



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

AFRICA | Africa | Transport & Digital Development Global Practice |  
IBRD/IDA | Investment Project Financing | FY 2015 | Seq No: 5 | ARCHIVED on 12-Jun-2018 | ISR32684 |

Implementing Agencies: THE REPUBLIC OF MALAWI, 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:30-Oct-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	● Moderately Satisfactory
Overall Implementation Progress (IP)	● Moderately Satisfactory	● Moderately Satisfactory
Overall Risk Rating	● Substantial	● Substantial



## Implementation Status and Key Decisions

The overall implementation progress is moderately satisfactory. While the works at Karonga-Songwe have been advancing well, the disbursements have been low due to slow pace of trade facilitation component. Hence, the attainment of project development objective has been downgraded to MS, though it still remains on track.

**Component 1 (Improving the Road Infrastructure):** The implementation progress on the Karonga-Songwe contract is advancing well. All the safeguards requirements have been fulfilled and the contractor has submitted and complied with the necessary ESHS requirements as per contract clauses. The supervision consultant's contract has also been amended to include full time social safeguards specialists and part time environmental safeguards specialist in the team. The Client has also requested amending the works contract to increase the scope to include a road section that has recently deteriorated since the completion of design last year. This amendment would increase the contract amount from US\$20 million to US\$26 million. The amendment to increase the contract size for additional scope of works is contingent to technical evaluation, procurement clearance, and safeguards compliance for additional works.

**Component 2 (Improving Social Infrastructure):** The implementation of the road safety sub-component is progressing well. The Directorate of Road Safety and Traffic Services as revised the Road Safety Implementation Plan and the specifications for procurement of road safety equipment, which have all been approved by the Bank and are currently in procurement stage. Notable progress has also been made in the development of an emergency medical services (EMS) and post-crash trauma care pilot for implementation along the 300km Lilongwe-Blantyre section of M1 road corridor. In particular, the following activities are underway for implementation of the EMS pilot: (i) training for 443 community first responders has been completed, delivered by the Red Cross; (ii) 45 drivers of ambulances have been hired and trained; (iii) first cohort of 35 EMS provider out of 95 total (including clinician and nurses) has been recruited and trained by Malawi College of Medicine; and (iv) the procurement of vehicles and equipment is in the process through the UN agencies, with delivery expected in July 2018. The key pending actions for the completing the EMS pilot remain: (i) the refurbishment of the selected 6 health facilities for trauma care; (ii) setting up of trauma registries; (iii) development of EMS communication system, including securing a 115 toll free number from MACRA; and (iv) establishment of a well-functioning dispatching center. The EMS pilot was also approved by DIME to receive seed funding to develop a comprehensive impact evaluation of the EMS.

**Component 3 (Improving Trade Facilitation):** The procurement and implementation of Trade Facilitation component has been advancing but at slow pace. A number of activities have been completed. These include: (i) the coordination issues have been resolved between the Ministry of Industry, Trade and Tourism (MITT), Malawi Revenue Authority (MRA) and Roads Authority (RA) on technical level; (ii) the procurement for National Single Window study has been finalized with the contract negotiations completed and currently in contract signing stage; (iii) the procurement of services for the preparation of technical studies and safeguards documents for construction of One Stop Broder Post at the Songwe-Kasumulu border crossing is nearly complete, currently in contract negotiations stage; (iv) the pre-qualification for the border crossing works at Dedza has been initiated; and (v) the ARAPs for the two border crossings have been submitted to the Bank and found satisfactory by the team. The pending actions still remaining are the revision of the designs for the border improvements at three border posts (Dedza, Mwanza and Muloza) as per Bank comments, completion of remaining safeguards instruments for border crossing civil works, and launch of tender for the remaining border crossings. The team continues closely following up on the progress of this component.

**Component 4 (Institutional Strengthening and Implementation Assistance):**

- The preparation of the National Transport Masterplan (NTMP) has been completed, including the Climate Change Adaptation Strategic Action Plan. Final Report was received by the Bank on September 15, 2017.
- The Institutional Strengthening and Training Plan for the RA, RFA, and the MoTPW have been prepared for the next 12 months and cleared by the Bank.
- As part of the RA's capacity building, the Safeguard Institutional Strengthening Plan (SISP) has been prepared by the RA's Environmental and Social Management Unit (ESMU) and cleared by the Bank.

## Risks

### Systematic Operations Risk-rating Tool

Risk Category	Rating at Approval	Previous Rating	Current Rating
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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	● Moderate	● Moderate
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	--	6.00	5.00
Date	01-May-2015	--	01-Jan-2018	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	--	24.00	12.00
Date	01-May-2015	--	01-Jan-2018	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	--	0.00	15.00
Date	01-May-2015	--	01-Jan-2018	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	--	0.00	1,500.00
Date	01-May-2015	--	01-Jan-2018	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	859.00	859.00	500.00
Date	01-May-2015	21-Dec-2016	01-Jan-2018	30-Jun-2021

#### Overall Comments

There have been no changes in the PDO indicators as these outcomes will be in effect after completion of the road rehabilitation works, construction of border crossings, implementation of the Single Window, and once the road safety blackspots have been alleviated and EMS pilot is fully operating.

#### Intermediate Results Indicators

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

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	10.00	46.00
Date	01-May-2015	21-Dec-2016	30-May-2018	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	70.00	70.00	63.00
Date	01-May-2015	21-Dec-2016	01-Jan-2018	30-Jun-2021

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

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	83.00	--	83.00	87.00
Date	01-May-2015	--	01-Jan-2018	30-Jun-2021

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

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	2,809.00	2,809.00	2,809.00	2,809.00

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

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	20.00
Date	01-May-2015	21-Dec-2016	01-Jan-2018	30-Jun-2021



► Number of Emergency Vehicles provided (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	10.00
Date	01-May-2015	--	01-Jan-2018	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	--	0.00	4.00
Date	01-May-2015	--	01-Jan-2018	30-Jun-2021

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

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	14.00	--	7.00	5.00
Date	01-May-2015	--	01-Jan-2018	30-Jun-2021

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

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	N	N	N	Y
Date	01-May-2015	21-Dec-2016	21-Dec-2016	30-Jun-2021



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

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	N	N	Y	Y
Date	01-May-2015	21-Dec-2016	01-Mar-2018	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	--	N	Y
Date	01-May-2015	--	01-Jan-2018	30-Jun-2021

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

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	N	--	N	Y
Date	01-May-2015	--	01-Jan-2018	30-Jun-2021

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

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	2.00	39.00	10.00
Date	01-May-2015	21-Dec-2016	01-Jan-2018	30-Jun-2021

Overall Comments



## Data on Financial Performance

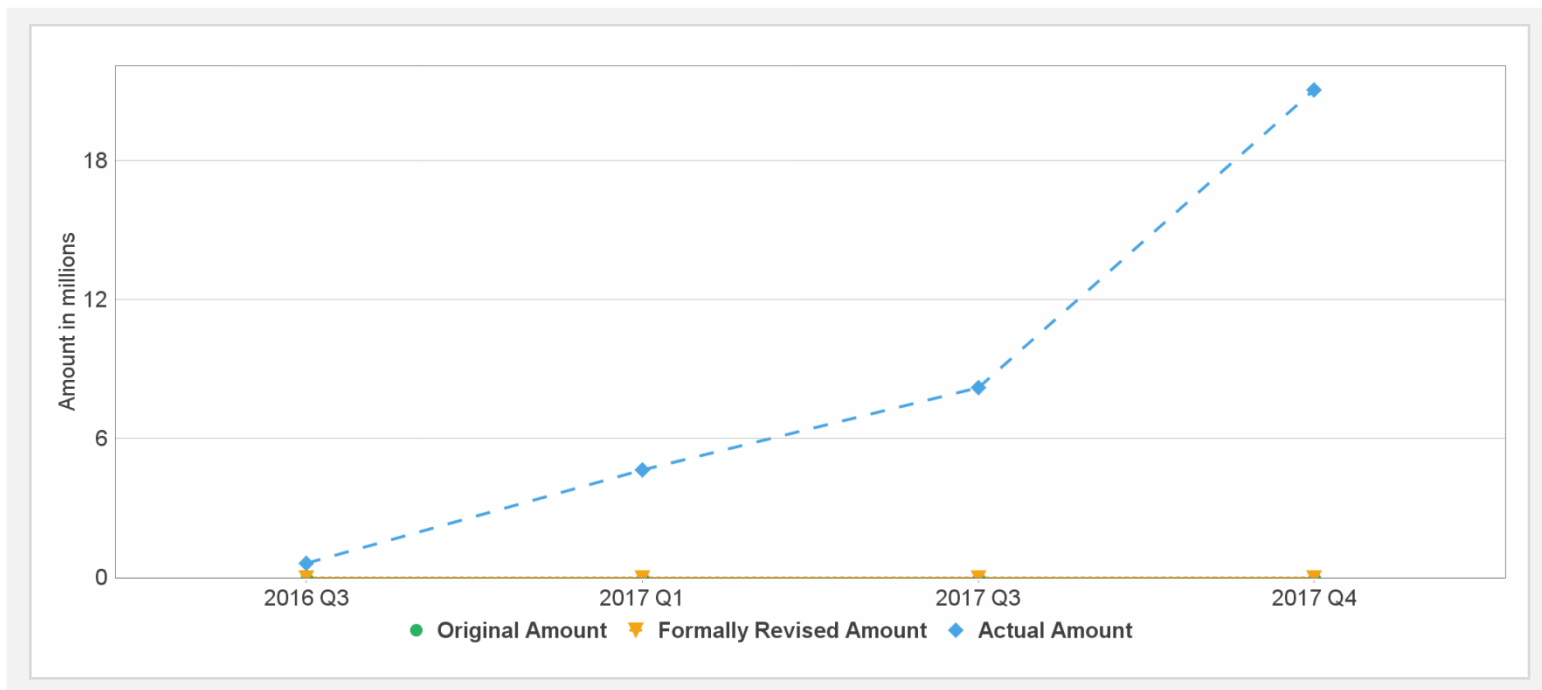
### Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	Disbursed
P145566	IDA-56220	Effective	USD	69.00	69.00	0.00	21.06	48.40	30%

### Key Dates (by loan)

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

## Cumulative Disbursements



## Restructuring History

There has been no restructuring to date.

## Related Project(s)





There are no related projects.

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