National and Regional Roads Rehabilitation (P148023)

EUROPE AND CENTRAL ASIA | Macedonia, former Yugoslav Republic of | Transport & ICT Global Practice | IBRD/IDA | Investment Project Financing | FY 2015 | Seq No: 3 | ARCHIVED on 18-Dec-2015 | ISR22147 |

Implementing Agencies: Public Enterprise for State Roads

Key Dates

Key Project Dates

Bank Approval Date: 23-Sep-2014
Planned Mid Term Review Date: 01-Sep-2016
Original Closing Date: 30-Sep-2019

Effectiveness Date: 22-Dec-2014
Actual Mid-Term Review Date: --
Revised Closing Date: 30-Sep-2019

Project Development Objectives

Project Development Objective (from Project Appraisal Document)
The Project Development Objectives are to enhance the connectivity of selected national and regional roads, primarily to Corridors X and VIII, and to improve Public Enterprise for State Roads’ capacity for road safety and climate resilience.

Has the Project Development Objective been changed since Board Approval of the Project Objective? No

Components

Name

Component 1: Road Civil Works: (Cost $78.84 M)
Component 2: Institutional Strengthening and Project Management: (Cost $4.70 M)

Overall Ratings

<table>
<thead>
<tr>
<th>Name</th>
<th>Previous Rating</th>
<th>Current Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>Progress towards achievement of PDO</td>
<td>Satisfactory</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Overall Implementation Progress (IP)</td>
<td>Satisfactory</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Overall Risk Rating</td>
<td>Moderate</td>
<td>Moderate</td>
</tr>
</tbody>
</table>

Implementation Status and Key Decisions
Works are ongoing on five road sections (length 64km). The specific road sections are: Bitola to Makazi (18.1km), Resen to Bukovo (11.1km), Novo Selo to Mavrovi Anovi (12km), Brvenica-Cegrane (16.7km), Nov-Dojran-Nikolic (5.38km) and Morkino-Smolari (4km). Works contracts have been concluded for roads with total length of 115km. The improvement of six landslides on five roads is ongoing.

Progress in hiring the road safety advisor has been backtracked due to the prioritization of the works procurement. This consultant is expected to help PESR develop a nation-wide road safety program, including the identification of black spots on the road network and designs for their improvement as well assist PESR to prepare road safety audits guidelines and manuals and training for the road safety unit staff. Similar delay is noted in the launch of the procurement for the iRAP survey of the network. This activity is another key method contributing to the development of the black spots on the network and will inform the development of the national black spot identification program and lead to the preparation of a road safety investment plan.

### Risks

**Systematic Operations Risk-rating Tool**

<table>
<thead>
<tr>
<th>Risk Category</th>
<th>Rating at Approval</th>
<th>Previous Rating</th>
<th>Current Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>Political and Governance</td>
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<td>Moderate</td>
<td>Moderate</td>
</tr>
<tr>
<td>Macroeconomic</td>
<td>--</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>Sector Strategies and Policies</td>
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<td>Moderate</td>
<td>Moderate</td>
</tr>
<tr>
<td>Technical Design of Project or Program</td>
<td>--</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>Institutional Capacity for Implementation and Sustainability</td>
<td>--</td>
<td>Moderate</td>
<td>Moderate</td>
</tr>
<tr>
<td>Fiduciary</td>
<td>--</td>
<td>Moderate</td>
<td>Moderate</td>
</tr>
<tr>
<td>Environment and Social</td>
<td>--</td>
<td>Low</td>
<td>Low</td>
</tr>
<tr>
<td>Stakeholders</td>
<td>--</td>
<td>Low</td>
<td>Low</td>
</tr>
<tr>
<td>Other</td>
<td>--</td>
<td>Moderate</td>
<td>Moderate</td>
</tr>
<tr>
<td>Overall</td>
<td>--</td>
<td>Moderate</td>
<td>Moderate</td>
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</tbody>
</table>

### Results

**Project Development Objective Indicators**

- Reduction in travel time for passenger cars, in percentage, along the project roads sections to be rehabilitated (Percentage, Custom)
**Reduction of vehicle operating costs for heavy trucks, in Euro per vehicle-km, along the project road sections to be rehabilitated (Amount(USD), Custom)**

<table>
<thead>
<tr>
<th></th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
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<tbody>
<tr>
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<td>0.00</td>
<td>0.69</td>
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<td>Date</td>
<td>12-Mar-2014</td>
<td>--</td>
<td>15-Dec-2015</td>
<td>30-Sep-2019</td>
</tr>
</tbody>
</table>

**Percentage of all PESR road projects that incorporate road safety audit recommendations (Percentage, Custom)**

<table>
<thead>
<tr>
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<th>End Target</th>
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<td>0.00</td>
<td>100.00</td>
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<tr>
<td>Date</td>
<td>12-Mar-2014</td>
<td>--</td>
<td>15-Dec-2015</td>
<td>30-Sep-2019</td>
</tr>
</tbody>
</table>

**Climate resilience design guidelines prepared and integrated by PESR in their internal design process (Yes/No, Custom)**

<table>
<thead>
<tr>
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<th>End Target</th>
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</thead>
<tbody>
<tr>
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<td>N</td>
<td>Y</td>
</tr>
<tr>
<td>Date</td>
<td>12-Mar-2014</td>
<td>--</td>
<td>15-Dec-2015</td>
<td>30-Sep-2019</td>
</tr>
</tbody>
</table>

**Overall Comments**

**Intermediate Results Indicators**
### Roads rehabilitated (Kilometers, Custom)

<table>
<thead>
<tr>
<th></th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
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<td>--</td>
<td>0.00</td>
<td>112.00</td>
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<tr>
<td><strong>Date</strong></td>
<td>14-Jul-2014</td>
<td>--</td>
<td>15-Dec-2015</td>
<td>30-Sep-2019</td>
</tr>
</tbody>
</table>

### Roads in good or fair condition as a share of total classified roads (Percentage, Custom)

<table>
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<th>Baseline</th>
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<th>Actual (Current)</th>
<th>End Target</th>
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<td>81.00</td>
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<td>14-Jul-2014</td>
<td>--</td>
<td>15-Dec-2015</td>
<td>30-Sep-2019</td>
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</table>

### Road safety design audit guidelines prepared (Yes/No, Custom)

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<th>End Target</th>
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<tr>
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<td>14-Jul-2014</td>
<td>--</td>
<td>15-Dec-2015</td>
<td>30-Sep-2019</td>
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</table>

### Climate resilience design guidelines prepared (Yes/No, Custom)

<table>
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<th>End Target</th>
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<td>N</td>
<td>Y</td>
</tr>
<tr>
<td><strong>Date</strong></td>
<td>14-Jul-2014</td>
<td>--</td>
<td>15-Dec-2015</td>
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</tbody>
</table>
### Number of km of road network surveyed for road safety (iRAP) (Kilometers, Custom)

<table>
<thead>
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<th></th>
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<td>4000.00</td>
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<td>15-Dec-2015</td>
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</tr>
</tbody>
</table>

### Five year rolling program for national and regional roads preservation works prepared based on the RAMS (Yes/No, Custom)

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<th>Actual (Current)</th>
<th>End Target</th>
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<td>N</td>
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<tr>
<td>Date</td>
<td>14-Jul-2014</td>
<td>--</td>
<td>15-Dec-2015</td>
<td>30-Sep-2019</td>
</tr>
</tbody>
</table>

### Percentage of beneficiaries expressing satisfaction with condition of the project roads. (Percentage, Custom)

<table>
<thead>
<tr>
<th></th>
<th>Baseline</th>
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<th>Actual (Current)</th>
<th>End Target</th>
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<td>0.00</td>
<td>70.00</td>
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<tr>
<td>Date</td>
<td>14-Jul-2014</td>
<td>--</td>
<td>15-Dec-2015</td>
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</tr>
</tbody>
</table>

### Direct project beneficiaries (number), of which female (percentage) (Number, Custom)

<table>
<thead>
<tr>
<th></th>
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<tr>
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<td>30-Jul-2015</td>
<td>--</td>
<td>15-Dec-2015</td>
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</tr>
</tbody>
</table>

**Comments**

PESR is procuring consultancy services to carry out regular beneficiary surveys and the baseline is expected to be provided mid 2016.
Annual performance report prepared and published by PESR (Yes/No, Custom)

<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
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<tr>
<td>Value</td>
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<td>N</td>
<td>Y</td>
</tr>
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<td>--</td>
<td>15-Dec-2015</td>
<td>30-Sep-2019</td>
</tr>
</tbody>
</table>

Overall Comments

Data on Financial Performance

Disbursements (by loan)

<table>
<thead>
<tr>
<th>Project</th>
<th>Loan/Credit/TF</th>
<th>Status</th>
<th>Currency</th>
<th>Original</th>
<th>Revised</th>
<th>Cancelled</th>
<th>Disbursed</th>
<th>Undisbursed</th>
<th>Disbursed</th>
</tr>
</thead>
<tbody>
<tr>
<td>P148023</td>
<td>IBRD-84200</td>
<td>Effective</td>
<td>USD</td>
<td>70.98</td>
<td>70.98</td>
<td>0.00</td>
<td>7.77</td>
<td>61.37</td>
<td>11%</td>
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</tbody>
</table>

Key Dates (by loan)

<table>
<thead>
<tr>
<th>Project</th>
<th>Loan/Credit/TF</th>
<th>Status</th>
<th>Approval Date</th>
<th>Signing Date</th>
<th>Effectiveness Date</th>
<th>Orig. Closing Date</th>
<th>Rev. Closing Date</th>
</tr>
</thead>
</table>

Cumulative Disbursements
Restructuring History

There has been no restructuring to date.

Related Project(s)

There are no related projects.