PROJECT COMPLETION REPORT (PCR)

A. PROJECT INFORMATION AND KEY DATES

I. BASELINE INFORMATION

Project Reference P-BF-DB0-012	**Project Name** Feeder Roads Project (FRP)	**Country** BURKINA FASO	
Lending Instrument(s): Loan No. 2100150008343		**Sector** Feeder Roads	**Environmental Classification** Category II
Initial Commitment UA 15, 710, 000	**Amount Cancelled** UA 0	**Amount Disbursed** ADF: UA 13, 349,739	**% Disbursed** ADF: 84.98%
Borrower: Ministry of the Economy and Finance of the Republic of Burkina Faso			
Executing Agency(ies): Ministry of Infrastructure, Transport and Housing (MITH) at start-up, then Ministry of Infrastructure and Road Development (MID). Contracting authority: General Directorate of Feeder Roads (GDFR). Key associate partners: Regional Services of the General Directorate of Roads for Assistance to the Contracting Authority.			
Co-financiers and other External Partners: Government : CFA F3.05 million			

II. KEY DATES

Project Concept Note Approved by Ops. Com. NA	**Appraisal Report Cleared by Ops. Com.** NA	**Board Approval** 29 September 2004
Restructuring Not applicable, non restructured project		

	Original Date	Actual Date	Monthly Gap [Actual date- Original date]
EFFECTIVENESS	October 2004	February 2005	4 months
MID-TERM REVIEW	-	Not conducted	NA
CLOSING DATE	31 December 2009	30 June 2010 (*)	6 months

(*): Extended from 31/12/2010 at the request of the Government with a view to using the loan balance (UA 1 685 075.90) for the 5th Poverty Reduction Strategy Support Programme-PRSSP V).

III. SCORE SUMMARY

CRITERIA	SUB-CRITERIA	SCORE
PROJECT OUTCOME	**Achievement of outputs**	2.67
	Achievement of outcomes	1.50
	Timeliness	3
	OVERALL PROJECT OUTCOME	**2.39**
BANK PERFORMANCE	**Design and Readiness**	2.64
	Supervision	2.67
	OVERALL BANK PERFORMANCE	**2.66**
BORROWER PERFORMANCE	**Design and Readiness**	2.00
	Implementation	2.00
	OVERALL BORROWER PERFORMANCE	**2.00**

IV. RESPONSIBLE BANK STAFF

POSITIONS	AT APPROVAL	AT COMPLETION
Regional Director	G. MBESHERUBUSA (OCIN)	P. LITSE KPOUROU JANVIER (ORWA)
Sector Director	G. MBESHERUBUSA (OCIN)	G. MBESHERUBUSA (OITC)
Task Manager	M. M. LEKE (OCIN)	D. ETIENNE (OITC.1)
PCR Team Leader		A. M. TANDINA (MLFO)
PCR Team Members		B. YOUGBARE (BFFO)

B. PROJECT BACKGROUND

Summarize the rationale for the Bank's assistance. State:

- what development challenge the project addresses-Borrower's overall strategy for addressing it;

- Bank's activities in this/these country(ies) and in this sector over the past year and how they performed; and

- Ongoing activities financed by the Bank and other external sources which complement, overlap with or are relevant to, this project.

– The Feeder Roads Project (FRP) was formulated and designed to address the challenge of rural accessibility and particularly that of opening up agricultural production (especially cotton-producing) areas. FRP is consistent with the 2002-2004 CSP, given that it ties with rural development which is one of the priorities set forth in the CSP, with special emphasis on actions to strengthen infrastructure and foster rural development in some provinces targeted under the ongoing administrative decentralization.

- FRP was designed as part of a series of specific actions undertaken by the Government, the most important of which are: i) the inventory of feeder roads, which led in 1999 to the drawing-up of a general list of feeder roads; ii) establishment in 2001 of the General Directorate of Feeder Roads under the supervisory authority of the Ministry in charge of infrastructure in conjunction with the Ministry of Agriculture; iii) the adoption in March 2003 of the National Rural Transport Strategy Paper, which lays emphasis on the transfer of responsibility for feeder roads and divisional roads to local government authorities under the ongoing administrative decentralization in the country; and iv) the preparation of a Priority Investment Programme (PIP) pertaining to the improvement of 12,000 km of feeder roads over a period of ten years starting 2003.

- The improvement of 975 km of feeder roads under FRP (in 13 out of 40 provinces in the country) is part of a network of 6,060 km of roads to be improved over the period 2002-2008 and for which the necessary resources have been mobilized. The leading donors involved in the improvement of this road network are the IDA, ADF, IDB, KFW, Swiss Technical Assistance and Danish Technical Assistance. A preparation mission was organized on the project in February 2004 following the participatory socio-economic, technical and environmental studies conducted in July 2002 with AFD financing.

- Burkina Faso's rural development policy has also benefitted from several decentralization support projects, financed especially by the EU, AFD, German Technical Cooperation and IDB, with the implementation of a set of community infrastructure (schools, health centres, maternities, water points, etc.). Furthermore, FRP sought to render these basic social infrastructures accessible and to support the decentralization process in the road sub-sector, by providing light site equipment for the maintenance of feeder roads.

C. PROJECT OBJECTIVES AND LOGICAL FRAMEWORK

1. State the Project Development Objective(s) (as set out in the Appraisal Report)

The Project's sector objective is to contribute to strengthening the competitiveness of the national economy by reducing transportation costs and ensuring better access to rural areas - through improved feeder roads. Specifically, the project's aim was to: i) contribute to promoting agriculture and improving accessibility to villages and the living conditions of the populations in the thirteen (13) targeted provinces and ii) build the technical and operational capacity of local government authorities under the Government's decentralization policy.

2. Describe the major project components and indicate how each will contribute to achieving the project objectives.

The three key project components are:

A. **Improvement works on 975 kilometres of feeder roads** in 13 provinces of the country: 865 km of cotton-farm feeder roads in the West and South-West and 110 km of tracks serving the market-garden areas in the Houet (30 km) and Kadiogo (80 km) provinces, including works control and supervision as well as technical assistance to the General Directorate of Feeder Roads;

B. **Institutional Support,** including: (b1) the establishment of provincial feeder road units, comprising the construction of offices and accommodations (fully borne by the Government's counterpart contribution) and the provision of light site equipment for the maintenance of feeder roads (with ADF financing); and (b2) actions in favour of women's groups in the project area through the provision of intermediate means of transport (IMT), namely ass-drawn carts and bicycles.

C. **Project Management,** pertaining to the financial audit of the project and the monitoring/evaluation of its impact on the riparian populations.

3. Provide brief assessment (up to two sentences) of the project objectives, along the following 3 dimensions. Insert a working score, using the scoring scale provided in Appendix 1.

PROJECT OBJECTIVE DIMENSIONS		ASSESSMENT	SCORE
RELEVANT	a) Relevance to the country's development priorities.	The Project's sector objective ties perfectly with the reference framework implemented by the Government and supported by donors throughout the period 2002-2008 which is the Second Transport Sector Project (TSP-2); the project under consideration is one of its components.	4
ACHIEVABLE	b) Objectives deemed feasible, given contributions to the project and expected timeframes.	In principle, the objectives are achievable in five years. However, in practice, the project's institutional context, the high degree of accountability of the GDFR and the capacity of national businesses were real challenges to timely implementation.	2
CONSISTENT	c) Compliant with the Bank's national or regional strategy.	The project helped to open up the cotton production areas of the Mouhoun loop and the upper basins region by linking them to the divisional and national road network, with a view to bringing production areas closer to marketing and processing centres. Furthermore, villages were provided improved access to basic social services, thereby contributing to poverty reduction.	3
	d) Compliant with the Bank's overall priorities.	Project objectives are compliant with the Bank's infrastructure development and local governance approach.	4

4. Summarize the logical framework. Where it does not exist, complete the table below, indicating the overall project objective, the major components of the project, the major activities of each component and their expected outputs, outcomes and indicators for measuring achievement of outcomes. Add additional rows for components, outcomes and outputs, if necessary.

OBJECTIVES	ACTIVITIES	EXPECTED OUTCOMES	EXPECTED OUTPUTS	MEASURABLE INDICATORS
Sector Objective	Contribute to strengthening the competitiveness of the national economy by reducing transportation costs and ensuring that rural areas are better served by improved feeder roads.	Opening up of agricultural (especially cotton) production areas in 13 provinces of the country.	The living conditions of the rural populations impacted by FRP are improved.	- Number of provinces with all-season feeder road networks is increased.
Project Objectives	i) contribute to agricultural development and improve accessibility to villages, and the living conditions of the populations in the 13 targeted provinces ; ii) build the technical and operational capacity of Local Communities under the decentralization policy of the Government.	Rural transport conditions have been effectively improved in the 13 targeted provinces: i) 975 km of improved feeder roads; ii) 45 units established and equipped in 2008; iii) 11,250 light site equipment supplied to 45 units; iv) 400 women's groups provided with IMT v) About 150,000 persons in the PIA sensitized on HIV/AIDS and environmental protection.	- The feeder roads network has been improved in cotton-producing and market gardening areas; - feeder road maintenance equipment are supplied in provincial units; - and the pool of intermediate means of transport is reinforced.	- Alignment of improved feeder roads. - Effectiveness of maintenance mechanism ; - Number of intermediate means of transport.
COMPONENTS	**ACTIVITIES**	**EXPECTED OUTCOMES**	**EXPECTED OUTPUTS**	**MEASURABLE INDICATORS**
Component A Improvement of 975 kilometres of feeder roads	Execution of works under the programme to open up13 provinces of the country	1.1. Hired contractors executed the feeder road works in accordance with the requisite standards and within stipulated deadlines	1.1 Feeder road improvement and construction works are executed in accordance with the requisite standards and within stipulated deadlines	1.1 Number of kilometres of feeder road constructed, quality of roads, exceeding duration of work sites

		1.2. 13 provinces have a network of 975 km of improved feeder roads (including 865 km of cotton-farm feeder roads and 110 km of ordinary roads serving the market gardening areas) helping to open them up effectively.	1.213 provinces have been opened up through the improvement of 975 km of feeder roads, thereby improving the movement of goods and persons	1.2 Number of provinces impacted, number of km constructed.
	Works control and supervision	1.3 The recruited consulting firms have efficiently conducted the monitoring and control of feeder road works	1.3 Worksites are properly monitored	Contracts singed, attachments and acceptance report
Component B Institutional Support	2.1 Establishment of feeder roads provincial units comprising offices and accommodation.	2.1 The 45 provinces have offices and accommodations built and equipped to serve as provincial units.	2.1 The 45 Provincial Units are operational thanks to built and equipped offices and accommodations	2.1 Number of Provincial Units built and staffed
	2.2 Supply of light site equipment for feeder roads maintenance	2.2. 45 Provincial Units are equipped with 11 250 light site equipment for feeder roads maintenance	2.2 Maintenance of feeder roads carried out consequent upon the supply of 11 250 light site equipment in 45 Provincial Units	2.2 Number of Provincial Units equipped with light site equipment for feeder roads maintenance.
	2.3 Supply of IMT to women's groups in the PIA.	2.3 The IMT are delivered to 400 women's groups in the PIA	2.3 400 women's groups of the PIA are provided with IMT through the supply of 400 ass-drawn carts and 60 bicycles.	2.3 Number of women's groups equipped. Number of carts distributed. Number of bicycles distributed.

Component C Project Management	Establishment of Project management and monitoring mechanism. Technical assistance to the GDFR	3.1 The GDFR is strengthened by the recruitment of Technical Assistance for the FRP. The GDFR is provided with computer equipment and a vehicle	3.1 The services provided by the GDFR comply with the terms of reference of the FRP. The strengthened GDFR is efficient in FRP management.	3.1 Consultancy contract, progress status of FRP component. Logistics and equipment procured, Project implementation and monitoring status
	Project financial audit	3.2 FRP is audited	3.2 Project management is effective	3.3 Number of audits undertaken
	Monitoring/evaluation of project impact on the population and sensitization of the latter on HIV/AIDS	3.3 Monitoring/evaluation and steering mechanisms are established and operational. The populations of the PIA are sensitized on communicable diseases and environmental protection.	3.3 Project management is effective, and activities and outcomes are properly monitored	3.3 Management tools in place, operationality of monitoring/evaluation system

5. For every dimension of the logical framework, briefly indicate (in not more than two sentences) the extent to which the logical framework contributed to achieving the under-mentioned objectives. Rate the appraisal by using the scoring scale provided in appendix 1. If no logical framework exists, score this section as a 1 (one).

LOG. FRAME DIMENSIONS		**ASSESSMENT**	**SCORE**
LOGICAL	a) Presents a logical causal chain for achieving the project's development objectives.	The reduced number of components is appropriate and key activities are spelled out, and their chain seems logical for achieving the - project objectives.	3
MEASURABLE	b) Expresses objectives and outcomes in a way that is measurable and quantifiable.	Key objectives are stated, in terms of the provinces concerned (13) and targeted distance (975km). On the contrary, the ensuing notion of opening up regions is more difficult to define and measure.	3
THOROUGH	c) States the key risks and assumptions.	Initial risks and assumptions relating to the capacity of provinces are clearly expressed. Conversely, risks relating to the shortcomings of contractors and the institutional background of the GDFR are not mentioned.	2

D. OUTPUTS AND OUTCOMES

I. OUTCOMES OBTAINED

In the table below, assess the achievement of actual vs. expected outputs for each major activity. Import the expected outputs from the logical framework in Section C. Score the extent to which the expected outputs were achieved. Weight the scores by the activities' approximate share of project costs. Weighted scores are auto-calculated by the computer. The overall output score will be auto-calculated and displayed as the sum of the weighted scores. Override the auto-calculated score, if desired, and provide justification.

MAJOR ACTIVITIES		Working Score (1 to 4)	Share of project costs in percentage (as calculated at completion)	Weighted Score
Expected Outputs	**Actual Outputs**			
Component A: Improvement of 975 km of Feeder Roads				
1.1 Hired contractors executed the feeder road works in accordance with the requisite standards and within stipulated deadlines. 1.2 Thirteen (13) provinces have a network of 975 km of improved feeder roads (including 865 km of cotton-farm feeder roads and 110 km of ordinary roads servicing the market gardening areas) which contributes to effectively opening them up	1. Nineteen (19) works contracts awarded. Numerous delays were recorded. Nevertheless, the requisite standards were complied with and the feeder roads delivered. 1.2Thirteen (13) provinces have 919 km of improved feeder roads as initially expected over the projected 975 km, i.e. about 94% opening up numerous localities	3	75.26	2.26
1.2 The recruited consulting firms efficiently conducted the monitoring and control of feeder road works	1.2The 2 recruited consulting firms (1 per geographical area), conducted, at varying degrees, the monitoring and control of feeder road works	2	8.40	0.17

Component B : Institutional Support				
2.1 Forty-five (45) provinces have offices and accommodations built and equipped to serve as Provincial Units 2.2 Forty-five (45) Provincial Units are equipped with 11 250 light site equipment for feeder roads maintenance	2.1 (i) 18 Provincial Units have been built. (ii) the review of bids for the construction of 8 provincial units in 2010 is ongoing; (ii) 3 provinces (Sissili, Ziro and Passoré) have enough infrastructure to host the Provincial Units; (iii) 9 Provincial Units will correspond to part of 13 Regional Infrastructure and Road Development Directorates. 2.2 Provincial Units are being equipped with considerable delay in the supply of light site equipment for feeder roads maintenance.	1	11.92	0.12
2.3 IMT are delivered to 400 women's groups of the PIA	2.3Overall, 400 ass-drawn carts and 60 bicycles were delivered belatedly to the women's groups concerned by the programme.	2	0.79	0.0158
Component C : Project Management				
3.1 The GDFR is strengthened with the recruitment of Technical Assistance for the FRP. The GDFR is provided with computer equipment and a vehicle	3.1 A consultant (Technical Assistant) was recruited to reinforce the GDFR team. A vehicle and computer equipment have been procured as expected.	3	3.49	0.10
3.2 The FRP is audited.	3.2 Audits were conducted for the 2007, 2008 and 2009 fiscal years. The procurement for the audit of the first semester of 2010 was being considered at the time of preparation of the PCR.	3	0.12	0.004
3.3 Monitoring/evaluation and steering mechanisms are established and operational. The populations of the PIA are sensitized on communicable diseases (HIV/AIDS) and environmental protection.	3.3 Financial management was ensured by the DAF of the GDFR. The monitoring/evaluation mechanism has not been put in place. Consequently, none of the outcomes were measured.	1	0.00	0.00
OVERALL OUTPUT SCORE - [score is calculated as the average of the working scores]				**2.67**

Check here to override auto-calculated score

Provide justification for overriding auto-calculated score	
Insert new score or re-enter the auto-calculated score	**2.67**

II. ACHIEVEMENT OF OUTCOMES

1. Using the monitoring data available, assess expected outcomes for each major activity. Import the expected outcomes from the logical framework in Section C. Score the extent to which the expected outcomes were achieved. Weight the scores by the activities' approximate share of project costs. Weighted scores are auto-calculated by the computer. The overall outcome score will be auto-calculated as the sum of the weighted scores. Override the auto-calculated score, if desired, and provide justification.		
OUTCOMES		**Working Score**
Expected	**Actual**	
Component A: Improvement of 975 km of Feeder Roads		
1.1. Feeder road improvement works are executed in accordance with the requisite standards and within stipulated deadlines. 13 provinces have been opened up through the improvement of 975 km of feeder roads, and the movement of goods and persons has been improved.	1.1 Generally, works are being executed in accordance with the required standards, even though most sites have recorded delays in their execution. The immediate project objectives have been achieved, given that the roads are in service and are generally passable at all times, notwithstanding a few imperfections related to studies and the quality of work executed by some contractors. Particularly, the roads do not have adequate drainage (as evidenced by embankment overflows) as a result of shortcomings in studies conducted in 2002, i.e. 4 years prior to the commencement of works. - All in all, the 13 targeted provinces have benefitted from the improvement of 919 km of feeder roads. Changes on some tracks and structures have entailed several consequences, particularly an extension of project implementation timeframe and changes in the overall length of the roads. All the changes were made within the scope of the contracts signed with contractors.	3
1.2. Sites are properly monitored.	1.2 The monitoring of sites for the nine lots was ensured by two consulting firms, but was undermined at the end by delays recorded by five contractors. The contract amendments signed with two consulting firms helped to ensure monitoring continuity.	2
Component B : Institutional Support		
2.1 The 45 provincial units are operational thanks to the offices and accommodations that have been built and furnished.	2.1 (i) 18 provincial units have been built and may be operational in the short run. The review of bids for the construction of 8 provincial units in 2010 is underway. (ii) 3 provinces (Sissili, Ziro and Passoré) have adequate infrastructure that will be made available to host provincial units. (iii) 9 provincial units will be built within the premises of the Regional Directorate of Infrastructure and Highways (DRID).	1
2.2 The maintenance of feeder roads is made possible by the supply of 11 250 light site equipment in 45 Provincial Units.	2.2 The maintenance of feeder roads with light equipment has not yet been possible due to the belated delivery of the latter, and their partial removal by the DRIDs for delivery to Provincial Units.	1
2.3. 400 women's groups of the PIA are equipped with IMT through the supply of 400 ass-drawn carts and 60 bicycles.	2.3. 400 ass-drawn carts and 60 bicycles have been procured, but delivered with a lot delay to the women's groups concerned by the programme. Consequently, their operationality could not be assessed.	1

Component C : Project Management		
3.1 The services provided by GDFR's FRP team comply with the terms of reference of the FRP. The strengthened GDFR is effective in FRP monitoring and management.	3.1 The full-time Technical Assistance (TA) mobilized within the GDFR to assist the FRP team in project monitoring and management failed to produce the results expected under its Terms of Reference, given that various files and sites was not properly and satisfactorily monitored.	2
3.2 Project management is effective	3.2 Project audits reveal delays in procurement and payments to contractors, rendering project management performances unsatisfactory.	1
3.3 Project management is effective, and activities and outcomes are properly monitored.	3.3 Delays were recorded in the procurement of monitoring/evaluation and sensitization services for the project, which did not allow for the project's impacts to be measured.	1
OVERALL OUTCOME SCORE [Score is calculated as an average of the working scores]		**1.50**

Check here to override the calculated score

Provide justification for overriding auto-calculated score	
Insert new score or re-enter the auto-calculated score	**1.50**

2. Additional outcomes: Comment on the additional outcomes not captured in the log. frame, including cross-cutting issues (e.g. gender).

The intermediate means of transport (IMT) procured under the project, comprising 400 ass-drawn carts and 60 bicycles, were beneficial to women's groups of the project impact area. These IMTs, associated with the rehabilitation of feeder roads, have improved the access conditions of the rural populations and especially women to social services (water, education and health) in the PIA, as a result of the social infrastructure built under other projects.

3. Risks to sustained achievement of outcomes. State the factors that affect, or could affect the long-run or sustained achievement of project outcomes. Indicate if any new activity or institutional change is recommended to help sustain outcomes. The analysis should draw upon the sensitivity analysis in Annex 3, where appropriate.

Prior to the project, the maintenance of feeder roads in cotton production areas was carried out by SOFITEX. However, the drop in cotton prices over the past five years has impacted on SOFITEX's production and income leading to budget restrictions and refocusing on priority expenditure. Consequently, SOFITEX has suspended the maintenance of cotton-farm feeder roads since 2006.

Project sustainability partly hinges on the Government's ability to ensure the maintenance of built infrastructure. The Burkina Road Maintenance Fund (FER-B), whose objective is to collect enough resources for routine maintenance of roads and feeder roads, was established by decree on 27 June 2007. The FER-B has been operational since the first quarter of 2008, when its entire staff was put in place. Trends in FER-B's resources are as follows: CFA F 9.8 billion in 2008, 11.25 billion in 2009 and 12.80 in 2010. Priority is given to the classified road network and the annual appropriation for feeder road maintenance is limited to CFA F 1 billion. Consequently, upon the establishment of the fund, only 150 km of feeder roads could be maintained in 2008, and in 2010, 1750 km of feeder roads are currently under maintenance over the 4 600 km identified, i.e. 38% of the needs.

Against this backdrop of limited resources, the Project offers an additional response on account of the establishment and furnishing of Provincial Units which, with the support of the most committed rural communities and the contribution of the beneficiary populations, should help to ensure the routine maintenance of rehabilitated feeder roads. Through its

design, the Project falls in line with the decentralization process, which aims to transfer the management of feeder roads to local government authorities. In practice, village development committees, in conjunction with civil engineering technicians in Provincial Units and with the support of GDFR, will, in the wake of the FRP, ensure the dissemination of new maintenance approaches based on standards and technical specifications. Implementation delays and the provision of equipment to Provincial Units (it was agreed thereon that GDFR will attend to the units not equipped within Project-stipulated deadlines) diminish the prospects of success of this component, which is already very complex, given that it should mobilize both the local government authorities and the populations concerned.

With respect to the periodic maintenance of feeder roads, the resources of the FER-B and the allocation for feeder road networks should be increased, as the resources and means of local government authorities are inadequate.

E. PROJECT DESIGN AND READINESS FOR IMPLEMENTATION

1. Indicate to what extent the Bank and Borrower ascertained that the Project takes into account the Borrower's capacity to implement the project, while ensuring that the project is well designed and that the mechanism necessary for its implementation has been put in place.

Analyse all aspects of project design. Issues arising from project design are: whether the project's design takes into account lessons drawn from previous PCRs in the sector or in the country (name a few key PCRs); whether the project is based on serious analytical studies (name a few key documents);

Extent to which the Bank and Borrower adequately evaluated the capacity of the executing agencies and project implementation unit, the degree of consultations and partnerships, the project's economic justification and the arrangements made for technical assistance.

Project design built on the achievements of previous feeder road projects, particularly with respect to feeder road identification, which took into account agricultural stakes (89% of project if situated in cotton production area) and which followed a participatory approach with the rural populations and local government authorities. Furthermore, it was expected that Provincial Units will be equipped and furnished with a view to building the capacity of Local Government Authorities and Rural Communities to gradually assume the control and management of feeder roads under the decentralization process.

As regards implementation, the project envisaged GDFR capacity building through the recruitment of a Technical Assistant. However, the latter did not satisfactorily perform his duties as spelled out in his TOR, which led to procurement and payment delays. Such poor performance particularly disrupted monitoring/evaluation and sensitization services under the project (which could not be achieved), thereby undermining the performance of the executing agency.

2. For each dimension of project design and readiness for implementation, provide a brief assessment (up to two sentences). Insert a working score, using the scoring scale provided in Appendix 1.

PROJECT DESIGN AND READINESS FOR IMPLEMENTATION DIMENSIONS		ASSESSMENT	Working Score
REALISM	a) Project complexity is matched with country capacity and political commitment.	The Project supports the national policy to open up rural areas, particularly in cotton production areas where the economic conditions no longer enable SOFITEX to ensure the maintenance of feeder roads. In addition, it supports the country's decentralization process, aimed at transferring the management of the feeder roads network to local government authorities.	3
RISK	b) Project design includes	The risk related to the implementation of	2

ASSESSMENT AND MITIGATION	adequate risk analysis	Decentralization was taken into account, as well as the risk related to the limited capacity of the GDFR to uphold the process. However, the impact of Technical Assistance planned for GDFR has been inadequate.	
USE OF COUNTRY SYSTEMS	c) Project procurement, financial management, monitoring and/or other systems are based on systems already in use by the government and/or other partners.	The procurement attendant to feeder road works and other services under the project was conducted in accordance with Bank procedures. However, the institutional arrangements of the country were used (Procurement Directorate of the Ministry of Infrastructure and Road Development, Inter-ministerial Public Procurement Commission).	3

For the following dimensions, provide separate working scores for Bank performance and Borrower performance:			**Working score**	
			Bank	**Borrower**
CLARITY	d) Responsibilities for project implementation are clearly defined.	Responsibilities for project implementation were clearly defined at the beginning of the project and all Task-Managers who worked on this project have made reference to it, given that the BFFO ensured continuity at project closure. The GDFR is empowered to undertake project activities in accordance with national procedures.	3	3
PROCUREMENT READINESS	e) Necessary implementation documents (specifications, design, procurement, etc.) were ready at appraisal.	The FRP benefitted from summary social, economic, technical and environmental assessments conducted in July 2002 with ADF financing. At appraisal, the available implementation documents were inadequate; they involve previous summary assessments of route patterns conducted by SOFITEX.	2	2
MONITORING READINESS	f) Indicators and monitoring schedule are adopted.	A monitoring schedule comprising 5 impact indicators has been adopted: (i) rural accessibility index; (ii) travel time savings; (iii) variation in prices for agricultural produce in areas served by feeder roads; (iv) income level of women involved in market gardening and who have received bicycles; and (v) decrease in the cost of evacuating cotton production for households that received ass-drawn carts. However, the service contract for monitoring/evaluation has not been established.	1	1
BASELINE DATA	**h) Baseline data collection is completed or ongoing.**	Baseline data relating to socio-economic indicators designed for the monitoring schedule are not known. However, baseline data relating to the initial assessment of the project's cost-effectiveness (essentially based on agricultural production and transportation costs) are available.	2	2

F. IMPLEMENTATION

1. State the major characteristics of project implementation with reference to: adherence to schedules, quality of construction or other works, performance of consultants, effectiveness of Bank supervision and effectiveness of Borrower oversight. Assess how well the Bank and the Borrower ensured compliance with safeguards.

Project implementation experienced delays due to various factors, particularly long and extended procurement procedures. A total of 9 works contracts were awarded by the GDFR in accordance with Bank procedures. In addition, the weak capacity of contractors led to implementation delays (22 contractual months on average), which were greatly exceeded by five contractors, with extensions of up to 12 months and above.

The quality of the feeder roads constructed is globally satisfactory, given that they all comply with the technical standards set forth in the CBDs (width: 3.5m and depth: 15cm), and even exceed them in some cases. With respect to access bridges, the project's budget constraints led to construction of aprons. These structures were ill-proportioned in some areas where culverts or ducts would have been more appropriate to resolve drainage problems. Furthermore, the construction of edges and road signs are varied and at times faulty. Lastly, their construction quality is heavily dependent on local conditions, the silt or clay content of the land, rugged relief or the absence of nearby quarries that further compound the difficulties.

As regards monitoring, since the commencement of the project, the Bank has regularly fielded supervision missions at an average rate of 1.3 missions per year, and, in consultation with the executing agency, addressed problems encountered during project implementation. Furthermore, starting 2007, the project has benefitted from the Bank's Field Office in Burkina Faso (BFFO). However, it is worth noting that the supervision missions could not always find all the expertise relevant to the project's areas of intervention, particularly those relating to decentralization, local development and the social and economic aspect of the project. This has impeded reflection on, and the progress of support activities for the establishment of a decentralized feeder road maintenance and project monitoring/evaluation mechanism. Moreover, the fielding of supervision missions was made difficult by the scattered nature of the project (975km of feeder roads dispersed over 13 provinces).

2. Comment on the role of other partners (for instance donors, NGOs, enterprises, etc.). Assess the effectiveness of co-financing arrangements and donor coordination, if applicable.

The FRP is part of a network of 6060 km of roads to be improved throughout the 2002- 2008 period and for which the requisite resources have been mobilized by various donors including the ADF, IDA, IDB, KFW, Swiss Technical Cooperation and the Danish Technical Cooperation. Such additional commitment from all these donors has helped in the formulation of a significant feeder roads investment programme. In addition, feeder road interventions have helped to further develop basic infrastructure (schools, health posts, water points, etc.) built with financing from other donors. However, there were difficulties in mobilizing resources from the other donors due partly to delays in the processing of files and the lack of monitoring by the GDFR.

3. Harmonization. State whether the Bank made explicit efforts to harmonize instruments, systems and/or approaches with other partners.

By joining the operational mechanism of the GDFR, supported by development partners, the Bank sought to harmonize its approach with those of the other feeder road development and decentralization stakeholders. With respect to the Feeder Roads Project, the ADB used existing structures at the central and regional levels (GDFR and DRID).

4. For each dimension of project implementation, assess the extent to which the project achieved the following. Provide a brief assessment (up to two sentences) and insert an working score using the scoring scale in Appendix 1.

PROJECT IMPLEMENTATION DIMENSIONS		ASSESSMENT		Working score
TIMELINESS	a) Extent of project adherence to the original closure date. If the number on the right is: below 12, score 4	Difference in months between original closure date and actual closure date or date of 98%	The projected closure date of December 2009 was exceeded and the actual date slated for 30 June 2010, and then extended to 31 December 2010, with a view to using the loan balance for	3

	between 12.1 and 24, score 3 between 24.1 and 36, score 2 above 36.1, score1 Extent of project adherence to the original closure date. If the number on the right is: below 12, score 4 between 12.1 to 24, score 3 between 24.1 to 36, score 2 beyond 36.1, score 1	disbursement rate. 6 months	budget support.	
BANK PERFORMANCE	b) Bank compliance with:			
	Environmental Safeguards	The mitigation of environmental pollution (dust, security, etc.) had to include sensitization meetings, but the contractor who was supposed to organize such campaigns (on the theme: environmental protection, HIV, child trafficking, etc.) was not recruited because of excessive procurement delays. However, some changes have been made to the layout in accordance with the recommendations of the impact assessment, so as to avoid cutting directly across farmlands and production areas in some villages.		2
	Fiduciary Requirements	ADF resources were regularly mobilized as project activities progressed. A total of 141 Direct Payment Requests (DPR) were granted.		2
	Project Covenants	The Bank honoured its commitments as set forth in the Loan Agreement. However, some delays were observed in the processing of some documents, due to the frequent change of Project Officer.		3
	b) Bank supervision was satisfactory in terms of the skills mix and the feasibility of solutions.	The Bank was able to monitor the implementation of the FRP under relatively satisfactory conditions, through supervision missions (at an average rate of 1.3 per year) and the nearby BFFO. Supervision missions have not always had all the desired expertise (socio-economist especially), but had an overall positive influence on the implementation of activities.		2
	c) Bank supervision of project management was satisfactory.	Audit reports were validated and their recommendations monitored by the Bank.		3
PERFORMANCE DE L'EMPRUNTEUR	e) The Borrower complied with:			
	Environmental	Mitigative measures were identified during the		1

	Safeguards	preparation of CBDs, and taken into account when making changes to the layout so as to avoid cutting directly across farmlands and protected areas in villages. Besides, very little environmental actions (tree planting in particular) have been implemented and environmental monitoring has not been systematized. However, no special complaints, or major adverse incidents on water resources, lands, crops, wildlife and flora have been reported.	
	Fiduciary Requirements	The Borrower did not always meet its financial commitments in both volume and stipulated deadline. Some delays in the mobilization of counterpart contributions led to the non construction of all the Provincial Units initially scheduled and undermined the implementation of some project activities.	2
	Project Covenants	The Borrower met most of its commitments stipulated in the Loan Agreement, barring only those relating to the construction of Provincial Units which were not entirely honoured at project completion. Nevertheless, the Government has undertaken to complete them later.	2
	f) Borrower was responsive to Bank supervision findings and recommendations	The Borrower was not systematically responsive to the recommendations of Bank supervision missions. In fact, despite repeated reminders, the monitoring-evaluation and sensitization aspect was not implemented.	2
	g) Borrower collected and used monitoring information for decision-making	The process of monitoring the various procurement contracts awarded to contractors led to the penalization of tardy contractors.	3

G. COMPLETION

1. Was the PCR submitted on a timely basis, in compliance with Bank Policy?			
Date project reached 98% disbursement Rate (or closing date, if applicable)	**Date PCR was sent to pcr@afdb.org**	**Difference in months**	**WORKING SCORE (auto-calculated) If the difference is equal to or less than 6 months, the score is 4. If the difference is above 6 months, the score is 1.**
31 December 2010	12 January 2011	1	4

Briefly describe the PCR process. Describe the Borrowers' and co-financiers' involvement in producing the document. Highlight any major differences of opinion concerning the assessments made in this PCR. Describe the team composition and confirm whether a site visit was undertaken. Mention any major collaboration from other development partners. State the extent of field office involvement in producing the report under consideration. Indicate whether comments from Peer Reviewers were received on time (provide names and positions of Peer Reviewers).

The Completion Mission comprised a Civil Engineer from MLFO assisted, at the Bank's Country Office in Burkina Faso (BFFO), by a Civil Engineer and a Disbursements Officer. The information gathered was supplemented by an economic analysis conducted by an OITC economist. These career profiles are suitable for most project activities, except for the

social and environmental component. The Project Team at the GDFR fully assisted mission team members with office and field work. Field visits to feeder roads selected by the mission, as well discussions held with local authorities, beneficiaries and partners on the ground helped to further grasp the realities and outcomes obtained under the project and to prepare the PCR in a participatory manner. Five Peer Reviewers were contacted, and five submitted their comments. They are: Messrs. KANE, MAMADOU ABDOUL, Chief Rural Engineer, OSAN.2; JEAN -NOEL ILBOUDO, Transports Engineer, OITC.1; HAMACIRE DICKO, Economist, ORWB /MLFO; ALY CISSE, Social Development Specialist, OSHD /MLFO.

H. LESSONS LEARNT

Summarize the key lessons for the Bank and the Borrower suggested by the project's outcomes

At completion, the implementation of the FRP highlights a number of lessons with respect to design, implementation and monitoring, in particular.

(1) The Borrower and the Bank should ensure that studies are sufficiently specific (Detailed Draft Projects) and updated prior to the procurement of works.

(2) As part of monitoring project activities, the Government should be able to use, within the project timeframe, the anticipated savings generated to improve on the project's service standards and positive impacts. This item should be dealt with systematically during supervision missions.

(3) The provision of technical assistance requires close monitoring by the Government (and the Bank during supervision missions), for them to produce the expected outcomes, by matching the provision of services to performance criteria and subjecting payment for services to the production and validation of periodic (quarterly) reports presenting activities undertaken, outcomes obtained and proposals for the next period.

(4) The subsequent maintenance of feeder roads, particularly under the aegis of local government authorities and local communities, should be taken into consideration further upstream and in a more holistic manner during the course of the project, with: (i) the continued involvement of rural communities from project identification to implementation (essential to ensuring project ownership); (ii) knowledge building through the design of instructional tools (maintenance guide for local government authorities) and the organization of training activities; and (iii) the involvement of local communities in the execution of rehabilitation works.

(5) The wide dispersion of feeder roads in the West and Centre-East regions of the country has made the monitoring of project achievements difficult both for the Borrower and the Bank (stipulated timeframe for supervision missions). For similar projects in the future, it would be suitable to reduce the geographic coverage of rehabilitated feeder roads or, if impossible, to further rely on Regional Directorates through appropriate institution building.

I. PROJECT RATINGS SUMMARY

CRITERIA	SUB-CRITERIA	Working score
PROJECT OUTPUT	Achievement of Outputs	2.67
	Achievement of Outcomes	1.50
	Timeliness	3
	OVERALL PROJECT OUTCOME SCORE	**2.39**
BANK PERFORMANCE	**Design and Readiness**	
	Project objectives were relevant to the country's development priorities	4
	Project objectives could in principle be achieved with the project inputs and in the expected timeframe	2
	Project objectives were consistent with the Bank's country or regional strategy	3
	Project objectives were consistent with the Bank's corporate priorities	4
	The logical framework presents a logical causal sequence for achieving the project's development objectives.	3
	The log frame expresses objectives and outcomes in a way that is measurable and quantifiable	3
	The logical framework states the risks and key assumptions	2
	Project complexity was matched with country capacity and political commitment	3
	The project's design includes adequate risk analysis	2
	The procurement, financial management and monitoring systems and/or other processes are based on those already used by the Government and/or other partners.	3
	Responsibilities for project implementation were clearly defined	3
	Necessary project implementation documents (technical specifications, design, procurement, etc.) were ready at the time of appraisal.	2
	Monitoring indicators and monitoring plan were agreed upon during design.	1
	Baseline data were available or were collected during design.	2
	PROJECT DESIGN AND READINESS SUB-SCORE	**2.64**
	Supervision:	
	Bank complied with:	
	Environmental safeguards	2
	Fiduciary requirements	2
	Project covenants	3
	Bank provided quality supervision in the form of skills mix provided and practicality of solutions	2
	Bank provided quality project management oversight	3
	The PCR was delivered on a timely basis	4
	SUPERVISION SUB-SCORE	**2.67**
	OVERALL BANK PERFORMANCE SCORE	**2.66**
BORROWER PERFORMANCE	**Design and Readiness**	
	Responsibilities for project implementation were clearly defined	3
	Necessary project implementation documents (technical specifications, design, procurement, etc.) were ready at the time of appraisal.	2
	Monitoring indicators and the monitoring plan were agreed upon during design.	1
	Baseline data were available or were collected during design.	2
	PROJECT DESIGN AND READINESS SCORE	**2**
	Implementation	
	Borrower complied with:	
	Environmental safeguards	1
	Fiduciary requirements	2

	Project covenants	2
	Borrower was responsive to Bank supervision findings and recommendations	2
	Borrower collected and used monitoring information for decision-making	3
	IMPLEMENTATION SUB-SCORE	**2**
	OVERALL BORROWER PERFORMANCE SCORE	**2**

J. PROCESSING

STAGE	SIGNATURE AND REMARKS	DATE
Sector Manager clearance	M. KALALA, JEAN-PIERRE MUIMANA (OITC.1)	
Regional Director clearance	P. LITSE KPOUROU JANVIER (ORWA)	
Sector Director approval	GILBERT MBESHERUBUSA (OITC)	

APPENDIX

Scoring Scale and Explanations

SCORE	EXPLANATION
4	**Very Good** Fully implemented, no weaknesses
3	**Good** The majority of the objectives are achieved despite a few shortcomings
2	**Average** Project partially completed. Almost as many outcomes as shortcomings
1	**Poor** Very few outputs and serious shortcomings
NA	Not Applicable

Note: The formulas round up or down for decimal points. Only whole numbers are computed.

Project Cost and Financing

a. Project Cost Component (CFA F million and UA million)

At Appraisal:

COMPONENTS		At Appraisal (UA 1 = CFA F 797.139)					
		CFA F Million			UA Million		
		Foreign Ex.	Local Curr.	Total	Foreign Ex.	Local Curr.	Total
A	**Improvement of Feeder Roads**						
	FR Improvement Works	3 563.21	5 348.80	8 912.01	4.47	6.71	11.18
	Works Control	534.08	350.74	884.82	0.67	0.44	0.44
	Total A	**4 097.29**	**5 699.54**	**9 796.84**	**5.14**	**7.15**	**11.62**
B	**Institutional Support**						
	Establishment of provincial feeder road units	159.43	2040.68	2 200.10	0.2	2.56	2.76
	Supply of IMT to women's groups	0	127.54	127.54	0	0.16	0.16
	Total B	**159.43**	**2168.22**	**2 327.65**	**0.2**	**2.72**	**2.92**
C	**Project Management**						
	Technical Assistance to the DCT of the GDFR	191.31	127.54	318.86	0.24	0.16	0.4
	Financial Audit	15.94	23.91	39.86	0.02	0.03	0.05
	Monitoring/evaluation and Sensitization	0	55.80	55.80	0	0.07	0.07
	Total C	**207.26**	**207.26**	**414.51**	**0.26**	**0.26**	**0.52**
	Base Cost	**4 463.98**	**8 075.018**	**12 539.00**	**5.6**	**10.13**	**15.06**
	Physical Contingencies	446.40	807.50	1 253.90	0.56	1.013	1.573
	Price Escalation	412.47	746.13	1 158.60	0.52	0.94	1.45
	Overall Total	**5 322.85**	**9 628.65**	**14 951.50**	**6.68**	**12.08**	**18.76**

At Completion:

	COMPONENTS	At Completion (UA 1 = CFA F746.387: weighted rate)					
		CFA F Million			UA Million		
		Foreign Ex.	Local Curr.	Total	Foreign Ex.	Local Curr.	Total
A	**Improvement of Feeder Roads**						
	FR Improvement Works	0	8 286.41	8 286.41	0	11.10	11.10
	Works Control	0	989.76	989.76	0	1.33	1.33
	Total A	**0**	**9 276.18**	**9 276.18**	**0**	**12.43**	**12.43**
B	**Institutional Support**						
	Establishment of provincial feeder road units	0	1 362.10	1 362.10	0	1.83	1.83
	Supply of IMT to women's groups	0	90.91	90.91	0	0.12	0.12
	Total B	**0**	**1 453.00**	**1 453.00**	**0**	**1.95**	**1.95**
C	**Project Management**						
	Technical Assistance to the DCT of the GDFR	319.88	79.97	399.85	0.43	0.11	0.54
	Financial Audit	0	13.92	13.92	0	0.02	0.02
	Monitoring/evaluation and Sensitization	0	0	0	0	0	0
	Total C	**319.88**	**93.892**	**413.77**	**0.43**	**0.13**	**0.55**
	Base Cost	**319.88**	**10 823.07**	**11 142.95**	**0.43**	**14.50**	**14.93**
	Physical Contingencies	31.99	1 082.31	1 114.29	0.04	1.45	1.49
	Price Escalation	29.56	1 000.05	1 029.61	0.04	1.34	1.38
	Overall Total	**381.42**	**12 905.43**	**13 286.85**	**0.51**	**17.29**	**17.80**

b. Resources by Source of Financing (CFA F million and UA million)

Project Cost by Source of Financing in CFA F						
Source	***Appraisal***			***Completion***		
	FE	LC	Total	FE	LC	Total
ADF	5 316.92	7 198.17	12 515.08	319.88	9 526.84	9 846.72
Government	0	2 431.27	2 431.274	0	1 365.76	1 365.76
Total	5 316.92	9 629.44	14 946.36	319.88	10 865.18	11 185.06

Project Cost by Source of Financing in UA								
Source	***Appraisal***				***Completion***			
	FE	LC	Total	%	FE	LC	Total	%
ADF	6.67	9.03	15.70	83.73	0.43	12.76	13.19	87.82
Government	0	3.05	3.05	16.27	0	1.83	1.83	0.12
Total	6.67	12.08	18.75	100	0.43	14.56	14.99	100

Bank Contributions

Date	*Mission*	*Number*	*Composition*
11 to 30 November 2006	Supervision	4	1 Transport Economist, 2 Civil Engineers and 1 Consultant
19 February to 2 March 2007	supervision	2	Transport Economist, Transport Engineer
1 to 11 November 2008	supervision	2	Transport Engineer and Infrastructure Expert
23 May to 9 June 2009	Supervision	2	Transport Engineer and Infrastructure Expert
26 Nov to 16 Dec 2009	Supervision	2	Transport Engineer
11 to 31 May 2010	Completion	3	2 Infrastructure Experts, 1 Disbursements Officer

Economic Analysis (ERR) and Financial Analysis

a) Economic Performance

The economic analysis of the Feeder Roads Project in Burkina Faso was conducted using the "cost-benefit" method, by comparing the current situation (after completion of improvement works) with the baseline situation in which the initial level of improvement is maintained. This economic analysis was undertaken based on the definitive cost of improvement works and actual traffic data.

The definitive cost of improving feeder roads concerns: i) road works; (ii) control supervision of works; ii) monitoring and coordination; iii) technical assistance to the General Directorate of Feeder Roads. It is presented (in CFA F exclusive of taxes) as follows:

	At Appraisal		At Completion		Gap	
	Amount	%	Amount	%	Amount	%
ADF	12.52	84%	9.847	88%	2.67	-4%
GVT.	2.43	16%	1.366	12%	1.06	4%
Total	14.945	100%	11.213	100%	3.732	0%

Economic benefits are derived essentially from significant surplus production and sustained marketing of agro-pastoral products. The project helps to stimulate production and alleviate poverty in the PIA. The costs considered are economic costs (exclusive of taxes) for both the investment costs of works executed and the costs of routine and periodic maintenance for the baseline situation and the with-project situation. These maintenance costs were estimated based on data obtained from the appraisal report of the project under consideration and from the GDFR in Burkina Faso.

The projections of the Appraisal Report were compared with data provided by the Ministry of Agriculture and Livestock:

i) In the Appraisal Report, expected production for 2008 stands at 3 680 674 tonnes for cereals, 525 735 tonnes for cotton and 335 781 tonnes for other crops. Corresponding data for the Appraisal Report stand at 1 457 955 tonnes for cereals, 409 846 tonnes for cotton and 314 688 tonnes for other crops;

ii) The other parameters were maintained:

- Production growth rate for cereals, cotton and other crops attributable to the project respectively stand at 1%, 1.5 % and 1.5 % ;
- 70 % of additional cereal production and the entire additional cotton production are marketed.

It is worth mentioning that in the Appraisal Report, the marketing of food crops only accounts for 10 % of the additional production of food crops as shown on the cost-benefit table, and this percentage has been maintained for the Completion Report. Additional project-related incomes ensuing from the marketing of surplus crops in the proportions stated above have been recalculated on the basis of surplus production data obtained from the Ministry of Agriculture and Livestock. They were as follows in the Appraisal Report: cereals- CFA F75/kg, cotton- CFA F175 /kg and other products- CFA F600 /kg. In 2010, the escalation of prices was passed factored into the economic calculation: cereals- CFA F175 /kg, cotton- CFA F200 /kg and other products- CFA F700/kg

Economic calculation took account of the amounts (exclusive of taxes) for works and control as well as the costs for routine and periodic maintenance. The year of commissioning retained is 2008, and the period of economic analysis is 15 years. Similarly, the residual value of investments at appraisal and at completion is nil.

As regards the improvement of feeder roads, the IRR is higher at completion than at appraisal, namely 27% against 14%, due to lower improvement cost (CFA F11.213 billion, whereas it was initially estimated at CFA F14.945 billion), increase in agricultural production (between +1% and +1.5% depending on the products) and increase in the prices of agricultural products (about +130% for cereals and +15% for cotton and the other products).

Year	Investment Cost (CFA F million)	Agricultural Added Value	Maintenance Cost Reduction (CFA F million)	Total Benefits (CFA F million)	Balance (CFA F million)
2005	728				-728
2006	5242.5				-5242.5
2007	5242.5				-5242.5
2008		3345.928	14.85	3360.778	3360.778
2009		3387.965	14.85	3402.815	3402.815
2010		3430.531	14.85	3445.381	3445.381
2011		3473.631	14.85	3488.481	3488.481
2012		3514.078	594	4108.078	4108.078
2013		3558.633	14.85	3573.483	3573.483
2014		3603.752	14.45	3618.202	3618.202
2015		3649.444	14.85	3664.294	3664.294
2016		3695.716	14.85	3710.566	3710.566
2017		3736.853	594	4330.853	4330.853
2018		3784.354	14.85	3799.204	3799.204
2019		3832.458	14.85	3847.308	3847.308
2020		3881.175	14.85	3896.025	3896.025
2021		3930.51	14.85	3945.36	3945.36
2022		3974.358	14.85	3989.208	3989.208

IRR= 27%

b) Additional Local Socio-Economic Development Aspects:

The improvement of feeder roads under the project has eased access to markets and social services (education and health), given that feeder roads have been rendered passable all year round and accessibility has been strengthened through the supply of intermediate means of transport. All testimonies gathered during the completion report preparation mission underscore the positive changes recorded as a result of the project.

Discussions were held with beneficiaries from the Dakoro locality, whose feeder roads, constructed under the project, are servicing the plantation hamlets at the borders with Côte d'Ivoire, as well as Soubakaniédougou, Niankorodougou-Dakoro, Kasséguéra, Nadéra II towards Banfora (regional headquarters) and Bobo-Dioulasso (regional headquarters).

The populations and local government officials have testified to the progress registered at the level of the following indicators:

- Reduction of travel time between Dakoro and Banfora, 65 km apart: the travel time by car or on bicycle was 2 hours; it is now 45 minutes ;
- Prior to the improvement of the feeder road, there was no car traffic. However, it has been observed that about 7 to 10 vehicles ply this road per day, transporting passengers and various goods (mangoes, cashew nut, shea nut, cereals and cotton) from localities now served by road to Banfora and Bobo-Dioulasso;
- Cotton used to be conveyed on bicycle to Nadéra II to be transported to Banfora; nowadays, SOFITEX's lorries ply the road to collect cotton from farmers.

Similarly, during discussions held in Tiéfora, the populations testified to the following positive impacts from the improvement of feeder roads in that area:

- Travel time between Tiéfora and Dramanedougou (cotton, cereal and fruit production area), about 30 km apart, used to be 3 hours on bicycle; it now takes 20 minutes with the same means of transport;

- The Dramanedougou market, which had been closed because the inaccessibility of that village, was reopened and is attracting many on account of the construction of the feeder road.

- Travel time between Tiéfora and Mousoumourou (cereal production area), about 30 km apart, has been reduced from 3 hours to 25 minutes. Bamako, situated along this road, attracted very few people due to inaccessibility. This market is currently very vibrant on account of the feeder road.

- The 28 km distance between Tiéfora and Kongounadéni is currently covered in 25 minutes instead of 3 hours as in the past.

Key Procurement Contracts and Implementation Schedule

4.1 Procurement of Goods

Supplier	*Type of contract*	*Quantity*	*Amount (CFA F)*	*Service Order*	*Delivery Date*	
MADICOM/TPC	Procurement of women's bicycles	60	4 440 000	13/01/2009	15/01/09	Equipment stored in the GDFR warehouse in Ouagadougou prior to belated distribution to beneficiaries
Fondation «les Bureaux des Artisans» (BA)	Procurement of tipcarts	127	86 465 170	13/01/2009	04/06/09	
	Procurement of cattle-drawn carts	273				
AFRICANET	Procurement of light feeder road maintenance equipment: wheelbarrows	2250	73 187 500	13/01/2009	26/12/09	
	Procurement of light feeder road maintenance equipment: Pickaxes	4250				
	Procurement of light feeder road maintenance equipment: Shovels	4500				

4.2 Procurement of Feeder Roads Works

Batch No.	*Province*	*Length (km)*		*Contract Amount CFA F*	*Contractor*	*Expected Deadline*	*Service Order*	*Provisional Acceptance Date*	
		Appraisal	**Completion**					**Expected**	**Actual**
1	Loba	104,62	108,00	638 849 750	SACBA-TP	21	15/12/2006	15/09/2008	15/12/2008
2	Comoé	97,02	97,00	842 245 00	SOL CONFORT/DECOR	19	15/12/2006	15/07/2008	15/12/2008
3	Comoé /Léraba	87,38	87,55	1 342 404 500	ECOBAA	17	15/12/2006	15/05/2008	01/04/2009
4	Kénédougou	148,59	151,67	1 055 065 900	AVENIR	30	15/12/2006	15/06/2009	22/10/2009
5	Houet	117,89	90,00	795 908 725	INTRACOM	26	15/12/2006	15/02/2009	01/04/2009
6	Houet / Tuy / Balés	110,85	88,75	1 438 102 600	OMA SENISOT	22	15/12/2006	15/10/2008	07/07/2009
7	Kossi / Banwa	138,35	139,16	1 053 523 050	ECHA	28	15/12/2006	15/10/2009	31/05/2010
8	Nouhoum / Balés / Sanguié	92,14	90,98	723 446 362	GROUPE WEP	18	15/12/2006	15/06/2008	07/05/2009
9	Kadiogo	79,00	66,00	723 446 362	FADOUL TECHNIBOIS	16	15/12/2006	15/04/2008	04/06/2009

4.3 Procurement of Services

Contractor	**Type of contract**	**Amount**	**Contract Amendment**	**Expected Duration**	**Service Order**	**Expected Dates for Provision of Services**	
						Start	**End**
BICI / CAEM	Control and supervision of works of lots 1 to 5	603 852 677	13 895 063	32 months	06/09/2006	07/09/2006	06/05/2009
FASO KANU	Control and supervision of works of lots 6 to 9	358 489 447	13 524 349	30 months	06/09/2006	07/09/2006	06/03/2009
INCOWEST	Technical Assistance	399 850 000	-	24 months	15/06/2006	20/07/2006	20/07/2008
FIDECO SA	Financial Audit of the FRP Fiscal Year 2007, 2008 and 2009	13 920 000	-	-	30/11/2008	30/11/2008	30/06/2010

4.4 Implementation Schedule

No.	ACTIVITIES	RESPONSIBLE PARTIES	TARGET DATE		END	
			EXPECTED	ACTUAL	EXPECTED	ACTUAL
1	**LOAN APPROVAL AND EFFECTIVENESS**					
1.1	Loan Approval	ADF	Sept. 2004	*Sept. 2004*		
1.2	Signing and entry into force of Loan Agreement	Gvt/ADF	Oct.2004	*Oct. 2004*	Oct. 2005	*Feb. 2005*
2	**IMPROVEMENT OF FEEDER ROADS**					
2.1	Project Coordination	DTC/GDFR	Oct. 2004	*Oct. 2006*	Dec. 2008	*Dec. 2009*
2.2	Technical Assistant Consultant					
	Approval of Procurement Document	ADF	Dec. 2004	*Jan. 2005*	Dec. 2004	*March 2005*
	Approval of Short List by ADF	ADF	Jan. 2005	*March 2005*	Jan. 2005	*March 2005*
	Launch of Procurement	GDFR	Feb. 2005	*March 2005*	*March* 2005	*May 2005*
	Bids Analysis and Approval of Consultant	CM/GDFR/ADF	April 2005	*May 2005*	July 2005	*May 2006*
	Assistance to GDFR	Consultant	Sept. 2005	*July 2006*	Dec. 2008	July *2008*
2.3	Works Control by Consultant					
	Approval of Procurement Document	ADF	Dec. 2004	*Jan. 2005*	Dec. 2004	*March 2005*
	Approval of Short List by ADF	ADF	Jan. 2005	*March 2005*	Jan. 2005	*March 2005*
	Launch of Procurement	GDFR	Feb. 2005	*March 2005*	*March* 2005	*May 2005*
	Bids Analysis and Approval of Consultant	CM/ GDFR/ ADF	April 2005	*May 2005*	July 2005	*June 2006*
	Works Control	Consultant	Oct. 2005	*Oct. 2006*	Nov. 2008	*June 2009*
2.4	Feeder Road Construction Works					
	Approval of CBD by ADF	ADF	Feb. 2005	*April 2005*	*March* 2005	*May 2005*
	Publication of Bid Invitation	GDFR	April 2005	*May2005*	July 2005	*Aug. 2005*
	Bids Analysis and Approval	CM/GDFR/ADF	Aug. 2005	*June 2006*	Dec.2005	*Nov. 2006*

3	**INSTITUTIONAL SUPPORT**					
3.1	DTC/GDFR/MITH PROJECT COORDINATION					
3.2	WORKS ON ESTABLISHMENT OF PROVINCIAL UNITS					
	Approval of CBD by ADF	FAD	Feb. 2005	*N.E*	*March* 2005	*N.E*
	Publication of Bid Invitations	GDFR/MITH	April 2005	*June 2006*	July 2005	July *2006*
	Bids Analysis and Approval	CM/ GDFR /ADF	Aug. 2005	*July. 2006*	Dec. 2005	*Aug. 2006*
	Notification of Procurement Contracts	MITH	Oct. 2005	*R*	Jan. 2006	*R*
	Execution of Works	MITH	Nov. 2005	*R*	Oct. 2008	*R*
3.3	PROCUREMENT OF EQUIPMENT					
	Approval of Shopping Documents by ADF	ADF	Jan. 2006		Feb. 2006	
	Launch of Shopping	GDFR/MITH	Feb. 2006		April 2006	
	Bids Analysis and Approval	CM/ GDFR/ADF	May 2006		July 2006	
	Contract Negotiation and Award	MITH	Aug. 2006		Oct. 2006	
	Delivery of Supplies	Contractors	Nov. 2006	Jan. 2009	June 2006	Dec. 2009 (delivered but not distributed)
4.1	SENSITIZATION CONSULTANT		**N.E : Cancelled**			
	Approval of Shopping Documents by ADF	ADF	Jan. 2005		Feb. 2006	
	Launch of Shopping	GDFR/MITH	March 2005		April. 2005	
	Bids Analysis and Approval	CM/ GDFR/ADF	May 2005		July 2005	
	Contract Negotiation and Award	MITH	Aug. 2005			
	Performance of Services	NGO	Oct. 2005	**Cancelled**	Nov. 2008	**Cancelled**
4.2	CONSULTANT POUR L'AUDIT DU PROJET					
	Approval of Procurement Document by ADF	ADF	June 2005			
	Launch of Procurement	GDFR/MITH	July. 2005		Aug. 2005	
	Bids Analysis and Approval	CM/GDFR/ADF	Sept. 2005		Nov. 2005	
	Contract Negotiation and Award	MITH	Dec. 2005			
	Performance of Services	Consultant	Jan. 2006		Jan. 2009	June 2010
	N.E = Not executed					
	E.C. = Ongoing					
	R = Forecasts / budget, 2007, 2008, 2009 and 2010					

List of Key Documents Consulted

- Project Appraisal Report prepared by the Bank
- Project Loan Agreement
- Project Supervision Reports prepared by ADB:

  11/11/2006 to 30/11/2006
  19/02/2007 to 02/03/2007
  01/11/2008 to 11/11/2008
  23/05/2009 to 09/06/2009
  26/11/2009 to 16/12/2009

- Audit Reports for 2007, 2008, 2009 by the accounting firm: Cabinet FIDEXCO
- Final Report of the General Directorate of Feeder Roads (GDFR)
- End-of-Works Report on Feeder Roads Improvement Lot No. 1 of BICI –BURKINA / CAEM group
- End-of-Works Report on Feeder Roads Improvement Lot No. 2 of Consulting firm FASO KANU DEVELOPPEMENT sarl
- Project Contracts and Contract Amendments;
- Project Financial Statements;
- Instruments establishing the Road Fund.
- Road Fund Progress Reports
- Draft Accelerated Growth and Sustainable Development Strategy (SCADD) Paper (Government of Burkina Faso)

List of Feeder Roads Visited During the Completion Report Preparation Mission

Province / Locality	Lot of Works	Feeder Roads
Loba	Lot No. 1	Dano – Yô- Benvar- Diébougou Road
Loba		Pontieba- Tenoulé- Guégueré
Loba		Baagan- Ouzin
Comoé	Lot No. 2	Pont-Murice-Moussomourou-Boulon
Comoé		Dramandougou-Tiéfora
Comoé	Lot No. 3	Soubaka –Badora-Dakoro
Léraba		Dakoro-Kasséguéra-Layoroll
Kénédougou	Lot No. 4	Banzon-Djissara-Kassari-Sérékéni
Houet	Lot No. 5	Sougalodaga-Koumbadougou
Houet	Lot No. 6	Kotédougou –Koundéni-Kpèkpèsso-Lena
Houet		Bana-Toukourou-Bouandé
Tuy		Boni-Dossi
Tuy		Boni-Bahoum
Balés		Boni-Sipohin-Kapoye-Bagassi
Kossi	Lot No. 7	Nouna-Dembo-Doumbala
Banwa		Koba-Bagala
Banwa		Daboura-Dira
Kossi		Ban-Bena
Banwa		Ban-Bayé-Darsalam
Kadiogo	Lot No. 9	Wapassi-Komkaga-Gonsé
		Badnogo-Niong
		Kindpalogo Road
		Barogo Road
		Santenga-Bilgo
		Saaba-Koala