



## Santa Cruz Road Corridor Connector Project (San Ignacio - San Jose) (P152281)

LATIN AMERICA AND CARIBBEAN | Bolivia | Transport Global Practice |  
IBRD/IDA | Investment Project Financing | FY 2017 | Seq No: 7 | ARCHIVED on 23-Dec-2020 | ISR44173 |

Implementing Agencies: Administradora Boliviana de Carreteras (ABC), Ministerio de Planificación del Desarrollo

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

Bank Approval Date: 11-Jan-2017

Effectiveness Date: 21-Dec-2017

Planned Mid Term Review Date: 30-Sep-2020

Actual Mid-Term Review Date: 30-Sep-2020

Original Closing Date: 31-Dec-2021

Revised Closing Date: 31-Dec-2021

**Project Development Objectives**

Project Development Objective (from Project Appraisal Document)

The Project Development Objective (PDO) is to improve transport accessibility along the road corridor between San Ignacio de Velasco and San Jose de Chiquitos.

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

No

**Components Table**

Name

Road Upgrading:(Cost \$225.05 M)

Technical Studies and Project Management:(Cost \$5.00 M)

**Overall Ratings**

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

**Implementation Status and Key Decisions**

Civil works to upgrade the San Ignacio–San Jose road started on the ground in September 2019. After the suspension of civil works due to the COVID-19 pandemic, the contractor has restarted the works, carrying out mainly the earth work (physical progress was 4.8 percent as of October 2020). The procurement of feasibility and technical design studies for the San Ignacio–San Matías road is under preparation, and it is expected that the contract will be awarded in the first half of 2021.



**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	☐ Moderate	☐ Moderate	☐ Moderate
Technical Design of Project or Program	☐ Moderate	☐ Moderate	☐ Moderate
Institutional Capacity for Implementation and Sustainability	☐ High	☐ Moderate	☐ Moderate
Fiduciary	☐ Substantial	☐ Substantial	☐ Substantial
Environment and Social	☐ Substantial	☐ Substantial	☐ Substantial
Stakeholders	☐ Moderate	☐ Moderate	☐ Moderate
Other	--	☐ Moderate	☐ Moderate
Overall	☐ Substantial	☐ Moderate	☐ Moderate

**Results**

**PDO Indicators by Objectives / Outcomes**

Improve transport accessibility along the San Ignacio-San Jose road corridor				
▶ Travel time along the project area (Hours, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	5.00	4.62	4.62	2.50
Date	16-Dec-2015	08-Apr-2019	08-Apr-2019	29-Dec-2023
▶ Vehicle Operating Cost - Cars (Amount(USD), Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.37	0.33	0.33	0.21
Date	16-Dec-2015	08-Apr-2019	08-Apr-2019	29-Dec-2023
▶ Vehicle Operating Cost - Trucks (Amount(USD), Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	2.50	2.39	2.39	1.60



Date	16-Dec-2015	08-Apr-2019	08-Apr-2019	29-Dec-2023
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**Overall Comments**

For the three PDO indicators, ABC has updated the indicator timeline. The RF was updated accordingly. However, no change in the indicator was estimated. In the MTR report, ABC explains that given the restrictions of accessibility on site (social protest after October 2019 elections and COVID-19 quarantine), they haven't been able to measure the PDO indicators. A remote supervision mission is pending. It would be important to incorporate the update of these indicators as an expected output of the mission.

**Intermediate Results Indicators by Components**

Road Upgrading				
▶ Roads constructed, non-rural (Kilometers, Corporate)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	208.00
Date	31-Dec-2015	08-Apr-2019	07-Dec-2020	30-Jun-2022
Comments:	The contractor is still carrying out earth work and no section has been completed.			

Technical Studies and Project Management				
▶ DBMOT bid documents prepared for San Matias - San Ignacio de Velasco road (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	No	Yes
Date	31-Dec-2015	02-Apr-2020	02-Apr-2020	31-Dec-2021
Comments:	Hiring of consulting firm for this study is underway. However, as decided by ABC, DBMOT modality is not contemplated anymore for this road.			

▶ Direct project beneficiaries (Number, Corporate)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	125,000.00	125,000.00	125,000.00	135,325.00
Date	31-Dec-2015	08-Apr-2019	08-Apr-2019	29-Dec-2023
□ Female beneficiaries (Percentage, Corporate Supplement)				



	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	50.00	50.00	50.00	50.00
<b>► Road users satisfied with quality of roads disaggregated by gender and user mode (Percentage, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	11.30	11.30	11.30	70.00
Date	31-Dec-2015	08-Apr-2019	08-Apr-2019	29-Dec-2023
<input type="checkbox"/> Road Users Satisfaction - Male Passengers (Percentage, Custom Breakdown)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	17.00	17.00	17.00	70.00
Date	31-Dec-2015	08-Apr-2019	08-Apr-2019	29-Dec-2023
<input type="checkbox"/> Road Users Satisfaction - Female Passengers (Percentage, Custom Breakdown)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	12.00	12.00	12.00	70.00
Date	31-Dec-2015	08-Apr-2019	08-Apr-2019	29-Dec-2023
<input type="checkbox"/> Road Users Satisfaction - Male Drivers (Percentage, Custom Breakdown)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	6.00	6.00	6.00	70.00
Date	31-Dec-2015	08-Apr-2019	08-Apr-2019	29-Dec-2023
<b>► Social Inclusion and Gender (Text, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	No	Yes
Date	11-Jul-2016	08-Apr-2019	08-Apr-2019	31-Dec-2021
<input type="checkbox"/> Improvement of access to water in indigenous communities (Text, Custom Breakdown)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	4.00
Date	11-Jul-2016	08-Apr-2019	08-Apr-2019	31-Dec-2021
<input type="checkbox"/> Training of construction workers on gender, gender based violence prevention and HIV/AIDS/STD (Text, Custom Breakdown)				



	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0%	0%	0%	100%
Date	11-Jul-2016	08-Apr-2019	08-Apr-2019	31-Dec-2020
□ Ayoreo women and men trained on HIV/AIDS/STD and Tuberculosis prevention, working in their communities. (Text, Custom Breakdown)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	10.00
Date	11-Jul-2016	08-Apr-2019	08-Apr-2019	31-Dec-2021
▶ iRAP surveys completed showing any trends/improvements in road safety along the corridor (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	No	Yes
Date	31-Dec-2015	08-Apr-2019	08-Apr-2019	30-Dec-2022
▶ Traffic accidents on the San Ignacio de Velasco - San Jose de Chiquitos road corridor reported (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	Yes	Yes
Date	03-Aug-2016	08-Apr-2019	07-Dec-2020	30-Dec-2022

### Overall Comments

The indicator timeline has been updated according to the MTR. Below are some comments about the indicators:

- **Roads constructed, nonrural**

The physical progress of the works is 4.8 percent. However, the constructor is still carrying out earth works and no road section has yet been completed. Thus, 0 km can be reported as built.

- **DBMOT bid documents prepared for San Matías–San Ignacio de Velasco road**

Procurement for the feasibility study is under preparation. The contract is expected to be awarded in the first half of 2021. Nonetheless, it should be noted that the DBMOT modality is no longer contemplated by the GoB. As proposed during the MTR, this indicator should be updated to reflect the change. The new expected output is the feasibility study of the San Matías–San Ignacio de Velasco road.

- **Direct Project beneficiaries**

As agreed in the MTR, this indicator needs to be specified to match the new corporate requirements. The current definition is too broad and not disaggregated by gender.

- **Road users satisfied with quality of roads disaggregated by gender and user mode (percentage, custom)**



In this ISR period, the Project is not able to report on this indicator. No survey has been applied given the delay of the civil works mainly due to the wildfires of 2019 and the pandemic in 2020.

- **Improved access to water in indigenous communities**

In this ISR period, the Project is not able to report on this indicator because of delays in the Chiquitano and Ayoreo IPPs' implementation amid the pandemic. Considering the request from Chiquitano organizations to update the Chiquitano IPP—and if efforts related to water access are not replaced by other projects undertaken by various institutions in the Project area—it is estimated that the three water wells for three Chiquitano communities will be implemented by September 2022. Regarding the Ayoreo people's access to water, it is expected that the Ayoreo Art House in San Jose could be concluded by the end of 2021, including water service.

- **Training of construction workers in gender, gender-based violence prevention, and HIV/AIDS/STDs and tuberculosis prevention**

All construction workers (of a total of 205, 10 of which were women) were trained in the prevention of gender-based violence, HIV/AIDS/STDs, and tuberculosis through periodic trainings undertaken by the contractor in coordination with the local health network. Of 205 workers, only 10 percent consented to HIV testing. This percentage was achieved before the start of the pandemic in March 2020.

As of today, 25 percent of contracted workers in the Project area (25 workers out of 100, of which 9 are women) are trained in gender, gender-based violence, prevention, and HIV/AIDS/STDs and tuberculosis. New training sessions to reach full coverage of all workers will take place before the end of 2020, and will include COVID -19 prevention.

- **iRAP surveys completed showing any trends/improvements in road safety along the corridor**

The measure of this indicator depends on the contracting of an iRAP consultancy under the RCS DP (P144597), which has been delayed. During the MTR, it was suggested to change this indicator and methodology for another indicator that would account for improvements in road safety, without depending on the external inputs. At the moment, no data are available.

- **Traffic accidents along the San Ignacio de Velasco–San Jose de Chiquitos road corridor reported**

ABC reports accidents to the team, in an agreed format that ensures immediate follow-up through the SIRT.

**Performance-Based Conditions**

**Data on Financial Performance**

**Disbursements (by loan)**

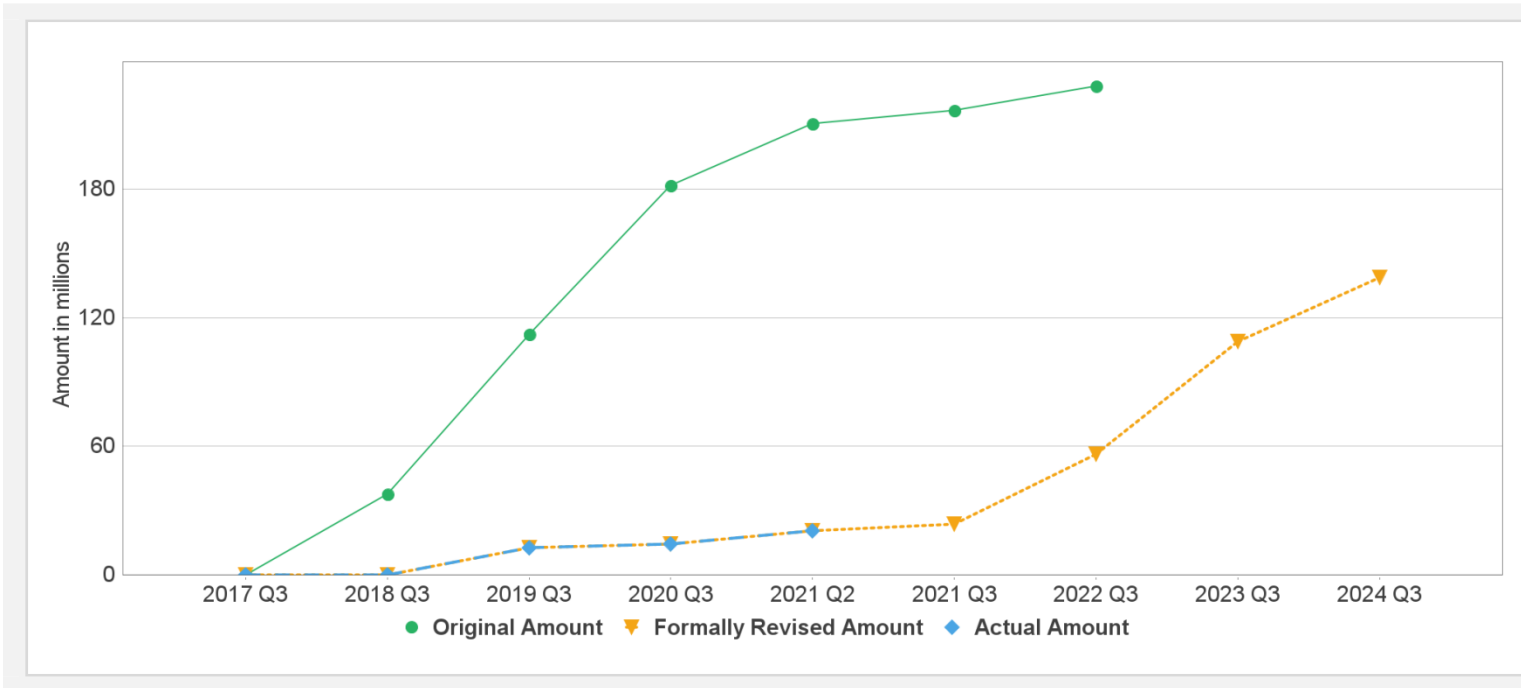
Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	% Disbursed
P152281	IBRD-86480	Effective	USD	200.00	200.00	0.00	8.46	191.54	4.2%
P152281	IDA-59030	Effective	USD	30.00	30.00	0.00	12.46	17.54	42%

**Key Dates (by loan)**

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P152281	IBRD-86480	Effective	11-Jan-2017	02-Feb-2017	21-Dec-2017	31-Dec-2021	31-Dec-2021
P152281	IDA-59030	Effective	11-Jan-2017	02-Feb-2017	21-Dec-2017	31-Dec-2021	31-Dec-2021



**Cumulative Disbursements**



**PBC Disbursement**

PBC ID	PBC Type	Description	Coc	PBC Amount	Achievement Status	Disbursed amount in Coc	Disbursement % for PBC
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**Restructuring History**

There has been no restructuring to date.

**Related Project(s)**

There are no related projects.