



MILLENNIUM CHALLENGE ACCOUNT-MALAWI II

Monitoring and Evaluation Plan

Malawi Transport and Land Compact

Monitoring, Evaluation, and Economics Department

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**Version 1
December 6th, 2024**

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PREAMBLE

This Monitoring and Evaluation (M&E) Plan:

- is an extension of the Compact Monitoring and Evaluation Summary included in the Malawi Transport and Land Compact signed on September 28, 2022, between the United States of America, acting through the Millennium Challenge Corporation (MCC), and the Republic of Malawi, acting through its government;
- will support provisions described in the Malawi Land and Transport Compact; and
- is governed by and follows the principles stipulated in MCC's *Policy for Monitoring and Evaluation* (MCC M&E Policy).

This M&E Plan is considered a binding document, and failure to comply with its stipulations could result in suspension of disbursements. It may be modified or amended as necessary following the MCC M&E Policy, and if it is consistent with the requirements of the program agreement and any other relevant supplemental legal documents.

LIST OF ACRONYMS

ACFD	American Catalyst Facility for Development
AGC	Accelerated Growth Corridors
CBA	Cost-Benefit Analysis
CCRM	City Council Land-Based Revenue Modernization
CED	Compact End Date
CFTC	Competition and Fair-Trading Commission
DBST	Double Bitumen Surface Treatment
DFC	U.S. International Development Finance Corporation
DQA	Data Quality Audits
DQR	Data Quality Review
EA	Economic Analysis
EDR	Evaluation Design Report
ERR	Economic Rate of Return
EU	European Union
FGD	Focus Group Discussion
GBVH	Gender-Based Violence and Harassment
GIS	Geographical Information System
HDM4	Highway Development and Management Model Four
ILPP	Increased Land Productivity Project
IRI	International Roughness Index
ISBC	Institutional and Social and Behavior Change
ITT	Indicator Tracking Table
KII	Key Informant Interviews
KM	Kilometer
LARI	Land Administration Resourcing and Institutions
LIMS	Land Information Management system
MCA	Millennium Challenge Account
M&E	Monitoring and Evaluation
MEE	Monitoring, Evaluation, and Economic Analysis
MCC	Millennium Challenge Corporation
MMD	Malawi Millennium Development
MOL	Ministry of Lands
NMT	Non-motorized traffic
NPV	Net Present Value
PEM	Public Expenditure Management Practice
PIMS	Property Information Management System
PIR	Policy and Institutional Reform and Capacity Building
POC	Point of Contact

PPP	Purchasing Power Parity
QDRP	Quarterly Disbursement Request Package
RA	Roads Authority
RCI	Road Corridor Improvement
SBC	Social and Behavior Change
TBD	To be determined
USD	United States Dollar
USAID	U.S. Agency for International Development
VOC	Vehicle Operating Cost

1.0 INTRODUCTION

This Monitoring and Evaluation Framework serves as a detailed framework for assessing progress towards and achievement of the Malawi Transport and Land Compact's project objectives. The M&E Plan is used in conjunction with other documents such as work plans, procurement plans, and financial plans to provide oversight for program implementation and to strive to ensure the program is on track to achieving its intended results. The M&E Plan also serves as a communications tool, so that MCA-Malawi II staff and other stakeholders clearly understand the results the MCA-Malawi II is responsible for achieving. Additionally, it serves as a guide for program implementation and management so that the MCA-Malawi II, the Government of Malawi, Stakeholders' Committee, Implementing Entities, implementers, beneficiaries, and other stakeholders understand the progress being made towards the achievement of objectives and results, and the factors impeding progress during implementation.

This M&E Plan provides the following functions:

- *Describes the expected results.* The plan presents the program description, project logics, and economic analysis, including the results that need to be measured under the M&E Plan.
- *Establishes a monitoring framework.* The plan identifies the monitoring and data quality assessment strategies and documents the reporting plan to monitor progress against targets during program implementation.
- *Describes the evaluation plan.* The plan identifies evaluations that will be conducted and presents the plan for each including the evaluation questions, methodologies, and data collection strategies that will be employed.
- *Documents all M&E indicators to measure expected results.* The plan documents all indicators, including their baselines, targets, and data sources to assess program progress, and changes to indicators over time.
- *Includes roles and responsibilities.* The plan includes a description of the roles and responsibilities for the implementation and management of M&E activities.

2.0 PROGRAM AND OBJECTIVE OVERVIEW

2.1 Program Background

On September 28, 2022, the Millennium Challenge Corporation (MCC) signed a second Compact agreement with the Government of Malawi (the Government) worth **US\$350 million** to reduce poverty in Malawi through sustainable economic growth¹. Pursuant to the Compact agreement, the Government established the Millennium Challenge Account-Malawi II (MCA-Malawi II) entity, which is charged with implementing the Compact. The Compact entered into force² on May 6th, 2024. MCA-Malawi II will implement the second Compact for five years with a projected Compact End Date (CED) of May 6th, 2029.

The constraints analysis conducted during the compact development process identified three binding constraints to economic growth in Malawi: (i) lack of a stable macroeconomic environment as reflected in high and volatile inflation; (ii) high price of road freight transport service and barriers to linking farms to markets in rural areas; and (iii) difficulties with access to land for investment due to mismanagement of the estate sector and unclear/uncertain customary land rights, particularly for women smallholder farmers.

Based on a multi-year consultative process with the Government, the private sector, and civil society, MCC and the Government jointly agreed to focus the Compact on the binding constraints pertaining to costs of transport and access to land. MCC and the Government further agreed to focus on several root causes contributing to these constraints. The root causes contributing to cost of transport constraints were (i) poor rural infrastructure and policy, and (ii) institutional and regulatory issues affecting the transport sector. The root causes contributing to land sector constraints were (i) inadequate public resources to support land service delivery, (ii) a costly institutional framework for land administration, (iii) outdated and inaccessible land rights records, and (iv) limited incentives on landholders to invest in or transfer land.

MCC and the Government have designed a Compact that seeks to address the root causes by (1) reducing transport costs in rural areas through measures to improve road conditions, safety, and maintenance across corridor roads connecting farms to markets; and (2) improving land services through measures to increase land-based revenues, address institutional change and increase resources for key services to increase investment in land.

2.1.1 Program Description

This program has three projects, the Accelerated Growth Corridors (AGC) Project, the Increased Land Productivity Project (ILPP), and the American Catalyst Facility for Development (ACFD) Project. For each project, a logic diagram is developed to illustrate how the project's interventions work together to achieve the project Objective, detailing all expected intermediate results along the way.

¹ Please see the compact document for a detailed description: <https://assets.mcc.gov/content/uploads/compact-malawi-transport-land.pdf>

² Entry into force is MCC's Compact effectiveness period.

2.2 Project Descriptions and Logic

Set forth below is a description of each of the projects that the Government shall implement, or cause to be implemented, using MCC Funding to advance the applicable Project Objective. In addition, specific activities that shall be undertaken within each project (each an “*Activity*”), including Sub-Activities, are also described.

2.2.1 The Accelerated Growth Corridors Project

The estimated cost for the Accelerated Growth Corridors Project is **US\$244.95 million**, consisting of two Activities: the *Road Corridor Improvement (RCI) Activity* and the *Policy and Institutional Reform and Capacity Building (PIR) Activity*.

2.2.1.1 The Road Corridor Improvement (RCI) Activity

The RCI Activity invests in physical upgrades and improvements across different classes of roads within four selected corridors to improve rural access by addressing road conditions and reducing transport costs. A “Corridor” is an area served by road transport infrastructure, facilitating access to agricultural markets, while a “Focal Point” is an existing or potential point within the area of the Corridor that is the focus of agricultural activity including aggregation of produce for collection by traders, a depot for agricultural inputs, other agribusiness, or agro-processing facilities. This Activity includes four Sub-Activities:

1. The **Corridor Road Works Sub-Activity** aims to improve farmers’ access to agricultural inputs and markets by improving the main road sections in specific Corridors. MCC Funding shall be used to upgrade the surface conditions of specific roads in a Corridor (“Corridor Roads”) to a paved road standard.
2. The **Link Road Works Sub-Activity** will support improvements to the roads connecting Focal Points to Corridor Roads, including upgrading the surface conditions of Link roads to a paved or all-weather gravel road standard.
3. The **First Mile Road Works Sub-Activity** will construct new roads or improve existing roads that connect smallholder farms to Focal Points, and will include construction of single lane gravel roads, or making spot improvements to roads to enable more reliable and climate-resilient all-weather access.
4. The **Main Road Maintenance Works Sub-Activity** will implement periodic maintenance interventions on the main paved roads connecting Corridor Roads to the nearest city, and will support pavement repairs, reseals, and reinstatement of road markings, road signs and other road furniture, while providing improvements for road safety purposes.

Table 1 provides an overview of the four selected corridors. Figures 1 – 4 reflect maps with key locations where construction works were expected to occur as of compact signing. It is important to note that these are likely to change based on final feasibility and costing studies.

Table 1: AGC Corridors

Corridor Road	Road Surface	Districts/Regions	Length (km)
1. Mkanda – Linga (S118)	Double Bitumen Surface Treatment (DBST)	Mchinji, Kasungu/Central	88.0
2. Chileka – Likuni (T345/S124)	DBST	Lilongwe/Central	53.2
3. Chamtulo – Mkutumula (T381/T383/T385)	DBST	Mangochi, Ntcheu/South	77.1
4. Euthini – Chikwawa (M9, S109)	DBST	Mzimba, Rumphi/North	67.0

Corridor ML - Mkanda – Linga (S118) Corridor Road

The Mkanda – Linga corridor road lies in Mchinji and Kasungu Districts. It starts where a paved section of S118 ends near Mkanda Trading Centre in Mchinji District and ends at the junction with S114 at Mwase in Kasungu District. The corridor road crosses Nkaladzi and Luwelezi rivers. It passes through areas of the following Traditional Authorities: Mkanda and Gumba in Mchinji District and Nthunduwala, Kawamba Senior Chief Lukwa and Mwase in Kasungu District. Feasibility studies identified ten (10) secondary link roads and five (5) primary link roads within this corridor.

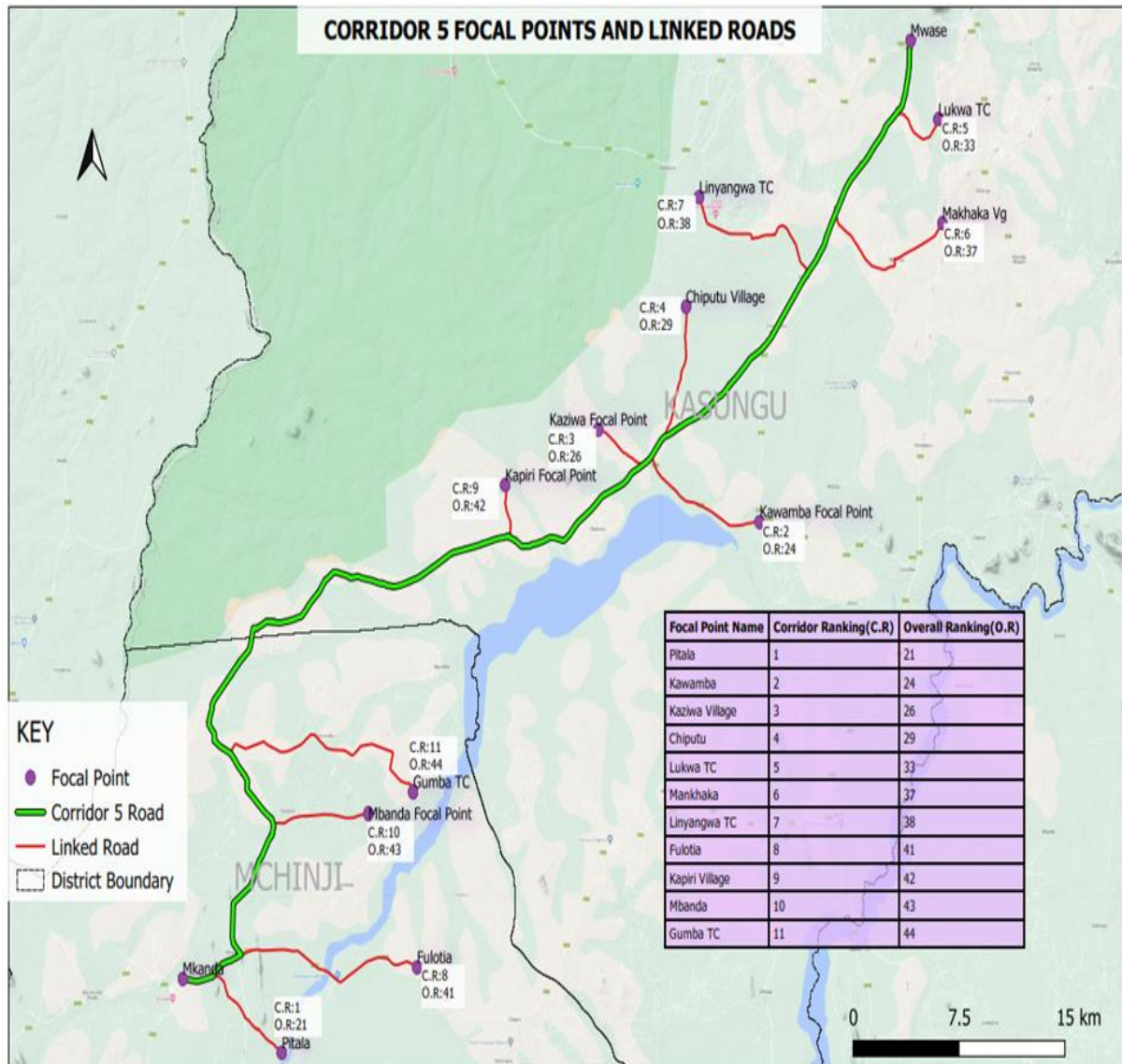


Figure 1: Location Map of Corridor ML³

Corridor CL - Chileka – Likuni (T345/S124) Road

The Corridor Road is in two segments in Lilongwe District (T345 and S124). T345 starts from the junction with M12 (Lilongwe-Mchinji) road near Namitete Trading Centre and ends at the junction with S124 at Malingunde near Kamuzu Dam. S124 starts from the junction with T345 and ends where the paved section of S124 starts at Likuni in Lilongwe District. The Corridor Road crosses the Likuni River and passes through areas of the following Traditional Authorities: Malili, Masumbankhunda, and Kalolo in Lilongwe District. Feasibility studies identified six (6) secondary link roads and three (3) primary link roads within this corridor.

³ Corridor ML was previously named as Corridor 5 during program development. Original naming is shown within the figure labeling.

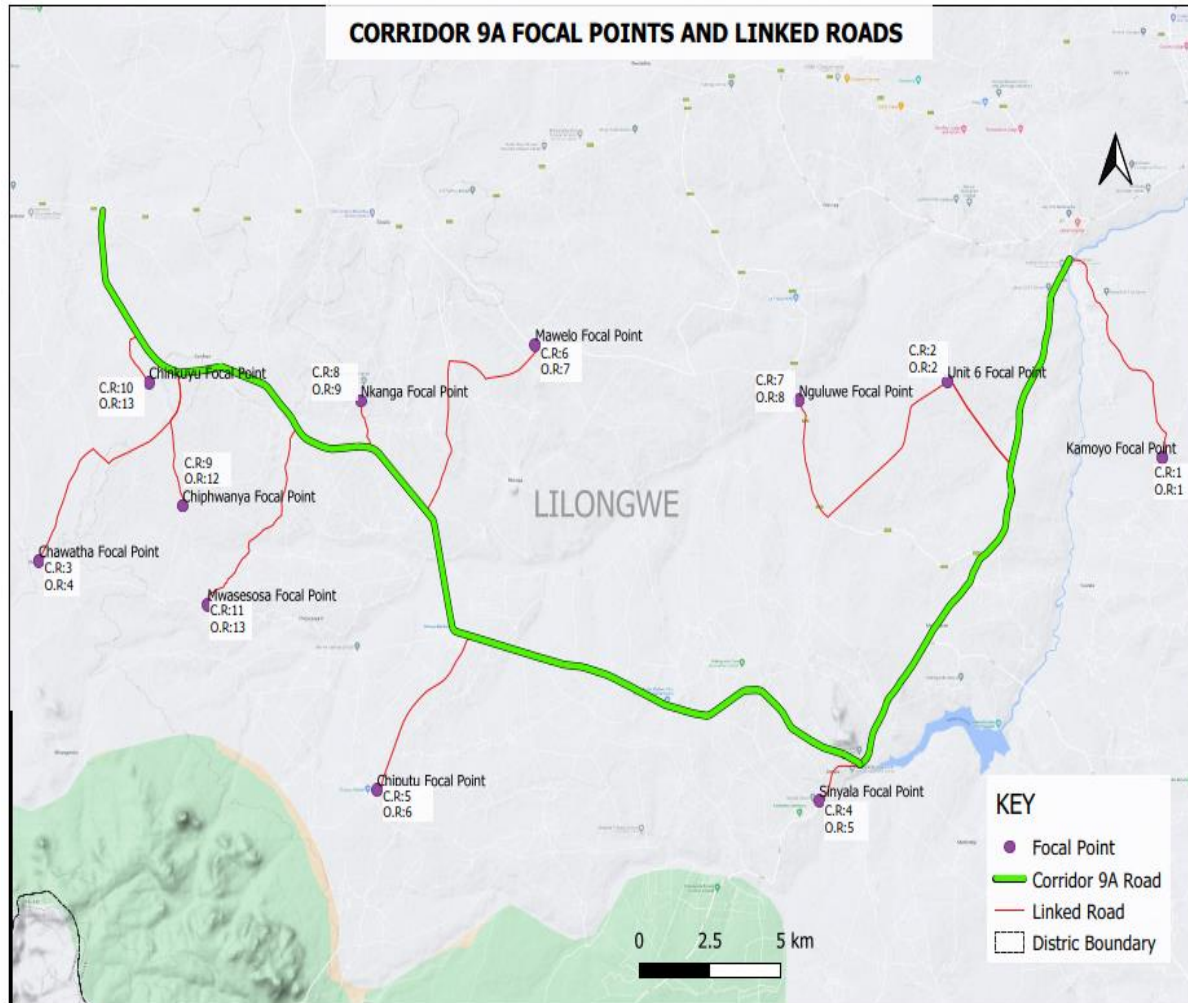


Figure 2: Location Map of Corridor CL⁴

Corridor CM - Chamtulo – Mkutumula (T381/T383/T385)

Corridor 10 is in Mangochi and Ntcheu Districts. The Corridor Road includes sections of T381, T383, and T385. It starts from Chamtulo in Mangochi District, where T381 joins M10 (Golomoti road). It continues along T383 and T385 and ends at a junction with a paved road at Mkutumula about 2 km before the Corridor Road joins M05 (Balaka to Salima road) in Ntcheu District. M05 and M10 are paved roads. The Corridor Road crosses Khungwa, Kakhumi, Thema, Namingwenya, Mingwenya, Mkowi, and Kamudira Rivers. The corridor road passes through areas of the following Traditional Authorities: Nankumba, Mponda, and Chimwala in Mangochi District and Kwataine in Ntcheu District. Feasibility studies identified 13 secondary link roads and four (4) primary link roads within this corridor.

⁴ Corridor CL was previously named as Corridor 9A during program development. Original naming is shown within the figure labeling.

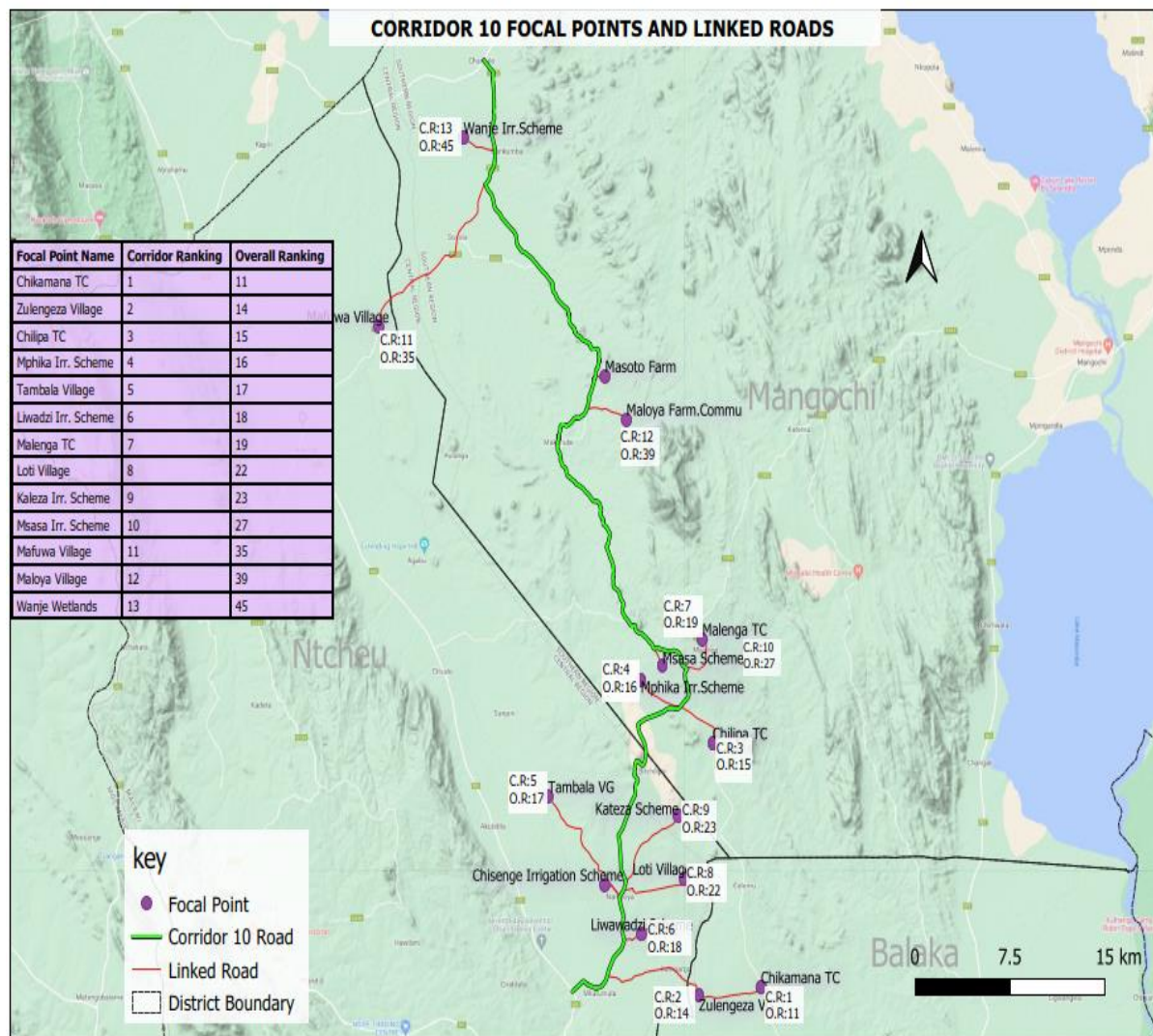


Figure 3: Location Map of Corridor CM⁵

Corridor CE – Euthini, Mzimba – Chikwawa, Rumphi

Corridor 15 is in Mzimba and Rumphi Districts. The Corridor Road comprises a section of M09 Road and S109. It starts from M09 at Euthini, proceeds northwards, and follows S109 at M09/S109 junction. It ends at Chikwawa, near Bolero in Rumphi District, where S109 joins M24. The Corridor Road crosses seven rivers, including South Rukuru in Mzimba and Mwazisi at the boundary of Mzimba and Rumphi District. The Corridor also passes through areas of the following Traditional Authorities: Chikulamayembe in Rumphi District, Mpherembe, and Chindi in Mzimba District. Feasibility studies identified nine (9) secondary link roads and two (2) primary link roads within this corridor.

⁵ Corridor CM was previously named as Corridor 10 during program development. Original naming is shown within the figure labeling.

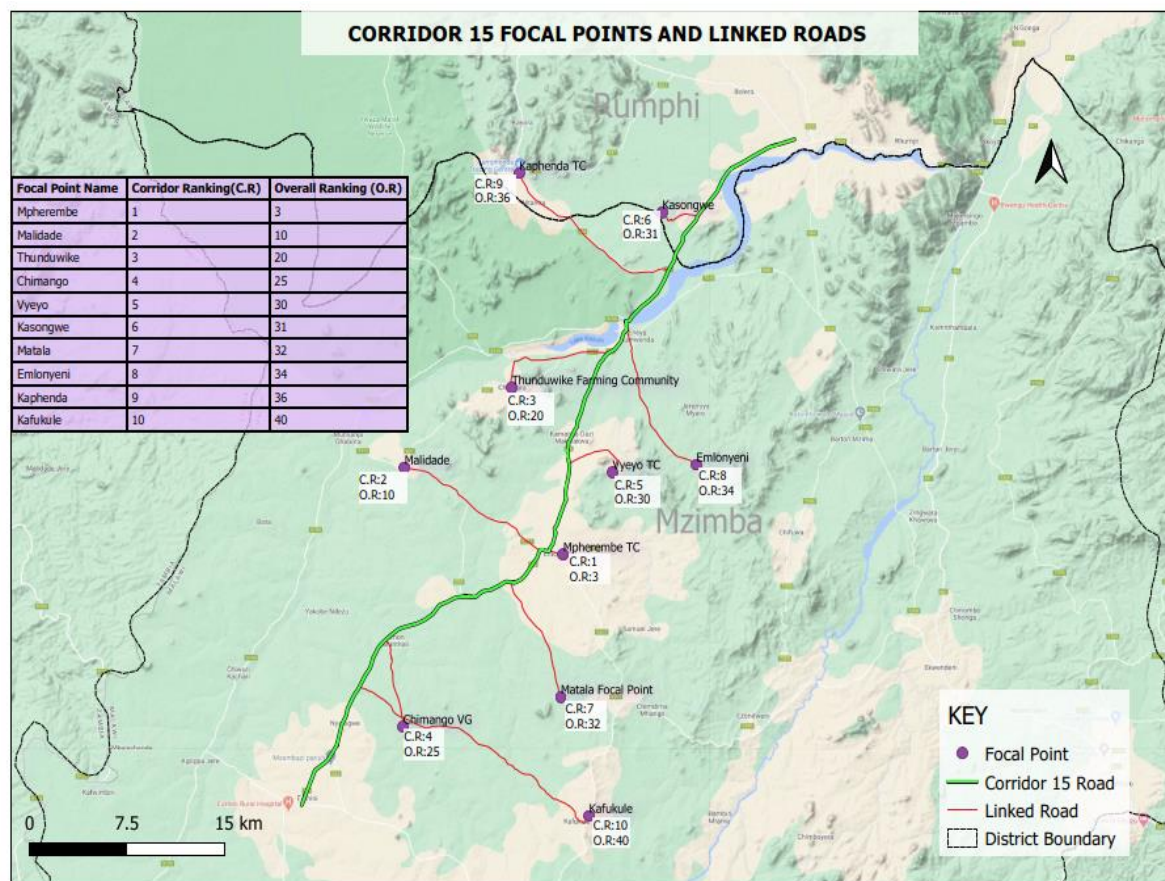


Figure 4: Location Map of Corridor CE⁶

2.2.1.2 The Policy and Institutional Reform and Capacity Building (PIR) Activity

The PIR Activity aims to assist the Government of Malawi to address policy, legislative, institutional, and funding issues to ensure that road transport in AGCs is well-maintained and managed. The Activity has four main areas of support:

1. The **Competitiveness in Transport Services Sub-Activity** aims to increase competitiveness in transport service provision. Interventions include a review of the Competition and Fair-Trading Commission (CFTC) legislation and establishing a transport unit within the CFTC.
2. The **Road Maintenance Sub-Activity** aims to enhance the operating environment and capacity for road maintenance. Interventions include a review of the Roads Fund Administration legislation, technical assistance to civil society, industrial organizations, and the Roads Authority.
3. The **District Capacity for Road Maintenance Sub-Activity** aims to enhance the operating environment and capacity for district road maintenance. Interventions include conducting a

⁶ Corridor CE was previously named as Corridor 15 during program development. Original naming is shown within the figure labeling.

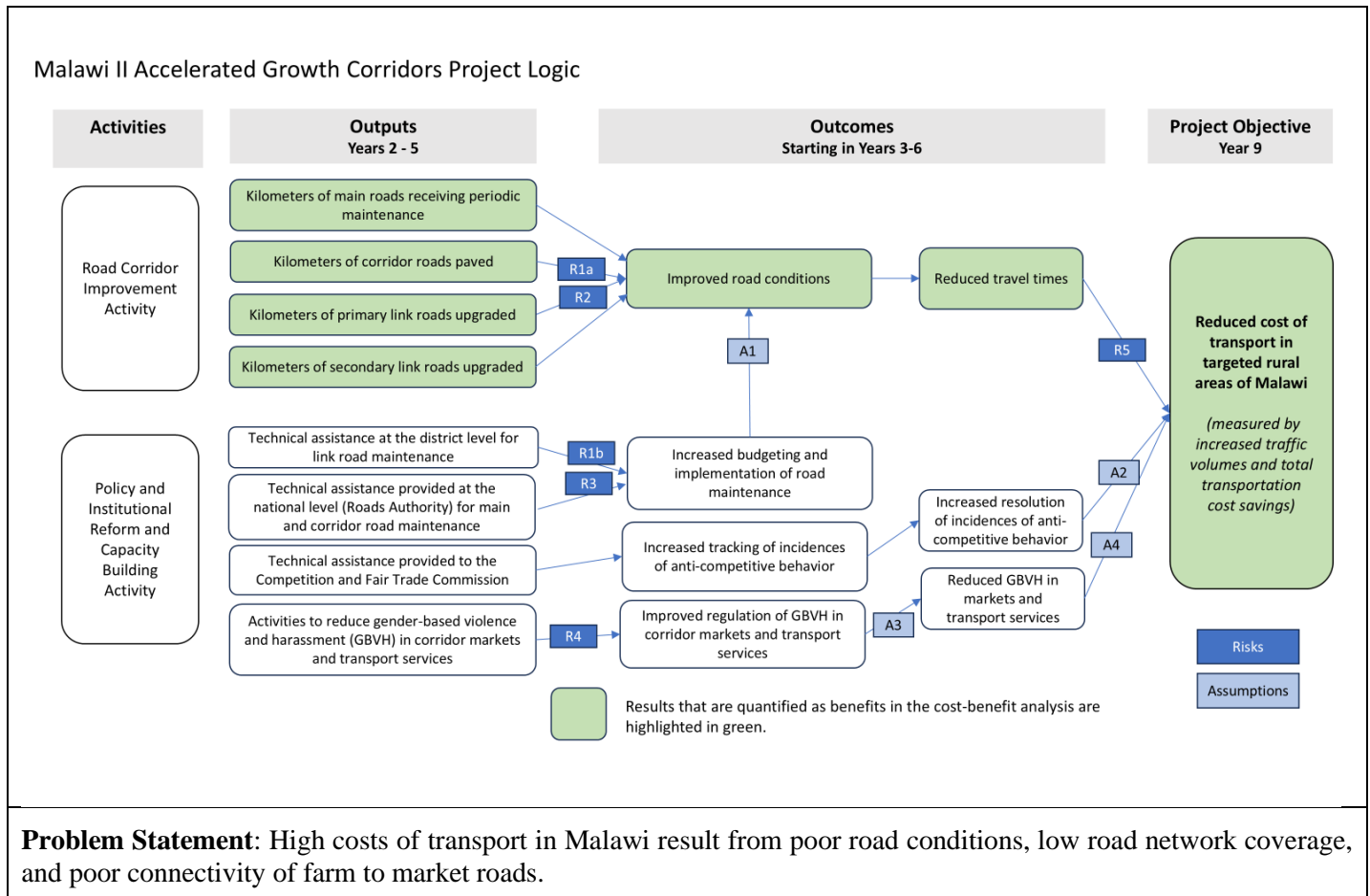
capacity and gap assessment on road maintenance administration and management and providing technical assistance and training to District Councils within the road corridors.

4. The **Market Regulation for Inclusive Growth Sub-Activity** supports stronger and more effective regulation of public gender-based violence in markets and associated transport services by facilitating governance reforms within seven District Councils in AGC Districts.

2.2.1.3 AGC Theory of Change

The AGC Project is based on the theory that improving road conditions, safety, and maintenance across selected corridor roads will reduce travel time and vehicle operating costs. Further, the Project will support policy and institutional reforms to enable strong road planning and maintenance of roads in selected corridors. This is expected to encourage a more transparent and competitive business environment for transporters. Additionally, initiatives to strengthen regulation of gender-based violence and harassment in markets and associated transport services will promote safer conditions for women to move and conduct economic activity along the corridors, including their ability to access transportation options and sell products that may be transported to more central markets via the road network. Taken together, these outcomes support the Project Objective to reduce transport costs in targeted rural areas. Figure 5 summarizes the intended results and anticipated causal pathways of the AGC project logic.

Figure 5: AGC Project Logic



Risks and Assumptions:			
Risks		Assumptions	
R1	Contractors do not complete road works (R1a) / technical assistance activities (R1b) according to defined technical requirements and timelines	A1	Execution of routine maintenance leads to road quality improvements being sustained over time.
R2	Higher than anticipated costs of construction affects completion of road works	A2	Improved enforcement of competition and consumer protection in rural transport services contributes to reduced transport fares for passengers.
R3	Staff turnover affects management and sustainability of routine maintenance at the national and district levels	A3	Improved regulation of GBVH is enforced and effectively reduces GBVH in markets and transport services.
R4	Discriminatory behaviors or attitudes around gender persist which inhibit the implementation of reforms and/or enforcement of regulations around GBVH in markets and transport services	A4	Reduced GBVH in markets and transport services leads to lower transaction costs of transport for women.
R5	Improvements in road conditions leads to increased travel speeds, resulting in a net increase in traffic fatalities and associated economic losses.		

2.2.2 Increased Land Productivity Project (ILPP) Description and Logic

The total budget for the ILPP is **US\$44.1 million**. The project objective is to **improve land services**. This is expected to contribute to stronger conditions for increased land investment and better-functioning land markets in Malawi. The ILPP has two Activities: The *Land Administration Resourcing and Institutions (LARI)* Activity and the *City Council Land-Based Revenue Modernization (CCRM)* Activity.

2.2.2.1 The Land Administration Resourcing and Institutions (LARI) Activity

This Activity aims to increase land-based revenues to ensure that the land institutional framework is better-resourced and affordable to the Government of Malawi over time. In the long term, this is expected to increase land productivity through more secure property rights, increased land investment and better-functioning land markets.

The LARI Activity focuses on reforming and implementing four critical themes from the initial problem analysis and the Compact development process. The four themes targeted are:

- (1) Land-related revenues reform and reform implementation
- (2) Devolution-related reform further to existing plans, and reform implementation, should the Government determine to pursue
- (3) At the Government's request, reform related to the creation of a Land Authority, should the Government determine to pursue, and reform implementation⁷ and
- (4) Organization and analysis of existing leasehold records

⁷ As of the date of this M&E Plan, the Government has determined, as a result of a Land Authority Assessment and Options Study, not to pursue the creation of a Land Authority. As a result, no work related to the creation of a Land Authority will be pursued under this Compact supported by Compact funds.

The activity has two Sub-Activities as follows:

- (1) ***Reform of Resourcing and Institutions Sub-Activity 1:*** This Sub-Activity aims to support reform study, drafting, consultation, adoption, and detailed implementation planning around the themes listed above.
- (2) ***Implementation of Reforms to Resourcing and Institutions Sub-Activity 2:*** This Sub-Activity aims to support the implementation of selected reforms and plans that the Government may develop and adopt under the Reform of Resourcing and Institutions Sub-Activity. MCC Funding shall support specific reforms as agreed between MCC and the Government and may include capital or capacity investments.

2.2.2.1.1 Land-related revenues reform and reform implementation

The long-term goals of the national-level revenues component are to increase the productive use of land, foster sustainable improvements in land administration, and improve the management and use of land-based revenues collected by the Ministry of Lands (MOL). The expected short-term outcome is increased land-based revenues to improve the land administration services of the MOL and increase public revenue. The work related to this intervention is in two parts. The first part focuses on land-related revenue policy and legal and regulatory reform. As the Government adopts key reforms, Compact resources will then be used to initiate implementation of the reforms and new tools to expand ground rent collection, as appropriate.

2.2.2.1.2 Devolution-related reform further to existing plans, and reform implementation

The aim is to ensure cost-effective long-term institutional arrangements for land administration, including for the devolved Local Authority-level land services that are called for. The themes that devolution/decentralization reform work may focus on include reforms and/or revised implementation plans resulting from the CDF-funded institutional costing studies to ensure affordability and adequate long-term funding of core land administration functions, support revision to plans for implementation of Malawi's devolution plan, and pilot decentralized land registries currently anticipated in law, including a focus on preparing information and records for devolution.

2.2.2.1.3 Organization and analysis of existing leasehold records

Records analysis work under this component may consist of organization, classification, and desk-based analysis of existing records associated with a few selected Local Councils or areas, such as cities, to support devolution or increased revenues. Records analysis work may also develop further plans for the records and information organization dimensions of devolution or further revenue work.

2.2.2.2 City Council Land-Based Revenue Mobilization (CCRM) Activity

This Activity aims to increase land-based revenues to improve land services and public service delivery in the Blantyre, Zomba, Mzuzu and Lilongwe City Councils. In the longer term, this is

expected to increase the productive use of land, foster improvements in city land-based services, and improve the management and use of land-based revenues collected by the City Councils. The CCRM Activity is focused solely on the four cities of Lilongwe, Blantyre, Zomba and Mzuzu.

The CCRM Activity focuses on real property tax reform and modernization to mobilize City Council revenue, a theme that emerged from the original problem analysis and the Compact development process. The Activity is comprised of four technical tasks:

- (1) Legal, regulatory, and procedural transformation⁸
- (2) Property Mapping, Valuation, Property Record Automation, and Property Information Management System
- (3) Institutional and Social and Behavior Change
- (4) Budget and Expenditure Management Support

The CCRM Activity and the four technical tasks have been developed in direct collaboration with the four City Councils, considering the incentives, political economy, and staff workflow change challenges and opportunities within the Councils. Since the four cities have different priorities, are at different stages of institutional and technical readiness/capacity and have relevant own-source initiatives currently in progress, the operational sequencing of these four Technical Tasks in each city will be established by the City Councils under this Activity. A brief overview of each of the technical tasks and what they are expected to include is provided below.

2.2.2.2.1 Legal, Regulatory, and Procedural Transformation

This technical task will support legal, policy, and procedural studies. Eventual work under this component may include drafting of land revenue by-laws/ordinances, related guidelines to improve land administration services, and improvements to administrative business processes to articulate, regulate, implement, and operate an equitable and publicly accepted property tax regime (including potential updates to development planning process).

2.2.2.2.2 Property Mapping, Valuation, Property Record Automation, and Property Information Management System

This technical task will support the technical activities needed to provide the four City Councils with up-to-date and complete information on all taxable properties within the current city boundaries and an automated property information management system for ongoing property valuations and tax billing, collection, and enforcement. This includes (i) acquisition of current high-resolution satellite imagery; (ii) digitalization of the existing paper-based City Council property and tax records; (iii) development of a digital GIS-based property tax map; (iv) development of a cost-effective mass appraisal property valuation methodology; (v) completion of property valuation campaigns in each city; and (v) development and deployment of a Property Information Management System (PIMS) in each city.

⁸ Procedural transformation includes analysis and recommendations of policies, strategies and operational business practices of the revenue and land-based procedures of the City Councils.

2.2.2.2.3 Institutional, and Social and Behavior Change (ISBC)

Under CCRM, SBC activities will be designed to increase payment of city rates by property owners and increase city service-related civic engagement by the City Councils. Specific interventions will be based on the SBC research results related to facilitators and barriers to payment, and may include (i) increasing correct knowledge as to why property taxes are an important source of public revenue and for public spending; (ii) establishing the clear link between property taxes and public services; (iii) increasing visibility of city services; (iv) increasing understanding of negative repercussions of non-payment; (v) increasing the understanding of payment as a civic duty.

2.2.2.2.4 Budget and Expenditure Management Support

This technical task aims to put in place Public Expenditure Management Practice (PEM) approaches in the four City Councils that focus on three key objectives: (i) Aggregate Fiscal Discipline, to stay within resource limits over the full budgetary period; (ii) Operational Performance, to deliver services efficiently, effectively and transparently; and (iii) Resource Allocation in Conformity with Government Policy Objectives, to allocate budget to services that best satisfy the public need.

2.2.2.3 The ILPP Theory of Change

The ILPP bases its theory of change on making revenue-oriented investments to increase funding for land services at the national and city levels. The expectation is to institute improved expenditure and revenue systems at the MOL and the four City Councils to promote more adequately funded land services and contribute to the Project Objective of *improved land services*. In the long-term, improved land services are expected to lead to better functioning land markets and increased investment in land by landowners, which in turn contributes to greater land productivity.

The ILPP aims to achieve this objective through two Activities that address key land sector challenges. The LARI Activity aims to expand national land-based revenues, address institutional change, and clarify and assess the contents of the rights records that underpin land institution work. The CCRM Activity will support expanded coverage and collection of land-based revenues at the city level through mapping and valuation of properties to increase resources for city councils to invest in land services and other service needs. The two activities will work together to lead to the Project Objective of improved land services.

The Project Objective is measured by the total number of formal land transactions including ‘productive land use’ transactions (i.e., ‘use-changing land transactions’). This shift to more productive uses is expected to occur due to appropriate valuation of land and collection of property taxes (city rates) at the City Councils under CCRM, and rationalization and collection of ground rents on government lands at the Ministry of Lands under LARI. The Project Logic assumes that if landowners and users are required to pay appropriate taxes or rents, they will make use of improved land services to make more productive use of their land or transfer the land to a more productive user. In the long-term, landowners and users are expected to use their land in a more productive manner. These assumptions are underpinned by the adoption of key reforms at the national level and by-laws at the city level.

Through the CCRM Activity, a portion of increased land-based revenues will be managed and expended through a Public Service Fund (PSF) that will be established in each of the four City Councils. Each City Council has determined the percentage of revenue that will be allocated to the Fund. The PSF is expected to resource other city services according to taxpayer priorities. PSF investments – combined with the SBC activities – are expected to encourage property owners to pay their city rates as they start to witness the greater benefits of payment. Furthermore, PSF investments are expected to increase productive use of land as landowners are more likely to pursue productive use in areas that are adjacent to improved city services (e.g. roads, markets, waste management, water and sanitation services).

Figure 6: ILPP Project Logic

Problem Statement: Land in Malawi is underproductive due to inefficient land markets and land allocation. This is caused by inadequate public resources to support land service delivery, a costly institutional framework for land administration, outdated and inaccessible land rights records, and limited incentives for landholders to invest in or transfer land.

Risks		Assumptions	
R1	Adoption of reforms is delayed due to legislative processes and/or political factors.	A1	(1) Reforms adopted by the MOL and (2) by-laws adopted by the City Councils; are implemented as planned and within the envisioned timeframe.
R2	Adoption of by-laws is delayed due to legislative processes and/or political factors.	A2	(1) MOL and (2) City Council staff gain adequate capacity to utilize and maintain improved systems for revenues, expenditures, and records management.

R3	Rollout of the updated property valuation scheme is delayed due to political factors.	A3	If required to pay appropriate taxes and rents on their land, landowners and users will transfer the land to other users ('productive land use transactions' or 'use changing transactions') or make more productive use of their land in the longer-term.
R4	Functioning of the Public Service Fund is subject to political factors leading to distorted service delivery.	A4	Increased land-based revenues are expended to improve the quality of land-based or other service delivery, which will in turn encourage payment of ground rents and city rates as payers see the benefits of increased payment.
R5	Increased revenues are not maintained over time, which threatens the sustainability of improved institutional functions.	A5	Increased funding is invested to improve land services; and landowners increase utilization of land services including to formalize land transactions.
Project-wide Risk <i>Upcoming elections (September 2025) lead to delays in implementation which affect achievement of outcomes in the anticipated timeframes.</i>			

2.2.3 American Catalyst Facility for Development (ACFD) Project

The objective of the ACFD Project is to facilitate DFC investments in Malawi. MCC, DFC and the Government of Malawi shall agree to the specific transactions to be supported by the ACFD Project in writing after proposals submitted by the DFC have undergone the ACFD screening and approvals process. Transactions supported by the ACFD Project shall be consistent with the missions of both MCC and DFC, as well as all applicable statutory requirements and authorities. While the DFC will appraise, oversee, and monitor ACFD Project transactions, MCC and the Government expect to work closely with DFC during all phases of the ACFD project, from identifying transactions to developing, designing, and implementing such transactions.

The M&E Policy shall not be applied to ACFD activities and interventions. In addition, MCC and the Government expect that DFC shall monitor and evaluate the project activities in accordance with its Operating Principles for Impact Management and use its Impact Quotient system and such other measurement tools as DFC may determine.

2.3 Economic Analysis

The economic analysis of Compact programs consists of two tightly linked analyses: cost-benefit analysis (CBA) and beneficiary analysis (BA). This section highlights key aspects and results of the CBA, with the results summarized by the estimated economic rate of return (ERR) and net present value (NPV) (Table 2).

MCC completes CBA to determine the cost effectiveness of investments, with an ERR threshold of 10% typically used to inform investment decisions. The underlying economic logic of the CBA model(s) aims to be consistent with the project logic depicted above. Several of the variables included in the models become key indicators to monitor the Compact and evaluate whether the Compact achieves its intended outcomes, in addition to determining its cost effectiveness through

an evaluation-based CBA years after the program closes.⁹ Each model includes estimated benefits and the total estimated costs to reach those intended benefits, whether costs are incurred by MCC, another donor, the partner Government, or another entity. These are typically examined over a 20-year period, unless otherwise noted.

The table below provides a summary of the estimated ERRs and NPVs across Compact projects. The text following the table in the next section ‘Cost-Benefit Analysis’ describes any deviations between the economic logic underlying the model and the project logic, as well as the time horizon, and key benefit streams, costs, assumptions, and risks.

Table 2: Malawi Transport and Land Compact ERR Projections

Project	Original ERR¹⁰ [May 2022]¹¹	EIF Revised ERR [date finalized]	Current ERR (Revised) [date finalized]	Current Probability¹² that the ERR is greater than 10% (Revised)	Current NPV (Revised)
Accelerated Growth Corridors Project	8.0 – 10.0%	TBD	TBD	TBD	TBD
Road Corridor Improvement Activity	8.8 – 10.9%	TBD	TBD	TBD	-
Policy and Institutional Reform Activity	N/A	N/A	TBD	TBD	-
Increased Land Productivity Project	12.8%	TBD	TBD	73%	\$3.625M
Land Administration Resourcing and Institutions Activity	16.3%	TBD	TBD	71%	-
City Council Revenue Modernization Activity	10.8%	TBD	TBD	57.6%	-

⁹ Both M&E and EA divisions have played a role in advancing evaluation-based CBA at MCC. In FY2024 the EA division expects to lead all efforts related to conducting evaluation-based CBAs in close collaboration with M&E and in coordination with the independent evaluators.

¹⁰ MCC guidance recommends reporting the mean ERR and mean NPV, estimated from a comprehensive sensitivity analysis. If a different estimate is reported, then this will be described in the CBA narrative that follows.

¹¹ Date ERR finalized indicates when peer review and country team reviews have been completed, and the related summary report and CBA model have been reviewed by Chief/Deputy Chief Economist/Managing Director of the Economic Analysis division.

¹² MCC guidance recommends reporting on the frequency that the ERR falls below MCC’s hurdle rate of 10% as determined by a comprehensive sensitivity analysis. In broad terms, this is the probability that the project will not need to through a modification process as a result of “known unknown” factors at the time the economic model was completed.

The number of beneficiaries under the ACFD Project is yet to be determined. The ACFD will be a combined effort between the MCC, the United States of America Development Finance Corporation (DFC), and the Government.

2.3.1 AGC Project Cost-Benefit Analysis

The AGC Project expects to produce a series of benefit streams for existing and new road users, including various forms of motorized traffic (vehicle operators and passengers) and non-motorized traffic, such as bicyclists and pedestrians, using the rehabilitated corridors. The main benefit streams are vehicle operating cost and value of time savings, which are calculated for existing traffic and generated and diverted traffic. Vehicle operating cost savings benefits accrue to users of an improved road. As a road is improved, average speeds on the road increase because the roughness of the road decreases, leading to lower fuel costs per trip and less damage to tires, suspension, etc. The Roads Economic Decision (RED) model was used to estimate road user benefits presented in the Compact. Subsequent phases of analysis (moving from Detailed Feasibility to Detailed Design) allowed for the use of the RED model for all unpaved link roads but a shift to the use of the HDM-4 model, which requires more detailed inputs but also provides more detailed results, for corridor roads, main road maintenance segments, and any link roads that will be paved as part of the Project.

The inputs to the CBA model included vehicle fleet data, traffic per day information, and road quality before and after the road improvements (measured by the International Roughness Index) to assess how improvements impact vehicle damage per trip and vehicle speeds. Value of time savings, like vehicle operating cost savings, accrue to current and new users of any improved road where average travel speeds increase. As roads become smoother (surface improvement) or lanes increase (road widening), average speeds increase due to increased possible speeds and decreased congestion on the road. Speed increases lead to less time spent traveling on the improved road.

Table 3 below provides a summary of benefits considered for different road categories:

Table 3: Summary of Transport-Related Benefits for AGC Project

Road Category	Benefits considered
Corridor roads	<ol style="list-style-type: none"> 1. VOC savings 2. Value of reduced travel time 3. Value of reduction in accidents 4. Climate-resilient design benefits 5. Generated and diverted traffic benefits 6. Non-motorized traffic (NMT) benefits
Main road sections	<ol style="list-style-type: none"> 1. VOC savings 2. Value of reduced travel time 3. Maintenance cost savings
Link Roads	<ol style="list-style-type: none"> 1. VOC savings 2. Value of reduced travel time 3. Generated traffic benefits 4. Non-motorized traffic (NMT) benefits

Other benefit streams that the Compact explicitly modeled in the CBA analysis include:

- Avoided costs from climate-smart/climate-resilient road design;
- Salvage value of road infrastructure at the end of the Project life;
- Changes in traffic fatalities due to safety elements in the road design and increased speeds as a result of rehabilitation¹³; and
- Reduced greenhouse gas emissions (not included in the ERR calculations but used in sensitivity analysis).

At the time of Compact signing in 2022, the estimated ERR for the AGC Project was calculated as a range of 8.0 – 10.0 percent (with the range presented to reflect uncertainties around traffic count data from the Detailed Feasibility Study). However, subsequent analysis and design changes reflected in the Detailed Design Study—which was still ongoing during the drafting of this M&E Plan—indicate both changes in traffic forecasts and a significant increase in estimated costs such that a rescoping will be needed to remain within budget. A recalculation of the ERR is planned once Detailed Design is completed and modifications are made to Project design. This M&E plan will be amended to include the revised ERR once it is available.

¹³ The project design incorporates improved road safety features, which will positively impact road safety along the project roads; however, increased speeds due to improved road conditions are expected to result in a net increase in road crashes and associated economic losses. Additional analysis may result in a revision of these assumptions such that safety design features reduce accidents relative to what they were before the intervention.

2.3.2 ILPP Cost-Benefit Analysis

The compact estimates the benefits of each Activity. Increased revenues collected by government agencies are treated as transfer payments—from the payer to the government entity—that provide resources for economically beneficial activities. One such benefit is the sustainability of these functions, which the Compact expects to be a major risk for the Increased Land Productivity Project if sufficient revenues are not retained.

The Land Administration Resourcing and Institutions Activity includes two main benefits. The first benefit is the *Increased number of formal land transactions* that result in a change in how land is used, relative to comparable informal transactions. The CBA model assumes that each new formal transaction will result in higher investment effort by these landowners leading to increased productivity compared to an informal land tenure counterfactual of equivalent hectareage. In effect, the model assumes that land productivity grows slightly faster for land transacted through formal channels relative to the case where land is transacted informally. The model also assumes that the Ministry of Lands retains a fixed fraction of ground rent revenues to fund the institutional services necessary for additional transactions, signaling increased use of land institution services.

The second benefit stream is the *reduced tax distortions from revenues remitted to the Treasury*. Any ground rent revenues not retained by the MOL are assumed to be remitted back to the Treasury. These revenues do not represent an economic benefit, per se, but instead are assumed to be efficient (e.g., non-distorting) taxes that offset distortionary taxes from other sources. Therefore, the economic value of these revenues is assumed to be equal to Malawi’s marginal cost of funds obtained from a literature review.

For the City Council Revenue Modernization activity, increased incremental revenues to the city councils results in both increased land services and urban economic development. Land services are assumed to result in higher land-based revenues in a self-reinforcing cycle. Increased revenues for city councils are transfers from the public (specifically, landowners) to the city councils, and so the city councils must expend incremental revenues in a manner that is more beneficial to the public than the cost to the public of making the payment (similar to the case above of LARI and

Linking Economic Benefits to Indicators: “Use Changing” Transactions

MCC’s due diligence found that businesses would invest more in land if land services were less burdensome. A key indicator for the LARI activity considers whether businesses use formal land services to acquire land. Since the literature finds that formalization is associated with higher investment effort, the economic analysis reflects whether businesses acquire land for investment.

Administrative data (the Deeds and Titles Registries) provided by the Ministry of Lands includes numerous land services. Some are more likely to signal a change in the user of the land (e.g., transfer of lease) or a more intensive use of the land (e.g., creating subdivisions). Others are not expected to be aligned with increased investment by businesses (e.g., granting power of attorney, enforcing court orders, providing land certificates, etc.). These types of services often represent benefits from holding formal title but are not necessarily a prelude to investment activity.

Therefore, the ‘use changing’ land transactions are more relevant to the economic logic than “non-use changing” services. A full list of transactions identified as either “use changing” or “non-use changing” is included within the CBA model spreadsheet.

the MOL). The activity’s benefit stream results from *higher property values due to urban economic development*. For the purposes of the model, urban development is assumed to take one of several forms, including infrastructure development, education, waste management, and utilities.

The compact expects incremental land-based revenues collected by city councils of the four largest cities in Malawi (with a total population currently estimated at over 2 million residents) to be directed toward improved land services and economic development, while making allowances for incremental land-based revenues to be expended in other ways. The CCRM activity funds the creation of “Public Service Fund(s)” to provide a lower bound for city councils’ spending on uses other than economic development, mitigating the risk that incremental land-based revenues are used ineffectually. For all types of city services and infrastructure development, the model calculates the number of properties affected, each with typical plot sizes for the city, and applies an increase in property values related to the increased willingness to pay for businesses to have land with access to city services.

Table 4 illustrates the main benefits streams related to the Increased Land Productivity Project.

Table 4: Summary of Land-Related Benefits for ILPP

Category	Benefits considered (Indicator)
ILPP Objective – Improved land services	<ul style="list-style-type: none"> Number of formal land transactions
ILPP Outcomes 1 – More adequately funded land services	<ul style="list-style-type: none"> Resourcing of nationally funded land institutions is sufficient for optimal land service delivery Resourcing of city-level land services and other city services is sufficient for optimal land service delivery
ILPP Outcome 2 – Increased land-based revenue for City Councils	<ul style="list-style-type: none"> Land-based revenue for City Councils increased
ILPP Outcome 3 – Increased land-based revenue for the national government	<ul style="list-style-type: none"> Land-based revenue collected by MOL increased

2.3.3 AFCD Project Cost-Benefit Analysis

It is expected that DFC will assess and report the benefits of all Project activities using its Impact Quotient system for measuring development impact, which measures the investment’s impact on economic growth, potential job creation, inclusion, and innovation. MCC and DFC will collaborate to assess and quantify the benefits of the ACFD Project in a manner that is acceptable to all parties.

2.4 Projected Beneficiaries

According to the MCC *Guidelines for Economic and Beneficiary Analysis*, beneficiaries of projects are considered individuals that are expected to experience better standards of living due to program activities. These better standards of living can be materialized as financial gains or improvements in other social outcomes, but ultimately the CBA measures these in monetary terms as an increase in their real incomes. A CBA model provides details on benefit streams through which beneficiaries should experience increased income or enhanced wellbeing through improved outcomes (for instance, the value of longer, more productive lives, the value of home production,

such as childcare and domestic services, and changes in future welfare associated with a country's natural assets) as a result of the intervention.

This section provides a summary of beneficiaries at the project level or a lower level depending on the corresponding CBA model. *As MCC Threshold Programs do not require cost-benefit analysis, the following beneficiary descriptions and estimates are more qualitative and indicative of potential program outcomes.*

2.4.1 Projected Program Beneficiaries

The expected beneficiaries for the Malawi Transport and Land Compact are presented in the table below by level of intervention, matching the CBA models presented in the previous section. The table includes a definition of beneficiaries, the estimated number of beneficiaries, and a note on how that estimate was calculated. This is done at the lowest level of analysis based on the CBA described above.

The Malawi Transport and Land Compact expects 5,394,000 beneficiaries including 1,179,000 people under the AGC Project and 4,215,000 beneficiaries under the ILPP, by 20 years after Compact End Date (CED).

Table 5. Projected Program Beneficiaries

Projects	Definition of Beneficiaries	Description of Beneficiary Calculations	Number of Beneficiaries (estimate)
AGC			1,179,000
RCI Activity	Existing and new road users of the rehabilitated corridors under the RCI Activity, including various forms of motorized traffic (vehicle operators and passengers) but also non-motorized traffic such as bicyclists and pedestrians.	The estimated population in the catchment area of the four corridor roads—i.e., those who will have access to the improved road infrastructure—is 1.179 million. As further analysis and detailed design is completed, this beneficiary count may change to include populations in the catchment areas of link roads and main roads under periodic maintenance.	1,179,000
PIR Activity	While there may be a broader set of beneficiaries from the PIR Activity, these potential benefits and beneficiaries have not been considered given the early stage of design of specific policy interventions.	N/A	N/A
ILPP		The sum of CCRM beneficiaries, and LARI beneficiaries at firms that report interest in rural land, specifically. Firms interested in urban land are assumed to already be included in the CCRM beneficiary count.	4,215,000

Projects	Definition of Beneficiaries	Description of Beneficiary Calculations	Number of Beneficiaries (estimate)
LARI Activity	Employees of business that report interest in acquiring land (and members of their households) at the time of compact closeout in 2029.	The number of formal firms in Malawi (sample frame), times the fraction reporting interest in acquiring land, times the average number of employees per firm, times the average household size in Malawi. An adjustment is made for population growth to extrapolate what this number will be in 2029. From Private Sector Land Demand Survey (A2F 2021).	2,566,000
CCRM Activity	Expected number of residents of the cities of Blantyre, Lilongwe, Mzuzu, and Zomba at the time of compact closeout in 2029.	Based on current populations and recent population growth rates of each city (from last 4 census results, available at www.citypopulation.de/en/malawi) extrapolated to the year 2029, controlling for secular slowdown in population growth.	2,894,000
ACFD	N/A	N/A	N/A
Total¹⁴			5,394,000

¹⁴ There is an expected overlap among beneficiaries within the project so that beneficiaries cannot simply be added across Activities to assess the total number of Project beneficiaries.

3.0 Monitoring Component

3.1 Summary of Monitoring Strategy

The Malawi Transport and Land Compact will be monitored systematically through indicators and progress will be reported regularly during implementation. Monitoring data will be analyzed to allow managers of MCA-Malawi II and MCC to make programmatic adjustments as necessary with a view towards improving the overall implementation and results of the program.

An indicator is mapped to each result in the project logic diagram to track the project logic over time. MCC M&E distinguishes between four indicator levels: outcome, output, process, and risk/assumption. They are defined below:

Outcome Indicator - An indicator that measures a targeted result of an intervention's outputs. Often many outcome indicators are not monitored during the life of the program, but rather are reported through evaluations after the program is complete.

Output Indicator - An indicator that measures the goods or services produced as the direct result of the expenditure of program funds.

Process Indicator - An indicator that measures progress toward the completion of an activity, a step toward the achievement of project outputs and serves as a way to ensure the work plan is proceeding on time.

Risk/Assumption Indicator – An indicator that measures a risk or assumption in the project logic.

To ensure that the program is on track to meet its objectives, the indicators will be measured against established baselines and targets, derived from ex-ante cost-benefit analysis, other types of analysis, and project design documents. The baseline is the value of an indicator prior to a development intervention, against which progress can be assessed or comparisons made. The target is the expected value for a particular indicator at a particular time and reflects the underlying assumptions made in project design about what the project will likely achieve.

MCC uses common indicators to consistently measure progress across programs in key sectors and report those results to internal and external stakeholders. MCC's relevant common indicators are included in this M&E Plan.

The Indicator Documentation Table defines each indicator by project and can be found in Annex I. Baselines and targets for each indicator are defined in Annex II.

The MCA-Malawi II MEE Unit shall consult and assist implementing entities in setting up their data collection plans and reporting templates to report on the relevant indicators included in this plan.

3.2 Standard Reporting Requirements

3.2.1 Reporting to MCC: Quarterly Disbursement Request Package

Performance reports serve as a vehicle by which MCA-Malawi II management informs MCC of implementation progress. Currently, MCC requires that MCA-Malawi II submit a Quarterly Disbursement Request Package (QDRP) each quarter. The QDRP must contain an Indicator Tracking Table (ITT). A complete ITT presents the preceding quarters' indicator actuals and current quarter indicator progress against targets set forth in this M&E Plan. The ITT is the main source for MCC's and MCA-Malawi II's internal and external reporting on indicator progress during implementation.

Additional guidance on reporting is contained in MCC's [*Guidance to Accountable Entities on the Quarterly Disbursement Request Package*](#) and [*Indicator Tracking Table Guidance*](#).

Within the first year of program implementation, the MCA-Malawi II MEE UNIT will develop a program-specific process for managing the quarterly ITT submissions. This document should describe how data will be collected from the responsible parties and the review and approval process within MCA-Malawi II.

3.2.2 Reporting to MCA-Malawi II and Local Stakeholders

Even though the QDRP is required to be sent to MCC, accountable entities should also use these reports and the data included in them to assess progress and performance internally.

3.3 Data Quality Reviews

As a data-driven agency, MCC is committed to ensuring all data used in the development, implementation, and evaluation of a project are of good quality. Data quality is essential for maintaining a high level of confidence in MCC's decision making as well as for transparent reporting of MCC's results.

The quality of ITT data is the primary responsibility of MCA-Malawi II staff, led by the MCA-Malawi II MEE Unit. The MEE Unit, other MCA-Malawi II staff, as appropriate, and implementing entities should regularly check data quality. The MEE UNIT should verify that all reported data has appropriate source documentation and that calculations have been done correctly. The MCA-Malawi II MEE Unit will conduct site visits on a regular basis or whenever requested by MCC, to review the quality of the data gathered through this M&E Plan.

In addition to regular data quality checks by MCA-Malawi II staff, Data Quality Reviews (DQRs) will be conducted in accordance with the requirements of the MCC M&E Policy. The objectives of DQRs are to assess the extent to which data meets the standards defined in the MCC M&E Policy in the areas of accuracy, consistency, timeliness, and transparency (Section 6.5.2 Data Quality Standards). Evaluators are expected to conduct assessments of the quality of all data that

will be used as part of the evaluation. Additional MCA- Malawi II-driven data quality reviews of that data are not required.

Each internal or independent DQR will be thoroughly documented in a report that describes any noted gaps or weaknesses with respect to the data quality standards. The report should also make recommendations for remedying these issues where possible. Where a remedy is not possible or cost-effective, the report should identify replacement indicators or data sources that will address the noted weakness.

MCA-Malawi II is responsible for ensuring that recommendations produced by DQRs and approved by MCC are implemented. After the data quality report is finalized, MCA-Malawi II must create an action plan that clearly identifies which of the DQR recommendations MCA-Malawi II will implement, as well as an associated timeline and next steps for implementing them. This action plan must be submitted in English and reviewed by MCC. Once cleared by MCC, the implementation DQR action plan will be made publicly available on MCA-Malawi II's website, either as an addendum to the M&E Plan or as an independent document.

It is expected that the entity responsible for the implementation DQR will be hired by MCA-Malawi II in Year 1 of the program to perform DQRs which will be finalized in Year 2. The DQR will be done early in implementation because there was no pre-implementation DQR completed (i.e., no DQR was carried out prior to the development of this M&E Plan). The anticipated DQR will cover administrative data from both projects including from the Roads Authority and Roads Fund Administration for AGC and the Ministry of Lands and City Councils for ILP. The DQR will also inform M&E capacity development needs for the relevant implementing entities. A second implementation DQR may be carried out in Year 3 or 4 of the program to assess progress made and cover additional data sources that are expected to feed into the ITT (e.g. from implementation consultants, supervising engineers, etc.).

This section will be updated once the DQR Action Plan from the initial DQR is complete to reflect the actual dates the DQR was completed, the materials covered, major findings, and key action steps.

4.0 Evaluation Component

4.1 Summary of Evaluation Strategy

While good program monitoring is essential for program management, it is not sufficient for assessing the achievement of expected project results. Therefore, MCC and MCA-Malawi II use evaluation as a tool to better understand the effectiveness of its projects. Evaluation is the systematic collection and analysis of information about the characteristics and outcomes of a project. Detailed guidelines and standards for the preparation, review, and dissemination of evaluations are set forth in MCC's [Evaluation Management Guidance](#).

According to the MCC M&E Policy, every project in a program must undergo an *independent* evaluation to assess whether it achieved its stated objective. For each of these evaluations, an evaluation firm is contracted by MCC. MCC and MCA-Malawi II are committed to ensuring that the independent evaluations are rigorously designed to measure the expected results of each project. Each evaluation must answer the following questions:

1. To what extent was the project implemented according to plan (in terms of quantity and quality of outputs)?
2. Did the project achieve its stated objective in the timeframe and magnitude expected, as documented in the current M&E Plan? Why or why not?

MCC's evaluation review process will follow the guidelines outlined in the MCC M&E Policy.

For each independent evaluation, MCA-Malawi II is responsible for building local ownership and commitment to the evaluation, oversight of the data collection firm, quality control of evaluation activities, and local dissemination of evaluation results.

MCA-Malawi II and all relevant stakeholders are expected to review and provide feedback to independent evaluators on the evaluation design reports, evaluation materials (including questionnaires), baseline report (if applicable), and any interim/final reports to ensure proposed evaluation activities are feasible and relevant, and final evaluation products are technically and factually accurate. MCC's evaluation review process will follow the guidelines outlined in the MCC M&E Policy and Evaluation Management Guidance.

In accordance with the MCC M&E Policy, the results of each evaluation will be disseminated through stakeholder report reviews and presentations. The associated reports, data collection materials, and data sets will be made publicly available on MCC's website.

4.2 Independent Evaluation Plans

The following table summarizes the planned independent evaluations for this program. More detail on each evaluation follows.

Table 6. Malawi II Independent Evaluations

Evaluation Name	Evaluation Type	Evaluator	Primary/ Secondary Methodology	Final Report Date ¹⁵
Accelerated Growth Corridors (AGC) Evaluation	Performance	TBD	Modeling / Performance Evaluation	TBD
Increased Land Productivity Project (ILPP) Evaluation	Pre-Post	TBD	Pre-Post / Performance Evaluation	TBD

4.2.1 AGC Project Evaluation

4.2.1.1 Scope

This evaluation will answer the following core question:

1. To what extent was the project implemented according to plan (in terms of quantity and quality of outputs)?
2. Did the project achieve its stated objective *to reduce costs of transport in targeted rural areas* in the timeframe (2033) and magnitude (shown below) expected, as documented in the current M&E Plan? Why or why not?

Indicator Name	Target
Total transportation cost savings	\$107.54 million
Average annual daily traffic	5,699

The answer to the first part of this question will be based on the objective-level indicator(s) described in Annex I and II. The second part of the question will be answered by analyzing the remaining indicators in the project logic, as also described in Annex I and II. The project team's rationale for setting the objective target is documented in Annex II.

4.2.1.2 Methodology

The evaluation of the RCI Activity is expected to be a performance evaluation assessing the determinants of overall transport costs in the targeted corridors. The methodology will primarily use modeling based on data used for HDM-4 modeling of road investments, such as travel time, vehicle operating costs, traffic volumes, and road roughness.

¹⁵ The anticipated dates of the final evaluation report for both evaluations will depend on the approved versions of the Evaluation Design Report for each.

The evaluation of the PIR Activity will largely rely on a pre-post methodology, supported by mixed methods for data collection.

4.2.1.3 Data Sources and Timelines

The evaluation will collect and/or analyze data from the following sources and produce the following reports:

Table 7. Data Sources for the AGC Evaluation

Name of Data Source	Data Collection Timing	Report Name	Report Publication Timing
HDM-4 data	TBD	Baseline Report	TBD
Traffic counts	TBD		
Contractors' Reports	TBD		
Origin-Destination Survey	TBD		
HDM-4 data	TBD	Endline Report	TBD
Traffic counts	TBD		
Contractors' Reports	TBD		
Origin-Destination Survey	TBD		

More detail on the design of this evaluation will be provided in the independent evaluator's Evaluation Design Report (EDR) after the evaluator is hired and the EDR is finalized.

4.2.2 ILPP Evaluation

4.2.2.1 Scope

This evaluation will answer two core questions:

1. To what extent was the project implemented according to plan (in terms of quantity and quality of outputs)?
2. Did the project achieve its stated objective *to improve land services* in the timeframe [2029] and magnitude [27,500 formal land transactions], as documented in the current M&E Plan? Why or why not?

The answer to the first part of this second question will be based on the objective-level indicator(s) described in Annex I and II. The second part of the question will be answered by analyzing the remaining indicators in the project logic, as also described in Annex I and II, as well as the stated risks and assumptions. The project team's rationale for setting the objective target is documented in Annex II.

4.2.2.2 Methodology

The evaluation for the ILPP is expected to be a Pre-Post Performance Evaluation. The methodology will utilize a mixed methods approach. It will rely on administrative data provided by the Ministry of Lands and the four City Councils (Lilongwe, Blantyre, Zomba, Mzuzu) in addition to qualitative data collection through key informant interviews (KIIs) and Focus Group Discussions (FGDs). This will be supplemented by surveys carried out to assess specific activities and associated outcomes as appropriate (e.g., SBC, PSF interventions).

The ILPP is a complex development intervention involving changes to the ‘rules of the game’ and to individual and organizational behaviors. As such, independent evaluators are expected to propose methodologies that enable a thorough assessment of the quality of outputs and the implementation process (EQ1) and help establish causal inference where a statistically valid counterfactual is infeasible (EQ2). The future evaluator is encouraged to use the [PIR Methods Menu](#), which MCC and 3ie developed to help select appropriate methods for evaluation policy and institutional reform.

4.2.2.3 Data Sources and Timelines

The evaluation will collect and/or analyze data from the following sources and produce the following reports:

Table 8. Data Sources for the ILPP Evaluation

Name of Data Source	Data Collection Timing	Report Name	Report Publication Timing
Administrative Data (MOL, City Councils)	Annual	Baseline Reports	TBD
Quantitative Survey Data	TBD	Final Reports	TBD
Qualitative Data (FGDs, KIIs)	TBD		

More detail on the design of this evaluation will be provided in the independent evaluator’s Evaluation Design Report (EDR) after the evaluator is hired and the EDR is finalized.

4.3 Projects without Evaluations

The ACFD project will not undergo an independent evaluation by MCC, as the M&E Policy shall not be applied to those activities and interventions. In addition, MCC and the Government expect that DFC shall monitor and evaluate the project activities in accordance with its *Operating Principles for Impact Management* and use its Impact Quotient system and such other measurement tools as DFC may determine.

5.0 Implementation and Management of M&E

5.1 Responsibilities

This section describes the M&E responsibilities of the accountable entity, MCC, and the government after the program has ended.

5.1.1 Accountable Entity

The MCA-Malawi II MEE Unit will be composed of a Director, Monitoring, Evaluation, and Economic Analysis (MEE) who will have the key responsibility of leading and managing all M&E and Economic Analysis activities. Two additional staff, an M&E Manager and an Economic Specialist, will support the MEE Director in performing M&E and Economic Analysis activities. Additionally, the MEE Unit may hire short-term support on an as needed basis. The MEE Unit will carry out, or hire contractors to complete the following and other related activities:

- Lead the development and periodic updates of the Malawi M&E Plan, in accordance with MCC policies and guidelines and in coordination with MCC and relevant stakeholders.
- Lead the implementation of the monitoring component of the Malawi M&E Plan to provide timely and relevant input to project management and external reporting, including:
 - Define the performance indicators to be monitored along with their baselines and targets in collaboration with project teams.
 - Identify critical data gaps or data quality issues related to the M&E Plan indicators and design and implement a plan to resolve these issues and build capacity with the party that produces the data (e.g., government entities or project implementers).
 - Work with implementers and Implementing Entities to ensure M&E requirements are appropriately incorporated in their contracts and Implementing Entity Agreements, respectively, and that there is a shared understanding of relevant indicators and other requirements.
 - Produce the ITT. This should include reviewing all of the ITT data on a quarterly basis, checking inconsistent values with project leads and reporting entities, and submitting supporting documentation for all data that is reported.
 - Conduct a Data Quality Review of monitoring data reported by MCA-Malawi II as well as likely sources of future monitoring data (i.e. data sources identified in the M&E Plan) and implement a plan to address any identified weaknesses.
 - Design and implement field assessments of progress towards the achievement of outputs and intermediate outcomes, especially in situations where concerns have been raised regarding data quality or validity.
 - Disseminate information from the approved ITT to relevant stakeholders in Malawi and to MCC.
- Support the design and implementation of the evaluation component of the Malawi M&E Plan to promote accountability and learning, including:
 - Provide data and documentation required to inform the design and implementation of evaluations to MCC and independent evaluators.

- Monitor adherence to the project design and implementation plans and report any deviations to the independent evaluator.
- Review evaluation reports, survey instruments, and other materials produced by each of the evaluators hired by MCC to conduct independent evaluations.
- Manage local stakeholder reviews of evaluation reports and materials.
- Contract survey firms to undertake baseline and interim data collection for independent evaluations and supervise work in coordination with the independent evaluator.
- Organize meetings/events for the dissemination of evaluation findings for each evaluation report.
- Ensure that the Cost-Benefit Analyses and Beneficiary Analyses, including estimates of the Economic Rate of Return (ERR), are modified and updated in accordance with MCC Guidelines as improved information becomes available (updating key parameters and variables upon the receipt of new or higher quality data).
- Maintain close collaboration and integration between MEE and project teams to ensure that MEE's data and analysis is accurate, up-to-date, and supports evidence-based project design and management.
- Maintain regular communication with MCA-Malawi II leadership, MCC M&E and Economic Analysis staff to provide updates on the status of MEE activities and to communicate risks related to the progress of implementation or the achievement of results.
- Manage the M&E budget and provide updates to MCC on commitments and disbursements on a quarterly basis.
- Manage the procurements and contracts funded by the M&E budget and report progress to MCC on a quarterly basis.

The Director, MEE will be a part of MCA-Malawi II's internal Management Unit, composed from MCA-Malawi II leadership, Project Directors, and other Directors. Collaboration with the procurement team will be very important to prepare and conduct timely procurement of M&E related contracts as well as ensuring that other implementation contracts contain necessary data reporting provisions.

Seminars, workshops, elaboration and distribution and dissemination of M&E materials shall be conducted in close cooperation with the MCA-Malawi II Communications Unit.

5.1.2 Millennium Challenge Corporation

MCC will carry out the following aspects of M&E:

- Support the MCA-Malawi II MEE Unit by providing technical assistance on the above-mentioned tasks, notably:
 - Support in the development and updating of the M&E Plan, including facilitating discussions with the MCC country team, and drafting and maintaining the following sections: Economic Analysis, Participants and Projected Beneficiaries, and the Evaluation Component.
 - Participate in all Data Quality Reviews, including attending associated workshops and providing technical expertise on all deliverables.

- Manage high-quality independent evaluations
 - Develop the scope of work and procure one or more independent evaluators.
 - Fund and manage evaluator contract(s).
 - Convene MCC's Evaluation Management Committee to review key evaluation deliverables and make decisions about the evaluation design and implementation.
 - Facilitate evaluation coordination with the accountable entity, implementers, and other local stakeholders.
- Review and clear on ITTs as part of the Program Quarterly Disbursement Request Packages, plus flag for the MCC country team any risks to results found in ITT data.
- Maintain close collaboration and integration between MEE and the MCC country team to ensure that MEE's data and analysis is accurate, up-to-date, and supports evidence-based project design and management.
- Clear on the use M&E program funds and procurements.
- Package ITT data and evaluation results for learning and lead dissemination efforts to inform MCC decisions.

5.1.3 Government Post-Program

To prepare for post-compact evaluation, MCA-Malawi II should identify a post-compact point of contact (POC) for MCC at least one year before the program ends and work with that POC to build understanding of the MCC program and evaluation process. This POC should be part of the Government entity that will support post-program evaluation. Specifically, post-compact the Government will:

- support the collection of primary data or efforts to obtain secondary data from other stakeholders.
- commit to reviewing evaluation deliverables that are submitted post-program.
- facilitate review of post-compact evaluation deliverables by relevant project stakeholders
- support dissemination of evaluation results.

This section will be updated with Government commitments related to dissemination (such as providing venues for and organizing dissemination presentations) before closure.

5.2 Review and Revision of the M&E Plan

The M&E Plan is designed to evolve over time, to ensure the plan remains up to date and consistent with design documents and project work plans, and to incorporate lessons learned for improved performance monitoring and measurement. The M&E Plan must be kept as current as possible, including conducting revisions as needed and feasible. At a minimum, one comprehensive review of the M&E Plan, with related updates and revisions, must take place during the life of the program. M&E Plans must be reviewed and amended, if appropriate, after a modification to the program's scope has been approved by MCC in accordance with its *Policy on the Approval of Modifications to Compact Programs*. MCC may withhold disbursements of program funding if the M&E Plan is not being kept up to date.

MCC M&E distinguishes between major and minor changes to the M&E Plan (i.e., modifications) and major and minor M&E Plan revisions. Major modifications are limited to changes to the project logics, baselines, targets, and indicator definitions, adding new indicators and retiring existing indicators. All other modifications are considered minor. Those major modifications, as well as a justification for why the change was made (for changes to indicators only), must be documented in Annex III of this M&E Plan. This Annex summarizes all major modifications between program signing and the current version of the M&E Plan. Minor modifications are not required to be tracked in Annex III.

The revision and approval process must follow the MCC M&E Policy.

6.0 M&E Budget

The budget for the implementation of the proposed M&E activities for the term of the Malawi Transport and Land Compact is \$3 million. The M&E budget does not include the M&E staff in MCA-Malawi II whose salaries and field trips are included in the administrative budget of the program. The M&E Budget contains cost estimates for all components of the M&E Plan, including evaluation data collection, data quality reviews, and M&E training. The budget should not exceed the total amount over the five years. However, the distribution of funding between line items and years may be adjusted according to the results of the M&E Plan's reviews or quarterly if needed.

Each budget line item is explained below:

- 1. Project evaluation data collection:** MCA-Malawi II will hire data collection firms for AGC and ILPP to collect data for evaluation including the baseline data.
- 2. Data Quality Reviews:** In year one or two of compact implementation, an external consultant (or two separate consultants) will be hired to conduct a DQR of AGC and ILPP.
- 3. Capacity building with implementing entities:** The allocated budget may be spent on building the M&E capacity of implementing entities to facilitate the smooth coordination with them for data and M&E-related support during the compact implementation and evaluation process.
- 4. Data verification/monitoring:** The budget is specifically allocated for field travels, monitoring visits, meetings, and consultations with stakeholders for data verification, etc.
- 5. MCA-Malawi II internal activities and M&E staff development:** The allocated budget covers the MCA-Malawi II M&E internal activities including events, capacity building of the team in data quality, data reporting and visualization, and other technical aspects related to AGC and ILPP which are necessary for team understanding for monitoring and data collection.

During the life of the program, surveys will be funded through the M&E budget in the Malawi Transport and Land Compact. However, evaluation design, post-program data collection, and analysis are funded directly by MCC. MCC will commit additional funds for the external evaluators and post-compact data collection.

ANNEX I: INDICATOR DOCUMENTATION TABLE

Project Logic Result	CI Code	Indicator Code	Indicator Level	Indicator Name	Definition	Unit of Measure	Disaggregation Type	Primary Data Source	Responsible Party	Frequency of Reporting	Indicator Type	Additional Information
Accelerated Growth Corridors Project												
Objective: Reduced costs of transport in targeted rural areas of Malawi	T-32	AGC-01	Outcome	Total transportation cost savings	Total cumulative cost savings for operating a vehicle on the road as a result of the MCC investment, as modelled by HDM-4, and expressed in monetized form.	US Dollars	Savings type; Road corridor	HDM-4 data	MCC Independent Evaluator	Once	Non-ITT indicator	
Objective: Reduced costs of transport in targeted rural areas of Malawi	T-10	AGC-02	Outcome	Average annual daily traffic	The average number and type of vehicles per day, averaged over different times (day and night) and over different seasons to arrive at an annualized daily average.	Number	Road corridor; Road class	Traffic counts	MCC Independent Evaluator	Other	Non-ITT indicator	
Reduced travel times	T-17	AGC-03	Outcome	Travel time	Average amount of time it takes to travel a key route.	Minutes	Road corridor	Speed-delay surveys	MCC Independent Evaluator	Other	Non-ITT indicator	As this indicator definition does not standardize travel times based on a fixed distance, the specific details of each route measured per corridor are listed here: Corridor ML: full length of corridor Corridor CL: Malingunde to Lilongwe, 22 Km Corridor CM: Nankumba to Billra, 67 Km Corridor CE: full length of corridor
Improved road conditions	T-9	AGC-04	Outcome	International Roughness Index	The measure of the roughness of the road surface, in meters of height per kilometer of distance traveled.	Meters per kilometer	Road class, Road corridor	Roughness survey	Implementation Period: MCA Construction Supervision firms; Post-Compact: Independent Evaluator	Other	Non-ITT indicator	As the corridors are gravel at baseline, smart-phone application has been used to estimate IRI. Gravel roads have variable IRI according to rainy vs. dry season. --- The following IRI were presumed for ALL Corridors at Baseline: IRI = 12 (dry season), 16 (wet season) Weighted average: 13.6 (Year: 2024) --- After upgrading, IRI should be measured by the Supervising Engineer immediately after completion of a newly paved/constructed road; IRI should then be reported in any final construction report, takeover certificates, or other relevant deliverable at closeout
Increased resolution of incidences of anti-competitive behavior		AGC-05	Outcome	Rate of resolution of reported incidents of anti-competitive behavior	Number of enforcement actions imposed by the Competition and Fair Trade Commission that have been complied with out of the total number of CFTC enforcement actions taken within a year.	Percentage		Compliance Reports	Competition and Fair Trade Commission	Annual	ITT indicator	Enforcement actions include CFTC decisions and sanctions issued in the transport services market. Compliance with enforcement actions is indicated as fines paid to CFTC, or compliance with CFTC decisions.

Project Logic Result	CI Code	Indicator Code	Indicator Level	Indicator Name	Definition	Unit of Measure	Disaggregation Type	Primary Data Source	Responsible Party	Frequency of Reporting	Indicator Type	Additional Information
Increased tracking of incidences of anti competitive behavior		AGC-06	Outcome	Market surveillance on anticompetitive trade practices	Number of surveillance visits made by Competition and Fair Trade Commission to transport markets in the AGC corridors and related roads per year within the transport services market.	Number		Surveillance Reports	Competition and Fair Trade Commission	Quarterly	ITT indicator	Anticompetitive practices may include abuse of buyer power, dominance and anticompetitive trade agreements or arrangements, or excessive, predatory, or discriminatory pricing in AGC corridors and related roads/areas (Addendum to CFTC Institutional Study, Section 2.3.1)
Increased budgeting and implementation of road maintenance	T-29	AGC-07	Outcome	Percentage of annual maintenance budget allocated	Amount of road maintenance funds allocated by the central government to the road maintenance agency for the year (numerator) out of the total amount requested by the national road maintenance agency for the year (denominator), expressed as a percentage.	Percentage	Maintenance type	Annual Road Maintenance Plan	Roads Authority	Annual	ITT indicator	
Increased budgeting and implementation of road maintenance	T-30	AGC-08	Outcome	Percentage of annual maintenance budget spent	Amount of road maintenance budget spent by the roads maintenance agency for the year (numerator) out of the amount of road maintenance funds allocated by the central government to the road maintenance agency for the year (denominator), expressed as a percentage.	Percentage	Maintenance type	Certificates of works Management Accounts	Roads Authority	Annual	ITT indicator	
Reduced Gender-Based Violence & Harassment in markets and transport services		AGC-09	Outcome	Prevalence of economic violence at markets and transport hubs	Female traders' and passengers' self-reported frequency of theft and extortion over past 2-3 months out of the total number of female traders and passengers surveyed.	Percentage	Malawi districts	Survey of markets participating in MRIG	MRIG Consultant	Annual	ITT indicator	Surveys will be carried out at markets and transport hubs within the AGC corridors that are participating in the Market Regulation for Inclusive Growth (MRIG) sub-activity. This includes 7 markets identified within Lilongwe, Mchinji, Kasungu, Mangochi, Ntcheu, Mzimba, and Rumphli.
Reduced Gender-Based Violence & Harassment in markets and transport services		AGC-10	Outcome	Prevalence of harassment at markets and transport hubs	Female traders' and passengers' self-reported frequency of harassment in the past 2-3 months out of the total number of female traders and passengers surveyed.	Percentage	Malawi districts	Survey of markets participating in MRIG	MRIG Consultant	Annual	ITT indicator	Surveys will be carried out at markets and transport hubs within the AGC corridors that are participating in the Market Regulation for Inclusive Growth (MRIG) sub-activity. This includes 7 markets identified within Lilongwe, Mchinji, Kasungu, Mangochi, Ntcheu, Mzimba, and Rumphli.

Project Logic Result	CI Code	Indicator Code	Indicator Level	Indicator Name	Definition	Unit of Measure	Disaggregation Type	Primary Data Source	Responsible Party	Frequency of Reporting	Indicator Type	Additional Information
Reduced Gender-Based Violence & Harassment in markets and transport services		AGC-11	Outcome	Prevalence of assault at markets and transport hubs	Female traders' and passengers' self-reported frequency of assault in the past 2 - 3 months out of the total number of female traders and passengers surveyed.	Percentage	Malawi districts	Survey of markets participating in MRIG	MRIG Consultant	Annual	ITT indicator	Surveys will be carried out at markets and transport hubs within the AGC corridors that are participating in the Market Regulation for Inclusive Growth (MRIG) sub-activity. This includes 7 markets identified within Lilongwe, Mchinji, Kasungu, Mangochi, Ntcheu, Mzimba, and Rumphu.
Improved regulation of gender-based violence in corridor markets and associated transport services		AGC-12	Outcome	Market systems functioning to reduce gender-based violence	Traders who report witnessing the deployment of sanctions in the past 2-3 months out of the total number of traders surveyed.	Percentage	Malawi districts	Survey of markets participating in MRIG	MRIG Consultant	Annual	ITT indicator	Respondents will be traders within markets participating in the Market Regulation for Inclusive Growth (MRIG) sub-activity.
Improved regulation of gender-based violence in corridor markets and associated transport services		AGC-13	Outcome	Transport hub systems functioning to reduce gender-based violence	Passengers who report witnessing deployment of sanctions in the past 2-3 months out of the total number of passengers surveyed.	Percentage	Malawi districts	Survey of markets participating in MRIG	MRIG Consultant	Annual	ITT indicator	Respondents will be passengers within markets participating in the Market Regulation for Inclusive Growth (MRIG) sub-activity.
Assumption A2: Improved enforcement of competition and consumer protection in rural transport services contributes to reduced transport fares for passengers		AGC-14	Risk / Assumption	Transport fares	Price in US dollars of travel along a particular road for a particular route.	US Dollars	Road corridor	Sample informant surveys	MCC Independent Evaluator	Other	Non-ITT indicator	<p>This indicator is included to assess the influence of the Competition and Fair Trade Commission sub-activity which aims to ensure that lower transport costs are passed on to passengers.</p> <p>Original data in Malawi Kwacha: Corridor ML: 6,000 MK/person Corridor CL: (TBD) Corridor CM: (TBD) Corridor CE: 4,000 MK/person</p> <p>Data collected in Oct 2023 Prevailing Exchange Rate: 1 USD = 1,163.9 MK</p>
Risk R5: Improvements in road conditions leads to increased travel speeds, resulting in a net increase in traffic fatalities and associated economic losses		AGC-15	Risk / Assumption	Road traffic fatalities	The number of road traffic fatalities per year on roads constructed, rehabilitated, improved or maintained with MCC funding.	Number	Road corridor; Road user; Sex	Official Annual Traffic Accident Statistics	Traffic Police Department	Annual	ITT indicator	<p>The CBA model includes assumptions related to potential increases in traffic fatalities that are likely to influence the calculation of overall project benefits.</p> <p>Note/Guidance: When reporting this indicator, it should be compared to the average annualized daily traffic multiplied by 365 days</p>
Road Corridor Improvement Activity												

Project Logic Result	CI Code	Indicator Code	Indicator Level	Indicator Name	Definition	Unit of Measure	Disaggregation Type	Primary Data Source	Responsible Party	Frequency of Reporting	Indicator Type	Additional Information
Kilometers of main roads receiving periodic maintenance Kilometers of corridor roads paved Kilometers of primary link roads upgraded Kilometers of secondary link roads upgraded	T-8	ICI-01	Output	Kilometers of roads completed	The length of roads in kilometers (measured regardless of number of lanes) on which an MCC investment is complete (certificates handed over and approved).	Kilometers	Road class, Road corridor	Hand-over Certificates	Supervision Engineer	Quarterly	ITT indicator	
Kilometers of corridor roads paved	T-13	ICI-02	Output	Lane-kilometers completed	The length of lanes in kilometers on which MCC investment is complete (certificates handed over and approved).	Kilometers	Road class, Road corridor	Hand-over Certificates	Supervision Engineer	Quarterly	ITT indicator	
N/A	T-15	ICI-03	Output	As-built drawings received	Date by which all as-built drawings have been received and saved by MCC.	Date		As-built drawings	Civil Works Contractors	Once	ITT indicator	As-built drawings are a set of drawings that show how a road or other facility was actually built, as opposed to how it was originally designed. As-builts are typically created after a construction project is complete.
N/A (Process indicator)	T-12	ICI-04	Process	Vehicle operating cost files saved	Date by which the vehicle operating cost files have been received and saved by MCC.	Date		Vehicle operating cost files	Supervision Engineer	Once	ITT indicator	These costs are typically collected as part of project design. They may be collected as primary data during project design, or project design may use existing data from the relevant government transportation entity. There is typically one set of files per country. The location of where they are saved at MCC should be noted in the Indicator Tracking Table.
N/A (Process indicator)	T-3	ICI-05	Process	Kilometers of roads under design	The length of roads in kilometers (measured regardless of number of lanes) under design contracts.	Kilometers	Road class, Road corridor	Contractor design documents	Supervision Engineer	Quarterly	ITT indicator	

Project Logic Result	CI Code	Indicator Code	Indicator Level	Indicator Name	Definition	Unit of Measure	Disaggregation Type	Primary Data Source	Responsible Party	Frequency of Reporting	Indicator Type	Additional Information
N/A (Process indicator)	T-6	RCI-06	Process	Kilometers of roads under works contracts	The length of roads in kilometers (measured regardless of number of lanes) under works contracts for MCC roads investments.	Kilometers	Road class, Road corridor	Works contracts	Supervision Engineer	Quarterly	ITT indicator	
N/A (Process indicator)	T-7	RCI-07	Process	Temporary employment generated in road construction	The number of people temporarily employed or contracted by MCA-contracted construction companies to work on MCC roads investments.	Number	Sex	Contractor progress reports prepared by Works Contractors	Civil Works Contractors	Quarterly	ITT indicator	Progress Reports submitted by works contractors should be reviewed by supervision consultant.
Policy and Institutional Reform and Capacity Building Activity												
Technical assistance provided to the Competition and Fair Trade Commission		PIR-01	Output	TBD	TBD	TBD	TBD	TBD	TBD	TBD	ITT indicator	This indicator needs to be reconsidered as the expected modality for Technical Assistance to CFTC needs to be defined.
TA provided at district level for link road maintenance		PIR-02	Output	District Council staff trained in issues relating to road asset management planning and implementation	Number of District Council staff trained in issues relating to road asset management functions and road maintenance planning and operations.	Number	Malawi districts, Sex	Training Reports & Final Reports	TA Consultant	Quarterly	ITT indicator	
TA provided at the national level (Roads Authority) for main and corridor road maintenance		PIR-03	Output	Roads Authority staff trained in issues relating to road asset management planning and implementation	Number of Roads Authority staff trained in issues relating to roads management, network planning, and maintenance planning and implementation on primary and secondary roads.	Number	Sex	Training Reports	TA Consultant	Quarterly	ITT indicator	
Activities to reduce gender-based violence in corridor markets and transport services		PIR-04	Output	TBD	TBD	TBD		TBD	TBD	TBD	ITT indicator	This activity requires further clarity to be able to identify an indicator. More definition of the anticipated interventions and modality of support to participating District Councils will inform the design of this indicator.
Increased Land Productivity Project												

Project Logic Result	CI Code	Indicator Code	Indicator Level	Indicator Name	Definition	Unit of Measure	Disaggregation Type	Primary Data Source	Responsible Party	Frequency of Reporting	Indicator Type	Additional Information
Objective: Improved land services		ILP-01	Outcome	Land transactions	The number of land transactions recorded in official records.	Number	Land zones; Land use types	Annual Ministry of Lands Transaction Volume Report	Ministry of Lands	Annual	ITT indicator	This indicator counts the number of formal land transactions completed annually as recorded in the Malawi titles and deeds registries, disaggregated by land zone (Urban/Rural) and land use type (Productive/Other). Land transactions include the number of formal land transactions that result in a change in how land is used, relative to comparable informal transactions. A full list of transactions is included within the CBA model spreadsheet. All transaction types have been disaggregated as productive land use transactions ('use-changing transactions' in the CBA) and other land use transactions ('non use-changing transactions' in the CBA). This distinction is explained on page 19 of the M&E Plan.
More adequate funding for national and district council land services		ILP-02	Outcome	TBD	TBD	TBD	TBD	TBD	TBD	TBD	ITT indicator	This indicator will aim to capture whether the anticipated increase in land-based revenues for national and district council land institutions more adequately covers the costs of land service delivery. 'More adequate' is relative to the current situation (before the project). An indicator to measure this result area will be developed in consultation with the Ministry of Lands to ensure practicality and relevance. The purpose of the indicator will be to determine whether anticipated increases in land-based revenue are likely to be sufficient for the MOL to deliver improved land services as envisioned by the LARI project.
More adequate funding for City Council land services		ILP-03	Outcome	TBD	TBD	TBD	TBD	TBD	TBD	TBD	ITT indicator	This indicator will aim to capture whether the anticipated increase in land-based revenues for city council land institutions more adequately covers the costs of land service delivery at the city council level. 'More adequate' is relative to the current situation (before the project). An indicator to measure this result area will be developed in consultation with the four City Councils to ensure practicality and relevance. The purpose of the indicator will be to determine whether anticipated increases in land-based revenue are likely to be sufficient for the City Council to deliver improved land services as envisioned by the CCRM project.
Increased funding for other public services		ILP-04	Outcome	Percentage of total revenue allocated to the Public Service Fund	Percentage of all locally generated revenue allocated to the Public Service Fund.	Percentage	Malawi city councils	City Council Department of Finance Annual Reports (one per City Council)	Malawi City Councils (Blantyre, Zomba, Lilongwe, Mzuzu)	Annual	ITT indicator	The targets are presented as percentages for which the denominator is the total amount of all locally-generated revenue (i.e., not limited to land-based revenue) at the level of each City Council and the numerator is the amount of funding that will be allocated to projects under the Public Service Fund (PSF). Targets are provided directly by each City Council as defined in their City Council Resolutions and based on a consensus approach. This explains the year-on-year variability in targets which are based on City Council revenue projections and established PSF procedures, each of which are independent from the others. This is also why no overall target is provided. Target values are for the City Council fiscal year which runs from April 1 to March 30. Inputs are not provided for composite indicators at the level of each City Council for ease of ITT reporting. Inputs will be reported by the City Councils to the MCA.
Increased investment in land			Outcome	Increased investment in land	The manner in which this indicator will be calculated as well as the timing of data collection (incl. number of months after completion of Increased Land Productivity Project activities will be established in the Evaluation Design Report for the Increased Land Productivity Project.	TBD	TBD	TBD	TBD	TBD	Non-ITT indicator	
Land Administration Resourcing and Institutions Activity												

Project Logic Result	CI Code	Indicator Code	Indicator Level	Indicator Name	Definition	Unit of Measure	Disaggregation Type	Primary Data Source	Responsible Party	Frequency of Reporting	Indicator Type	Additional Information
More affordable devolution plan is implemented in targeted districts		LAR-01	Outcome	TBD	TBD	TBD	TBD	TBD	TBD	TBD	Non-ITT indicator	The 'devolution plan' refers to the Government of Malawi's plan for the devolution of land services (land sector devolution plan, approved in February 2023). The Project aims to support the Government of Malawi to implement its' devolution plan, however the exact scope and scale of this support has not yet been defined.
Increased land-based revenue for national and district council land institutions		LAR-02	Outcome	Percent of land-based government revenue retained	Percentage of land-based revenue retained by the Ministry of Lands out of the total amount collected.	Percentage	Input, Revenue type	Ministry of Lands - Department of Finance Annual Report (Management Accounts)	Ministry of Lands	Annual	ITT indicator	Percentage of general land-based revenues (ground rents, fees) retained at the national level by the Ministry of Lands on an annual basis (not including development charges). Ground rents are rents charged on government leased lands.
Increased land-based revenue for national and district council land institutions		LAR-03	Outcome	Land-based revenue retained by the Ministry of Lands	Amount of land-based revenues retained annually by the Ministry of Lands.	US Dollars		Ministry of Lands - Department of Finance Annual Report (Management Accounts)	Ministry of Lands	Annual	ITT indicator	"Revenue Retained" refers to retention by the MOL of an agreed upon percentage of total land based revenue that is collected by the MOL. This is done on an annual basis. The remainder is remitted to the Treasury.
Increased land-based revenue for national and district council land institutions		LAR-04	Outcome	Land-based government revenue collected	Amount of land-based revenue collected by government.	US Dollars	Revenue type	Ministry of Lands - Department of Finance Annual Report	Ministry of Lands	Annual	ITT indicator	Amount of general land-based revenues collected at the national level by the Ministry of Lands on an annual basis. Revenues are disaggregated between fees (duties and fees) and levels (ground rent) and do not include development charges. Amounts reported in Malawian Kwacha will be converted to USD based on the Malawi Reserve Bank annual published exchange rate.
Increased payment of ground rents		LAR-05	Outcome	Payment of ground rents on leases	Percentage of leases for which ground rents were paid in the last billing cycle.	Percentage	Landholder	Department of Finance Annual Report	Ministry of Lands	Annual	ITT indicator	Public land in Malawi may be granted or leased for a fixed period subject to payment of 'ground rent'. Therefore, ground rents are rents charged by the MOL on government leased lands. This indicator aims to capture payment in full of ground rents on leases based on the amount billed in the last MOL billing cycle (e.g., annual). The indicator does not include payment of arrears. The definition reflects 'percentage of leases' because one ground rent payer may hold multiple leases for which ground rent should be paid. Inputs for this indicator will be reported by the Ministry of Lands to the MCA.
Increased payment of ground rents		LAR-06	Outcome	Billing of ground rents on leases	Percentage of ground rent payers who received a bill in the last billing cycle.	Percentage	Landholder	Survey	MCC Independent Evaluator	Annual	ITT indicator	This indicator reflects reported receipt of a bill by ground rent payers in the last billing cycle (e.g., annual). The ground rent is billed by the MOL and paid by the leaseholder (i.e., ground rent payer). This indicator will be measured through the evaluation based on a sample of ground rent payers. Inputs for this indicator will be reported through the independent evaluation.
Reforms adopted regarding retention, rent rationalization and devolution	L-1	LAR-07	Output	Legal and regulatory reforms adopted	The number of specific pieces of legislation or implementing regulations adopted by the compact country and attributable to compact support.	Number		LARI Consultant progress reports	LARI Consultant	Quarterly	ITT indicator	(1) Reforms adopted permitting national-level land administration Ministry or entity to retain a share of revenue collected; (2) Reforms adopted rationalizing ground rent rates, to align them over time with market value of land; (3) Adoption of revised land sector devolution plan and functional review.
Land information and records interventions implemented		LAR-08	Output	TBD	TBD	TBD		TBD	TBD	TBD	ITT indicator	The land information and records interventions will be defined during the base period of the LARI consultancy. Therefore, this indicator will be defined once the related interventions are established.
Land information and records interventions implemented		LAR-09	Output	Plan established to address land information and records	The date of approval of the detailed implementation plan for land sector information and records management.	Date		LARI Consultant progress reports	LARI Consultant	Once	ITT indicator	The detailed implementation plan will establish how the Ministry of Lands (MOL) will address land information and records to support increased revenues. The plan is further defined in the LARI Consultant Terms of Reference and will be developed during the LARI consultancy base period.
Land-based revenue collection and expenditure management systems in place		LAR-10	Output	Plan established for revenue collection and expenditure management systems	The date of approval of the detailed implementation plan for revenue collection and expenditure management.	Date		LARI Consultant progress reports	LARI Consultant	Once	ITT indicator	The detailed implementation plan will establish how the Ministry of Lands (MOL) will address land-based revenue collection and expenditure management. The plan is further defined in the LARI Consultant Terms of Reference and will be developed during the LARI consultancy base period.
Land-based revenue collection and expenditure management systems in place		LAR-11	Output	Revenue collection and expenditure management systems in place	TBD	TBD	TBD	LARI Consultant progress reports	LARI Consultant	TBD	ITT indicator	This indicator will measure progress towards the implementation of revenue collection and expenditure management systems. The exact definition, baseline and targets will be developed by the completion date of the LARI Consultancy base period.

Project Logic Result	CI Code	Indicator Code	Indicator Level	Indicator Name	Definition	Unit of Measure	Disaggregation Type	Primary Data Source	Responsible Party	Frequency of Reporting	Indicator Type	Additional Information
Institutional, social and behavior change interventions implemented		LAR-12	Output	Individuals reached by social and behavior change activities	Number of people reached by social and behavior change activities.	Number	Sex	LARI Consultant progress reports	LARI Consultant	Quarterly	ITT indicator	Number of Ground Rent Payers reached by social and behavior change (SBC) campaigns disaggregated by male and female. The primary purpose of the SBC activities under LARI is to encourage payment of ground rents. The SBC interventions including clarity around how individuals will be reached by SBC activities will be laid out during the LARI Consultancy base period.
N/A (Assumption indicator)		LAR-13	Risk / Assumption	Perception of land-based revenue collection and payment services quality	Percentage of users of government-provided land services who are 'satisfied' or 'very satisfied' with land-based revenue collection and payment services provided.	Percentage	Sex	Survey	MCC Independent Evaluator	Once	Non-ITT indicator	Perception of land-based revenue collection and payment services quality is likely to influence whether or not ground rent payers pay their ground rents. A key assumption of the project logic is that increased land-based revenues will be expended to improve the quality of service delivery, which will in turn encourage ground rent payers to pay their ground rents. For LARI, this indicator is relevant at the national level and for select District level disaggregations. The applicability at the district council level will be determined during the LARI base period consultancy. Therefore, the relevant disaggregations at the District Council level are TBD. This indicator will be measured through the evaluation based on a sample of ground rent payers. Inputs for this indicator will be reported through the independent evaluation.
City Council Land-Based Revenue Modernization Activity												
Public Service Fund invests in services that respond to taxpayer priorities		CCR-01	Outcome	Taxpayer satisfaction with Public Service Fund investments	Percentage of surveyed city rate payers who report being 'satisfied' or 'very satisfied' with the Public Service Fund targeted investments.	Percentage	Malawi city councils; Sex	Survey	MCC Independent Evaluator	Annual	ITT indicator	The Public Service Fund is expected to resource city services according to city rate payer (i.e., taxpayers) priorities. Therefore, taxpayer satisfaction with PSF investments is expected to increase payment of city rates as taxpayers witness the benefits of these investments. Investment in projects that are important to taxpayers will also directly contribute to increased funding for other public services, as this is the intent of the PSF. This indicator will be measured through the evaluation based on a sample of taxpayers. The survey sample will need to be targeted/localized to the specific investment and populations expected to benefit. Inputs for this indicator will be reported through the independent evaluation.
Increased land-based revenue for City Councils		CCR-02	Outcome	Land-based City Council revenue collected	Amount of land-based revenue collected by City Councils.	US Dollars	Malawi city councils	City Council Department of Finance Reports (one per City Council)	Malawi City Councils (Blantyre, Zomba, Lilongwe, Mzuzu)	Quarterly	ITT indicator	This covers 'own source' land-based revenue collected by the City Councils, including city rates, ground rents, and any other types of land-based local revenue they collect and report on. City rate is understood in Malawi as equivalent to municipal property tax in the United States. The 'land-based revenue retained' indicator included under LARI for the Ministry of Lands is not relevant here because the City Councils already retain 100% of the revenue that they collect.
Valuations of properties on tax maps and tax rolls completed		CCR-03	Outcome	Number of property valuations completed in targeted cities	Total number of property valuations completed under the project according to updated methodology.	Number	Malawi city councils; Property record type	CCRM Consultant progress reports	CCRM Consultant	Annual	ITT indicator	This reflects property valuations completed according to the updated methodology that will be supported by the Compact and includes the total number of properties that are discovered during the valuation campaigns and valued. The mass property valuation methodology will be developed by the CCRM Consultant during the Base Period. The valuation will be completed for the parcel of land registered and the properties that exist on it as identified through the plot number or title holder. This indicator reflects the number of properties. The indicator is disaggregated by 'existing' figures which denote properties currently on the official city tax rolls. 'New' figures are estimate/projections prepared by City Council technical staff based on the estimated number of properties that will be discovered during the valuation campaigns in each City Council.

Project Logic Result	CI Code	Indicator Code	Indicator Level	Indicator Name	Definition	Unit of Measure	Disaggregation Type	Primary Data Source	Responsible Party	Frequency of Reporting	Indicator Type	Additional Information
Increased payment of city rates		CCR-04	Outcome	Payment of city rates on properties	Percentage of properties for which city rates were paid in the last billing cycle.	Percentage	Malawi city councils	City Council Department of Finance Reports (one per City Council)	Malawi City Councils (Blantyre, Zomba, Lilongwe, Mzuzu)	Annual	ITT indicator	City rate is understood in Malawi as equivalent to municipal property tax in the United States. This indicator aims to capture payment in full of city rates on properties based on the amount billed in the last City Council billing cycle (e.g., annual). The indicator does not include payment of arrears. The definition reflects 'percentage of properties' because one city rate payer may hold multiple properties for which city rates should be paid. Inputs for this indicator will be reported by the City Councils to the MCA.
Increased payment of city rates		CCR-05	Outcome	Billing of city rates on properties	Percentage of property owners who received a bill in the last billing cycle.	Percentage	Malawi city councils	Survey	MCC Independent Evaluator	Annual	ITT indicator	This indicator reflects reported receipt of a bill by city rate payers in the last billing cycle (e.g. annual). City rates are billed by the City Council and paid by the property owner (i.e., city rate payer). This indicator will be measured through the evaluation based on a sample of city rate payers in each City Council. Inputs for this indicator will be reported through the independent evaluation.
By-laws adopted regarding valuation and financial management	L-1	CCR-06	Output	Legal and regulatory reforms adopted	The number of specific pieces of legislation or implementing regulations adopted by the compact country and attributable to compact support.	Number	Malawi city councils	CCRM Consultant progress reports	CCRM Consultant	Annual	ITT indicator	This refers to the number of by-laws related to valuation and financial management that are adopted by the City Councils.
Public Service Fund established		CCR-07	Output	Public Service Fund established in four City Councils	The date that a Public Service Fund is established in all City Councils. 'Established' is defined as opening of a dedicated Public Service Fund bank account.	Date		City Council Proof of PSF Bank Account (one per City Council)	Malawi City Councils (Blantyre, Zomba, Lilongwe, Mzuzu)	Once	ITT indicator	This indicator will be reported as the date by which all four City Councils will have established a Public Service Fund. The PSF is a mechanism established at the level of each City Council to expend locally generated revenues on public services.
Properties mapped		CCR-08	Output	Total area mapped	Total area in square kilometers of properties mapped by the project and added to City Council tax maps.	Hectares	Malawi city councils	CCRM Consultant progress reports	CCRM Consultant	Annual	ITT indicator	This indicator measures the total area of high-resolution aerial imagery and street camera imagery that will be collected by the CCRM consultant under the project. It is important to note that the targets for this indicator have been converted from kilometers squared to hectares (the approved MCC M&E unit for land area). The targets in square kilometers are noted in the 'Target Documentation' column.
Property tax rolls expanded and updated		CCR-09	Output	Properties identified and incorporated into City Council tax rolls	Number of newly identified and existing rateable properties incorporated (e.g., added or updated) into City Council city tax rolls.	Number	Malawi city councils; Property record type	CCRM Consultant progress reports	CCRM Consultant	Annual	ITT indicator	The indicator is disaggregated by 'existing' figures which denote properties currently on the official city tax rolls. 'New' figures are estimate/projections prepared by City Council technical staff based on the estimated number of properties that will be identified during the valuation campaigns in each City Council. Rateable properties are all properties located within current legal boundaries in each City Council.
Land-based revenue collection and expenditure management systems in place	L-2	CCR-10	Output	Land administration offices established or upgraded	The number of land administration and service offices or other related facilities that the project physically establishes or upgrades.	Number		CCRM Consultant progress reports	CCRM Consultant	Annual	ITT indicator	This indicator will reflect the installation of the new Property Information Management System (PIMS) at existing City Council offices. No physical offices will be established or upgraded at the City Council level. This indicator is categorized as the common indicator based on the common indicator guidance which states, 'This includes...installation of equipment or software, including IT equipment, office equipment, aerial or satellite imagery, software systems for targeted land institutions functions, and geodetic equipment.'
Institutional, social and behavior change interventions implemented		CCR-11	Output	Individuals reached by social and behavior change activities	Number of people reached by social and behavior change activities.	Number	Malawi city councils; Payer type	CCRM Consultant progress reports	CCRM Consultant	Quarterly	ITT indicator	This indicator includes the number of individuals reached by social and behavior change (SBC) campaigns disaggregated by City Council and payer types (city rate payers and elected staff and secretariat; which are two discrete sub-groups that will be targeted by specific SBC interventions). The primary purpose of the SBC activities under CCRM is to encourage payment of city rates. The SBC interventions including clarity around how individuals will be reached by SBC activities will be laid out during the CCRM Consultancy base period.

Project Logic Result	CI Code	Indicator Code	Indicator Level	Indicator Name	Definition	Unit of Measure	Disaggregation Type	Primary Data Source	Responsible Party	Frequency of Reporting	Indicator Type	Additional Information
N/A (Assumption indicator)		CCR-12	Risk / Assumption	Perception of land-based revenue collection and payment services quality	Percentage of users of government-provided land services who are 'satisfied' or 'very satisfied' with land-based revenue collection and payment services provided.	Percentage	Malawi city councils; Sex	Survey	MCC Independent Evaluator	Once	Non-ITT indicator	Perception of land-based revenue collection and payment services quality is likely to influence whether or not ground rent payers pay their ground rents. A key assumption of the project logic is that increased land-based revenues will be expended to improve the quality of service delivery, which will in turn encourage ground rent payers to pay their ground rents. For CCRM, this indicator is relevant at the level of each City Council. This indicator will be measured through the evaluation based on a sample of city rate payers. Inputs for this indicator will be reported through the independent evaluation.
American Catalyst Facility for Development Project												
Objective: Facilitate DFC investments in Malawi		ACF-01	Outcome	ACFD-supported DFC investments that reach financial close	Number of signed legal agreement(s) recording DFC's financial commitment to an ACFD-supported project.	Number		DFC All Active Projects Database	DFC	Quarterly	ITT indicator	

ANNEX II: TABLE OF INDICATOR BASELINES AND TARGETS

Indicator Level	Indicator Name	Unit of Measure	Classification	Baseline (Year)	Year 1	Year 2	Year 3	Year 4	Year 5	Post-Program Target (Year)	Target Link to CBA	Baseline Documentation	Target Documentation
					May-24 to Mar-25	Apr-25 to Mar-26	Apr-26 to Mar-27	Apr-27 to Mar-28	Apr-28 to May-29				
Accelerated Growth Corridors Project													
Outcome	Total transportation cost savings	US Dollars	Cumulative	0 (2024)						107,540,000 (2033, CY9)	Calculated from CBA benefit stream	Not applicable	Timing for exposure period equates to 4-years after road completion. This is when increases in traffic volumes attributable to investments will have become measurable and start to stabilize. Magnitude of benefits are as modeled in the CBA as at the time of IM & Compact signing. Compact Signing CBA Model, ERR and Sensitivity Analysis tab, cell C126
	Time savings			0 (2024)							Calculated from CBA benefit stream		
	Vehicle operating cost savings			0 (2024)							Calculated from CBA benefit stream		
	Accidents			0 (2024)							Calculated from CBA benefit stream		
	Other			0 (2024)							Calculated from CBA benefit stream		
	Corridor ML (5)			0 (2024)							Calculated from CBA benefit stream		
	Corridor CL (9A)			0 (2024)							Calculated from CBA benefit stream		
	Corridor CM (10)			0 (2024)							Calculated from CBA benefit stream		
	Corridor CE (15)			0 (2024)							Calculated from CBA benefit stream		

Indicator Level	Indicator Name	Unit of Measure	Classification	Baseline (Year)	Year 1	Year 2	Year 3	Year 4	Year 5	Post-Program Target (Year)	Target Link to CBA	Baseline Documentation	Target Documentation
					May-24 to Mar-25	Apr-25 to Mar-26	Apr-26 to Mar-27	Apr-27 to Mar-28	Apr-28 to May-29				
Outcome	Average annual daily traffic	Number	Level	2,591 (2024)					4,653	5,699 (2033, CY9)	Taken directly or calculated from documented CBA assumption	<p>Note: Baseline figure is a baseline projection for 2024, from 2022 DFS. Detailed Feasibility Study: Phase 1 Report supplemental file "Traffic Projection.xlsx" received 03/22/22 from DFS consultant</p> <p>Compact Signing CBA Model, Traffic Projections tab, cell B5</p>	<p>Timing for exposure period equates to 4-years after road completion. This is when increases in traffic volumes attributable to investments will have become measurable and start to stabilize. Magnitude of change is based on DFS, with assumption carried into the CBA model</p> <p>Detailed Feasibility Study: Phase 1 Report supplemental file "Traffic Projection.xlsx" received 03/22/22 from DFS consultant</p> <p>Compact Signing CBA Model, Traffic Projections tab, cells B3 (2029 target) and B4 (2033 target)</p>
	Secondary										Taken directly or calculated from documented CBA assumption		
	Corridor ML (5)										Taken directly or calculated from documented CBA assumption		
	Corridor CL (9A)										Taken directly or calculated from documented CBA assumption		
	Corridor CM (10)										Taken directly or calculated from documented CBA assumption		
	Corridor CE (15)										Taken directly or calculated from documented CBA assumption		

Indicator Level	Indicator Name	Unit of Measure	Classification	Baseline (Year)	Year 1	Year 2	Year 3	Year 4	Year 5	Post-Program Target (Year)	Target Link to CBA	Baseline Documentation	Target Documentation
					May-24 to Mar-25	Apr-25 to Mar-26	Apr-26 to Mar-27	Apr-27 to Mar-28	Apr-28 to May-29				
Outcome	Travel time	Minutes	Level								Taken directly or calculated from documented CBA assumption	Sheladia RED Model Files transmitted 03/17/22 ML: 'RED Corridor ML Final DFS version' Excel file, Alter. 2 Feasibility tab, cell V18 CL: 'RED Corridor CL Final DFS version' Excel file, Alter. 2 Feasibility tab, cell V18 CM: 'RED Corridor CM Final DFS version' Excel file, Alter. 2 Feasibility tab, cell V19 EC: 'RED Corridor EC Final DFS version' Excel file, Alter. 1 Feasibility tab, cell V18 Compact Signing CBA Model, Travel Time tab, ML: cell B4 CL: cell B18 CM: cell B32 EC: cell B46	Sheladia RED Model Files transmitted 3/17/22 ML: 'RED Corridor ML Final DFS version' Excel file, Alter. 2 Feasibility tab, cell V19 CL: 'RED Corridor CL Final DFS version' Excel file, Alter. 2 Feasibility tab, cell V19 CM: 'RED Corridor CM Final DFS version' Excel file, Alter. 2 Feasibility tab, cell V19 EC: 'RED Corridor EC Final DFS version' Excel file, Alter. 1 Feasibility tab, cell V19 Compact Signing CBA Model, Travel Time tab, ML: cell B5 CL: cell B19 CM: cell B33 EC: cell B47
	Corridor ML (5)			126 (2024)					63	63 (2033,CY9)	Taken directly or calculated from documented CBA assumption		
	Corridor CL (9A)			76 (2024)					38	38 (2033,CY9)	Taken directly or calculated from documented CBA assumption		
	Corridor CM (10)			110 (2024)					56	56 (2033,CY9)	Taken directly or calculated from documented CBA assumption		
	Corridor CE (15)			96 (2024)					47	47 (2033,CY9)	Taken directly or calculated from documented CBA assumption		
Outcome	International Roughness Index	Meters per kilometer	Level								Taken directly or calculated from documented CBA assumption	Sheladia RED Model Files transmitted 3/17/22 ML: 'RED Corridor ML Final DFS version' Excel file, Alter. 2 Feasibility tab, cells E16, G16 CL: 'RED Corridor CL Final DFS version' Excel file, Alter. 2 Feasibility tab, cells E16, G16 CM: 'RED Corridor CM Final DFS version' Excel file, Alter. 2 Feasibility tab, cells E16, G16 EC: 'RED Corridor EC Final DFS version' Excel file, Alter. 1 Feasibility tab, cells E16, G16 Compact Signing CBA Model ML: Corridor ML DBST tab, cell C13	Sheladia RED Model Files transmitted 3/17/22 ML: 'RED Corridor ML Final DFS version' Excel file, Alter. 2 Feasibility tab, cells E17, G17 CL: 'RED Corridor CL Final DFS version' Excel file, Alter. 2 Feasibility tab, cells E17, G17 CM: 'RED Corridor CM Final DFS version' Excel file, Alter. 2 Feasibility tab, cells E17, G17 EC: 'RED Corridor EC Final DFS version' Excel file, Alter. 1 Feasibility tab, cells E17, G17 Compact Signing CBA Model ML: Corridor ML DBST tab, cell C12
	Secondary										Taken directly or calculated from documented CBA assumption		
	Corridor ML (5)			13.6 (2024)					4	3.8 (2033,CY9)	Taken directly or calculated from documented CBA assumption		
	Corridor CL (9A)			13.6 (2024)					4	3.8 (2033,CY9)	Taken directly or calculated from documented CBA assumption		

Indicator Level	Indicator Name	Unit of Measure	Classification	Baseline (Year)	Year 1	Year 2	Year 3	Year 4	Year 5	Post-Program Target (Year)	Target Link to CBA	Baseline Documentation	Target Documentation
					May-24 to Mar-25	Apr-25 to Mar-26	Apr-26 to Mar-27	Apr-27 to Mar-28	Apr-28 to May-29				
	Corridor CM (10)			13.6 (2024)					4	3.8 (2033,CY9)	Taken directly or calculated from documented CBA assumption	CL: Corridor CL DBST tab, cell C13 CM: Corridor CM DBST tab, cell C13 CE: Corridor EC AC tab, cell C13	CL: Corridor CL DBST tab, cell C12 CM: Corridor CM DBST tab, cell C12 CE: Corridor EC AC tab, cell C12
	Corridor CE (15)			13.6 (2024)					3	3 (2033,CY9)	Taken directly or calculated from documented CBA assumption		
Outcome	Rate of resolution of reported incidents of anti-competitive behavior	Percentage	Level	TBD					TBD	TBD	Not informed by CBA	Baseline data will be collected by Year 3 of implementation	Target will be set in Year 3 following determination of the baseline.
Outcome	Market surveillance on anticompetitive trade practices	Number	Level (Cumulative)	TBD					TBD	TBD	Not informed by CBA	Baseline data will be collected by Year 3 of implementation	No Target to be set
Outcome	Percentage of annual maintenance budget allocated	Percentage	Level	TBD							Not informed by CBA	Baseline data will be collected by Year 2 of implementation	No Target to be set
	Routine			TBD							Not informed by CBA		
	Periodic			TBD							Not informed by CBA		
	Emergency			TBD							Not informed by CBA		
Outcome	Percentage of annual maintenance budget spent	Percentage	Level	TBD							Not informed by CBA	Baseline data will be collected by Year 2 of implementation	No Target to be set
	Routine			TBD							Not informed by CBA		
	Periodic			TBD							Not informed by CBA		
	Emergency			TBD							Not informed by CBA		
Outcome	Prevalence of economic violence at markets and transport hubs	Percentage	Level	TBD							Not informed by CBA	Baseline data will be collected by MRIG consultants by Year 2 of implementation	No Target to be set
	Lilongwe			TBD							Not informed by CBA		
	Mchinji			TBD							Not informed by CBA		
	Kasungu			TBD							Not informed by CBA		
	Mangochi			TBD							Not informed by CBA		
	Ntcheu			TBD							Not informed by CBA		
	Mzimba			TBD							Not informed by CBA		

Indicator Level	Indicator Name	Unit of Measure	Classification	Baseline (Year)	Year 1	Year 2	Year 3	Year 4	Year 5	Post-Program Target (Year)	Target Link to CBA	Baseline Documentation	Target Documentation
					May-24 to Mar-25	Apr-25 to Mar-26	Apr-26 to Mar-27	Apr-27 to Mar-28	Apr-28 to May-29				
	Rumphi			TBD							Not informed by CBA		
Outcome	Prevalence of harassment at markets and transport hubs	Percentage	Level	TBD							Not informed by CBA	Baseline data will be collected by MRIG consultants by Year 2 of implementation	No Target to be set
	Lilongwe			TBD							Not informed by CBA		
	Mchinji			TBD							Not informed by CBA		
	Kasungu			TBD							Not informed by CBA		
	Mangochi			TBD							Not informed by CBA		
	Ntcheu			TBD							Not informed by CBA		
	Mzimba			TBD							Not informed by CBA		
	Rumphi			TBD							Not informed by CBA		
Outcome	Prevalence of assault at markets and transport hubs	Percentage	Level	TBD							Not informed by CBA	Baseline data will be collected by MRIG consultants by Year 2 of implementation	No Target to be set
	Lilongwe			TBD							Not informed by CBA		
	Mchinji			TBD							Not informed by CBA		
	Kasungu			TBD							Not informed by CBA		
	Mangochi			TBD							Not informed by CBA		
	Ntcheu			TBD							Not informed by CBA		
	Mzimba			TBD							Not informed by CBA		
	Rumphi			TBD							Not informed by CBA		
Outcome	Market systems functioning to reduce gender-based violence	Percentage	Level	TBD							Not informed by CBA	Baseline data will be collected by MRIG consultants by Year 2 of implementation	No Target to be set
	Lilongwe			TBD							Not informed by CBA		
	Mchinji			TBD							Not informed by CBA		
	Kasungu			TBD							Not informed by CBA		
	Mangochi			TBD							Not informed by CBA		
	Ntcheu			TBD							Not informed by CBA		
	Mzimba			TBD							Not informed by CBA		
	Rumphi			TBD							Not informed by CBA		

Indicator Level	Indicator Name	Unit of Measure	Classification	Baseline (Year)	Year 1	Year 2	Year 3	Year 4	Year 5	Post-Program Target (Year)	Target Link to CBA	Baseline Documentation	Target Documentation	
					May-24 to Mar-25	Apr-25 to Mar-26	Apr-26 to Mar-27	Apr-27 to Mar-28	Apr-28 to May-29					
Outcome	Transport hub systems functioning to reduce gender-based violence	Percentage	Level	TBD							Not informed by CBA	Baseline data will be collected by MRIG consultants by Year 2 of implementation	No Target to be set	
	Lilongwe			TBD							Not informed by CBA			
	Mchinji			TBD							Not informed by CBA			
	Kasungu			TBD							Not informed by CBA			
	Mangochi			TBD							Not informed by CBA			
	Ntcheu			TBD							Not informed by CBA			
	Mzimba			TBD							Not informed by CBA			
	Rumphi			TBD							Not informed by CBA			
Risk / Assumption	Transport fares	US Dollars	Level								Not informed by CBA	LEA M&E 'Working' Report (Corridors ML & CE only): Section 4.6. P. 17	No Target - Risk/Assumption indicator only	
	Corridor ML (5)			5.16 (2023)										Not informed by CBA
	Corridor CL (9A)			TBD										Not informed by CBA
	Corridor CM (10)			TBD										Not informed by CBA
	Corridor CE (15)			3.44 (2023)										Not informed by CBA
Risk / Assumption	Road traffic fatalities	Number	Level	TBD							Not informed by CBA	Baseline data on traffic fatalities will be provided by Year 2 of the compact and included in an M&E Plan revision	No Target - Risk indicator only	
	Corridor ML (5)			TBD										Not informed by CBA
	Corridor CL (9A)			TBD										Not informed by CBA
	Corridor CM (10)			TBD										Not informed by CBA
	Corridor CE (15)			TBD										Not informed by CBA
	Vehicle passenger			TBD										Not informed by CBA
	Pedestrian			TBD										Not informed by CBA
	Female			TBD										Not informed by CBA
	Male			TBD										Not informed by CBA
Road Corridor Improvement Activity														

Indicator Level	Indicator Name	Unit of Measure	Classification	Baseline (Year)	Year 1	Year 2	Year 3	Year 4	Year 5	Post-Program Target (Year)	Target Link to CBA	Baseline Documentation	Target Documentation
					May-24 to Mar-25	Apr-25 to Mar-26	Apr-26 to Mar-27	Apr-27 to Mar-28	Apr-28 to May-29				
Output	Kilometers of roads completed	Kilometers	Cumulative	0 (2024)					405		Taken directly or calculated from documented CBA assumption	Not applicable	<p>Primary Roads: "Kilometers of main roads receiving periodic maintenance"</p> <p>Compact Signing CBA Model MRM tab, cell L34 – note that this number is different from what is in the Phase 1 report</p> <p>-----</p> <p>Secondary Roads: "Kilometers of Corridor Roads Paved"</p> <p>Sheladia RED Model Files transmitted 3/17/22</p> <p>ML: 'RED Corridor ML Final DFS version' Excel file, Alter. 2 Feasibility tab, cell D17</p> <p>CL: 'RED Corridor CL Final DFS version' Excel file, Alter. 2 Feasibility tab, cell D17</p> <p>CM: 'RED Corridor CM Final DFS version' Excel file, Alter. 2 Feasibility tab, cell D17</p> <p>EC: 'RED Corridor EC Final DFS version' Excel file, Alter. 1 Feasibility tab, cell D17</p> <p>Compact Signing CBA Model</p> <p>ML: Corridor ML DBST tab, cell C4 (88.0)</p> <p>CL: Corridor CL DBST tab, cell C4 (53.2)</p> <p>CM: Corridor CM DBST tab, cell C4 (77.1)</p> <p>CE: Corridor EC AC tab, cell C4 (67.0)</p>
	Primary			0 (2024)					120		Taken directly or calculated from documented CBA assumption		
	Corridor ML (5)			0 (2024)					TBD		Not informed by CBA		
	Corridor CL (9A)			0 (2024)					TBD		Not informed by CBA		
	Corridor CM (10)			0 (2024)					TBD		Not informed by CBA		
	Corridor CE (15)			0 (2024)					TBD		Not informed by CBA		
	Secondary			0 (2024)					285		Taken directly or calculated from documented CBA assumption		
	Corridor ML (5)			0 (2024)					TBD		Not informed by CBA		
	Corridor CL (9A)			0 (2024)					TBD		Not informed by CBA		
	Corridor CM (10)			0 (2024)					TBD		Not informed by CBA		
	Corridor CE (15)			0 (2024)					TBD		Not informed by CBA		
	Tertiary			0 (2024)					TBD		Not informed by CBA		
	Corridor ML (5)			0 (2024)					TBD		Not informed by CBA		
	Corridor CL (9A)			0 (2024)					TBD		Not informed by CBA		
	Corridor CM (10)			0 (2024)					TBD		Not informed by CBA		
	Corridor CE (15)			0 (2024)					TBD		Not informed by CBA		
	Lane-kilometers completed			0 (2024)					TBD		Not informed by CBA		
	Primary			0 (2024)					TBD		Not informed by CBA		
	Corridor ML (5)			0 (2024)					TBD		Not informed by CBA		
	Corridor CL (9A)			0 (2024)					TBD		Not informed by CBA		
	Corridor CM (10)			0 (2024)					TBD		Not informed by CBA		

Indicator Level	Indicator Name	Unit of Measure	Classification	Baseline (Year)	Year 1	Year 2	Year 3	Year 4	Year 5	Post-Program Target (Year)	Target Link to CBA	Baseline Documentation	Target Documentation
					May-24 to Mar-25	Apr-25 to Mar-26	Apr-26 to Mar-27	Apr-27 to Mar-28	Apr-28 to May-29				
Output	Corridor CE (15)	Kilometers	Cumulative	0 (2024)					TBD		Not informed by CBA	Not applicable	Targets will be set by Year 2 of implementation
	Secondary			0 (2024)					TBD		Not informed by CBA		
	Corridor ML (5)			0 (2024)					TBD		Not informed by CBA		
	Corridor CL (9A)			0 (2024)					TBD		Not informed by CBA		
	Corridor CM (10)			0 (2024)					TBD		Not informed by CBA		
	Corridor CE (15)			0 (2024)					TBD		Not informed by CBA		
	Tertiary			0 (2024)					TBD		Not informed by CBA		
	Corridor ML (5)			0 (2024)					TBD		Not informed by CBA		
	Corridor CL (9A)			0 (2024)					TBD		Not informed by CBA		
	Corridor CM (10)			0 (2024)					TBD		Not informed by CBA		
	Corridor CE (15)			0 (2024)					TBD		Not informed by CBA		
Output	As-built drawings received	Date	Date						06-May-29		Not informed by CBA	Not applicable	As-built drawings to be handed over by Compact End Date in May 2029.
Process	Vehicle operating cost files saved	Date	Date						06-May-29		Not informed by CBA	Not applicable	Vehicle operating costs files to be handed over by Compact End Date in May 2029.
Process	Kilometers of roads under design	Kilometers	Cumulative	0 (2024)			405	405	405		Not informed by CBA	Not applicable	Additional and updated targets will be set by Year 2 of implementation. The current targets reflect the anticipated scope of road works as at the time of compact signing, where no targets were set for link roads. Further project designs are anticipated by Year 2, as well as an expected re-scoping of the project to align total costs with available budget.
	Primary			0 (2024)			120	120	120		Not informed by CBA		
	Corridor ML (5)			0 (2024)			TBD	TBD	TBD		Not informed by CBA		
	Corridor CL (9A)			0 (2024)			TBD	TBD	TBD		Not informed by CBA		
	Corridor CM (10)			0 (2024)			TBD	TBD	TBD		Not informed by CBA		
	Corridor CE (15)			0 (2024)			TBD	TBD	TBD		Not informed by CBA		
	Secondary			0 (2024)			285	285	285		Not informed by CBA		
	Corridor ML (5)			0 (2024)			TBD	TBD	TBD		Not informed by CBA		
	Corridor CL (9A)			0 (2024)			TBD	TBD	TBD		Not informed by CBA		

Indicator Level	Indicator Name	Unit of Measure	Classification	Baseline (Year)	Year 1	Year 2	Year 3	Year 4	Year 5	Post-Program Target (Year)	Target Link to CBA	Baseline Documentation	Target Documentation
					May-24 to Mar-25	Apr-25 to Mar-26	Apr-26 to Mar-27	Apr-27 to Mar-28	Apr-28 to May-29				
	Corridor CM (10)			0 (2024)			TBD	TBD	TBD		Not informed by CBA		
	Corridor CE (15)			0 (2024)			TBD	TBD	TBD		Not informed by CBA		
	Tertiary			0 (2024)			TBD	TBD	TBD		Not informed by CBA		
	Corridor ML (5)			0 (2024)			TBD	TBD	TBD		Not informed by CBA		
	Corridor CL (9A)			0 (2024)			TBD	TBD	TBD		Not informed by CBA		
	Corridor CM (10)			0 (2024)			TBD	TBD	TBD		Not informed by CBA		
	Corridor CE (15)			0 (2024)			TBD	TBD	TBD		Not informed by CBA		
Process	Kilometers of roads under works contracts	Kilometers	Cumulative	0 (2024)			405	405	405		Not informed by CBA	Not applicable	Additional and updated targets will be set by Year 2 of implementation. The current targets reflect the anticipated scope of road works as at the time of compact signing, where no targets were set for link roads. Further project designs are anticipated by Year 2, as well as an expected re-scoping of the project to align total costs with available budget.
	Primary			0 (2024)			120	120	120		Not informed by CBA		
	Corridor ML (5)			0 (2024)			TBD	TBD	TBD		Not informed by CBA		
	Corridor CL (9A)			0 (2024)			TBD	TBD	TBD		Not informed by CBA		
	Corridor CM (10)			0 (2024)			TBD	TBD	TBD		Not informed by CBA		
	Corridor CE (15)			0 (2024)			TBD	TBD	TBD		Not informed by CBA		
	Secondary			0 (2024)			285	285	285		Not informed by CBA		
	Corridor ML (5)			0 (2024)			TBD	TBD	TBD		Not informed by CBA		
	Corridor CL (9A)			0 (2024)			TBD	TBD	TBD		Not informed by CBA		
	Corridor CM (10)			0 (2024)			TBD	TBD	TBD		Not informed by CBA		
	Corridor CE (15)			0 (2024)			TBD	TBD	TBD		Not informed by CBA		
	Tertiary			0 (2024)			TBD	TBD	TBD		Not informed by CBA		
	Corridor ML (5)			0 (2024)			TBD	TBD	TBD		Not informed by CBA		
	Corridor CL (9A)			0 (2024)			TBD	TBD	TBD		Not informed by CBA		
	Corridor CM (10)			0 (2024)			TBD	TBD	TBD		Not informed by CBA		
	Corridor CE (15)			0 (2024)			TBD	TBD	TBD		Not informed by CBA		

Indicator Level	Indicator Name	Unit of Measure	Classification	Baseline (Year)	Year 1	Year 2	Year 3	Year 4	Year 5	Post-Program Target (Year)	Target Link to CBA	Baseline Documentation	Target Documentation
					May-24 to Mar-25	Apr-25 to Mar-26	Apr-26 to Mar-27	Apr-27 to Mar-28	Apr-28 to May-29				
Process	Temporary employment generated in road construction	Number	Cumulative	0 (2024)							Not informed by CBA	Not applicable	No Target to be set
	Female			0 (2024)						Not informed by CBA			
	Male			0 (2024)						Not informed by CBA			
Policy and Institutional Reform and Capacity Building Activity													
Output	TBD	TBD	TBD	0							TBD	Not applicable	TBD - further definition is expected by Year 2, and will be incorporated during a revision to the M&E Plan.
Output	District Council staff trained in issues relating to road asset management planning and implementation	Number	Cumulative	0 (2024)							Not informed by CBA	Not applicable	The activity aims to train most or all District Council staff responsible for road management or maintenance. There is not currently a complete staff count and therefore it is not possible to provide a specific target point estimate.
	Lilongwe			0 (2024)							Not informed by CBA		
	Female			0 (2024)							Not informed by CBA		
	Male			0 (2024)							Not informed by CBA		
	Mchinji			0 (2024)							Not informed by CBA		
	Female			0 (2024)							Not informed by CBA		
	Male			0 (2024)							Not informed by CBA		
	Kasungu			0 (2024)							Not informed by CBA		
	Female			0 (2024)							Not informed by CBA		
	Male			0 (2024)							Not informed by CBA		
	Mangochi			0 (2024)							Not informed by CBA		
	Female			0 (2024)							Not informed by CBA		
	Male			0 (2024)							Not informed by CBA		
	Ntcheu			0 (2024)							Not informed by CBA		
	Female			0 (2024)							Not informed by CBA		
	Male			0 (2024)							Not informed by CBA		
	Mzimba			0 (2024)							Not informed by CBA		
	Female			0 (2024)							Not informed by CBA		

Indicator Level	Indicator Name	Unit of Measure	Classification	Baseline (Year)	Year 1	Year 2	Year 3	Year 4	Year 5	Post-Program Target (Year)	Target Link to CBA	Baseline Documentation	Target Documentation
					May-24 to Mar-25	Apr-25 to Mar-26	Apr-26 to Mar-27	Apr-27 to Mar-28	Apr-28 to May-29				
	Male			0 (2024)							Not informed by CBA		
	Rumphi			0 (2024)							Not informed by CBA		
	Female			0 (2024)							Not informed by CBA		
	Male			0 (2024)							Not informed by CBA		
Output	Roads Authority staff trained in issues relating to road asset management planning and implementation	Number	Cumulative	0 (2024)							Not informed by CBA	Not applicable	The activity aims to train most or all Roads Authority staff responsible for road management or maintenance. There is not currently a complete staff count and therefore it is not possible to provide a specific target point estimate.
	Female			0 (2024)							Not informed by CBA		
	Male			0 (2024)							Not informed by CBA		
Output	TBD	TBD	TBD	TBD					TBD		TBD	Not applicable	Not applicable
Increased Land Productivity Project													
Outcome	Land transactions	Number	Level (Cumulative)	13,414 (2021)					27,500	TBD (2030, CY6)	Taken directly or calculated from documented CBA assumption	Baseline figures are from the analysis prepared by the Ministry of Lands, submitted as 'Total use and non-use changes from Titles and Deeds Registries' data sheet of the Annual Transaction Volume Report. Baseline documentation will be updated pending finalization of the EIF CBA model.	Target figures are based on the IM CBA as documented in the Malawi II Investment Memo. Documentation will be updated pending finalization of the EIF CBA model. The magnitude and timing of the overall objective-level indicator target are established in the Investment Memo and subsequent Malawi II Compact document. The target magnitude in Year 5 is based on the Investment Memo CBA Model which assumes there is unmet demand for land in Malawi and increased revenues generated by the Project will allow the MOL to clear the market of desired land transactions. The anticipated increase in transactions is expected in the final Compact year (2029) as increased revenue generated by Year 4 of project implementation will facilitate increased processing of land transactions by the MOL as early as Year 5.
	Productive land use			5,205 (2021)					TBD	TBD (2030, CY6)	Taken directly or calculated from documented CBA assumption		
	Rural			TBD					TBD	TBD (2030, CY6)	Not informed by CBA		
	Urban			TBD					TBD	TBD (2030, CY6)	Not informed by CBA		
	Other land use			8,209 (2021)					TBD	TBD (2030, CY6)	Taken directly or calculated from documented CBA assumption		
	Rural			TBD					TBD	TBD (2030, CY6)	Not informed by CBA		
	Urban			TBD					TBD	TBD (2030, CY6)	Not informed by CBA		

Indicator Level	Indicator Name	Unit of Measure	Classification	Baseline (Year)	Year 1	Year 2	Year 3	Year 4	Year 5	Post-Program Target (Year)	Target Link to CBA	Baseline Documentation	Target Documentation
					May-24 to Mar-25	Apr-25 to Mar-26	Apr-26 to Mar-27	Apr-27 to Mar-28	Apr-28 to May-29				
Outcome	TBD	TBD	TBD	TBD				TBD	TBD	TBD (2030, CY6)	TBD	This indicator will be a focus of the planned Data Quality Review. The indicator will be defined and the baseline set by September 2025 following completion of the DQR and discussion of recommendations with the MOL.	The target will be set in consultation with the MOL following a better definition of this indicator and determination of the baseline. The target is expected to be set by the end of the LARI Consultancy base period (by Q2 2026).
Outcome	TBD	TBD	TBD	TBD				TBD	TBD	TBD (2030, CY6)	TBD	This indicator will be a focus of the planned Data Quality Review. The indicator will be defined and the baseline set by September 2025 following completion of the DQR and discussion of recommendations with the four City Councils.	The target will be set in consultation with the four City Councils following a better definition of this indicator and determination of the baseline. The target is expected to be set by the end of the CCRM Consultancy base period (by January 2026).
Outcome	Percentage of total revenue allocated to the Public Service Fund	Percentage	Level								Not informed by CBA	This indicator will only be reported at the City Council level, so there is no overall baseline. The PSF does not exist in any City Council at Baseline. Therefore, the value is N/A.	This indicator will only be reported at the City Council level, so there is no overall target. Certificate of Council Resolutions for each City Council: 1. Blantyre, 19 July 2024 (Table 1, page 11) 2. Zomba, 24 June 2024 (Table 1, page 5) 3. Lilongwe, 31 July 2024 (Table 1, page 4) 4. Mzuzu, 16 September 2024 (Page 1)
	Blantyre City Council					12	11	16	12	11.8 (2030, CY6)	Not informed by CBA		
	Zomba City Council					22	25	15	14	19 (2030, CY6)	Not informed by CBA		
	Lilongwe City Council					15	12	12	11	14.5 (2030,CY6)	Not informed by CBA		
	Mzuzu City Council					10	10	10	12	12.1 (2030, CY6)	Not informed by CBA		
Land Administration Resourcing and Institutions Activity													
Outcome	TBD	TBD	TBD	TBD				TBD	TBD	TBD (2030, CY6)	TBD	The indicator definition and baseline will be determined based on consultation with project stakeholders by the end of the LARI Consultancy base period (by Q2 2026).	The indicator target will be determined based on consultation with project stakeholders by the end of the LARI Consultancy base period (by Q2 2026).
Outcome	Percent of land-based government revenue retained	Percentage	Level	0 (2024)			25	25	25	25 (2030, CY6)	Taken directly or calculated from documented CBA assumption	'National land institutions do not retain the revenue they collect; reforms are expected to permit retention of a share of revenues.' Compact document, footnote 7 of ANNEX III - page 17.	The retention for MoL on land transaction revenue has been agreed upon through exchange of letters between the Ministry of Finance and MoL. This letter authorizes the implementation of 25% retention on land transaction-based revenue by the MOL.

Indicator Level	Indicator Name	Unit of Measure	Classification	Baseline (Year)	Year 1	Year 2	Year 3	Year 4	Year 5	Post-Program Target (Year)	Target Link to CBA	Baseline Documentation	Target Documentation
					May-24 to Mar-25	Apr-25 to Mar-26	Apr-26 to Mar-27	Apr-27 to Mar-28	Apr-28 to May-29				
Outcome	Land-based revenue retained by the Ministry of Lands	US Dollars	Level	0 (2024)			TBD	TBD	747,233	TBD (2030, CY6)	Taken directly or calculated from documented CBA assumption	'National land institutions do not retain the revenue they collect; reforms are expected to permit retention of a share of revenues.' Compact document, footnote 7 of ANNEX III - page 17.	The amount of revenues retained are calculated based on the 25% target for the parent indicator.
Outcome	Land-based government revenue collected	US Dollars	Level	996,310.43 (2024)			TBD	TBD	2,988,931	TBD (2030, CY6)	Taken directly or calculated from documented CBA assumption	2023-2024 figures provided by the Ministry of Lands in November 2024 based on Department of Finance Annual Report for fiscal year 2023-24 which runs from April 1, 2023 to March 31, 2024. Figures are converted from MWK to USD using the annual average exchange rate as published by the Reserve Bank of Malawi for the 2023-2024 fiscal year of 1 USD = 1314.62 MWK.	The CED target is based on the IM CBA which reflects a 200% real increase over baseline as agreed upon in the Compact. Further updates are pending the finalization of the EIF CBA model . The target is calculated in current USD using the exchange rate from the base year of the Compact. It does not reflect inflation. There are no disaggregated targets.
	Fees			TBD							Not informed by CBA		
	Levies			TBD							Not informed by CBA		
Outcome	Payment of ground rents on leases	Percentage	Level	30 (2020)			TBD	TBD	TBD	TBD (2030, CY6)	Taken directly or calculated from documented CBA assumption	Malawi National and Municipal Land-Based Revenue Assessment and Recommendations Study (A2F, page 35)	Targets are pending finalization of the EIF CBA model.
	Household			TBD							Not informed by CBA		
	Commercial			TBD							Not informed by CBA		
	Other legal entity			TBD							Not informed by CBA		
Outcome	Billing of ground rents on leases	Percentage	Level	TBD			TBD	TBD	TBD	TBD (2030, CY6)	Not informed by CBA	The baseline will be determined based on the independent evaluator baseline survey (anticipated Q2 2026).	Target will be set in consultation with the MOL following determination of the baseline.
	Household			TBD							Not informed by CBA		
	Commercial			TBD							Not informed by CBA		
	Other legal entity			TBD							Not informed by CBA		
Output	Legal and regulatory reforms adopted	Number	Cumulative	0 (2024)		TBD	TBD	TBD	TBD		Not informed by CBA	N/A	The targets will be determined based on consultation with project stakeholders by the end of the base period for the LARI consultancy (by Q2 2026).
Output	TBD	TBD	TBD	TBD			TBD	TBD	TBD		Not informed by CBA	The indicator definition and baseline will be determined based on consultation with project stakeholders by the end of the LARI Consultancy base period (by Q2 2026).	The indicator target will be determined based on consultation with project stakeholders by the end of the LARI Consultancy base period (by Q2 2026).

Indicator Level	Indicator Name	Unit of Measure	Classification	Baseline (Year)	Year 1	Year 2	Year 3	Year 4	Year 5	Post-Program Target (Year)	Target Link to CBA	Baseline Documentation	Target Documentation
					May-24 to Mar-25	Apr-25 to Mar-26	Apr-26 to Mar-27	Apr-27 to Mar-28	Apr-28 to May-29				
Output	Plan established to address land information and records	Date	Date			31-Mar-26					Not informed by CBA	N/A	The target date aligns with the anticipated end date of the Base Period for the LARI Consultancy (Q2 2026).
Output	Plan established for revenue collection and expenditure management systems	Date	Date			31-Mar-26					Not informed by CBA	N/A	The target date aligns with the anticipated end date of the Base Period for the LARI Consultancy (Q2 2026).
Output	Revenue collection and expenditure management systems in place	TBD	TBD	TBD			TBD	TBD	TBD		Not informed by CBA	The indicator definition and baseline will be determined based on consultation with project stakeholders by the end of the LARI Consultancy base period (by Q2 2026).	The indicator target will be determined based on consultation with project stakeholders by the end of the LARI Consultancy base period (by Q2 2026).
Output	Individuals reached by social and behavior change activities	Number	Cumulative	0 (2024)			TBD	TBD	TBD		Not informed by CBA	N/A	The indicator target will be determined based on consultation with project stakeholders by the end of the LARI Consultancy base period (by Q2 2026).
	Female			0 (2024)			TBD	TBD	TBD		Not informed by CBA		
	Male			0 (2024)			TBD	TBD	TBD		Not informed by CBA		
Risk / Assumption	Perception of land-based revenue collection and payment services quality	Percentage	Level	TBD				TBD	TBD		Not informed by CBA	The baseline will be determined based on the independent evaluator baseline survey (anticipated Q2 2026).	Target will be set in consultation with the MOL following determination of the baseline.
	Female			TBD				TBD	TBD		Not informed by CBA		
	Male			TBD				TBD	TBD		Not informed by CBA		
City Council Land-Based Revenue Modernization Activity													
	Taxpayer satisfaction with Public Service Fund investments							TBD	TBD	TBD (2030, CY6)	Not informed by CBA		
	Blantyre City Council							TBD	TBD	TBD (2030, CY6)	Not informed by CBA		
	Female										Not informed by CBA		
	Male										Not informed by CBA		

Indicator Level	Indicator Name	Unit of Measure	Classification	Baseline (Year)	Year 1	Year 2	Year 3	Year 4	Year 5	Post-Program Target (Year)	Target Link to CBA	Baseline Documentation	Target Documentation
					May-24 to Mar-25	Apr-25 to Mar-26	Apr-26 to Mar-27	Apr-27 to Mar-28	Apr-28 to May-29				
Outcome	Zomba City Council	Percentage	Level					TBD	TBD	TBD (2030, CY6)	Not informed by CBA	N/A	Disaggregated targets will be determined based on consultation with project stakeholders by the end of the CCRM Consultancy base period (by Q2 2026).
	Female										Not informed by CBA		
	Male										Not informed by CBA		
	Lilongwe City Council							TBD	TBD	TBD (2030, CY6)	Not informed by CBA		
	Female										Not informed by CBA		
	Male										Not informed by CBA		
	Mzuzu City Council							TBD	TBD	TBD (2030, CY6)	Not informed by CBA		
	Female										Not informed by CBA		
	Male										Not informed by CBA		
Outcome	Land-based City Council revenue collected	US Dollars	Level	TBD			TBD	TBD	TBD	TBD (2030, CY6)	Taken directly or calculated from documented CBA assumption	2023-2024 figures provided by the City Councils in November 2024 based on Department of Finance Annual Reports for fiscal year 2023-24 which runs from April 1, 2023 to March 31, 2024. Revenue figures from Mzuzu City Council are pending submission and will be updated with the first M&E Plan revision. Figures are converted from MWK to USD using the annual average exchange rate as published by the Reserve Bank of Malawi for the 2023-2024 fiscal year of 1 USD = 1314.62 MWK.	The overall target will be updated based on the EIF CBA model once all baseline figures are received from the City Councils. The overall target will reflect a 250% increase over baseline as reflected in the IM CBA model.
	Blantyre City Council			3819993.05 (2024)			TBD	TBD	TBD	TBD (2030, CY6)	Not informed by CBA		
	Zomba City Council			450904.13 (2024)			TBD	TBD	TBD	TBD (2030, CY6)	Not informed by CBA		
	Lilongwe City Council			1922678.67 (2024)			TBD	TBD	TBD	TBD (2030, CY6)	Not informed by CBA		
	Mzuzu City Council			TBD			TBD	TBD	TBD	TBD (2030, CY6)	Not informed by CBA		
Outcome	Number of property valuations completed in targeted cities	Number	Cumulative	0 (2024)			272,685	272,685	272,685		Not informed by CBA	N/A	Distribution of assessable properties in four cities by category of property (Table 9, page 35 of the CCRM Consultant TOR). This citation reflects targets for all indicator disaggregations.
	Blantyre City Council			0 (2024)			78,845	78,845	78,845		Not informed by CBA		
	Existing			0 (2024)			60,650	60,650	60,650		Not informed by CBA		
	New			0 (2024)			18,195	18,195	18,195		Not informed by CBA		
	Zomba City Council			0 (2024)			50,750	50,750	50,750		Not informed by CBA		
	Existing			0 (2024)			18,572	18,572	18,572		Not informed by CBA		
	New			0 (2024)			32,178	32,178	32,178		Not informed by CBA		
	Lilongwe City Council			0 (2024)			74,663	74,663	74,663		Not informed by CBA		

Indicator Level	Indicator Name	Unit of Measure	Classification	Baseline (Year)	Year 1	Year 2	Year 3	Year 4	Year 5	Post-Program Target (Year)	Target Link to CBA	Baseline Documentation	Target Documentation
					May-24 to Mar-25	Apr-25 to Mar-26	Apr-26 to Mar-27	Apr-27 to Mar-28	Apr-28 to May-29				
	Existing			0 (2024)			44,663	44,663	44,663		Not informed by CBA		
	New			0 (2024)			30,000	30,000	30,000		Not informed by CBA		
	Mzuzu City Council			0 (2024)			68,427	68,427	68,427		Not informed by CBA		
	Existing			0 (2024)			44,258	44,258	44,258		Not informed by CBA		
	New			0 (2024)			24,169	24,169	24,169		Not informed by CBA		
Outcome	Payment of city rates on properties	Percentage	Level	28.7 (2023)			TBD	TBD	TBD	TBD (2030, CY6)	Taken directly or calculated from documented CBA assumption	Social and Behavior Change Strategic Framework 2.0 Page A-5. This citation reflects baseline values for all indicator disaggregations.	The overall target will be updated pending finalization of the EIF CBA model. Disaggregated targets will be determined based on consultation with project stakeholders by the end of the CCRM Consultancy base period (by Q2 2026).
	Blantyre City Council			47.2 (2023)			TBD	TBD	TBD		Not informed by CBA		
	Zomba City Council			33.8 (2023)			TBD	TBD	TBD		Not informed by CBA		
	Lilongwe City Council			13 (2023)			TBD	TBD	TBD		Not informed by CBA		
	Mzuzu City Council			17.9 (2023)			TBD	TBD	TBD		Not informed by CBA		
Outcome	Billing of city rates on properties	Percentage	Level	TBD			TBD	TBD	TBD		Not informed by CBA	The baseline will be determined based on the independent evaluator baseline survey (anticipated Q2 2026).	Targets will be set following determination of the baseline and based on consultations with each City Council.
	Blantyre City Council			TBD			TBD	TBD	TBD		Not informed by CBA		
	Zomba City Council			TBD			TBD	TBD	TBD		Not informed by CBA		
	Lilongwe City Council			TBD			TBD	TBD	TBD		Not informed by CBA		
	Mzuzu City Council			TBD			TBD	TBD	TBD		Not informed by CBA		
Output	Legal and regulatory reforms adopted	Number	Cumulative	0 (2024)		TBD	TBD	TBD	TBD		Not informed by CBA	N/A	Disaggregated targets will be determined based on consultation with project stakeholders by the end of the CCRM Consultancy base period (by Q2 2026).
	Blantyre City Council			0 (2024)		TBD	TBD	TBD	TBD		Not informed by CBA		
	Zomba City Council			0 (2024)		TBD	TBD	TBD	TBD		Not informed by CBA		
	Lilongwe City Council			0 (2024)		TBD	TBD	TBD	TBD		Not informed by CBA		
	Mzuzu City Council			0 (2024)		TBD	TBD	TBD	TBD		Not informed by CBA		

Indicator Level	Indicator Name	Unit of Measure	Classification	Baseline (Year)	Year 1	Year 2	Year 3	Year 4	Year 5	Post-Program Target (Year)	Target Link to CBA	Baseline Documentation	Target Documentation
					May-24 to Mar-25	Apr-25 to Mar-26	Apr-26 to Mar-27	Apr-27 to Mar-28	Apr-28 to May-29				
Output	Public Service Fund established in four City Councils	Date	Date		31-Dec-24						Not informed by CBA	N/A	Establishment of a PSF in each City Council is a CP for first program disbursement. Therefore, the target is set to align with the first Compact disbursement request.
Output	Total area mapped	Hectares	Cumulative	0 (2024)		117,000	117,000	117,000	117,000		Not informed by CBA	N/A	Distribution of geographic areas (Table 5, page 23 of the CCRM Consultant Terms of Reference). This citation includes the targets for all indicator disaggregations. The targets in square kilometers are as follows: Total area mapped (1170), Blantyre (320), Zomba (99), Lilongwe (537), Mzuzu (214). They have been converted to hectares for the purposes of this M&E Plan to align with approved units.
	Blantyre City Council			0 (2024)		32,000	32,000	32,000	32,000		Not informed by CBA		
	Zomba City Council			0 (2024)		9,900	9,900	9,900	9,900		Not informed by CBA		
	Lilongwe City Council			0 (2024)		53,700	53,700	53,700	53,700		Not informed by CBA		
	Mzuzu City Council			0 (2024)		21,400	21,400	21,400	21,400		Not informed by CBA		
Output	Properties identified and incorporated into City Council tax rolls	Number	Cumulative	0 (2024)			272,685	272,685	272,685		Not informed by CBA	N/A	Distribution of assessable properties in four cities by category of property (Table 9, page 35 of the CCRM Consultant Terms of Reference). This citation includes the targets for all indicator disaggregations.
	Blantyre City Council			0 (2024)			78,845	78,845	78,845		Not informed by CBA		
	Existing			0 (2024)			60,650	60,650	60,650		Not informed by CBA		
	New			0 (2024)			18,195	18,195	18,195		Not informed by CBA		
	Zomba City Council			0 (2024)			50,750	50,750	50,750		Not informed by CBA		
	Existing			0 (2024)			18,572	18,572	18,572		Not informed by CBA		
	New			0 (2024)			32,178	32,178	32,178		Not informed by CBA		
	Lilongwe City Council			0 (2024)			74,663	74,663	74,663		Not informed by CBA		
	Existing			0 (2024)			44,663	44,663	44,663		Not informed by CBA		
	New			0 (2024)			30,000	30,000	30,000		Not informed by CBA		
	Mzuzu City Council			0 (2024)			68,427	68,427	68,427		Not informed by CBA		
	Existing			0 (2024)			44,258	44,258	44,258		Not informed by CBA		
	New			0 (2024)			24,169	24,169	24,169		Not informed by CBA		

Indicator Level	Indicator Name	Unit of Measure	Classification	Baseline (Year)	Year 1	Year 2	Year 3	Year 4	Year 5	Post-Program Target (Year)	Target Link to CBA	Baseline Documentation	Target Documentation
					May-24 to Mar-25	Apr-25 to Mar-26	Apr-26 to Mar-27	Apr-27 to Mar-28	Apr-28 to May-29				
Output	Land administration offices established or upgraded	Number	Cumulative	0 (2024)			4	4	4		Not informed by CBA	N/A	The target reflects the total number of City Councils that will receive systems upgrades (four Councils reached by the project).
Output	Individuals reached by social and behavior change activities	Number	Cumulative	0 (2024)			TBD	TBD	TBD		Not informed by CBA	N/A	Disaggregated targets will be determined based on consultation with project stakeholders by the end of the CCRM Consultancy base period (by Q2 2026).
	Blantyre City Council			0 (2024)			TBD	TBD	TBD		Not informed by CBA		
	City rate payer			0 (2024)			TBD	TBD	TBD		Not informed by CBA		
	City council elected staff and secretariat			0 (2024)			TBD	TBD	TBD		Not informed by CBA		
	Zomba City Council			0 (2024)			TBD	TBD	TBD		Not informed by CBA		
	City rate payer			0 (2024)			TBD	TBD	TBD		Not informed by CBA		
	City council elected staff and secretariat			0 (2024)			TBD	TBD	TBD		Not informed by CBA		
	Lilongwe City Council			0 (2024)			TBD	TBD	TBD		Not informed by CBA		
	City rate payer			0 (2024)			TBD	TBD	TBD		Not informed by CBA		
	City council elected staff and secretariat			0 (2024)			TBD	TBD	TBD		Not informed by CBA		
	Mzuzu City Council			0 (2024)			TBD	TBD	TBD		Not informed by CBA		
	City rate payer			0 (2024)			TBD	TBD	TBD		Not informed by CBA		
	City council elected staff and secretariat			0 (2024)			TBD	TBD	TBD		Not informed by CBA		
Risk / Assumption	Perception of land-based revenue collection and payment services quality	Percentage	Level	TBD				TBD	TBD		Not informed by CBA	The baseline will be determined based on the independent evaluator baseline survey (anticipated Q2 2026).	Targets will be set following determination of the baseline and based on consultations with each City Council. There is no Year 3 target because this timing will approximately overlap with the anticipated evaluator baseline survey.
	Blantyre City Council			TBD				TBD	TBD		Not informed by CBA		
	Female			TBD				TBD	TBD		Not informed by CBA		
	Male			TBD				TBD	TBD		Not informed by CBA		
	Zomba City Council			TBD				TBD	TBD		Not informed by CBA		
	Female			TBD				TBD	TBD		Not informed by CBA		
	Male			TBD				TBD	TBD		Not informed by CBA		
	Lilongwe City Council			TBD				TBD	TBD		Not informed by CBA		
	Female			TBD				TBD	TBD		Not informed by CBA		

Indicator Level	Indicator Name	Unit of Measure	Classification	Baseline (Year)	Year 1	Year 2	Year 3	Year 4	Year 5	Post-Program Target (Year)	Target Link to CBA	Baseline Documentation	Target Documentation
					May-24 to Mar-25	Apr-25 to Mar-26	Apr-26 to Mar-27	Apr-27 to Mar-28	Apr-28 to May-29				
	Male			TBD				TBD	TBD		Not informed by CBA		
	Mzuzu City Council			TBD				TBD	TBD		Not informed by CBA		
	Female			TBD				TBD	TBD		Not informed by CBA		
	Male			TBD				TBD	TBD		Not informed by CBA		
American Catalyst Facility for Development Project													
Outcome	ACFD-supported DFC investments that reach financial close	Number	Cumulative	0 (2024)					1	1 (2030, CY6)	Not informed by CBA	N/A	Compact Document, Annex III-20 Table 1.3

ANNEX III: M&E PLAN MODIFICATIONS

Average annual daily traffic			
Project:	Accelerated Growth Corridors Project		
Activity:			
Sub-Activity:			
M&E Plan Version Number 1	Modification Description:	Baseline Modification	
	Modification:	Previous	Revised
		2,128	2,591
	Justification:	More accurate information emerges	
	Justification Description:	Baseline data is updated based on 2022 Detailed Financial Study, which used a projected baseline for 2024. Annex III of the compact used baseline data from 2021, but 2024 is the beginning of the CBA modelling period.	

<i>Reduced travel times</i>			
Project:	Accelerated Growth Corridors Project		
Activity:			
Sub-Activity:			
M&E Plan Version Number 1	Modification Description:	Baseline Modification	
	Modification:	Previous	Revised
		TBD	126
		TBD	76
		TBD	110

		TBD	96
	Justification:	TBD replaced with baseline.	
	Justification Description:	Baseline is updated based on data collected by Detailed Design / Supervision Engineers during feasibility and design work	

Reduced travel times			
Project:	Accelerated Growth Corridors Project		
Activity:			
Sub-Activity:			
M&E Plan Version Number 1	Modification Description:	Target Modification	
	Modification:	Previous	Revised
		TBD	63
		TBD	38
		TBD	56
		TBD	47
	Justification:	TBD replaced with target.	
	Justification Description:	Target is updated based on design assumptions made by Detailed Design / Supervision Engineers during feasibility and design work	

International Roughness Index		
Project:	Accelerated Growth Corridors Project	
Activity:		
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Creation of New Indicator
	Modification:	
	Justification:	Existing indicators do not sufficiently measure project logic.
	Justification Description:	"Improved road conditions" added as a result to the project logic, corresponding to IRI as a standard Common Indicator. Baseline data has also been added. The following IRI were presumed for ALL Corridors at Baseline: IRI = 12 (dry season), 16 (wet season) Average: 13.6 (Year: 2024) As the corridors are gravel at baseline, smart-phone application has been used to estimate IRI. Gravel roads have variable IRI according to rainy vs. dry season.

Rate of resolution of reported incidents of anti-competitive behavior		
Project:	Accelerated Growth Corridors Project	
Activity:		
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Creation of New Indicator
	Modification:	
	Justification:	Existing indicators do not sufficiently measure project logic.
	Justification Description:	"Increased resolution of incidences of anti-competitive behavior" added as a result to the project logic. This indicator corresponds to the new result. Note: the previous result "Improved regulation of transport services has been dropped from the logic and replaced with this result.

Market surveillance on anticompetitive trade practices		
Project:	Accelerated Growth Corridors Project	
Activity:		
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Creation of New Indicator
	Modification:	
	Justification:	Existing indicators do not sufficiently measure project logic.
	Justification Description:	"Increased resolution of incidences of anti-competitive behavior" added as a result to the project logic. This indicator corresponds to the new result. Note: the previous result "Improved regulation of transport services has been dropped from the logic and replaced with this result.

Percentage of annual maintenance budget allocated		
Project:	Accelerated Growth Corridors Project	
Activity:		
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Creation of New Indicator
	Modification:	
	Justification:	Existing indicators do not sufficiently measure project logic.
	Justification Description:	<p>This is a Common Indicator for the Transport sector that relates to the Technical Assistance sub-activity related to road asset management.</p> <p>Note: the previous result of "Improved planning and budgeting for road maintenance" has been slightly revised to "Increased budgeting and implementation of road maintenance"</p>

Percentage of annual maintenance budget spent		
Project:	Accelerated Growth Corridors Project	
Activity:		
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Creation of New Indicator
	Modification:	
	Justification:	Existing indicators do not sufficiently measure project logic.
	Justification Description:	<p>This is a Common Indicator for the Transport sector that relates to the Technical Assistance sub-activity related to road asset management.</p> <p>Note: the previous result of "Improved planning and budgeting for road maintenance" has been slightly revised to "Increased budgeting and implementation of road maintenance"</p>

Prevalence of economic violence at markets and transport hubs		
Project:	Accelerated Growth Corridors Project	
Activity:		
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Creation of New Indicator
	Modification:	
	Justification:	Existing indicators do not sufficiently measure project logic.
	Justification Description:	"Reduced Gender-Based Violence & Harassment in markets and transport services" added as a result to the project logic. This indicator corresponds to the new result.

Prevalence of harassment at markets and transport hubs		
Project:	Accelerated Growth Corridors Project	
Activity:		
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Creation of New Indicator
	Modification:	
	Justification:	Existing indicators do not sufficiently measure project logic.
	Justification Description:	"Reduced Gender-Based Violence & Harassment in markets and transport services" added as a result to the

		project logic. This indicator corresponds to the new result.
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<i>Prevalence of assault at markets and transport hubs</i>		
Project:	Accelerated Growth Corridors Project	
Activity:		
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Creation of New Indicator
	Modification:	
	Justification:	Existing indicators do not sufficiently measure project logic.
	Justification Description:	"Reduced Gender-Based Violence & Harassment in markets and transport services" added as a result to the project logic. This indicator corresponds to the new result.

<i>Prevalence of assault at markets and transport hubs</i>		
Project:	Accelerated Growth Corridors Project	
Activity:		
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Creation of New Indicator
	Modification:	
	Justification:	Existing indicators do not sufficiently measure project logic.
	Justification Description:	Newly created indicator aligns with project logic result and relates to a disbursement-linked indicator under the results-based financing approach to the MRIG sub-activity.

Transport hub systems functioning to reduce gender-based violence		
Project:	Accelerated Growth Corridors Project	
Activity:		
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Creation of New Indicator
	Modification:	
	Justification:	Existing indicators do not sufficiently measure project logic.
	Justification Description:	Newly created indicator aligns with project logic result and relates to a disbursement-linked indicator under the

	results-based financing approach to the MRIG sub-activity.
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Transport fares			
Project:	Accelerated Growth Corridors Project		
Activity:			
Sub-Activity:			
M&E Plan Version Number 1	Modification Description:	Baseline Modification	
	Modification:	Previous	Revised
		TBD	5.16
		TBD	3.44
	Justification:	TBD replaced with baseline.	
	Justification Description:	Baseline is updated based on data collected by Detailed Design / Supervision Engineers during feasibility and design work completed after IM	

Transport fares		
Project:	Accelerated Growth Corridors Project	
Activity:		
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Target Modification
	Modification:	
	Justification:	TBD replaced with no target.
	Justification Description:	PIR & Capacity Building Activity design does not provide sufficient data or evidence to reliably project an expected target. This indicator may be measured as an Assumption/Risk and will potentially be explored through the independent evaluation.

Road traffic fatalities		
Project:	Accelerated Growth Corridors Project	
Activity:		
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Creation of New Indicator
	Modification:	
	Justification:	Existing indicators do not sufficiently measure project logic.
	Justification Description:	This is a standard common indicator that is tracked across MCC transport investments for monitoring

		purposes. Traffic fatalities also influence the ERR and are a secondary element under the CBA.
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<i>Kilometers of roads completed</i>		
Project:	Accelerated Growth Corridors Project	
Activity:	Road Corridor Improvement Activity	
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Creation of New Indicator
	Modification:	
	Justification:	Existing indicators do not sufficiently measure project logic.
	Justification Description:	This indicator is a consolidation of the indicators that had previously been separately defined for Periodic Maintenance (Primary roads), Corridor Roads Paved, and Primary and Secondary link roads. All other iterations of this indicator are to be retired, while each will be reflected as a multi-tiered disaggregation of this common indicator

As-built drawings received		
Project:	Accelerated Growth Corridors Project	
Activity:	Road Corridor Improvement Activity	
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Creation of New Indicator
	Modification:	
	Justification:	Existing indicators do not sufficiently measure project logic.
	Justification Description:	Indicator added to capture and document receiving of As-built drawings upon completion of roads

Vehicle operating cost files saved		
Project:	Accelerated Growth Corridors Project	
Activity:	Road Corridor Improvement Activity	
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Creation of New Indicator
	Modification:	
	Justification:	Existing indicators do not sufficiently measure project logic.
	Justification Description:	Indicator added to capture and document receiving of vehicle operating cost files

Kilometers of roads under design		
Project:	Accelerated Growth Corridors Project	
Activity:	Road Corridor Improvement Activity	
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Creation of New Indicator
	Modification:	
	Justification:	Existing indicators do not sufficiently measure project logic.
	Justification Description:	Process indicator added in order to track progress towards achieving outputs.

<i>Kilometers of roads under works contracts</i>		
Project:	Accelerated Growth Corridors Project	
Activity:	Road Corridor Improvement Activity	
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Creation of New Indicator
	Modification:	
	Justification:	Existing indicators do not sufficiently measure project logic.
	Justification Description:	Process indicator added in order to track progress towards achieving outputs.

Temporary employment generated in road construction		
Project:	Accelerated Growth Corridors Project	
Activity:	Road Corridor Improvement Activity	
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Creation of New Indicator
	Modification:	
	Justification:	Existing indicators do not sufficiently measure project logic.
	Justification Description:	Indicator added as a standard requirement to track temporary employment in construction generated under the project.

Periodic maintenance		
Project:	Accelerated Growth Corridors Project	
Activity:	Road Corridor Improvement Activity	
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Indicator Retired
	Modification:	
	Justification:	Indicator quality is determined poorer than initially thought when included in the plan.
	Justification Description:	This indicator is being removed as the corresponding output will be integrated (as a disaggregation) into Common Indicator T-8 in the rows below

<i>Kilometers of roads completed</i>		
Project:	Accelerated Growth Corridors Project	
Activity:	Road Corridor Improvement Activity	
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Indicator Retired
	Modification:	
	Justification:	Indicator quality is determined poorer than initially thought when included in the plan.
	Justification Description:	This indicator is being removed as the corresponding output will be integrated (as a disaggregation) into Common Indicator T-8 in the rows above

<i>Kilometers of roads completed</i>		
Project:	Accelerated Growth Corridors Project	
Activity:	Road Corridor Improvement Activity	
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Indicator Retired
	Modification:	
	Justification:	Indicator quality is determined poorer than initially thought when included in the plan.
	Justification Description:	This indicator is being removed as the corresponding output will be integrated (as a disaggregation) into Common Indicator T-8 in the rows above

<i>Kilometers of roads completed</i>		
Project:	Accelerated Growth Corridors Project	
Activity:	Road Corridor Improvement Activity	
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Indicator Retired
	Modification:	
	Justification:	Indicator quality is determined poorer than initially thought when included in the plan.
	Justification Description:	This indicator is being removed as the corresponding output will be integrated (as a disaggregation) into Common Indicator T-8 in the rows above

<i>District Council staff trained in issues relating to road asset management planning and implementation</i>		
Project:	Accelerated Growth Corridors Project	
Activity:	Policy and Institutional Reform and Capacity Building Activity	
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Definition Modification
	Modification:	Indicator Name & Definition revised from "[Number of] people trained in.." to "[Number of] District Council staff trained in..." (etc)
	Justification:	Additional clarity required to accurately measure or interpret an indicator.
	Justification Description:	Indicator Name & Definition revised from "[Number of] people trained in.." to "[Number of] District Council staff trained in..." (etc.) in order to distinguish from separate TA for maintenance at the national level. Also further refined definition to refer to road asset management functions.

<i>Roads Authority staff trained in issues relating to road asset management planning and implementation</i>		
Project:	Accelerated Growth Corridors Project	
Activity:	Policy and Institutional Reform and Capacity Building Activity	
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Definition Modification
	Modification:	Indicator Name & Definition revised from "[Number of] people trained in.." to "[Number of] Roads Authority staff trained in..." (etc.)
	Justification:	Additional clarity required to accurately measure or interpret an indicator.
	Justification Description:	Indicator Name & Definition revised from "[Number of] people trained in.." to "[Number of] Roads Authority staff trained in..." (etc.)in order to distinguish from separate TA for maintenance at the district level.

<i>People trained in issues relating to regulating the cost of rural transport services</i>		
Project:	Accelerated Growth Corridors Project	
Activity:	Policy and Institutional Reform and Capacity Building Activity	
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Indicator Retired
	Modification:	
	Justification:	Indicator quality is determined poorer than initially thought when included in the plan.
	Justification Description:	This indicator from Annex III of the compact, but is being retired since the modality of Technical Assistance to the Competition and Fair Trade Commission is still being developed.

Road transport unit established within the Competition and Fair Trade Commission		
Project:	Accelerated Growth Corridors Project	
Activity:	Policy and Institutional Reform and Capacity Building Activity	
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Indicator Retired
	Modification:	
	Justification:	Indicator quality is determined poorer than initially thought when included in the plan.
	Justification Description:	<p>This indicator from Annex III of the compact corresponds to a Condition Precedent which has already been satisfied, and is not needed for further tracking.</p> <p>Note: Correspondingly, the project logic result for "Establishment and staffing of a Transport Unit within the CFTC" has been dropped, and replaced with "Technical assistance provided to the CFTC" as a result</p>

Land transactions		
Project:	Increased Land Productivity Project	
Activity:		
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Definition Modification
	Modification:	
	Justification:	MCC requires a new common indicator definition.
	Justification Description:	The indicator definition has been updated to align with the anticipated new Common Indicator. The Compact indicator definition is now included in the 'Additional Information' column.

TBD		
Project:	Increased Land Productivity Project	
Activity:		
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Creation of New Indicator
	Modification:	
	Justification:	Existing indicators do not sufficiently measure project logic.
	Justification Description:	The previous indicator for 'more adequately funded land services' as defined in the Compact has been retired and replaced with this new indicator. The definition of the

		new indicator is TBD as there is need for additional clarification around how 'more adequate' is defined within the context of national and district council land services.
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TBD		
Project:	Increased Land Productivity Project	
Activity:		
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Creation of New Indicator
	Modification:	
	Justification:	Existing indicators do not sufficiently measure project logic.
	Justification Description:	The previous indicator for 'more adequately funded land services' as defined in the Compact has been retired and replaced with this new indicator. The new indicator clarifies the inputs and has removed the language around 'optimal' operating costs to instead reflect actual and projected land service operating costs.

Percentage of total revenue allocated to the Public Service Fund		
Project:	Increased Land Productivity Project	
Activity:		
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Creation of New Indicator
	Modification:	
	Justification:	Existing indicators do not sufficiently measure project logic.
	Justification Description:	This indicator with disaggregations at the City Council level has been added to measure a new results area added to the project logic related to the Public Service Fund.

<i>Increased investment in land</i>		
Project:	Increased Land Productivity Project	
Activity:		
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Indicator Retired
	Modification:	
	Justification:	Irrelevant to the project logic.
	Justification Description:	This results area was removed from the project logic as it goes beyond the project objective, so an indicator is no longer relevant.

<i>Resourcing of nationally funded land institutions is sufficient for optimal land service delivery</i>		
Project:	Increased Land Productivity Project	
Activity:		
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Indicator Retired
	Modification:	
	Justification:	Indicator quality is determined poorer than initially thought when included in the plan.
	Justification Description:	The project logic has been updated which requires substantial changes to the indicator name, definition and disaggregation, and therefore justifies retiring this

	indicator and creating a new one. The new indicator is now reflected in ILP-02.
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<i>Resourcing of city-level land services and other city services is sufficient for optimal land service delivery</i>		
Project:	Increased Land Productivity Project	
Activity:		
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Indicator Retired
	Modification:	
	Justification:	Indicator quality is determined poorer than initially thought when included in the plan.
	Justification Description:	The project logic has been updated which requires substantial changes to the indicator name, definition and disaggregation, and therefore justifies retiring this indicator and creating a new one. The new indicator is now reflected in ILP-03.

Percent of land-based government revenue retained		
Project:	Increased Land Productivity Project	
Activity:	Land Administration Resourcing and Institutions Activity	
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Creation of New Indicator
	Modification:	
	Justification:	Change to the project as a result of an official program modification that results in a new indicator being relevant.
	Justification Description:	New reforms permit retention of 25% of revenues by national land institutions (i.e., the MOL). This indicator will track whether the 25% retention is being achieved. Currently, the MOL does not retain the revenue collected.

<i>Land-based revenue retained by the Ministry of Lands</i>		
Project:	Increased Land Productivity Project	
Activity:	Land Administration Resourcing and Institutions Activity	
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Creation of New Indicator
	Modification:	
	Justification:	Existing indicators do not sufficiently measure project logic.
	Justification Description:	This indicator has been created as an input to reflect the amount of land-based revenue retained by the MOL and inform the parent indicator..

<i>Land-based government revenue collected</i>		
Project:	Increased Land Productivity Project	
Activity:	Land Administration Resourcing and Institutions Activity	
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Definition Modification
	Modification:	
	Justification:	MCC requires a new common indicator definition.
	Justification Description:	The definition has been updated to align with the anticipated new Common Indicator. This resulted in a change from the previous definition which reflected a percentage increase in ground rent collected to reflect

		the monetary value of land-based revenue collected. Land-based revenue includes ground rent as well as duties and fees.
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Payment of ground rents on leases		
Project:	Increased Land Productivity Project	
Activity:	Land Administration Resourcing and Institutions Activity	
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Creation of New Indicator
	Modification:	
	Justification:	Existing indicators do not sufficiently measure project logic.
	Justification Description:	The Project Logic has been updated to include 'Increased Payment of Ground Rents' as an intermediate step towards increased-land based revenue for national and district council land institutions. This new indicator measures the new project result area.

Billing of ground rents on leases		
Project:	Increased Land Productivity Project	
Activity:	Land Administration Resourcing and Institutions Activity	
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Creation of New Indicator
	Modification:	
	Justification:	Existing indicators do not sufficiently measure project logic.
	Justification Description:	The Project Logic has been updated to include 'Increased Payment of Ground Rents' as an intermediate step towards increased-land based revenue for national and district council land institutions. This new indicator measures the new project result area.

<i>TBD</i>		
Project:	Increased Land Productivity Project	
Activity:	Land Administration Resourcing and Institutions Activity	
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Creation of New Indicator
	Modification:	
	Justification:	Existing indicators do not sufficiently measure project logic.
	Justification Description:	The project logic has been updated to include 'Land information and records interventions implemented. This indicator has been added to measure the new results area once the interventions are defined.

<i>Plan established to address land information and records</i>		
Project:	Increased Land Productivity Project	
Activity:	Land Administration Resourcing and Institutions Activity	
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Creation of New Indicator
	Modification:	
	Justification:	Existing indicators do not sufficiently measure project logic.
	Justification Description:	The Project Logic has been updated to include 'Information and records management systems in land

		institutions in place. This indicator has been added to measure the new results area.
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<i>Individuals reached by social and behavior change activities</i>		
Project:	Increased Land Productivity Project	
Activity:	Land Administration Resourcing and Institutions Activity	
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Creation of New Indicator
	Modification:	
	Justification:	Existing indicators do not sufficiently measure project logic.
	Justification Description:	The project logic has been updated to include 'Social and behavior change interventions implemented.' This indicator has been added to measure the new results area.

<i>Perception of land-based revenue collection and payment services quality</i>		
Project:	Increased Land Productivity Project	
Activity:	Land Administration Resourcing and Institutions Activity	
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Creation of New Indicator
	Modification:	
	Justification:	Existing indicators do not sufficiently measure project logic.
	Justification Description:	The project team has agreed this is a key assumption indicator surrounding perceptions of land-based revenue collection and payment services quality which can be measured through the evaluation to determine whether project investments in improved revenue collection and payment services are being perceived satisfactorily by ground rent payers.

<i>Policy, legal and regulatory reforms adopted</i>		
Project:	Increased Land Productivity Project	
Activity:	Land Administration Resourcing and Institutions Activity	
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Indicator Retired
	Modification:	
	Justification:	Indicator quality is determined poorer than initially thought when included in the plan.
	Justification Description:	This will be folded under one indicator above to align with the common indicator definition and unit. This indicator was poorly defined so it is being retired and recreated to align with M&E Policy.

Policy, legal and regulatory reforms adopted		
Project:	Increased Land Productivity Project	
Activity:	Land Administration Resourcing and Institutions Activity	
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Indicator Retired
	Modification:	
	Justification:	Indicator quality is determined poorer than initially thought when included in the plan.
	Justification Description:	This will be folded under one indicator above to align with the common indicator definition and unit. This

	indicator was poorly defined so it is being retired and recreated to align with M&E Policy.
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<i>Policy, legal and regulatory reforms adopted</i>		
Project:	Increased Land Productivity Project	
Activity:	Land Administration Resourcing and Institutions Activity	
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Indicator Retired
	Modification:	
	Justification:	Indicator quality is determined poorer than initially thought when included in the plan.
	Justification Description:	This will be folded under one indicator above to align with the common indicator definition and unit. This indicator was poorly defined so it is being retired and recreated to align with M&E Policy.

<i>Land administration offices established or upgraded</i>		
Project:	Increased Land Productivity Project	
Activity:	Land Administration Resourcing and Institutions Activity	
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Indicator Retired
	Modification:	
	Justification:	Irrelevant to the project logic.
	Justification Description:	This indicator is no longer relevant due to project design adjustments which have resulted in changes to the project logic. This indicator has been replaced by LAR-10 and LAR-11.

<i>Land administration offices established or upgraded</i>		
Project:	Increased Land Productivity Project	
Activity:	Land Administration Resourcing and Institutions Activity	
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Indicator Retired
	Modification:	
	Justification:	Irrelevant due to change in the project as a result of an official program modification that results in a new indicator being relevant instead.

	Justification Description:	Government of Malawi has elected not to create a Land Authority. This was the land institution referenced in the original project logic result area.
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Taxpayer satisfaction with Public Service Fund investments		
Project:	Increased Land Productivity Project	
Activity:	City Council Land-Based Revenue Modernization Activity	
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Creation of New Indicator
	Modification:	
	Justification:	Existing indicators do not sufficiently measure project logic.
	Justification Description:	The project logic has been updated to include 'PSF invests in services that respond to taxpayer priorities.' This indicator has been added to measure the new results area.

<i>Land-based City Council revenue collected</i>		
Project:	Increased Land Productivity Project	
Activity:	City Council Land-Based Revenue Modernization Activity	
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Definition Modification
	Modification:	
	Justification:	Additional clarity required to accurately measure or interpret an indicator.
	Justification Description:	The definition has been updated to change from a percentage increase in city rate revenue collected to reflect the monetary value of land-based own source revenue collected by each City Council. The additional information clarifies the types of land-based revenue that this indicator aims to track which is necessary to accurately and consistently measure the indicator.

Number of property valuations completed in targeted cities		
Project:	Increased Land Productivity Project	
Activity:	City Council Land-Based Revenue Modernization Activity	
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Definition Modification
	Modification:	
	Justification:	Additional clarity required to accurately measure or interpret an indicator.
	Justification Description:	The indicator definition was updated to include 'according to updated methodology.'

Number of property valuations completed in targeted cities			
Project:	Increased Land Productivity Project		
Activity:	City Council Land-Based Revenue Modernization Activity		
Sub-Activity:			
M&E Plan Version Number 1	Modification Description:	Target Modification	
	Modification:	Previous	Revised
		520,000	275,000
	Justification:	Corrections to erroneous data.	
	Justification Description:	Target adjusted from 520,000 to 275,000 based on Project Due Diligence.	

<i>Payment of city rates on properties</i>		
Project:	Increased Land Productivity Project	
Activity:	City Council Land-Based Revenue Modernization Activity	
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Creation of New Indicator
	Modification:	
	Justification:	Existing indicators do not sufficiently measure project logic.
	Justification Description:	The project logic has been updated to include 'Increased payment of city rates.' This indicator has been added to measure the new results area.

<i>Billing of city rates on properties</i>		
Project:	Increased Land Productivity Project	
Activity:	City Council Land-Based Revenue Modernization Activity	
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Creation of New Indicator
	Modification:	
	Justification:	Existing indicators do not sufficiently measure project logic.
	Justification Description:	The project logic has been updated to include 'Increased payment of city rates.' This indicator has been added to measure the new results area.

Legal and regulatory reforms adopted		
Project:	Increased Land Productivity Project	
Activity:	City Council Land-Based Revenue Modernization Activity	
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Definition Modification
	Modification:	
	Justification:	Additional clarity required to accurately measure or interpret an indicator.
	Justification Description:	The definition has been updated to align with the common indicator definition. It has also been updated to reflect the correct unit for the common indicator (number instead of date). The number of reforms will be tracked at the level of each City Council.

Public Service Fund established in four City Councils		
Project:	Increased Land Productivity Project	
Activity:	City Council Land-Based Revenue Modernization Activity	
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Creation of New Indicator
	Modification:	
	Justification:	Existing indicators do not sufficiently measure project logic.

	Justification Description:	The project logic has been updated to include 'Public Service Fund (PSF) Established.' This indicator has been added to measure the new results area.
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Total area mapped		
Project:	Increased Land Productivity Project	
Activity:	City Council Land-Based Revenue Modernization Activity	
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Definition Modification
	Modification:	
	Justification:	Additional clarity required to accurately measure or interpret an indicator.
	Justification Description:	The definition has been simplified for clarity with supplementary information included in the 'Additional Information' column.

<i>Total area mapped</i>			
Project:	Increased Land Productivity Project		
Activity:	City Council Land-Based Revenue Modernization Activity		
Sub-Activity:			
M&E Plan Version Number 1	Modification Description:	Target Modification	
	Modification:	Previous	Revised
		1200	1170
	Justification:	Corrections to erroneous data.	
	Justification Description:	Target reduced from 1200 to 1170 based on Project Due Diligence.	

<i>Land administration offices established or upgraded</i>		
Project:	Increased Land Productivity Project	
Activity:	City Council Land-Based Revenue Modernization Activity	
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Definition Modification
	Modification:	
	Justification:	Additional clarity required to accurately measure or interpret an indicator.
	Justification Description:	This change has been made to align the definition with the existing common indicator definition. The unit of

	measurement has been changed from Date to Number to align with the common indicator measurement.
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<i>Individuals reached by social and behavior change activities</i>		
Project:	Increased Land Productivity Project	
Activity:	City Council Land-Based Revenue Modernization Activity	
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Creation of New Indicator
	Modification:	
	Justification:	Existing indicators do not sufficiently measure project logic.
	Justification Description:	The project logic has been updated to include 'Institutional, social and behavior change interventions implemented' This indicator has been added to measure the new results area.

Perception of land-based revenue collection and payment services quality		
Project:	Increased Land Productivity Project	
Activity:	City Council Land-Based Revenue Modernization Activity	
Sub-Activity:		
M&E Plan Version Number 1	Modification Description:	Creation of New Indicator
	Modification:	
	Justification:	Existing indicators do not sufficiently measure project logic.
	Justification Description:	The project team has agreed this is a key assumption indicator surrounding perceptions of land-based revenue collection and payment services quality which can be measured through the evaluation to determine whether project investments in improved revenue collection and payment services are being perceived satisfactorily by city rate payers.