



Burundi Transport Resilience Project (P172988)

EASTERN AND SOUTHERN AFRICA | Burundi | IBRD/IDA | Investment Project Financing (IPF) | FY 2023 | Seq No: 5 |
Archived on 17-Feb-2025 | ISR03077

Implementing Agencies: Ministry of Infrastructure, Equipment and Housing, Ministry of Trade, Transport, Industry and Tourism

1. OBJECTIVE

1.1 Development Objective

Original Development Objective (Approved as part of Approval package on 30-Sep-2022)

The Project Development Objectives (PDO) are to provide efficient, safe and climate resilient road connectivity along the main corridor linking Burundi with Tanzania, and to strengthen the institutional capacity to sustainably plan, develop, and preserve climate resilient road assets.

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

No

2. COMPONENTS

Name

Component 1: Climate Resilient Road Rehabilitation and Social Services:(Cost 75,000,000.00)

Component 2: Non-Motorized Transport and Road Safety Improvements:(Cost 9,500,000.00)

Component 5: Contingent Emergency Response Component:(Cost 0.00)

Component 3: Institutional Strengthening for Climate-Resilient Road Infrastructure and Logistics Planning:(Cost 28,500,000.00)

Component 4: Project Implementation Support:(Cost 7,000,000.00)

3. OVERALL RATINGS

Name	Previous	Current
Progress towards achievement of PDO	● Satisfactory	● Satisfactory
Overall Implementation Progress (IP)	● Moderately Satisfactory	● Satisfactory



Overall Risk Rating

● Substantial

● Substantial

4. KEY ISSUES & STATUS

4.1 Implementation Status and Key Decisions

This is the fifth ISR of the project since its approval by the Board on September 30, 2022. The summary below are the main conclusions of an Implementation Support Mission carried out from November 28 to December 13, 2024.

1. General implementation status

- The project's progress since the last mission is noteworthy despite continuing delays. Since the last mission, the project has achieved the following milestones:

The project's progress since the last ISM is noteworthy despite delays in the implementation of some key activities and a low disbursement rate of 5.45% percent. Progress and key achievements made since the previous ISM include: (i) implementation of more than 80% of the recommendations from the previous mission, (ii) completion of studies and publication of the bidding documents for road works on February 4, 2025, for the Bujumbura - Gitaza Road and Ndaye and Mwambutsa boulevards, which represent 58% of project funds (USD 70 million) , (iii) finalized the terms of reference for the Master's training program, (iv) launched the requests for proposals for the Bujumbura-Gitega road studies, and (v) launched the procurement process of the major activities of the road safety component. A strategy to accelerate project activities and address disbursement delays has been developed by the PIU and reviewed by the Bank team.

- The Bank team recommends that the PIU:(i) immediately implement the revised strategy to improve project performance and enhance grant disbursement, (ii) finalize contractor selection process and ensure mobilization by July 2025,(iii) enhance stakeholder coordination for efficiency and ownership, and (iv) conduct a safety audit for the Bujumbura-Gitaza Road to be included in the tender documents as an addendum, at the latest April 30, 2025.

2. Environmental and Social safeguards: The mission recognized progress in environmental and social safeguards and reiterated the urgency for the Government team to implement the Environmental and Social Commitment Plans, as agreed during the mission and reflected in the Mission's Aide Memoire.

3. Performance evaluation of PIU staff- The mission commended the progress in the recruitment of key staff and the development of the performance evaluation framework and manual for project staff performance premiums, which is to be finalized and submitted to the Bank by March 30 2025 for review. The Deputy coordinated has been recruited and already operational.

4. Multinational railway project: The mission engaged discussions on the Multinational Railway Project, aimed at linking Tanzania and Burundi through a standard gauge railway (SGR) as agreed during the annual meeting with the Client. These discussions included the Minister and Permanent Secretary of the Ministry of Infrastructure, Equipment and Social Housing (MIELS), a representative of the Prime Minister's Office, and other government representatives. The Government of Burundi acknowledged the World Bank's planned support to this project under the BTRP including a comprehensive TA and the development of an Integrated Transport Infrastructure and Logistics Strategy and Investment Plan for Burundi. The Bank is preparing an extensive analysis of the SGR project and will share its findings with the Government of Burundi. This note will form the basis for further discussions between the Bank and the Government on this significant project.

5. Road Safety - The mission noted with satisfaction the launched of the procurement process of the major activities of the road safety component as well as the active engagement of the focal point in the implementation.



5. SYSTEMATIC OPERATIONS RISK-RATING TOOL

Risk Category	Rating at Approval Approval Package - 30 Sep 2022	Last Approved Rating ISR Seq. 04 - 12 Jun 2024	Proposed Rating
Political and Governance	● High	● Substantial	● Substantial
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	● High	● Substantial	● Substantial
Fiduciary	● Substantial	● Substantial	● Substantial
Environment and Social	● High	● High	● High
Stakeholders	● Substantial	● Substantial	● Substantial
Overall	● High	● Substantial	● Substantial



6. RESULTS

6.1 PDO Indicators by PDO Outcomes

To provide efficient, safe and climate resilient road connectivity along the main corridor								
Indicator Name	Baseline		Actual (Previous)		Actual (Current)		Closing Period	
	Value	Month/Year	Value	Date	Value	Date	Value	Month/Year
1. Travel time in NR-3 Bujumbura-Gitaza road section. (Minutes)	50.00	May/2022	50.00	05-Apr-2024	50.00	24-Dec-2024	25.00	Dec/2026
	Comments on achieving targets		The indicator measures the travel time on the project road as rehabilitation and construction is undertaken. At the end of the project, reduced travel time is expected as a result of a better road condition. This indicator is related to the efficient and resilient road connectivity part of the PDO.					
2. Number of crash fatalities along the NR-3 section (Number)	50.00	May/2022	50.00	05-Apr-2024	50.00	24-Dec-2024	15.00	Dec/2026
	Comments on achieving targets		This indicator will measure the number of crash fatalities in the improved 25km section of NR-3. This indicator is related to the safety part of the PDO.					
3. Number of days annually NR-3 Bujumbura-Gitaza section is impassable (Number)	5.00	Apr/2022	5.00	05-Apr-2024	5.00	24-Dec-2024	0.00	Dec/2027
	Comments on achieving targets		This indicator will measure the number of days the road section of 25km between Bujumbura-Gitaza is impassable.					
strengthen the institutional capacity to sustainably plan,develop,& preserve climate res. road asset								
Indicator Name	Baseline		Actual (Previous)		Actual (Current)		Closing Period	
	Value	Month/Year	Value	Date	Value	Date	Value	Month/Year
4. Percentage of the Burundian section of the Central Corridor to Tanzania Dar Sea Port in good and fair condition (Percentage)	27.00	May/2022	27.00	29-Sep-2023	27.00	24-Dec-2024	90.00	Dec/2026
	Comments on achieving targets		This indicator will measure the increase in km in good and fair condition in the project area. Specifically, the project area is counted as the main corridor linking Burundi to Tanzania. This indicator will be use as a proxy of institutional planning part of the PDO.					



5. People benefiting from improved climate resilient roads (Number)	0.00	May/2022	0.00	29-Sep-2023	0.00	24-Dec-2024	550,000.00	Dec/2026
	Comments on achieving targets		Number of people living in an area of 2km from the roads improved by the project with climate change resilience interventions. This indicator is related to the climate resilient road connectivity part of the PDO.					
People benefiting from improved climate resilient road who are women (Number)	0.00		0.00		0.00		350,000.00	
	Comments on achieving targets		Indicator to track the number of females benefiting from the rehabilitated climate resilient project road.					

6.2 Intermediate Results Indicators by Components

Component 1: Climate Resilient Road Rehabilitation and Social Services								
Indicator Name	Baseline		Actual (Previous)		Actual (Current)		Closing Period	
	Value	Month/Year	Value	Date	Value	Date	Value	Month/Year
Length of climate resilient road sections rehabilitated/upgraded in compliance with standards and technical specifications defined in works contracts (Kilometers)	0.00	May/2022	0.00	05-Apr-2024	0.00	24-Dec-2024	25.00	Dec/2026
	Comments on achieving targets		This indicator is a numerical figure in kilometers measuring the length of road sections completed in full compliance with technical, environmental, safety and social specifications as defined in the works contracts. This is a climate resilient infrastructure and safety indicator. This indicator considers the 25km of Bujumbura Gitaza.					
Length of Pilot Road sections upgraded to include NMT facilities (Kilometers)	0.00	Apr/2022	0.00	05-Apr-2024	0.00	24-Dec-2024	4.00	Dec/2027
	Comments on achieving targets		This indicator is a numerical figure in kilometers measuring the length of road sections of Non- Motorized Road infrastructure that is rehabilitated/constructed in full compliance technical, environmental, safety and social specifications as defined in the worksontracts. This is a safety and climate resilient indicator					
	0.00	Apr/2022	0.00	05-Apr-2024	0.00	24-Dec-2024	5.00	Dec/2027



Number of social infrastructure implemented (Number)	Comments on achieving targets		Number of social infrastructure project implemented in the project area					
Storage/market facilities reserved/leased for women (Percentage)	0.00	May/2022	0.00	05-Apr-2024	0.00	24-Dec-2024	30.00	Dec/2026
	Comments on achieving targets		This indicator will measure the percentage of storage or market facilities that have been reserved or leased to women's groups or associations for a period of time.					
Percentage of consultations conducted with women and groups in a situation of vulnerability, to select type and locations of social services (Number)	0.00	May/2022	0.00	05-Apr-2024	0.00	24-Dec-2024	100.00	Dec/2027
	Comments on achieving targets		This indicator will measure the percentage of consultations that included meaningful engagement of women and other groups in a situation of vulnerability to select interventions under the social services sub-component					
Component 2: Non-Motorized Transport and Road Safety Improvements								
Indicator Name	Baseline		Actual (Previous)		Actual (Current)		Closing Period	
	Value	Month/Year	Value	Date	Value	Date	Value	Month/Year
Road safety strategy and action plan prepared (Yes/No)	No	Apr/2022	No	29-Sep-2023	No	24-Dec-2024	Yes	Dec/2027
	Comments on achieving targets		This indicator will measure that the road safety strategy and action plan is developed based on the review of the Road Safety management capacity.					
Length of road network safety assessed (Kilometers)	0.00	Apr/2022	0.00	29-Sep-2023	0.00	24-Dec-2024	3,500.00	Dec/2027
	Comments on achieving targets		Length on network assessed using the iRAP. The indicator reflects cumulative km.					
Pilot vehicle Crash data recording and analysis system installed (Yes/No)	No	Apr/2022	No	29-Sep-2023	No	24-Dec-2024	Yes	Dec/2027
	Comments on achieving targets		Qualitative description of the status of preparation of the pilot system . This indicator will measure the piloting of crash recording and analysis tool across the project road of NR-3					
Component 3: Institutional Strengthening for Climate-Resilient Road Infrastructure and Logistics Planning								
Indicator Name	Baseline		Actual (Previous)		Actual (Current)		Closing Period	
	Value	Month/Year	Value	Date	Value	Date	Value	Month/Year



Climate Resilient Road Infrastructure and Logistics Master Plan (CR-RILMP), and Climate Resilient Integrated Road Infrastructure and Logistics Strategy (CR-IRILS) developed and adopted (Yes/No)	No	Apr/2022	No	29-Sep-2023	No	24-Dec-2024	Yes	Dec/2027
Comments on achieving targets	CR-RILMP and CR-IRILS are developed and adopted by the planning authority of Burundi							
Number of people enrolled in the First Generation of Climate Resilient Transport Specialists Programs (Number)	0.00	Apr/2022	0.00	29-Sep-2023	0.00	24-Dec-2024	50.00	Dec/2027
Comments on achieving targets	Number of people enrolled in the First Generation of Climate Resilient Transport Specialists Programs							
Share of people enrolled in the Program that are women (Percentage)	0.00		0.00		0.00		20.00	
Comments on achieving targets	Share of women enrolled in the program (%)							
Percentage of graduates who report being employed 12 months after they complete the internship of which are women (Percentage)	0.00		0.00		0.00		20.00	
Comments on achieving targets	This indicator will track the percentage of women employed after 12 months of finishing the internship under this project.							
Construction workers on project site who have signed the code of conduct (CoC) and attended the CoC training (Percentage)	0.00	Apr/2022	0.00	29-Sep-2023	0.00	24-Dec-2024	100.00	Dec/2027
Comments on achieving targets	Percentage of construction workers on project sites for all works who have signed the code of conduct and attended the code of conduct training							
	No	Apr/2022	No	29-Sep-2023	No	24-Dec-2024	Yes	Dec/2027

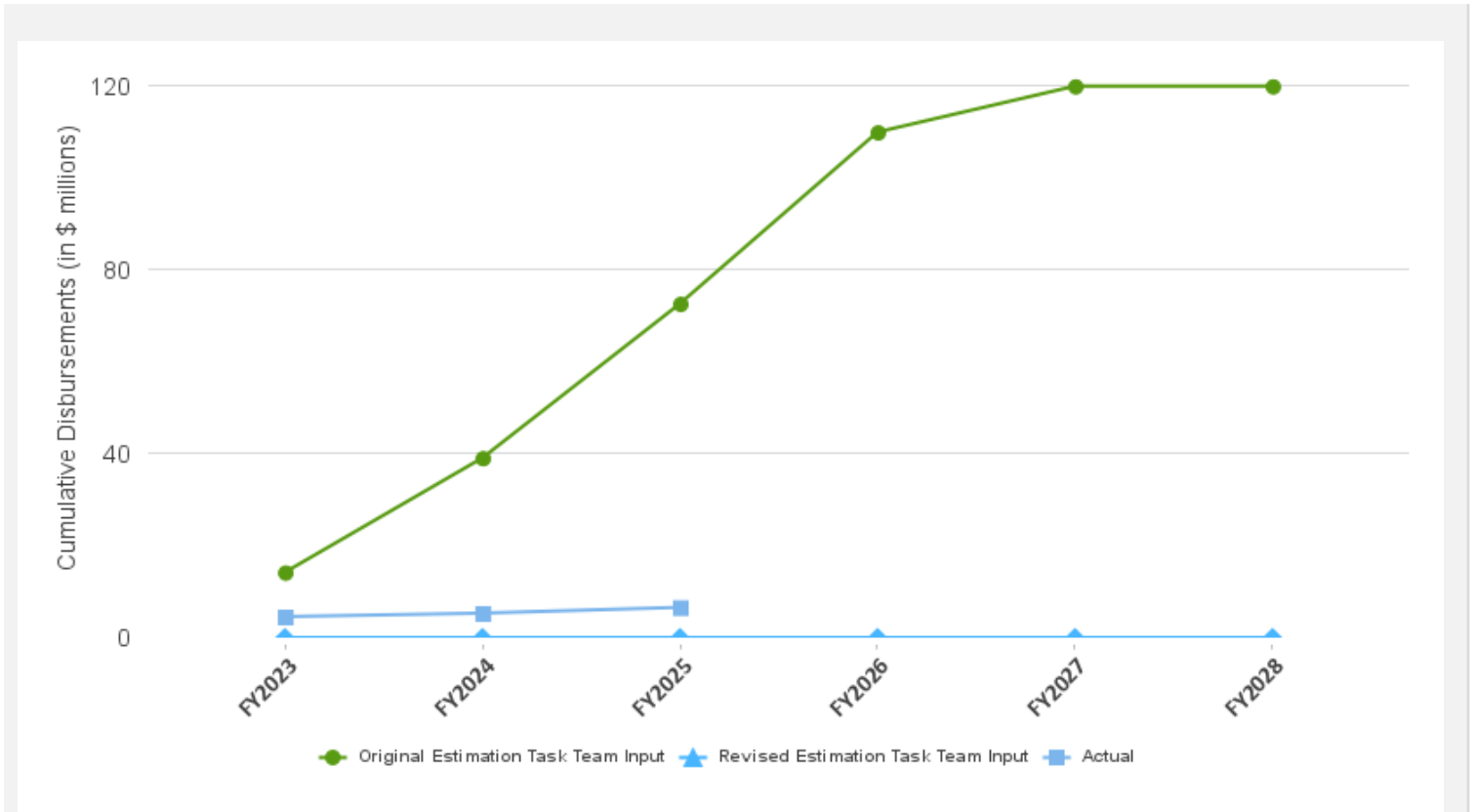


System is in place to receive and log grievances related to design, construction and operations of project road sections including GBV, within the stipulated services (Yes/No)	Comments on achieving targets		An affirmative or negative response to the question whether a grievance management mechanism is in place to log and address grievances relating to design, construction and operations in the development of project roads					
Percentage of graduates who report being employed 12 months after they complete the internship of which are women (Percentage)	0.00	May/2022	0.00	29-Sep-2023	0.00	24-Dec-2024	20.00	Dec/2026
	Comments on achieving targets		This indicator will track the percentage of women employed after 12 months of finishing the internship under this project.					



7. DATA ON FINANCIAL PERFORMANCE

7.1 Cumulative Disbursements



7.2 Disbursements (by loan)

Loan/Credit/TF	Status	Original	Revised	Cancelled	Disbursed	Undisbursed	% Disbursed
IDA-E1280	Effective	120.00	120.74	0.00	6.59	114.28	5.45%

7.3 Key Dates (by loan)

Loan/Credit/TF	Status	Approval	Signing	Effectiveness	Orig. Closing	Rev. Closing
IDA-E1280	Effective	30-Sep-2022	13-Oct-2022	10-May-2023	31-Dec-2027	31-Dec-2027

8. KEY DATES



Key Events	Planned	Actual
Approval	30-Sep-2022	30-Sep-2022
Effectiveness	10-May-2023	10-May-2023
Mid-Term Review No. 01	24-Nov-2025	
Operation Closing/Cancellation	31-Dec-2027	

9. RESTRUCTURING HISTORY

10. ASSOCIATED OPERATION(S)

There are no associated operations