

PMR Operational Report

| | | | |
|-----------------------------|-----------------------------|---|----------|
| Operation Number | PN-L1047 | Chief of Operations Validation Date | 03/08/18 |
| Year- PMR Cycle | Second period Jan-Dec 2017 | Division Chief Validation Date | 04/17/18 |
| Last Update | 03/08/18 | Country Representative Validation Date | 05/04/18 |
| PMR Validation Stage | Validated by Representative | | |

Basic Data

Operation Profile

| | | | |
|---------------------------|--|---|---|
| Operation Name | PPP Multiphase Road Infrastructure Program to Enhance Competitiveness-II | Loan Number | 1785/OC-PN-1 |
| Executing Agency | MINISTERIO DE OBRAS PUBLICAS | Sector/Subsector | TR-VSI - TRANSPORT-SECONDARY ROADS |
| Team Leader | DEAMBROSI, SERGIO LUIS | Overall Stage | Disbursing (From eligibility until all the Operations are closed) |
| Operation Type | Loan Operation | Country | PANAMA |
| Lending Instrument | Investment Loan | Convergence related Operation(s) | |
| Borrower | REPUBLICA DE PANAMA | | |

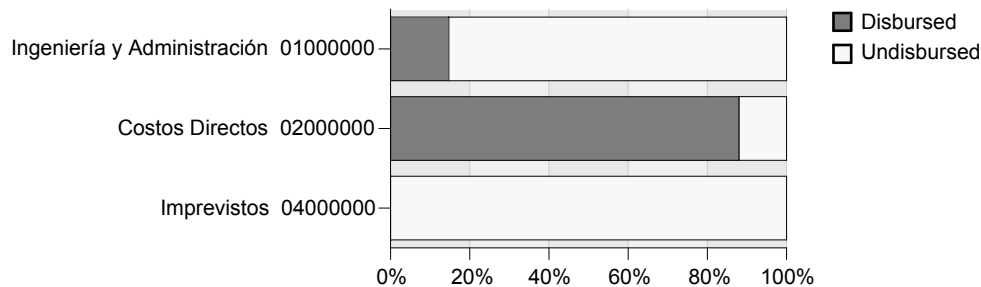
Environmental and Social Safeguards

| | | | |
|---|---|--|----|
| Impacts Category | B | Was/Were the objective(s) of this operation reformulated? | NO |
| Safeguard Performance Rating | | Date of approval | |
| Safeguard Performance Rating - Rationale | | | |

Financial Data

| Item | Total Cost and Source | | | | | Available Funds (US\$) | | | |
|-------------------|-----------------------|-------------------|-------------------|------------------------|---------------------|------------------------|----------------------|---------------|---------------------|
| | Original IDB | Current IDB | Local Counterpart | Co-Financing / Country | Total Original Cost | Current IDB | Disb. Amount to Date | % Disb | Undisbursed Amount |
| PN-L1047 | 70,000,000 | 70,000,000 | 30,000,000 | 0 | 100,000,000 | 70,000,000 | 63,187,043.77 | 90.27% | 6,812,956.23 |
| Aggregated | 70,000,000 | 70,000,000 | 30,000,000 | 0 | 100,000,000 | 70,000,000 | 63,187,043.77 | 90.27% | 6,812,956.23 |

Expense Categories by Loan Contract (cumulative values)



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. Please also note that inactive indicators and outputs are not displayed; totals in the actual cost table may not match the sum of the cost of the outputs displayed, due to the cost of inactive outputs.

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RESULTS MATRIX

IMPACTS

Impact Nbr. 1: Incrementar y mantener el nivel de servicio de una parte de la red vial nacional de Panamá

Observation: Se han utilizado los modelos internos del HDM-IV para evaluar los costos económicos de operación de los vehículos, los costos de inversión inicial y los costos anuales de mantenimiento rutinario y periódico, que constituyen el costo generalizado de transp

| Indicator | | Unit of Measure | Baseline | Baseline Year | | 2018 | EOP 2019 |
|-----------|---|-----------------|----------|---------------|------|------|----------|
| 1.0 | % de km de la red vial que se encuentra en buen estado (Índice de Rugosidad -IRI- promedio de 4.0 ó menor | % | 34.00 | 2010 | P | | |
| | | | | | P(a) | | 40.00 |
| | | | | | A | | |

Details

Pro-Gender No **Pro-Ethnicity** No

| Indicator | | Unit of Measure | Baseline | Baseline Year | | 2018 | EOP 2019 |
|-----------|---|-----------------|----------|---------------|------|------|----------|
| 1.1 | % de la red vial que se encuentra bajo un esquema de mantenimiento rutinario por estándares | % | 7.00 | 2010 | P | | |
| | | | | | P(a) | | 12.00 |
| | | | | | A | | |

Details

Pro-Gender No **Pro-Ethnicity** No

| Indicator | | Unit of Measure | Baseline | Baseline Year | | 2018 | EOP 2019 |
|-----------|--|-----------------|----------|---------------|------|------|----------|
| 1.2 | % de la red vial rural, bajo un esquema de mantenimiento rutinario | % | 9.00 | 2010 | P | | |
| | | | | | P(a) | | 4.00 |
| | | | | | A | | |

Details

Pro-Gender No **Pro-Ethnicity** No

PMR Operational Report

RESULTS MATRIX

OUTCOMES

Outcome Nbr. 1: costos de operación incluyendo tiempo de viaje reducido

Observation:

| Indicator | | Unit of Measure | Baseline | Baseline Year | | 2013 | 2014 | 2015 | 2016 | 2018 | EOP 2019 |
|-----------|---|-----------------|----------|---------------|------|------|------|------|------|------|----------|
| 1.1 | Disminución de los costos de operación vehicular en los caminos rehabilitados | \$/Vehic/Km | 0.19 | 2011 | P | | | | | | 0.18 |
| | | | | | P(a) | | | | | | 0.18 |
| | | | | | A | | | | | | |

Details

Means of verification: Los costos de operación vehicular serán calculados por el MOP con el modelo HDM IV.

Observations: Se realizarán evaluaciones de costos teniendo en cuenta los valores actuales de los insumos y rendimientos al momento de la evaluación.

| | | | |
|-------------------|----|----------------------|----|
| Pro-Gender | No | Pro-Ethnicity | No |
|-------------------|----|----------------------|----|

| Indicator | | Unit of Measure | Baseline | Baseline Year | | 2013 | 2014 | 2015 | 2016 | 2018 | EOP 2019 |
|-----------|--|-----------------|----------|---------------|------|------|------|------|------|------|----------|
| 1.2 | Reducción promedio del tiempo de viaje en los caminos rehabilitados por el Programa, manteniéndose en este nivel tres años después de su intervención. | % | 0.00 | 2011 | P | | | | | | 10.00 |
| | | | | | P(a) | | | | | | 10.00 |
| | | | | | A | | | | | | |

Details

Means of verification: AFP, el tiempo de viaje medio será menor que aquel al AIP, medido en tramos promedio sobre un recorrido medio de 30KM, en una sola dirección.

| | | | |
|-------------------|----|----------------------|----|
| Pro-Gender | No | Pro-Ethnicity | No |
|-------------------|----|----------------------|----|

Outcome Nbr. 2: Patrimonio Vial del País Preservado

Observation:

| Indicator | | Unit of Measure | Baseline | Baseline Year | | 2013 | 2014 | 2015 | 2016 | 2018 | EOP 2019 |
|-----------|---|-----------------|----------|---------------|------|------|------|-------|------|------|----------|
| 2.1 | Estado de Conservación de la Red Vial que se encuentra en buen estado | % | 34.00 | 2010 | P | | | 40.00 | | | 40.00 |
| | | | | | P(a) | | | 40.00 | | | 40.00 |
| | | | | | A | | | | | | |

Details

Means of verification: Informes anuales de indicadores producidos por el MOP

Observations: En base a un índice de rugosidad internacional IRI promedio de 4.0 o menor.

| | | | |
|-------------------|----|----------------------|----|
| Pro-Gender | No | Pro-Ethnicity | No |
|-------------------|----|----------------------|----|

| Indicator | | Unit of Measure | Baseline | Baseline Year | | 2013 | 2014 | 2015 | 2016 | 2018 | EOP 2019 |
|-----------|--|-----------------|----------|---------------|--|------|------|------|------|------|----------|
|-----------|--|-----------------|----------|---------------|--|------|------|------|------|------|----------|

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RESULTS MATRIX

OUTCOMES

| | | | | | | | | | | | |
|-----|--|---|------|------|------|--|--|-------|--|--|-------|
| 2.2 | Incremento del porcentaje de la red vial bajo un esquema de mantenimiento rutinario por estándares | % | 7.00 | 2010 | P | | | 12.00 | | | 12.00 |
| | | | | | P(a) | | | 12.00 | | | 12.00 |
| | | | | | A | | | | | | |

Details

Means of verification: Informes anuales de indicadores producidos por el MOP

| | | | |
|-------------------|----|----------------------|----|
| Pro-Gender | No | Pro-Ethnicity | No |
|-------------------|----|----------------------|----|

| Indicator | | Unit of Measure | Baseline | Baseline Year | | 2013 | 2014 | 2015 | 2016 | 2018 | EOP 2019 |
|-----------|---|-----------------|----------|---------------|------|------|------|------|------|------|----------|
| 2.3 | Implementación de un esquema de rehabilitación y mantenimiento de caminos rurales | % | 0.00 | 2010 | P | | | | 4.00 | | 4.00 |
| | | | | | P(a) | | | | 4.00 | | 4.00 |
| | | | | | A | | | | | | |

Details

Means of verification: Informes anuales de indicadores producidos por el MOP

| | | | |
|-------------------|----|----------------------|----|
| Pro-Gender | No | Pro-Ethnicity | No |
|-------------------|----|----------------------|----|

| Indicator | | Unit of Measure | Baseline | Baseline Year | | 2013 | 2014 | 2015 | 2016 | 2018 | EOP 2019 |
|-----------|--|-----------------|----------|---------------|------|------|------|------|------|------|----------|
| 2.4 | Condiciones de transitabilidad de la infraestructura vial de la red intervenida por el Programa mejorada | Indice (IRI) | 5.50 | 2011 | P | 4.00 | 3.30 | 3.20 | 3.10 | | 3.10 |
| | | | | | P(a) | 4.00 | 3.30 | 3.20 | 3.10 | | 3.10 |
| | | | | | A | | 0.00 | | | | |

Details

Means of verification: Disminución en el Indice de Rugosidad Internacional

| | | | |
|-------------------|----|----------------------|----|
| Pro-Gender | No | Pro-Ethnicity | No |
|-------------------|----|----------------------|----|

| Indicator | | Unit of Measure | Baseline | Baseline Year | | 2013 | 2014 | 2015 | 2016 | 2018 | EOP 2019 |
|-----------|---|-----------------|----------|---------------|------|-------|-------|-------|-------|------|----------|
| 2.5 | Mejora de la gestión de la conservación vial de las carreteras beneficiadas por el Programa | % | 0.00 | 2011 | P | 20.00 | 40.00 | 65.00 | 75.00 | | 75.00 |
| | | | | | P(a) | 20.00 | 40.00 | 65.00 | 75.00 | | 75.00 |
| | | | | | A | | 0.00 | | | | |

Details

Means of verification: Informes anuales del Ministerio de Obras Públicas

Observations: Esto corresponde al % de carreteras beneficiadas por el Programa que se encuentran en buen estado

| | | | |
|-------------------|----|----------------------|----|
| Pro-Gender | No | Pro-Ethnicity | No |
|-------------------|----|----------------------|----|

RESULTS MATRIX

OUTPUTS: ANNUAL PHYSICAL AND FINANCIAL PROGRESS

Component Nbr. 1 Rehabilitación y Mantenimiento de Circuitos

| | Output | Unit of Measure | | PHYSICAL PROGRESS | | FINANCIAL PROGRESS | |
|-----|--|-----------------|------|-------------------|----------|--------------------|---------------|
| | | | | 2017 | EOP 2019 | 2017 | EOP 2019 |
| 1.1 | Carreteras rehabilitadas | Roads (km) | P | | 165 | | 62,696,000 |
| | | | P(a) | 0 | 229.59 | 18,168,109.39 | 69,343,114.99 |
| | | | A | 0 | 211.59 | 28,574,528.05 | 79,749,533.65 |
| 1.2 | Carreteras de la Red Vial Nacional gestionada con contratos de mantenimiento vial por estándares | Kilómetros | P | | 1,075 | | 20,700,000 |
| | | | P(a) | 108 | 603 | 9,072,340.88 | 11,715,021.24 |
| | | | A | 108 | 603 | 77,196.96 | 2,719,877.32 |

Component Nbr. 2 Fortalecimiento Institucional

| | Output | Unit of Measure | | PHYSICAL PROGRESS | | FINANCIAL PROGRESS | |
|-----|---|-----------------|------|-------------------|----------|--------------------|------------|
| | | | | 2017 | EOP 2019 | 2017 | EOP 2019 |
| 2.1 | Manual de operaciones del piloto de caminos rurales aprobado | Manual | P | | 1 | | 0 |
| | | | P(a) | 0 | 1 | 0 | 0 |
| | | | A | 0 | 1 | 0 | 0 |
| 2.2 | Sistema de Fiscalización de contratos de mantenimiento mejorado | informe | P | | 1 | | 300,000 |
| | | | P(a) | 0 | 0 | 0 | 0 |
| | | | A | 0 | 0 | 0 | 0 |
| 2.3 | Personal de la Unidad de Estudios Capacitados en temas de sus áreas | personas | P | | 20 | | 40,000 |
| | | | P(a) | 0 | 31 | 0 | 9,403.42 |
| | | | A | 0 | 31 | 0 | 9,403.42 |
| 2.4 | Marco conceptual de la dirección de planificación elaborado | marco | P | | 1 | | 500,000 |
| | | | P(a) | 0 | 0 | 0 | 0 |
| | | | A | 0 | 0 | 0 | 0 |
| 2.5 | Equipo técnico para las unidades del MOP | compras | P | | 0 | | 2,160,000 |
| | | | P(a) | 2 | 82 | 0 | 193,972.37 |
| | | | A | 2 | 82 | 0 | 193,972.37 |

Other Cost

| | | | | | | |
|--|-----------------------------|------|--|--|------------|------------|
| | Imprevistos | P | | | | 4,000,000 |
| | | P(a) | | | 518,096 | 518,096 |
| | | A | | | | 0 |
| | Ingeniería y Administración | P | | | | 10,000,000 |
| | | P(a) | | | 444,606.61 | 941,424.59 |
| | | A | | | 29,425 | 526,242.98 |

Total Cost

| | | | | | | |
|--|------------|------|--|--|---------------|---------------|
| | Total Cost | P | | | | 100,396,000 |
| | | P(a) | | | 28,203,152.88 | 82,721,032.61 |
| | | A | | | 28,681,150.01 | 83,199,029.74 |

CHANGES TO THE MATRIX

No information available for this section