National and Regional Roads Rehabilitation (P148023)

EUROPE AND CENTRAL ASIA | Macedonia, former Yugoslav Republic of | Transport & ICT Global Practice | IBRD/IDA | Investment Project Financing | FY 2015 | Seq No: 7 | ARCHIVED on 08-Dec-2017 | ISR30797 |

Implementing Agencies: Public Enterprise for State Roads, Public Enterprise for State Roads

Key Dates

Key Project Dates

<table>
<thead>
<tr>
<th>Name</th>
<th>Previous Rating</th>
<th>Current Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>Progress towards achievement of PDO</td>
<td>Satisfactory</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Overall Implementation Progress (IP)</td>
<td>Satisfactory</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Overall Risk Rating</td>
<td>Moderate</td>
<td>Moderate</td>
</tr>
</tbody>
</table>

Project Development Objectives

Project Development Objective (from Project Appraisal Document)
The Project Development Objectives are to enhance the connectivity of selected national and regional roads, primarily to Corridors X and VIII, and to improve Public Enterprise for State Roads' capacity for road safety and climate resilience.

Has the Project Development Objective been changed since Board Approval of the Project Objective?
No

Components

Name

Component 1: Road Civil Works: (Cost $78.84 M)
Component 2: Institutional Strengthening and Project Management: (Cost $4.70 M)

Implementation Status and Key Decisions
The project is facing a very intensive period of completing technical preparations and procurement for the remaining civil works under the project. These include the rehabilitation of the second round of 12 roads and the road safety remediation measures and black spots improvement. PESR will need to make all staff resources available to use the winter period to complete procurements and start the civil works in the beginning of the spring construction season. The major part of the other civil works has been completed. The new management in PESR is launching a capacity strengthening activity for PESR which should increase the number of civil engineers, environmental specialists and other relevant staff. This is in line with Bank findings on staff deficiencies from past missions. PESR needs to urgently perform a new network roughness survey and determine the roads in good and fair condition as a share of total classified roads. Road safety activities and road asset management activities progressed well.

### Systematic Operations Risk-rating Tool

<table>
<thead>
<tr>
<th>Risk Category</th>
<th>Rating at Approval</th>
<th>Previous Rating</th>
<th>Current Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>Political and Governance</td>
<td>--</td>
<td>Moderate</td>
<td>Moderate</td>
</tr>
<tr>
<td>Macroeconomic</td>
<td>--</td>
<td>High</td>
<td>Moderate</td>
</tr>
<tr>
<td>Sector Strategies and Policies</td>
<td>--</td>
<td>Moderate</td>
<td>Moderate</td>
</tr>
<tr>
<td>Technical Design of Project or Program</td>
<td>--</td>
<td>Moderate</td>
<td>Moderate</td>
</tr>
<tr>
<td>Institutional Capacity for Implementation and Sustainability</td>
<td>--</td>
<td>Moderate</td>
<td>Moderate</td>
</tr>
<tr>
<td>Fiduciary</td>
<td>--</td>
<td>Moderate</td>
<td>Moderate</td>
</tr>
<tr>
<td>Environment and Social</td>
<td>--</td>
<td>Low</td>
<td>Low</td>
</tr>
<tr>
<td>Stakeholders</td>
<td>--</td>
<td>Low</td>
<td>Low</td>
</tr>
<tr>
<td>Other</td>
<td>--</td>
<td>Moderate</td>
<td>Moderate</td>
</tr>
<tr>
<td>Overall</td>
<td>--</td>
<td>Moderate</td>
<td>Moderate</td>
</tr>
</tbody>
</table>

### Results

#### Project Development Objective Indicators

- **Reduction in travel time for passenger cars, in percentage, along the project roads sections to be rehabilitated (Percentage, Custom)**

<table>
<thead>
<tr>
<th></th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Value</td>
<td>0.00</td>
<td>3.82</td>
<td>3.82</td>
<td>10.00</td>
</tr>
<tr>
<td>Date</td>
<td>12-Mar-2014</td>
<td>01-May-2017</td>
<td>07-Dec-2017</td>
<td>30-Sep-2019</td>
</tr>
</tbody>
</table>

- **Reduction of vehicle operating costs for heavy trucks, in Euro per vehicle-km, along the project road sections to be rehabilitated (Amount(USD), Custom)**
<table>
<thead>
<tr>
<th></th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Value</td>
<td>0.79</td>
<td>0.69</td>
<td>0.69</td>
<td>0.69</td>
</tr>
<tr>
<td>Date</td>
<td>12-Mar-2014</td>
<td>01-May-2017</td>
<td>07-Dec-2017</td>
<td>30-Sep-2019</td>
</tr>
</tbody>
</table>

**Percentage of all PESR road projects that incorporate road safety audit recommendations (Percentage, Custom)**

<table>
<thead>
<tr>
<th></th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Value</td>
<td>0.00</td>
<td>75.00</td>
<td>75.00</td>
<td>100.00</td>
</tr>
<tr>
<td>Date</td>
<td>12-Mar-2014</td>
<td>01-May-2017</td>
<td>07-Dec-2017</td>
<td>30-Sep-2019</td>
</tr>
</tbody>
</table>

**Climate resilience design guidelines prepared and integrated by PESR in their internal design process (Yes/No, Custom)**

<table>
<thead>
<tr>
<th></th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Value</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>Y</td>
</tr>
<tr>
<td>Date</td>
<td>12-Mar-2014</td>
<td>01-May-2017</td>
<td>07-Dec-2017</td>
<td>30-Sep-2019</td>
</tr>
</tbody>
</table>

**Overall Comments**

**Intermediate Results Indicators**

**Roads rehabilitated (Kilometers, Custom)**

<table>
<thead>
<tr>
<th></th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Value</td>
<td>0.00</td>
<td>111.60</td>
<td>119.08</td>
<td>112.00</td>
</tr>
<tr>
<td>Date</td>
<td>14-Jul-2014</td>
<td>01-May-2017</td>
<td>07-Dec-2017</td>
<td>30-Sep-2019</td>
</tr>
</tbody>
</table>
### Roads in good or fair condition as a share of total classified roads (Percentage, Custom)

<table>
<thead>
<tr>
<th></th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Value</td>
<td>64.00</td>
<td>85.00</td>
<td>64.00</td>
<td>74.00</td>
</tr>
<tr>
<td>Date</td>
<td>01-May-2015</td>
<td>01-May-2017</td>
<td>07-Dec-2017</td>
<td>30-Sep-2019</td>
</tr>
</tbody>
</table>

**Comments**

As per the condition survey carried out in 2015, the baseline is revised from 79% to 64%, and the target is therefore changed from 81% to 74%. This is proposed and agreed by the clients (PESR).

### Road safety design audit guidelines prepared (Yes/No, Custom)

<table>
<thead>
<tr>
<th></th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Value</td>
<td>N</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Date</td>
<td>14-Jul-2014</td>
<td>01-May-2017</td>
<td>07-Dec-2017</td>
<td>30-Sep-2019</td>
</tr>
</tbody>
</table>

### Climate resilience design guidelines prepared (Yes/No, Custom)

<table>
<thead>
<tr>
<th></th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Value</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>Y</td>
</tr>
<tr>
<td>Date</td>
<td>14-Jul-2014</td>
<td>01-May-2017</td>
<td>07-Dec-2017</td>
<td>30-Sep-2019</td>
</tr>
</tbody>
</table>

### Number of km of road network surveyed for road safety (iRAP) (Kilometers, Custom)

<table>
<thead>
<tr>
<th></th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Value</td>
<td>500.00</td>
<td>500.00</td>
<td>4,000.00</td>
<td>4,000.00</td>
</tr>
<tr>
<td>Date</td>
<td>14-Jul-2014</td>
<td>01-May-2017</td>
<td>07-Dec-2017</td>
<td>30-Sep-2019</td>
</tr>
</tbody>
</table>
### Five year rolling program for national and regional roads preservation works prepared based on the RAMS (Yes/No, Custom)

<table>
<thead>
<tr>
<th>Value</th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>N</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td></td>
</tr>
<tr>
<td>Date</td>
<td>14-Jul-2014</td>
<td>01-May-2017</td>
<td>07-Dec-2017</td>
<td>30-Sep-2019</td>
</tr>
</tbody>
</table>

### Percentage of beneficiaries expressing satisfaction with condition of the project roads. (Percentage, Custom)

<table>
<thead>
<tr>
<th>Value</th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>50.00</td>
<td>0.00</td>
<td>0.00</td>
<td>70.00</td>
<td></td>
</tr>
<tr>
<td>Date</td>
<td>14-Jul-2014</td>
<td>16-Dec-2016</td>
<td>07-Dec-2017</td>
<td>30-Sep-2019</td>
</tr>
</tbody>
</table>

Comments:
PESR has hired consultants to carry out this task. Work is in progress.

### Direct project beneficiaries (number), of which female (percentage) (Number, Custom)

<table>
<thead>
<tr>
<th>Value</th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td></td>
</tr>
<tr>
<td>Date</td>
<td>30-Jul-2015</td>
<td>01-May-2017</td>
<td>07-Dec-2017</td>
<td>30-Sep-2019</td>
</tr>
</tbody>
</table>

Comments:
PESR has hired consultants to carry out this task. Work is in progress.
### Annual performance report prepared and published by PESR (Yes/No, Custom)

<table>
<thead>
<tr>
<th></th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Value</strong></td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>Y</td>
</tr>
<tr>
<td><strong>Date</strong></td>
<td>14-Jul-2014</td>
<td>01-May-2017</td>
<td>07-Dec-2017</td>
<td>30-Sep-2019</td>
</tr>
</tbody>
</table>

**Overall Comments**

### Data on Financial Performance

#### Disbursements (by loan)

<table>
<thead>
<tr>
<th>Project</th>
<th>Loan/Credit/TF</th>
<th>Status</th>
<th>Currency</th>
<th>Original</th>
<th>Revised</th>
<th>Cancelled</th>
<th>Disbursed</th>
<th>Undisbursed</th>
<th>Disbursed</th>
</tr>
</thead>
<tbody>
<tr>
<td>P148023</td>
<td>IBRD-84200</td>
<td>Effective</td>
<td>USD</td>
<td>70.98</td>
<td>70.98</td>
<td>0.00</td>
<td>33.46</td>
<td>30.06</td>
<td>47%</td>
</tr>
</tbody>
</table>

**Key Dates (by loan)**

<table>
<thead>
<tr>
<th>Project</th>
<th>Loan/Credit/TF</th>
<th>Status</th>
<th>Approval Date</th>
<th>Signing Date</th>
<th>Effectiveness Date</th>
<th>Orig. Closing Date</th>
<th>Rev. Closing Date</th>
</tr>
</thead>
</table>

### Cumulative Disbursements
Restructuring History

There has been no restructuring to date.

Related Project(s)

There are no related projects.