



CAR Rural Connectivity Project (P160500)

AFRICA | Central African Republic | Transport Global Practice |
IBRD/IDA | Investment Project Financing | FY 2017 | Seq No: 5 | ARCHIVED on 23-Jan-2020 | ISR39298 |

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	● Satisfactory
Overall Implementation Progress (IP)	● Moderately Satisfactory	● Satisfactory
Overall Risk Rating	● High	● High

Implementation Status and Key Decisions

Component 1: Road Rehabilitation and Maintenance

North-East basin: The implementation status of the North East region is rated Moderately Satisfactory.

- The Physical works of the RN8 Kaga Bandoro-Ndele-Birao have not started yet. The major number of public works equipment have been purchased and transferred to Bangui. As of today, 20 of the 28 machines are in Bangui and the remaining eight will be conveyed from the port of Douala by end of January 2020. UNOPS is preparing to deploy the equipment and the human resources to start the roads works, In this way, a convention has been negotiated to have ONM be responsible of the equipment management.



- Funds for the road works Kagabandoro-Ndele-Birao: After a preliminary analysis, it is likely that the fund allocated to UNOPs will not be enough to cover the entire road length from Kagabandoro to Birao. Also, it will be good if the project can cover the remaining 60 km from Birao to Hamdafock, security permitting. The Bank team is discussing with AFD and other potential partners to seek additional funding. The team is also discussing with the Bank management to seek additional financing to expand the project scope.
- Environmental and Social Impact Assessment (ESIA) and Resettlement Action Plan (RAP): The ESIA for the North-East section from Ndele to Birao (which crosses the Manovo-Gounda Saint Floris National Park) is financed by FDA and have started. The ESIA has been already completed for the road section Kagabandoro-Ndele under the Emergency Rural Connectivity Project but given the long time happened, UNOPS has hired a consultant to update the study. The ESIA for the construction of the two bases Kagabandoro and Ndele have already been completed and the impacted people compensated. UNOPS has hired an NGO (EDEN) to implement the Grievance redress Mechanism and the GBV. The sensitization of the population along the road section Kagabandoro-Mbres-Ndele has started.
- Technical studies: For the technical studies of the section Ndele-Birao, the draft negotiated contract for the consultant has been cleared by the Bank on December 18, 2019. The study is planned to start by mid February 2020 for a timeline of 4 months. Given the fact that the final itinerary of the road section Ndele-Birao is not yet defined, the technical study will have to present several options of routes so that the client select the final routes. UNOPS has hired a consultant (COMETE/LEGE) to conduct the technical study of the road section Kaga Bandoro – Mbrès – Ndélé and the study is at the final stage.

North-West basin: The High-Intensity Labor works are now completed at 96% for the first phase before the mechanical works. The THIMO are implemented by AGETIP who signed a convention with the Ministry of Public Works.

- Results achieved by the first phase of High intensity Labor: The first phase of High Intensity Labor has allowed the maintenance of about 493 km for a planned length of 472 km (PAD) in the two regions Ouham and Ouham Pendé. These works have significantly impacted the livelihoods of the beneficiary population through the distribution of about 242,926,902 XAF, a jobs creation of 84,000 man power per day of which 29% are women.
- Mechanical phase of roads works in the North West: 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.
- GRM and GBV in 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.

Socio-Economic infrastructures requested by the population: During the sensitization campaign, the population have requested a number of socio-economic infrastructure that the project will try to satisfy. The project has in its initial plan a small fund for such infrastructure. AGETIP is working to launch the construction of these infrastructures composed of wells, drilling reparations, schools rehabilitation, health center rehabilitations, markets constructions etc..

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.

Occupational Health and Safety (OHS) incidents: The project has reported two incidents since its start with one classified as severe and one as indicative. The incident classified severe is accounted through a SIRT and an updated SIRT is under finalization to consider the new development of the incident impact. The second incident, classified as informative, SIRT is under finalization after the collection of information. The first incident is related to a gun shot on the vehicle transporting a consultant team and has caused the serious injury of the two people in the car. the consultant in charge of the environmental study is a contractor of UNOPS, itself contractor of the Bank project. The two injured people have been evacuated outside Central Africa for health care. A SIRT was prepared at the time of the incident.

The second one is related to a car accident. The car purchased for the project at the benefit of the rural road technical committee chair at the Ministry of agriculture has been damaged in an accident. The accident has been reported but clarification is still needed to complete the SIRT. From the information reported to the Bank team, the driver was injured.

During this mission period, the Task Team checked with all PIUs and relevant implementing agencies if any OHS incidents occurred, either reported or not yet reported. The mission was informed of new development of the first incident (classified severe) and additional information were collected to update the SIRT accordingly. The mission was informed that the injured driver lost his arm after being evacuated in Morocco for health care. The team has collected additional information to update the SIRT

The second incident is related to the consultant in charge of the environmental study team in the surrounding of Kagabandoro. This incident r-is related to a gun shot on the vehicle transporting the consultant and has caused the serious injury of the two people in the car. The driver unfortunately lost his arm and the second is recovering. The two where evacuated outside Central Africa for health care. A SIRT was prepared at the time of the accident. It is being update to reflect the new development of the health status of the two persons.

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	36,000.00	90,000.00
Date	01-Aug-2017	02-Jul-2018	31-Dec-2019	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	41.00	100.00
Date	01-Aug-2017	12-Oct-2018	31-Dec-2019	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	02-Jul-2019	31-Dec-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	02-Jul-2019	31-Dec-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	02-Jul-2019	31-Dec-2019	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	0.00	1,250.00
Date	01-Aug-2017	02-Jul-2019	31-Dec-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	84,000.00	150,000.00
Date	02-Jul-2019	02-Jul-2019	31-Dec-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	29.00	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	02-Jul-2019	31-Dec-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	02-Jul-2019	31-Dec-2019	30-Dec-2022
►Direct project beneficiaries (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	36,000.00	115,000.00
Date	01-Aug-2017	02-Jul-2019	31-Dec-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	95.00	80.00

Data on Financial Performance

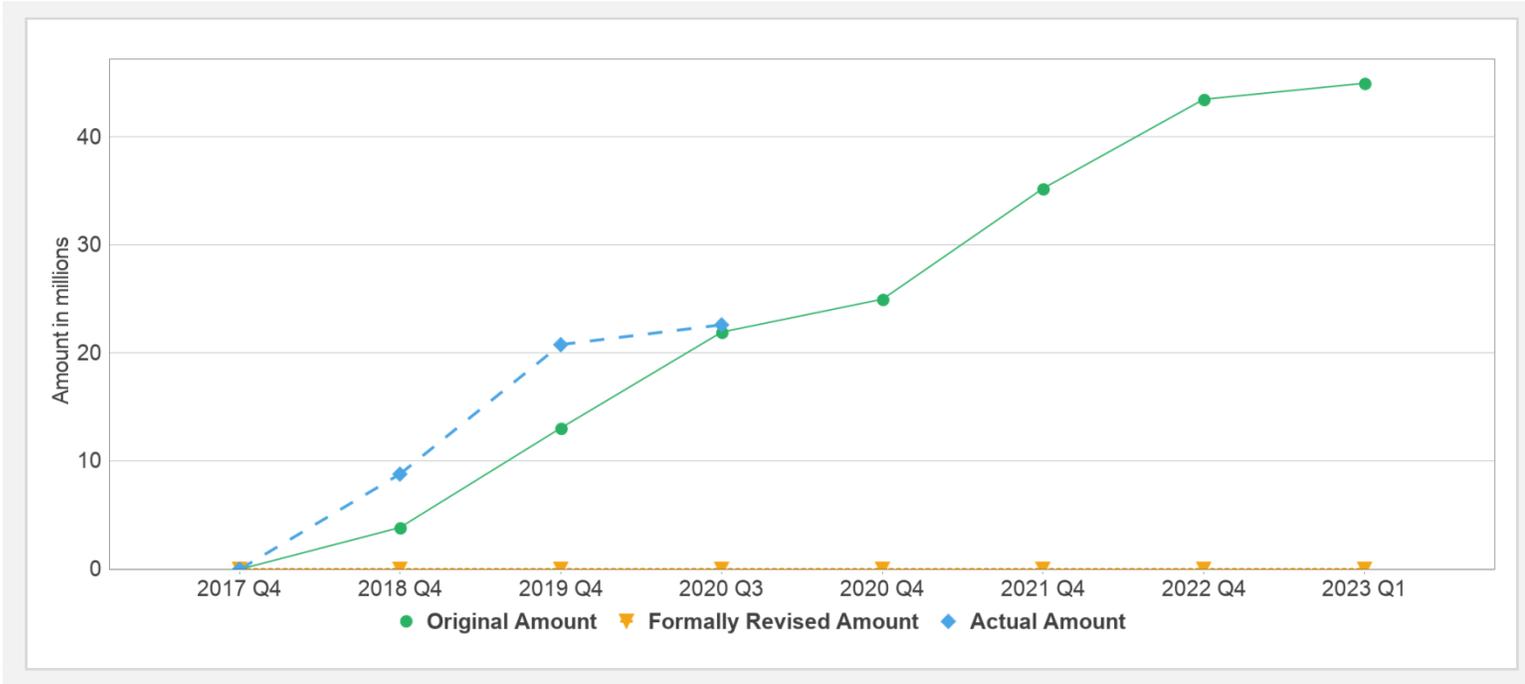
Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	% Disbursed
P160500	IDA-D2230	Effective	USD	45.00	45.00	0.00	22.60	22.68	50%

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.