



Federated States of Micronesia Strategic Climate-Oriented Road Enhancements (P177073)

EAST ASIA AND PACIFIC | Micronesia, Federated States of | Transport Global Practice |
IBRD/IDA | Investment Project Financing | FY 2022 | Seq No: 1 | ARCHIVED on 22-Jun-2022 | ISR51850 |

Implementing Agencies: Department of Transportation, Communications & Infrastructure, Federated States of Micronesia

Key Dates**Key Project Dates**

Bank Approval Date: 25-Mar-2022

Effectiveness Date: --

Planned Mid Term Review Date: 15-Sep-2025

Actual Mid-Term Review Date:

Original Closing Date: 31-Aug-2028

Revised Closing Date: 31-Aug-2028

Project Development Objectives

Project Development Objective (from Project Appraisal Document)

To improve the climate resilience of the Recipient's secondary road network, and in case of an Eligible Crisis or Emergency, respond promptly and effectively to it.

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

No

Components Table

Name

Component 1: Spatial and Sector Planning Tools:(Cost \$0.31 M)

Component 2: Climate Resilient Infrastructure Solutions:(Cost \$28.00 M)

Component 3: Strengthening the Enabling Environment:(Cost \$6.94 M)

Component 4: Contingent Emergency Response Component (CERC)

Overall Ratings

Name	Previous Rating	Current Rating
Progress towards achievement of PDO	--	<input type="checkbox"/> Satisfactory
Overall Implementation Progress (IP)	--	<input type="checkbox"/> Satisfactory
Overall Risk Rating	--	<input type="checkbox"/> Moderate

Implementation Status and Key Decisions

The World Bank Board approved FSM SCORE on March 25, 2022 and the financing agreement was signed on April 25, 2022. The project is expected to become effective within 90 days after the signature date. Improving the climate resilience of the Federated States of Micronesia's secondary road network continues to be a top priority of the Government, and the Department of Transport, Communications and Infrastructure has taken steps to advance key pieces of technical assistance where feasible in advance of effectiveness.



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	☐ Substantial	--	☐ Substantial
Stakeholders	☐ Moderate	--	☐ Moderate
Other	☐ Substantial	--	☐ Substantial
Overall	☐ Moderate	--	☐ Moderate

Results

PDO Indicators by Objectives / Outcomes

To improve the climate resilience of the Recipient's secondary road network				
▶ Improved planning process for transport network investment and maintenance toward climate resilience (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	Yes
Date	15-Jun-2022	--	15-Jun-2022	31-Aug-2028
Comments:	A measure of the uptake of spatial and sectoral planning tools (i.e., climate-informed road crash database) that improves the way that climate change is addressed in FSM's road sector.			
▶ Length of secondary road upgraded with climate resilience measures (Kilometers, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	13.50
Date	15-Jun-2022	--	15-Jun-2022	31-Aug-2028
Comments:	A cumulative measure of the kilometers of road upgraded with at least one of these climate resilience measures: pavements and surface strengthening; drainage improvements; spot slope stabilization; rock wall revetment strengthening and road safety improvements.			



► Vulnerable strategic secondary roads made more resilient to climate events (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	40.00
Date	15-Jun-2022	--	15-Jun-2022	31-Aug-2028
Comments:	<p>"More resilient" will be determined when resilience enhancements - recommended by the VA Consultant and/or Design Consultant and measured as intermediate outputs of the project – are undertaken through project works and the improved road is in use. Vulnerability will be assessed as a function of three main factors: • Exposure: Presence of infrastructure elements in a place likely to suffer damage. • Sensitivity: The degree to which a system is influenced, positively or negatively, by natural hazards, climate variability or climate change. • Adaptive capacity: The potential or capacity of a system to respond appropriately to climate change and variability. It includes adjustments in terms of behaviour and resources and technologies. The VA Consultant will define some numerical threshold above which a strategic secondary road is formally defined as "vulnerable" status.</p>			
► Enabling environment solutions identified and implemented for enhanced climate resilience (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	5.00
Date	15-Jun-2022	--	15-Jun-2022	31-Aug-2028
Comments:	<p>An 'enabling environment solution' is defined as a consulting service or goods contract that delivers outputs that strengthen institutional and regulatory functions.</p>			
► Population benefited from climate-resilient road improvements (work and/or technical assistance) (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	55.00
Date	15-Jun-2022	--	15-Jun-2022	31-Aug-2028
Comments:	<p>Measured by population who both directly and indirectly gain benefits from improvement of project interventions per total country population</p>			

Intermediate Results Indicators by Components

Component 1: Spatial and Sector Planning Tools				
► Road Crash database established and used to inform sector planning (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	Yes
Date	15-Jun-2022	--	15-Jun-2022	31-Aug-2028
Comments:	<p>A road crash database is created, maintained and used to inform sector planning, investment and maintenance</p>			



Component 2: Climate Resilient and Safe Infrastructure Solutions				
▶ Roads rehabilitated (Kilometers, Corporate)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	13.50
Date	15-Jun-2022	--	15-Jun-2022	31-Aug-2028
□ Roads rehabilitated - rural (Kilometers, Corporate Supplement)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	13.50
□ Roads rehabilitated - non-rural (Kilometers, Corporate Supplement)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	0.00
▶ Length of road rehabilitated with pavement strengthening (Kilometers, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	13.50
Date	15-Jun-2022	--	15-Jun-2022	31-Aug-2028
Comments:	Measurement of the length of road that have received periodic maintenance, repairs, rehabilitation or reconstruction of existing road pavement layers and/or surfacing, including provision of sealed shoulders and raising road levels.			
▶ Length of road with improved drainage (Kilometers, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	7.00
Date	15-Jun-2022	--	15-Jun-2022	31-Aug-2028
Comments:	Measurement of the length of road that has provision, reinstatement and/or lining of longitudinal drainage, replacement and/or increasing capacity of cross drainage culverts, improving open or covered outfalls, provision of subsoil drainage and cut-off drains			
▶ Length of road improved with spot slope stabilization (Meter(m), Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	135.00
Date	15-Jun-2022	--	15-Jun-2022	31-Aug-2028



Comments:	Measurement of the length of road that have been improved with spot slope stabilization, including widening and/or reducing slope of cuttings and fill embankments to reduce landslip risk, soil bioengineering and biotechnical stabilization techniques, and anchoring of unstable rock slopes.			
► Number of direct and indirect beneficiaries having enhanced access to road transport services (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	57,658.00
Date	15-Jun-2022	--	15-Jun-2022	31-Aug-2028
Comments:	Number of direct and indirect beneficiaries having enhanced access to road transport services as a result of interventions supported by the World Bank Group (including highways, secondary roads, rural roads): - Direct beneficiaries typically include the current and new users (normal, diverted, and generated traffic) of the road who will benefit from reductions in cost and time to travel and/or improvements in safety, quality, comfort. This would be reported as ADT, multiplied by an appropriate contextual occupancy factor per passenger car unit (PCU). - Indirect beneficiaries would include residents who live in the immediate hinterland of the road (within 2 km using the improved RAI methodology) who will benefit from improved safety along the road, higher environmental standards along the road, and the potential for increased access to local markets, job opportunities, and health and education services.			
► Climate resilient design packages completed (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	1.00
Date	15-Jun-2022	--	15-Jun-2022	31-Aug-2028
Comments:	Completion of climate resilient design packages to inform the works			

Component 3: Strengthening the Enabling Environment				
► Road safety audits completed (Number) (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	2.00
Date	15-Jun-2022	--	15-Jun-2022	31-Aug-2028
Comments:	Number of road safety audits conducted. Baseline, design and post-construction audits will be carried out for each site.			
► Access audits completed (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	2.00
Date	15-Jun-2022	--	15-Jun-2022	31-Aug-2028
Comments:	Number of access audits conducted. Baseline, design and post-construction road safety audits will be carried out for each site. The access audits will be part of the process and identify areas of concern and recommend related access improvements to selected infrastructure for persons with disabilities.			



► Transport Sector Data Management Unit is staffed and operational (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	Yes
Date	15-Jun-2022	--	15-Jun-2022	31-Aug-2028
Comments:	Local junior officer-level staff are hired for the Transport Data Collection Unit and then trained by a senior international consultant(s)			
□ Percentage of Transport Sector Data Management Unit staff who are female (Percentage, Custom Supplement)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	50.00
► Materials Testing Laboratory established and in use (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	Yes
Date	15-Jun-2022	--	15-Jun-2022	31-Aug-2028
Comments:	Establishment and operation of a government-owned road materials testing laboratory in FSM.			
► Percentage of wage employees in project activities who are female (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	20.00
Date	15-Jun-2022	--	15-Jun-2022	31-Aug-2028
Comments:	Wage employment generated by project activities allocated to females.			
► Strategic 10-year plan for women in STEM established (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	Yes
Date	15-Jun-2022	--	15-Jun-2022	31-Aug-2028
Comments:	In coordination with other development partners, support is provided to the transport department's gender equality program in the preparation of the 10-year strategic development programme for the establishment of the FSM Women in STEM Institute. The programme will be developed based on collection of nationwide data and consultations with key stakeholders (students, teachers, principals, women's organisations) across the country, which are currently underway. The goal of this plan will be to map out activities aimed at increasing women's participation in STEM education and careers.			
► Percentage of contractor staff trained on SEA and SH components of the Codes of Conduct (Percentage, Custom)				



	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	100.00
Date	15-Jun-2022	--	15-Jun-2022	31-Aug-2028
Comments:	Percentage of contractor staff trained on SEA and SH components of the Codes of Conduct			
► Motorization Management Policy Implementation Plan completed (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	Yes
Date	15-Jun-2022	--	15-Jun-2022	31-Aug-2028
Comments:	The proposed study would recommend motorization management policy instruments (e.g., combination of regulations and/or fiscal incentives) and institutional arrangements that if implemented will help FSM achieve the development outcomes including reduced environmental pollution and improved safety. The recommended policy instruments for implementation will consider the institutional arrangements and political economy in FSM.			

Citizen Engagement				
► Length of road upgraded using participatory design approaches (Kilometers) (Kilometers, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	8.80
Date	15-Jun-2022	--	15-Jun-2022	31-Aug-2028
Comments:	Participatory design approaches to engage landowners and occupiers in the design phase are described in the Resettlement Framework. The sites where such processes are used to inform the design will be recorded and the kilometer lengths combined.			
► Grievances registered related to delivery of project benefits that are addressed (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	75.00
Date	15-Jun-2022	--	15-Jun-2022	31-Aug-2028
Comments:	A measure of citizen engagement. Corporate requirement.			

Component 4: Contingent Emergency Response Component				
► Adoption of a CERC manual (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	Yes



Date	15-Jun-2022	--	15-Jun-2022	31-Aug-2028
Comments:	Adoption of a CERC manual			

Performance-Based Conditions

Data on Financial Performance

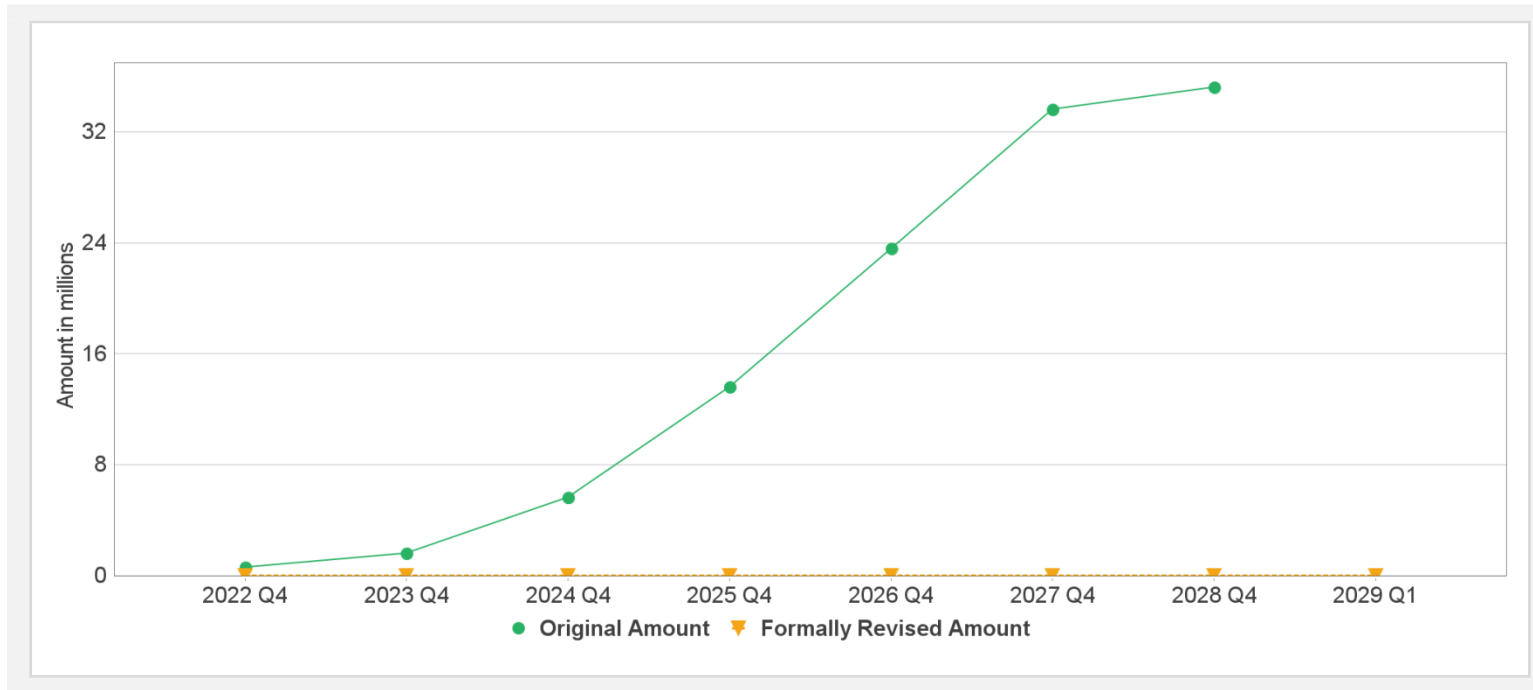
Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	% Disbursed
P177073	IDA-D9710	Not Effective	USD	35.25	35.25	0.00	0.00	34.08	0%

Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P177073	IDA-D9710	Not Effective	25-Mar-2022	25-Apr-2022	--	31-Aug-2028	31-Aug-2028

Cumulative Disbursements





Restructuring History

There has been no restructuring to date.

Related Project(s)

There are no related projects.
