

October 17, 2013

**Comments from Germany on Approval by mail: Mozambique Roads & Bridges  
Management and Maintenance Project - APL2 (IBRD)**

Dear PPCR MOZ team,

on behalf of Spain and Germany I have the pleasure to congratulate the team on this succinct project proposal. Pls find attached some detailed comments.

Kind regards  
Annette

Dr. Annette Windmeisser

Division for Climate Policy and Climate Financing  
deputy head of division  
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# Spanish and German Comments on proposed project: Mozambique Roads & Bridges Management and Maintenance Project - APL2

## Summary

Investing in climate resilient infrastructure should be a high priority in Mozambique, especially considering the poor state of roads in the flood prone regions like the lower Limpopo watershed. We therefore very much welcome the aim of the PPCR contribution of ensuring that (1) *flood impacted road reconstruction activities in the Gaza province are informed by climate change risks*, and (2) *that experience gained from these efforts is integrated into the development of improved national design standards and maintenance approaches*. Given that roads and bridges play a key role for the social and economic integration of the country and, as clearly stated in the project document, climate change may intensify road degradation with significant economic losses, the proposed infrastructure improvement is essential for climate resilient development of the country.

We have no major objections to the implementation of the project. We however would like to see our recommendations (see **bold** highlights below) incorporated during project implementation.

## Individual Comments on the Proposed Project

The project is very much related to adaptation to climate change yet there seems to be no clear project outcome indicator linking the state and quality of the roads and bridges to climate resilience or adaptive capacity in the intervention territory in the long-term. The results framework does include the indicator “Reduction in *weather* induced disruptions on selected rural roads in Gaza province” (30 % by 2016), which however appears to be a short-term approach. In addition, to be able to measure the results for this indicator, it will be important to define a comprehensive baseline (how many and which “selected rural roads”) and include it in the results framework. **We would therefore like to suggest revising the indicator “Reduction in weather induced disruptions on selected rural roads in Gaza province” and other project outcome indicators, as applicable, in order to better secure the sustainability of the project contributions in terms of climate resilience and adaptive capacity in public works. Further, we recommend defining a comprehensive baseline for the indicator mentioned above and incorporating it in the results framework.**

## Comments on Cross-Cutting Issues

### Gender

Some important gender considerations in the project context are outlined in the cover page of the project approval request (Item 13), including women being the main engaged group in agriculture as well as migration of males to South Africa in response to floods and droughts. Beyond that, however, gender aspects could come out more strongly in the project design. During project implementation it will be necessary to operationalize gender as a cross-cutting issue in a systematic and results oriented way. To this end, we welcome the plan of incorporating the results of the analysis of livelihoods and resilience in the Limpopo basin, which is currently being carried out, into the project. As the study is mentioned to have a strong focus on gender aspects, this will be an important step in addressing livelihood aspects and its gender dimensions in the project context. **We therefore recommend**

**securing that gender dimensions are considered throughout the project design and implementation. In particular, we recommend using the results of the analysis of livelihoods and resilience in the Limpopo basin in a way that ensures that gender aspects are addressed adequately during project implementation, especially considering the major role women play in the agricultural activities.**

## Synergies with other donors – in particular German – Climate Change Related Engagement in the Country / Region

It might be useful for the project to seek cooperation with existing climate change activities of the German development cooperation and other actors in order to profit from potential synergies. In the aftermath of the heavy flooding in the beginning of 2013, many organisations have shifted their attention to Chokwe and surroundings in the Limpopo region.

In terms of the German cooperation in Mozambique, the key project that could play a role is “*Adaptation to Climate Change in Mozambique*” (AMC Moz), commissioned by the Federal Ministry for Economic Cooperation and Development (BMZ), that has already established a strong working platform with the Institute for Disaster Management (INGC), Ministry of Coordination of Environmental Affairs (MICOA), National Water Directorate (DNA) and National Meteorology Institute (INAM), covering issues such as early warning and hydro-meteorological services that are important to road design, construction and maintenance.

The AMC Moz project also deals with the integration of climate proofing and adaptation into district and provincial planning and budgeting, a key aspect to ensure the decentralized construction and maintenance of secondary roads and bridges in Mozambique. The good practices and technical information generated in this “Roads & Bridges Management and Maintenance Project Phase 2” project should be systematized and shared with provincial and district administrations in order to ensure that the right standards and practices are used in road construction and maintenance at local level. **We therefore recommend seeking cooperation with the “*Adaptation to Climate Change in Mozambique*” project mentioned above, and using possible synergies with this project as well as with other relevant activities. In addition, we recommend sharing the good practices and lessons learned from the “*Roads & Bridges Management and Maintenance Project Phase 2*” with provincial and district administrations.**