



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

AFRICA | Africa | Transport & ICT Global Practice |
IBRD/IDA | Investment Project Financing | FY 2015 | Seq No: 2 | ARCHIVED on 05-Jun-2016 | ISR22910 |

Implementing Agencies: Roads Authority, Ministry of Transport and Public Works

Key Dates

Key Project Dates

Bank Approval Date:29-Apr-2015

Effectiveness Date:29-Mar-2016

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	● Satisfactory
Overall Implementation Progress (IP)	● Moderately Unsatisfactory	● Moderately Satisfactory
Overall Risk Rating	● Substantial	● Substantial



Implementation Status and Key Decisions

The project was approved by the Board of Executive Directors of the World Bank on April 29, 2015. After a 4 month delay, the project bill was approved by Parliament of Malawi on November 17, 2016 and the Financing Agreement (FA) between the Government of Malawi (GoM) and the World Bank was signed on November 25, 2015. The project was declared effective on March 29, 2016, after the Borrower complied with the effectiveness conditions, which included the following: (i) the legal opinions were submitted to the Bank on March 23, 2016, (ii) the Subsidiary Agreement was signed by the Recipient (MoFEPD), the Project Implementing Entity (RA), and the RFA on March 9, 2016, and cleared by the Bank on March 16, 2016, (iii) the letter confirming the establishment of a Project Steering Committee (PSC) from the MoTPW was submitted on October 16, 2015, and (iv) the Project Implementation Plan (PIP) was furnished to the Bank by the RA on November 16, 2015, and cleared on November 19. The Project Preparation Advance has consequently been fully refinanced from the credit.

The overall progress of implementation has improved with the recruitment of a new Procurement Specialist in the Roads Authority (RA) and assignment of a fully dedicated project coordinator. At this initial stage, the project is also on track towards attainment of its development objectives. The status of major activities is as follows by component:

Component 1 (Improving the Road Infrastructure): (i) The final design and bidding documents for the Karonga-Songwe section are currently being finalized to ensure inclusion of adequate road safety measures and expected to be completed by May 30, 2016; (ii) The procurements for the feasibility and safeguards studies for road sections to be potentially financed by EIB (Kacheche – Chiweta and Mzimba – Mzuzu – Kacheche) have been completed and contracts are being signed or already awarded; and (iii) The ToRs for the detailed design of treatment of accident blackspots is currently under preparation by the Road Authority and DRTSS.

Component 2 (Improving Social Infrastructure): The implementation of the road safety sub-component is progressing well. The Action Plan for implementation of road safety activities and technical specifications for key road safety equipment have been submitted to the Bank for review. The development of the emergency response and medical services (EMS) pilot is being led by the Bank's Lead Health Specialist, Dominic Haazen, who joined the Bank mission in April and supported the Ministry of Health (MOH) to develop the proposal with costed plan to implement the EMS pilot. The pilot will be implemented on the portion of the North-South road corridor in Malawi between Blantyre and Lilongwe. While the initial focus will be the EMS pilot, there is a need to develop it in a way that will be both scalable and sustainable. This will require the development of cost estimates for a national system.

Component 3 (Improving Trade Facilitation): (i) The contract for consulting services to carry out feasibility study, preliminary design, and safeguard studies for the Mwanza, Dedza, and Muloza border posts has been signed and the work has commenced on April 5, 2016; (ii) The consulting services to carry out feasibility study, preliminary design, and safeguard studies for the Songwe/Kasumulu side are expected to commence by June 30, 2016; (iii) the draft ToRs for assessing the options for the establishing the National Single Window (NSW) have been submitted and are being reviewed by the Bank team in coordination with T&C colleagues.

Component 4 (Institutional Strengthening and Implementation Assistance): The procurement of consulting services to prepare the National Transport Master Plan (NTMP) has been completed and the consultants have commenced work in February 2016 with the first Inception report already delivered in April 2016. The other activities under this have not been launched yet. The RA and Ministry of Transport and Public Works are currently preparing a proposed training and capacity building plan.

Risks

Systematic Operations Risk-rating Tool

Risk Category	Rating at Approval	Previous Rating	Current Rating
Political and Governance	● High	● High	● High



Macroeconomic	● Substantial	● Substantial	● Substantial
Sector Strategies and Policies	● Substantial	● Substantial	● Substantial
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	● Moderate	● Moderate	● Moderate
Stakeholders	● Moderate	● Moderate	● Moderate
Other	--	--	--
Overall	● Substantial	● 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

- 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

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 updated actuals (current) indicator figures will be measured and reported at the end of the year, 2016.

Data on Financial Performance

Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	Disbursed
P145566	IDA-56220	Effective	XDR	49.10	49.10	0.00	0.43	48.67	1%

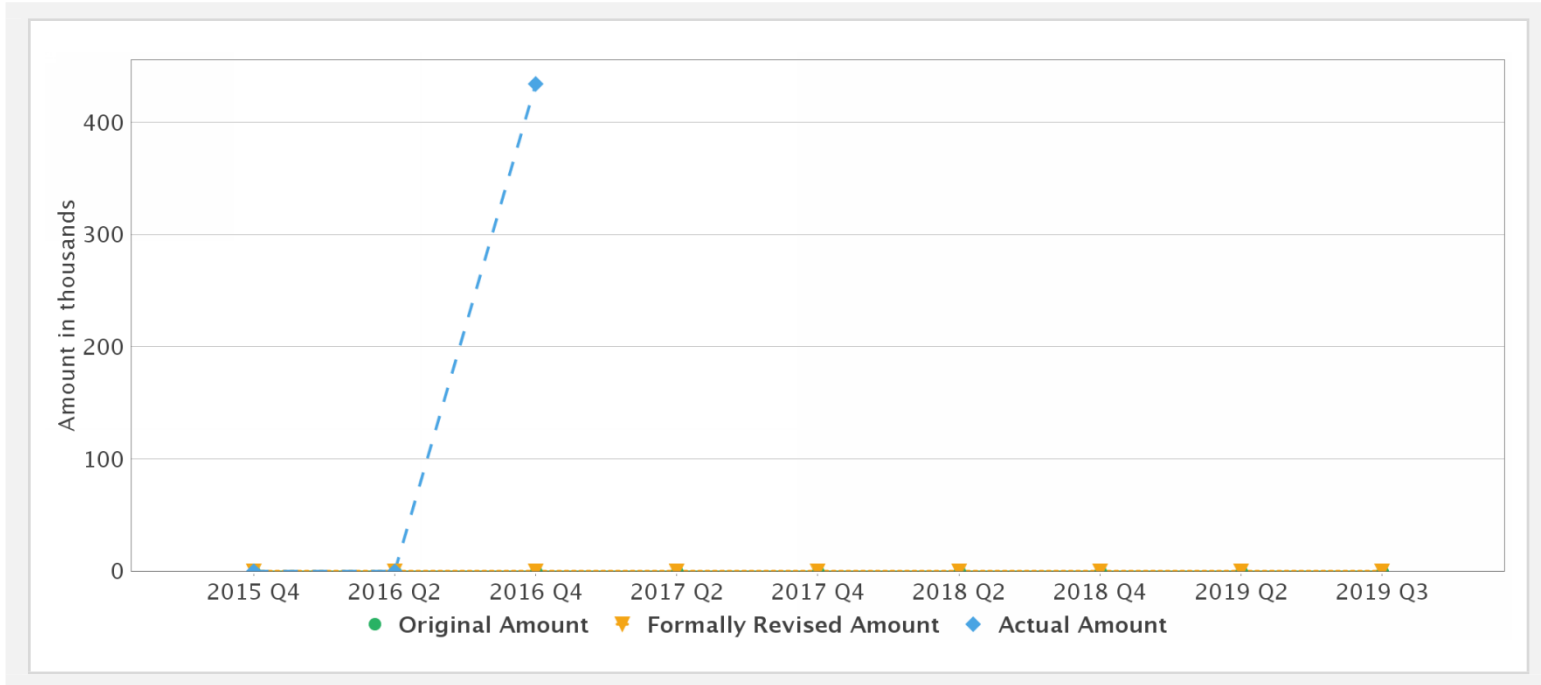
Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
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P145566	IDA-56220	Effective	29-Apr-2015	25-Nov-2015	29-Mar-2016	31-Dec-2021	31-Dec-2021
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Cumulative Disbursements



Restructuring History

There has been no restructuring to date.

Related Project(s)

There are no related projects.