



RESTRUCTURING PAPER
ON A
PROPOSED PROJECT RESTRUCTURING
OF
INTEGRATED FEEDER ROAD DEVELOPMENT PROJECT
APPROVED ON MAY 8, 2018
TO
REPUBLIC OF MOZAMBIQUE

TRANSPORT

EASTERN AND SOUTHERN AFRICA

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ABBREVIATIONS AND ACRONYMS

AF	Additional Financing
ANE	Administração Nacional de Estradas (National Roads Administration)
CERC	Contingent Emergency Response Component
DBST	Double Bituminous Surface Treatment
E&S	Environmental and Social
FA	Financing Agreement
FE	Fundo de Estradas
FM	Financial Management
GBV	Gender-based Violence
GoM	Government of Mozambique
GRM	Grievance Redress Mechanism
IDA	International Development Association
IFR	Interim Financial Report
IFRDP	Integrated Feeder Road Development Project
MOPHRH	Ministério das Obras Públicas, Habitação e Recursos Hídricos
MU	Moderately Unsatisfactory
NGO	Nongovernmental Organization
OHS	Occupational Health and Safety
OPRC	Output and Performance-based Road Contract
PDO	Project Development Objective
PIU	Project Implementation Unit
SDR	Special Drawing Rights
SEA	Sexual Exploitation and Abuse
SH	Sexual Harassment
SRSEI	Safer Roads for Socio-Economic Integration Program
STEP	Systematic Tracking of Exchanges in Procurement



BASIC DATA

Product Information

Project ID P158231	Financing Instrument Investment Project Financing
Original EA Category Partial Assessment (B)	Current EA Category Partial Assessment (B)
Approval Date 08-May-2018	Current Closing Date 31-Dec-2025

Organizations

Borrower Republic of Mozambique	Responsible Agency
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Project Development Objective (PDO)

Original PDO

The Project Development Objective is to enhance road access in selected rural areas in support of livelihoods of local communities and to provide immediate response to an eligible crisis or emergency as needed.

Summary Status of Financing (US\$, Millions)

Ln/Cr/Tf	Approval	Signing	Effectiveness	Closing	Net		
					Commitment	Disbursed	Undisbursed
IDA-D5180	30-Sep-2019	03-Oct-2019	18-Dec-2019	31-Dec-2025	110.00	46.81	59.34
IDA-D2490	08-May-2018	07-Jun-2018	29-Nov-2018	31-Dec-2024	150.00	139.72	8.73

Policy Waiver(s)

Does this restructuring trigger the need for any policy waiver(s)?

No



I. PROJECT STATUS AND RATIONALE FOR RESTRUCTURING

A. Project Background

1. The Integrated Feeder Roads Development Project (IFRDP) was approved by the World Bank Board of Directors on May 8, 2018, with a total estimated project cost of approximately US\$185 million equivalent, comprising an International Development Association (IDA) Grant (D2490) in the amount of US\$150 million equivalent and Government of Mozambique (GOM) counterpart financing of US\$35 million. The project became effective on November 29, 2018. An additional financing (AF) of US\$110 million IDA Grant (D5180) equivalent and GOM counterpart financing of US\$22 million was approved on September 30, 2019 and became effective on December 18, 2019. The project is implemented by the Ministry of Public Works, Housing and Water Resources, *Ministério das Obras Públicas, Habitação e Recursos Hídricos* (MOPHRH), Road Fund, *Fundo de Estradas* (FE), and Road Administration, *Administração Nacional de Estradas* (ANE).
2. The Project Development Objective (PDO) is to enhance road access in selected rural areas in support of livelihoods of local communities and to provide immediate response to an eligible crisis or emergency as needed. The Project consists of five components:
 - (a) **Component 1: Rehabilitation and maintenance of feeder roads (estimated at US\$ 221 million equivalent, of which US\$182.5 million financed by IDA).** This component finances rehabilitation and maintenance works on sections of secondary, tertiary, adjacent, and unclassified roads to enhance mobility in selected districts in Zambezia, Nampula, Sofala, Manica, Tete, and Cabo Delgado Provinces, including design studies and supervision activities. The types of interventions include rehabilitation of bridges and culverts, graveling, surface treatment, and routine/periodic maintenance.
 - (b) **Component 2: Rehabilitation of primary road networks (estimated at US\$ 80 million equivalent, of which US\$62.5 million financed by IDA).** This component supports the rehabilitation of about 70 km of primary roads in Zambezia province to enhance connectivity to markets, ports, and other economic and social services. The intervention includes, among other things, improvement of road safety facilities, improvement of intersections, surface rehabilitation, and rehabilitation or reconstruction of culverts. The project has adopted the Output and Performance-based (OPRC) approach to implement rehabilitation and maintenance works.
 - (c) **Component 3: Pilot rural transport services (estimated at US\$ 2.5 million equivalent financed by IDA).** This component supports a pilot rural transport services program on selected feeder roads, under Component 1, to improve mobility and access to economic and social services to population groups in the target areas. It includes, an assessment of existing transport services, identification of market barriers to provision of transport services, and the use of information and communication technology-based solutions to connect services and end users in a reliable and cost-effective manner. The pilot is intended to benefit local communities near road improvement investments through expanded access to markets, services, and agricultural inputs.
 - (d) **Component 4: Capacity building and project administration (estimated at US\$ 13.5 million equivalent, of which US\$12.5 million financed by IDA).** This component finances: (a) improvement of road asset



management at the national and provincial levels; (b) capacity building on road safety, including education, enforcement, engineering, and emergency response; (c) technical assistance for promoting Public Private Partnership (PPP) for the road sector; (d) enhancement of climate resilience in planning and management of road infrastructure; and (e) capacity building of a local engineering university on road engineering. This component also provides support and capacity building for improved management in implementation and supervision of the project, social and environmental management and safeguards, identification and mitigation of gender disparities, and mainstreaming citizen engagement in the road sector.

- (e) **Component 5: Contingency Emergency Response.** This component enables rapid financing through a reallocation of uncommitted project funds in the event of a natural disaster, either by a formal declaration of a national or regional state of emergency or upon a formal request from the Government of Mozambique. Component 5 will use the IDA Immediate Response Mechanism.

B. Project implementation

3. **Progress towards achievement of PDO is Moderately Satisfactory.** The project has approximately two years and six months remaining in the implementation schedule, estimated to be enough to carry out all activities identified in the restructured, smaller project. In this scenario, most activities under the 2019 AF Grant would be dropped, and the funds would be moved to ensure completion of the activities in the parent project. The 2018 parent project activities focused in Zambezia and Nampula under Component 1 and Component 2 making reasonable implementation progress for civil works activities that have commenced. At least 55 percent of these feeder road works under Component 1 have been completed, and there is an overall rehabilitation progress of 73 percent. The remaining project timeline is estimated to be sufficient for the ongoing works under Component 1 and Component 2. The feeder roads activities under Component 1 identified for the 2019 AF Grant have not started. This is on account of delays experienced by the project due to the 2021 project suspension and heavy rains and cyclones Ana and Gombe in 2022, compounded by a funding gap which has restricted the commitments of new activities – incurring further delays.
4. **However, overall implementation progress is rated Moderately Unsatisfactory.** The project has a funding gap of approximately US\$69 million identified in 2022, on account of the lack of the GOM counterpart funds amounting to US\$57 million and SDR exchange rate loss of US\$12 million¹. There continues to be slow implementation progress in Component 2, none of the civil works under the 2019 AF Grant Component 1 have started, and Component 3 activities have not been implemented. Detailed progress of the project by component is provided below.
5. **Environmental and Social Safeguards.** The Overall safeguards rating is Moderately Satisfactory, as the implementation of the 2021 action plan agreed during the suspension progresses². Compliance with environmental and social safeguards requirements has improved but requires close follow up. The task team identified and flagged to ANE during the March 2023 mission, non-compliance with environmental and social safeguards (E&S) requirements

¹ Based on information obtained from Client Connection as of May 31, 2023. The SDR amount is expected to fluctuate over time.

² IFRDP was suspended in June 2021 on account of SEA/GBV cases reported under the project between March and May 2021. An action plan was put forward by the GoM and a series of measures were agreed to address the failures identified at the contract level as well as measures to further strengthen the institutional capacity and the systems in place to manage safeguards risks in the project including those of SEA/SH. The suspension was lifted in October 2021 subject to implementation of actions, including safeguards, among which are hiring of environmental and social safeguards specialists, GBV advisors and specialists, GBV communications specialist, as well as consulting firms including SEA/GBV Third Party Monitoring firm, and SEA/GBV Service Provider.



(such as the need to ensure screening of subprojects prior to works, monitoring and reporting on progress of works, and appropriate waste management measures), and has provided guidance on the actions required. ANE/FE has made significant progress on the GRM implementation, with the preparation of the GRM Manual, launching of the digital platform to report and monitor grievances, and the conclusion of the majority of the agreed action plan for the GRM implementation. In addition, all interventions for borrow pits, deviations and bridge reconstruction that involved resettlement and compensation processes have been updated and cleared. Mining and environmental licenses have been granted for all active quarries and borrow pits. ANE/FE will continue to track the environmental licensing of the borrow pits and quarries that are used under the IFRDP, especially if any new sites are to be used during the maintenance phase.

6. **Financing Gap and Cost Overrun.** In order to address the impact of the project's funding gap of US\$69 million, ANE/FE decided to drop activities that have not commenced under the 2019 additional financing (AF) and reallocate the budget towards activities currently under implementation in the parent project. The project experienced a cost overrun (i) on account of the escalating cost of works linked to the indices used for the adjustment of contractual prices; (ii) additional administrative costs following the creation of the Project Implementation Unit (PIU) at ANE and recruitment of staff to support project implementation following the suspension of the project in 2021; (iii) new government taxes; and (iv) replacement of bridge on Elege River (instead of repairs as originally planned) due to damages incurred during Cyclone Gombe.
7. **Financial Management.** The financial management (FM) performance rating is Moderately Satisfactory. A recent FM supervision (May 2023) included a review on budgeting, accounting, financial reporting, funds flow, disbursements, internal controls, including internal audit and external audit arrangements, and concluded that the ANE/FE has ensured compliance with FM and disbursement requirements of Bank-financed projects. To date, the project registered a disbursement of US\$160 million, which is 63.8 percent of the total IDA funds.
8. **Procurement.** The procurement rating is Moderately Unsatisfactory (MU) and the risk is High (H) because of weak procurement and serious issues in contract management at ANE. There are red flags in the Systematic Tracking of Exchanges in Procurement (STEP) for all activities pending and under implementation. Out of a total of 195 activities in STEP, 69 were cancelled which demonstrates weak planning. Furthermore, several activities that are under implementation have red flags which are either related to implementation delays or poor record keeping.
9. **Component 1: Rehabilitation and Maintenance of Feeder Roads.** This is rated Moderately Satisfactory. Regarding the 2018 parent project activities, nine contracts in Zambezia and 11 contracts in Nampula were signed to rehabilitate 1,386.5 km (759.2 km in Zambezia and 627.3 km in Nampula) of feeder roads and drainage structures. The overall implementation progress has improved with the completion of several feeder roads works contracts which have now entered the maintenance phase. The average implementation progress of the road rehabilitation works stands at 73 percent. The feeder roads under Component 1 identified for the 2019 AF Grant have not commenced due to the 2021 project suspension of activities and the funding gap identified in 2022.
10. **Component 2: Rehabilitation of Primary Roads.** This is rated Moderately Unsatisfactory. An OPRC contract for the design and civil works for the rehabilitation of road N10 from Quelimane to Nicoadala and part of road N1 from Nicoadala to Namacurra in Zambezia Province (67km) was signed in November 2020. However, progress of rehabilitation works stand at 16 percent to date. The slow progress is attributed to delay in land acquisition as well as



to relocation of utilities, project suspension in 2021, and heavy rains and cyclones Ana and Gombe in 2022 and cyclone Freddy in 2023 which resulted in damages to road works which required further repairs. With respect to maintenance, the contractor completed the initial pothole patching and Double Bituminous Surface Treatment (DBST) repairs, shoulder edge break repairs, culvert cleaning, grass cutting and repair or replacement of traffic signs for the entire road section. Monitoring of performance indicators, both management performance and road user service, is ongoing.

11. **Component 3: Pilot Rural Transport Services.** This is rated Unsatisfactory as no activity was implemented. The implementation of this component never began and the proposed approach to service provision not finalized. (see paragraph 18 for additional information).
12. **Component 4: Capacity Building and Project Administration.** This is rated Moderately Satisfactory. Project administration at ANE is improving with the creation of a dedicated PIU to manage environmental and social safeguards responsibilities of IFRDP. At project appraisal in 2018 it was envisaged that ANE and the Road Fund would be responsible for day-to-day implementation of the IFRDP, without a project dedicated implementation unit (PIU). Similar arrangements were envisaged for the 2019 AF Grant. Following the 2021 project suspension, it was recommended to further strengthen the implementation arrangements with the creation of a PIU. Important progress has been made on the hiring of key PIU staff requested as part of the 2021 suspension lifting action plan. Out of ten positions³, the recruitment of six PIU staff have been completed, with the exception of two Gender Based Violence (GBV) Specialists and two Social Development Specialists (one each for Nampula and Zambezia provinces), which is being relaunched, due to difficulties with recruiting civil servants from other ministries.

C. Rationale for Restructuring

13. The GOM in a letter dated May 26, 2023, requested a restructuring of the project to:
 - (a) drop activities that have not commenced under the AF in the provinces of Sofala, Manica, Tete and Cabo Delgado;
 - (b) reallocate uncommitted project funds from the AF to the parent project;
 - (c) reduce activities in the parent project while retaining the critical works underway on the trunk road network;
 - (d) revise the results framework; and
 - (e) provide additional funds of US\$25.5 million to cover the funding gap for signed contracts that are under implementation, anticipating further SDR exchange rate losses until the project closing date, road safety interventions, and repair to damages under the project due to cyclone Freddy.

II. DESCRIPTION OF PROPOSED CHANGES

14. The proposed restructuring is based on a two-phase approach:

³ (i) Two GBV Specialists (Nampula and Zambezia); (ii) Two Social Development Specialists (Nampula and Zambezia); (iii) Two Environmental Specialists (Nampula and Zambezia); (iv) One GBV-dedicated Communication Specialist at the PIU level; (v) one Senior Specialist on Environment & OHS at HQ level; (vi) one Senior Specialist on Social / SEA/SH at HQ level; and (vii) International Roads and Bridge Engineer.



- (a) **Phase 1: This Restructuring Paper seeks Country Director’s clearance to process a Level II restructuring for the IFRDP.** The restructuring would comprise rescoping activities (including revision of costs) under Components 1 and 2, dropping Component 3, dropping GOM counterpart contribution of US\$ 57 million under the project and revisions to the results framework. The restructuring will include an amendment to the 2019 financing agreement (FA) to amend Schedule 1 (Project Description) to drop Part 3 and adjust the disbursement category table in Schedule 2 Section III.A.
- (b) **Phase 2: Processing of an Additional Financing.** Considering the proposed modifications, a funding gap of up to US\$ 11.5 million is still anticipated for contracts that are under implementation. This funding gap will be revisited in a few months. Moreover, there may be a need for added funds to cover: (i) damages to project roads and bridges due to Cyclone Freddy in March 2023, that are not covered under the emergency action plan of the CERC ⁴ that was approved by the Ministry of Finance and Economy in April 2023, (ii) a pilot on rural transport services under Component 1, and (iii) road safety interventions under the safe journeys to school children program under Component 2 of the project. With these additional items, the overall anticipated additional resources, including the funding gap, may vary between US\$ 11.5 million to US\$25.5 million. The GOM has taken a decision to borrow additional resources from the World Bank to fund the gap. Subject to availability and confirmation of funds by Bank management, an additional finance will be processed in FY24 to cover the funding gap and any additional activities mentioned above.
15. Under the present Phase 1 restructuring, there will be no change to the PDO. There will be no change to the safeguard policies triggered nor to the implementation arrangements. The overall risk rating remains unchanged. There will be reallocation between disbursement categories. The project’s results framework will be revised accordingly. A description of the proposed changes under the initial restructuring is summarized below.
16. **Component 1: Rehabilitation and Maintenance of Feeder Roads.** The changes under this component are related to the reduction in scope of works and the geographic coverage of the project. Following the 2019 AF, the project was scaled up from two provinces of Zambezia and Nampula to include rehabilitation and maintenance works in the four additional provinces of Sofala, Manica, Tete, and Cabo Delgado that were affected by Cyclones Idai and Kenneth. However, as a result of the cost overrun and funding gap, the implementation of rehabilitation and maintenance works in the four 2019 AF provinces will no longer be included under this grant.
17. **Component 2: Rehabilitation of Primary Roads.** The component will be adjusted to align with the project budget. The rescoping will involve (i) limiting the width of the urban section in the municipality of Quelimane to the existing right of way (RoW) and not widening⁵ the current carriageway while making provision for cycle lanes and pedestrian walkways; (ii) the bridge rehabilitation works under the OPRC contract to include replacement of bridge on Elege River (instead of repairs as originally planned), while other bridge works will undergo maintenance and repair works.

⁴ ANE is currently implementing emergency activities financed under CERC from three projects, totaling to US\$56.4 million. The activities include among others the repair and maintenance of roads (rural and urban), bridges, drainage structures, and urban drainage network.

⁵ Maintaining the current carriageway would not allow a provision for a parking lane along the urban section since the space will be taken by the cycle lanes. However, there will be provision for bus stops at some intervals along the urban section for public transport to safely pull off the carriageway.



18. **Component 3: Pilot Rural Transport Services.** Given that activities under this component could not be implemented to date, the GOM has proposed to drop this component from the project given the lack of adequate funds. Support for rural transport services will continue to be part of the transport sector engagement, as is included under the Safer Roads for Socio-Economic Integration Program (SRSEI) approved by the World Bank in August 2022. Terms of references developed under IFRDP will be used to inform the design of rural transport services under SRSEI project. The Component 2 *Community Engagement and Women Empowerment*, under the SRSEI which is targeted for implementation in the Zambezia region (region covered under the IFRDP as well), includes support for public transportation and nonmotorized transport (intermediate means of transport to reduce transport burden on rural women and increase accessibility) and will therefore support the implementation of rural transport services in Zambezia which was initially planned under IFRDP. The proposed Phase 2 restructuring to add funding for ongoing activities for which there is a funding gap of up to \$11.5 million mentioned above, will also explore the possibility of doing a pilot on rural transport services in Nampula (implemented via Component 1 of the proposed restructured project), in tandem to the activities to be developed under SRSEI in Zambezia region.
19. **Component 4: Capacity Building and Project Administration.** This component will be scaled up to incorporate new activities following implementation of the suspension lifting action plan, including hiring of PIU staff.
20. **Component 5: Contingency Emergency Response.** This component will remain unchanged.
21. **Updated Components and Costs.** In line with the proposed changes in the project scope described above, the components and costs will be updated. The restructured project will have four components, as Component 3 (Pilot Rural Transport Services) will be dropped. The proposed restructuring will be reflected in the project components as described below.

Table 1: Revised Project Financing (US\$ millions)

Project Components	Project Allocation (Parent Project and AF)			Revised Project Allocation Restructuring			Remarks
	IDA	GOM	Total	IDA	GO M	Total	
Component 1: Rehabilitation and Maintenance of Feeder Roads	182.5	38.50	221.00	145.50	0.00	145.50	Scaled down
Component 2: Rehabilitation of Primary Roads	62.50	17.50	80.00	90.50	0.00	90.50	No changes in scope, however there is change



							in cost due to budget overrun and funding gap
Component 3: Pilot Rural Transport Services	2.50	0.00	2.50	0.00	0.00	0.00	Proposed to be dropped
Component 4: Capacity Building and Project Administration	12.50	1.00	13.50	24.00	0.00	24.00**	Scaled up with PIU establishment
Component 5: Contingency Emergency Response	0.00	0.00	0.00	0.00	0.00	0.00	No changes
Total Project Financing	260.00	57.00	317.00	260.00*	0.00	260.00*	

*Based on Client connection SDR exchange rate (1SDR = 1.331620 US\$) data of May 30, 2023, available US\$ equivalent is estimated as US\$ 248,480,292, leading to a funding gap of US\$ 11.5 million compared to when the funds had been allocated.

**Reallocation based on the actual signed amount of US\$24 million. A contract of up to US\$4 million is expected to be processed in STEP for SEA/SH monitoring.

22. **Amendment to Schedule 2 Section III.A of IDA-D5180.** There will be reallocation between disbursement categories and the disbursement table in Schedule 2 Section III.A is revised to allow the AF grant to finance 100 percent of eligible expenditures identified under the parent project. The AF needs to finance all parts of the parent project due to cost overrun and lack of counterpart funds. A proposed disbursement table is presented in Table 2 below.

Table 2: Proposed Disbursement Table

Category	Amount of the Additional Grant Allocated (expressed in SDR)	Percentage of Expenditures to be Financed (inclusive of Taxes)
(1) *Goods, works, non-consulting services, consulting services, and Operating Costs for Parts 1 and 4 of the Project	2,747,534*	100%
(2) Emergency Expenditures under Part 4 of the Project	0	100%
(3) Goods, works, non-consulting services, consulting services, and Operating Costs of the Project	77,652,466	100%
TOTAL AMOUNT	80,400,000	

* Category closed

23. **Change in Results Framework.** In view of GOM request for project restructuring, the results framework and monitoring indicators are being revised to reflect the change in project scope in relation to Components 1 and 3. Relevant intermediate results indicators will be revised to better align them with the changes in scope under the project, and to reflect implementation progress more accurately. The changes to the results framework will involve revising the targets for: (i) length of unpaved feeder roads under area-based rehabilitation and maintenance contracts in Component 1 from 2,400 to 1,400km, and (ii) dropping all indicators under Component 3 – rural transport services. The proposed changes in the results framework are provided in the project datasheet.



24. **Lessons Learned and mitigation measures (to be considered for the Phase 2 of the restructuring and potential Additional Financing).**

- (a) **Increase allocated contingency** for civil works activities, to account for the high number of extreme natural hazards that are likely to occur during the project implementation timeline, the related suspension of works and added infrastructure to be rehabilitated.
- (b) **Consider a phased regional/provincial approach for works** and a **“time contingency”** included in the project design when rolling out civil works contracts over several large geographical areas. This would accommodate limited PIU capacity with contract management and focus on challenges in one region at a time, with a time buffer included for unforeseen events.
- (c) **Increase presence of ANE on site through decentralized supervision** and **remote monitoring tools** to ensure closer project monitoring and higher presence on those sites with identified implementation challenges.
- (d) **Prioritize that full staff are mobilized as per project covenants.** A key challenge observed throughout the first half of project implementation, was that the key resource personnel (ANE or PIU) identified as essential in the project covenants had not been fully mobilized within the agreed timelines. The mobilization of specialists with procurement skills, as well as social and environmental safeguards skills took over a year due to lack of qualified candidates. Initiatives such as the Center of Excellence to be piloted under the SRSEI are expected to increase the pool of expertise in the country over the medium term.
- (e) **Completion of land acquisition prior to commencement of civil works.** Given the delay experienced in the implementation of road contracts, land acquisition and relocation of utilities should be prioritized and completed ahead of the award of civil works contracts to minimize delays.

III. SUMMARY OF CHANGES

	Changed	Not Changed
Results Framework	✓	
Components and Cost	✓	
Reallocation between Disbursement Categories	✓	
Implementing Agency		✓
DDO Status		✓
Project's Development Objectives		✓
PBCs		✓
Loan Closing Date(s)		✓
Cancellations Proposed		✓
Disbursements Arrangements		✓
Disbursement Estimates		✓



Overall Risk Rating		✓
Safeguard Policies Triggered		✓
EA category		✓
Legal Covenants		✓
Institutional Arrangements		✓
Financial Management		✓
Procurement		✓
Implementation Schedule		✓
Other Change(s)		✓
Economic and Financial Analysis		✓
Technical Analysis		✓
Social Analysis		✓
Environmental Analysis		✓

IV. DETAILED CHANGE(S)

COMPONENTS

Current Component Name	Current Cost (US\$M)	Action	Proposed Component Name	Proposed Cost (US\$M)
Rehabilitation and Maintenance of Feeder Roads	221.00	Revised	Rehabilitation and Maintenance of Feeder Roads	145.50
Rehabilitation of Primary Road Network	80.00	Revised	Rehabilitation of Primary Road Network	90.50
Pilot Rural Transport Services	2.50	Marked for Deletion	Pilot Rural Transport Services	0.00
Capacity Building and Project Administration	13.50	Revised	Capacity Building and Project Administration	24.00
Contingency Emergency Response	0.00	No Change	Contingency Emergency Response	0.00
TOTAL	317.00			260.00

REALLOCATION BETWEEN DISBURSEMENT CATEGORIES



The World Bank

Integrated Feeder Road Development Project (P158231)

Current Allocation	Actuals + Committed	Proposed Allocation	Financing % (Type Total)	
			Current	Proposed
IDA-D5180-001 Currency: XDR				
iLap Category Sequence No: 1	Current Expenditure Category: Goods, works, non-consulting services, consulting services, and Operating Costs for Parts 1 and 4 of the Project			
80,400,000.00	2,747,533.77	2,747,534.00	100.00	100.00
iLap Category Sequence No: 2	Current Expenditure Category: Emergency Expenditures under Part 4 of the Project			
0.00	0.00	0.00	100.00	100.00
iLap Category Sequence No: 3	Current Expenditure Category: Goods, works, non-consulting services, consulting services, and Operating Costs of the Project			
0.00	0.00	77,652,466.00		100
Total	80,400,000.00	2,747,533.77	80,400,000.00	



Results framework

COUNTRY: Mozambique

Integrated Feeder Road Development Project

Project Development Objectives(s)

The Project Development Objective is to enhance road access in selected rural areas in support of livelihoods of local communities and to provide immediate response to an eligible crisis or emergency as needed.

Project Development Objective Indicators by Objectives/ Outcomes

Indicator Name	PBC	Baseline	Intermediate Targets							End Target	
			1	2	3	4	5	6	7		
Enhance road access in selected rural areas											
Rural accessibility (% of rural population within 5 kilometers of good condition roads) in the project areas (Percentage)		22.04	25.00	27.00	30.00	35.00	40.00				45.00
Action: This indicator has been Revised											
RAI (Rural Accessibility Index calculated as % of rural population within 2 km of good condition roads) in the project areas (Percentage)		12.00	15.00	18.00	20.00	23.00	23.00				26.00



Indicator Name	PBC	Baseline	Intermediate Targets							End Target
			1	2	3	4	5	6	7	
Road conditions measured as roads in good and fair condition as a share of total road network in project areas (Percentage)		40.00	0.00	0.00	40.00	55.00	80.00	80.00	80.00	80.00
Access to markets from land with high agriculture potential in Nampula and Zambezia provinces (Square kilometer(km2))		9,300.00	9,300.00	10,300.00	12,000.00	14,000.00	14,000.00	14,000.00	14,000.00	14,000.00

Intermediate Results Indicators by Components

Indicator Name	PBC	Baseline	Intermediate Targets							End Target
			1	2	3	4	5	6	7	
Rehabilitation and Maintenance of Feeder Roads										
Length of unpaved feeder roads under area-based rehabilitation and maintenance contracts (Kilometers)		0.00	0.00	0.00	800.00	1,200.00	1,400.00	1,400.00	1,400.00	1,400.00
Action: This indicator has been Revised	Rationale: The length of unpaved feeder roads under area-based rehabilitation and maintenance contracts in Component 1 from 2,400 to 1,400km.									



Indicator Name	PBC	Baseline	Intermediate Targets							End Target
			1	2	3	4	5	6	7	
Bridges, drifts, and culverts selected for rehabilitation or reconstruction on feeder roads in the project areas (Percentage)		0.00	0.00	0.00	0.00	40.00	50.00	65.00	85.00	100.00
<i>Action: This indicator has been Revised</i>										
Pilot for Routine Maintenance through Microenterprises designed, implemented, and evaluated (Text)		No pilot	No pilot	Pilot has been designed	Pilot is under first year implementation	Pilot is second year implementation	Pilot has been evaluated			Pilot has been evaluated
<i>Action: This indicator has been Revised</i>										
Rehabilitation of Primary Road Network										
Roads Rehabilitated (Percentage)		0.00	0.00	0.00	20.00	30.00	50.00	60.00	80.00	100.00
<i>Action: This indicator has been Revised</i>										
Roads Rehabilitated - rural (Percentage)		0.00	0.00	0.00	40.00	60.00	80.00	100.00	100.00	100.00



The World Bank

Integrated Feeder Road Development Project (P158231)



The World Bank

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