



Operation Number: **SU-L1006**
Year- PMR Cycle: **Second period Jan-Dec 2014**
Last Update: **4/17/2015**
PMR Validation Stage: **Validated by Country Representative**

Chief of Operations validation date: **04/17/2015**
Division Chief validation date: **05/06/2015**
Country Representative validation date: **05/07/2015**

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

Operation Profile

Basic Data

Operation name:	Meerzorg - Albina Corridor Rehabilitation Project	Loan Number:	2062/BL-SU,2063/OC-SU
Executing Agency (EA):	MINISTRY OF PLANNING AND DEVELOPMENT COOPERATION,MINISTRY OF PLANNING AND DEVELOPMENT COOPERATION		
Team Leader:	FORSYTHE, VERNON COLIN	Sector/Subsector:	TR
Operation Type:	Loan Operation	Overall Stage:	Closed (All the loans are closed).
Operation Subtype:	Specific Investment Operation	Country:	SURINAME
Lending Instrument:	Investment Loan	Convergence related Operation(s):	SU-L1021
Borrower:	REPUBLIC OF SURINAME ,REPUBLIC OF SURINAME		

Total Cost and Source

	Original IDB	Current Active IDB	Local Counterpart	Co-Financing/Country	Total operation cost - Original Estimate
Aggregated	\$102,500,000.00	\$102,491,081.41	\$78,200,000.00	\$0.00	\$180,700,000.00
SU-L1006	\$62,500,000.00	\$62,491,081.41	\$64,400,000.00	\$0.00	\$126,900,000.00
SU-L1021	\$40,000,000.00	\$40,000,000.00	\$13,800,000.00	\$0.00	\$53,800,000.00

Available Funds (US\$)

	Current IDB	Disb. Amount to Date	% Disbursed	Undisbursed Balance
Aggregated	\$102491081.41	91985811.79	89.75%	\$10505269.62
SU-L1006	\$62,491,081.41	\$62,491,081.41	100.00%	\$0.00
SU-L1021	\$40,000,000.00	\$29,494,730.38	\$0.74	\$10,505,269.62

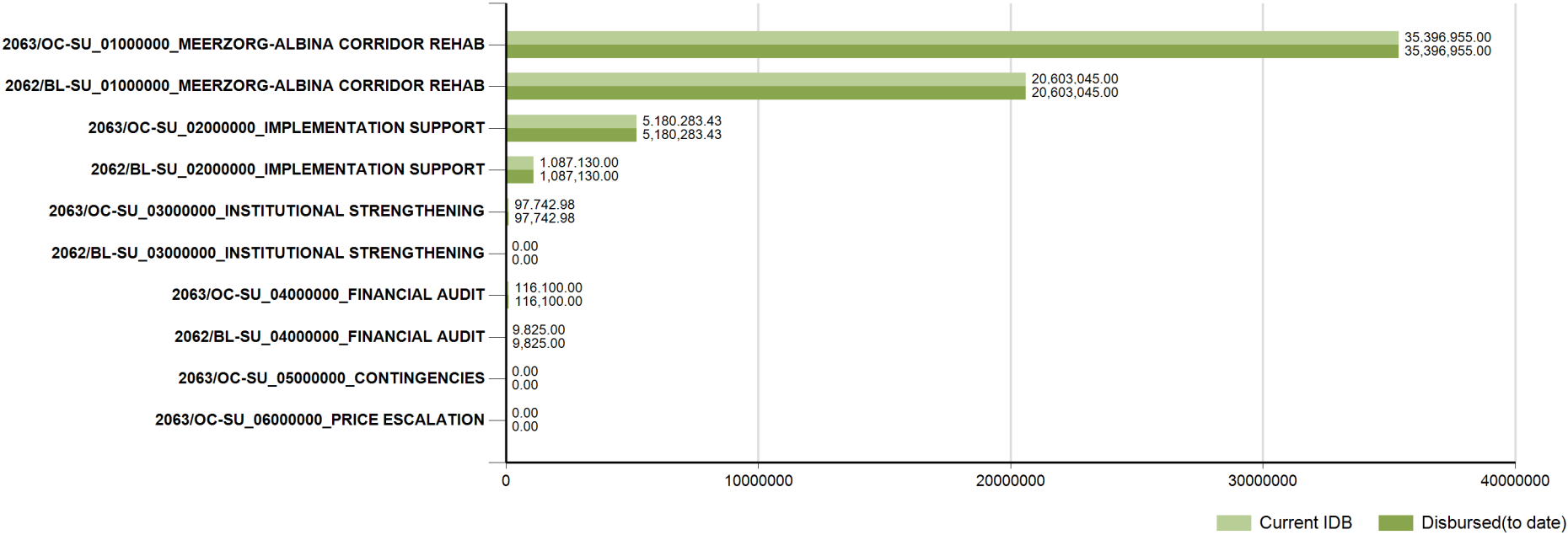
Environmental and Social Safeguards

No information related to this operation.

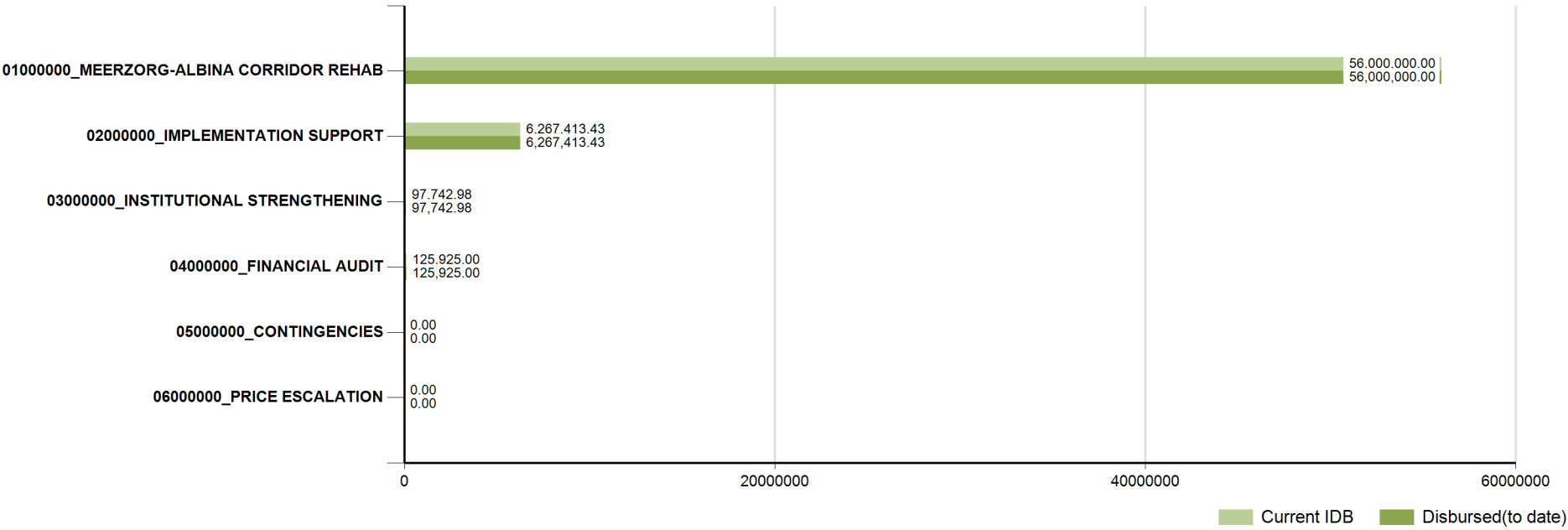
Reformulation Information

	Main Operation	Oper. SU-L1021
Was/Were the objective(s) of this operation reformulated?	NO	NO
Date of approval:		

Expense Categories by Loan Contract (cumulative values)



Expense Categories by Operation (cumulative values)



Results Matrix

Impacts

No information related to this operation.

Outcomes

Outcome:	1 Vehicle travel time reduced.													
Observation:														
Indicators	Flags*	Unit of Measure	Baseline	Baseline Year	Means of verification	Observations	2009	2010	2011	2012	2013	2014	2015	EOP
1.1 Average journey/trip time.		hours	4.00	2008	Measurements reported in the Semi-Annual progress report.		P	4.00		3.00		2.50		2.50
	P(a)						4.00		3.00	3.00	2.50			2.50
	A						4.00			2.50	2.50			
Outcome:	2 Vehicle operation cost reduced.													
Observation:														
Indicators	Flags*	Unit of Measure	Baseline	Baseline Year	Means of verification	Observations	2009	2010	2011	2012	2013	2014	2015	EOP
2.1 Vehicle operation cost.		%	100.00	2008	Midterm and end of program evaluation.		P	100.00		87.00		78.00		78.00
	P(a)						100.00		87.00		78.00			78.00
	A						100.00		92.00		80.00			
Outcome:	3 The economic damage of road accidents has reduced.													
Observation:														
Indicators	Flags*	Unit of Measure	Baseline	Baseline Year	Means of verification	Observations	2009	2010	2011	2012	2013	2014	2015	EOP
3.1 Economic damage of road accidents.		%	100.00	2008	Mid term and ex-post evaluations		P	100.00		86.00		76.00		76.00
	P(a)						100.00		86.00		76.00			76.00
	A						100.00		89.00		80.00			
Outcome:	4 The number of road fatalities has reduced.													
Observation:	The baseline data (2009) for road fatalities on the Meerzorg-Albina was clearly grossly inaccurate.													

Indicators	Flags*	Unit of Measure	Baseline	Baseline Year	Means of verification	Observations	2009	2010	2011	2012	2013	2014	2015	EOP
4.1 Road Fatalities						The Baseline and EOP targets set at the beginning of the project do not in any way relate to road accident fatalities for the Meerzorg Albina Corridor. The actual recorded amount for the M-A corridor in 2008 was 9 and a more realistic EOP amounts would have	P	53.00	49.00	45.00	41.00	38.00		38.00
							P(a)	53.00	49.00	45.00	41.00	38.00		38.00
							A	54.00		8.00	1.00	1.00		
		Fatalities	54.00	2008	Police records and the Semi-annual progress report.									

Outcome: 5 The efficiency and effectiveness of planning and programming of transport projects has improved.

Observation: The Borrower decided to strengthen the Public Investment System through another Bank loan (policy-based) and has not proposed a substitute activity under SU-L1006.

Indicators	Flags*	Unit of Measure	Baseline	Baseline Year	Means of verification	Observations	2009	2010	2011	2012	2013	2014	2015	EOP
5.1 Public Investment System in use.		System	0.00	2008	Semiannual progress report.		P			1.00				1.00
							P(a)			1.00				1.00
							A				0.00			
5.2 Right of Way Management Plan in use.		Plan	0.00	2008	Semiannual progress report.		P		1.00					1.00
							P(a)		1.00				1.00	1.00
							A				0.20			
5.3 Environmental and Social Management System in use.		System	0.00	2008	Semiannual progress report.		P				1.00			1.00
							P(a)				1.00			1.00
							A				0.80			

Outputs: Annual Physical and Financial Progress

Road Rehabilitation		Physical Progress			Financial Progress		
Outputs	Unit of Measure	2014		EOP	2014		EOP
Road Rehabilitated	Kilometers	P		127.00	P	0.00	108,849,667.00
		P(a)	8.00	137.90	P(a)	29,100,000.00	151,754,395.69
		A	6.00	134.00	A	17,992,583.69	136,754,395.69
Implementation Support							
Institutional Strengthening		Physical Progress			Financial Progress		
Outputs	Unit of Measure	2014		EOP	2014		EOP
Systems and Plan developed.	System/Plan	P		3.00	P	0.00	500,000.00
		P(a)	0.00	1.00	P(a)	150,000.00	297,742.98
		A	0.00	1.00	A	29,402.98	97,742.98
Strengthening Plan for Road Authority developed	Plan	P		0.00	P		0.00
		P(a)	0.00	1.00	P(a)	150,000.00	300,000.00
		A	0.00	0.00	A	0.00	0.00
Road Safety Policy and Action Plan developed	Plan	P		0.00	P		0.00
		P(a)	0.00	1.00	P(a)	50,000.00	100,000.00
		A	0.00	0.00	A	0.00	0.00
Financial Audit							
Contingencies							
Price Escallation							

Other Cost		2014	Cost
Implementation Support	P	\$0.00	\$6,250,363.00
	P(a)	\$1,800,000.00	\$11,883,911.14
	A	\$1,402,699.14	\$10,883,911.14
Audit reports	P		\$149,475.00
	P(a)	\$50,000.00	\$249,575.00
	A	\$8,750.00	\$174,575.00
None	P		\$5,500,000.00
	P(a)	\$3,000,000.00	\$0.00
	A	\$0.00	\$0.00
Total Cost		2014	Total Cost
	P		\$126,749,505.00
	P(a)	\$34,300,000.00	\$164,585,624.81
	A	\$19,433,435.81	\$147,910,624.81

Changes to the Matrix

Section	Name	Type of Change	Reasons	Entered in the System	Agreed with Executing Agency
Output	Strengthening Plan for Road Authority developed	Modify Financial P(a) value	The procurement for this activity was delayed with the process being at the evaluation stage. This necessitated a reprogramming of the financial outputs for the activity.	4/13/2015	3/2/2015
Output	Systems and Plan developed.	Modify Financial P(a) value	The Right of Way was delayed since a consultant had to be engaged to prepare the Terms of References for the study. The TORs have been completed and the EOI request to establish the shortlist of consultants has been published. This necessitated a reprogramming of the financial outputs for the activity.	4/13/2015	3/2/2015
Output	Road Safety Policy and Action Plan developed	Modify Financial P(a) value	This activity is delayed since the TORs for the road safety study has not been prepared since there is no reliable point person for this subject matter. This necessitated a reprogramming of the financial outputs for the activity.	4/8/2015	3/2/2015

Output	Road Rehabilitated	Modify Financial P(a) value	The designs for the Stolkertsijver Bridge was not completed as planned and the procurement for this activity is yet to commence. This necessitated a reprogramming of the financial outputs for the activity.	4/8/2015	3/2/2015
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