



Nepal-India Regional Trade And Transport Project (P144335)

SOUTH ASIA | Nepal | Transport Global Practice |
IBRD/IDA | Investment Project Financing | FY 2013 | Seq No: 15 | ARCHIVED on 25-Nov-2019 | ISR39415 |

Implementing Agencies: NEPAL, Ministry of Commerce, Department of Roads

Key Dates

Key Project Dates

Bank Approval Date: 28-Jun-2013

Effectiveness Date: 10-Sep-2013

Planned Mid Term Review Date: 23-Jan-2017

Actual Mid-Term Review Date: 13-Feb-2017

Original Closing Date: 31-Dec-2019

Revised Closing Date: 31-Dec-2019

Project Development Objectives

Project Development Objective (from Project Appraisal Document)

The Project Development Objective is to decrease transport time and logistics costs for bilateral trade between Nepal and India and transit trade along the Kathmandu-Kolkata corridor for the benefit of traders by reducing key infrastructure bottlenecks in Nepal and by supporting the adoption of modern approaches to border management.

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

No

Components

Name

Modernize transport and transit arrangements between Nepal and India:(Cost \$9.00 M)

Strengthen Trade-Related Institutional Capacity in Nepal:(Cost \$20.00 M)

Improve Select Trade-Related Infrastructure:(Cost \$72.00 M)

Overall Ratings

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

Implementation Status and Key Decisions

The Project's pace of implementation has been slowed down in two major activities of the Trade component: National single window (NSW); and development of Inland Container/Clearance Depot (ICD) at Chobhar. These issues mainly include: (i) delay in engagement of Quality Advisory consultant for the NSW; and (ii) pending resolution of public grievance related to the construction of the ICD at Chobhar, Kathmandu. Due to these slow progressing activities, the Project is unlikely to achieve its original set development objective within the current closing date (Dec 31, 2019). The Bank team however, is closely monitoring these activities and regularly following up with the Government of Nepal to take appropriate actions to address any unresolved issues and expedite the implementation process so that the Project achieves its development objective.

Risks

Systematic Operations Risk-rating Tool

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

Results

PDO Indicators by Objectives / Outcomes

Decrease transport time and logistics costs for bilateral trade between Nepal and India				
► Time associated with meeting regulatory requirements for import, export and transit activities (days) (Days, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	4.80	4.00	4.00	2.40
Date	08-Apr-2013	31-Jan-2019	05-Jul-2019	31-Dec-2019
Comments:	Data from Doing Business report 2019. The end target date has been corrected as Dec 31, 2019, as defined in the PAD. It was inadvertently entered as June 30, 2019 previously.			
► Border Crossing time at Raxaul-Birgunj border post (Days, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	2.30	1.10	1.10	1.50
Date	08-Apr-2013	31-Jan-2019	05-Jul-2019	31-Dec-2019



Comments:	Based on survey of 24 trucks at Birgunj conducted by PCO in December 2018/January 2019. Customs only time for registration of declaration to release of goods is 0.5 days based on data from DoC ASYCUDA World System (58,600 records). The end target date has been corrected as Dec 31, 2019, as defined in the PAD. It was inadvertently entered as June 30, 2019 previously.			
► Total time between cargo offloading at Kolkata to arrive in Birgunj by road, and Birgunj to Kathmandu for trucks (Days, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	10.00	4.20	4.20	8.00
Date	08-Apr-2013	31-Jan-2019	05-Jul-2019	31-Dec-2019
Comments:	New ICP started operating in April 2018. Initially waiting in a queue on the India side was 3.5 days but is now less than half a day. The end target date has been corrected as Dec 31, 2019, as defined in the PAD. It was inadvertently entered as June 30, 2019 previously.			
► Total time between cargo offloading at Kolkata to arrive in Birgunj by rail, and Birgunj to Kathmandu for trucks (Days, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	22.00	3.30	3.30	17.60
Date	08-Apr-2013	11-Jan-2019	05-Jul-2019	31-Dec-2019
Comments:	Based on data from CONCOR for 26 rakes in December 2018. The end target date has been corrected as Dec 31, 2019, as defined in the PAD. It was inadvertently entered as June 30, 2019 previously.			

Intermediate Results Indicators by Components

Modernize transport and transit arrangements between Nepal and India				
► Percentage of transit goods cleared through electronic CTD (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	100.00
Date	08-Apr-2013	31-Jan-2019	05-Jul-2019	31-Dec-2019
Comments:	The end target date has been corrected as Dec 31, 2019, as defined in the PAD. It was inadvertently entered as June 30, 2019 previously.			

Strengthen Trade-Related Institutional Capacity in Nepal				
► Growth in Hit Rate for Trade Portal (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	30.00	30.00	40.00



Date	08-Apr-2013	31-Jan-2019	05-Jul-2019	31-Dec-2019
Comments:	The end target date has been corrected as Dec 31, 2019 as defined in the PAD. It was inadvertently entered as June 30, 2019 previously.			
►Agencies Integrated into Single Window (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	5.00
Date	08-Apr-2013	31-Jan-2019	05-Jul-2019	31-Dec-2019
Comments:	The end target date has been corrected as Dec 31, 2019, as defined in the PAD. It was inadvertently entered as June 30, 2019 previously.			
►Labs Developed or Improved and Operational (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	1.00
Date	08-Apr-2013	11-Jan-2019	05-Jul-2019	31-Dec-2019
Comments:	The end target date has been corrected as Dec 31, 2019, as defined in the PAD. It was inadvertently entered as June 30, 2019 previously.			

Improve Select Trade-Related Infrastructure				
►Roads rehabilitated, Rural (Kilometers, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	33.00	33.00	33.00
Date	08-Apr-2013	31-Jan-2019	05-Jul-2019	30-Jun-2019
Comments:	100% complete.			
►ICDs Built or Improved (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	2.00	2.00	3.00
Date	08-Apr-2013	31-Jan-2019	05-Jul-2019	31-Dec-2019
Comments:	Works at Bhairahawa were completed in 2016 and shed at Birgunj is substantially completed and in use as of December 2018. The end target date has been corrected as Dec 31, 2019, as defined in the PAD. It was inadvertently entered as June 30, 2019 previously.			



Data on Financial Performance

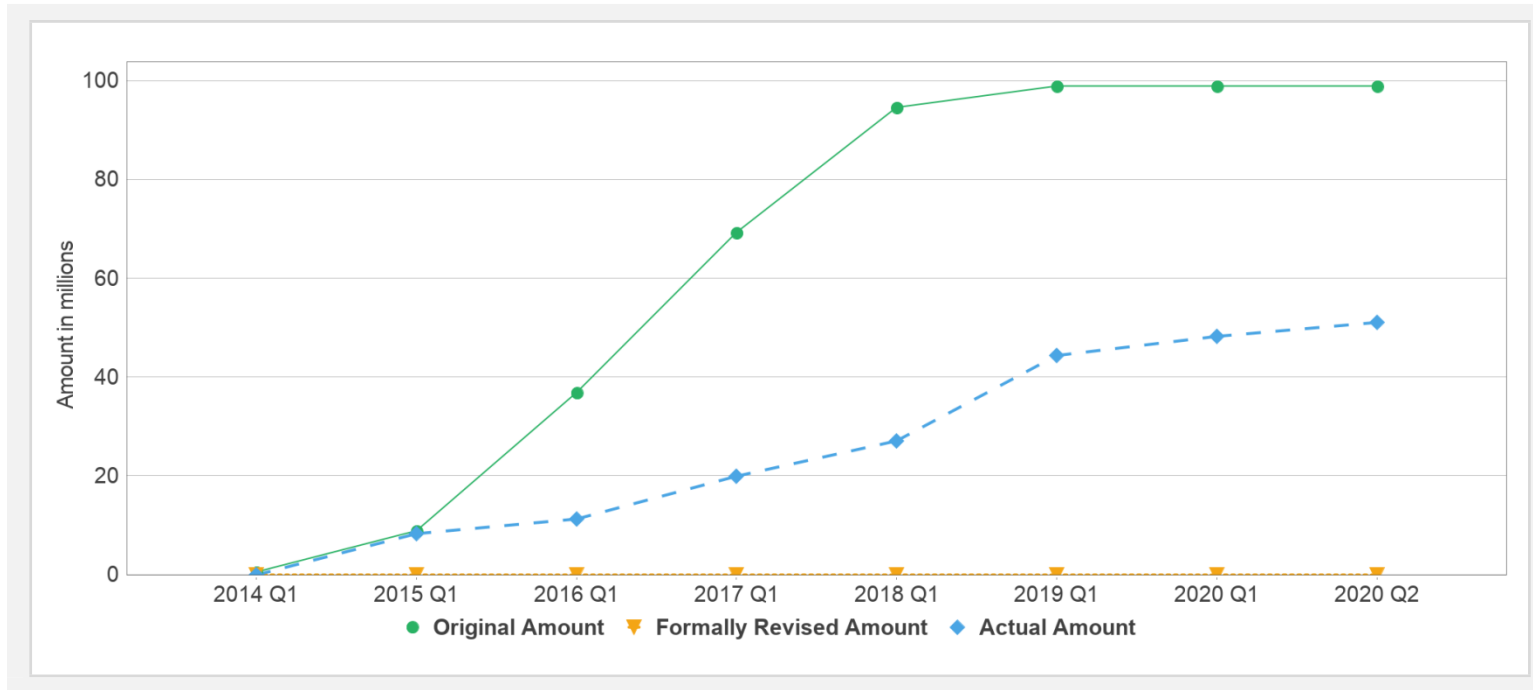
Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	% Disbursed
P144335	IDA-52730	Effective	USD	69.00	69.00	0.00	44.95	19.24	70%
P144335	IDA-H8630	Effective	USD	30.00	30.00	0.00	6.15	21.81	22%

Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P144335	IDA-52730	Effective	28-Jun-2013	11-Jul-2013	10-Sep-2013	31-Dec-2019	31-Dec-2019
P144335	IDA-H8630	Effective	28-Jun-2013	11-Jul-2013	10-Sep-2013	31-Dec-2019	31-Dec-2019

Cumulative Disbursements





Restructuring History

There has been no restructuring to date.

Related Project(s)

There are no related projects.
