



Operation Number: **BR-L1373**  
Year- PMR Cycle: **First period Jan-Jun 2016**  
Last Update: **10/21/2016**  
PMR Validation Stage: **Validated by Chief of Operations**

Chief of Operations validation date: **10/21/2016**  
Division Chief validation date:  
Country Representative validation date:

Inter-American Development Bank - IDB  
Office of Strategic Planning and Development Effectiveness

## Operation Profile

### Basic Data

Operation name:	Sao Paulo State Road Investment Program	Loan Number:	3127/OC-BR
Executing Agency (EA):	DEPARTAMENTO DE ESTRADAS DE RODAGEM DO ESTADO DE SAO PAULO		
Team Leader:	Alves,Dalve Alexandre Soria	Sector/Subsector:	MAJOR HIGHWAYS
Operation Type:	Loan Operation	Overall Stage:	Disbursing (From eligibility until all the Operations are closed)
Lending Instrument:	Investment Loan	Country:	BRAZIL
Borrower:	ESTADO DO SAO PAULO	Convergence related Operation(s):	

### Total Cost and Source

	Original IDB	Current Active IDB	Local Counterpart	Co-Financing/Country	Total operation cost - Original Estimate
BR-L1373	\$480,135,000.00	\$480,135,000.00	\$206,015,000.00		\$686,150,000.00

### Available Funds (US\$)

	Current IDB	Disb. Amount to Date	% Disbursed	Undisbursed Balance
BR-L1373	\$480,135,000.00	\$260,476,000.00	54.25%	\$219,659,000.00

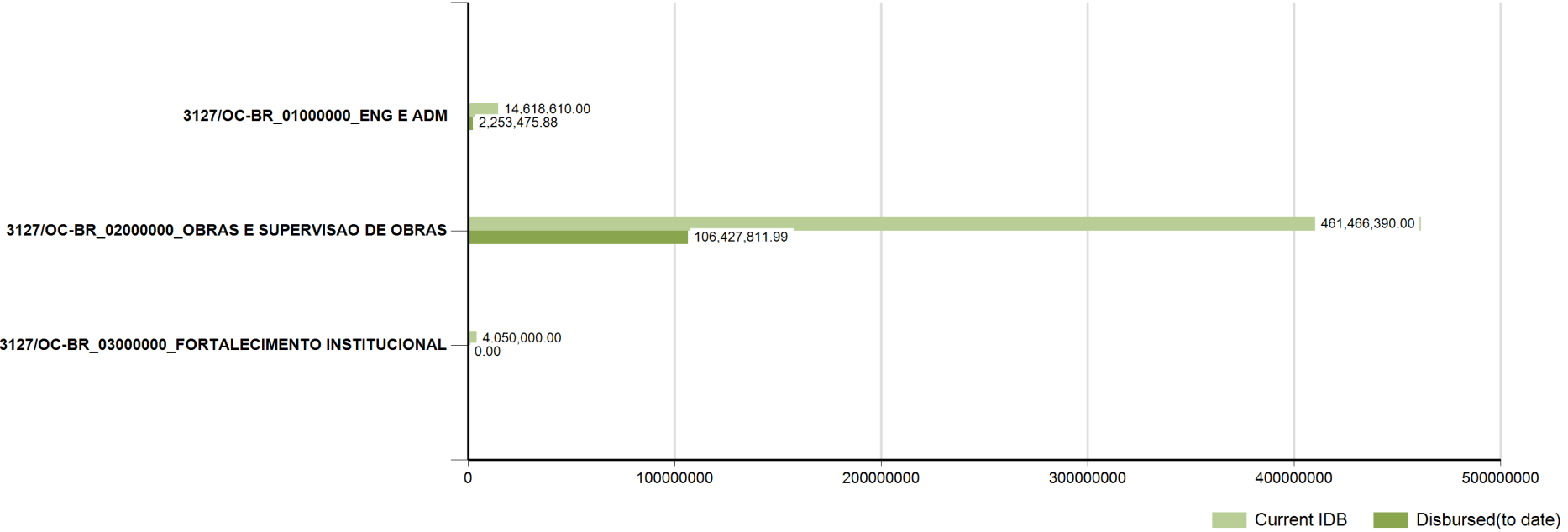
### Environmental and Social Safeguards

Main Operation	
Impacts Category:	B
Safeguard Performance Rating:	
Safeguard Performance Rating - Rationale:	

### Reformulation Information

Main Operation	
Was/Were the objective(s) of this operation reformulated?	NO
Date of approval:	

Expense Categories by Loan Contract (cumulative values)



Results Matrix

Impacts

Impact:	0 Impactos Gerais no Setor de Transporte Estadual							
Observation:								
Indicators	Flags*	Unit of Measure	Baseline	Baseline Year	Means of verification	Observations	EOP	
0.0 Participação dos modais Ferroviário e Fluvial na matriz modal cargas no Estado de São Paulo.		%	14.00	2013	Informes de resultados anuales del Estado	Porcentaje de toneladas-km transportadas en ferrocarril o a través de la Hidrovía Paraná-Tieté en relación a las toneladas-km transportadas en todos los modos de transporte de cargas, dentro del ESP.	P	17.00
							P(a)	17.00
							A	
0.1 Participação média do Imposto de Valor Acrescentado (ICMS) do municípios com rodovias do Programa sobre o total do Estado de São Paulo, excluindo a cidade de São Paulo.		%	3.39	2013	nformes de resultados anuales del Estado		P	3.78
							P(a)	3.78
							A	

-  RF - Contribution
-  RF - Alignment
-  RF - Strategic Alignment
-  RF - Strategic Alignment during Execution
-  SI - Sector Indicator
-  CI - Country Indicator
-  PG - Pro-Gender
-  PE - Pro-Ethnicity

Outcomes

Outcome:	1 Redução de custos de logística no Estado de São Paulo							
Observation:	Especialmente os custos de transporte e tempos de viagem nas estradas de intervenção							
Indicators	Flags*	Unit of Measure	Baseline	Baseline Year	Means of verification	Observations	EOP	
1.0 Média do Custo de Operação Veicular (COV), reduzido. Trecho 1. SP-062 – Caçapava – Taubaté		US\$/Veh-Km	1.54	2013	Highway Development and Management (HDM-4) DER/SP – UCPR.		P	1.32
							P(a)	1.32
							A	
1.1 Média do Custo de Operação Veicular (COV), reduzido. Trecho 2. SP-062 – Pindamonhongaba – Roseira – Aparecida		US\$/Veh-Km	1.53	2013	Highway Development and Management (HDM-4) DER/SP – UCPR.		P	1.27
							P(a)	1.27
							A	

1.2 Média do Custo de Operação Veicular (COV), reduzido. Trecho 3. SP-062 – Guaratinguetá – Lorena		US\$/Veh-Km	1.54	2013	Highway Development and Management (HDM-4) DER/SP – UCPR.		<b>P</b>	1.28
							<b>P(a)</b>	1.28
							<b>A</b>	
1.3 Média do Custo de Operação Veicular (COV), reduzido. Trecho 4. SP-245 – Avaré – Arandú – Cerqueira Cesar		US\$/Veh-Km	1.54	2013	Highway Development and Management (HDM-4) DER/SP – UCPR.		<b>P</b>	1.28
							<b>P(a)</b>	1.28
							<b>A</b>	
1.4 Média do Custo de Operação Veicular (COV), reduzido. Trecho 5. SP-310 – Pereira Barreto – Ilha Solteira		US\$/Veh-Km	1.54	2013	Highway Development and Management (HDM-4) DER/SP – UCPR.		<b>P</b>	1.27
							<b>P(a)</b>	1.27
							<b>A</b>	
1.5 Média do Custo de Operação Veicular (COV), reduzido. Trecho 6. SP-461 – Monções - Nhandedara		US\$/Veh-Km	1.76	2013	Highway Development and Management (HDM-4) DER/SP – UCPR.		<b>P</b>	1.70
							<b>P(a)</b>	1.70
							<b>A</b>	
1.6 Média do Custo do Tempo de Viagem, reduzido. Trecho 1. SP-062 – Caçapava – Taubaté		US\$/Veh-Km	0.20	2013	Highway Development and Management (HDM-4) DER/SP – UCPR.		<b>P</b>	0.19
							<b>P(a)</b>	0.19
							<b>A</b>	
1.7 Média do Custo do Tempo de Viagem, reduzido. Trecho 2. SP-062 – Pindamonhongaba – Roseira – Aparecida		US\$/Veh-Km	0.17	2013	Highway Development and Management (HDM-4) DER/SP – UCPR.		<b>P</b>	0.14
							<b>P(a)</b>	0.14
							<b>A</b>	
1.8 Média do Custo do Tempo de Viagem, reduzido. Trecho 3. SP-062 – Guaratinguetá – Lorena		US\$/Veh-Km	0.18	2013	Highway Development and Management (HDM-4) DER/SP – UCPR.		<b>P</b>	0.16
							<b>P(a)</b>	0.16
							<b>A</b>	

1.9 Média do Custo do Tempo de Viagem, reduzido. Trecho 4. SP-245 – Avaré – Arandú – Cerqueira Cesar		US\$/Veh-Km	0.17	2013	Highway Development and Management (HDM-4) DER/SP – UCPR.		P	0.15
							P(a)	0.15
							A	
1.10 Média do Custo do Tempo de Viagem, reduzido. Trecho 5. SP-310 – Pereira Barreto – Ilha Solteira		US\$/Veh-Km	0.16	2013	Highway Development and Management (HDM-4) DER/SP – UCPR.		P	0.14
							P(a)	0.14
							A	
1.11 Média do Custo do Tempo de Viagem, reduzido. Trecho 6. SP-461 – Monções - Nhandeara		US\$/Veh-Km	0.34	2013	Highway Development and Management (HDM-4) DER/SP – UCPR.		P	0.29
							P(a)	0.29
							A	
Outcome:	2 Redução de custos com segurança rodoviária							
Observation:								
Indicators	Flags*	Unit of Measure	Baseline	Baseline Year	Means of verification	Observations	EOP	
2.0 Redução do custo econômico por acidentes fatais		US\$	3,430,088.00	2013	Relatório de progresso anual do Programa		P	2,476,658.00
							P(a)	2,476,658.00
							A	

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Outputs: Annual Physical and Financial Progress

Componente 02: Obras civis e supervisão		Physical Progress			Financial Progress		
Outputs	Unit of Measure		2016	EOP		2016	EOP
PRODUTO 01: Rodovias Estaduais reabilitadas.	Kilometers	P	230.00	679.00	P	126,380,400.00	631,902,000.00
		P(a)	150.78	714.18	P(a)	126,380,400.00	628,727,085.00
		A	77.60	249.70	A	60,860,872.00	89,281,057.00
PRODUTO 02: Relatórios de Auditorias em segurança viária realizadas.	Auditorias	P	16.00	16.00	P	140,000.00	200,000.00
		P(a)	16.00	16.00	P(a)	140,000.00	160,000.00
		A	0.00	0.00	A	0.00	0.00
PRODUTO 03: Monitoramento Ambiental anual executado	Serviço	P	1.00	5.00	P	80,000.00	400,000.00
		P(a)	1.00	5.00	P(a)	80,000.00	320,000.00
		A	1.00	2.00	A	0.00	0.00
PRODUTO 04: Contratos de supervisão técnica de obras formalizados.	Contratos	P	2.00	10.00	P	6,281,000.00	31,405,000.00
		P(a)	2.00	10.00	P(a)	6,281,000.00	30,435,060.00
		A	0.00	2.00	A	4,628,939.00	6,799,499.00
Componente 03: Fortalecimento Institucional		Physical Progress			Financial Progress		
Outputs	Unit of Measure		2016	EOP		2016	EOP
PRODUTO 05: Sistema de planejamento e priorização de investimentos na rede viária estadual implementado.	Sistema	P	1.00	1.00	P	3,045,000.00	4,350,000.00
		P(a)	1.00	1.00	P(a)	3,045,000.00	3,480,000.00
		A	0.00	0.00	A	0.00	0.00
PRODUTO 06: Funcionários da área de auditoria interna capacitados.	Funcionários	P	10.00	10.00	P	105,000.00	150,000.00
		P(a)	10.00	10.00	P(a)	105,000.00	120,000.00
		A	0.00	0.00	A	0.00	0.00
Componente 01: Engenharia e Administração							

Other Cost		2016	Cost
PRODUTO 07: Outros custos (Estudos; Administração; Auditoria)	P	\$4,436,000.00	\$17,743,000.00
	P(a)	\$4,436,000.00	\$17,043,647.00
	A	\$1,253,134.00	\$2,327,181.00
Total Cost		2016	Total Cost
	P	\$140,467,400.00	\$686,150,000.00
	P(a)	\$140,467,400.00	\$680,285,792.00
	A	\$66,742,945.00	\$98,407,737.00

Changes to the Matrix

No information related to this operation.

Please note that the Overall Stage represents the stage of the operation at the time of this report’s publication, which might not necessarily match the stage of the operation during the PMR Cycle to which the report pertains.