance Contract (PBMC) are the following: transportation agencies do not have enough labor to do all the maintenance required (frequently owing to downsizing, caps on the number of employees, and growing maintenance demands) and PBMC is a logical extension of past contracting practices.

## II. Objective and Outputs

- After construction or rehabilitation, poorly maintained roads constrain mobility, significantly raise vehicle operating costs, increase accident rates and their associated human and property costs. It is necessary to implement a well-planned program of road maintenance.
- The training aims to provide:
  - Proper understanding of PBMC
  - Case studies
  - Step by step guide in designing and implementing PBMC

# III. Training and Knowledge Sharing Topics

May include the following:

- What is PBMC
- Positive and negative benefits of PBMC
- Development of level-of-service indicators for the pavement and corridor
- How to design asset consumption/enhancement into the process
- Data management and ownership
- Compliance monitoring – how, by whom, when
- Changes required by the consulting and contracting industry
- Procurement of PBMC contract for Road Maintenance
- Case studies and practical exercises in both developed and developing countries

# IV. Methodology and Key Activities

- Implemented by the Asian Development Bank (ADB) from September 2012–June 2013.
- Subregional training will be conducted in Kazakhstan, Tajikistan, Mongolia.