CAR Rural Connectivity Project (P160500)

Key Dates

Key Project Dates

- Bank Approval Date: 30-Jun-2017
- Effectiveness Date: 10-Apr-2018
- Planned Mid Term Review Date: 01-Jul-2020
- Actual Mid-Term Review Date: --
- Original Closing Date: 30-Dec-2022
- Revised Closing Date: 30-Dec-2022

Project Development Objectives

Project Development Objective (from Project Appraisal Document)

The Project Development Objective (PDO) is to improve rural road connectivity to markets and social services, and in the event of an Eligible Crisis or Emergency, to provide an immediate and effective response.

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

No

Components

Name

- Rural Roads Rehabilitation and Maintenance: (Cost $44.00 M)
- Project Implementation, Management and Monitoring: (Cost $9.10 M)
- Resettlement: (Cost $0.30 M)
- Contingency Emergency Response

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 | High | High

Implementation Status and Key Decisions

Component 1: Road Rehabilitation and Maintenance

North-East basin: The scope of the Environmental and Social Impact Assessment (ESIA) and Resettlement Action Plan (RAP) has been developed for the North-East section from Ndele to Birao, which crosses the Monovo-Gounda St Floris National Park. The study will have to present several options for the route or routes to be used to cross or bypass the park. It was agreed that the TORs will include a baseline and scoping report. The study will present the route options and their socioeconomic, ecological, budgetary and technical advantages and disadvantages. The outcome will be used as a basis for a discussion at the Technical Committee level regarding the choice of route. The consultant made a proposal for the entire North-East Basin that needs to be renegotiated and finalized now that the Ndele-Birao part is separated and will be financed by AFD. For
the economic and feasibility studies, UNOPS will provide the preliminary and detailed design studies for the Kaga Bandoro-Ndele section and monitoring will be carried out by the consultant to be recruited.

**North-West basin:** The identified consultant has made a proposal for the ESIA which will need to be finalized. It was initially planned that one consultant would be selected to provide technical and economic feasibility studies for the North-West Basin and the Ndele-Birao section. A short list has been established (still to be approved) but the ToRs have yet to be finalised in view of the ongoing adjustments for ESIs and the need to synchronize these studies with the technical studies. For the economic and feasibility studies and monitoring for the North-West, the short list needs to be approved and finalized, as well the ToRs adjusted (to include the studies on the North-West Basin and monitoring on the North-West Basin and the Kaga Bandoro - Ndele road).

**Component 2: Project Management and Monitoring & Evaluation**

**North-East basin:** Recruitment of key personnel has been finalized, except for safeguards specialists. It was agreed that UNOPS should recruit environmental and social safeguards specialists as soon as possible. The procurement of goods (logistics and IT equipment, office supplies and communication) is in progress.

**North-West basin:** The team met with AGITIP-CAF on the recent mission, who presented their plan for the implementation of the project in the North-West zone. The recruitment of an NGO to monitor gender aspects and gender-based violence is ongoing and the signing of the contract is expected shortly. Since August 2018, AGITIP-CAF has recruited a social development specialist who will work closely with the environmental specialist to monitor the implementation of the project's environmental and social safeguards measures.

In general, the mission stressed to UNOPS and AGITIP-CAF the need to include in the various contractual provisions related to gender, gender-based violence (awareness-raising, etc.), workers' conditions, codes of conduct, etc. It is also planned to recruit a Monitoring and Evaluation Expert for the PIU.

### 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>High</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>Macroeconomic</td>
<td>High</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>Sector Strategies and Policies</td>
<td>High</td>
<td>High</td>
<td>High</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>
<td>Substantial</td>
<td>Substantial</td>
<td>Substantial</td>
</tr>
<tr>
<td>Environment and Social</td>
<td>Low</td>
<td>Low</td>
<td>Moderate</td>
</tr>
<tr>
<td>Stakeholders</td>
<td>Substantial</td>
<td>Substantial</td>
<td>Substantial</td>
</tr>
<tr>
<td>Other</td>
<td>--</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>Overall</td>
<td>High</td>
<td>High</td>
<td>High</td>
</tr>
</tbody>
</table>

### Results

**PDO Indicators by Objectives / Outcomes**

- Improve rural road connectivity to markets and social services.
  - Farmers in the project area with improved access to markets (Number, Custom)
Baseline | Actual (Previous) | Actual (Current) | End Target
--- | --- | --- | ---
**Value** | 0.00 | 0.00 | 90,000.00
**Date** | 01-Aug-2017 | 04-Apr-2018 | 30-Dec-2022

- Proportion of improved project roads under routine maintenance (Percentage, Custom)

Baseline | Actual (Previous) | Actual (Current) | End Target
--- | --- | --- | ---
**Value** | 0.00 | 0.00 | 100.00
**Date** | 01-Aug-2017 | 04-Apr-2018 | 30-Dec-2022

- Basic social services (markets, schools and health centers) with improved access in the project area (Number, Custom)

Baseline | Actual (Previous) | Actual (Current) | End Target
--- | --- | --- | ---
**Value** | 0.00 | 0.00 | 20.00
**Date** | 01-Aug-2017 | 04-Apr-2018 | 30-Dec-2022

- Travel time between Ndele and Birao (Days, Custom)

Baseline | Actual (Previous) | Actual (Current) | End Target
--- | --- | --- | ---
**Value** | 10.00 | 10.00 | 7.00
**Date** | 01-Aug-2017 | 04-Apr-2018 | 30-Dec-2022

- Passability of the road between Ndele and Birao (Months, Custom)

Baseline | Actual (Previous) | Actual (Current) | End Target
--- | --- | --- | ---
**Value** | 5.00 | 5.00 | 12.00
**Date** | 01-Aug-2017 | 04-Apr-2018 | 30-Dec-2022

Intermediate Results Indicators by Components

**Rural Roads Rehabilitation and Maintenance**

- Roads rehabilitated (Kilometers, Corporate)

Baseline | Actual (Previous) | Actual (Current) | End Target
--- | --- | --- | ---
**Value** | 0.00 | 0.00 | 1,250.00
**Date** | 01-Aug-2017 | 04-Apr-2018 | 30-Dec-2022

- Person-days of employment created through the Labor Intensive Public Works (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><strong>Value</strong></td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>150,000.00</td>
</tr>
<tr>
<td><strong>Date</strong></td>
<td>01-Aug-2017</td>
<td>04-Apr-2018</td>
<td>04-Apr-2018</td>
<td>30-Dec-2022</td>
</tr>
<tr>
<td><strong>Share of person-days of employment created for women (Percentage, Custom Supplement)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Value</strong></td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>33.00</td>
</tr>
<tr>
<td><strong>Community-based maintenance organizations that are operational (Number, Custom)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Value</strong></td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>200.00</td>
</tr>
<tr>
<td><strong>Date</strong></td>
<td>01-Aug-2017</td>
<td>04-Apr-2018</td>
<td>04-Apr-2018</td>
<td>30-Dec-2022</td>
</tr>
<tr>
<td><strong>Roads with improved road safety measures (Kilometers, Custom)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Value</strong></td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>1,250.00</td>
</tr>
<tr>
<td><strong>Date</strong></td>
<td>01-Aug-2017</td>
<td>04-Apr-2018</td>
<td>04-Apr-2018</td>
<td>30-Dec-2022</td>
</tr>
<tr>
<td><strong>Direct project beneficiaries (Number, Custom)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Value</strong></td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>115,000.00</td>
</tr>
<tr>
<td><strong>Date</strong></td>
<td>01-Aug-2017</td>
<td>04-Apr-2018</td>
<td>04-Apr-2018</td>
<td>30-Dec-2022</td>
</tr>
<tr>
<td><strong>Proportion of direct beneficiaries expressing positive reaction to the project (Percentage, Custom Supplement)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Value</strong></td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>80.00</td>
</tr>
</tbody>
</table>

**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>P160500</td>
<td>IDA-D2230</td>
<td>Effective</td>
<td>USD</td>
<td>45.00</td>
<td>45.00</td>
<td>0.00</td>
<td>11.30</td>
<td>33.91</td>
<td>25%</td>
</tr>
</tbody>
</table>

**Key Dates (by loan)**
Project | Loan/Credit/TF | Status | Approval Date | Signing Date | Effectiveness Date | Orig. Closing Date | Rev. Closing Date
--- | --- | --- | --- | --- | --- | --- | ---

**Cumulative Disbursements**

![Cumulative Disbursements Graph](graph.png)

**Restructuring History**

Level 2 Approved on 10-Oct-2017

**Related Project(s)**

There are no related projects.