

 Early Warning System

WB-P174639

Roads for Socio-Economic Integrations and Job Creation (RSEIJC)



Quick Facts

Countries	Mozambique
Financial Institutions	World Bank (WB)
Status	Proposed
Bank Risk Rating	A
Voting Date	2022-05-19
Borrower	Government of Mozam
Sectors	Transport
Investment Type(s)	Grant
Investment Amount (USD)	\$ 150.00 million
Project Cost (USD)	\$ 180.00 million



Project Description

According to bank documents, the MPA Program Objective is to improve safety, resilience, and accessibility [or connectivity] in the Program areas.

The project is proposed to have five components:

1. **Component 1: Safe and Resilient Corridor Improvement.** This component will focus on rehabilitation, improvement, maintenance and road safety activities in the most critical sections of N1 (1,227km). Priority road sections will be improved through the implementation of performance-based contracts, which will be implemented over 10 years (2 years for rehabilitation and improvement followed by 8 years of maintenance and periodic maintenance in year 8). The project will implement Output and Performance-based Road Contracts (OPRC) that represent a new approach for contracting road works based on payments based on outputs (agreed service levels), compared to the traditional approach of payments based on input quantities and unit prices. OPRC contracts provide advantages to the road agency, road users and the consultants, and contractors, such as:
 - i. helps to assure long-term maintenance funding;
 - ii. provides better transparency and accountability;
 - iii. reduces maintenance costs;
 - iv. avoids frequent claims and contract amendments to increase quantities of work by the contractor;
 - v. provides better and safer roads with consistent conditions;
 - vi. guarantees workload over longer period and opens opportunities for business growth for consultants and contractors. OPRC contracts are expected to contribute to not only containing public procurement costs but also generating local jobs and facilitating local business development. In addition, the unit rates of road works may be able to be lowered further by strengthening market competition as well as encouraging local contractors to participate more in public road procurement opportunities.
2. **Component 2: Improved Feeder Roads through Microenterprises.** This component will support local communities organized into microenterprises to provide labor intensive routine maintenance services on clusters of feeder roads adjacent to N1 corridor. These microenterprises are teams of maintenance workers from local communities, which have acquired a certain legal status enabling them to enter into a contract with the public entities responsible for maintaining the road. The microenterprises are generally responsible for basic maintenance activities such as removing obstacles and material from the road, clearing the drainage system and cutting vegetation, thus enhancing the resilience of road and drainage infrastructure, increasing its operational life, and providing connectivity to communities along the corridor, year-round. The experiences with road maintenance microenterprises in the different countries have resulted in improved road conditions, lower overall maintenance costs, and the creation of employment, incomes, and skills in local communities. The creation of microenterprises enhances the resilience of local rural communities through diversification of income sources.
3. **Component 3: Improved Road Safety.** This component will support the Government aspirations towards SDG 3.6 on decreasing the number of road crashes by 50 percent by 2030. This is a very ambitious target, which will require coordinated, sustained efforts from multiple ministries and agencies and a dedicated long-term commitment to address road safety challenges in a comprehensive way. The MPA approach allows the Government to set and pursue such ambitious goals, which is not achievable under a standard investment project of 4 years. This component will finance: prioritization, design, civil works, and supervision of high crash risk location and speed management improvement



Investment Description

- World Bank (WB)



Contact Information

World Bank:

Rakesh Tripathi, Nargis Ryskulova
Senior Transport Specialist

Borrower:

Ministry of Economy and Finance
Adriano Afonso Maleiane
Minister of Economy and Finance
info@mef.gov.mz

Isabel Maria Sumar
National Director for Public Debt Management
isabel.sumar@mef.gov.mz

Implementing Agencies:

NATIONAL ROADS ADMINISTRATION (ANE – ADMINISTRAÇÃO NACIONAL DE ESTRADAS)
Americo Dimande
General Director
americo.dimande@ane.gov.mz

National Institute of Land Transport (INATTER – Instituto Nacional de Transportes Terrestres)
Amilcar Pacule
Director of Technical Regulation
amilcarpacule@yahoo.com.br

Ministry of Health
Otilia Neves
Director - Medical Emergency Services of Mozambique (SEMO)
otilia.neves@gmail.com

ROAD FUND (FUNDO DE ESTRADAS)
Ângelo António Macuacua
Chairman
angelomc@fe.gov.mz

Ministry of Transport & Communications
Cláudio D. Camião Zunguze
National Director of Transport and Road Safety
claudio.zunguze@mtc.gov.mz

ACCESS TO INFORMATION

To submit an information request for project information, you will have to create an account to access the Access to Information request form. You can learn more about this process at: <https://www.worldbank.org/en/access-to-information/request-submission>

ACCOUNTABILITY MECHANISM OF THE WORLD BANK

The World Bank Inspection Panel is the independent complaint mechanism and fact-finding body for people who believe they



Bank Documents

- [Project Information Document](#) [\[Original Source\]](#)