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ENHANCING NIGER NORTHEASTERN CONNECTIVITY (P171793)

WESTERN AND CENTRAL AFRICA | Niger | IBRD/IDA | Investment Project Financing (IPF) | FY 2021 | Seq No: 11 | Archived on 24-Oct-2026 | ISR07385 | Team Leader: Aguiratou Savadogo-Tinto

Implementing Agencies: Ministry of Equipment

1. OBJECTIVE

1.1 Development Objective

Original Development Objective (Approved as part of Approval package on 02-Mar-2021)

The proposed Project Development Objective (PDO) is (i) to enhance connectivity and road safety along the Zinder - Agadez road section in Northeastern Niger through the rehabilitation of the Tanout – Tiguidit road segment and maintenance of the full Zinder - Agadez section, and (ii) to improve access to basic socio-economic infrastructure for selected communities, along the Zinder - Agadez road section.

Has the Development Objective been changed since Board Approval of the Project Objective?

Yes

Current Development Objective (Approved as part of Additional Financing package Seq. 1 on 07-Apr-2025)

To enhance climate resilient connectivity and road safety and to improve climate resilient access to basic socio-economic infrastructure for selected communities in Northeastern Niger.

2. COMPONENTS

Name
Component 1: Road reconstruction, maintenance and safety improvements along the Zinder – Agadez Road Section:(Cost $191)
Component 2: Improved accessibility and community infrastructure along the Zinder – Agadez Road Section:(Cost $60)
Component 3: Project management and implementation support:(Cost $14.65)
Component 4: Contingent emergency response component:(Cost $0)

3. OVERALL RATINGS

Name	Previous	Current
Progress towards achievement of PDO	Satisfactory	Satisfactory
Overall Implementation Progress (IP)	Moderately Satisfactory	Moderately Satisfactory
Overall Risk Rating	Substantial	Substantial

4. KEY ISSUES & STATUS

4.1 Implementation Status and Key Decisions

The PDO is rated **Satisfactory**, and the mid-term review confirmed that the project remains on track to achieve its objectives by its closing date of September 2031. However, security-related work stoppages and portfolio disbursement suspensions had a lasting negative impact on the project's disbursement performance. Despite these security issues, progress toward the PDO remains strong. The three travel-time indicators have reached their end targets, while the corrected fatality indicator stands at 0.74 deaths per million vehicle-kilometers, below the 2026 intermediate target. The new direct-user indicator introduced under the Additional Financing has not yet been measured for 2026 and will be updated at year-end. Disbursement stands at 35.69 percent and execution of the 2026 work plan stands at 84.28 percent. Overall implementation is **Moderately Satisfactory**, supported by efforts deployed by the project team which reached the completion of about 173.40 km of which lot 1 (116.7 km) are completed before completion date. Lot 2 is under rehabilitation with a completion rate of 52% as of end of July 2026. The Progress includes implementation of 60 km of rural roads, procurement for about 204 km, completion of the Tiguidit–Agadez technical study, preparation of the women's empowerment action plan, recruitment for community infrastructure, and stronger contract management through STEP Thanks to a training organized as a recommendation of the MTR. Priorities are to strengthen procurement and contract management and monitoring, accelerating road-safety measures, and install weigh stations and toll facilities to protect the RN11 corridor.

5. SYSTEMATIC OPERATIONS RISK-RATING TOOL

Risk Category	Rating at Approval Approval Package - 02 Mar 2021	Last Approved Rating ISR Seq. 010 - 05 Jan 2026	Proposed Rating
Political and Governance	Moderate	Substantial	Substantial
Macroeconomic	Moderate	Substantial	Substantial

Sector Strategies and Policies	Moderate	Moderate	Moderate
Technical Design of Project or Program	Moderate	Substantial	Substantial
Institutional Capacity for Implementation and Sustainability	Substantial	Substantial	Substantial
Fiduciary	Substantial	High	High
Environment and Social	High	High	High
Stakeholders	Substantial	Substantial	Substantial
Other	High		High
Overall	Substantial	Substantial	Substantial

6. RESULTS

6.1 PDO Indicators by PDO Outcomes

Enhance connectivity along the Zinder - Agadez road segment in Northeastern Niger								
Indicator Name	Baseline		Actual (Previous)		Actual (Current)		Closing Period	
	Value	Month/Year	Value	Date	Value	Date	Value	Month/Year
Travel time for private vehicles between Agadez and Zinder (Hours)	7.00	Nov/2020	5	Sep/2025	5	Jul/2026	5.00	Sep/2031
	Comments on achieving targets		The values are very close to the final target values of the project. The great achievement is explained by the effective regular maintenance of 425.3 km and the delivery of 173.4 km of rehabilitated road.					
Travel time of passenger transport vehicles between Agadez and Zinder (Hours)	14.00	Nov/2020	7	Sep/2025	7	Jul/2026	7.00	Sep/2031
	Comments on achieving targets		The values are very close to the final target values of the project. The great achievement is explained by the effective regular maintenance of 425.3 km and the delivery of 173.4 km of rehabilitated road.					
Travel time of commercial goods vehicles between Agadez and Zinder (Hours)	22.00	Nov/2020	9	Sep/2025			9.00	Sep/2031
	Comments on achieving targets		The values are very close to the final target values of the project. The great achievement is explained by the effective regular maintenance of 425.3 km and the delivery of 173.4 km of rehabilitated road.					
Direct users that benefit from improved access to sustainable transport infrastructure and services (Number of people) CRI	134,436	Jan/2025	35,976	Sep/2025	35,976	Jul/2025	172,835	Sep/2031
	Comments on achieving targets		Not yet measured this year. These are the populations of villages located within a radius of 2 km of the Zinder - /Agadez corridor, which is 425 km long and regularly maintained. The indicator has not been updated for 2026 yet. These are new indicators that fall under the					

			PACNEN Additional Funding which came into force on January 16, 2026. Their value will be assessed at the end of each year.					
Direct users that benefit from improved access to sustainable transport infrastructure and services - Female (Number of people) CRI	67,621	Jan/2025	17,038	Sep/2025	17,038	Jul/2026	86,936	Sep/2031
	Comments on achieving targets		Not yet measured. These are new indicators that fall under the PACNEN Additional Funding which came into force on January 16, 2026. Their value will be assessed at the end of each year. Therefoe we are keeping the previous ISR data.					
Direct users that benefit from improved access to sustainable transport infrastructure and services - Youth (Number of people) CRI	94,105	Jan/2025	23,711	Sep/2025	23,711	Jul/2026	60,855	Sep/2031
	Comments on achieving targets		Not Yet measured. These are new indicators that fall under the PACNEN Additional Funding which came into force on January 16, 2026. Their value will be assessed at the end of each year. The baseline and end-target values currently shown are those recorded in the approved Additional Financing Results Framework. As the recorded end target is below the baseline, the team is confirming the intended values and will process any required formal correction..					

Enhance road safety along the Zinder - Agadez road segment in Northeastern Niger

Indicator Name	Baseline		Actual (Previous)		Actual (Current)		Closing Period	
	Value	Month/Year	Value	Date	Value	Date	Value	Month/Year
Fatalities on the Tanout - Tiguidit section (Number)	5.40	Nov/2020	9.15	Mar/2025	0.74	Jul/2026	0.71	Sep/2031
	Comments on achieving targets		The estiamtion of the fatalities between Tanout and Agadez have been revised. Previous estimation were considering the whole length of the road instead of only Tanout-Agadez.					

Improve access to basic socio-economic infrastructure for selected local communities along Zn- Ag

Indicator Name	Baseline		Actual (Previous)		Actual (Current)		Closing Period	
	Value	Month/Year	Value	Date	Value	Date	Value	Month/Year
Share of beneficiaries reporting satisfaction with	0.00	Nov/2020	80	Mar/2025	Not yet measured	Jul/2026	80.00	Sep/2031

the selected rural community infrastructure (Percentage)	Comments on achieving targets	The survey on the satisfaction of beneficiary communities regarding the choices of related infrastructures has not yet been conducted this year. The previous ISR has recorded a satisfaction of 80%, reaching the final target.

6.2 Intermediate Results Indicators by Components

Component 1: Road reconstruction, maintenance and safety improvements along the Zinder – Agadez Road Section								
Indicator Name	Baseline		Actual (Previous)		Actual (Current)		Closing Period	
	Value	Month/Year	Value	Date	Value	Date	Value	Month/Year
Length of road receiving rehabilitation which incorporates climate-resilient measures (Kilometers)	0.00	Oct/2020	65.10	Sep/2025	173.40	Jul/2026	288	Sep/2031
	Comments on achieving targets		As of today, 173.4 km of the 225.7 km rehabilitation program (160.70 km on end of July 2026) had been completed, comprising 116.7 km under Lot 1 and 56.7 km under Lot 2. Lot 1 was completed on June 30, 2026. Lot 2 reached 52.03 percent physical progress and planned to be completed by April 2027.					
Length of road receiving periodic climate resilient maintenance (Kilometers)	0.00	Oct/2020	425	Sep/2025	425.00	Jul/2026	363	Sep/2031
	Comments on achieving targets		The maintenance services have not experienced any interruption and are regularly carried out over the 425 km.					
Number of person-days of employment created (Number)	0.00	Oct/2020	97,898	Sep/2025	289,760.00	Jul/2026	207,144.00	Sep/2031
	Comments on achieving targets		By June 30, 2026, the project had generated a total of 289,760 person-days of employment through the rehabilitation and maintenance works under Lots 1 and 2, exceeding the end-project target. Women accounted for an estimated 11,740 person-days, representing 4.05 percent of the total.					
Road safety performance of contractor on the Zinder-Tiguidit Road segment (Percentage)	10	Jan/2025	69.50	Sep/2025	96.97	Jul/2026	80	Sep/2031
	Comments on achieving targets		This indicator is consolidated based on monthly reporting for January, February and March. it shall be measured going forward on yearly basis under the Result Framework.					
Component 2: Improved accessibility and community infrastructure along the Zinder – Agadez Road Section								

Indicator Name	Baseline		Actual (Previous)		Actual (Current)		Closing Period	
	Value	Month/Year	Value	Date	Value	Date	Value	Month/Year
Rural roads rehabilitated incorporating climate-resilient measures (Kilometers)	0	Jan/2025	0	Sep/2025	0	Jul/2026	300	Sep/2031
	Comments on achieving targets		Works have satrted but not been completed yet. Development works on 64.627 km of rural roads began on February 20, 2026, with physical progress ranging from 17.33% to 38.75%. The Detailed Technical Study Report for works covering 204.2 km of rural roads was validated on May 16, 2026. Efforts are ongoing to meet the 300 km target.					
Increase in average annual revenue of the supported women-led associations (Percentage)	0	Jan/2025	0	Sep/2025	0	Jul/2026	20	Sep/2031
	Comments on achieving targets		Indicator not due as it planned for the end of the project. Progress on the women's economic empowerment component includes completion of the diagnostic and supplementary data collection and preparation of an Action Plan. To mitigate implementation delays, the UCP, in consultation with the Ministry for the Advancement of Women, should promptly finalize the plan, clarify institutional responsibilities, update the budget and implementation schedule, and launch an initial set of priority activities for women and girls by the end of December 2026.					
Women beneficiaries using targeted community infrastructure (Number) (Number)	0	Jan/2025	0	Sep/2025	0	Jul/2026	30,000	Sep/2031
	Comments on achieving targets		Indicator not due as it planned for the end of the project. The mission noted that 31 priority community facilities are planned: 23 schools, 2 integrated health centers, 2 drinking water systems, and 4 pastoral boreholes. The procurement process, launched on December 19, 2025, attracted 91 bids. The selection committee has approved the evaluation reports on February 23 and 24, 2026, but the Ministry of Equipment and Infrastructure suspended the process on February 26. It was not resumed at the mission. The mission warned that this delay could further hinder implementation and disbursement, which remains low. The decision and required actions should be clarified promptly to complete the process and prevent further delays in delivering this critical infrastructure.					
Share of socio-economic infrastructure built or rehabilitated (Percentage)	0.00	Oct/2020	0	Sep/2025	0	Jul/2026	100.00	Sep/2031
	Comments on achieving targets		This is a new indicator from the AF, which became effective in January 2026. Works have begun on 64.627 km of rural roads, with completion rates ranging from 17.50% to 38.75%					

			across the active lots.. A new women's economic empowerment action plan will also be impleme. The mission noted that 31 priority community facilities are planned: 23 schools, 2 integrated health centers, 2 drinking water systems, and 4 pastoral boreholes. The procurement process, launched on December 19, 2025, attracted 91 bids. The selection committee has approved the evaluation reports on February 23 and 24, 2026, but the Ministry of Equipment and Infrastructure suspended the process on February 26. It was not resumed at the mission. The mission warned that this delay could further hinder implementation and disbursement, which remains low. The decision and required actions should be clarified promptly to complete the process and prevent further delays in delivering this critical infrastructure.					
Number of women certified in construction and maintenance road works through training provided by the project (Number)	0	Jan/2025	0	Sep/2025	0	Jul/2026	50	Sep/2031
	Comments on achieving targets		This indicator was introduced under the AF restructuring to replace the former indicator on the percentage of women employed in construction and maintenance. As of July 2026, no women had yet been certified through project-supported training. The project is expected to operationalize the planned training and certification activities as part of the women's economic empowerment program.					
Gender Action Plan available (Yes/No)	No	Oct/2020	Yes	Sep/2025	Yes	Jul/2026	Yes	Sep/2031
	Comments on achieving targets		The project Gender Action Plan is available. Building on this framework, a multi-year Women's Economic Empowerment Action Plan has been prepared following diagnostic work and consultations with women and other vulnerable groups. The next priority is to finalize and operationalize the plan, with clear responsibilities, budget and implementation timelines, and to launch the initial package of activities.					

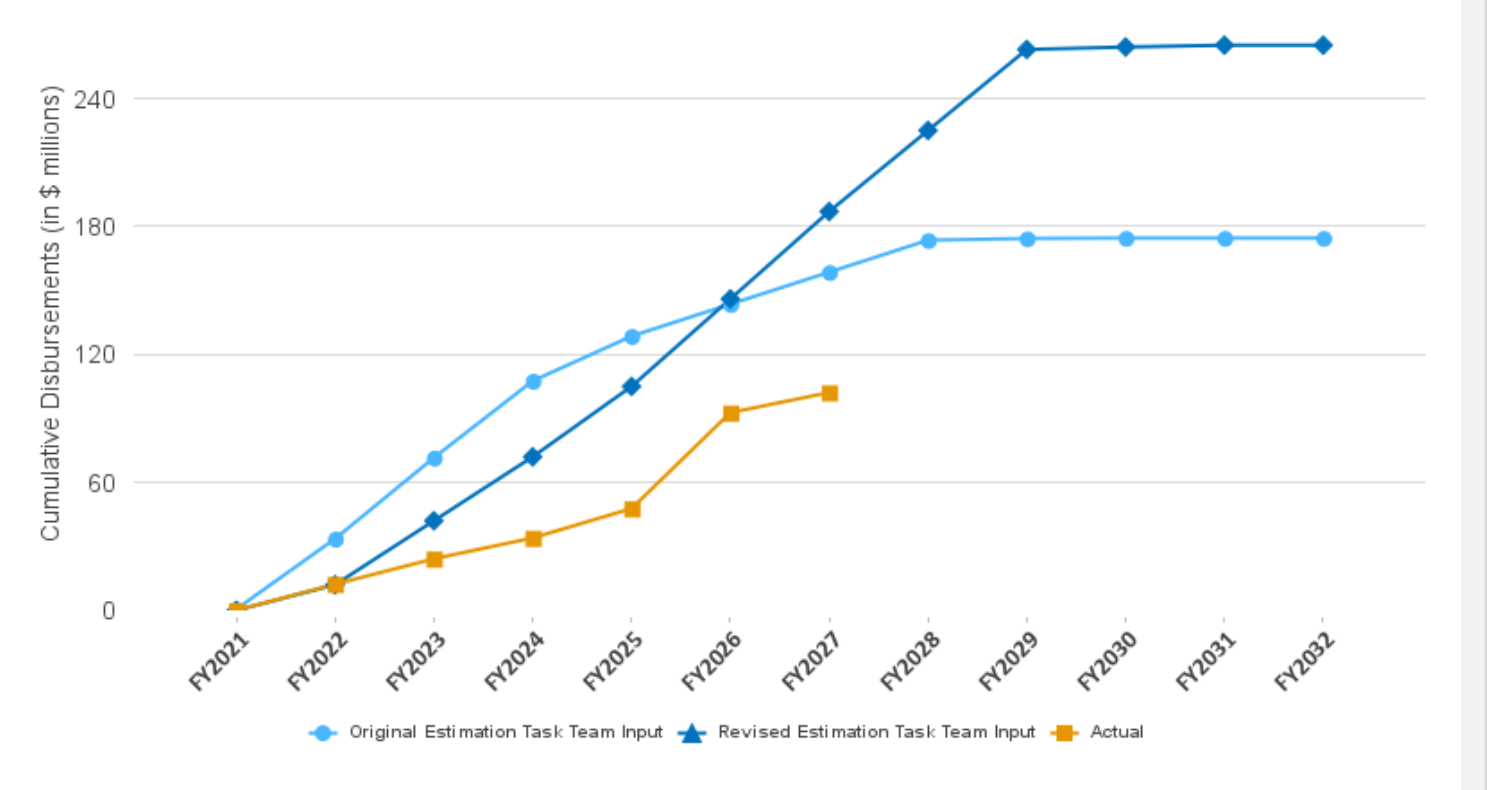
Component 3: Project management and implementation support

Indicator Name	Baseline		Actual (Previous)		Actual (Current)		Closing Period	
	Value	Month/Year	Value	Date	Value	Date	Value	Month/Year
Complaints addressed within the stipulated GRM timeframe (Percentage)	0.00	Oct/2020	77.37	Sep/2025	100	Jul/2026	100.00	Sep/2031
	Comments on achieving targets		Overall, the project has reported 227 grievances in which all 160 eligible had been resolved and compensated, representing a resolution rate of 100 percent.					
	0.00	Oct/2020	yes	Sep/2025	100	Jul/2026	100.00	Sep/2031

Share of GBV complaints treated and referred to service providers (Percentage)	Comments on achieving targets		Three GBV cases have been identified. They have been teated.					
Share of construction workers that have signed the code of conduct (Percentage)	0.00	Oct/2020	100	Sep/2025	100	Jul/2026	100.00	Sep/2031
	Comments on achieving targets		The entire workers of teh emterprise have signed the "code of Conduct"					

7. DATA ON FINANCIAL PERFORMANCE

7.1 Cumulative Disbursements



7.2 Disbursements (by loan)

Loan/Credit/TF	Status	Original	Revised	Cancelled	Disbursed	Undisbursed	Historical Disbursed	% Disbursed
IDA-68390	Effective	70.00	63.93	0.00	39.37	24.56	0.00	61.58%
IDA-68400	Effective	52.50	47.92	0.00	19.93	27.98	0.00	41.59%
IDA-77250	Effective	90.00	97.18	0.00	2.97	94.20	0.00	3.06%
IDA-D7800	Effective	52.50	49.47	0.00	39.60	9.88	0.00	80.05%

7.3 Key Dates (by loan)

Loan/Credit/TF	Status	Approval	Signing	Effectiveness	Orig. Closing	Rev. Closing
IDA-68390	Effective	02-Mar-2021	01-Jun-2021	22-Sep-2021	28-Sep-2029	28-Sep-2029
IDA-68400	Effective	02-Mar-2021	01-Jun-2021	22-Sep-2021	28-Sep-2029	28-Sep-2029
IDA-77250	Effective	07-Apr-2025	09-Jun-2025	31-Jan-2026	26-Sep-2031	26-Sep-2031
IDA-D7800	Effective	02-Mar-2021	01-Jun-2021	22-Sep-2021	28-Sep-2029	28-Sep-2029

8. KEY DATES

Key Events	Planned	Actual
Approval	02-Mar-2021	02-Mar-2021
Effectiveness	22-Sep-2021	22-Sep-2021
Mid-Term Review No. 01	14-Jul-2026	25-Jul-2026
Operation Closing/Cancellation	26-Sep-2031	

9. RESTRUCTURING HISTORY

10. ASSOCIATED OPERATION(S)

There are no associated operations