



40 Turkmenistan Railway Transportation Modernization Project

Contributing to railway transportation modernization by upgrading a locomotive repair workshop and improving the railway management system

Loan Amount / Disbursed Amount 4,505 billion yen / 4,477 billion yen
Loan Agreement December 1997
Terms & Conditions 2.7% interest rate (consulting services: 2.3%), 30 year repayment period (10 year grace period), General untied
Final Disbursement Date March 2004
Executing Agency Ministry of Railway Transport of Turkmenistan



Project Objectives

The objective of this project was to improve the locomotive inspection and repair capabilities in Turkmenistan, and to promote safe and efficient operation of the railway transport system by upgrading the locomotive repair workshop located in the capital city Ashgabat and improving the railway management system, and thereby contribute to economic development through increased railway transport capacity.

Effectiveness and Impact

Rating **a**

The number of locomotives that have undergone spot-check and repair involving the removal of the engine and rail truck from the body at the Ashgabat Repair Workshop increased from 24 locomotives prior to the project to 70 locomotives in 2005 and 2006 as a result of project implementation. Moreover, the time required for work to be carried out on each locomotive was significantly reduced from 55 days prior to project implementation to 18.5 days in 2006. Major refits (spot-check, repair, and replacement with full disassembly) can now be carried out, except for work for which it is cheaper to purchase new parts. The train service management system transitioned from regional management prior to the project to centralized management at the Computer Center in Ashgabat. Due to the automation of the system, the area that can be handled by a single

operator increased from one section (220 km) prior to the project to two sections (440 km) following the project. The ability to repair locomotives as planned and the improved railway management system have resulted in improved efficiency of cargo transport and increased rail transport volumes. Therefore, this project has largely achieved its objectives, and effectiveness is highly satisfactory.

Relevance

Rating **a**

This project has been highly relevant with Turkmenistan's national policies both at the time of the appraisal and at the time of the ex-post evaluation.

Efficiency

Rating **b**

The project period was much longer than planned (178% of planned period) although the project cost was almost as planned; therefore the evaluation for efficiency is moderate.

Sustainability

Rating **a**

No major problem has been observed for capacity of the executing agency nor the operation nor its maintenance system, therefore, sustainability of this project is high.

Conclusion, Lessons Learned, Recommendation

In light of the above, this project is evaluated to be highly satisfactory. On the other hand, at the time of ex-post evaluation, purchases of Chinese-made locomotives were underway. There are concerns that the test equipment and other supplies provided by this project are inadequate for inspection and the repair of the additional Chinese-made locomotives. The lessons learned are that for future changes in the model of locomotives it would be advisable to conduct an adequate assessment beforehand of the facilities in the inspection garage, and to provide a design and budget so that the facilities can be expanded in the future.



Wheel assembly/
disassembly work area
(defect detector)



Freight Transport Management
System in Computer Center of the
Ministry of Railway Transport of
Turkmenistan

Third-Party Opinion

This project was a very important project that was consistent with the policies of Turkmenistan's national development plan. At present, the equipment needed to inspect and repair Chinese-made locomotives needs to be installed in the Ashgabat Repair Workshop.

Consultant.