

PMR Operational Report

Operation Number	SU-L1057	Chief of Operations Validation Date	10/27/20
Year- PMR Cycle	First period Jan-Jun 2020	Division Chief Validation Date	
Last Update	10/09/20	Country Representative Validation Date	
PMR Validation Stage	Validated by Chief of Operations		

Basic Data

Operation Profile

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

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
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)

PMR Operational Report

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

PMR Operational Report

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

PMR Operational Report

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 minimum 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						

PMR Operational Report

RESULTS MATRIX

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	

PMR Operational Report

RESULTS MATRIX

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)	

PMR Operational Report

RESULTS MATRIX

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

PMR Operational Report

RESULTS MATRIX

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

Pro-Gender	No	Pro-Ethnicity	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

Pro-Gender	No	Pro-Ethnicity	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

Pro-Gender	No	Pro-Ethnicity	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

Pro-Gender	No	Pro-Ethnicity	No
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PMR Operational Report

RESULTS MATRIX

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	
				2020	EOP 2024	2020	EOP 2024
1.1	Logistic center built	Ha	P		1.53		2,050,000
			P(a)		1.53		0
			A		0	0	0
1.2	Access control system installed	system	P		1		210,000
			P(a)		1		0
			A		0	0	0
1.3	Port Community System implemented	system	P		1		2,200,000
			P(a)		1		0
			A		0	0	0

Component Nbr. 2 Road interventions

	Output	Unit of Measure		PHYSICAL PROGRESS		FINANCIAL PROGRESS	
				2020	EOP 2024	2020	EOP 2024
2.1	Primary urban roads rehabilitated	km	P		8		26,600,000
			P(a)		8		0
			A	0	0	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	0	0

Component Nbr. 3 Institutional strengthening

	Output	Unit of Measure		PHYSICAL PROGRESS		FINANCIAL PROGRESS	
				2020	EOP 2024	2020	EOP 2024
3.1	Road asset management system in operation	system	P		1		200,000
			P(a)		1		0
			A	0	0	0	0
3.2	Technical Training implemented	#	P	1	5	0	400,000
			P(a)	0	5		0
			A	0	0	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	0	0

Other Cost

	Project administration	P			379,000	1,895,000
		P(a)				0
		A				0
	Monitoring and evaluation	P				25,000
		P(a)				0
		A			0	0
	External audits	P			8,000	80,000
		P(a)				0
		A			0	0
	Contingencies	P				1,640,000
		P(a)				0
		A			0	0

Total Cost

	Total Cost	P			387,000	45,000,000
		P(a)				0
		A			0	0

CHANGES TO THE MATRIX

No information available for this section

PMR Operational Report

IMPLEMENTATION STATUS AND LEARNING

Lesson Learned - Categories

Project Management Capacity