



Transit Corridor Improvement Project (P149697)

EUROPE AND CENTRAL ASIA | Belarus | Transport & ICT Global Practice |
IBRD/IDA | Investment Project Financing | FY 2015 | Seq No: 3 | ARCHIVED on 29-Jun-2016 | ISR24443 |

Implementing Agencies: Ministry of Transportation and Communications

Key Dates

Key Project Dates

Bank Approval Date:19-Dec-2014

Effectiveness Date:07-May-2015

Planned Mid Term Review Date:21-Nov-2016

Actual Mid-Term Review Date:--

Original Closing Date:30-Jun-2020

Revised Closing Date:30-Jun-2020

Project Development Objectives

Project Development Objective (from Project Appraisal Document)

The Project Development Objective is to improve transport connectivity, border crossing procedures and safety for domestic and international road users on selected sections of the M6 corridor.

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

No

Components

Name

Component 1: Improvement of Sections of M6 'Minsk - Grodno' Transit Corridor:(Cost \$259.28 M)

Component 2: Road Safety and Network Management:(Cost \$6.80 M)

Component 3: Border Management Enhancement:(Cost \$3.30 M)

Front-end fees:(Cost \$0.63 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	● Moderate	● Moderate



Implementation Status and Key Decisions

After the relatively slow implementation start-up, the efforts of the client and Bank team have resulted in a substantial progress in addressing delays in the procurement the of key project activities. In particular, after completion of the bidding process for M-6 civil works contracts in April 2016 the arrangements put in place allowed for finalization of the bid evaluation process and endorsement by the Bank of the recommendation of the client on award of the five civil works contracts. Signing of contracts is expected by the end of July 2016. The expected signing of the key consultancy contracts within the next weeks will also mark launching of implementation of the Component 2 (Road safety and Network Management) and Component 3 (Border management Enhancement) of the Project.

Risks

Systematic Operations Risk-rating Tool

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



Results

Project Development Objective Indicators

► Reduction in travel time between Minsk and Grodno (Minutes, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	220.00	--	220.00	178.00
Date	29-Jul-2014	--	24-Jun-2016	30-Jun-2020

► Vehicle operating costs for medium trucks, along the project road reduced (Amount(USD), Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.55	--	0.55	0.50
Date	29-Jul-2014	--	24-Jun-2016	30-Jun-2020

► Reduction in average time to complete inwards border clearance procedures (commercial vehicles) at Bruzgi BCP (Minutes, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	360.00	360.00	360.00	--
Date	01-Jul-2015	17-Dec-2015	24-Jun-2016	--

Comments

On a peak day, on average it took 6 hours for one truck to cross Polish-Belarusian border (including queue and stay on the Polish side of BCP), to undergo customs and other types of controls. Out of six hours, one truck spends on average around 100 minutes in a queue to enter Polish BCP, 89.9 minutes to go through checks on the customs territory of Poland and 168.6 minutes to complete clearances on the Belarusian side of the BCP. In the case of inbound flow, the average time of stay in the operating hall of customs clearance at the BCP Bruzgi was 82.5 minutes (1/3 of the drivers were required to complete only two operations: electronic queuing to enter the BCP and customs control). Customs control turned out to be one of the most burdensome in terms of the time spent. The average duration of the customs control lasted 23.2 minutes for inbound and 26.7 minutes for outbound flows. Along with the increasing load on the BCP, the average duration of customs control went up.

► Reduction in severe injuries and fatalities on road sections under this project (Number, Custom)



Value	35.00	--	35.00	21.00
Date	--	--	24-Jun-2016	--

► Percentage of project beneficiaries expressing satisfaction with improved travel experiences through implementation of TCC and new road-side services (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	--
Date	--	--	24-Jun-2016	--

Overall Comments

Implementation of project activities is at the procurement stage

Intermediate Results Indicators

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

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	86.00
Date	--	--	24-Jun-2016	--

► Development of a traffic and road safety co-ordination center (TRSCC) (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	TRSCC operational and providing regular road user information
Date	--	--	24-Jun-2016	--



► Improved climate for SME investment in road side services (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	Revised market orientated framework for road side services prepared using findings from market surveys.
Date	--	--	24-Jun-2016	--

► Implementation of the “in – channel” clearance procedures policy by State Customs Committee. (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	In-channel clearance policy operational with demonstrated reduction in procedures and clearance time
Date	--	--	24-Jun-2016	--

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

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	--
Date	--	--	24-Jun-2016	--

Overall Comments

Implementation of project activities is at the procurement stage

Data on Financial Performance

Disbursements (by loan)

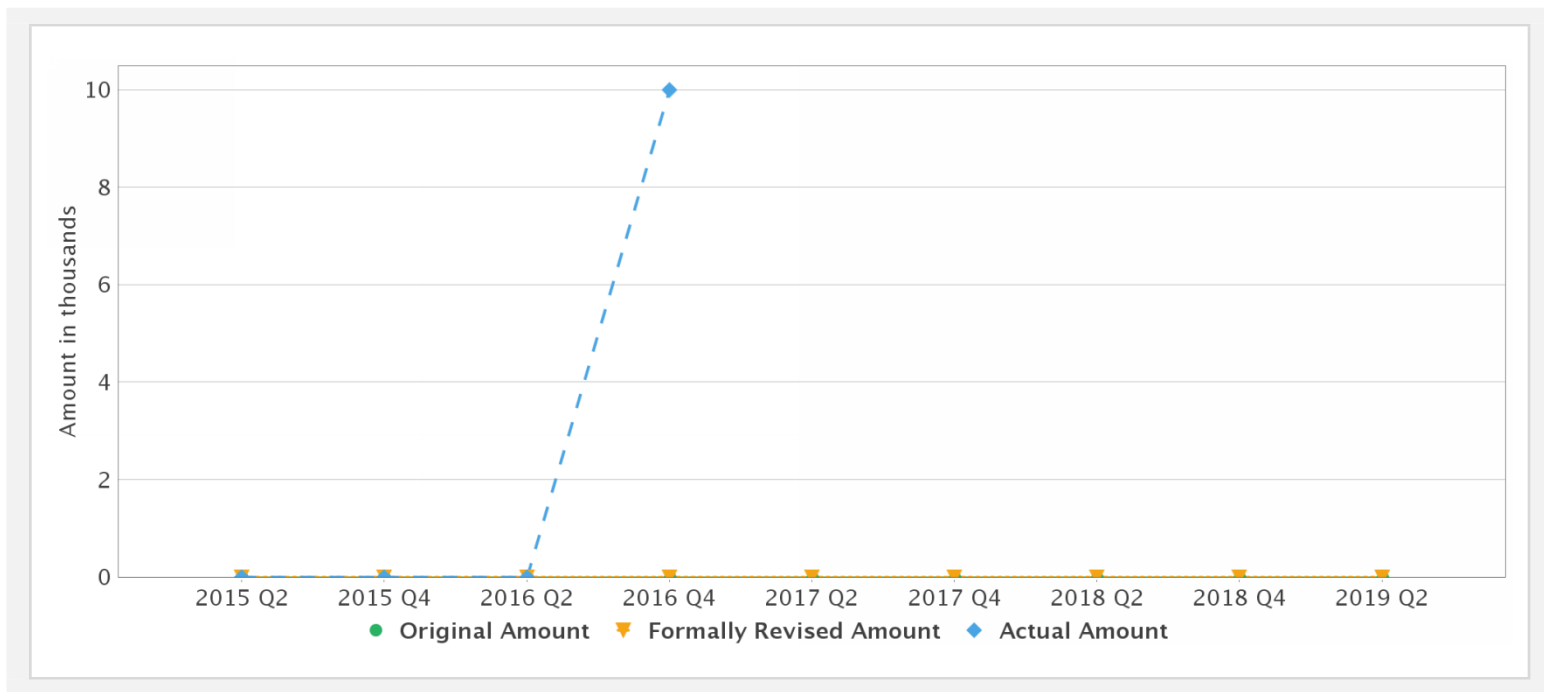


Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	Disbursed
P149697	IBRD-84590	Effective	USD	250.00	250.00	0.00	0.64	249.37	0%

Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P149697	IBRD-84590	Effective	19-Dec-2014	08-Jan-2015	07-May-2015	30-Jun-2020	30-Jun-2020

Cumulative Disbursements



Restructuring History

There has been no restructuring to date.

Related Project(s)

There are no related projects.