



## Rural and Urban Access Improvement Project (P160359)

LATIN AMERICA AND CARIBBEAN | Nicaragua | Transport Global Practice |  
IBRD/IDA | Investment Project Financing | FY 2017 | Seq No: 13 | ARCHIVED on 28-Jul-2022 | ISR52433 |

Implementing Agencies: Ministerio de Transporte e Infraestructura (Ministry of Transport and Infrastructure), Republic of Nicaragua, Road Maintenance Fund (FOMAV)

**Key Dates****Key Project Dates**

Bank Approval Date: 06-Mar-2017

Effectiveness Date: 17-May-2017

Planned Mid Term Review Date: 27-Dec-2019

Actual Mid-Term Review Date: 11-Nov-2019

Original Closing Date: 30-Jun-2022

Revised Closing Date: 30-Jun-2023

**Project Development Objectives**

Project Development Objective (from Project Appraisal Document)

The objectives of the Project are to: (a) improve safe and sustainable access to markets and services in targeted rural and urban areas of the Recipient; and (b) in the event of an Eligible Emergency, provide immediate and effective response to said Eligible Emergency.

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

No

**Components Table**

Name

Component 1: Road Infrastructure Improvement:(Cost \$120.11 M)

Component 2: Road Safety:(Cost \$8.10 M)

Component 3: Institutional Strengthening and Implementation Support:(Cost \$3.37 M)

Component 4: Immediate Response Mechanism

**Overall Ratings**

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

**Implementation Status and Key Decisions**

To date, US\$121.75 million out of the US\$131.8 million loan have been disbursed, with the disbursement rate at 92.37%. The ratings are Satisfactory for both *Progress towards Achievement of PDO* and *Overall Implementation Progress* as per the latest Implementation Status and Results Report as of January 6, 2022. The end-of-project targets of the PDO have already been met (with some indicators exceeding the target), and most of the and intermediate outcome indicators are close to be met.

The closing date of the Project has been extended to June 30, 2023, to use the savings under the Sub-component 1.2 (Rehabilitating and improving of Rural Roads) for addressing impacts of climate change on selected vulnerable points under Sub-component 1.4.



**Risks**

**Systematic Operations Risk-rating Tool**

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

**Results**

**PDO Indicators by Objectives / Outcomes**

Improve safe and sustainable access to markets and services in targeted rural and urban areas				
▶ Total travel time to access markets and services in targeted urban and rural Project areas (% reduction) (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	21.70	33.60	33.00
Date	01-Jun-2017	15-Dec-2021	15-Jul-2022	30-Jun-2023
☐ Total travel time to access markets and services in targeted rural Project areas during rainy season (% reduction) (Percentage, Custom Supplement)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	29.40	44.50	44.00
▶ Share of rural population with access to an all-season road (Percentage, Custom)				



	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	35.63	37.90	41.05	39.00
Date	01-Jun-2017	15-Dec-2021	15-Jul-2022	30-Jun-2023
Comments:	<p>During the MTR, since rural population is difficult to define, it was agreed that this indicator will be revised as "Percentage of population that has access to a paved road" to count in the total population, regardless of rural or non-rural. Accordingly, the sub-indicator will also be revised as "Number of population that has access to a paved road". For this reason, the baseline and the target was revised accordingly. The current value of the indicator "Number of population that has access to a paved road" is lower than the previous value, because the methodology to measure was refined/updated during the MTR. The previous number had been overestimated.</p>			
<p>☐ Number of rural people with access to an all-season road (Number, Custom Supplement)</p>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	951,778.00	1,026,977.00	1,132,317.00	1,100,188.00
<p>▶ Road traffic fatalities on selected non-rural road sections (% reduction) (Percentage, Custom)</p>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	90.50	90.50	45.00
Date	01-Jun-2017	15-Dec-2021	15-Jul-2022	30-Jun-2023
Comments:	<p>The monitor frequency of this indicator is annually from 3rd year of the proposed Project, currently not yet due.</p>			
<p>▶ Creation of a maintenance program for the roads intervened under the project, through maintenance contracts for service levels, for a period of at least 4 years. (Yes/No, Custom)</p>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	Yes	Yes	Yes
Date	18-Apr-2018	16-Dec-2021	15-Jul-2022	30-Jun-2023
<p>▶ Level of Service maintained on roads intervened by the project through closing (Percentage, Custom)</p>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	80.00	80.00	80.00	80.00
Date	14-Apr-2017	16-Dec-2021	15-Jul-2022	30-Jun-2023

### Intermediate Results Indicators by Components

Component 1: Road Infrastructure Improvement



▶ Roads constructed, Rural (Kilometers, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	77.00	77.00	87.27
Date	01-Jun-2017	15-Dec-2021	15-Jul-2022	30-Jun-2023
▶ Roads rehabilitated, Non-rural (Kilometers, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	57.87	57.87	49.81
Date	01-Jun-2017	15-Dec-2021	15-Jul-2022	30-Jun-2023
▶ Rural roads paved with adoquines under performance-based routine maintenance (Kilometers, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	200.81	200.81	200.00
Date	01-Jun-2017	15-Dec-2021	15-Jul-2022	30-Jun-2023
▶ Short-term employment through participation in rural road construction works, disaggregated by gender (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	2,372.00	2,372.00	850.00
Date	01-Jun-2017	15-Dec-2021	15-Jul-2022	30-Jun-2023
Comments:	The percentage of women's participation in rural road construction works decreased a bit due to increased hire of total employment and lower participation of women.			
□ Share of women employed in short-term MCA rural road construction works (Percentage, Custom Supplement)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	21.20	21.20	30.00
▶ Medium and long-term employment through participation in cooperatives for performance-based maintenance, disaggregated by gender (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	114.00	114.00	50.00
Date	01-Jun-2017	15-Dec-2021	15-Jul-2022	30-Jun-2023
Comments:	For the indicator of "Share of women employed in long-term cooperatives for performance-based maintenance", we have discussed this with the client, the reason was that due to increased total employment of the maintenance and low interest of women participate in the longer-term jobs, the current value of the indicator was poorly presented. Per Bank's request, FOMAV (the maintenance agency) conducted a survey to assess the gender composition in these communities and why women have low			



interest in participating. Based on the conclusions of the survey, it was agreed that the target value of the sub-indicator to be decreased from 30% to 15%.				
☐ Share of women employed in long-term cooperatives for performance-based maintenance. (Percentage, Custom Supplement)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	14.00	14.00	15.00
▶ Direct Project beneficiaries (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	466,661.00	484,028.00	484,028.00
Date	01-Jun-2017	15-Dec-2021	15-Jul-2022	30-Jun-2023
☐ Female beneficiaries (Percentage, Custom Supplement)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	51.00	51.00	51.00
▶ Number of vulnerable spots on the road network with implemented countermeasures for climate resilience (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	7.00	7.00
Date	01-Jun-2017	15-Dec-2021	15-Jul-2022	30-Jun-2023
Comments:	The sub-component is currently ongoing.			
▶ Percentage of population in Project areas who can access the nearest city of 30,000 population within 60 minutes (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	92.00	94.00	94.00	94.00
Date	30-Jun-2017	15-Dec-2021	15-Jul-2022	30-Jun-2023
Comments:	With Macuelizo - Santa Maria Phase I finished, the indicator is updated.			
▶ Percentage of population in Project areas who can access to nearest major hospital within 30 minutes (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	66.00	69.00	69.00	69.00
Date	30-Jun-2017	15-Dec-2021	15-Jul-2022	30-Jun-2023
Comments:	All the road sections with access to urban area (where the major hospitals are) are under construction, therefore the accessibility to the nearest hospital has not been changed yet.			



Component 2: Road Safety				
<b>► Accident black spots removed on most vulnerable sections of the road network (Number, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	6.00	12.00
Date	01-Jun-2017	15-Dec-2021	15-Jul-2022	30-Jun-2023
<b>► Net change in road related fatalities along intervened rural roads (Component 1.2) per year (Number, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	0.00
Date	31-Jan-2017	15-Dec-2021	15-Jul-2022	30-Jun-2023
Comments:	As the project will upgrade rural roads with improved pavement, increased speed will be an inevitable result. Thus, the project included implementation of road safety measurement to avoid more accidents happening due to the upgrade of the roads. The target was set in a conservative way to not increase the number of accidents compare to the situation without the project.			

Component 3: Institutional Strengthening and Implementation Support				
<b>► Number of MTI and FOMAV staff receiving training under the capacity building initiatives (Number, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	25.00	25.00	25.00
Date	01-Jun-2017	15-Dec-2021	15-Jul-2022	30-Jun-2023
<b>□ Number of MTI and FOMAV staff trained, which are female (Number, Custom Breakdown)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	10.00	10.00	10.00
Date	01-Jun-2017	15-Dec-2021	15-Jul-2022	30-Jun-2023
<b>► Share of project beneficiaries surveyed and satisfied (Percentage, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	79.01	79.01	75.00
Date	01-Jun-2017	15-Dec-2021	15-Jul-2022	30-Jun-2023
Comments:	The beneficiary report completed in late 2019 completed the survey the provided the numbers of this indicator.			



Component 4: Immediate Response Mechanism

► Time taken to disburse funds requested by the Government for an eligible emergency (Weeks, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	4.00
Date	01-Jun-2017	15-Dec-2021	15-Jul-2022	30-Jun-2023

Performance-Based Conditions

Data on Financial Performance

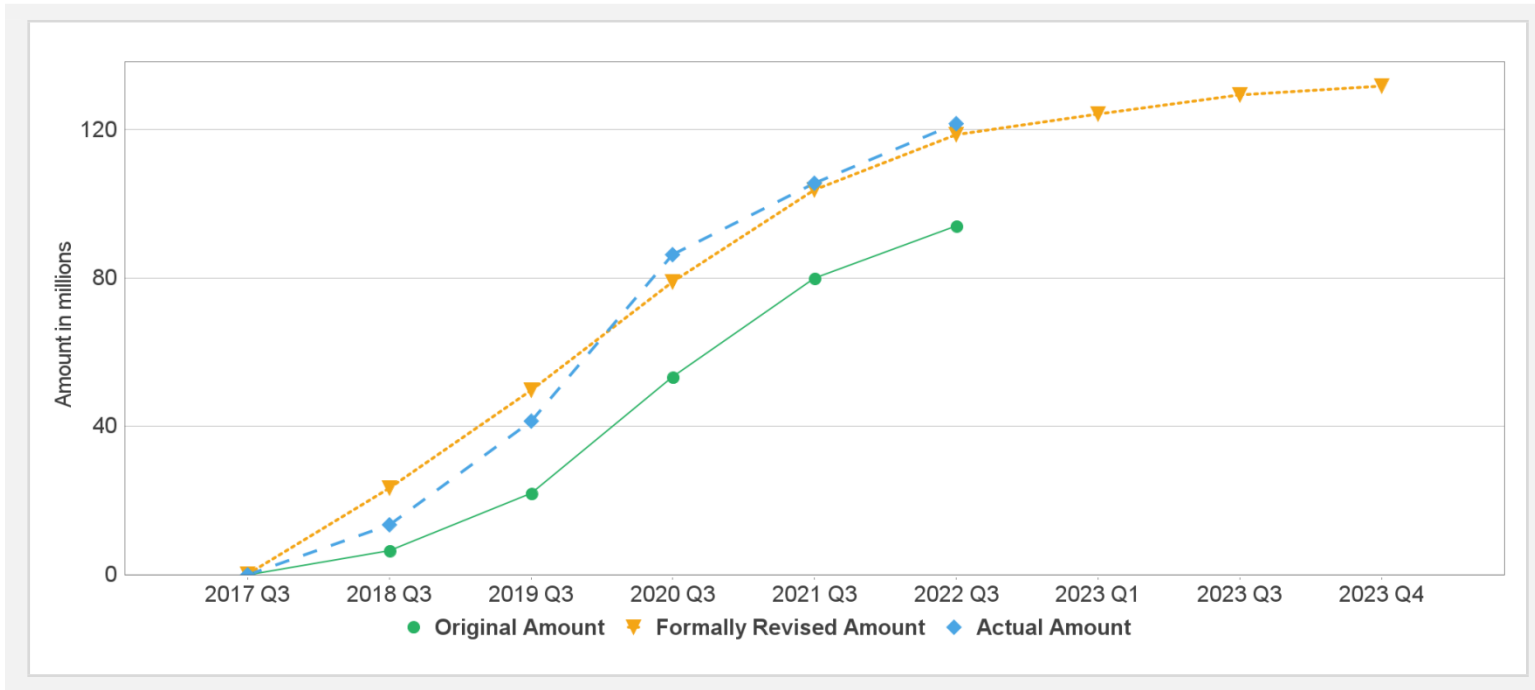
Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	% Disbursed
P160359	IDA-59630	Effective	USD	46.80	46.80	0.00	39.82	6.98	85%
P160359	IDA-59640	Effective	USD	50.00	50.00	0.00	49.80	0.20	100%
P160359	IDA-62010	Effective	USD	35.00	35.00	0.00	32.12	2.88	92%

Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P160359	IDA-59630	Effective	06-Mar-2017	10-Mar-2017	17-May-2017	30-Jun-2022	30-Jun-2023
P160359	IDA-59640	Effective	06-Mar-2017	10-Mar-2017	17-May-2017	30-Jun-2022	30-Jun-2023
P160359	IDA-62010	Effective	15-Mar-2018	02-Apr-2018	29-Jun-2018	30-Jun-2022	30-Jun-2023

Cumulative Disbursements



### Restructuring History

Level 2 Approved on 27-Jun-2022

### Related Project(s)

P165467-Rural and Urban Access Improvement Project Additional Financing