

## Cabo Verde

### MCC learning from the final performance evaluation of the Cabo Verde Roads and Bridges Activity

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Based on the findings from the evaluation of the Cabo Verde Roads and Bridges Activity, MCC has identified the following programmatic and evaluation lessons:

#### 1. Programmatic Lessons:

Here are the key lessons that MCC has identified for the design and implementation of current and future road projects:

- ***A deeper due diligence analysis on potentials of traffic growth should have taken place upstream prior to program design.*** Parts of the Roads and Bridges design were based on the assumption that traffics would increase due to projected population growth in the country. However, after five years of project implementation and another five years of post-compact period, neither the traffic nor the population have grown enough to meet such projections. As a result, the road usage has remained lighter than initially projected.

MCC has been addressing this lesson by requiring extended constraint analyses and root cause analyses prior to project identification, area selection and implementation design. This helps reduce errors and produce more balanced assessments

- ***Third-party assessments of growth diagnoses and constraints to growth should serve not as the only reliable evidence for investments, but rather as an additional layer of evidence and data source.*** The project identification and site selection were informed by a third-party donor, but it failed to fit into MCC's overall infrastructures project logic and assumptions.

In new and future joint efforts with other international donors, MCC now ensures that the process respect our guidelines and principles – from the project identification to the implementation, to result measurements.

- ***A strict requirement for maintenance regime has proven to help set the basis for the post-Compact, nationwide road maintenance system.*** The Government of Cabo Verde has established a performance-based contract for road maintenance and verification that has been proven successful in keeping both MCC roads and non-MCC roads in good shape 10 years after the compact closeout.

Now, for virtually all infrastructure projects, MCC makes it a condition precedent (funding-contingent) for partner countries to prepare and submit a maintenance plan.

## 2. Evaluation Lessons:

Here is a summary of the lessons MCC has identified for the design and implementation of current and future evaluation of road projects:

- ***Use of alternative methodologies to HDM-4 can be more cost-effective and more suitable for some countries' context.*** The Cabo Verde Roads and Bridges evaluation adopted a RED methodology that has proven more adapted to the country context and more cost effective.

MCC now keeps more flexibility and less rigidity on the evaluation methodologies, keeping in mind cost implications and learning objectives.

- ***For heavy infrastructure projects, the longer the exposure period, the better the result assessments are and more accurate the ERR estimations tend to be.*** The Cabo Verde evaluation has concluded 10 years after the compact closeout. As such, the timeline is closer to the 20+ year ERR calculation that MCC conducts prior to investments.