INVESTING IN ROADS – LESSONS FROM THE EASTERN INDONESIA NATIONAL ROADS IMPROVEMENT PROJECT

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INTRODUCTION & PRESENTATION OVERVIEW

1. Overview of EINRIP
2. About the evaluation
3. Quality of EINRIP infrastructure
4. Influence on the Indonesian roads sector
5. Assessment of costs & benefits
6. Social & Economic impact
PROJECT BACKGROUND AND CONTEXT

- Part of $1 billion post-tsunami package, mix of loan and grant
- Objective: support regional economic & social development
- Delivered through Indonesian Directorate General of Highways
- EINRIP roads represent about 1% of national road network
ABOUT THE EVALUATION

- Purpose: document lessons
- Theory of change an aid to the evaluation
- Extensive use of EINRIP M&E data
- Field observation, interviews, lit. review & economic analysis

Investing in roads – Lessons from EINRIP
Late and less than promised, however....

EINRIP delivered:
- smoother roads
- faster speeds /decreased travel times
- traffic generation (increased number of journeys)

Sustainability indicators are positive
- EINRIP known for the quality of its roads
- Innovations in the EINRIP approach categorised as those with
  - Strong influence
  - Moderate influence
  - Modest influence
- EINRIP stimulated demand for better roads
- Evaluation noted a number of obstacles
ASSESSMENT OF COSTS & BENEFITS

- Mix of loans and grants highly effective
- ENRIP roads were built to last
- Cost benefit analysis and road selection
- Value for money appears likely but time is ultimate test
SOCIAL & ECONOMIC IMPACT

- Are EINRIP roads any safer?
- Strong but variable contribution to development outcomes
- Gender blind or gender neutral?