



<b>1. Project Data:</b>		<b>Date Posted :</b> 03/01/2001	
<b>PROJ ID:</b> P000050		<b>Appraisal</b>	<b>Actual</b>
<b>Project Name:</b> Transport Recovery	<b>Project Costs (US\$M)</b>	64.9	41.06
<b>Country:</b> Angola	<b>Loan/Credit (US\$M)</b>	41	41
<b>Sector(s):</b> Transportation Adjustment	<b>Cofinancing (US\$M)</b>	9.3	0
<b>L/C Number:</b> C2420			
	<b>Board Approval (FY)</b>		93
<b>Partners involved :</b> SIDA, CCCE, DANIDA	<b>Closing Date</b>	06/30/1996	06/30/2000
<b>Prepared by :</b>	<b>Reviewed by :</b>	<b>Group Manager :</b>	<b>Group:</b>

**2. Project Objectives and Components**

**a. Objectives**

The main objectives of the project were to:

- preserve or restore surface access to large portions of the country by road and rail, and restore port operations to support economic activities;
- promote employment in private sector through development of small and medium enterprises using labor intensive technologies in road maintenance;
- develop an institutional framework to improve the management of the main roads, operation of railways and ports; and
- support implementation of the first phase of sectoral policy, particularly with regard to cost recovery.

**b. Components**

To achieve the above objectives, the project comprised the following components:

- Road and bridge rehabilitation: (i) repair or replacement of 25 bridges; (ii) resurfacing or periodic maintenance of 700 km of paved roads; (iii) consultant services for supervision of works; (iv) creation and operation of a training and contract management unit.
- Lobito port operations: (i) institutional assistance for port operations and management; (ii) procurement of spare parts and equipment; and (iii) port structure repairs.
- Railway rehabilitation: (i) institutional assistance for implementation of the action plan; (iii) track and station rehabilitation; and (v) overhaul of the rolling stock;
- Project coordination: technical assistance to Ministry of Planning for overall project coordination and transport studies.

**Revised Components**

The project components were significantly revised at mid-term review in July 1994 because of the renewed civil war. The project was restructured in December 1996 and the Development Credit Agreement was amended in June 1997. **However, the project objectives were not revised.** The revised focus of the project was to improve the living conditions in the main metropolitan area of Luanda. The road component was revised to include rehabilitation of three main access roads to Luanda. The project took over some of the sub-components from the Infrastructure Rehabilitation and Engineering Project (IRE). The scope of Luanda railway and Lobito port components was significantly reduced. Technical assistance was expanded to restructure the operations of the Road Fund.

**c. Comments on Project Cost, Financing and Dates**

The actual project cost are US\$ 41 million compared to the appraisal estimate of US\$ 64.9 million. The credit was fully disbursed. The project closed on June 30, 2000, four years after the original closing date of June 30, 1996. The project remained almost inactive for the first three years of implementation because of insecure conditions prevailing in the country.

### 3. Achievement of Relevant Objectives:

The project achieved most of its restructured objectives.

- Rehabilitation of three access roads to Luanda and surrounding areas substantially improved access to the capital city. Twenty five bridges were rehabilitated.
- Port operations were improved by: (a) repairs to berths 5 and 6 of the Lobito Port; (b) procurement of spare parts; (c) training to strengthen administration and finance of Lobito Port operations; and (d) approval of environmental regulations for ports.
- Eighteen rail cars and three locomotives were rehabilitated.
- The project was successful in creating an enabling environment for private road contractors. The routine maintenance program for FY 2001 is expected to involve 15 contractors and provide employment to 1200 unskilled workers.
- The government has initiated institutional reforms to strengthen infrastructure agencies. Several studies were conducted to develop and improve the institutional framework for the transport sector. These include: (i) study to restructure Angola Highway Institute (INEA); and (ii) study for institutional strengthening of "Bureau of Studies, Planning and Statistics" of Ministry of Transport. The government is in the process of implementing the recommendations of these studies.
- To improve cost recovery, the government is restructuring the Road Fund according to the recommendations of the road fund study.

### 4. Significant Outcomes/Impacts:

The main achievement of the project was the rehabilitation of critical infrastructure after the civil war. Also, the project supported the government in preparing the master plan for rehabilitation and maintenance of roads and bridges, and encouraging private sector participation in road maintenance.

### 5. Significant Shortcomings (including non-compliance with safeguard policies):

The project was implemented during a period of political turmoil. Delays in provision of counterpart funds, preparation of technical specifications and bid documents, and acquisition of construction material adversely affected project implementation.

6. Ratings:	ICR	OED Review	Reason for Disagreement /Comments
<b>Outcome:</b>	Satisfactory	Satisfactory	
<b>Institutional Dev.:</b>	Modest	Modest	
<b>Sustainability:</b>	Unlikely	Unlikely	Sustainability of project benefits are unlikely because: (i) there is continued conflict within the country, and (ii) lack of Bank's transport sector program makes it uncertain whether the government will implement the study recommendations and restructure the Road Fund.
<b>Bank Performance:</b>	Satisfactory	Satisfactory	
<b>Borrower Perf.:</b>	Satisfactory	Satisfactory	
<b>Quality of ICR:</b>		Satisfactory	

NOTE: ICR rating values flagged with '\*' don't comply with OP/BP 13.55, but are listed for completeness.

**7. Lessons of Broad Applicability:**

- The experience from this project suggests that the Bank can play an important catalytic role in providing critical resources and technical assistance for rebuilding the infrastructure of economies recovering from civil war.
- An assessment of government's institutional capacity should pay particular attention to local knowledge and local circumstances.
- The road improvement/rehabilitation works should pay special attention to improving road safety as road surface improvements and road widening allow for higher vehicular speed which may compromise traffic safety.

**8. Assessment Recommended?** ☐ Yes ☒ No**9. Comments on Quality of ICR:**

The quality of ICR is satisfactory. Report quality would have been further improved by: (i) a concise and clear discussion of project restructuring and revised project objectives, and (ii) a more detailed discussion on unit cost of construction.