



## National and Regional Roads Rehabilitation (P148023)

EUROPE AND CENTRAL ASIA | Macedonia, former Yugoslav Republic of | Transport & ICT Global Practice | IBRD/IDA | Investment Project Financing | FY 2015 | Seq No: 4 | ARCHIVED on 18-May-2016 | ISR23357 |

Implementing Agencies: Public Enterprise for State Roads

### Key Dates

#### Key Project Dates

Bank Approval Date:23-Sep-2014

Effectiveness Date:22-Dec-2014

Planned Mid Term Review Date:01-Sep-2016

Actual Mid-Term Review Date:--

Original Closing Date:30-Sep-2019

Revised Closing Date:30-Sep-2019

### Project Development Objectives

Project Development Objective (from Project Appraisal Document)

The Project Development Objectives are to enhance the connectivity of selected national and regional roads, primarily to Corridors X and VIII, and to improve Public Enterprise for State Roads' capacity for road safety and climate resilience.

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

No

### Components

Name

Component 1: Road Civil Works:(Cost \$78.84 M)

Component 2: Institutional Strengthening and Project Management:(Cost \$4.70 M)

### Overall Ratings

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

### Implementation Status and Key Decisions



**Civil Works.** Construction works are ongoing on all road sections in a total length of 115km. The improvement of landslides is ongoing. As agreed during the November 2015 mission, additional sections will be identified by PESR with the use of the Road Asset Management System (RAMS), however, this decision will be done later in 2016 when the majority of roads will be almost finished and thus financial space available more accurately known. PESR will use the results of the 3 year rolling program of road works prepared by PESR in 2015 together with the RAMS consultant using HDM-4 to help generate candidate road sections for rehabilitation. It is agreed that the PESR RAMS unit will prepare tables and maps with suggested road sections and related road works and costs to support the PESR management decision making and for Bank review. Site visits including the Bank engineer and PESR engineers, designers and supervision engineers were carried out on selected roads where needs for variations have been signaled by PESR or proposals for additional work (especially on landslides) has been announced. In all visited roads the proposed technical solution for the landslide or cut slopes with frequent rock falls were found to be appropriate.

**Road Asset Management.** The procurement of the RAMS software and consultant services for the implementation of the RAMS is ongoing, and PESR is currently reviewing expressions of interest submitted by seven consultants. It is expected that the contract could be signed by the end of May 2016. PESR has started visual inspection of road conditions for the entire national and regional roads. It is expected that such visual inspection will be completed by end of 2016. PESR will also undertake in 2016 a network roughness survey and FWD deflection measurements for a sample of typical road classes. For that purpose, the PESR RAMS team will prepare an action plan to be discussed with the Bank. Given iRAP survey also covers road conditions data, the idea is to combine the two efforts together for more cost-effective data collection.

**Road Safety.** PESR should hire the consultants for the Road Safety Advisory and the implementation of an iRAP road network survey by end of May. Upon completion of these two tasks, the third task for road safety design of black spot improvement will commence using outputs from the other two tasks toward the beginning of 2017.

**Project Management Team (PMT) and training.** The PMT is yet to be fully operational as it is missing a contract management specialist and monitoring and evaluation specialist. Despite repetitive advertisements, PESR has not received responsible expressions of interest. Considering the importance to maintain a regular communication and engagement mechanism with the citizens, PESR and the Bank revised the TOR for one specialist position in the effort to further clarify the expectations for this specialist position and re-advertise.



## Risks

### Systematic Operations Risk-rating Tool

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

## Results

### Project Development Objective Indicators

► Reduction in travel time for passenger cars, in percentage, along the project roads sections to be rehabilitated (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	10.00
Date	12-Mar-2014	15-Dec-2015	19-Apr-2016	30-Sep-2019

► Reduction of vehicle operating costs for heavy trucks, in Euro per vehicle-km, along the project road sections to be rehabilitated (Amount(USD), Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.79	0.00	0.00	0.69
Date	12-Mar-2014	15-Dec-2015	19-Apr-2016	30-Sep-2019



► Percentage of all PESR road projects that incorporate road safety audit recommendations (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	100.00
Date	12-Mar-2014	15-Dec-2015	19-Apr-2016	30-Sep-2019

► Climate resilience design guidelines prepared and integrated by PESR in their internal design process (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	N	N	N	Y
Date	12-Mar-2014	15-Dec-2015	19-Apr-2016	30-Sep-2019

Overall Comments

**Intermediate Results Indicators**

► Roads rehabilitated (Kilometers, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	6.00	112.00
Date	14-Jul-2014	15-Dec-2015	19-Apr-2016	30-Sep-2019

► Roads in good or fair condition as a share of total classified roads (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	79.00	79.00	85.00	81.00
Date	14-Jul-2014	15-Dec-2015	19-Apr-2016	30-Sep-2019



► Road safety design audit guidelines prepared (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	N	N	N	Y
Date	14-Jul-2014	15-Dec-2015	19-Apr-2016	30-Sep-2019

► Climate resilience design guidelines prepared (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	N	N	N	Y
Date	14-Jul-2014	15-Dec-2015	19-Apr-2016	30-Sep-2019

► Number of km of road network surveyed for road safety (iRAP) (Kilometers, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	500.00	500.00	500.00	4000.00
Date	14-Jul-2014	15-Dec-2015	19-Apr-2016	30-Sep-2019

► Five year rolling program for national and regional roads preservation works prepared based on the RAMS (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	N	N	N	Y
Date	14-Jul-2014	15-Dec-2015	19-Apr-2016	30-Sep-2019



► Percentage of beneficiaries expressing satisfaction with condition of the project roads. (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	50.00	0.00	0.00	70.00
Date	14-Jul-2014	15-Dec-2015	19-Apr-2016	30-Sep-2019

► Direct project beneficiaries (number), of which female (percentage) (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	--	0.00	0.00	--
Date	30-Jul-2015	15-Dec-2015	19-Apr-2016	--

► Annual performance report prepared and published by PESR (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	N	N	N	Y
Date	14-Jul-2014	15-Dec-2015	19-Apr-2016	30-Sep-2019

Overall Comments

## Data on Financial Performance

### Disbursements (by loan)

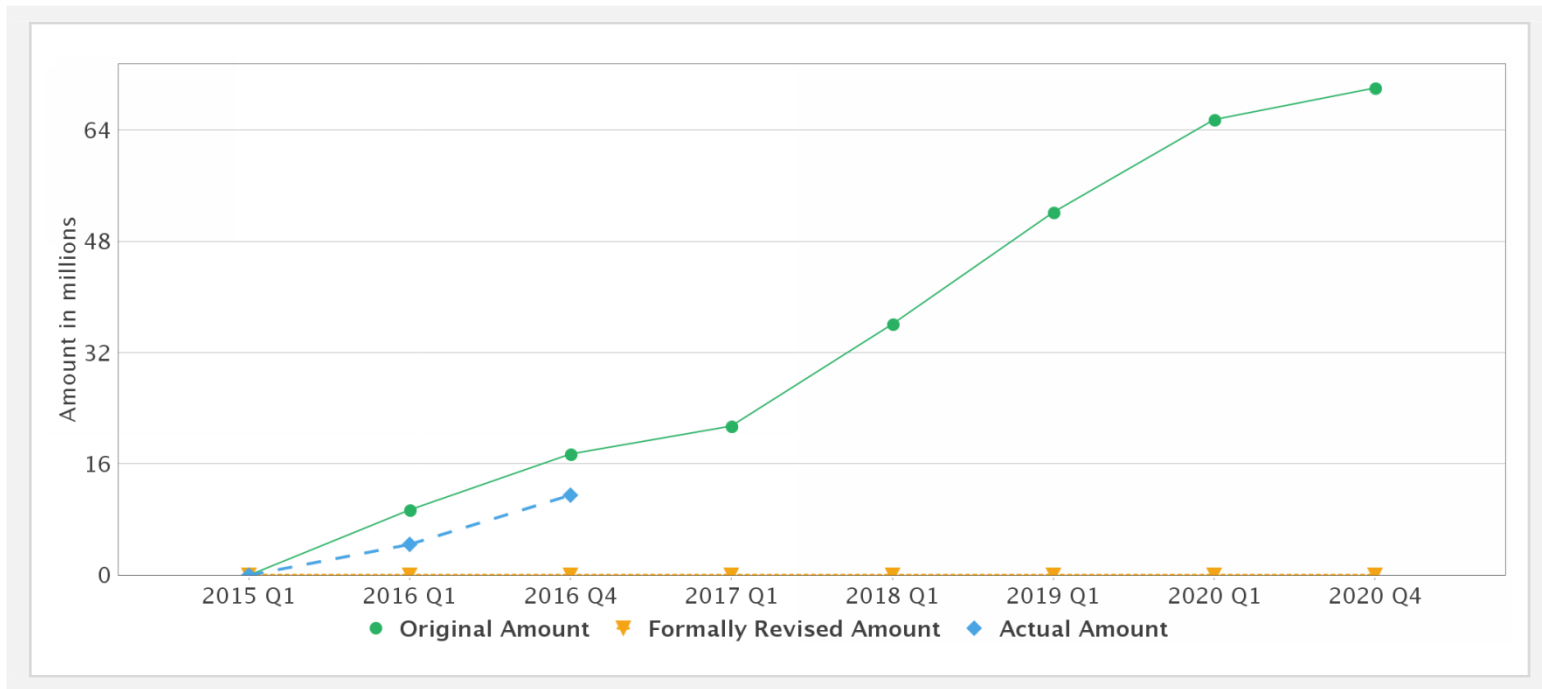
Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	Disbursed
P148023	IBRD-84200	Effective	USD	70.98	70.98	0.00	11.64	56.70	16%

### Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P148023	IBRD-84200	Effective	23-Sep-2014	21-Oct-2014	22-Dec-2014	30-Sep-2019	30-Sep-2019



### Cumulative Disbursements



### Restructuring History

There has been no restructuring to date.

### Related Project(s)

There are no related projects.