



## National and Regional Roads Rehabilitation (P148023)

EUROPE AND CENTRAL ASIA | Macedonia, former Yugoslav Republic of | Transport Global Practice | IBRD/IDA | Investment Project Financing | FY 2015 | Seq No: 2 | ARCHIVED on 15-Jun-2015 | ISR19395 |

Implementing Agencies: Public Enterprise for State Roads

### Key Dates

#### Key Project Dates

Board 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



**Component 1: Road Civil Works (EUR48.948 million).** The first tender package includes four road sections in a total length of 48.7km. The specific road sections are: Bitola to Makazi (18.1km), Resen to Bukovo (11.1km), Boskov Bridge to Debar (7.5km) and Novo Selo to Mavrovi Anovi (12km). Bid opening is scheduled for May 18 and so far PESR has received substantial interest from bidders (16 companies purchased the bid documents). Contract signature is expected by July 15. The second tender package including three roads in total length of 26.08 km was published on May 6, bid opening is on June 18 and contract signature expected in August. The road sections are: Brvenica - Cegrane (16.70km), Nov Dojran - Nikolic (5.38km), and Mokrino - Smolari (4km). The third package including four roads in total length of 44.3km is under preparation with plans to launch it by end of May. The fourth package of roads that have been economically appraised by PESR will be prepared by end of June.

In all visited roads the proposed pavement works were confirmed as appropriate for the level of traffic witnessed, these all falling within the highway boundary thus avoiding the need for expropriation.

All supervision consultants will be timely contracted for the planned works. The supervision consultants are procurement by PESR from their core budget and so far PESR has contracted the supervision for the first tender roads and currently they are procuring the supervision for tender 2 and 3. The improvement on land slopes on selected roads is also started. This is based on the designs prepared under the RLRPSP and includes six land slopes on five roads with a cost estimate of EUR 1.4 million. The contract signature is expected by mid-July.

The initiated procurement should result in EUR 21.3 million contracted by September which stands for 40% of loan funds. Contract duration is 12 months. PESR is estimating that following the procurement of all envisaged and economically appraised road sections, uncommitted funds under this component will be available and is considering the addition of sections for rehabilitation. It was agreed that such additional roads will be identified with the use of the road asset management system to be operational by the end of 2015. This would be a timely and strategic way of identifying further rehabilitation priorities under the project.

**Component 2: Institutional Strengthening and Project Management (EUR2.922 million).**

The Project Management Team is yet to be fully operational. The TORs for the contract management specialist and monitoring and evaluation specialist have been agreed and call for proposals will be announced on end of May. Training of Staff – considering the heavy workload in PESR, improving technical and procurement capacity of PESR staff in a strategic manner could improve staff productivity and management of workload. PESR agreed to share with the Bank by end of May a plan for PMT and engineering staff training for the entire project period and agree on its implementation.



## 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	--	--	10.00
Date	12-Mar-2014	--	--	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	--	--	0.69
Date	12-Mar-2014	--	--	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	--	--	100.00
Date	12-Mar-2014	--	--	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	--	--	Y
Date	12-Mar-2014	--	--	30-Sep-2019

Overall Comments

**Intermediate Results Indicators**



► Roads rehabilitated (Kilometers, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	--	112.00
Date	14-Jul-2014	--	--	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	--	--	81.00
Date	14-Jul-2014	--	--	30-Sep-2019

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

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	N	--	--	Y
Date	14-Jul-2014	--	--	30-Sep-2019

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

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	N	--	--	Y
Date	14-Jul-2014	--	--	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	--	--	4000.00
Date	14-Jul-2014	--	--	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	--	--	Y
Date	14-Jul-2014	--	--	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	--	--	70.00
Date	14-Jul-2014	--	--	30-Sep-2019

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

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	--	--	--	--
Date	30-Jul-2015	--	--	--



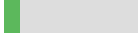
▶ Annual performance report prepared and published by PESR (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	N	--	--	Y
Date	14-Jul-2014	--	--	30-Sep-2019

Overall Comments

### Data on Financial Performance

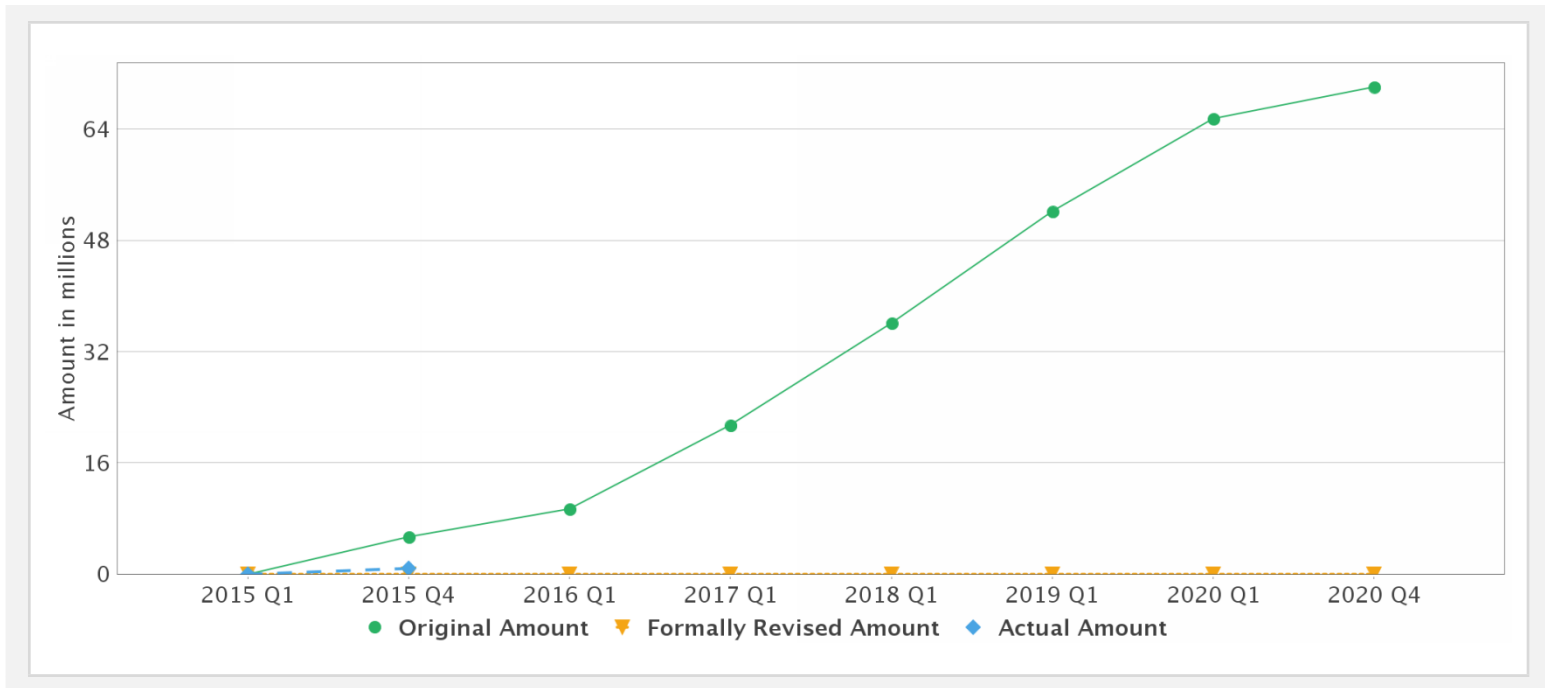
#### Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	Disbursed
P148023	IBRD-84200	Effective	USD	70.98	70.98	0.00	1.01	69.71	 1%

#### 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.