

CDD and Transport

Experience from Azerbaijan



Azerbaijan Rural Investment Project (AzRIP)

- First CDD project in Azerbaijan
- Mobilize communities, organize CPC, Community development plan
- Grants for infrastructure micro project; <\$50,000/ grant)
- Community based procurement (regional contractors, local labor)
- Handover infrastructure built to local authorities

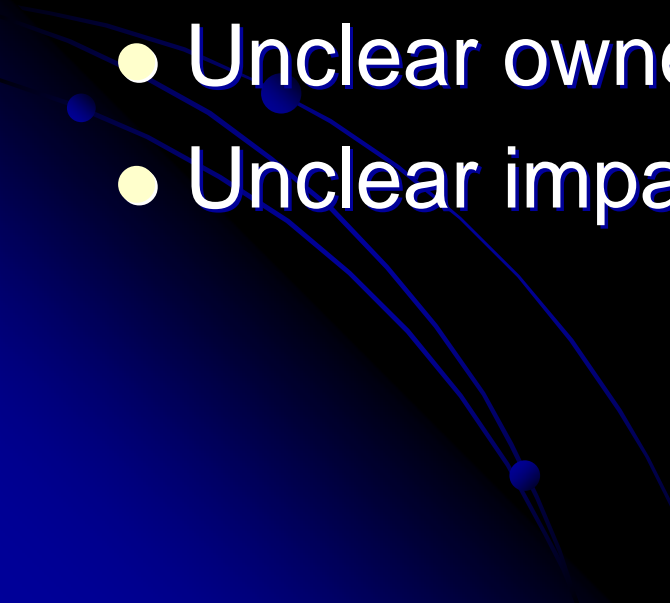
AzRIP: Road rehabilitation projects

- Road rehab: 40% of community project
- Predominantly municipal roads
- 328km road rehabilitated so far (6km/
subproject)
- Gravel: 42 (\$6,800/ km)
- Paved (asphalt concrete): 11 (\$25,000/km)

AzRIP: Strengths

- Women participation in decision making
- High local labor content
- “Social” aspects considered in designing projects
- Community contracting to develop local capacity to manage municipal assets
- Community network for knowledge sharing
- Strong commitment for routine maintenance

AzRIP: Problems

- Overdesign
 - Poor design
 - Weak maintenance plan
 - Weak supervision of contractors
 - Unclear ownership
 - Unclear impact
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AzRIP: Potential solutions

- PMU to hire design consultant, mobilize contractors and supervise implementation
 - Sustainability of PMU, weak linkage with line ministries, “community capacity development”
- Road management committee
 - Not suitable for multi-sectoral project; no linkage with official road management system; no budget, no business

AzRIP: Solutions employed

- Design standards
- “Beneficiary cost” criteria
- No repavement, without a strong reason
- Encourage spot improvement
- Regional design companies
- Clarify ownership
- Community consortium for maintenance contract (under discussion)

Can CDD a method for “socially sensitive transport project”?

- Disconnect: with CDD, you can't assume communities prioritize transport
 - Can we relax the “communities select priorities” principle and retain strengths of CDD?
 - Can CDD be a form of private – public partnership?
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