



Chad Rural Mobility and Connectivity Project (P164747)

WESTERN AND CENTRAL AFRICA | Chad | Transport Global Practice |
IBRD/IDA | Investment Project Financing | FY 2019 | Seq No: 8 | ARCHIVED on 25-Jul-2022 | ISR52392 |

Implementing Agencies: Ministère des Infrastructures, du Transport, et du Désenclavement, Republic of Chad

Key Dates

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Bank Approval Date: 19-Dec-2018

Effectiveness Date: 13-Jun-2019

Planned Mid Term Review Date: 07-Nov-2022

Actual Mid-Term Review Date:

Original Closing Date: 30-Jun-2025

Revised Closing Date: 30-Jun-2025

Project Development Objectives

Project Development Objective (from Project Appraisal Document)

The Project Development Objective is to improve and sustain access by rural populations to markets and basic social services in the Project Area.

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

No

Components Table

Name

Rural Roads Rehabilitation and Maintenance Works:(Cost \$25.10 M)
Institutional Capacity Building and Facilities Improvements:(Cost \$1.40 M)
Operational Support:(Cost \$3.50 M)
Immediate Response Mechanism – Contingent Emergency Response:(Cost \$15.00 M)

Overall Ratings

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

Implementation Status and Key Decisions

Progress towards achievement of the development objectives remains Moderately satisfactory in light all the delays noted on all project activities. The PDO can still be achieved by project closing date in June 2025 provided that the PIU corrects the shortcomings such as weak management of contracts, responsiveness and close collaboration with the different directorates responsible for implementing the project's activities. These issues were addressed during the last mission in May-June 2022 and actions taken to ensure proper follow up and corrections where needed. The additional work at PK 1+750 are ongoing and should be completed by end of August. However it was agreed that a more sustainable, long term solution (bridge) will be considered. Progress in implementation is rated moderately satisfactory in light of delays noted in the implementation of the project activities, particularly the preparation of technical and environmental studies for the remaining 325 kms. The technical studies have been revised to abide by the project design. The recruitment of the supervision missions is ongoing. The Environmental and Social Impact Assessment report for the 325 kms has been finalized and the drafting of the Resettlement Action Plan is ongoing.



The recruitment of NGOs to implement the Intermediate means of transport activities and the road safety activities have been launched. The implementation of the MIT activities is still delayed. The two NGOs supporting the project on health and safety awareness and GBV/SEAH issues are still on-site and active bringing awareness and training while dealing with incidents as they arise. The mission was able to meet with them during the mission and reiterate the importance of their mandates even if works are completed. There have not been any incidents or complaints since the last one in 2021. Trained and equipped local committees are still active to help beneficiaries in the 75kms. The same arrangement will be duplicated along the 325 kms taking into account the lessons learned from the first phase. Activities to set up an Integrated Rural Transport Infrastructure Prioritization System continue and surveys of rural roads has been carried out in the province of Mayo Kebbi-East and Mandoul. In total, it is planned to conduct this exercise in 9 provinces using a computerized system. The next mission will be organized in the Moyen Chari. This work will allow the identification and characterization of rural roads in Chad to enable better planning and coordination of investments in rural transport.

Risks

Systematic Operations Risk-rating Tool

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

Results

PDO Indicators by Objectives / Outcomes

Improve access by rural populations to markets and basic social services in the project area

► People provided with an all season road (Rural Accessibility Index) (Percentage, Custom)

Baseline	Actual (Previous)	Actual (Current)	End Target
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Value	33.50	33.50	34.50	55.00
Date	01-Oct-2018	13-Apr-2022	12-Jul-2022	30-Oct-2024
Comments:	Percentage of the Rural population living within a buffer of 2 kilometers of a road improved by the project. It is assumed that the road became passable year-round as a result of the project, not only the civil works but also routine maintenance. Last RAI know for Chad is 5% for year 2011. Target is 30% for the country. Link with PDO : Rural population accessibility			
► Decrease in travel time along the improved roads (Minutes, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	60.00	60.00	50.00	30.00
Date	01-Nov-2018	15-Apr-2022	15-Apr-2022	23-Dec-2024
Comments:	Average relative variation of the travel time along the project roads before and after the project. This indicator measures travel time along the upgraded 75 kms.			
► Number of schools and health centers reached by an improved road (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	115.00
Date	01-Nov-2018	15-Apr-2022	15-Apr-2022	31-Dec-2025
Comments:	Number of schools and health centers (community health centers, dispensaries, maternity hospitals) that have become accessible all year round as a result of the project. These facilities existed before the project and were located along the project roads but were not accessible all year round due to the poor condition of roads, hence baseline's value of zero. This information will also be collected before the next mission in Mai along the 75 kms of roads. Data is therefore not yet available			

Sustain access by rural populations to markets and basic social services in the project area				
► Proportion of improved roads under routine maintenance (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	100.00
Date	01-Dec-2018	15-Apr-2022	15-Apr-2022	31-Dec-2024
Comments:	Ratio between the km of roads improved by the project and receiving routine maintenance through the mechanism established by the project and the km of roads improved by the project. "Roads under routine maintenance" are defined as those for which AGER in charge of inspecting routine maintenance has delivered a satisfactory inspection report. The rehabilitated roads are still under maintenance from the contractor. This indicator will be measured after the end of the contract once HIMO activities are started.			

Intermediate Results Indicators by Components



Component 1 - Rural Roads Rehabilitation Works and Maintenance				
▶ Roads rehabilitated (Kilometers, Corporate)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	75.00	75.00	400.00
Date	01-Nov-2018	15-Apr-2022	12-Jul-2022	23-Dec-2024
□ Roads rehabilitated - rural (Kilometers, Corporate Supplement)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	75.00	75.00	400.00
□ Roads rehabilitated - non-rural (Kilometers, Corporate Supplement)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	0.00
▶ Percentage of construction costs allocated to climate change adaptation measures (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	5.00	13.00	5.00
Date	26-Jul-2018	15-Apr-2022	12-Jul-2022	30-Oct-2024
Comments:	The integration of the costs of pro-actively adapting to the impacts of climate change are incorporated in the design of the roads. The Implementing agency will allocate 5 percent of the civil works budget in designing and implementing materials and techniques that will strengthen roads and improve their sustainability This indicator is related to the sustainability of civil works			
▶ Percentage of women employed in routine road maintenance (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	30.00
Date	26-Jul-2018	15-Apr-2022	20-Jul-2022	30-Oct-2024
Comments:	Ratio between the number of women employed and the total number of workers employed in the routine maintenance of the roads by communities. This indicator relies on the assumption that women will be available and want to participate in maintenance activities.			
▶ Number of Intermediate Means of Transport Provided (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	200.00



Date	01-Nov-2018	15-Apr-2022	20-Jul-2022	24-Nov-2018
Comments:	Number of Intermediate Means of Transport (animal carts, trucks) financed and purchased by farmers in the project area with the financing scheme established by the project.			
<input type="checkbox"/> Number of Intermediate Means of Transport provided to women (Number, Custom Breakdown)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	60.00
Date	01-Oct-2020	15-Apr-2022	20-Jul-2022	30-Jun-2025
<input type="checkbox"/> Percentage of beneficiaries satisfied with road improvement and transport services (disaggregated by gender and age) (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	75.00
Date	01-Nov-2019	15-Apr-2022	20-Jul-2022	31-Dec-2024
Comments:	This indicator measures the final beneficiaries satisfaction with the project.			
<input type="checkbox"/> Percentage of grievances addressed through the grievance redress mechanisms within two (2) months of their registration (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	100.00	100.00	100.00
Date	01-Nov-2019	15-Apr-2022	20-Jul-2022	31-Dec-2024
Comments:	Share of all grievances received by the Grievance Redress Mechanism (GRM) that have been addressed within the stipulated timeframe of two months			
<input type="checkbox"/> Percentage of workers that have signed a code of conduct (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	100.00	100.00	100.00	100.00
Date	02-Sep-2019	15-Apr-2022	20-Jul-2022	31-Dec-2024
Comments:	The bidding documents for civil works will require the Contractor not to undertake any works, including mobilization, until all measures are in place for addressing environmental and social health risks including the signature of a code of conduct by all the workforce before the commencement of works.			

Component 2 - Institutional Capacity Building

Percentage of roads inventoried (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	10.00	15.00	25.00	100.00



Date	26-Jul-2018	15-Apr-2022	20-Jul-2022	30-Oct-2024
Comments:	As part of the National Strategy on Rural Transport must be established the inventory of rural roads (about 15,000 km) by local communities with the technical assistance of the MIT. This indicator measures the progress toward the inventory and prioritization of the rural road network			
► Number of first responders trained in road safety (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	25.00
Date	26-Jul-2018	15-Apr-2022	20-Jul-2022	30-Oct-2024
Comments:	This indicator is linked with the Road Safety Plan which includes training sessions of first responders (gendarmes and police officers, medical staff, community leaders) in active road safety data collection			
► Proportion of villages that have implemented physical road safety measures (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	100.00
Date	26-Jul-2018	15-Apr-2022	15-Apr-2022	30-Oct-2024
Comments:	Cumulative number of villages that have benefited from physical speed calming measures financed by the project, divided by the cumulative number of villages located along the project roads (to be determined after the APS studies).			
► Small common facilities provided and built for women (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	100.00
Date	26-Jul-2018	15-Apr-2022	15-Apr-2022	30-Oct-2024
Comments:	Cumulative number of small common facilities that have been completed under the project			
► Number of people reached by a GBV awareness campaign (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	500.00	500.00	5,000.00
Date	01-Nov-2019	15-Apr-2022	20-Jul-2022	31-Dec-2024
Comments:	The project will assess the number of people in the communities that have benefited awareness campaign on GBV.			

Component 4 - Contingency Emergency Response Component

► People benefiting from food kits (Number, Custom)



	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	433,460.00	433,460.00	433,460.00
Date	30-Apr-2020	07-Oct-2021	20-Jul-2022	31-Dec-2020

Performance-Based Conditions

Data on Financial Performance

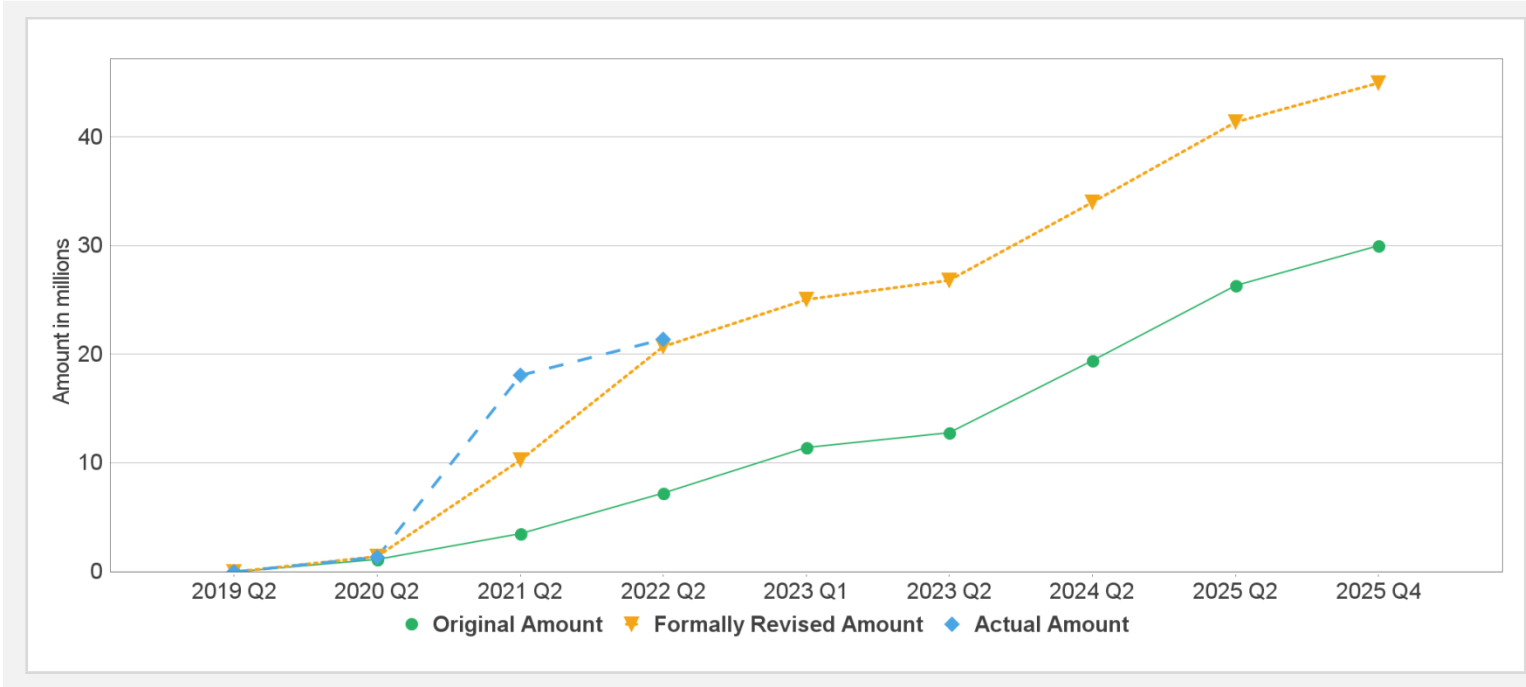
Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	% Disbursed
P164747	IDA-D4170	Effective	USD	30.00	30.00	0.00	21.94	8.02	73%
P164747	IDA-D7580	Effective	USD	15.00	15.00	0.00	0.00	14.98	0%

Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P164747	IDA-D4170	Effective	19-Dec-2018	15-Mar-2019	13-Jun-2019	30-Jun-2025	30-Jun-2025
P164747	IDA-D7580	Effective	15-Dec-2020	19-Mar-2021	15-Dec-2021	30-Jun-2025	30-Jun-2025

Cumulative Disbursements



Restructuring History

There has been no restructuring to date.

Related Project(s)

P174600-Chad Rural Mobility and Connectivity Project - Additional Financing