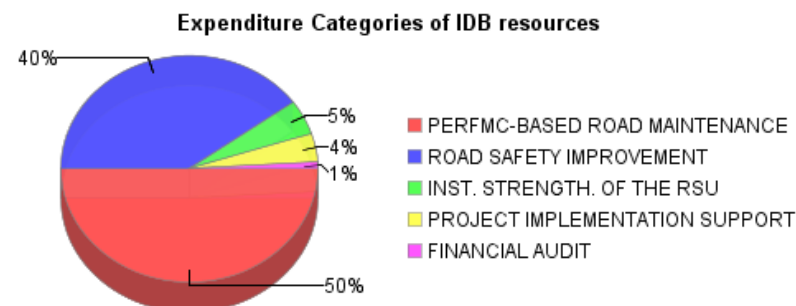
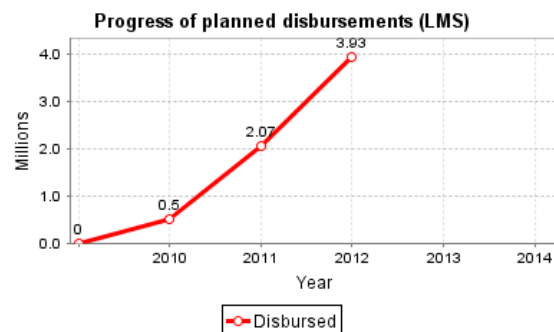
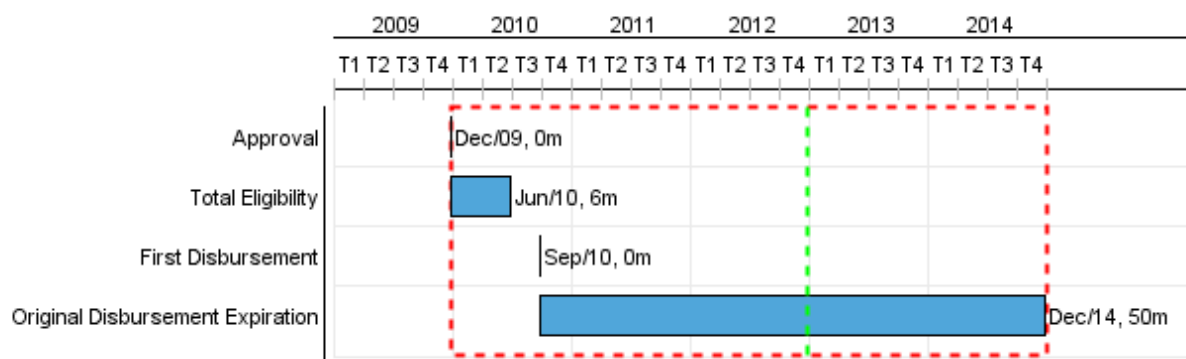


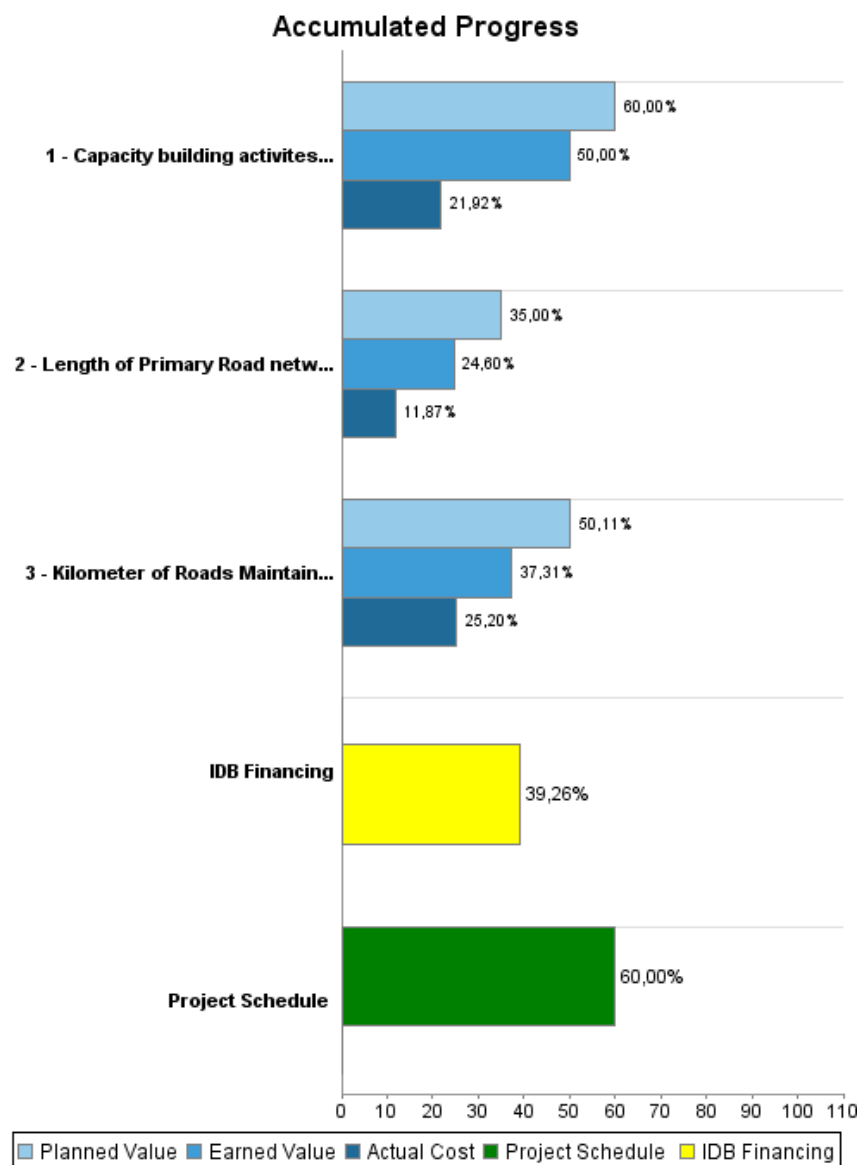
## Summary Report

| Basic Data             |  | Available Funds (US\$)    |               | Total Cost and Source         |               |
|------------------------|--|---------------------------|---------------|-------------------------------|---------------|
| Executing Agency (EA): | MINISTRY OF TRANSPORT AND WORKS          |                           |               |                               |               |
| Sector:                | TRANSPORT                                |                           |               |                               |               |
| Loan Number(s):        | 2276/OC-JA                               | Current Approved Amount:  | 10.000.000,00 | Original IDB:                 | 10.000.000,00 |
| Stage:                 | Approved                                 | Disbursed Amount to Date: | 3.926.183,79  | Current IDB:                  | 10.000.000,00 |
| Operation Type:        | INV - Investment                         | % Disbursed:              | 39,26         | Pari-passu:                   | 100,00        |
| Related Operation(s):  |  | Balance:                  | 6.073.816,21  | Co-Financing/Country:         |               |
| Operation Subtype:     | GOM - Global of Multiple Works Operation |                           |               | Original Estimate:            | 10.000.000,00 |
|                        |  |                           |               | Amortization Period (months): | 234           |

| Project Environmental and Social Impact Category    | Reformulation  | Validation   |
|---|--|--|
| Project Environmental and Social Impact Category: B | ( ) Was the objective(s) of this project reformulated? | Validated by Division Chief: 28-sep-2012<br>Validated by Country Representative: 15-oct-2012 |



## Accumulated Progress as of 2012



## Outcomes

|                      |  |
|----------------------|--|
| <b>Outcome:</b>      | Road Safety Conditions on project corridors improved   |
| <b>Suppositions:</b> | Engineering and technology interventions like improved road alignment, road marking and/or traffic control will reduce road accidents. |
| <b>Comments:</b>     | The target schedule has been revised since the project will realize its outcome towards the end of project implementation.             |

| Indicator   | Unit of Measure | Baseline | Baseline Year |   | 2010 | 2011 | 2012 | 2013 | 2014  | End of project |
|---|-----------------|----------|---------------|---|------|------|------|------|-------|----------------|
| Percentage reduction in the rate of road crashes/incidents on the project corridors | Percentage      |          | 2009          | P |      |      |      | 9.00 | 11.00 | 20.00          |
|   |                 |          |               | A |      |      |      |      |       |                |

|                      |   |
|----------------------|---|
| <b>Outcome:</b>      | Community Based Road Maintenance Works Established  |
| <b>Suppositions:</b> | Communities will be able to form themselves into micro enterprises that are willing and able to maintain community roads.   |
| <b>Comments:</b>     | Communities are often polarised and divided by electoral boundaries. Expert social intervention would be required to respect the culture of the communities when creating community groups. |

| Indicator   | Unit of Measure | Baseline | Baseline Year |   | 2010   | 2011   | 2012   | 2013   | 2014   | End of project |
|---|-----------------|----------|---------------|---|--------|--------|--------|--------|--------|----------------|
| Kilometers of road maintained   | km              |          | 2009          | P |        | 100.00 | 100.00 | 200.00 | 100.00 | 500.00         |
|   |                 |          |               | A |        | 100.00 |        |        |        |                |
| Percentage of reduction in the numbers of days that the roads are closed. | Percentage      |          | 2009          | P |        | 5.00   | 5.00   | 5.00   | 5.00   | 20.00          |
|   |                 |          |               | A |        | 5.00   |        |        |        |                |
| Vehicle Operating Cost and travel time                                    | Base            | 100.00   | 2009          | P | 96.00  | 92.00  | 88.00  | 84.00  | 84.00  | 80.00          |
|   |                 |          |               | A | 100.00 | 92.00  |        |        |        |                |
| Number of contracts signed with community based organizations             | People employed | 40.00    | 2009          | P |        | 10.00  | 10.00  | 10.00  | 10.00  | 10.00          |
|   |                 |          |               | A |        | 10.00  |        |        |        |                |

|                 |  |
|-----------------|--|
| <b>Outcome:</b> | Road Safety Unit Institutionally Modernized and Strengthened |
|-----------------|--|

| Indicator  | Unit of Measure | Baseline | Baseline Year |   | 2010 | 2011   | 2012   | 2013   | 2014  | End of project |
|--|-----------------|----------|---------------|---|------|--------|--------|--------|-------|----------------|
| Road Safety Assessment program completed on 500km of main road | kilometer       |          | 2009          | P |      | 100.00 | 150.00 | 200.00 | 50.00 | 500.00         |
|  |                 |          |               | A |      | 100.00 |        |        |       |                |
| Percentage of accident data base populated                     | percentage      |          | 2009          | P |      | 25.00  | 25.00  | 25.00  | 25.00 | 100.00         |
|  |                 |          |               | A |      | 25.00  |        |        |       |                |

## Outputs: Annual Physical and Financial Progress 2012

| Description   | Unit of Measure | Physical |        |                   |           | Financial           |                   |                   |                      |
|---|-----------------|----------|--------|-------------------|-----------|---------------------|-------------------|-------------------|----------------------|
|   |                 | Planned  | Actual | Accumulated units | EOP units | Planned             | Actual            | Accumulated costs | EOP costs            |
| <b>Performance Based Road Maintenance</b>                           |                 |          |        |                   |           |                     |                   |                   |                      |
| Kilometer of Roads Maintained using CBOs                            | Kilometers      | 200,00   | 136,00 |                   | 500,00    | 2.000.000,00        | 544.448,00        |                   | 5.000.000,00         |
| <b>Road Safety Improvements</b>                                     |                 |          |        |                   |           |                     |                   |                   |                      |
| Length of Primary Road network retrofited with safety improvements. | Kilometers      | 150,00   | 98,00  |                   | 500,00    | 1.200.000,00        | 235.359,00        |                   | 4.000.000,00         |
| <b>Institutional Strengthening of the Road Safety Unit</b>          |                 |          |        |                   |           |                     |                   |                   |                      |
| Capacity building activites in the MWT and RSU                      | Activities      | 4,00     | 3,00   |                   | 10,00     | 200.000,00          | 55.603,00         |                   | 500.000,00           |
| <b>Project Implementation Support</b>                               |                 |          |        |                   |           |                     |                   |                   |                      |
| % of the project execution unit established                         | N/A             |          |        |                   |           | 200.000,00          | 15.915,00         |                   | 500.000,00           |
| <b>TOTAL</b>  |                 |          |        |                   |           | <b>3.600.000,00</b> | <b>851.325,00</b> |                   | <b>10.000.000,00</b> |