Burundi- Infrastructure Resilience Emergency Project (P150929)

Key Dates

**Key Project Dates**

- Bank Approval Date: 31-Mar-2015
- Effectiveness Date: 17-Aug-2016
- Planned Mid Term Review Date: 31-Mar-2018
- Actual Mid-Term Review Date: 23-Apr-2018
- Original Closing Date: 30-Jun-2019
- Revised Closing Date: 30-Jun-2019

**Project Development Objectives**

Project Development Objective (from Project Appraisal Document)

The Project’s objective is to enhance the climate resilience of key transport and drainage infrastructure in Greater Bujumbura while strengthening the country’s capacity to manage and prevent natural disasters.

Has the Project Development Objective been changed since Board Approval of the Project Objective?

No

**Components**

Name

- Component A. Rehabilitation of Roads and Urban Infrastructure: (Cost $21.60 M)
- Component B. Capacity Strengthening in Disaster Risk Management: (Cost $2.00 M)
- Component C. Institutional Support, Project Management and Coordination: (Cost $1.40 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>Moderately Satisfactory</td>
<td>Moderately Satisfactory</td>
</tr>
<tr>
<td>Overall Implementation Progress (IP)</td>
<td>Satisfactory</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Overall Risk Rating</td>
<td>Substantial</td>
<td>Substantial</td>
</tr>
</tbody>
</table>

**Implementation Status and Key Decisions**

98% of project funds are committed while 69% were disbursed. The pace of works implementation is satisfactory for both National Road 1 (85% completed) and Urban drainage works (90% completed). Emergency works financed by the CERC funds are well underway with an estimated completion rate of 50%. It is expected that, given the satisfactory pace of implementation of outstanding works and with the processing of pending invoices for completed works including emergency works, the project disbursement rate will reach 85% by end of December 2018, and 100% by April 2019. Project closing date is June 30, 2019.
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>
<td>Substantial</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>Macroeconomic</td>
<td>Substantial</td>
<td>Substantial</td>
<td>Substantial</td>
</tr>
<tr>
<td>Sector Strategies and Policies</td>
<td>Substantial</td>
<td>Substantial</td>
<td>Substantial</td>
</tr>
<tr>
<td>Technical Design of Project or Program</td>
<td>Moderate</td>
<td>Moderate</td>
<td>Moderate</td>
</tr>
<tr>
<td>Institutional Capacity for Implementation and Sustainability</td>
<td>Substantial</td>
<td>Substantial</td>
<td>Substantial</td>
</tr>
<tr>
<td>Fiduciary</td>
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<td>Substantial</td>
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<tr>
<td>Environment and Social</td>
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<td>Substantial</td>
<td>Substantial</td>
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<td>Stakeholders</td>
<td>Moderate</td>
<td>Moderate</td>
<td>Moderate</td>
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<tr>
<td>Other</td>
<td>--</td>
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<tr>
<td>Overall</td>
<td>Substantial</td>
<td>Substantial</td>
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Results

PDO Indicators by Objectives / Outcomes

Enhance the climate resilience of key transport and drainage infrastructure in Greater Bujumbura.

▲Direct project beneficiaries (Number, 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>
<td>Value</td>
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<td>--</td>
<td>926,000.00</td>
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<tr>
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<td>24-Mar-2015</td>
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<td>--</td>
<td>31-Dec-2018</td>
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</tbody>
</table>

▲Female beneficiaries (Percentage, Custom Supplement)
### Value

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<thead>
<tr>
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<tbody>
<tr>
<td>50.00</td>
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<td>50.00</td>
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</table>

#### Number of people with access to improved drainage in the areas served by the project of which female (%) (Number, Custom)

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<thead>
<tr>
<th></th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
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<td>31-Dec-2018</td>
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</table>

#### Female Beneficiaries (Percentage, Custom Supplement)

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<thead>
<tr>
<th></th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
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<td>Value</td>
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<td>50.00</td>
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#### Reduction in unit transport cost along NR-1 in Project Impact Area (PIA) (Percentage, Custom)

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<thead>
<tr>
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<th>End Target</th>
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<tr>
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<td>24-Mar-2015</td>
<td>--</td>
<td>--</td>
<td>31-Dec-2018</td>
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</tbody>
</table>

**Comments:**

A consultant is being recruited for the study.

#### Strengthening the country’s capacity to manage and prevent natural disasters.

#### Number of people supported by participatory evaluation of disaster risks and operational early warning and response systems, of which female (%) (Number, Custom)

<table>
<thead>
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<th></th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
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<td>39,000.00</td>
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<td>31-Dec-2018</td>
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</table>

**Comments:**

Activity not yet started

#### Female beneficiaries (Percentage, Custom Supplement)

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<th></th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
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</table>

**Overall Comments**

This indicator will be completed as part of the Contingency Plan for the communes of the project (Mutimbuzi, Ntahangwa, Mukaza, Muha, and Isare). The PIU had some initial difficulties to identify a suitable consultant for this task. The Bank provided some CVs of potential candidates. The activity is expected to start in January 2019 and will be completed by April 2019.

**Intermediate Results Indicators by Components**
### Component A. Rehabilitation of Roads and Urban Infrastructure

#### Number of drainage structures rehabilitated/reconstructed (Number, Custom)

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<thead>
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<th>Baseline</th>
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<th>Actual (Current)</th>
<th>End Target</th>
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<td>17.00</td>
</tr>
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<td>24-Mar-2015</td>
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<td>--</td>
<td>31-Dec-2018</td>
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</table>

#### Number of kilometers of newly constructed/ rehabilitated drainage network (Number, Custom)

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<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
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<td>24-Mar-2015</td>
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<td>--</td>
<td>31-Dec-2018</td>
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</table>

#### Number of crossing structures rehabilitated (Number, Custom)

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<th></th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
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<tr>
<td>Date</td>
<td>24-Mar-2015</td>
<td>--</td>
<td>--</td>
<td>31-Dec-2018</td>
</tr>
</tbody>
</table>

### Component B. Capacity Strengthening in Disaster Risk Management

#### Number of municipalities supported for emergency information dissemination, emergency response and contingency planning (Number, 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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**Comments:**
This indicator will be completed as part of the Contingency Plan for the communes of the project (Mutimbezi, Ntahangwa, Mukaza, Muha, and Isare). The PIU had some initial difficulties to identify a suitable consultant for this task. The Bank provided some CVs of potential candidates. The activity is expected to start in January 2019 and will be completed by April 2019.

#### Contingency funding mechanism established and ready to provide access to financial resources in case of an eligible crisis or emergency (Yes/No, Custom)

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<th>Baseline</th>
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<th>Actual (Current)</th>
<th>End Target</th>
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<td>24-Mar-2015</td>
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<td>31-Dec-2018</td>
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### Component C. Institutional Support, Project Management and Coordination
### Transport strategy and road investment plan completed (Yes/No, Custom)

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<th>Value</th>
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<td>--</td>
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</tbody>
</table>

Comments: Study is ongoing

### Road Database completed and tested for paved and unpaved roads (Yes/No, Custom)

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<thead>
<tr>
<th>Value</th>
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<th>Actual (Previous)</th>
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<td>Yes</td>
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<td>--</td>
<td>31-Dec-2018</td>
</tr>
</tbody>
</table>

Comments: Activity is ongoing

### Annual maintenance budget and percentage share of annual road maintenance budget disbursed (Percentage, Custom)

<table>
<thead>
<tr>
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<th>Actual (Previous)</th>
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<td>68.00</td>
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<td>85.00</td>
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<td></td>
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</tr>
</tbody>
</table>

Comments: This indicator is measured on a yearly basis. The previous value of this indicator should have read 7.1% (instead of 71%). As of October 2018, only 32% of the 2018 FER's budget was effectively disbursed. This means that the delivery capacity of the National Road Agency (OdR) is still low. The project is currently supporting the establishment of a Road Asset Management System which is expected to improve the programming of road maintenance.

### 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>P150929</td>
<td>IDA-D0460</td>
<td>Effective</td>
<td>USD</td>
<td>25.00</td>
<td>25.00</td>
<td>0.00</td>
<td>17.36</td>
<td>7.64</td>
<td>69%</td>
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#### 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

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11/16/2018
Restructuring History

There has been no restructuring to date.

Related Project(s)

P167737-AF1 - Burundi Infrastructure Resilience Emergency Project