



## Sao Tome e Principe Transport Sector Development and Coastal Protection Project (P161842)

AFRICA | Sao Tome and Principe | Transport Global Practice |  
IBRD/IDA | Investment Project Financing | FY 2019 | Seq No: 1 | ARCHIVED on 21-May-2019 | ISR37057 |

Implementing Agencies: Ministry of Planning, Finance and Blue Economy, INAE (instituto Nacional das Estradas), AFAP

### Key Dates

#### Key Project Dates

Bank Approval Date: 22-Mar-2019

Effectiveness Date: --

Planned Mid Term Review Date: --

Actual Mid-Term Review Date: --

Original Closing Date: 30-Jun-2024

Revised Closing Date: 30-Jun-2024

### Project Development Objectives

Project Development Objective (from Project Appraisal Document)

The proposed PDOs is to improve connectivity, sustainability, safety and climate resilience of selected roads.

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

No

### Components

Name

Component 1: Road Sector Institutional Strengthening:(Cost \$2.50 M)  
Component 2: Sao-Tome - Guadalupe road rehabilitation:(Cost \$22.00 M)  
Component 3: Project management and implementation support:(Cost \$2.50 M)  
Unallocated:(Cost \$2.00 M)  
Component 4: Contingency Emergency Response

### Overall Ratings

Name	Previous Rating	Current Rating
Progress towards achievement of PDO	--	● Satisfactory
Overall Implementation Progress (IP)	--	● Satisfactory
Overall Risk Rating	--	● Substantial

### Implementation Status and Key Decisions

The project was approved by the Board on March 22, 2019. The financing agreement was signed in Washington on April 9, 2019 by the Minister of finance and the country Director. The project agreement was signed on April 22, 2019.

The effectiveness is due 90 days after the FA signing or early July.2019.

The PIU is working towards meeting the project effectiveness conditions, including:

1- The preparation of the Project operations Manual - A consultant is hired and should commence work mid-May and we expect the POM to be completed by end of June;

2- Subsidiary agreement between AFAP and MoF- AFAP has submitted a draft subsidiary agreement to MoF on May 13th, 2019; and

3- Legal opinion

Meanwhile, the PIU has finalized the Detailed Engineering Design (DED) and the Bidding Documents of the road section - ST-Guadalupe and the procurement process should be launched by the third week of May, 2019 - We expect the civil works contract to be signed by November 2019 - The ToR and the RFP for the Supervision consultant have also been finalized and the procurement process should be starting by end of May - The objective is to have the supervision consultant contract signed before the start of the civil works.. A set of ToR to undertake studies related to the project institutional components are being finalised, including: (i) The ToR to develop the climate resilience strategy of the road network and support to INAE; (ii) the recruitment of an individual consultant to carry out the needs assessment of GIME network; (ii) an individual consultant to support INAE/AFAP during the bid evaluation process.

**Risks**

**Systematic Operations Risk-rating Tool**

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

**Results**

**PDO Indicators by Objectives / Outcomes**

Improve road connectivity				
▶Reduction in vehicle operating cost on the project road section for cars per km (Amount(USD), Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.33	--	0.33	0.29
Date	01-Jan-2019	--	09-May-2019	29-Dec-2023
Comments:	This indicator will estimate the average cost (fuel, time, vehicle maintenance,...) for a driver in a car to go from Sao Tome to Guadalupe or from Guadalupe to Sao Tome			
▶Vehicle operating cost on the project road section for trucks per km (Amount(USD), Custom)				



	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.90	--	0.90	0.76
Date	01-Jan-2019	--	09-May-2019	29-Dec-2023
Comments:	This indicator will estimate the average cost (fuel, time, vehicle maintenance,...) for a driver in a truck to go from Sao Tome to Guadalupe or from Guadalupe to Sao Tome			
<b>►Average travel time to go from São Tome to Guadalupe by car (Minutes, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	19.00	--	19.00	17.00
Date	01-Jan-2019	--	09-May-2019	29-Dec-2023
Comments:	This indicator will measure the average time need by a car driver to go from Sao Tome to Guadalupe or from Guadalupe to Sao Tome			

### Improve road sustainability

#### ►Road asset management system developed and implemented to inform the annual road maintenance program (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	Yes
Date	01-Jan-2019	--	09-May-2019	29-Dec-2023
Comments:	A proper road asset management system will be set up at INAE, to aggregate the results of the road condition surveys, to keep track of the past and planned interventions, as well as to help identify the road maintenance activities, and road upgrading interventions, integrating recommendations from the climate vulnerability assessment and the road safety strategy			

### Improve road safety on the project road section and on ST road network by reducing accident risks

#### ►Percentage of road accident black spots corrected based on the number of small-scale road safety interventions on the road network (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	50.00
Date	01-Jan-2019	--	09-May-2019	29-Dec-2023
Comments:	This indicator will measure the number of sites benefiting from interventions to improve the road safety, either through small realignment, improvement of visibility (through vegetation management), lightning, signs, compared with the ones identify in the road safety analysis			

### Improve resilience of project roads to climate and disaster risk

#### ►Length of roads made resilient to climate and disaster risk (Kilometers, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	13.30



Date	01-Jan-2019	--	09-May-2019	29-Dec-2023
Comments:	This indicator will measure how much of the road rehabilitated by the project have been designed and built using standards and methods to ensure their resilience, either through climate proof pavement, improved drainage, protections from coastal risks or risk of landslides.			

### Intermediate Results Indicators by Components

<b>Component 1: Institutional strengthening</b>				
<b>►Climate vulnerability assessment developed and used to inform maintenance and future investment strategies (Yes/No, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	Yes
Date	01-Jan-2019	--	09-May-2019	29-Dec-2023
Comments:	The vulnerability of the whole national road network to climate and disaster risk will assessed, producing maps of vulnerability. This information will be considered in the road maintenance database system, as well as will inform the future interventions (including upgrading and additional protection) on the roads.			
<b>►Number of maintenance community groups trained to use innovative techniques (including using eco-system based approaches) for road maintenance and stabilization and coastal protection (Number, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	30.00
Date	01-Jan-2019	--	09-May-2019	29-Dec-2023
Comments:	GIMes will receive technical trainings on eco-system based approaches for coastal and slopes protections, as well as capacity building on more resilient and eco-friendly solutions for road maintenance			
<b>▲Percentage of women among the members of GIMes being trained (including on time and project management) to provide better job opportunities (Percentage, Custom Supplement)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	50.00
<b>►Updated road asset management system in place and implemented to prepare road maintenance programs (Yes/No, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	Yes
Date	01-Jan-2019	--	09-May-2019	29-Dec-2023
Comments:	The current road management system, managed by INAE, will be assessed and improved, to optimize the road maintenance strategy, including consideration of climate and disaster risks, and available financing.			
<b>►Adequate equipment used for traffic surveys and road asset inventory conditions (Yes/No, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	Yes



Date	01-Jan-2019	--	09-May-2019	29-Dec-2023
Comments:	Equipment will be provided to INAE to improve their road survey capacity, and the IT system to set up the upgraded road management system.			
<b>►Road Safety Strategy prepared, and start of implementation of its action plan (Yes/No, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	Yes
Date	01-Jan-2019	--	09-May-2019	29-Dec-2023
Comments:	Based on an initial assessment of the road safety situation, a road safety strategy will be developed, including an actions plan with physical, regulatory and communication interventions			
<b>►Climate resilience design guidance manual prepared and piloted (Yes/No, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	Yes
Date	25-Jul-2019	--	09-May-2019	31-Dec-2023
Comments:	Following the climate vulnerability assessment, a guidance manual will be prepared to describe the most appropriate climate resilience interventions, for climate and disaster risks protection, but also road maintenance. These technics will be presented and taught to the GIME, and they will pilot them in real conditions, in hot spots defined in the climate vulnerability assessment.			
<b>►Number of small scale interventions piloted to increase resilience of the road network (Number, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	10.00
Date	01-Jan-2019	--	09-May-2019	29-Dec-2023
Comments:	Based on the analysis of the road accident black spots, a number of priority sites for interventions will be identified, and interventions, including realignment, improvement of lighting, signs, will be performed. The indicator will count how many sites have been covered by those interventions.			

**Component 2: Sao-Tome - Guadalupe road rehabilitation**

**►Roads rehabilitated (Kilometers, Corporate)**

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	13.30
Date	01-Jan-2019	--	09-May-2019	29-Dec-2023

**▲Roads rehabilitated - rural (Kilometers, Corporate Supplement)**

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	6.25

**▲Roads rehabilitated - non-rural (Kilometers, Corporate Supplement)**

	Baseline	Actual (Previous)	Actual (Current)	End Target
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Value	0.00	--	0.00	7.05
<b>►Length of road with drainage condition improved (with construction of new channel or new and upgraded drainage outfall channels) (Kilometers, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	13.30
Date	01-Jan-2019	--	09-May-2019	29-Dec-2023
Comments:	Road rehabilitation will include improvement of the drainage system. This indicator will measure the length of the road which will benefit from improved drainage conditions, either through new channels, larger ones, ...)			
<b>►Grievances responded an/or resolved within the stipulated service standards (Percentage, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	100.00
Date	01-Jan-2019	--	09-May-2019	29-Dec-2023
Comments:	This indicator will monitor the efficiency of the GRM, with tracking of the number of grievance responded in due time			
<b>►Total length of sidewalks built or rehabilitated (Kilometers, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	14.40
Date	01-Jan-2019	--	09-May-2019	29-Dec-2023
Comments:	The length corresponds to the total length of footpaths built by the project (eventually on both sides of the road)			

## Data on Financial Performance

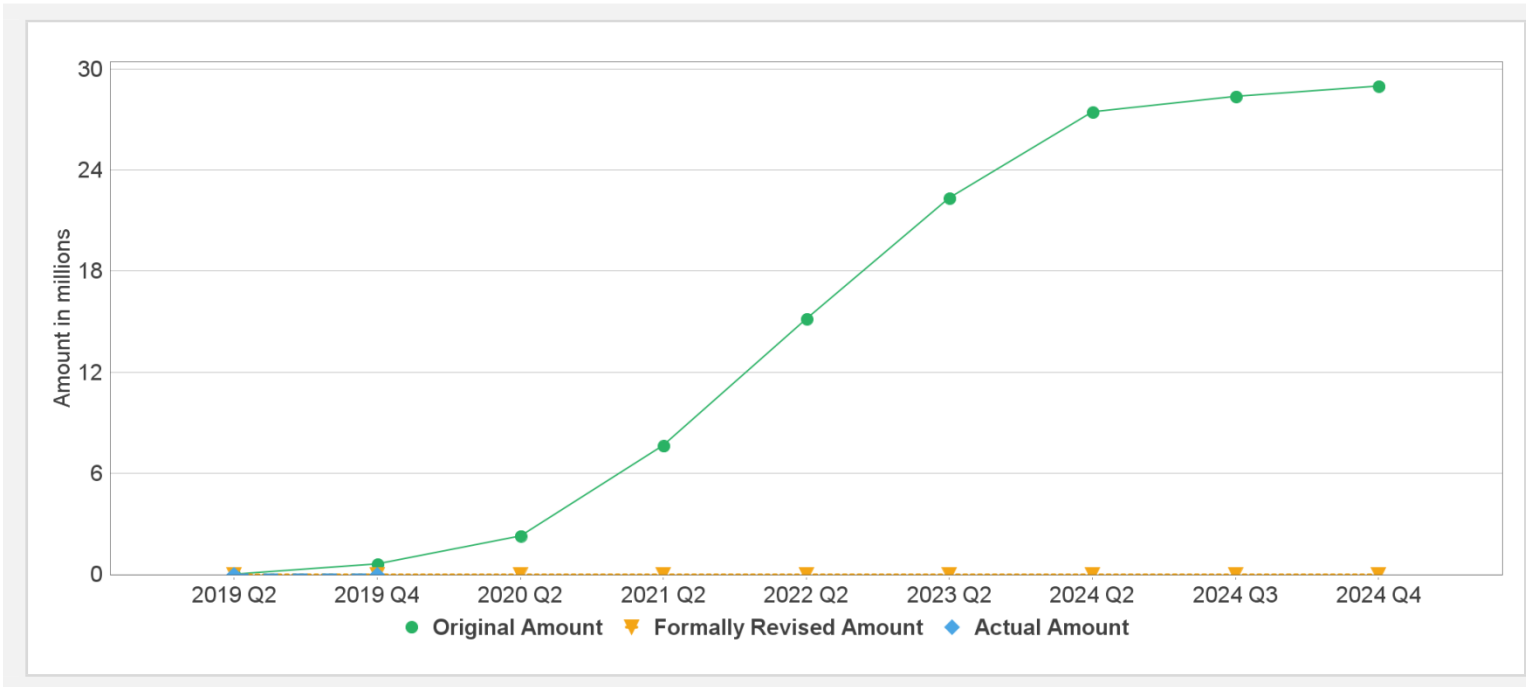
### Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	% Disbursed
P161842	IDA-D4460	Not Effective	USD	29.00	29.00	0.00	0.00	28.97	0%

### Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P161842	IDA-D4460	Not Effective	22-Mar-2019	--	--	30-Jun-2024	30-Jun-2024

### Cumulative Disbursements



### Restructuring History

There has been no restructuring to date.

### Related Project(s)

There are no related projects.