

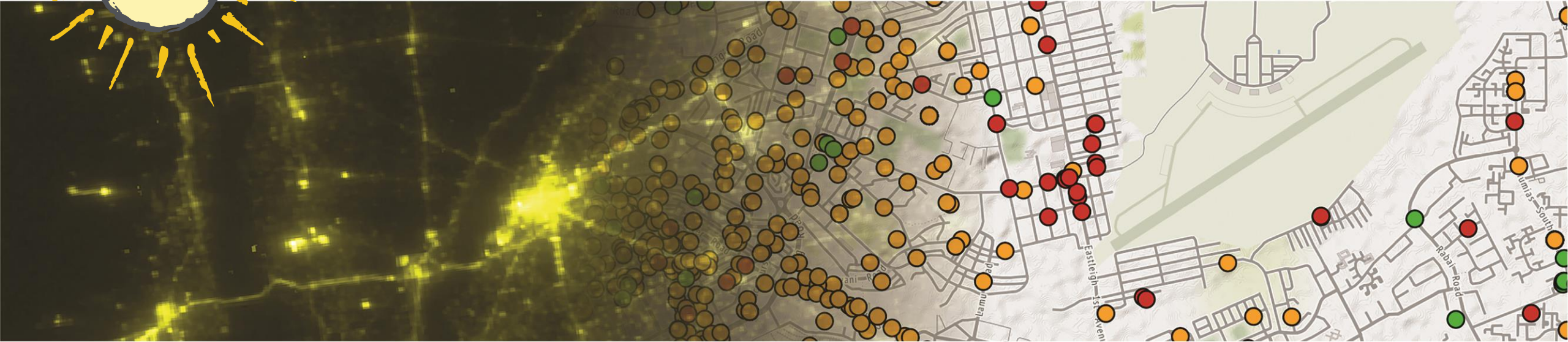


IE CONNECT FOR IMPACT

Transforming the Growth Potential
of Transport Investments

Nigeria Rural Access and Agricultural Marketing Project (RAAMP)

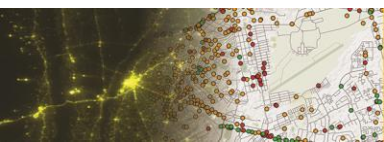
Nigeria



RAAMP – Program to be Evaluated

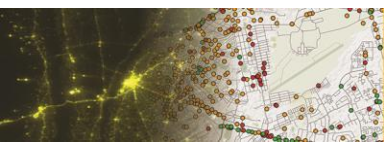
Nigeria Rural Access and Agricultural Marketing Project (RAAMP): A successor of Rural Access and Mobility Project (RAMP)

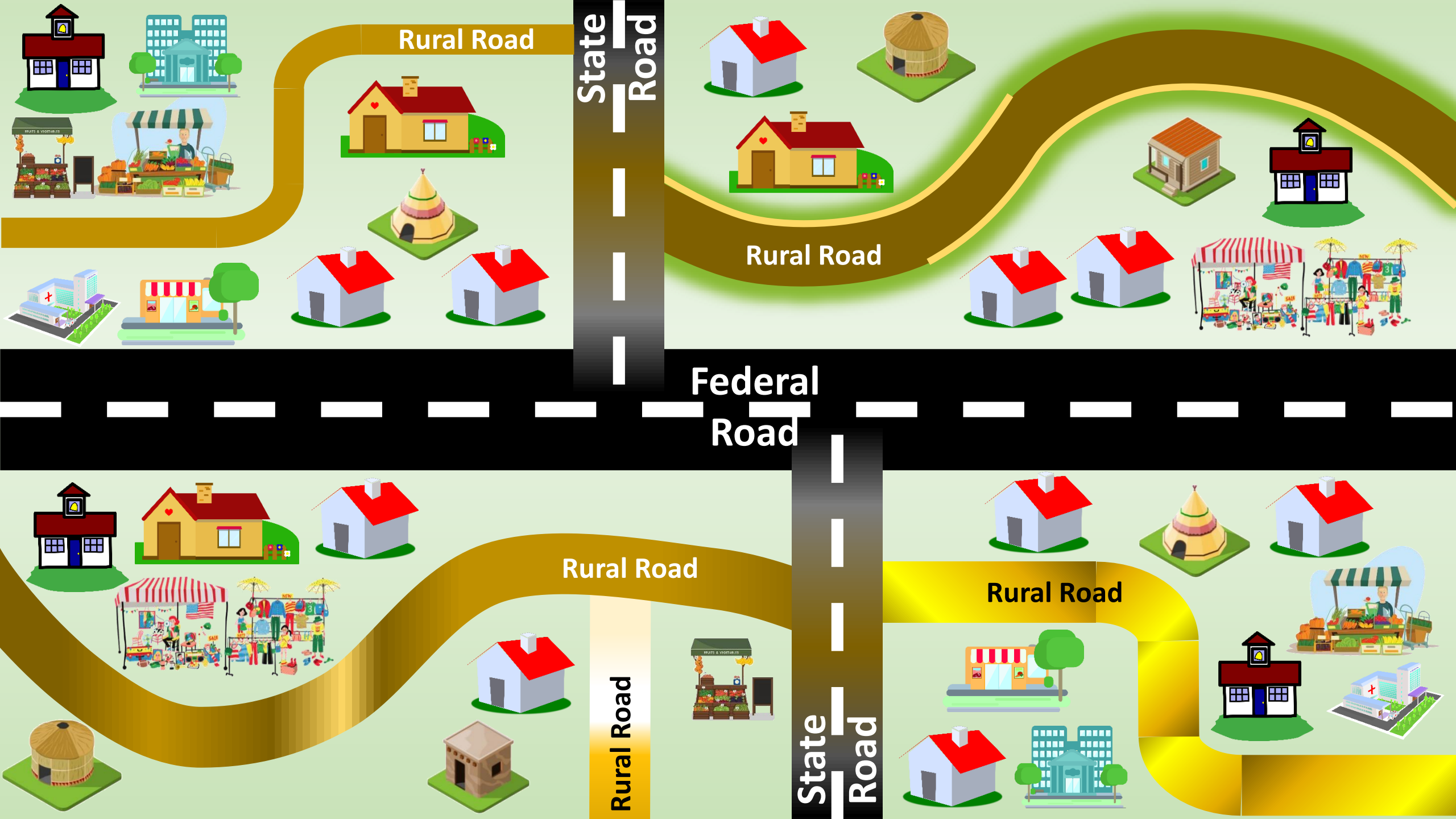
- Third-generation project: access + agriculture marketing
- Second Generation: Rural Access and Mobility Project (RAMP-2) – will be completing soon (Oct. 2020)
 - Rural Access and mobility
 - 5 States
- First Generation: Rural Access and Mobility Project (RAMP)
 - Rural Access and mobility
 - 2 states
 - Completed
- Project Development Objectives
 - Improve rural access and agricultural marketing
 - Strengthening the financial and institutional base for the development, maintenance and management of rural road network



What are the components of RAAMP?

- Improvement of Rural Access and Trading Infrastructure Component
 - Road roads: upgrading of 1625 km of rural roads and construction of short span cross-drainage structures (culverts/bridges each)
 - Physical improvements of 65 agro-logistics centers
 - Support to supervision and consultancy costs linked civil works
- Asset Management and Agro-Logistic Component
 - Support for maintenance (approximately 12,000km)
 - Support to reduce post-harvest losses
 - Support for SME at agro-logistic centers
 - Support to female entrepreneurs
- Institutional Development, Project Management and Risk Mitigation
 - Support for institutional Development of rural transport, trading infrastructure and agro-logistics activities
 - Support for TA Consultancies. Resettlement activities, risk mitigation and resilience







Road Upgrading

- **Widening and Surfacing of Existing Roads**

Routine Maintenance

- Regular off-pavement & on-pavement (minor) maintenance

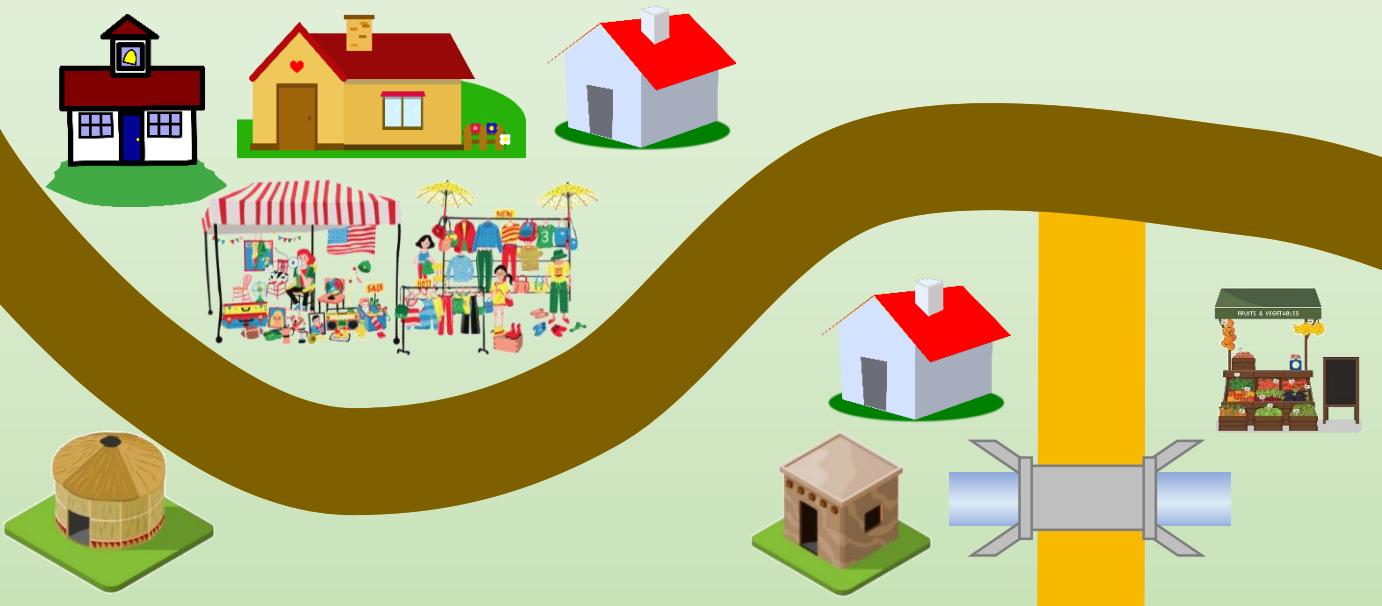


Backlog Maintenance

- Major on-pavement & off-pavement Maintenance

Spot Improvement

- Making roads passable almost year round with minor interventions (bridges/culvert, vulnerable sections)



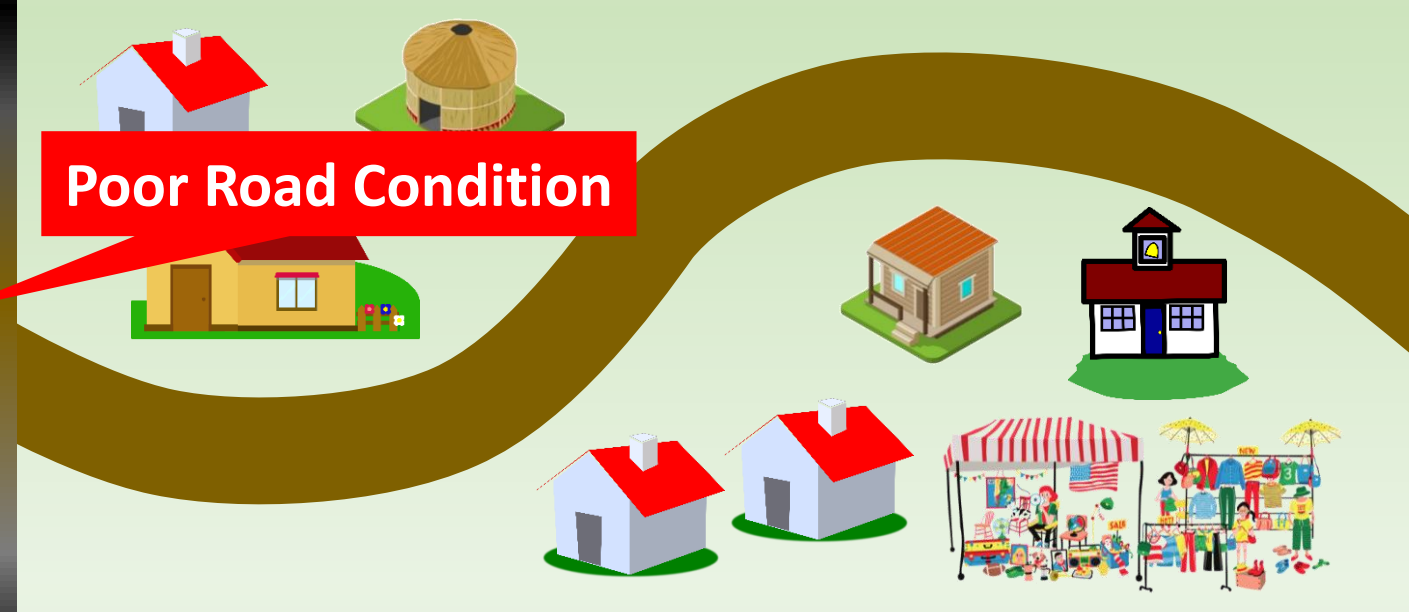
Rehabilitation

- Restoration of a road improved before





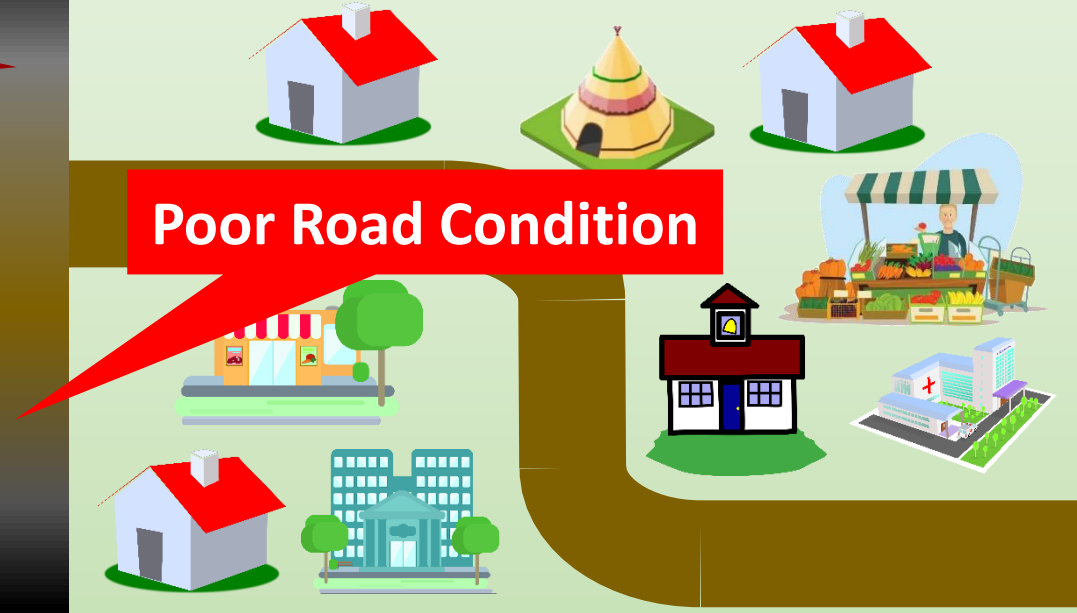
Poor Road Condition



Need State Road Maintenance



Poor Road Condition



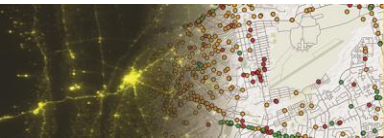


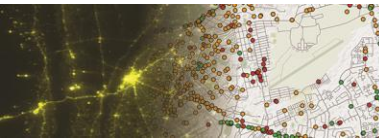
CONNECT
FOR IMPACT

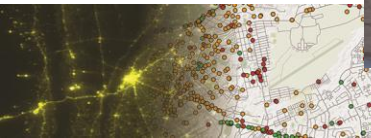


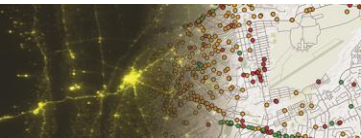
WORLD BANK GROUP







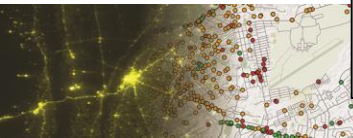
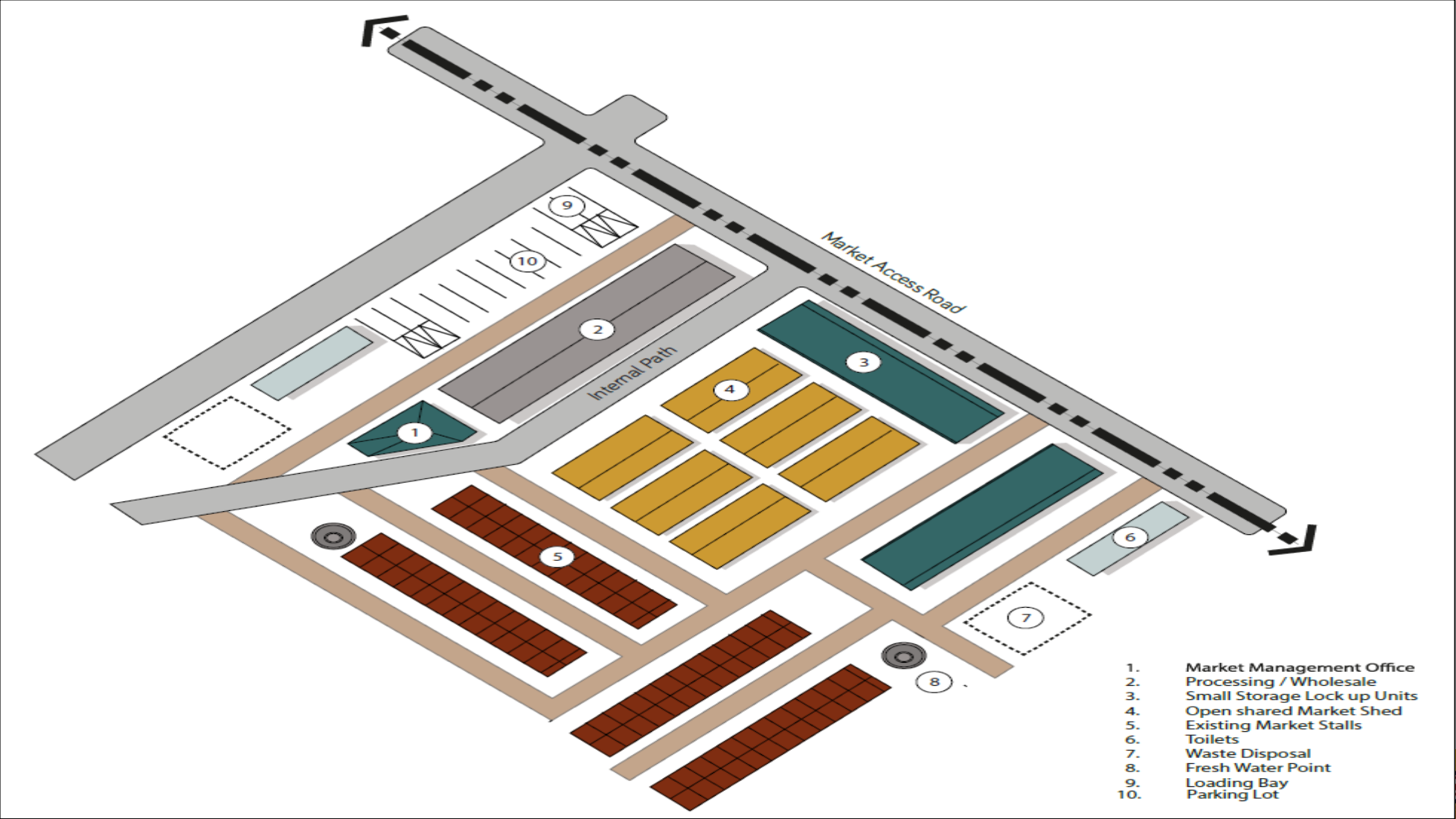






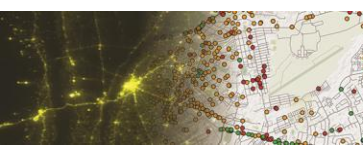
TECHNICAL DETAILS

Conceptual Market Improvement Plan



TECHNICAL DETAILS

Open Sheds and Mini Storage Facilities

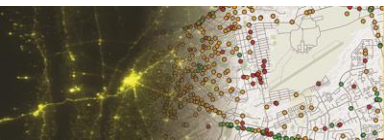
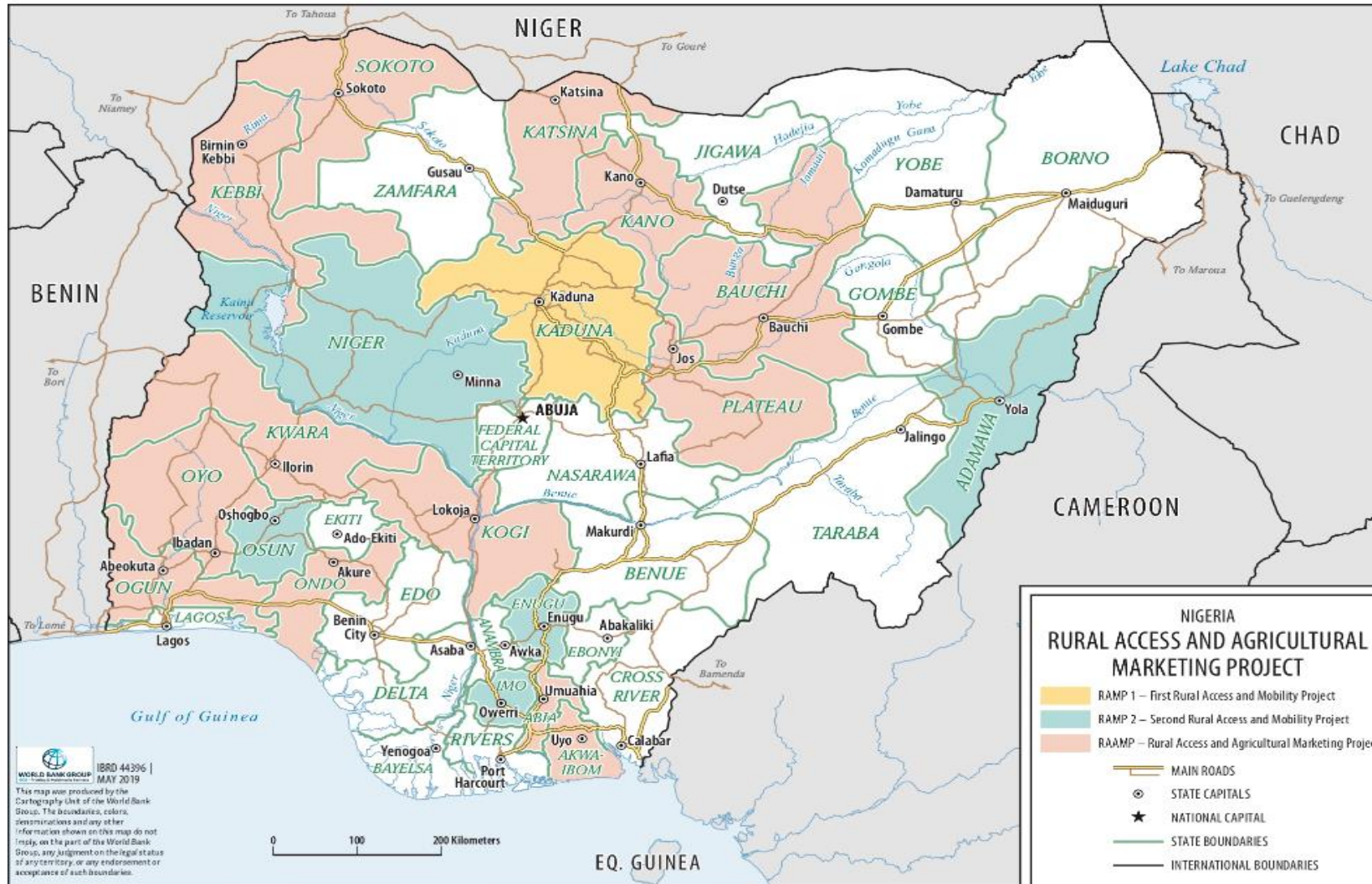


TECHNICAL DETAILS

Wholesale Facilities and Parking/Loading Bays

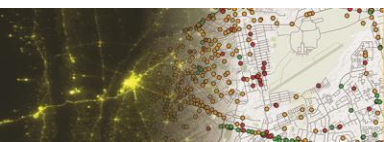


NIGERIA AND PROJECT STATES



RAAMP Beneficiaries

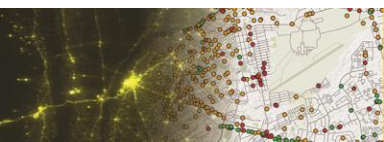
- Beneficiaries
 - 13 states of Nigeria: 7 northern and 6 southern States
 - Road and market users – Rural residents in the project states
 - General road users, transport operators (both freight and passenger), all type of buyers and sellers including small traders, small farmers, small and medium enterprises in the improved markets, women, children, the poor, and persons with physical disabilities.



Impact Evaluation

What is the impact of the package of road interventions, agro-logic hub improvements and other agro-logistics interventions on welfare of rural population?

1. What is the impact of employment opportunities from routine maintenance of roads on road maintenance group workers welfare?
2. What is the impact of backward linkage rural road investments on rural welfare?
3. What is the additional impact of forward linkage road and agro-logistics hub investments on rural welfare?



Theory of Change

Interventions

- Rural roads upgrading and cross-drainage structure construction
- Agro-logistics center improvment
- Rural road maintenance and spot improvements
- Support to agro-logistics activities
- State level road sector reforms and establishment of an asset management system

Outputs

- 1,625km Rural Roads Upgraded
- 1,040m Cross drainage structures constructed
- 9,100km/year of roads under Routine and 2,600km Backlog Maintained
- 5,850km of spot improved
- 65 Agro-logistic centers improved
- Good quality Agricultural logistics centers constructed

Short-Term Outcomes

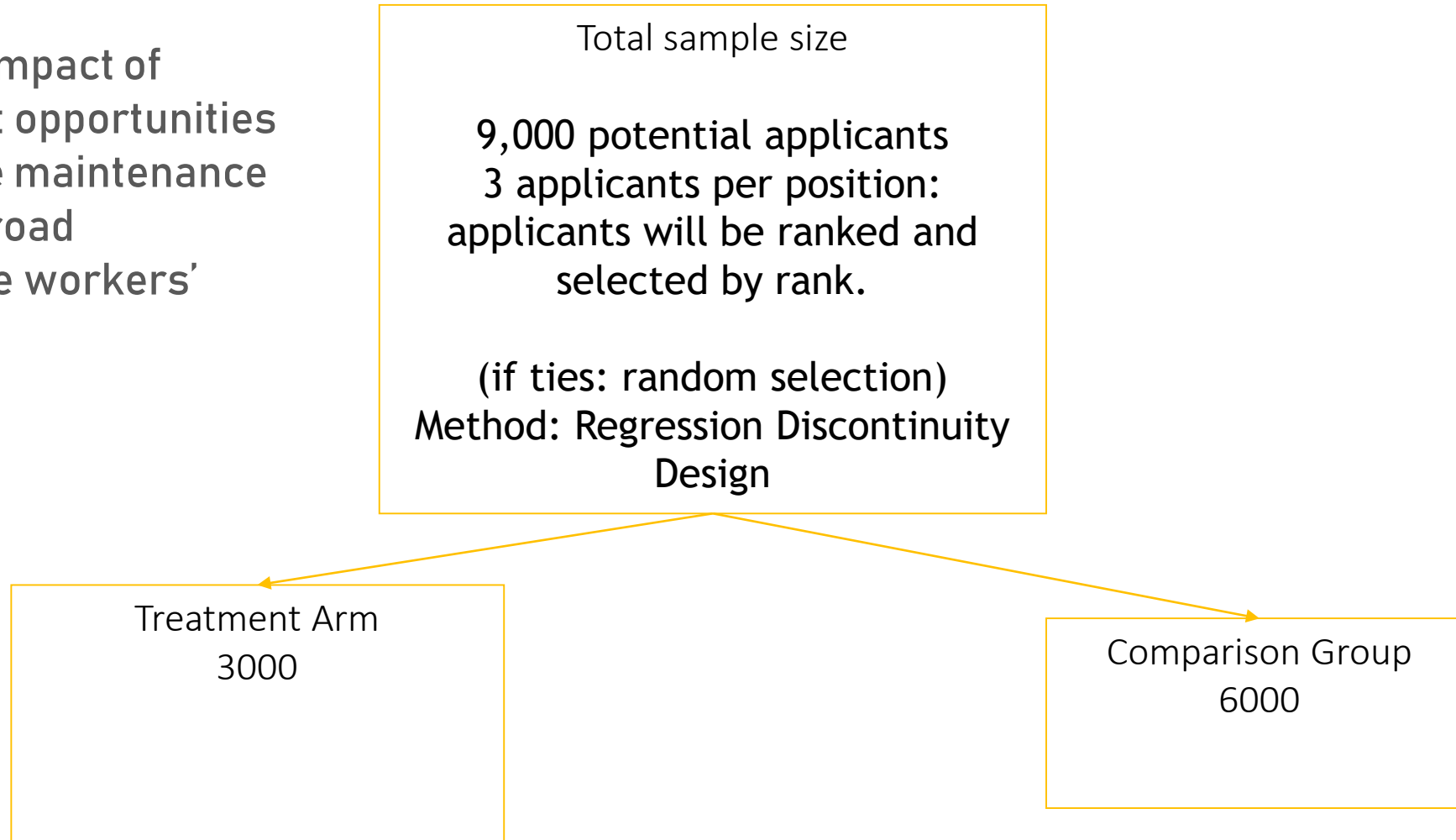
- Improved rural access
- Improved agricultural marketing
- Strengthened financial and institutional base of rural road network

Long-Term outcomes

- Reduced rural poverty
- Improved household welfare

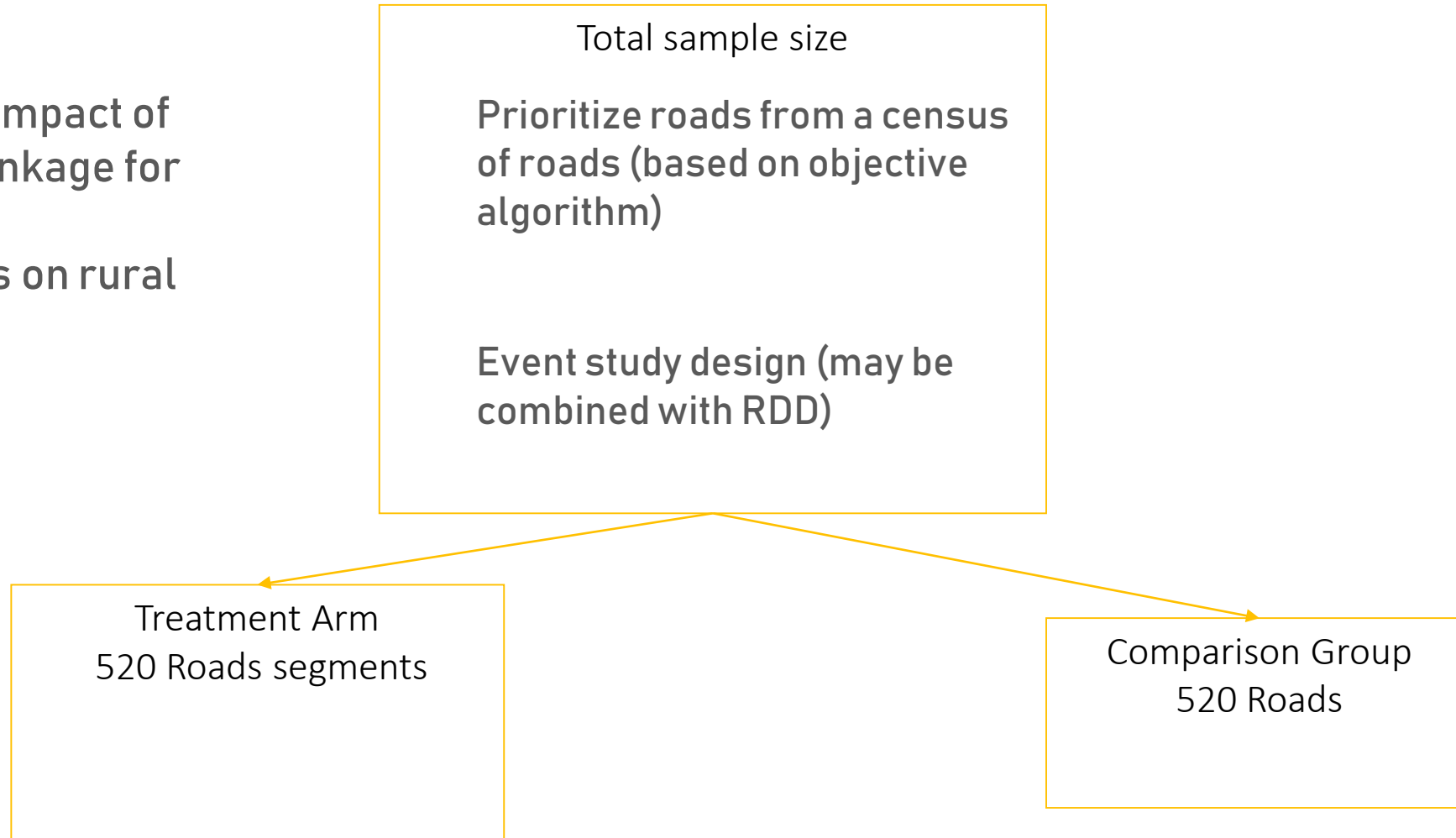
Question 1: IE Methodology (Quasi-Experimental)

What is the impact of employment opportunities from routine maintenance of roads on road maintenance workers' welfare?



Question 2: IE Methodology (Quasi-Experimental)

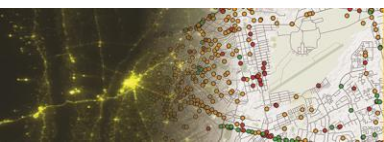
What is the impact of backward linkage for rural road investments on rural welfare?



Questions 3 IE Methodology (Quasi-Experimental)

What is the additional impact of forward linkage road and agro-logistics hub investments on rural welfare?

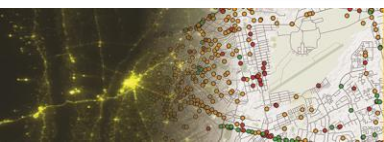
- 94 preselected markets considered for upgrading with forward link
- 65 to be selected for the intervention
- Identification strategy
 - event study design



Measurement Goals

Variables: Household consumption/expenditure, production, agriculture produce marketing

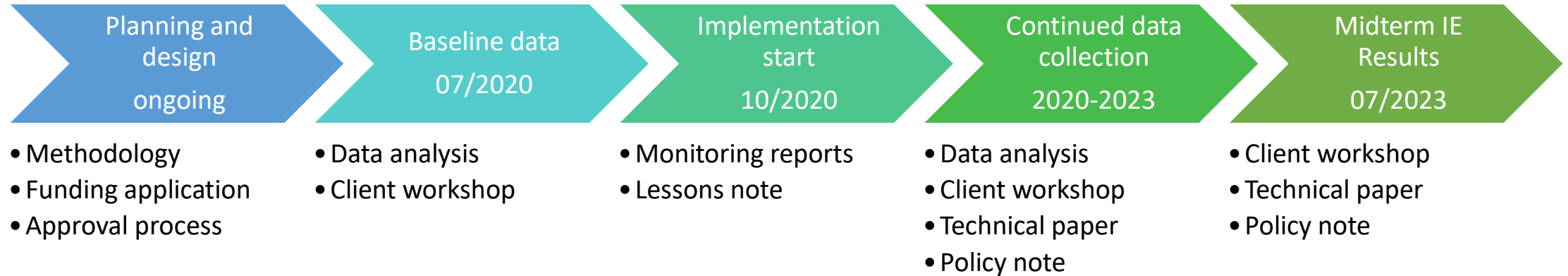
	household	roads	markets
type	Consumption expenditures	Road progress and condition monitoring	Market progress monitoring
period	7 years	7 years	7 years
Frequency	3 rounds per HH (baseline, mid-point and ex-post)	monthly	monthly
sources	HH surveys + admin data (secondary data)	Monitoring data from project monitoring system	Monitoring data from project monitoring system



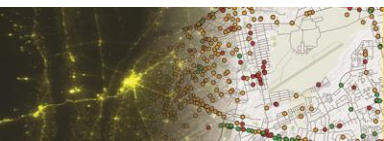
Challenges

- **Limited Sample Size.** Consider increased data frequency to boost statistical power, supplement designs (e.g., rdd + event study).
- **Sequencing of physical works.** Dependent of the proactivity of the states. Sequence planning is being done.
- **Data Quality.** Always a problem. Rigorous monitoring of the data quality.
- **Budget Constraints.** Limited funding from the project. Making best use of the available resources achieving value for money.
- **Low capacity at both state and Federal levels.** Building capacity on IE methods, especially at the state level.
- **Inadequate awareness by policy makers.** Active engagement with policy makers especially with the State Governors

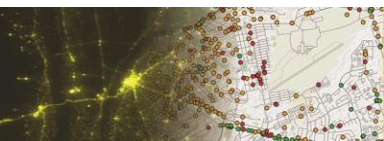
Timeline



Team Photo



Thank You



Budget *(To be discussed, Not presented)*

Item	Year 1	Source	Year 2	Source	Year 3	Source	Year 4	Source	Year 5	Source	Year 6	Source	Year 7	Source	Total
IE Team: concept note preparation					\$	IDA/AFD					\$	IDA/AFD			
Baseline survey cost	\$1	IDA/AFD													\$1
IE Researchers: baseline survey & analysis															
IE follow up surveys			\$0.30	IDA/AFD	\$1	IDA/AFD	\$0.3	IDA/AFD	\$0.3	IDA/AFD	\$0.3	IDA/AFD	\$1	IDA/AFD	\$3.2
IE Researchers: follow up survey & analysis															
IE Coordinator															
IE Dissemination workshops															
IE travel															
Total cost of impact evaluation	\$1	IDA/AFD	\$0.30	IDA/AFD	\$1	IDA/AFD	\$0.3	IDA/AFD	\$0.3	IDA/AFD	\$0.3	IDA/AFD	\$1	IDA/AFD	\$4.2
Cost of intervention(s)	\$60	IDA/AFD/ Gov	62		\$68	IDA/AFD/ Gov	\$70		\$82		\$90	IDA/AFD/ Gov	\$87		\$575

