Public Disclosure Authorized

CAR Rural Connectivity Project (P160500)

AFRICA | Central African Republic | Transport Global Practice |
IBRD/IDA | Investment Project Financing | FY 2017 | Seq No: 4 | ARCHIVED on 15-Aug-2019 | ISR38019 |

Implementing Agencies: Government of Central African Republic, Ministère des Travaux Publics et de l'Entretien Routier

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: Physical works of the RN8 Kaga Bandoro-Ndele, have not started yet. The technical studies and the Environmental and Social Impact Assessment (ESIA) and Resettlement Action Plan (RAP) for the North-East section from Ndele to Birao (which crosses the Manovo-Gounda Saint Floris National Park) are under final procurement process and might start by the end of August 2019. As the Government has not yet defined the final itinerary of the road RN8, the technical study will have to present several options for the route or routes to be used to cross or bypass the park. The PIU has negotiated with the consultant on its initial proposal- which covers the entire North-East Basin in the way to consider that AFD will

finance the EISA of Ndele-Birao. For the economic and feasibility studies, UNOPS will provide the preliminary and detailed design studies for the Kaga Bandoro-Ndele section and supervision will be carried out by the consultant to be recruited by the PIU for technical studies.
North-West basin: The High-Intensity Labor of the North West has that AGETIP is implementing has started and works execution level is at 96% :
Ouham: 218 km comprising Bossangoa-Batangafo (145km) and Bossangoa-Bomissi (72km).
Ouham-Pende : 256 km comprising (i) Paoua-Bemal (55km), Betokomia-Pougol (50km), Gozion-Boguila (59km) and Gouze-Bomissi (90km).
For the North West, AGETIP CAF is collaborating with a national NGO (IDC) for the Grievance Mechanism (GRM) and prevention of Gender Based- Violence (GBV). Seven other Civil Society Organization (CSO) are supporting AGETIP in the recruitment, the sensitization for the HIMO.
The second phase of the road works, which are consisting of mechanical works will start after the technical studies, and the environmental and social studies are completed and enterprises recruited.
Component 2: Project Management and Monitoring & Evaluation
North-East basin: UNOPs has recruited the key personnel as well as the PIU, and the procurement of goods (logistics and IT equipment, office supplies, and communication) is in progress.
North-West basin: AGETIP-CAF has recruited for the North-West zone, an NGO for GBV and GRM. Since August 2018, AGETIP-CAF has hired a social development specialist who is working with the environmental specialist to monitor the implementation of the project's safeguards measures.
The recent mission has stressed to UNOPS and AGETIP-CAF the need to carefully implement all aspects related to GBV and GRM in their respective zones.

Risks

Systematic Operations Risk-rating Tool

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

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	0.00	90,000.00

Date	01-Aug-2017	12-Oct-2018	02-Jul-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	0.00	100.00
Date	01-Aug-2017	12-Oct-2018	12-Oct-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	0.00	20.00
Date	01-Aug-2017	12-Oct-2018	02-Jul-2019	30-Dec-2022

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

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	10.00	10.00	10.00	7.00
Date	01-Aug-2017	12-Oct-2018	02-Jul-2019	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	5.00	12.00
Date	01-Aug-2017	12-Oct-2018	02-Jul-2019	30-Dec-2022

Intermediate Results Indicators by Components

Rural Roads Rehabilitation and Maintenance

▸Roads rehablitated (Kilometers, Corporate)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	1,250.00
Date	01-Aug-2017	04-Apr-2018	02-Jul-2019	30-Dec-2022

▸Person-days of employment created through the Labor Intensive Public Works (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	150,000.00

Date	02-Jul-2019	04-Apr-2018	02-Jul-2019	30-Dec-2022

◢Share of person-days of employment created for women (Percentage, Custom Supplement)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	33.00

►Community-based maintenance organizations that are operational (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	200.00
Date	02-Jul-2019	04-Apr-2018	02-Jul-2019	30-Dec-2022

►Roads with improved road safety measures (Kilometers, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	1,250.00
Date	01-Aug-2017	04-Apr-2018	02-Jul-2019	30-Dec-2022

►Direct project beneficiaries (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	115,000.00
Date	01-Aug-2017	04-Apr-2018	02-Jul-2019	30-Dec-2022

◢Proportion of direct beneficiaries expressing positive reaction to the project (Percentage, Custom Supplement)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	80.00

Data on Financial Performance

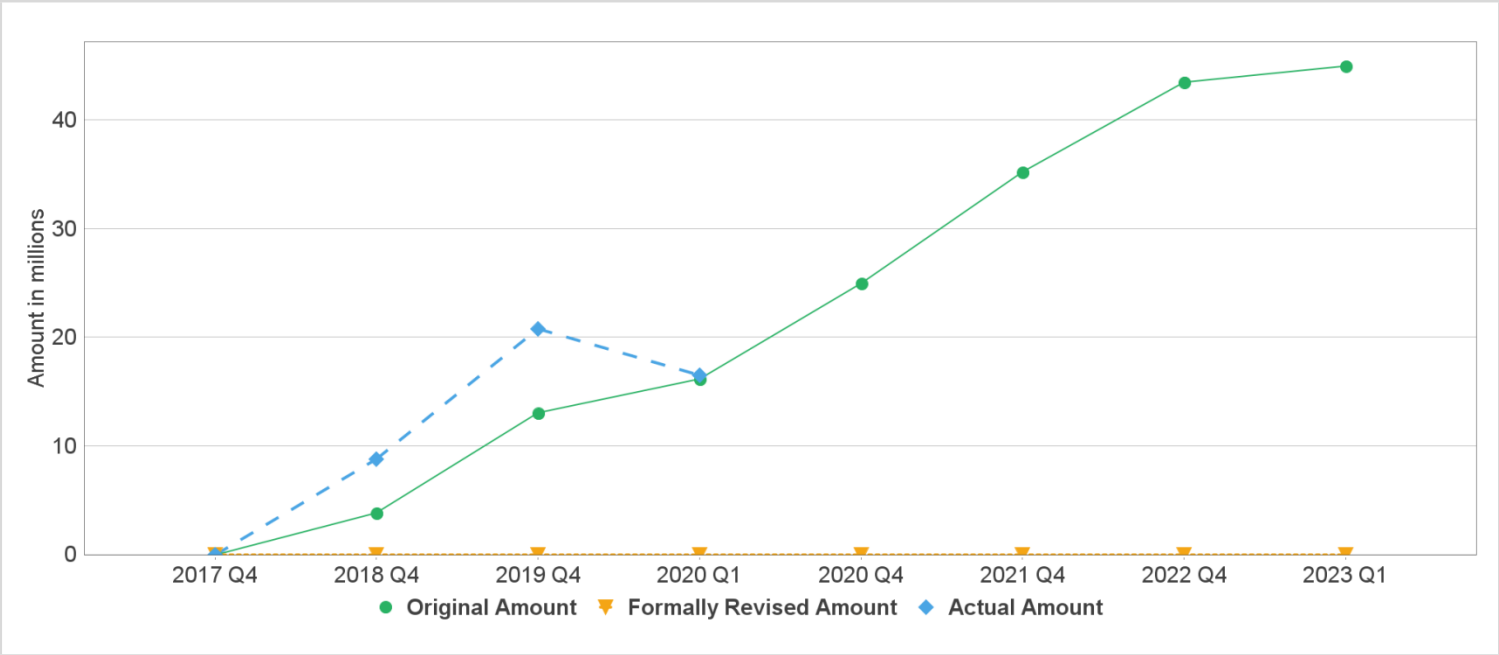
Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	% Disbursed
P160500	IDA-D2230	Effective	USD	45.00	45.00	0.00	16.51	28.76	36%

Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P160500	IDA-D2230	Effective	30-Jun-2017	11-Oct-2017	10-Apr-2018	30-Dec-2022	30-Dec-2022

Cumulative Disbursements



Restructuring History

Level 2 Approved on 10-Oct-2017

Related Project(s)

There are no related projects.