RESTRUCTURING PAPER

ON A

PROPOSED PROJECT RESTRUCTURING

OF

RURAL ROADS INFRASTRUCTURE IMPROVEMENT PROJECT

GRANTS IDA-H7440-NI AND H983-0-NI

CREDITS IDA 5028-NI AND 5533-NI

TO THE

REPUBLIC OF NICARAGUA

May 26, 2017
ABBREVIATIONS AND ACRONYMS

FOMAV  Road Maintenance Agency/Fund
       (Fondo de Mantenimiento Vial)
IDA    International Development Association
IDB    Inter-American Development Bank
MCA    Community Modules for Adoquines
       (Modulos comunitarios de adoquinado)
MTI    Ministry of Transport and Infrastructure
PDO    Project Development Objective
SDR    Special Drawing Rights

Regional Vice President: Jorge Familiar Calderon
Country Director: Maryanne Sharp
Senior Global Practice Director: Jose Luis Irigoyen
Practice Manager/Manager: Shomik Mehndiratta
Task Team Leader: Sevara Melibaeva
**DATA SHEET**

*Nicaragua*

*Rural Roads Infrastructure Improvement Project (P123447)*

*LATIN AMERICA AND CARIBBEAN*

*Transport & ICT*

Report No: RES20811

### Basic Information

<table>
<thead>
<tr>
<th>Project ID:</th>
<th>P123447</th>
<th>Lending Instrument:</th>
<th>Specific Investment Loan</th>
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<tbody>
<tr>
<td>Regional Vice President:</td>
<td>Jorge Familiar Calderon</td>
<td>Original EA Category:</td>
<td>Partial Assessment (B)</td>
</tr>
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<td>Country Director:</td>
<td>J. Humberto Lopez</td>
<td>Current EA Category:</td>
<td>Partial Assessment (B)</td>
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<td>Senior Global Practice Director:</td>
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<td>Practice Manager/Manager:</td>
<td>Shomik Raj Mehdiratta</td>
<td>Current Closing Date:</td>
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<tr>
<td>Team Leader(s):</td>
<td>Sevara Melibaeva</td>
<td></td>
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<th>REPUBLIC OF NICARAGUA</th>
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<tbody>
<tr>
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<td>Ministerio de Transporte e Infraestructura (Ministry of Transport), Road Maintenance Fund Road Maintenance Fund FOMAV,</td>
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### Restructuring Type

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<th>Full Restructuring Paper</th>
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<tr>
<td>Decision Authority:</td>
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<td>Restructuring Level:</td>
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### Financing (as of 24-Mar-2017)

#### Key Dates

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<th>Signing Date</th>
<th>Effectiveness Date</th>
<th>Original Closing Date</th>
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#### Disbursements (in Millions)

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<th>Currency</th>
<th>Original</th>
<th>Revised</th>
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<th>Disbursed</th>
<th>Undisbursed</th>
<th>% Disbursed</th>
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<td>Effective</td>
<td>XDR</td>
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<td>3.90</td>
<td>0.00</td>
<td>3.90</td>
<td>0.00</td>
<td>100</td>
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</table>
Policy Waivers

Does the project depart from the CAS/CPF in content or in other significant respects? | Yes [ ] No [ X ]
---|---
Does the project require any policy waiver(s)? | Yes [ ] No [ X ]

A. Summary of Proposed Changes

This paper proposes a Level 2 restructuring of International Development Association (IDA) Grants IDA-H7440-NI and H983-0-NI and Credits IDA 5028-NI and 5533-NI for the Rural Roads Infrastructure Improvement Project (P123447) to reallocate the proceeds across eligible categories, as well as to make small adjustments and editorial changes to the result framework. These changes do not require a change in the Project Development Objectives (PDO) and do not affect the achievement of the PDO.

| Change in Implementing Agency | Yes [ ] No [ X ] |
| Change in Project's Development Objectives | Yes [ ] No [ X ] |
| Change in Results Framework | Yes [ X ] No [ ] |
| Change in Safeguard Policies Triggered | Yes [ ] No [ X ] |
| Change of EA category | Yes [ ] No [ X ] |
| Other Changes to Safeguards | Yes [ ] No [ X ] |
| Change in Legal Covenants | Yes [ ] No [ X ] |
| Change in Loan Closing Date(s) | Yes [ ] No [ X ] |
| Cancellations Proposed | Yes [ ] No [ X ] |
| Change to Financing Plan | Yes [ ] No [ X ] |
| Change in Disbursement Arrangements | Yes [ ] No [ X ] |
| Reallocation between Disbursement Categories | Yes [ X ] No [ ] |
| Change in Disbursement Estimates | Yes [ ] No [ X ] |
| Change to Components and Cost | Yes [ ] No [ X ] |
| Change in Institutional Arrangements | Yes [ ] No [ X ] |
| Change in Financial Management | Yes [ ] No [ X ] |
| Change in Financial Management | Yes [ ] No [ X ] |
| Change in Procurement | Yes [ ] No [ X ] |
| Change in Implementation Schedule | Yes [ ] No [ X ] |
| Other Change(s) | Yes [ ] No [ X ] |
| Appraisal Summary Change in Economic and Financial Analysis | Yes [ ] No [ X ] |
| Appraisal Summary Change in Technical Analysis | Yes [ ] No [ X ] |
| Appraisal Summary Change in Social Analysis | Yes [ ] No [ X ] |
| Appraisal Summary Change in Environmental Analysis | Yes [ ] No [ X ] |
B. Project Status

Project implementation progress to date has been satisfactory, and the project remains on track towards achievement of its development objectives. The two of the three PDO indicators have been nearly achieved: (i) “the share of the rural population with access to an all-weather road” has increased from a baseline of 36.86 percent to a current estimated 40.62 percent nearing the final target of 41 percent (with number of rural people with access increasing from 945,831 to 1,077,108 exceeding the set target of 1,019,135 people); and (ii) “roads in good and fair condition as a share of total classified roads” is at 32.42 percent exceeding the target of 32 percent (with the size of the total classified road network increased from 23,647 to 24,335, exceeding the targeted 23,800 km). The achievement of the third PDO indicator target of 70 percent of “the rural population indicating satisfaction with the quality of the road network” is also on track to be achieved by the end of the project, judging by the intermediate survey results. The road user survey with a focus on gender that is currently being undertaken by Ministry of Transport and Infrastructure (MTI) will to inform this PDO indicator.

The implementation under the original financing has been completed with 100 percent of IDA funds disbursed and the implementation under the Additional Financing (AF) is on track with 98.5 percent of IDA funds disbursed. The construction of the road connection in the Atlantic coast region from Bluefields to San Francisco is progressing in a satisfactory manner with expected completion by September 2017. All contracts under the AF for the adoquines road works have been awarded and some completed, except for the Las Carpas - Waslala (7.67km) road section. The MTI requested to remove the latter from the project financing in a letter dated September 30, 2016, due to insufficient funds available under the IDA credit amount resulting from the depreciation of SDR exchange rate relative to USD. The depreciation of the SDR against the USD has caused a shortfall between the commitments and available balance in the IDA credit of approximately $3.08 million. This deficit led to insufficient funds available to execute the paving works with adoquines on Las Carpas – Waslala section. Therefore, it was agreed that this section would be removed from the project financing, and the MTI confirmed that the construction of this section would be financed by the Inter-American Development Bank (IDB) investment loan.

C. Proposed Changes

<table>
<thead>
<tr>
<th>Development Objectives/Results</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Original PDO</strong></td>
</tr>
<tr>
<td>The Project Development Objectives are to: (a) improve the access of the rural population living in the Project areas to markets, and to social and administrative services through: (i) the carrying out of improvements in the Recipient’s road infrastructure, and (ii) the strengthening of MTI’s and FOMAV’s institutional capacity for road asset and disaster risk management; (b) support the generation of short-term employment opportunities for the rural population living in the Project areas; and (c) improve the Recipient’s capacity to respond promptly and effectively to an Eligible Emergency.</td>
</tr>
<tr>
<td><strong>Change in Project's Development Objectives</strong></td>
</tr>
<tr>
<td><strong>Change in Results Framework</strong></td>
</tr>
<tr>
<td>Explanation:</td>
</tr>
<tr>
<td>This paper proposes to make the following changes to the Results Framework (full revised results framework is included in the Annex):</td>
</tr>
</tbody>
</table>
The intermediate indicator “Improved reliability of the transport infrastructure by surfacing to more durable options (i) km upgraded to adoquines/concrete standard”: This indicator is proposed be replaced by the custom Core indicator “Roads constructed, rural (km)”, which provides the same measure of the output and monitors the implementation progress in the same way, but it is more appropriate for measuring the project investments on corporate level. In addition, the target value for this indicator is proposed to be revised from 185km to 167.95km to correct the calculation error made during preparation of AF and to account for the removal of Las Carpas – Waslala road section improvement from the project due to insufficient funds available under the IDA credit amount resulting from the depreciation of SDR exchange rate relative to USD. The original target established for this indicator in the parent project was 88km, which was increased to include roads added under the AF and hence revised to 185km total. During the implementation and after verifying the exact lengths of road sections financed under the AF, the team identified an error in the calculation of the total length of roads made at the time of AF preparation, which should have been 175.62Km, not 185km. Furthermore, the target for the same indicator requires adjustment to account for the removal of 7.67km Las Carpas - Waslala road section from the project, bringing the new revised target to 167.95km total. This change will not affect the PDO. Moreover, while the project does not finance the removed 7.67km, the results will still be achieved under other financing from IDB;

The intermediate indicator on "Increase in opportunities for short term employment and empowerment - additional no. employed in Community Modules for Adoquines (MCAs)”: This intermediate indicator is proposed to be moved to the PDO level to provide a measure of the PDO outcome with respect to “(b) support the generation of short-term employment opportunities for the rural population living in the Project areas”, and to be revised to “additional number of short-term jobs generated in MCAs” with a unit of measure as “number”. The latter revision makes the definition of the indicator more specific and clear. In addition, the target for this indicator is proposed to be reduced from 2,840 to 2,470 to deduct the number of people that otherwise would have been employed in the MCAs for Las Carpas - Waslala construction works. Considering that Las Carpas – Waslala section was expected to be paved with adoquines under the MCA model, the removal of these works from the project also affects the target value of the additional number of employed in the MCAs. Similarly, its supplemental indicator on “percentage of women in MCAs” will also be moved to the PDO level, but with no change to its target value; and

The intermediate indicator on "Design manual for managing geotechnical risks in road projects finalized”: This indicator is proposed to be dropped as it has been achieved with funding from the Nordic Development Fund as part of the ongoing consultancy on climate change and disaster risk assessment. This financing is not part of the project financing. Therefore, the achievement of this indicator cannot attributed to the project.

<table>
<thead>
<tr>
<th>Ln/Cr/TF</th>
<th>Currency</th>
<th>Current Category of Expenditure</th>
<th>Amount of the Grant Allocated</th>
<th>Percentage of Expenditures to be</th>
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</table>

Financing

Explanation:

Proceeds for Nicaragua, Rural Roads Infrastructure Improvement Project, Grant H7440-NI, P123447, will be reallocated as indicated in the table below (there are no changes in the Category of Expenditures or the percentage of Financing). The changes are required for the successful achievement of project objectives and targets.
<table>
<thead>
<tr>
<th>IDA-H7440</th>
<th>XDR</th>
<th>Description</th>
<th>Current</th>
<th>Proposed</th>
<th>Current %</th>
<th>Proposed %</th>
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<tbody>
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<td></td>
<td></td>
<td>(1) WORKS</td>
<td></td>
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<tr>
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<td></td>
<td>(a) UNDER PART A.1 OF THE PROJECT</td>
<td>10,500,000.00</td>
<td>14,081,737.97</td>
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<td>85%</td>
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<tr>
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<td>(b) UNDER PART A.2 OF THE PROJECT</td>
<td>2,000,000.00</td>
<td>2,109,431.53</td>
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<td>85%</td>
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<tr>
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<td>(c) UNDER PART A.3 OF THE PROJECT</td>
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<td>0</td>
<td>85%</td>
<td>85%</td>
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<tr>
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<td></td>
<td>(2) NON-CONSULTING SERVICES, CONSULTANTS' SERVICES, GOODS AND TRAINING</td>
<td>2,565,664.00</td>
<td>2,077,048.57</td>
<td>100%</td>
<td>100%</td>
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<tr>
<td></td>
<td></td>
<td>UNDER PARTS A THROUGH C OF THE PROJECT</td>
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<tr>
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<td>(3) CONSULTANTS' SERVICES (UP TO THE DATE OF THE ADDITIONAL FINANCING</td>
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<td>267,652.30</td>
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<td></td>
<td>AGREEMENT)</td>
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<td>(4) GOODS (UP TO THE DATE OF THE ADDITIONAL FINANCING AGREEMENT)</td>
<td>6,126.00</td>
<td>19,507.63</td>
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<td>100%</td>
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<td>(5) TRAINING (UP TO THE DATE OF THE ADDITIONAL FINANCING AGREEMENT)</td>
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<td>44,622.00</td>
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<td>100%</td>
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<td></td>
<td>(6) UNALLOCATED</td>
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<tr>
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<td>(7) EMERGENCY EXPENDITURES UNDER PART D OF THE PROJECT</td>
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<td><strong>18,600,000.00</strong></td>
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Annex: Revised Results Framework and Monitoring

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<th>Rural Roads Infrastructure Improvement Project (P123447)</th>
<th>Project Stage:</th>
<th>Restructuring</th>
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<td>Team Leader(s):</td>
<td>Sevara Melibaeva</td>
<td>Requesting Unit:</td>
<td>LCC2C</td>
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<td>2012</td>
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<td>Specific Investment Loan</td>
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**Project Development Objectives**

Original Project Development Objective:

The Project Development Objectives are to: (a) improve the access of the rural population living in the Project areas to markets, and to social and administrative services through: (i) the carrying out of improvements in the Recipient's road infrastructure, and (ii) the strengthening of MTI's and FOMAV's institutional capacity for road asset and disaster risk management; (b) support the generation of short-term employment opportunities for the rural population living in the Project areas; and (c) improve the Recipient’s capacity to respond promptly and effectively to an Eligible Emergency.

**Results**

Core sector indicators are considered: Yes

Results reporting level: Project Level

**Project Development Objective Indicators**

<table>
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<th>Status</th>
<th>Indicator Name</th>
<th>Core</th>
<th>Unit of Measure</th>
<th>Baseline</th>
<th>Actual (Current)</th>
<th>End Target</th>
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<tr>
<td>No Change</td>
<td>Share of rural population with access to an all-season road</td>
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<td>Percentage</td>
<td>36.86</td>
<td>40.62</td>
<td>41.00</td>
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Comment: Date 15-Sep-2013 30-Marzo-2017 30-Nov-2017
<table>
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<th>Sub Type</th>
<th>Value</th>
<th>Value</th>
<th>Value</th>
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<tbody>
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<td>Number of rural people with access to an all-season road</td>
<td>945831.00</td>
<td>1077108.00</td>
<td>1019135.00</td>
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<tr>
<td>Sub Type Supplemental</td>
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<td>Roads in good and fair condition as a share of total classified roads</td>
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<td>32.42</td>
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<td>Percentage</td>
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<tr>
<td>Date</td>
<td>31-Dec-2011</td>
<td>30-Marzo-2017</td>
<td>30-Nov-2017</td>
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<tr>
<td>Size of the total classified network</td>
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<td>Kilometers</td>
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<tr>
<td>Sub Type Supplemental</td>
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<td>Increase in the share of the rural population indicating satisfaction with the quality of the road network</td>
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<td>13.50</td>
<td>70.00</td>
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<td>Percentage</td>
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<tr>
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<td>15-Sep-2013</td>
<td>30-Nov-2017</td>
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<tr>
<td>New</td>
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<td>2470.00</td>
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<tr>
<td>Additional number of short-term jobs generated in MCAs</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Number</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Date</td>
<td>31-Dec-2011</td>
<td>30-Marzo-2017</td>
<td>30-Nov-2017</td>
</tr>
<tr>
<td>Comment</td>
<td>Indicator moved from intermediate level to PDO level to measure PDO outcome related to “(b) support the</td>
<td>Target revised to reflect the removal of Las Carpas - Waslala road section from the project, and to reduce by the number of</td>
<td></td>
</tr>
</tbody>
</table>
generation of short-term employment opportunities for the rural population living in the Project areas".

employment opportunities that would have been created in MCAs for construction works on this road section.

<table>
<thead>
<tr>
<th>Status</th>
<th>Indicator Name</th>
<th>Core</th>
<th>Unit of Measure</th>
<th>Baseline</th>
<th>Actual(Current)</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marked for Deletion</td>
<td>Increase in opportunities for short term employment and empowerment (additional number employed in MCAs)</td>
<td>☐</td>
<td>Number</td>
<td>Value</td>
<td>0.00</td>
<td>1627.00</td>
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<td></td>
<td>Date</td>
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<td>31-Dec-2011</td>
<td>30-Sep-2015</td>
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<tr>
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<td>☐</td>
<td>Comment</td>
<td></td>
<td>Moved to the PDO level to measure PDO (b).</td>
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</tr>
<tr>
<td>Marked for Deletion</td>
<td>Percentage of women in MCAs</td>
<td>☐</td>
<td>Percentage</td>
<td>Value</td>
<td>19.00</td>
<td>46.00</td>
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<td></td>
<td>Supplemental</td>
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<tr>
<td>Revised</td>
<td>Roads constructed, Rural</td>
<td>☒</td>
<td>Kilometers</td>
<td>Value</td>
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<td>165</td>
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<td></td>
<td>Date</td>
<td></td>
<td>31-Dec-2011</td>
<td>30-Marzo-2017</td>
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<td></td>
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<td></td>
<td>Comment</td>
<td></td>
<td>Indicator replaces previous indicator on &quot;Improved&quot;</td>
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Intermediate Results Indicators

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<th>Status</th>
<th>Indicator Name</th>
<th>Core</th>
<th>Unit of Measure</th>
<th>Baseline</th>
<th>Actual(Current)</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>New</td>
<td>Percentage of women in MCAs</td>
<td>☐</td>
<td>Percentage</td>
<td>Value</td>
<td>19.00</td>
<td>46.00</td>
</tr>
<tr>
<td></td>
<td>Sub Type</td>
<td></td>
<td>Supplemental</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| Marked for Deletion | Percentage of women in MCAs | ☐    | Percentage      | Value    | 19.00           | 46.00      | 26.00      |
|                     | Sub Type          |      | Supplemental    |          |                 |            |            |

Revised Roads constructed, Rural

<table>
<thead>
<tr>
<th>Status</th>
<th>Indicator Name</th>
<th>Core</th>
<th>Unit of Measure</th>
<th>Baseline</th>
<th>Actual(Current)</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revised</td>
<td>Roads constructed, Rural</td>
<td>☒</td>
<td>Kilometers</td>
<td>Value</td>
<td>0.00</td>
<td>165</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Date</td>
<td></td>
<td>31-Dec-2011</td>
<td>30-Marzo-2017</td>
</tr>
<tr>
<td></td>
<td>Indicator replaces previous indicator on &quot;Improved&quot;</td>
<td>☒</td>
<td></td>
<td>Comment</td>
<td>Revis</td>
<td>ed to correct the calculation error and account for Las Carpas -</td>
</tr>
</tbody>
</table>
| No Change | Kilometers | Value | 0.00 | 63.00 | 63.00 | reliability of the transport infrastructure by surfacing to more durable options - (i) km upgraded to adoquines/concrete standard” | Waslala removed from the project.

| No Change | Kilometers | Value | 2.90 | 1.50 | 1.50 | Date | 04-Mar-2012 30-Jan-2017 30-Nov-2017 | Comment

| No Change | Kilometers | Value | 0.00 | 67.98 | 75.00 | Date | 25-Jun-2014 30-Jan-2017 30-Nov-2017 | Comment

| No Change | Text | Value | None | Yes | Yes | Date | 04-Mar-2012 30-Sep-2015 30-Nov-2017 | Comment

| Marked for Deletion | Text | Value | None | No | Finalized | Date | 04-Mar-2012 30-Sep-2015 30-Nov-2017 | Comment

<p>| No Change | Text | Value | None | Yes | Yes | Date | 04-Mar-2012 27-Mar-2015 30-Nov-2017 |</p>
<table>
<thead>
<tr>
<th>No Change</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Comprehensive adoquines roads program in the productive zones of the country finalized and report published and shared with other donors</td>
<td>□ Text</td>
</tr>
<tr>
<td>Date</td>
<td>Value</td>
</tr>
<tr>
<td>Comment</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Date</td>
</tr>
<tr>
<td>Additional number of MTI and FOMAV staff receiving training under the capacity building initiatives</td>
<td>□ Number</td>
</tr>
<tr>
<td>Date</td>
<td>Value</td>
</tr>
<tr>
<td>Comment</td>
<td>Date</td>
</tr>
<tr>
<td>Time taken to disburse funds requested by the Government for an eligible emergency</td>
<td>□ Weeks</td>
</tr>
<tr>
<td>Date</td>
<td></td>
</tr>
<tr>
<td>Comment</td>
<td>Date</td>
</tr>
<tr>
<td></td>
<td>Comment</td>
</tr>
</tbody>
</table>