



Comoros Interisland Connectivity Project (P173114)

EASTERN AND SOUTHERN AFRICA | Comoros | IBRD/IDA | Investment Project Financing (IPF) | FY 2022 | Seq No: 9 |
Archived on 23-Jun-2025 | ISR04604

1. OBJECTIVE

1.1 Development Objective

Original Development Objective (Approved as part of Approval package on 20-May-2022)

The Project Development Objective is to improve maritime transport climate resilience between the islands.

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

Yes

Current Development Objective (Approved as part of Additional Financing package Seq. 1 on 31-May-2023)

The Project Development Objective is to improve maritime transport climate resilience between the islands.

2. COMPONENTS

Name

Improvement of climate resilience of port infrastructure:(Cost 30,000,000.00)

Implementation Support and Capacity Building:(Cost 10,000,000.00)

Contingency Emergency Response:(Cost 0.00)

3. OVERALL RATINGS

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



4. KEY ISSUES & STATUS

4.1 Implementation Status and Key Decisions

1. **The project implementation has been delayed for various technical reasons.** Especially for the Port Boingoma rehabilitation works (SOP1), the project has lost nine months to decide a borrow pit to be used for constructing breakwater and means of transport to convey materials. For the secondary ports (SOP2), the preliminary detailed design (APS) has also been delayed because of complexity of bathymetric conditions in the sites and anticipated cost overruns.
2. **Component 1. Port Boingoma.** The implementation has been delayed due to technical investigation of borrow pits. The port rehabilitation contract was awarded in January 2024. With the supervision consultant recruited in March 2024, the rehabilitation works were formally launched on July 29, 2024. Despite the contract, the contractor proposed land transportation to transport materials and a new borrow pit at Bandar Salam. After the technical and comparative analyses, the Government decided to keep using the original Domoni site because of significant environmental risks involved in the exploitation of Bandar Salam. The first lot (mobilization and construction of breakwater) will take 18 months, followed by the second lot (construction of quays and superstructures) for another one year.
3. **Component 2 (only SOP2).** Secondary Ports and Passenger Boat Program. A consulting firm recruited in January 2025 is currently preparing D/D, ESIA, RAP and bidding documents for the two secondary ports at Vassy and Ouroveni. The APS was delivered in April 2025. To contain the estimated costs, the study proposed to adjust the port sites by several hundred meters and adopt a new geosynthetic technology. With all technical and financial constraints taken into account, the APD, ESIA and RAP will be finalized by August 2025.
4. **Component 3. Implementation support/Technical assistance.** The technical assistance (TA) to support the PPP operations for Port Boingoma and the new passenger boat program has been advanced. The contract is expected to be awarded by end-August 2025. To support a national maritime transport academy at the national fishery and maritime school (ENPMM), including a GBV/SEA/SH training module, a need assessment was carried out. The contract is expected to be signed by end-June 2025. While the TA for ANAM to enforce maritime safety was advanced, the TA to support the national port authority (SCP) is lagging.

5. SYSTEMATIC OPERATIONS RISK-RATING TOOL

Risk Category	Rating at Approval Approval Package - 20 May 2022	Last Approved Rating ISR Seq. 08 - 18 Nov 2024	Proposed Rating
Political and Governance	● Moderate	● Moderate	● Moderate
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	● Moderate	● Moderate
Fiduciary	● Substantial	● Substantial	● Substantial
Environment and Social	● High	● High	● High
Stakeholders	● Moderate	● Moderate	● Moderate
Other	● Substantial	● Low	● Low
Overall	● Substantial	● Substantial	● Substantial



6. RESULTS

6.1 PDO Indicators by PDO Outcomes

Enhance climate resilience of maritime transport								
Indicator Name	Baseline		Actual (Previous)		Actual (Current)		Closing Period	
	Value	Month/Year	Value	Date	Value	Date	Value	Month/Year
Number of days each year when Port Boingoma is nonoperational because of weather conditions (Days)	216.00	Mar/2021	216.00	11-Jul-2022	216.00	11-Jul-2022	20.00	Jun/2028
	Comments on achieving targets		This indicator measures the improvement of maritime transport resilience by ensuring that number of days of inoperability of the Port Boingoma per year after its rehabilitation is reduced to days when ferries cannot sail due to weather condition. It is expected that climate change may increase the severity of storms. The project includes deployment of protection infrastructure to ports and harbors to provide greater resilience to ocean waves.					

6.2 Intermediate Results Indicators by Components

Improvement of climate resilience of port infrastructure								
Indicator Name	Baseline		Actual (Previous)		Actual (Current)		Closing Period	
	Value	Month/Year	Value	Date	Value	Date	Value	Month/Year
Port Boingoma is rehabilitated (Yes/No)	No	Mar/2021	No	29-Oct-2024	No	29-Oct-2024	Yes	Jun/2028
	Comments on achieving targets		To be consistent with the Corporate Score/Result Indicators, the number of population in Moheli Island who depend on the Port Boingoma for food and consumption goods is considered as two CRIs: (i) Millions of people that benefit from improved access to sustainable transport infrastructure and services, and (ii) Millions of people with enhanced resilience to climate risks. The rehabilitation of Port Boingoma aims to ensure long-term					



			climate resilience. Repairs and retrofits that reduce vulnerability to climate risks will be included in the construction/rehabilitation design specifications.					
Port Boingoma is rehabilitated (Yes/No)	No	Mar/2021	No	29-Oct-2024	No	29-Oct-2024	Yes	Jun/2028
	Comments on achieving targets		To be consistent with the Corporate Score/Result Indicators, the number of population in Moheli Island who depend on the Port Boingoma for food and consumption goods is considered as two CRIs: (i) Millions of people that benefit from improved access to sustainable transport infrastructure and services, and (ii) Millions of people with enhanced resilience to climate risks. The rehabilitation of Port Boingoma aims to ensure long-term climate resilience. Repairs and retrofits that reduce vulnerability to climate risks will be included in the construction/rehabilitation design specifications.					
Climate resilience strategy in the maritime sector is developed (Yes/No)	No	Mar/2021	No	29-Oct-2024	No	29-Oct-2024	Yes	Jun/2028
	Comments on achieving targets		The indicator checks if the climate resilience strategy in the maritime sector has been developed and adopted.					
Implementation Support and Capacity Building								
Indicator Name	Baseline		Actual (Previous)		Actual (Current)		Closing Period	
	Value	Month/Year	Value	Date	Value	Date	Value	Month/Year
Establishment of a national maritime training center (Yes/No)	No	Mar/2022	No	20-Jun-2024	No	20-Jun-2024	Yes	Jun/2028
	Comments on achieving targets		The Project will support ANAM to establish a national maritime training program to foster skilled labor, especially female professionals, in the port and maritime transport sector.					
Share of women that are trained for skilled maritime affairs under the training center and are certified by a recognized authority (Percentage)	0.00	Mar/2022	0.00	20-Jun-2024	0.00	20-Jun-2024	20.00	Jun/2028
	Comments on achieving targets		The share of women professionals in the maritime sector that are trained and certified under the National Maritime Training Center program, of which the establishment will be supported by the Project. The program will be focused on ship maintenance, ship operations, safety management and port operations and other skilled maritime affairs.					
	0.00	Mar/2021	0.00	20-Jun-2024	0.00	20-Jun-2024	20.00	Jun/2028

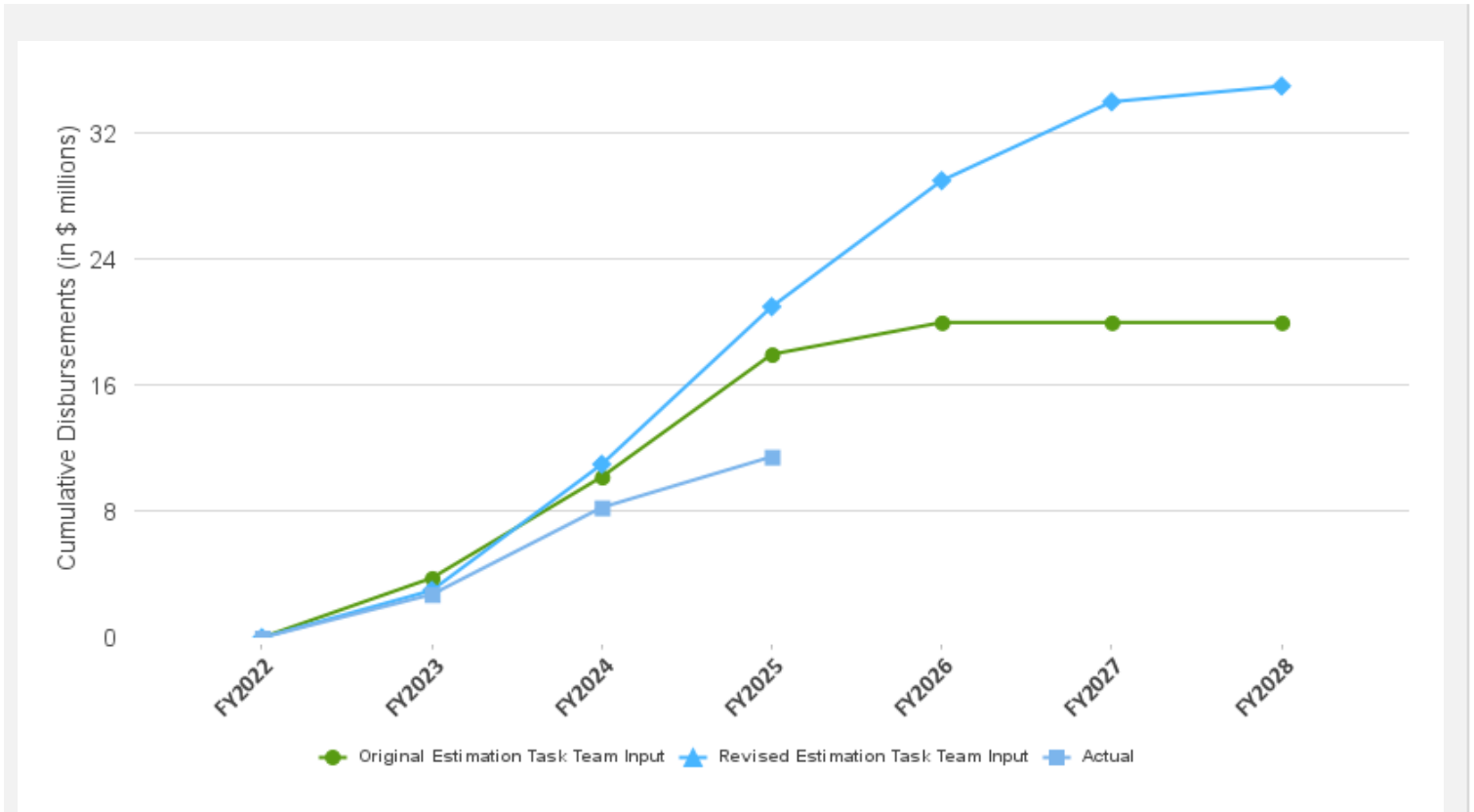


Number of operators and stakeholders with training on GBV/SH in the maritime transport sector (Number)	Comments on achieving targets		This indicator measures the number of operators and stakeholders in the maritime transport sector, who received training on GBV/SH to recognize, appropriately intervene GBV/SH events and provide information to survivors.					
Comoros Port Authority fully operationalized (Yes/No)	No	Mar/2021	No	20-Jun-2024	No	20-Jun-2024	Yes	Jun/2028
	Comments on achieving targets		The indicator checks if the Comoros Port Authority is fully operationalized					
Legal framework for public-private partnerships formalized (Yes/No)	No	Mar/2021	No	20-Jun-2024	No	20-Jun-2024	Yes	Jun/2028
	Comments on achieving targets		The indicator checks if the legal framework for public-private partnerships has been formalized					
Satisfaction rating by project beneficiaries (Percentage)	0.00	Mar/2022	0.00	20-Jun-2024	0.00	20-Jun-2024	75.00	Jun/2028
	Comments on achieving targets		The indicator measures the satisfaction rating by project beneficiaries administered through a survey questionnaire on an annual basis.					
Percentage of complaints responded and/or resolved within the stipulated standard for response times (Percentage)	0.00	Mar/2021	0.00	20-Jun-2024	0.00	20-Jun-2024	75.00	Jun/2028
	Comments on achieving targets		The indicator tracks the number of complaints responded and/or resolved within the stipulated standard for response times.					
Installation of maritime communication and safety equipment at ports (Yes/No)	No	Feb/2023	No	20-Jun-2024	No	20-Jun-2024	Yes	Jun/2028



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-70860	Effective	10.00	10.21	0.00	1.94	8.10	19.35%
IDA-E0190	Effective	10.00	9.74	0.00	9.54	0.00	99.90%
IDA-E2000	Effective	15.00	14.98	0.00	0.00	14.98	0%

7.3 Key Dates (by loan)

Loan/Credit/TF	Status	Approval	Signing	Effectiveness	Orig. Closing	Rev. Closing
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IDA-70860	Effective	20-May-2022	07-Jun-2022	22-Aug-2022	28-Jun-2028	30-Jun-2028
IDA-E0190	Effective	20-May-2022	07-Jun-2022	22-Aug-2022	28-Jun-2028	30-Jun-2028
IDA-E2000	Effective	31-May-2023	21-Jun-2023	08-Aug-2023	30-Jun-2028	30-Jun-2028

8. KEY DATES

Key Events	Planned	Actual
Approval	20-May-2022	20-May-2022
Effectiveness	22-Aug-2022	22-Aug-2022
Mid-Term Review No. 01	10-Dec-2025	
Operation Closing/Cancellation	30-Jun-2028	

9. RESTRUCTURING HISTORY

Restructuring Level 2 Approved on 08-Dec-2022

10. ASSOCIATED OPERATION(S)

There are no associated operations