

# Tracking Results of MCC Investments in Roads

Indicator Type	Feasibility and/or Detailed Design Includes Environmental Impact Assessments, Environmental Management Plans, and Resettlement Action Plans, as applicable (12 to 36 months)		Procurement for Construction Contractors (6 to 9 months)		Construction (1 to 3 years)	Expected Outcomes (up to 15 years)	
	Process	Process	Process	Process	Process	Output	Outcome
Progress Indicators	1. Value of signed contracts for feasibility, design, supervision, and program mgmt. contracts	2. Percent disbursed for contracted studies 3. Kilometers of road under design	4. Value of signed contracts for road works	5. Percent of contracted roads works disbursed	6. Kilometers of road under works contracts	7. Kilometers of road completed	8. IRI: International Roughness Index (IRI)
Totals	\$107.5 million in studies contracted <sup>†</sup>	81.1 % of contracted studies disbursed <sup>†</sup> , 4,646.8 km of roads under design	\$1,731.2 million in works contracted <sup>†</sup>	65% of contracted roads works disbursed <sup>†</sup>	3,005.5 km of roads under works contracts	1,712.1 km of roads completed	IRI
Currently implementing and closed	<b>Burkina Faso</b> (\$8.3 M) <b>Cape Verde*</b> (\$3.5 M) <b>El Salvador*</b> (\$17.8 M) <b>Georgia</b> (\$12.0 M) <b>Ghana</b> (\$4.5 M) <b>Honduras</b> (\$9.5 M) <b>Mongolia</b> (\$6.1 M) <b>Mozambique</b> (\$13.4 M) <b>Nicaragua</b> (\$6.9 M) <b>Philippines</b> (\$14.5 M) <b>Senegal</b> (\$2.3 M) <b>Tanzania</b> (\$3.3 M) <b>Vanuatu</b> (\$5.3 M)	<b>Burkina Faso</b> (30%, 536 km) <b>Cape Verde</b> (90%, 63.4 km) <b>El Salvador</b> (97%, 223 km) <b>Georgia</b> (99%, 220.2 km) <b>Ghana</b> (100%, 943.4 km) <b>Honduras</b> (75%, 671.8 km) <b>Moldova</b> (93 km) <b>Mongolia</b> (65%, 19.3 km) <b>Mozambique</b> (67%, 253 km) <b>Nicaragua</b> (100%, 376 km) <b>Philippines</b> (86%, 222 km) <b>Senegal</b> (30%, 406 km) <b>Tanzania*</b> (77%, 470 km) <b>Vanuatu</b> (100%, 149.7 km)	<b>Burkina Faso</b> (\$61.3 M) <b>Cape Verde</b> (\$24.0 M) <b>El Salvador</b> (\$230.4 M) <b>Georgia</b> (\$197.3 M) <b>Ghana</b> (\$250.6 M) <b>Honduras</b> (\$184.5 M) <b>Mali</b> (\$42.9 M) <b>Moldova</b> (\$92.7 M) <b>Mongolia</b> (\$65.8 M) <b>Mozambique</b> (\$130.6 M) <b>Nicaragua</b> (\$56.5 M) <b>Tanzania</b> (\$339.8 M) <b>Vanuatu*</b> (\$54.8 M)	<b>Burkina Faso</b> (13%) <b>Cape Verde</b> (100%) <b>El Salvador</b> (87%) <b>Georgia</b> (100%) <b>Ghana</b> (100%) <b>Honduras</b> (70%) <b>Mali</b> (27%) <b>Moldova</b> (7%) <b>Mongolia</b> (17%) <b>Mozambique</b> (27%) <b>Nicaragua</b> (100%) <b>Tanzania</b> (42%) <b>Vanuatu</b> (97%)	<b>Armenia***</b> (24.4 km) <b>Burkina Faso</b> (145 km) <b>Cape Verde</b> (40.6 km) <b>El Salvador</b> (223 km) <b>Georgia</b> (220.2 km) <b>Ghana</b> (446.4 km) <b>Honduras</b> (671.8 km) <b>Mali</b> (18 km) <b>Moldova</b> (93 km) <b>Mongolia</b> (176.4 km) <b>Mozambique</b> (253 km) <b>Nicaragua</b> (74 km) <b>Philippines</b> (0) <b>Tanzania</b> (470 km) <b>Vanuatu</b> (149.7 km)	<b>Armenia</b> (24.4 km) <b>Cape Verde</b> (40.6 km) <b>El Salvador</b> (150.3 km) <b>Georgia</b> (217.9 km) <b>Ghana</b> (445.2 km) <b>Honduras</b> (610.1 km) <b>Nicaragua</b> (74.0 km) <b>Vanuatu</b> (149.7 km)	<b>Armenia</b> (3.47 IRI) <b>Cape Verde</b> (2.0 IRI) <b>Georgia</b> (1.5 IRI) <b>Mozambique</b> (3.0 IRI) <b>Nicaragua</b> (2.3 IRI) <b>Vanuatu</b> (3.0 IRI)
Pending Implementation			<b>Philippines</b> <b>Senegal</b>	<b>Philippines</b> <b>Senegal</b>	<b>Burkina Faso</b> <b>Mali</b> <b>Moldova</b> <b>Mongolia</b> <b>Mozambique</b> <b>Philippines</b> <b>Senegal</b> <b>Tanzania</b>		

All program data are as of September 10, 2012. Data are preliminary and subject to adjustment. \*Additional studies associated with compacts have been funded by the governments in El Salvador and Tanzania, and by another donor in Cape Verde. \*\*Design-Build contract, where the value of design work is included in the value of the works contract. Contract amount listed in first column is a supervision contract only. \*\*\*Due to the operational hold on the roads project in the Armenia and Honduras compacts, MCC will no longer be funding additional works contracts that were previously reported. ^^Design numbers for Ghana have decreased due to a rescoping of the roads project. †All financial information is of March 2012.

# Understanding Roads Progress Indicators

MCC investments in roads are part of a variety of MCA compact projects. In **transportation** projects, roads rehabilitation and construction primarily aim to lower transport costs by reducing travel time and vehicle operating costs; improve access to public basic services such as health and education, particularly for the rural poor; and facilitate international and regional trade. In **agriculture** projects, roads primarily aim to link producers to markets for their goods and to inputs for their production year round. In some cases, roads are a part of **irrigation** projects to provide access to, from, and within irrigated areas.

**Value of signed contracts for feasibility, design, supervision and program mgmt contracts:** The value of all contracts that MCAs have signed with contractors to develop feasibility and/or design studies for systems of roads. If the value of the contract changes, the amount of the change (either + or -) should be reported in the quarter that the change occurred.

**Percent disbursed for contracted studies:** The aggregate amount disbursed divided by all signed contracts to develop feasibility and/or design studies for systems of roads. Denominator = Value of signed contracts for studies as defined above. Numerator = Amount of money disbursed on the signed contracts for roads studies. This is a proxy indicator for completion.

**Value of signed contracts for road works:** The value in US\$ of all contracts that MCAs have signed with contractors for construction of new or rehabilitated roads. If the value of the contract changes, the amount of the change (either + or -) should be reported in the quarter that the change occurred. Cost sharing by others (e.g., co financing by other donors or government) should not be included.

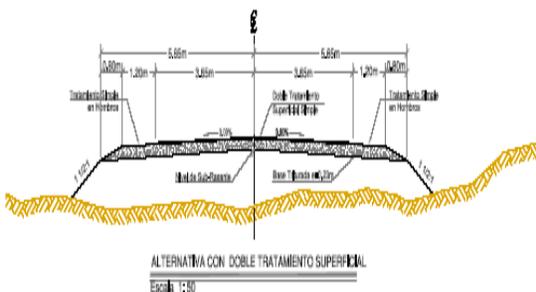
**Kilometers (km) of roads under works contracts:** The length of roads in kilometers under works contract for construction or rehabilitation. This may include building new roads or modifying existing roads.

**Kilometers (km) of roads completed:** The length of roads in kilometers on which construction or rehabilitation is complete.

**Percent of contracted roads works disbursed:** The aggregate amount disbursed divided by all signed contracts for construction of new or rehabilitated roads. Denominator = Value of signed contracts for roads works as defined above. Numerator = Amount of money disbursed on the signed contracts for roads works. This is a proxy indicator for physical completion of road works. However, since the numerator includes industry standard advance payments and mobilization fees, it does not correlate perfectly with physical progress.

**Expected outcomes:** MCC-funded roads projects are expected to reduce transportation costs, increase farm to market access, increase income, and/or reduce transportation time.

## Road Success stories in Cape Verde, Nicaragua and Cape Verde. . .



ALTERNATIVA CON DOBLE TRATAMIENTO SUPERFICIAL  
Escala: 1:50

**MCA-Vanuatu:** Sample design drawings for surface treatment upgrading work for a road in Vanuatu. 149.7 km of roads have been designed in Vanuatu.



**MCA-Nicaragua:** The transportation project is supporting reconstruction and upgrading of this primary road connecting Nicaragua with Honduras. 74 km of roads are under construction.



**MCA-Cape Verde:** Approximately 40.6 km of roads have been constructed in Cape Verde as part of the compact's Infrastructure Project.