



## Road Sector Development Project (P149322)

EUROPE AND CENTRAL ASIA | Ukraine | Transport & ICT Global Practice |  
IBRD/IDA | Investment Project Financing | FY 2016 | Seq No: 2 | ARCHIVED on 07-Jun-2016 | ISR24057 |

Implementing Agencies: UKRAVTODOR

### Key Dates

#### Key Project Dates

Bank Approval Date:03-Nov-2015

Effectiveness Date:11-Feb-2016

Planned Mid Term Review Date:30-Sep-2018

Actual Mid-Term Review Date:--

Original Closing Date:31-Dec-2021

Revised Closing Date:31-Dec-2021

### Project Development Objectives

Project Development Objective (from Project Appraisal Document)

The objective of the project is to improve transport connectivity, maintenance operations and road safety for road users on selected sections of the national roads network and improve road network management in Ukraine.

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

No

### Components

Name

Component 1: Road Rehabilitation and Safety Improvement:(Cost \$436.70 M)

Component 2: Maintenance of Core National Road Corridors:(Cost \$102.30 M)

Component 3: Network Management and Development:(Cost \$19.60 M)

Front end fee:(Cost \$1.40 M)

### Overall Ratings

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



## Implementation Status and Key Decisions

The project was made effective on February 11, 2016 and it is still early to demonstrate progress towards the project development objectives. The main civil works component of the project to improve the M-03 between Poltava and Kharkiv is in the procurement process. The maintenance component to provide maintenance activities on the M-06, M-07 and M-03 is under preparation and the institutional components related to intelligent transport systems and feasibility studies are in the procurement process.

## 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	● Substantial	● Substantial	● Substantial
Technical Design of Project or Program	● Substantial	● Substantial	● Substantial
Institutional Capacity for Implementation and Sustainability	● Substantial	● Substantial	● Substantial
Fiduciary	● Substantial	● Substantial	● Substantial
Environment and Social	● Moderate	● Moderate	● Moderate
Stakeholders	● Substantial	● Substantial	● Substantial
Other	--	--	--



Overall

● High

● High

● High

## Results

### Project Development Objective Indicators

#### ► Reduction in travel time between Poltava and Valky (Minutes, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	140.00	--	--	96.00
Date	01-Jul-2015	--	--	31-Dec-2021

#### ► Reduction in traffic accidents involving injury and fatalities on Poltava to Kharkiv road (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	139.00	--	--	85.00
Date	01-Jul-2015	--	--	31-Dec-2021

#### ► Condition in IRI of M-03, M-6 and M-07 corridors sustained at IRI <2 (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	Y	--	--	Y
Date	01-Jul-2015	--	--	31-Dec-2021

#### ► Road network management modernized measured by: i) percentage reduction in accidents caused by over-speeding (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	39.00	--	--	20.00
Date	01-Jul-2015	--	--	31-Dec-2021



► Road network management modernized measured by: (ii) percentage reduction in number of over-weight trucks (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	30.00	--	--	15.00
Date	01-Jul-2015	--	--	31-Dec-2021

Overall Comments

Intermediate Results Indicators

► Roads constructed, non-rural (Kilometers, Core)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	--	100.00
Date	01-Jul-2015	--	--	31-Dec-2021

► Roads maintained using long term performance based contracts (Kilometers, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	--	838.00
Date	01-Jul-2015	--	--	31-Dec-2021

► First phase implementation of modern network management tools:(i) weigh-in-motion control system (yes/no) (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	N	--	--	Y
Date	01-Jul-2015	--	--	31-Dec-2021



► First phase implementation of modern network management tools:(ii) national system of speed enforcement (yes/no) (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	N	--	--	Y
Date	01-Jul-2015	--	--	31-Dec-2021

► Tolling strategy, system specification and bidding documents prepared and adopted (yes/no) (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	N	--	--	Y
Date	01-Jul-2015	--	--	31-Dec-2021

► Strategy for maintenance reform prepared and adopted (yes/no) (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	N	--	--	Y
Date	01-Jul-2015	--	--	31-Dec-2021

► Digital Passport implemented on National Roads (with up-to-date conditions and traffic data) km (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	--	21000.00
Date	01-Jul-2015	--	--	31-Dec-2021



► Feasibility and detailed design completed in km (number) (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	--	500.00
Date	01-Jul-2015	--	--	31-Dec-2021

► Direct project beneficiaries (Number, Core)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	--	43600.00
Date	01-Jul-2015	--	--	31-Dec-2021

▲ Female beneficiaries (Percentage, Core Supplement)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	50.00	--	--	50.00

▲ Short term construction jobs: (Number, Custom Breakdown)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	--	2000.00
Date	01-Jul-2015	--	--	31-Oct-2021



#### Long term maintenance jobs: (Number, Custom Breakdown)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	--	1600.00
Date	01-Jul-2015	--	--	31-Dec-2021

#### Direct daily road user beneficiaries (Number, Custom Breakdown)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	--	40000.00
Date	01-Jul-2015	--	--	31-Dec-2021

#### Indirect beneficiaries in Poltava and Kharkiv Oblasts (Number, Custom Breakdown)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	--	4400000.00
Date	01-Jul-2015	--	--	31-Dec-2021

#### Beneficiaries that feel project investments reflected their needs (%) gender disaggregated (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	--	80.00
Date	01-Jul-2015	--	--	31-Dec-2021



► Ukravtodor publishes annual report on GRM and how issues were resolved [including resolution rates] (Yes/No) (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	N	--	--	Y
Date	01-Jul-2015	--	--	31-Dec-2021

Overall Comments

## Data on Financial Performance

### Disbursements (by loan)

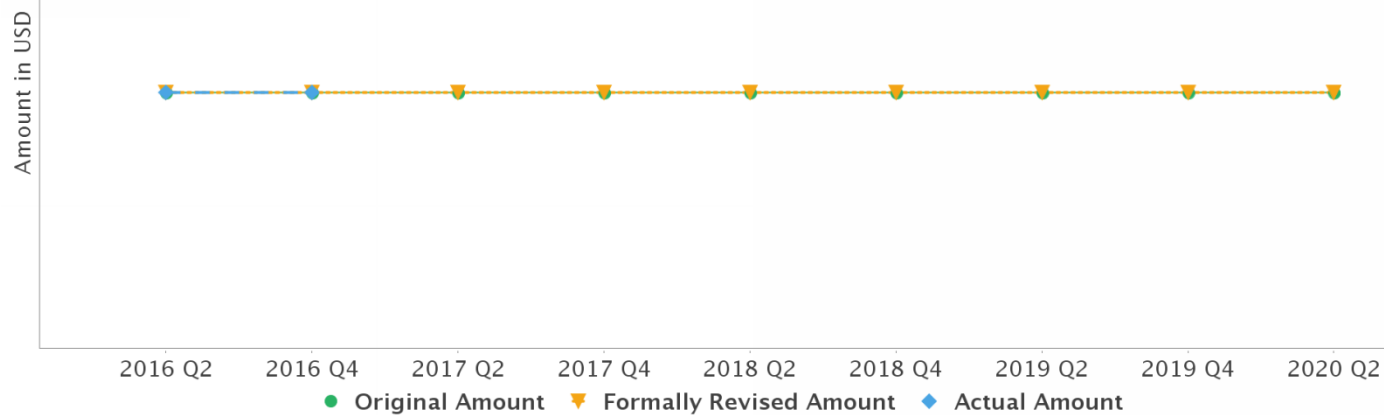
Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	Disbursed
P149322	IBRD-85490	Effective	USD	560.00	560.00	0.00	1.40	558.60	0%

### Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P149322	IBRD-85490	Effective	03-Nov-2015	19-Nov-2015	11-Feb-2016	31-Dec-2021	31-Dec-2021

### Cumulative Disbursements





## Restructuring History

There has been no restructuring to date.

## Related Project(s)

There are no related projects.