

# PMR Operational Report

<b>Operation Number</b>	SU-L1057	<b>Chief of Operations Validation Date</b>	04/03/20
<b>Year- PMR Cycle</b>	Second period Jan-Dec 2019	<b>Division Chief Validation Date</b>	04/15/20
<b>Last Update</b>	03/20/20	<b>Country Representative Validation Date</b>	04/22/20
<b>PMR Validation Stage</b>	Validated by Representative		

## Basic Data

### Operation Profile

<b>Operation Name</b>	Improving Transport Logistics and Competitiveness in Suriname	<b>Loan Number</b>	4828/OC-SU
<b>Executing Agency</b>	Ministry of Public Works, Transport and Communication	<b>Sector/Subsector</b>	TR-PDO - TRANSPORT-PORT INFRASTRUCTURE
<b>Team Leader</b>	ZAMORA MURILLO, EDGAR	<b>Overall Stage</b>	Effective/Pending Eligibility
<b>Operation Type</b>	Loan Operation	<b>Country</b>	Suriname
<b>Lending Instrument</b>	Investment Loan	<b>Convergence related Operation(s)</b>	
<b>Borrower</b>	REPUBLIC OF SURINAME		

## Environmental and Social Safeguards

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

## 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
SU-L1057	45,000,000	45,000,000	0	0	45,000,000	45,000,000	0	0.00%	45,000,000
Aggregated	45,000,000	45,000,000	0	0	45,000,000	45,000,000	0	0.00%	45,000,000

## Expense Categories by Loan Contract (cumulative values)

Please 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. 0:** Suriname's quality of ports

**Observation:** The index varies from 1 – 7 (poor – excellent). The goal was estimated by comparison with the index for the Bank's countries within Central America and the Caribbean region with similar GDP and sea cargo volumes.

Indicator		Unit of Measure	Baseline	Baseline Year		2024	EOP 2024
0.0	Suriname's quality of ports	index	4.40	2014	P		4.60
					P(a)		
					A		

#### Details

**Means of verification:** Global Competitiveness Report – World Economic Forum

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

**Impact Nbr. 1:** Trading Across Borders

**Observation:** The ranking of economies in the ease of trading across borders is determined by sorting their distance to frontier scores for trading across borders. These scores are the simple average of the distance to frontier scores for the time and cost for documentary compliance and border compliance to export and import. The ranking compares 190 countries.

Indicator		Unit of Measure	Baseline	Baseline Year		2024	EOP 2024
1.0	Trading Across Borders Ranking (out of 190)	position	87.00	2018	P		85.00
					P(a)		
					A		

#### Details

**Means of verification:** Doing Business Survey

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

**Impact Nbr. 3:** Cost to import (Border Compliance)

**Observation:** Target is set based on the average for the region. Following Abadie and Gardeazabal (2003) and Abadie et al (2010), will follow an SCM to estimate the impact of the intervention by building a synthetic control group. Data to be used include yearly published Doing Business indicators, World Development Indicators, Global Competitiveness Indicators

Indicator		Unit of Measure	Baseline	Baseline Year		2024	EOP 2024
3.0	Cost to import (Border Compliance)	USD	658.00	2019	P		647.20
					P(a)		
					A		

#### Details

**Means of verification:** Doing Business Survey

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

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### RESULTS MATRIX

#### OUTCOMES

**Outcome Nbr. 1:** Reduction in cargo operations time

**Observation:** Average time for cargo operation will be calculated based on the same procedures considered to calculate the baseline. The import process is the one presenting benefit if the inspection is carried out before the truck arrival.

Indicator		Unit of Measure	Baseline	Baseline Year		EOP 2024
1.0	Average time for cargo operations of trucks at the port	minutes	300.00	2018	P	120.00
					P(a)	
					A	
Details						
Means of verification: Field study						
Pro-Gender		No	Pro-Ethnicity		No	

**Outcome Nbr. 2:** Reduction in travel time for road users

**Observation:** For the baseline, the software Vissim was used. Software with similar capabilities will be used for the ex-post evaluation

Indicator		Unit of Measure	Baseline	Baseline Year		EOP 2024
2.0	Average travel time along the section Van 't Hogerhuysstraat (between Latourweg and Molenpad) from south to north	minutes	12.00	2018	P	9.00
					P(a)	
					A	
Details						
Means of verification: Field study						
Pro-Gender		No	Pro-Ethnicity		No	

Indicator		Unit of Measure	Baseline	Baseline Year		EOP 2024
2.1	Average travel time along the section Van 't Hogerhuysstraat (between Latourweg and Molenpad) from north to south	minutes	11.00	2018	P	9.00
					P(a)	
					A	
Details						
Means of verification: Field study						
Pro-Gender		No	Pro-Ethnicity		No	

Indicator		Unit of Measure	Baseline	Baseline Year		EOP 2024
2.2	Average travel time in Willem Campagnestraat circuit	minutes	9.00	2018	P	6.00

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### RESULTS MATRIX

#### OUTCOMES

2.2	Average travel time in Willem Campagnestraat circuit	minutes	9.00	2018	P(a)	
					A	
Details						
Means of verification: Field study						
Pro-Gender		No		Pro-Ethnicity		No

Indicator		Unit of Measure	Baseline	Baseline Year		EOP 2024
2.3	Average travel time in Latourweg, Molenpad, and Jules Wijdenboschbrug circuits	minutes	13.00	2018	P	8.00
					P(a)	
					A	
Details						
Means of verification: Field study						
Pro-Gender		No		Pro-Ethnicity		No

**Outcome Nbr. 3:** Reduction in generalized travel costs for road users

**Observation:** The costs quantified were the VTT and the VOC, using parameters for Suriname VTT estimated using the methodology World Bank methodology. This model was further developed by the Mexican Transport Institute to propose a time valuing estimation based on the working time spent on transport and the leisure time spent on transport. This method considers the minim wage, the number of average working hours in a week by employed citizens and an adjustment factor based on the times the minimum wage is earned by a vehicle type occupant VOC based on parameters of fuel consumption by vehicle type per average speed and non-fuel related costs by vehicle type per kilometer. These inputs were obtained from the California Life-Cycle Benefit-Cost Analysis Model for the 2018 BUILD Applications

Indicator		Unit of Measure	Baseline	Baseline Year		EOP 2024
3.0	Generalised Travel Costs (GTC) in section Van 't Hogerhuysstraat (between Latourweg and Molenpad) South to north - CAR	US\$/km	0.28	2018	P	0.21
					P(a)	
					A	
Details						
Means of verification: Ex post CBA						
Pro-Gender		No		Pro-Ethnicity		No

Indicator		Unit of Measure	Baseline	Baseline Year		EOP 2024
3.2	Generalised Travel Costs (GTC) in section Van 't Hogerhuysstraat (between Latourweg and Molenpad) South to north - BUS	US\$/km	1.04	2018	P	0.76
					P(a)	
					A	
Details						

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#### OUTCOMES

**Means of verification:** Ex post CBA

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

Indicator		Unit of Measure	Baseline	Baseline Year		EOP 2024
3.3	Generalised Travel Costs (GTC) in section Van 't Hogerhuysstraat (between Latourweg and Molenpad) South to north - TRUCK	US\$/km	0.23	2018	P	0.19
					P(a)	
					A	

#### Details

**Means of verification:** Ex post CBA

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

Indicator		Unit of Measure	Baseline	Baseline Year		EOP 2024
3.4	Generalised Travel Costs (GTC) in section Van 't Hogerhuysstraat (between Latourweg and Molenpad) South to north - MOTO	US\$/km	0.14	2018	P	0.11
					P(a)	
					A	

#### Details

**Means of verification:** Ex post CBA

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

Indicator		Unit of Measure	Baseline	Baseline Year		EOP 2024
3.4	GTC in section Van 't Hogerhuysstraat (between Latourweg and Molenpad) North to south - CAR	US\$/km	0.24	2019	P	0.20
					P(a)	
					A	

#### Details

**Means of verification:** Ex post CBA

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

Indicator		Unit of Measure	Baseline	Baseline Year		EOP 2024
3.5	GTC in section Van 't Hogerhuysstraat (between Latourweg and Molenpad) North to south - BUS	US\$/km	0.90	2018	P	0.76
					P(a)	
					A	

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#### OUTCOMES

Details						
Means of verification: Ex post CBA						
Pro-Gender		No	Pro-Ethnicity		No	
Indicator		Unit of Measure	Baseline	Baseline Year		EOP 2024
3.6	GTC in section Van 't Hogerhuysstraat (between Latourweg and Molenpad) North to south - TRUCK	US\$/km	0.22	2018	P	0.19
					P(a)	
					A	
Details						
Means of verification: Ex post CBA						
Pro-Gender		No	Pro-Ethnicity		No	
Indicator		Unit of Measure	Baseline	Baseline Year		EOP 2024
3.7	GTC in section Van 't Hogerhuysstraat (between Latourweg and Molenpad) North to south - MOTO	US\$/km	0.13	2018	P	0.11
					P(a)	
					A	
Details						
Means of verification: Ex post CBA						
Pro-Gender		No	Pro-Ethnicity		No	
Indicator		Unit of Measure	Baseline	Baseline Year		EOP 2024
3.8	GTC along Willem Campagnestraat circuit - CAR	US\$/km	0.26	2018	P	0.19
					P(a)	
					A	
Details						
Means of verification: Ex post CBA						
Pro-Gender		No	Pro-Ethnicity		No	
Indicator		Unit of Measure	Baseline	Baseline Year		EOP 2024
3.9	GTC along Willem Campagnestraat circuit - BUS	US\$/km	0.96	2018	P	0.70
					P(a)	

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#### OUTCOMES

3.9	GTC along Willem Campagnestraat circuit - BUS	US\$/km	0.96	2018	A	
Details						
Means of verification: Ex post CBA						
Pro-Gender		No		Pro-Ethnicity		No
Indicator		Unit of Measure	Baseline	Baseline Year		EOP 2024
3.10	GTC along Willem Campagnestraat circuit - TRUCK	US\$/km	0.22	2018	P	0.18
					P(a)	
					A	
Details						
Means of verification: Ex post CBA						
Pro-Gender		No		Pro-Ethnicity		No
Indicator		Unit of Measure	Baseline	Baseline Year		EOP 2024
3.11	GTC along Willem Campagnestraat circuit - MOTO	US\$/km	0.14	2018	P	0.10
					P(a)	
					A	
Details						
Means of verification: Ex post CBA						
Pro-Gender		No		Pro-Ethnicity		No
Indicator		Unit of Measure	Baseline	Baseline Year		EOP 2024
3.12	GTC along other access (Latourweg, Molenpad, and Jules Wijdenboschbrug) - CAR	US\$/km	0.28	2018	P	0.20
					P(a)	
					A	
Details						
Means of verification: Ex post CBA						
Pro-Gender		No		Pro-Ethnicity		No
Indicator		Unit of Measure	Baseline	Baseline Year		EOP 2024
3.13	GTC along other access (Latourweg, Molenpad, and Jules Wijdenboschbrug) - BUS	US\$/km	1.09	2018	P	0.75

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#### OUTCOMES

3.13	GTC along other access (Latourweg, Molenpad, and Jules Wijdenboschbrug) - BUS	US\$/km	1.09	2018	P(a)	
					A	

#### Details

**Means of verification:** Ex post CBA

<b>Pro-Gender</b>	No	<b>Pro-Ethnicity</b>	No
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Indicator		Unit of Measure	Baseline	Baseline Year		EOP 2024
3.14	GTC along other access (Latourweg, Molenpad, and Jules Wijdenboschbrug) - TRUCK	US\$/km	0.22	2018	P	0.19
					P(a)	
					A	

#### Details

**Means of verification:** Ex post CBA

<b>Pro-Gender</b>	No	<b>Pro-Ethnicity</b>	No
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Indicator		Unit of Measure	Baseline	Baseline Year		EOP 2024
3.15	GTC along other access (Latourweg, Molenpad, and Jules Wijdenboschbrug) - MOTO	US\$/km	0.14	2018	P	0.11
					P(a)	
					A	

#### Details

**Means of verification:** Ex post CBA

<b>Pro-Gender</b>	No	<b>Pro-Ethnicity</b>	No
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**Outcome Nbr. 4:** Institutional strengthening

**Observation:** Certification will be given to participants who pass a minimum score in the course's tests

Indicator		Unit of Measure	Baseline	Baseline Year		EOP 2024
4.0	Ministry of Public Works, Transport and Communication (MPWT&C) and Road Authority strengthened in road asset management and project management	Public employees trained	0.00	2018	P	30.00
					P(a)	
					A	

#### Details

**Means of verification:** Training reports

<b>Pro-Gender</b>	No	<b>Pro-Ethnicity</b>	No
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#### OUTCOMES

Indicator		Unit of Measure	Baseline	Baseline Year		EOP 2024
4.2	Key stakeholders of port trained in the use of Port Community System and port processes	Port operators and users trained	0.00	2018	P	100.00
					P(a)	
					A	
Details						
Means of verification: Training reports						
Pro-Gender		No	Pro-Ethnicity		No	

**Outcome Nbr. 5:** Increase of women in the labor force

**Observation:** Pro-gender

Indicator		Unit of Measure	Baseline	Baseline Year		EOP 2024
5.0	Employment opportunities for women in logistics activities in the port improved	Increase of women hired (%)	0.00	2018	P	15.00
					P(a)	
					A	
Details						
Means of verification: Reports from the port operators						
Pro-Gender		No	Pro-Ethnicity		No	

**Outcome Nbr. 6:** Increase People with Disabilities PwD in the labor force

**Observation:**

Indicator		Unit of Measure	Baseline	Baseline Year		EOP 2024
6.0	Employment opportunities for PwD in logistics activities in the port improved	Increase of PwD hired (%)	0.00	2018	P	2.00
					P(a)	
					A	
Details						
Means of verification: Reports from the port operators						
Pro-Gender		No	Pro-Ethnicity		No	

## RESULTS MATRIX

### OUTPUTS: ANNUAL PHYSICAL AND FINANCIAL PROGRESS

#### Component Nbr. 1 Port interventions

	Output	Unit of Measure		PHYSICAL PROGRESS	FINANCIAL PROGRESS
				EOP 2024	EOP 2024
1.1	Logistic center built	Ha	P	1.53	2,050,000
			P(a)	1.53	0
			A	0	0
1.2	Access control system installed	system	P	1	210,000
			P(a)	1	0
			A	0	0
1.3	Port Community System implemented	system	P	1	2,200,000
			P(a)	1	0
			A	0	0

#### Component Nbr. 2 Road interventions

	Output	Unit of Measure		PHYSICAL PROGRESS	FINANCIAL PROGRESS
				EOP 2024	EOP 2024
2.1	Primary urban roads rehabilitated	km	P	8	26,600,000
			P(a)	8	0
			A	0	0
2.2	Bridge over Saramacca channel at Van't Hogerhuysstraat built	m	P	240	9,600,000
			P(a)	240	0
			A	0	0

#### Component Nbr. 3 Institutional strengthening

	Output	Unit of Measure		PHYSICAL PROGRESS	FINANCIAL PROGRESS
				EOP 2024	EOP 2024
3.1	Road asset management system in operation	system	P	1	200,000
			P(a)	1	0
			A	0	0
3.2	Technical Training implemented	#	P	5	400,000
			P(a)	5	0
			A	0	0
3.3	Programs to improve the participation of women in logistics services, implemented	#	P	6	100,000
			P(a)	6	0
			A	0	0

#### Other Cost

	Project administration	P		1,895,000
		P(a)		0

## RESULTS MATRIX

## OUTPUTS: ANNUAL PHYSICAL AND FINANCIAL PROGRESS

	Project administration	A		0
	Monitoring and evaluation	P		25,000
		P(a)		0
		A		0
	External audits	P		80,000
		P(a)		0
		A		0
	Contingencies	P		1,640,000
		P(a)		0
		A		0

## Total Cost

	Total Cost	P		45,000,000
		P(a)		0
		A		0

### CHANGES TO THE MATRIX

No information available for this section

## PMR Operational Report

### IMPLEMENTATION STATUS AND LEARNING

Lesson Learned - Categories