



## Kandy Multimodal Transport Terminal Development Project (P172342)

SOUTH ASIA | Sri Lanka | Transport Global Practice |  
IBRD/IDA | Investment Project Financing | FY 2020 | Seq No: 5 | ARCHIVED on 21-Jun-2022 | ISR51601 |

Implementing Agencies: Democratic Socialist Republic of Sri Lanka, Ministry of Highways

### Key Dates

#### Key Project Dates

Bank Approval Date: 18-May-2020

Effectiveness Date: 06-May-2021

Planned Mid Term Review Date: 05-Dec-2022

Actual Mid-Term Review Date:

Original Closing Date: 31-May-2025

Revised Closing Date: 31-May-2025

### Project Development Objectives

Project Development Objective (from Project Appraisal Document)

The Project Development Objective (PDO) is to enhance accessibility, efficiency, and safety for public transport users of the Kandy Multimodal Transport Terminal.

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

No

### Components Table

Name

Development of Kandy Multimodal Transport Terminal:(Cost \$64.32 M)  
Urban Integration and Road Safety Improvements around KMTT:(Cost \$1.00 M)  
Institutional Strengthening and Capacity Building:(Cost \$4.00 M)  
Contingent Emergency Response Component

### Overall Ratings

Name	Previous Rating	Current Rating
Progress towards achievement of PDO	<span style="color: orange;">□</span> Moderately Satisfactory	<span style="color: orange;">□</span> Moderately Satisfactory
Overall Implementation Progress (IP)	<span style="color: red;">□</span> Moderately Unsatisfactory	<span style="color: red;">□</span> Moderately Unsatisfactory
Overall Risk Rating	<span style="color: orange;">□</span> Substantial	<span style="color: orange;">□</span> Substantial

### Implementation Status and Key Decisions

- The REOI of the supervision consultancy of the KMTT design and build contract was published both in the UN and World Bank websites and locally on May 4, 2022 and will close on June 16, 2022.
- The RFP for the design and build contract of the KMTT is currently being reviewed by the Bank and the relevant technical and procurement committees of the Government of Sri Lanka.



**Risks**

**Systematic Operations Risk-rating Tool**

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

**Results**

**PDO Indicators by Objectives / Outcomes**

Improved accessibility to the terminal				
▶ Availability of intermodal transfer passages (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	No	Yes
Date	19-Dec-2019	21-Mar-2022	26-May-2022	30-May-2025
Comments:	Improved intermodal access from other modes, such as motorbikes, three-wheelers, taxis, and rail			
▶ Presence of physical accommodation and facilities for people with disabilities and baggage (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	No	Yes
Date	19-Dec-2019	21-Mar-2022	26-May-2022	30-May-2025



Comments: The terminal design will include physical features to ensure that it provides universal access to passengers, including to those with disabilities, people carrying baggage, children etc. - features such as footpaths, sidewalks and elevators.

Improved efficiency of bus operations				
► Share of buses departing the terminal on time (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No timetable to monitor bus departure times at present	Bus departure schedules will be monitored and reported using a digital system once the terminal is in operations. This system is in operation at the Bogambara transitional bus shelter and will be transferred to KMTT once terminal is completed.	Bus departure schedules will be monitored and reported using a digital system once the terminal is in operations. This system is in operation at the Bogambara transitional bus shelter and will be transferred to KMTT once terminal is completed.	Target of 85% buses departing on time based on the timetables/schedules prepared under the project
Date	28-Feb-2020	21-Mar-2022	26-May-2022	30-May-2025
Comments:	This indicator will assess to what extent the proposed bus schedules/time tables are followed.			

Improved safety inside the terminal				
► Availability of designated waiting areas for passengers well-separated from bus bays and bus parking areas (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	No	Yes
Date	24-Aug-2020	21-Mar-2022	26-May-2022	30-May-2025
Comments:	This indicator will assess the safety measures incorporated in the design to ensure passenger safety.			
► Availability of facilities inside the terminal to allow for effective social distancing and sanitation (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	No	Yes
Date	31-Mar-2020	21-Mar-2022	26-May-2022	30-May-2025
Comments:	This indicator will assess whether space, facilities, and direction inside the terminal to allow for effective social distancing and sanitation to the extent possible has been provided.			

Improved personal security in the terminal



► Percentage of passengers that feel safe to travel through the terminal (gender-disaggregated) (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	To be updated during the first year of project implementation based on a satisfaction survey of the existing terminal	Survey not conducted yet	Survey not conducted yet	To be determined based on the results of the initial satisfaction survey
Date	01-Jul-2020	21-Mar-2022	26-May-2022	30-Sep-2025
Comments:	This indicator will help assess the prevalence of any sexual harassment incidents within the terminal and in particular, whether female passengers feel safe to use the terminal.			

### Intermediate Results Indicators by Components

Development of Kandy Multimodal Transport Terminal (KMTT)				
► KMTT terminal built and in operation (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	No	Yes
Date	19-Dec-2019	21-Mar-2022	26-May-2022	30-Sep-2025
Comments:	This indicator will assess whether the terminal is constructed and in operation			
► Percentage of public transport users who are satisfied with the transport services of the terminal (gender-disaggregated) (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	To be updated during the first year of project implementation based on a satisfaction survey of the existing terminal	Terminal has not been developed yet, therefore, the survey has not been carried out yet	Terminal has not been developed yet, therefore, the survey has not been carried out yet	To be determined based on the results of the initial satisfaction survey
Date	01-Jul-2020	21-Mar-2022	26-May-2022	30-Sep-2025
Comments:	This indicator will assess how satisfied the passengers are with the services provided by the terminal.			
► Percentage of grievances received related to the development of the KMTT addressed within one month of being recorded in the GRM database (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	90.00
Date	19-Dec-2019	21-Mar-2022	26-May-2022	30-Sep-2025
Comments:	This indicator will assess how efficiently the grievances are addressed by the GRM system.			



Urban integration and road safety improvements around KMTT

► A road safety action plan developed for the Kandy city (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	No	Yes
Date	19-Dec-2019	21-Mar-2022	26-May-2022	01-Feb-2022
Comments:	A road safety action plan will be developed for the Kandy city to address road safety issues identified under a comprehensive study			

Institutional strengthening and capacity building

► A robust financial plan for the terminal's operations and maintenance developed (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	No	Yes
Date	19-Dec-2019	21-Mar-2022	26-May-2022	01-Mar-2021
Comments:	This analysis will explore various financing options to reduce the fiscal burden of operating and maintaining the terminal, as well as avenues of augmenting revenue of the terminal to ensure that the terminal is self-sustaining in the long-run.			

► Institutional setup for the operations and maintenance of the terminal established (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	No	Yes
Date	19-Dec-2019	21-Mar-2022	26-May-2022	30-Jun-2022
Comments:	An appropriate institutional arrangement for the operations and maintenance of the terminal will be explored, including possibility of pursuing PPP opportunities.			

► Percentage of complaints related to terminal service provision received through the kiosk addressed within six months of being recorded (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	80.00
Date	19-Dec-2019	21-Mar-2022	26-May-2022	20-Dec-2024
Comments:	This indicator will assess how efficiently the issues around operations of the terminal are resolved to ensure a satisfactory service to the passengers.			

► Number of women using the kiosk and/or hotline to report sexual harassment (per year) (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	80.00



Date	06-Mar-2020	21-Mar-2022	26-May-2022	30-May-2025
Comments:	This indicator will track the use of the kiosk/hotline by women for recording of complaints related to sexual harassments			
	► Percentage of complaints related to sexual harassments in public transport received through the kiosk/hotline referred to relevant authorities or service providers within two weeks of being recorded (Percentage, Custom)			
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	80.00
Date	19-Dec-2019	21-Mar-2022	26-May-2022	20-Dec-2024
Comments:	This indicator will assess how efficiently the complaints related to sexual harassment incidents within the terminal/in public transport are addressed by the system put in place			
	► Percentage of female employment in bus transport operations at the KMTT (Percentage, Custom)			
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	3.00	3.00	3.00	10.00
Date	05-Mar-2020	21-Mar-2022	26-May-2022	30-Sep-2025
Comments:	This indicator will ensure that job opportunities in bus transport operations at KMTT are equally accessible to women			

### Performance-Based Conditions

#### Data on Financial Performance

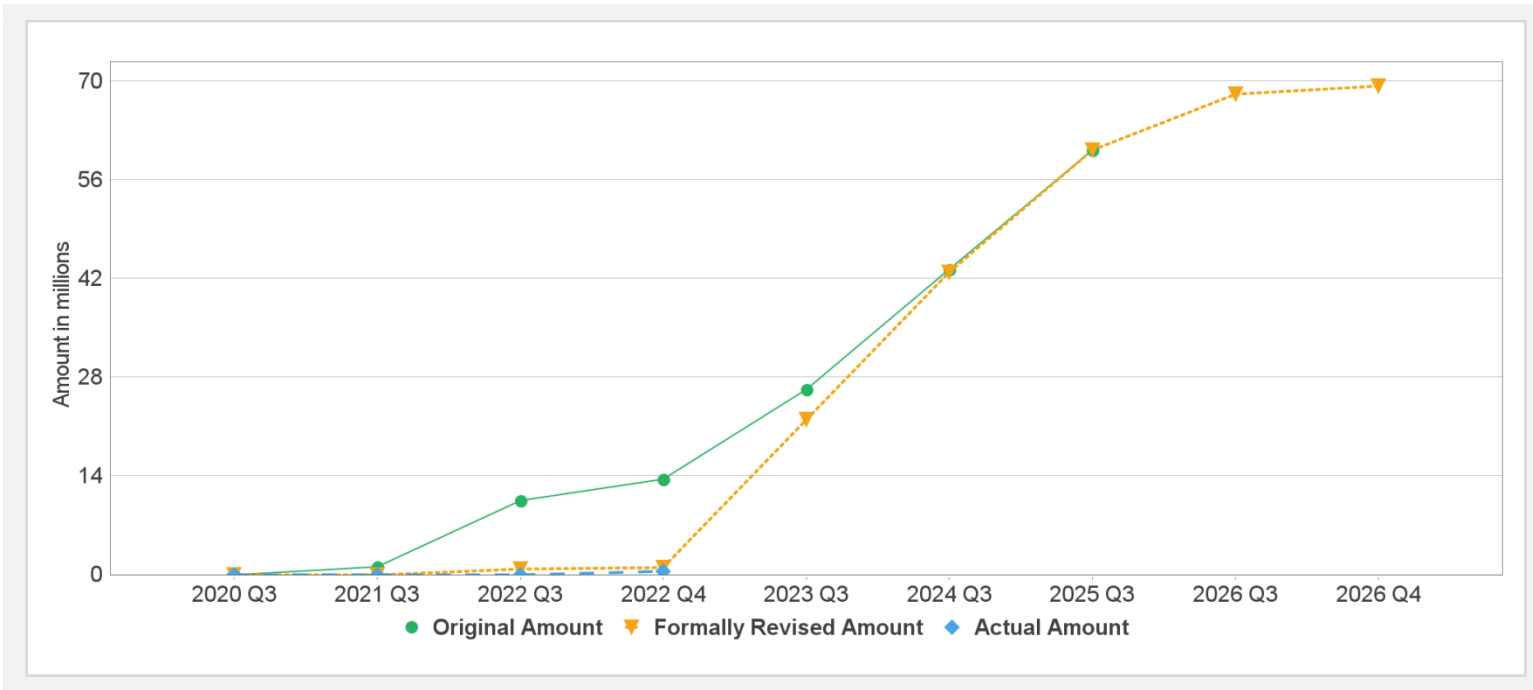
##### Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	% Disbursed
P172342	IDA-66230	Effective	USD	64.33	64.33	0.00	0.00	67.99	0%
P172342	IDA-66240	Effective	USD	5.00	5.00	0.00	0.47	4.53	9.5%

##### Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P172342	IDA-66230	Effective	18-May-2020	22-Apr-2021	06-May-2021	31-May-2025	31-May-2025
P172342	IDA-66240	Effective	18-May-2020	22-Apr-2021	06-May-2021	31-May-2025	31-May-2025

### Cumulative Disbursements



### Restructuring History

Level 2 Approved on 09-Feb-2022

### Related Project(s)

There are no related projects.