



Operation Number: **NI-L1087**
Year- PMR Cycle: **First period Jan-Jun 2015**
Last Update: **10/2/2015**
PMR Validation Stage: **Validated by Representative**

Chief of Operations validation date: **10/02/2015**
Division Chief validation date: **10/29/2015**
Country Representative validation date: **11/05/2015**

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

Operation Profile

Basic Data

| | | | |
|------------------------|---|-----------------------------------|---|
| Operation name: | Atlantic Coast Road Connectivity Project | Loan Number: | 3353/BL-NI |
| Executing Agency (EA): | MINISTERIO DE TRANSPORTE E INFRAESTRUCTURA (M.T.I.) | | |
| Team Leader: | Salazar Galeano,Alfonso | Sector/Subsector: | TRANSPORT NETWORKS CONNECTIVITY |
| Operation Type: | Loan Operation | Overall Stage: | Disbursing (From eligibility until all the loans are closed). |
| Lending Instrument: | Investment Loan | Country: | NICARAGUA |
| Borrower: | REPUBLICA DE NICARAGUA | Convergence related Operation(s): | |

Total Cost and Source

| | Original IDB | Current Active IDB | Local Counterpart | Co-Financing/Country | Total operation cost - Original Estimate |
|----------|-----------------|--------------------|-------------------|----------------------|--|
| NI-L1087 | \$61,500,000.00 | \$61,500,000.00 | \$1,261,000.00 | \$0.00 | \$62,761,000.00 |

Available Funds (US\$)

| | Current IDB | Disb. Amount to Date | % Disbursed | Undisbursed Balance |
|----------|-----------------|----------------------|-------------|---------------------|
| NI-L1087 | \$61,500,000.00 | \$0.00 | 0.00% | \$61,500,000.00 |

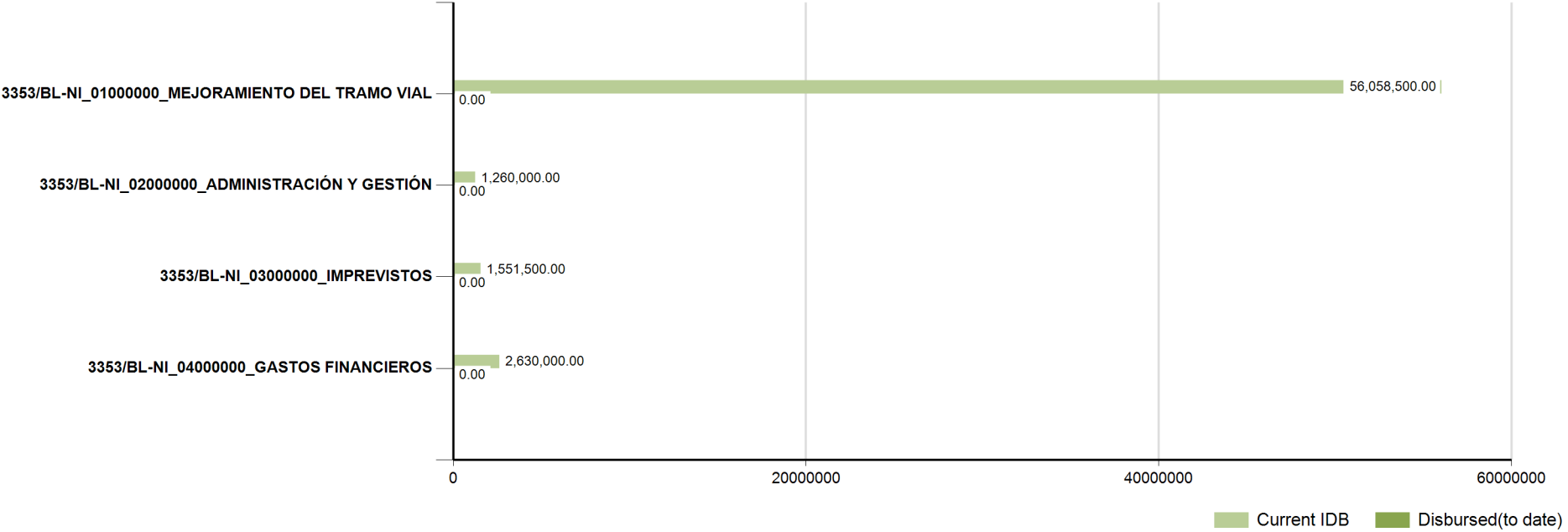
Environmental and Social Safeguards

| Main Operation | |
|---|--|
| Impacts Category: | |
| 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 Incrementar la accesibilidad física de la población en la Región Autónoma Atlántico Sur (RAAS) facilitando su integración a los mercados productivos nacionales y regionales así como a los servicios públicos, económicos y sociales, mediante la mejora de su infraestructura vial. | | | | | | |
|--|---|------------------------|------------|---------------|--|--------------|-------------|
| Observation: | Las metas de los indicadores de impacto están consideradas a alcanzarse en el año 2021. | | | | | | |
| Indicators | Flags* | Unit of Measure | Baseline | Baseline Year | Means of verification | Observations | EOP |
| 0.0 Volumen total de productos pesqueros marinos de la RAAS (LANGOSTA) | | millones de libras/año | 2.03 | 2015 | Registros del Instituto Nicaragüense de Pesca (INPESCA) y el Instituto Nicaragüense de Turismo (INTUR) | | P2.91 |
| | | | | | | | P(a) |
| | | | | | | | A |
| 0.1 Volumen total de productos pesqueros marinos de la RAAS (CAMARÓN) | | millones de libras/año | 1.54 | 2015 | Registros del Instituto Nicaragüense de Pesca (INPESCA) y el Instituto Nicaragüense de Turismo (INTUR) | | P1.78 |
| | | | | | | | P(a) |
| | | | | | | | A |
| 0.2 Volumen total de productos pesqueros marinos de la RAAS (PESCADO) | | millones de libras/año | 5.41 | 2015 | Registros del Instituto Nicaragüense de Pesca (INPESCA) y el Instituto Nicaragüense de Turismo (INTUR) | | P9.02 |
| | | | | | | | P(a) |
| | | | | | | | A |
| 0.3 Número de turistas anuales en la RAAS | | No. de turistas/año | 174,800.00 | 2015 | Informe de verificación del MTI | | P273,700.00 |
| | | | | | | | P(a) |
| | | | | | | | A |

 RF - RF Indicator  SI - Sector Indicator  CI - Country Indicator  PG - Pro-Gender  PE - Pro-Ethnicity

Outcomes

| | |
|--------------|---|
| Outcome: | 0 Reducir los costos de transporte y el tiempo de viaje en el corredor La Gateada-Naciones Unidas-Bluefields. |
| Observation: | 1. Los indicadores de impacto están relacionados a los principales beneficios exógenos identificados al completar el corredor vial que conecta la RAAS al resto del país, desde La Gateada hasta Bluefields. Esos beneficios constituyen el incremento de exportación pesquera y el mayor flujo de turistas a la zona de la RAAS; 2. El valor de la línea base del tiempo promedio de viaje representa las condiciones de circulación anual ponderadas entre las estaciones climáticas secas y lluviosas; 3. El IRI es una medida del estado general de la condición de circulación de la vía. 3. |

| Indicators | Flags* | Unit of Measure | Baseline | Baseline Year | Means of verification | Observations | EOP | |
|--|--------|-----------------|----------|---------------|-----------------------------------|--------------|------|------|
| | | | | | | | P | |
| 0.0 Tiempo de Viaje de Transporte de Pasajeros en el trayecto La Gateada - Bluefields. | | horas | 4.90 | 2015 | Estudio de Velocidad de Recorrido | | P(a) | |
| | | | | | | | A | |
| | | | | | | | | |
| 0.1 Tiempo de Viaje de Transporte de carga en el trayecto La Gateada - Bluefields. | | horas | 10.00 | 2015 | Estudio de Velocidad de Recorrido | | P | 2.90 |
| | | | | | | | P(a) | |
| | | | | | | | A | |
| 0.2 Tiempo promedio de viaje en el tramo Naciones Unidas - Km 46,1, Sector de San Francisco. | | horas | 4.50 | 2015 | Estudio de Velocidad de Recorrido | | P | 1.00 |
| | | | | | | | P(a) | |
| | | | | | | | A | |
| 0.3 Índice de Rugosidad Internacional IRI en el tramo Naciones Unidas - Km 46,1, Sector de San Francisco | | m/km | 16.00 | 2015 | Equipamiento especializado | | P | 2.60 |
| | | | | | | | P(a) | |
| | | | | | | | A | |
| 0.4 Costos de Operación Vehicular en el trayecto Naciones Unidas - Km 46.1, Sector de San Francisco (AUTOMÓVIL). | | US\$/veh-km | 0.25 | 2015 | Informe de Cálculo | | P | 0.15 |
| | | | | | | | P(a) | |
| | | | | | | | A | |
| 0.5 Costos de Operación Vehicular en el trayecto Naciones Unidas - Km 46.1, Sector de San Francisco (BUS). | | US\$/veh-km | 0.85 | 2015 | Informe de Cálculo | | P | 0.52 |
| | | | | | | | P(a) | |
| | | | | | | | A | |
| 0.6 Costos de Operación Vehicular en el trayecto Naciones Unidas - Km 46.1, Sector de San Francisco (CAMIÓN DE 10 TON.). | | US\$/veh-km | 1.17 | 2015 | Informe de Cálculo | | P | 0.78 |
| | | | | | | | P(a) | |
| | | | | | | | A | |

Outputs: Annual Physical and Financial Progress

| Mejoramiento del tramo vial Naciones Unidas - Km 46+100 Sector San Francisco | | Physical Progress | | | Financial Progress | | |
|--|-----------------|-------------------|------|-------|--------------------|--|---------------|
| Outputs | Unit of Measure | 2015 | | EOP | 2015 | | EOP |
| Km de carretera pavimentada. | Kilometers | P | 0.00 | 46.10 | P | | 57,169,500.00 |
| | | P(a) | 0.00 | 46.10 | P(a) | | 57,169,500.00 |
| | | A | 0.00 | 0.00 | A | | 0.00 |

| Other Cost | | 2015 | Cost |
|---|------|-------------|-----------------|
| Auditorías | P | | \$207,000.00 |
| | P(a) | | \$207,000.00 |
| | A | | \$0.00 |
| Gestión Ambiental y Social de los Impactos Indirectos | P | | \$348,000.00 |
| | P(a) | | \$348,000.00 |
| | A | | \$0.00 |
| Monitoreo y Evaluación | P | | \$80,000.00 |
| | P(a) | | \$80,000.00 |
| | A | | \$0.00 |
| Apoyo a la UCP | P | \$39,950.00 | \$775,000.00 |
| | P(a) | \$39,950.00 | \$775,000.00 |
| | A | \$0.00 | \$0.00 |
| Imprevistos | P | | \$1,551,500.00 |
| | P(a) | | \$1,551,500.00 |
| | A | | \$0.00 |
| Gastos Financieros | P | | \$2,630,000.00 |
| | P(a) | | \$2,630,000.00 |
| | A | | \$0.00 |
| Total Cost | | 2015 | Total Cost |
| | P | \$39,950.00 | \$62,761,000.00 |
| | P(a) | \$39,950.00 | \$62,721,050.00 |
| | A | | |

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.