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Implementation Status & Results
Papua New Guinea
Road Maintenance and Rehabilitation Project (P004397)

Operation Name: Road Maintenance and Rehabilitation Project (P004397) Project Stage: Implementation Seq.No: 16 Status: ARCHIVED Archive Date: 25-Jul-2012

Country: Papua New Guinea Approval FY: 2002

Product Line: IBRD/IDA Region: EAST ASIA AND PACIFIC Lending Instrument: Specific Investment Loan

Implementing Agency(ies): Ministry of Works

Key Dates

Board Approval Date	06-Jun-2002	Original Closing Date	31-Dec-2006	Planned Mid Term Review Date		Last Archived ISR Date	25-Dec-2011
Effectiveness Date	07-Feb-2003	Revised Closing Date	30-Jun-2012	Actual Mid Term Review Date			

Project Development Objectives

Project Development Objective (from Project Appraisal Document)

A. Restore satisfactory physical condition and safety to parts of national and provincial roads and bridges in six project provinces. B. Strengthen strategic planning and management of road sector assets. C. Strengthen institutional arrangements for road maintenance. D. Increase private sector contracting of maintenance works.

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

○ Yes ◉ No

Component(s)

Component Name	Component Cost
Maintenance and Restoration of National Roads	51.24
Maintenance and Restoration of Provincial Roads.	9.34
Maintenance, Restoration and Replacement of National Bridges	15.09
Maintenance, Restoration and Replacement of Provincial Bridges	4.78
Implementation support, including Employer's Project Manager (EPM) and Provincial Employer's Project Manager (PEPM)	7.88
Road Sector Support	2.94

Overall Ratings

	Previous Rating	Current Rating
Progress towards achievement of PDO	Satisfactory	Satisfactory
Overall Implementation Progress (IP)	Satisfactory	Satisfactory
Overall Risk Rating	Moderate	Moderate

Implementation Status Overview

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The project completed nearly all of its planned investments, and in so doing has contributed to substantial improvement of the efficiency, safety, and reliability of the road transport system in the participating provinces.

Locations

Country	First Administrative Division	Location	Planned	Actual
Pap. New Guinea	West New Britain Province	West New Britain Province		
Pap. New Guinea	East New Britain Province	Warangoi		
Pap. New Guinea	Manus Province	Tingau Number 1		
Pap. New Guinea	Central Province	Rigo District		
Pap. New Guinea	East New Britain Province	Rabaul District		
Pap. New Guinea	Northern Province	Popondetta District		
Pap. New Guinea	Northern Province	Popondetta		
Pap. New Guinea	Northern Province	Pongani		
Pap. New Guinea	Not Entered	Independent State of Papua New Guinea		
Pap. New Guinea	Central Province	Obaha		
Pap. New Guinea	Northern Province	Northern Province		
Pap. New Guinea	Manus Province	Mundrau		
Pap. New Guinea	Morobe Province	Morobe Province		
Pap. New Guinea	Manus Province	Metawari		
Pap. New Guinea	Morobe Province	Menyamya District		
Pap. New Guinea	Central Province	Matairuka		
Pap. New Guinea	Manus Province	Manus Province		
Pap. New Guinea	Manus Province	Manus District		
Pap. New Guinea	Gulf Province	Malalaua District		
Pap. New Guinea	Gulf Province	Malalaua		
Pap. New Guinea	Central Province	Laloki		
Pap. New Guinea	East New Britain Province	Korere		

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Country	First Administrative Division	Location	Planned	Actual
Pap. New Guinea	East New Britain Province	Kokopo District		
Pap. New Guinea	West New Britain Province	Koimumu		
Pap. New Guinea	West New Britain Province	Kimbe		
Pap. New Guinea	Central Province	Kairuku District		
Pap. New Guinea	West New Britain Province	Hoskins		
Pap. New Guinea	Gulf Province	Gulf Province		
Pap. New Guinea	East New Britain Province	East New Britain Province		
Pap. New Guinea	Central Province	Bereina		
Pap. New Guinea	Morobe Province	Aseki		
Pap. New Guinea	Central Province	Aropokina		
Pap. New Guinea	Central Province	Alepa		
Pap. New Guinea	Northern Province	Afore		
Pap. New Guinea	Central Province	Kupiano		
Pap. New Guinea	Central Province	Central Province		
Pap. New Guinea	Central Province	Abau District		
Pap. New Guinea	Central Province	Agevairu		
Pap. New Guinea	Central Province	Ianu		
Pap. New Guinea	Central Province	Hiri		
Pap. New Guinea	Northern Province	Afore		
Pap. New Guinea	West New Britain Province	Kimbe		
Pap. New Guinea	West New Britain Province	Bialla		

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Results

Project Development Objective Indicators

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Indicator Name	Core	Unit of Measure		Baseline	Current	End Target
Maintenance/ Rehabilitation of National Bridges	☐	Text	Value	0	47	65
			Date	30-Jun-2002	01-Jun-2012	30-Jun-2012
			Comments		Data provided in Client ICR.	Target is number of bridges to be rehabilitated
Total km of Provincial Roads Restored	☐	Text	Value	0	195.6	220
			Date	30-Jun-2002	01-Jun-2012	30-Jun-2012
			Comments		Data provided in April 2012 progress report	220km of provincial roads restoration targeted, with 50km (annually) of provincial road maintenance
Total km of National Roads with restoration/ specific maintenance	☐	Text	Value	0	1313.4	1390km
			Date	30-Jun-2002	01-Jun-2012	30-Jun-2012
			Comments		1313.4km of national roads receiving maintenance or restoration under the project according to April 2012 Progress Report.	A target of 750km (annually) of maintenance and 640km of restoration.
DOW#s policy to proactively combat the spread of HIV/AIDS is fully institutionalized on all major contracts by 2009.	☐	Text	Value	0%	100%	100%
			Date	30-Jun-2002	01-Jun-2012	30-Jun-2012
			Comments		Currently DOWs policy executed on 100% of contracts	Date extended to match current project closing date
Percent of maintenance expenditure bid competitively in the Project provinces is increased over time.	☐	Text	Value	40%	95%	95%
			Date	30-Jun-2002	01-Jun-2012	30-Jun-2012
			Comments	40% of maintenance was bid competitively at baseline date.	For end 2010, and as reported in Client ICR, less than 100% due to force account activities in Manus.	Date extended to match current project closing date
Timeliness: Number of provinces that submit management claims in a timely and accurate way	☐	Text	Value	-	100%	100%
			Date	30-Jun-2002	01-Jun-2012	30-Jun-2012
			Comments	Statistics not available in the baseline year	From end 2010 and as reported in draft client ICR.	Date extended to match current project closing date
Timeliness: Number of provinces that submit Annual Work Programs in each year	☐	Text	Value	50%	100%	100%
			Date	30-Jun-2002	01-Jun-2012	30-Jun-2012
			Comments	50% of provinces submitting AWP in baseline year.	From end 2010 and as reported in draft client ICR.	Date extended to match current project closing date

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Percent of maintenance expenditure bid competitively	☐	Text	Value	40%	95%	100%
			Date	30-Jun-2002	01-Jun-2012	30-Jun-2012
			Comments	Initially 40% of maintenance expenditure bid competitively	For end 2010, and as reported in Client ICR, less than 100% due to force account activities in Manus.	Date extended to match current project closing date
Percentage of program budget for routine maintenance of national roads based on acceptable Maintenance Management System increases to 75% by 2009.	☐	Text	Value	10%	67%	75%
			Date	30-Jun-2002	01-Jun-2012	30-Jun-2012
			Comments	10% of program budget for routine maintenance of national roads based on acceptable MMS	for end 2010 and as reported in draft client ICR.	Date extended to match current project closing date
Percentage of DOW budget on maintenance and preservation in the participating provinces is maintained	☐	Text	Value	70%	55%	100%
			Date	30-Jun-2002	01-Jun-2012	30-Jun-2012
			Comments	20% of DOW budget on road maintenance in the participating provinces is maintained	for end 2010 and as reported in draft client ICR.	Date extended to match current project closing date
RAMS-generated program budget for periodic maintenance on national roads increases by 30% by 2009	☐	Text	Value	30%	55%	100%
			Date	30-Jun-2002	01-Jun-2012	30-Jun-2012
			Comments	30% of periodic maintenance program budget is generated from RAMS	for end 2010 and as reported in draft client ICR.	Date extended to match current project closing date
Between 2002 and 2009, overall reduction of 30% in percentage of respondents in sample villages who report travel time to nearest health facility of one hour or more	☐	Text	Value	40%	37.5%	10%
			Date	30-Jun-2002	01-Jun-2012	30-Jun-2012
			Comments	Baseline value of 40% of respondents reporting travel time to nearest health facility in excess of one hour.	Study completed in 2009.	Date extended to match current project closing date
3. Between 2002 and 2009, overall reduction of 25% in percentage of students in sample villages who report having to spend more than one hour travel time to get to nearest primary school each day.	☐	Text	Value	35%	18.8%	10%
			Date	30-Jun-2002	01-Jun-2012	30-Jun-2012
			Comments		Study completed in 2009.	Date extended to match current project closing date
Between 2002 and 2009, reduction by 20% of the percentage of households in sample villages with household income under K100/ month (US$1/day) by 2009	☐	Text	Value	25%	5%	5%
			Date	30-Jun-2002	01-Jun-2012	30-Jun-2012
			Comments	In 2002, 25% of households had income of less than K100/month	Study completed in 2009.	Date extended to match current project closing date

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Percentage of total national roads in #Good# and #Fair# condition based on RAMS condition survey is sustainably maintained each year through 2009. (those roads with an IRI of between 5-8 and 8-15)	☐	Text	Value	20%	75%	70%
			Date	30-Jun-2002	01-Jun-2012	30-Jun-2012
			Comments	20% of roads in good and fair condition based on RAMS condition survey	Data take from PNG Road Statistics - 6 Jan 2011. Publication from DOW which uses RAMS generated data	70% was the initial target for year 2009 (initial extended closing date).

Intermediate Results Indicators

Indicator Name	Core	Unit of Measure		Baseline	Current	End Target
Roads in good and fair condition as a share of total classified roads	☒	Percentage	Value	20.00	74.50	70.00
			Date	30-Jun-2002	01-Jun-2012	30-Jun-2012
			Comments	Expressed as percentage. 20% of total classified roads in good and fair condition at baseline date.	Percentage. Data source "Papua New Guinea Road Statistics" January 2011, DOW.	Target date revised to coincide with current project closing date. 70% is the target.
Size of the total classified network	☒	Kilometers Sub Type Supplemental	Value	8738.46	8738.46	8738.46

Data on Financial Performance (as of 19-Jun-2012)

Financial Agreement(s) Key Dates

Project	Ln/Cr/Tf	Status	Approval Date	Signing Date	Effectiveness Date	Original Closing Date	Revised Closing Date
P004397	IBRD-71190	Closed	06-Jun-2002	12-Aug-2002	07-Feb-2003	31-Dec-2006	31-Dec-2009
P004397	IDA-42980	Closed	26-Apr-2007	03-Jul-2007	19-Sep-2007	31-Dec-2009	30-Jun-2012

Disbursements (in Millions)

Project	Ln/Cr/Tf	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	% Disbursed
P004397	IBRD-71190	Closed	USD	40.00	39.97	0.03	39.97	0.00	100.00
P004397	IDA-42980	Closed	USD	37.31	37.31	0.00	37.55	1.01	101.00

Disbursement Graph

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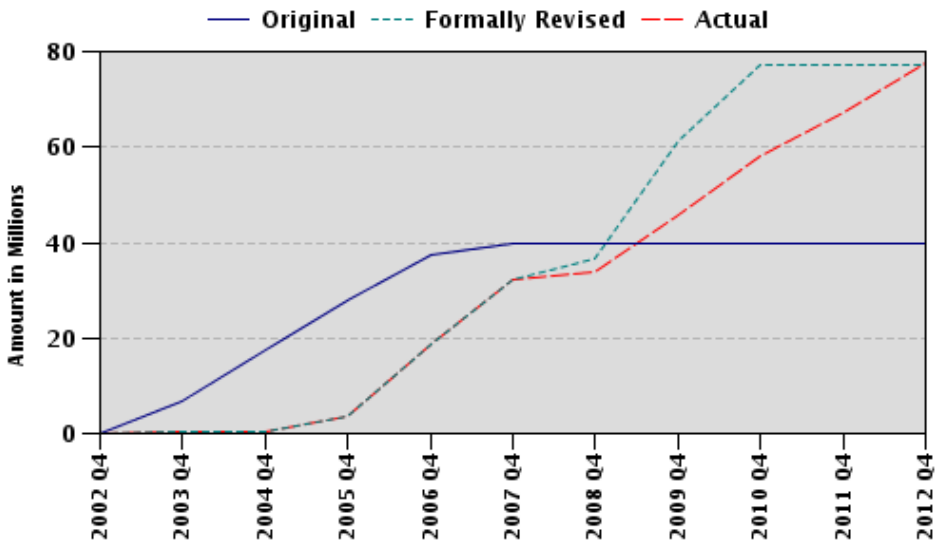

Key Decisions Regarding Implementation

The project has closed and preparation of post-closing assessment reports is underway.

Restructuring History

Level two Approved on 15-Dec-2011

Related Projects

P102792-Road Maintenance and Rehabilitation Project (Supplemental)

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