



Southern Africa Trade and Transport Facilitation Program - SOP2 (P145566)

AFRICA | Africa | Transport Global Practice |
IBRD/IDA | Investment Project Financing | FY 2015 | Seq No: 6 | ARCHIVED on 11-Mar-2019 | ISR36017 |

Implementing Agencies: THE REPUBLIC OF MALAWI, Roads Authority, Ministry of Transport and Public Works

Key Dates

Key Project Dates

Bank Approval Date: 29-Apr-2015

Effectiveness Date: 29-Mar-2016

Planned Mid Term Review Date: 30-Apr-2019

Actual Mid-Term Review Date: --

Original Closing Date: 31-Dec-2021

Revised Closing Date: 31-Dec-2021

Project Development Objectives

Project Development Objective (from Project Appraisal Document)

The objective of the Southern Africa Trade and Transport Facilitation Program - Phase 2 is to facilitate the movement of goods and people along the North-South Corridor and at the key border crossings in Malawi, whilst supporting improvements in road safety and health services along the corridor.

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

No

Components

Name

Component 1: Improving Road Infrastructure:(Cost \$28.00 M)

Component 2: Improving Social Infrastructure:(Cost \$5.50 M)

Component 3: Improving Trade Facilitation:(Cost \$26.80 M)

Component 4: Institutional Strengthening and Implementation Assistance:(Cost \$8.70 M)

Overall Ratings

Name	Previous Rating	Current Rating
Progress towards achievement of PDO	● Moderately Satisfactory	● Moderately Satisfactory
Overall Implementation Progress (IP)	● Moderately Satisfactory	● Moderately Satisfactory
Overall Risk Rating	● Substantial	● Substantial

Implementation Status and Key Decisions

The overall implementation progress is moderately satisfactory. While the works at Karonga-Songwe have been advancing well, the disbursements have been low due to slow pace of trade facilitation component. Hence, the attainment of project development objective has been downgraded to MS, though it still remains on track.

Component 1 (Improving the Road Infrastructure): The Bank team is pleased to note significant construction progress achieved on the Karonga-Songwe road section, with almost all of pavement surfacing completed. The project is scheduled to be completed ahead of schedule by end of



February 2019. However, there are a number of aspects and requirements raised by the Bank team to the implementing agency, Roads Authority (RA), that need to be closely supervised and monitored to ensure compliance of the Contractor with the Bank’s ESHS, OHS and road safety measures before the end of contract. These include: (i) major improvements still need to be constructed and implemented properly, such as drainage, road signs and pavement markings, road safety enhancement measures along the entire section; (ii) the design needs to be revised to integrate proper safety features at the Karonga roundabout to provide and protect pedestrians/cyclists’ mobility; (iii) traffic management measures at the construction site can still be improved to comply with the CESMP and Bank’s ESHS guidelines; and (iv) occupational health and safety, including dust management, will need to be strengthened by the Contractor at the work and camp sites.

Component 2 (Improving Social Infrastructure): The implementation of the road safety sub-component is progressing well. The Directorate of Road Safety and Traffic Services as revised the Road Safety Implementation Plan and the specifications for procurement of road safety equipment, which have all been approved by the Bank and are currently in procurement stage. Notable progress has also been made in the development of an emergency medical services (EMS) and post-crash trauma care pilot for implementation along the 300km Lilongwe-Blantyre section of M1 road corridor. In particular, the following activities have been completed: (i) training for 443 community first responders, delivered by the Red Cross; (ii) hiring and training of 45 drivers of ambulances; (iii) recruitment and training of the first cohort of 35 EMS providers out of 95, carried out by Malawi College of Medicine; (iv) delivery and branding of 12 ambulances and accompanying equipment; and (v) obtaining of toll-free emergency number (118). The key pending actions for completing the EMS pilot remain: (i) the refurbishment of the selected 6 health facilities for trauma care; (ii) setting up of trauma registries; (iii) setting up of EMS communication and dispatching system and development of a robust Operations Manual for running the EMS. The Bank team emphasized to the RA and the Ministry of Health that before the EMS can be launched and ambulances put into operation, it is critical to have the communications and dispatching systems fully set up and operational with the Operations Manual in place. The EMS pilot is also being evaluated by DIME as part of a comprehensive impact evaluation study.

Component 3 (Improving Trade Facilitation): The procurement and implementation of activities in this component have advanced, specifically with the following steps completed: (i) designs, bidding documents, and safeguards instruments for the border post improvements at Dedza, Muloza and Mwanza crossings have been revised and finalized; (ii) pre-qualification process for works at Dedza, Mwanza and Muloza border posts has been launched in December 2018; (iii) contract for consulting services to prepare feasibility study for Songwe-Kasumulu OSBP was issued and work commenced as of November 2018; and (iv) consultant for preparation of National Single Window (NSW) Blueprint Study has begun work and already completed the first sets of outputs. The RA plans to issue the bidding documents to the pre-qualified firms by February 28, 2019.

Component 4 (Institutional Strengthening and Implementation Assistance):

- The preparation of the National Transport Masterplan (NTMP) has been completed, including the Climate Change Adaptation Strategic Action Plan. Final Report was received by the Bank on September 15, 2017;
- The Institutional Strengthening and Training Plan for the RA, RFA, and the MoTPW have been prepared for the next 12 months and cleared by the Bank;
- As part of the RA’s capacity building, the Safeguard Institutional Strengthening Plan (SISP) has been prepared by the RA’s Environmental and Social Management Unit (ESMU) and cleared by the Bank.

Risks

Systematic Operations Risk-rating Tool

Risk Category	Rating at Approval	Previous Rating	Current Rating
Political and Governance	● High	● High	● High
Macroeconomic	● Substantial	● Substantial	● Substantial
Sector Strategies and Policies	● Substantial	● Substantial	● Substantial
Technical Design of Project or Program	● Moderate	● Moderate	● Moderate
Institutional Capacity for Implementation and Sustainability	● Substantial	● Substantial	● Substantial
Fiduciary	● Substantial	● Moderate	● Moderate
Environment and Social	● Moderate	● Moderate	● Moderate
Stakeholders	● Moderate	● Moderate	● Moderate
Other	--	--	--



Overall ● Substantial ● Substantial ● Substantial

Results

PDO Indicators by Objectives / Outcomes

Facilitate the movement of goods and people along the NSC and at the key border crossings				
▶ Reduction in average journey time for an imported container (TEU) from the Songwe/Kasumulu border with Tanzania to Lilongwe in Malawi on the corridor (Hours, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	6.00	--	6.00	5.00
Date	01-May-2015	--	31-Dec-2018	30-Jun-2021
▶ Reduction in average time required for trucks to cross the borders from/to Malawi to Tanzania at Songwe, and to Mozambique at Dedza, Muloza and Mwanza (Hours, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	24.00	--	22.00	12.00
Date	01-May-2015	--	31-Dec-2018	30-Jun-2021
▶ Reduction in total vehicle operating costs (VOC) on Karonga – Songwe road section (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	15.00
Date	01-May-2015	--	31-Dec-2018	30-Jun-2021

Supporting improvements in road safety along the corridor				
▶ Reduction in the number of fatal accidents on the M1 corridor per year (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	859.00	--	630.00	500.00
Date	01-May-2015	--	01-Jan-2018	30-Jun-2021

Supporting improvements in health services along the corridor				
▶ Number of users benefitting from new/improved health centers on Lilongwe – Blantyre section, percentage of which female* (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	1,500.00



Date	01-May-2015	--	31-Dec-2018	30-Jun-2021
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Intermediate Results Indicators by Components

Component 1: Improving Road Infrastructure				
▶Roads rehabilitated, Non-rural (Kilometers, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	34.00	46.00
Date	01-May-2015	--	31-Dec-2018	30-Jun-2021
▶Reduction in the number of accident black spots on the corridor in Malawi (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	70.00	--	0.00	63.00
Date	01-May-2015	--	31-Dec-2018	30-Jun-2021
▶Roads in good and fair condition as a share of total classified roads (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	83.00	--	26.00	87.00
Date	01-May-2015	--	31-Dec-2018	30-Jun-2021
▲Size of the total classified network (Kilometers, Custom Supplement)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	2,809.00	--	15,541.00	2,809.00

Component 2: Improving Social Infrastructure				
▶Health facilities constructed, renovated, and/or equipped (number) (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	20.00
Date	01-May-2015	--	31-Dec-2018	30-Jun-2021
▶Number of Emergency Vehicles provided (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	12.00	10.00



Date	01-May-2015	--	31-Dec-2018	30-Jun-2021
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Component 3: Improving Trade Facilitation

►The modernization of the physical infrastructure at key border crossings - Songwe, Dedza, Muloza, and Mwanza (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	4.00
Date	01-May-2015	--	31-Dec-2018	30-Jun-2021

►Reduction of number of border agencies (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	14.00	--	10.00	5.00
Date	01-May-2015	--	31-Dec-2018	30-Jun-2021

►Establishment of National Single Window (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	Yes
Date	01-May-2015	--	31-Dec-2018	30-Jun-2021

Component 4: Institutional Strengthening and Implementation Assistance

►National Transport Master Plan adopted (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	Yes	Yes
Date	01-May-2015	--	31-Dec-2018	30-Jun-2021

►Integrated accounting and contract management software installed and operationalized in the RA (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	Yes
Date	01-May-2015	--	31-Dec-2018	30-Jun-2021

►Establishment of Road Asset Management System in the RA (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	Yes



Date	01-May-2015	--	31-Dec-2018	30-Jun-2021
►Number of RA and MoTPW staff trained (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	45.00	10.00
Date	01-May-2015	--	31-Dec-2018	30-Jun-2021

Overall Comments

Indicator "Size of the total classified network" has been revised as the total classified road network has been reclassified and increased from 2,809km to 15,541km. Hence the change in the percentage of the indicator "Roads in good and fair condition as a share of total classified roads" is also adjusted. The baseline and targets for these indicators will be corrected accordingly during the restructuring after MTR, to reflect this change.

Data on Financial Performance

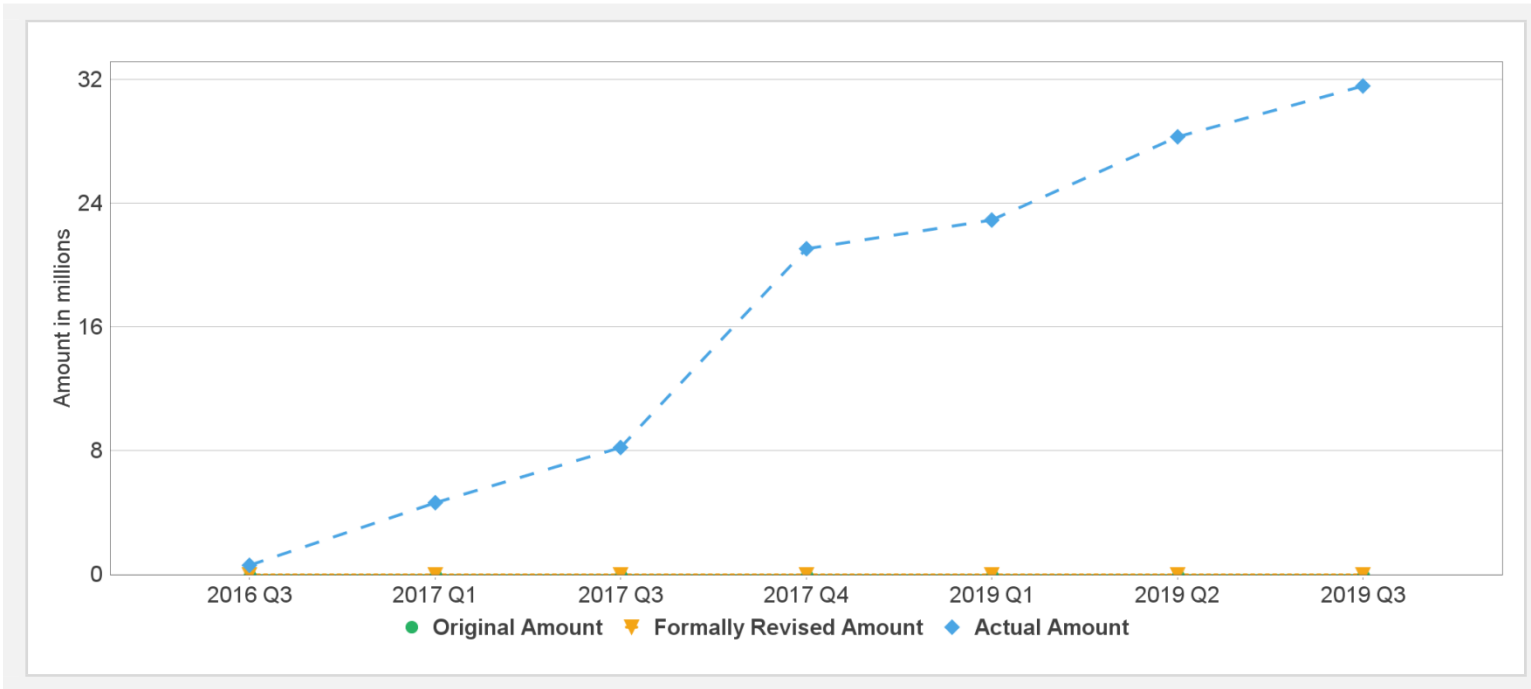
Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	% Disbursed
P145566	IDA-56220	Effective	USD	69.00	69.00	0.00	31.58	36.52	46%

Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P145566	IDA-56220	Effective	29-Apr-2015	25-Nov-2015	29-Mar-2016	31-Dec-2021	31-Dec-2021

Cumulative Disbursements



Restructuring History

There has been no restructuring to date.

Related Project(s)

There are no related projects.