Rwanda Feeder Roads Development Project (P126498)

Key Dates

Key Project Dates

- Bank Approval Date: 21-Mar-2014
- Effectiveness Date: 19-Jun-2014
- Planned Mid Term Review Date: 15-May-2019
- Actual Mid-Term Review Date: 06-May-2019
- Original Closing Date: 30-Jun-2021
- Revised Closing Date: 31-Dec-2022

Project Development Objectives

Project Development Objective (from Project Appraisal Document)

The objective of the project is to enhance all season road connectivity to agricultural market centers in selected Districts.

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

No

Components

<table>
<thead>
<tr>
<th>Name</th>
<th>Cost (M)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rehabilitation, Upgrading and Maintenance of Indicative Feeder Roads</td>
<td>$117.46</td>
</tr>
<tr>
<td>Strategy Development for Rural Access and Transport Mobility Improvement and Institutional Development Support</td>
<td>$13.06</td>
</tr>
<tr>
<td>Project Management Support</td>
<td>$2.48</td>
</tr>
</tbody>
</table>

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>Moderately Unsatisfactory</td>
<td>Moderately Satisfactory</td>
</tr>
<tr>
<td>Overall Risk Rating</td>
<td>Moderate</td>
<td>Moderate</td>
</tr>
</tbody>
</table>

Implementation Status and Key Decisions

Progress Towards Achieving Project Development Objective. The project development objective (PDO) is to enhance all season road connectivity to agricultural market centers in selected districts. The total classified network of roads under the project that are in good and fair condition has increased from a baseline of 15 percent to 28 percent of (with an end target of 48 percent). This has resulted in an increase in the number of rural people with access to an all-season road from 15% to 40% (targeting 50 percent). To date, 33 agricultural market centers and 40 post-harvest facilities are now connected to an all-season road, with an ambitious goal of connecting 150 market centers/storage facilities by the end of the project. 374,000 people have benefited from the project activities to date.
Implementation Progress. The length of rehabilitated roads achieved to date is 283 km (under the parent project financing), with 164 km under routine maintenance, and on track to meet the overall project target of 720 km (including the additional financing) before the project closing date. Since December 2018, implementation progress has regained momentum, with procurement of civil works in the additional financing (AF) six districts completed. Works contracts have been signed in four districts by end-June 2019 and the remaining two are expected to be finalized by end-July 2019. There are 3.5 years remaining in the project period, which is adequate to complete the 450 km of feeder roads under the AF. Indicators also reflect the positive outcomes related to jobs created along the roads, with a total of 4,616 people have been employed (out of a target of 5000 people for the project) during the feeder roads rehabilitation in Rwamagana, Gisagara, Nyamasheke and Karongi districts; 43% of those being women. 502 people are currently employed through off-farm jobs on routine maintenance of feeder roads in Rwamagana and Gisagara districts as Local Community Associations (LCAs), with 43 percent being women.

Project Outcome. Moreover, new infrastructure development has emerged in the districts with completed rehabilitation works contracts, amongst others: (i) electrification program and clean water distribution is being integrated in the areas where feeder roads have been rehabilitated; (ii) construction of a Health Center in Rwamagana; (iii) construction of four (4) new storage facilities for agricultural produce in Gisagara (mostly for rice and maize); (iv) introduction of fish farming business near Lake Muhazi in Rwamagana; and (v) introduction of a passion fruit production business in Rwamagana district as a result of easy access to both inputs and markets. Going forward, RTDA needs to focus its efforts on engaging and completing key technical assistance packages (e.g. Feeder Road Master Plan, Monitoring and Evaluation, Climate Resilience/ Water Management System), as well as citizen engagement and sensitization activities.

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>--</td>
<td>Moderate</td>
<td>Moderate</td>
</tr>
<tr>
<td>Macroeconomic</td>
<td>--</td>
<td>Moderate</td>
<td>Moderate</td>
</tr>
<tr>
<td>Sector Strategies and Policies</td>
<td>--</td>
<td>Moderate</td>
<td>Moderate</td>
</tr>
<tr>
<td>Technical Design of Project or Program</td>
<td>--</td>
<td>Moderate</td>
<td>Substantial</td>
</tr>
<tr>
<td>Institutional Capacity for Implementation and Sustainability</td>
<td>--</td>
<td>Moderate</td>
<td>Substantial</td>
</tr>
<tr>
<td>Fiduciary</td>
<td>--</td>
<td>Substantial</td>
<td>Substantial</td>
</tr>
<tr>
<td>Environment and Social</td>
<td>--</td>
<td>Substantial</td>
<td>Substantial</td>
</tr>
<tr>
<td>Stakeholders</td>
<td>--</td>
<td>Moderate</td>
<td>Moderate</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>
</tr>
</tbody>
</table>

Results

PDO Indicators by Objectives / Outcomes

To enhance all season road connectivity to agricultural market centers in selected districts

<table>
<thead>
<tr>
<th>Direct project beneficiaries (Number, Custom)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Baseline</td>
</tr>
<tr>
<td>----------</td>
</tr>
<tr>
<td>Value</td>
</tr>
</tbody>
</table>
### Female beneficiaries (Percentage, Custom Supplement)

<table>
<thead>
<tr>
<th>Date</th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0.00</td>
<td>51.00</td>
<td>51.00</td>
<td>50.00</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Date</th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>15.00</td>
<td>28.00</td>
<td>28.00</td>
<td>48.00</td>
</tr>
</tbody>
</table>

Comments:
The size of the classified road has increased (District Class 2 roads have been incorporated)

### Size of the total classified network (Kilometers, Custom Supplement)

<table>
<thead>
<tr>
<th>Date</th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>941.00</td>
<td>941.00</td>
<td>941.00</td>
<td>2,141.00</td>
</tr>
</tbody>
</table>

### Share of rural population with access to an all-season road (Percentage, Custom)

<table>
<thead>
<tr>
<th>Date</th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>15.00</td>
<td>40.00</td>
<td>40.00</td>
<td>50.00</td>
</tr>
</tbody>
</table>

### Number of rural people with access to an all-season road (Number, Custom Supplement)

<table>
<thead>
<tr>
<th>Date</th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>200,000.00</td>
<td>574,000.00</td>
<td>574,000.00</td>
<td>1,510,000.00</td>
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</table>

### Number of agricultural marketing centers connected by all season road (Number, Custom)

<table>
<thead>
<tr>
<th>Date</th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0.00</td>
<td>33.00</td>
<td>33.00</td>
<td>150.00</td>
</tr>
</tbody>
</table>

### Reduction in travel time per kilometer (Minutes, Custom)

<table>
<thead>
<tr>
<th>Date</th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>6.00</td>
<td>4.00</td>
<td>4.00</td>
<td>2.00</td>
</tr>
</tbody>
</table>

### Overall Comments
The total classified network of roads under the project that are in good and fair condition has increased from a baseline of 15 percent to 28 percent of (with an end target of 48 percent). This has resulted in an increase in the number of rural people with access to an all-season road from 15% to 40% (targeting 50 percent). To date, 33 agricultural market centers and 40 post-harvest facilities are now connected to an all-season road, with an ambitious goal of connecting 150 market centers/storage facilities by the end of the project. 374,000 people have benefited from the project activities to date.

**Intermediate Results Indicators by Components**

<table>
<thead>
<tr>
<th>Rehabilitation, Upgrading and Maintenance of Indicative Feeder Roads</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Roads rehabilitated, Rural (Kilometers, Custom)</strong></td>
</tr>
<tr>
<td>Baseline</td>
</tr>
<tr>
<td>Value</td>
</tr>
<tr>
<td>Comments:</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Employment generated under rehabilitation contracts (Number, Custom)</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Baseline</td>
</tr>
<tr>
<td>Value</td>
</tr>
<tr>
<td>Comments:</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Rural/feeder roads receiving maintenance (Kilometers, Custom)</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Baseline</td>
</tr>
<tr>
<td>Value</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Local Community Associations (LCAs) established (Number, Custom)</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Baseline</td>
</tr>
<tr>
<td>Value</td>
</tr>
<tr>
<td>Comments:</td>
</tr>
</tbody>
</table>
### Percentage of women employed in established LCAs (Percentage, Custom Supplement)

<table>
<thead>
<tr>
<th></th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Value</td>
<td>0.00</td>
<td>43.00</td>
<td>43.00</td>
<td>30.00</td>
</tr>
</tbody>
</table>

### Employment generated under maintenance contracts (Number, Custom)

<table>
<thead>
<tr>
<th></th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Value</td>
<td>0.00</td>
<td>502.00</td>
<td>502.00</td>
<td>3,750.00</td>
</tr>
<tr>
<td>Comments</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- 276 LCAs members in Rwamagana (157 men and 119 women) and 226 members in Gisagara (131 men and 95 women).

### Strategy Development for Rural Access and Transport Mobility Improvement and Institutional Development Support

#### Landslide management plan developed and operationalized (Yes/No, Custom)

<table>
<thead>
<tr>
<th></th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Value</td>
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<td>No</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Comments</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- New indicator introduced under Additional Financing

#### Number of Early Warning Systems (EWS) stations installed along rural roads network (Number, Custom Supplement)

<table>
<thead>
<tr>
<th></th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Value</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>5.00</td>
</tr>
</tbody>
</table>

#### Citizen engagement surveys (Number, Custom)

<table>
<thead>
<tr>
<th></th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Value</td>
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<td>0.00</td>
<td>0.00</td>
<td>3.00</td>
</tr>
<tr>
<td>Comments</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- This indicator was introduced under Additional Financing in 2018 and first public consultations will be held before commencement of civil works.

#### Road safety sensitization campaigns conducted for schools, health centers and markets along project roads (Number, Custom)

<table>
<thead>
<tr>
<th></th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Value</td>
<td>0.00</td>
<td>2.00</td>
<td>2.00</td>
<td>100.00</td>
</tr>
<tr>
<td>Comments</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- New indicator introduced under Additional Financing
Business plan for rural/feeder roads development prepared (Yes/No, Custom)

<table>
<thead>
<tr>
<th></th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Value</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
</tr>
</tbody>
</table>

Workers trained on gender relations, healthy relationships and non-violent conflict resolution, HIV and STD during roads rehabilitation/maintenance (% of trained workers) (Number, Custom)

<table>
<thead>
<tr>
<th></th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Value</td>
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<td>0.00</td>
<td>0.00</td>
<td>100.00</td>
</tr>
</tbody>
</table>

Comments: New indicator introduced under Additional Financing

Percentage of trained women trained on gender relations, healthy relationships and non-violent conflict resolution, HIV and STD (Percentage, Custom Supplement)

<table>
<thead>
<tr>
<th></th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Value</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>30.00</td>
</tr>
</tbody>
</table>

Project Management Support

Project implemented according to planned time and budget (Yes/No, Custom)

<table>
<thead>
<tr>
<th></th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Value</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>

Comments: The project is on track to complete all activities on time and within budget.

Rural/feeder roads with readily available design and bidding document (Kilometers, Custom)

<table>
<thead>
<tr>
<th></th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Value</td>
<td>0.00</td>
<td>200.00</td>
<td>200.00</td>
<td>800.00</td>
</tr>
</tbody>
</table>

Overall Comments

The length of rehabilitated roads achieved to date is 283 km (under the parent project financing), with 164 km under routine maintenance, and on track to meet the overall project target of 720 km (including the additional financing) before the project closing date. Since December 2018, implementation progress has regained momentum, with procurement of civil works in the additional financing (AF) six districts completed. Works contracts have been signed in four districts by end-June 2019 and the remaining two are expected to be finalized by end-July 2019. There are 3.5 years remaining in the project period, which is adequate to complete...
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### 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>P126498</td>
<td>IDA-54050</td>
<td>Effective</td>
<td>USD</td>
<td>45.00</td>
<td>45.00</td>
<td>0.00</td>
<td>25.94</td>
<td>14.99</td>
<td>63%</td>
</tr>
<tr>
<td>P126498</td>
<td>TF-A5145</td>
<td>Effective</td>
<td>USD</td>
<td>48.00</td>
<td>48.00</td>
<td>0.00</td>
<td>1.45</td>
<td>46.55</td>
<td>3%</td>
</tr>
<tr>
<td>P126498</td>
<td>TF-A5256</td>
<td>Effective</td>
<td>USD</td>
<td>20.00</td>
<td>20.00</td>
<td>0.00</td>
<td>0.73</td>
<td>19.27</td>
<td>3.6%</td>
</tr>
</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)

P158092-Rwanda Feeder Roads Development Project - Additional Finance