



Southern Africa Trade and Transport Facilitation Program - SOP2 (P145566)

AFRICA | Eastern Africa | Transport & ICT Global Practice |
IBRD/IDA | Investment Project Financing | FY 2015 | Seq No: 1 | ARCHIVED on 15-Nov-2015 | ISR21307 |

Implementing Agencies: Roads Authority

Key Dates

Key Project Dates

Bank Approval Date:29-Apr-2015

Effectiveness Date:--

Planned Mid Term Review Date:15-Aug-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 Southern Africa Trade and Transport Facilitation Program - Phase 2 is to facilitate the movement of goods and people along the North-South Corridor and at the key border crossings in Malawi, whilst supporting improvements in road safety and health services along the corridor.

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

No

Components

Name

Component 1: Improving Road Infrastructure:(Cost \$28.00 M)

Component 2: Improving Social Infrastructure:(Cost \$5.50 M)

Component 3: Improving Trade Facilitation:(Cost \$26.80 M)

Component 4: Institutional Strengthening and Implementation Assistance:(Cost \$8.70 M)

Overall Ratings

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



Implementation Status and Key Decisions

Implementation Status. The project was approved by the Board of Executive Directors of the World Bank on April 29, 2015. However, the project is not yet effective due to delay in approval of the loan authorization bill by the Parliament of Malawi, and subsequent delay in signing of the Financing Agreement (FA) between the Government of Malawi (GoM) and the World Bank. The project bill is on the agenda for the next Parliamentary session beginning November 6, 2015, and subject to authorization by Parliament, the FA is expected to be signed by December 4, 2015 with the legal opinion to follow by early January 2016. The Bank team has emphasized to the GoM that any further delays in signing of the FA would jeopardize the implementation progress and may lead to potential loss of IDA funds.

The implementation of a number of activities has been initiated under the Project Preparation Advance (PPA), though the overall progress has been very slow due to poor implementation capacity of the Roads Authority (RA). Nevertheless, at this initial stage of the project, the implementation delays do not jeopardize the PDO achievement and the project is still on track towards attainment of its development objectives. The status of major activities is as follows: (i) The final design and bidding documents for the Karonga-Songwe section have not been completed yet due to the failure of the consultant to deliver on time. The Roads Authority was asked to accelerate the finalization of the detailed engineering design with revised cost estimates and accelerate the procurement process; (ii) The procurement of consultant to carry out feasibility study, preliminary design, and safeguard studies for the Mwanza, Dedza, and Muloza border posts is behind the schedule, with a short list and RFP cleared by the Bank in June and no advancement since then; (iii) The procurement of consultant to prepare the National Transport Master Plan (NTMP) has also been delayed, with the shortlist cleared in May and technical evaluation report submitted only in October; and (iv) The procurements for the feasibility and safeguards studies for road sections to be potentially financed by EIB (Kacheche – Chiweta and Mzimba – Mzuzu – Kacheche) are in the shortlisting stage with a few months delay. With the new Procurement Engineer on board since September 2015, the RA expects to advance significantly all the procurement processes going forward. With regards to the support for establishing the National Single Window (NSW), it was agreed that the assessment of options will be carried out to determine key elements of SW development, such as options of SW models, approaches, operational models in the context of Malawi national situation, with ASYCUDA WORLD considered as one of potential options. The team will also coordinate with the T&C colleagues to ensure that new systems are harmonized with the Trade Portal currently being established through another Bank-financed project by the T&C GP. Malawi Revenue Authority is currently preparing the ToRs for the options study to be submitted to the Bank for review. There has been no progress under other components of the project at this time.



Risks

Systematic Operations Risk-rating Tool

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

Results

Project Development Objective Indicators

- Reduction in average journey time for an imported container (TEU) from the Songwe/Kasumulu border with Tanzania to Lilongwe in Malawi on the corridor (Hours, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	6.00	--	--	5.00
Date	01-May-2015	--	--	30-Jun-2021

- Reduction in average time required for trucks to cross the borders from/to Malawi to Tanzania at Songwe, and to Mozambique at Dedza, Muloza and Mwanza (Hours, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	24.00	--	--	12.00



Date	01-May-2015	--	--	30-Jun-2021
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► Reduction in total vehicle operating costs (VOC) on Karonga – Songwe road section (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	--	15.00
Date	01-May-2015	--	--	30-Jun-2021

► Number of users benefitting from new/improved health centers on Lilongwe – Blantyre section, percentage of which female* (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	--	1500.00
Date	01-May-2015	--	--	30-Jun-2021

► Reduction in the number of fatal accidents on the M1 corridor per year (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	859.00	--	--	500.00
Date	01-May-2015	--	--	30-Jun-2021

Overall Comments

The indicators will be updated after project effectiveness.

Intermediate Results Indicators



► Roads rehabilitated, Non-rural (Kilometers, Core)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	--	46.00
Date	01-May-2015	--	--	30-Jun-2021

► Reduction in the number of accident black spots on the corridor in Malawi (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	70.00	--	--	63.00
Date	01-May-2015	--	--	30-Jun-2021

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

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	83.00	--	--	87.00
Date	01-May-2015	--	--	30-Jun-2021

▲ Size of the total classified network (Kilometers, Core Supplement)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	2809.00	--	--	2809.00



► Health facilities constructed, renovated, and/or equipped (number) (Number, Core)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	--	20.00
Date	01-May-2015	--	--	30-Jun-2021

► Number of Emergency Vehicles provided (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	--	10.00
Date	01-May-2015	--	--	30-Jun-2021

► The modernization of the physical infrastructure at key border crossings - Songwe, Dedza, Muloza, and Mwanza (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	--	4.00
Date	01-May-2015	--	--	30-Jun-2021

► Reduction of number of border agencies (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	14.00	--	--	5.00
Date	01-May-2015	--	--	30-Jun-2021



► Establishment of National Single Window (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	N	--	--	Y
Date	01-May-2015	--	--	30-Jun-2021

► National Transport Master Plan adopted (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	N	--	--	Y
Date	01-May-2015	--	--	30-Jun-2021

► Integrated accounting and contract management software installed and operationalized in the RA (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	N	--	--	Y
Date	01-May-2015	--	--	30-Jun-2021

► Establishment of Road Asset Management System in the RA (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	N	--	--	Y
Date	01-May-2015	--	--	30-Jun-2021



▶ Number of RA and MoTPW staff trained (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	--	10.00
Date	01-May-2015	--	--	30-Jun-2021

Overall Comments

The indicators will be updated after project effectiveness.

Data on Financial Performance

Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	Disbursed
P145566	IDA-56220	Not Effective	XDR	49.10	49.10	0.00	0.00	49.10	0%

Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P145566	IDA-56220	Not Effective	29-Apr-2015	--	--	31-Dec-2021	31-Dec-2021

Cumulative Disbursements

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Restructuring History

There has been no restructuring to date.

Related Project(s)

There are no related projects.
