

PMR Public Report

| | | | |
|-----------------------------|-----------------------------|-----------------------------------------------|----------|
| Operation Number | NI-L1087 | Chief of Operations Validation Date | 04/12/21 |
| Year- PMR Cycle | Second period Jan-Dec 2020 | Division Chief Validation Date | 04/12/21 |
| Last Update | 03/29/21 | Country Representative Validation Date | 04/19/21 |
| PMR Validation Stage | Validated by Representative | | |

Basic Data

Operation Profile

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

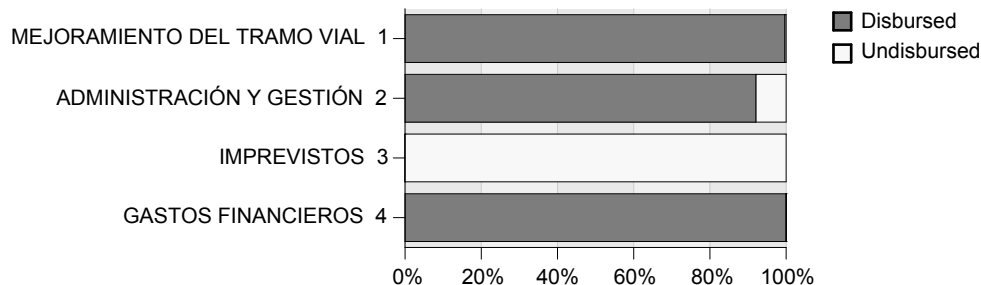
Environmental and Social Safeguards

| | | | |
|-------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------|----|
| Impacts Category | A | Was/Were the objective(s) of this operation reformulated? | NO |
| Safeguard Performance Rating | Partially Satisfactory | Date of approval | |
| Safeguard Performance Rating - Rationale | <p>Los instrumentos de salvaguardas con que cuenta el país y el ejecutor para el sector transporte son adecuados, tales como normativas nacionales, evaluaciones ambientales, EIAS y PGAS, y buenas prácticas para realizar procesos de consultas públicas, consultas públicas con comunidades indígenas, y de reasentamiento</p> <p>En resumen, cuatro (4) de las 24 medidas evaluadas en este informe se califican como Parcialmente Satisfactorio, mientras que las restantes medidas son consideradas como Satisfactorias; las medidas analizadas pendientes son:</p> <p>(i) riesgo de deslizamiento en 15 sitios de la carretera NNUU – San Francisco, en el área de influencia directa por haberse diseñando una relación del talud (1:1) muy vertical, esto supuestamente para disminuir costo (ver imágenes en Anexo 4). Esto porque podrían ocurrir derrumbes en esos sitios y afectar la seguridad de transeúntes y vehículos; así como, afectación de cursos de agua superficial y drenajes y de no corregirse podría generar un pasivo socioambiental.</p> <p>(ii) capacitar a la entidades participantes regionales sobre el Plan de Ordenamiento Territorial para la comunidad y territorio Rama Kriol para ayudar a sanear el territorio y para minimizar el impacto social y ambiental que se ha generado con el incremento en accesibilidad al territorio indígena, por la construcción de la nueva carretera. Esta actividad se ha cumplido, pero se requiere dar seguimiento por parte de la entidad ejecutora en coordinación con el Gobierno Regional GRACS.</p> <p>La calificación del cumplimiento de salvaguardas de la Operación es Parcialmente Satisfactorio.</p> | | |

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 |
| NI-L1087 | 61,500,000 | 61,500,000 | 1,261,000 | 0 | 62,761,000 | 61,500,000 | 59,865,200 | 97.34% | 1,634,800 |
| Aggregated | 61,500,000 | 61,500,000 | 1,261,000 | 0 | 62,761,000 | 61,500,000 | 59,865,200 | 97.34% | 1,634,800 |

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

General Development Objectives

General Development Objectives Nbr. 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:

| | Indicator | Unit of Measure | Baseline | Baseline Year | Expected Year of Achievement | | Target |
|-----|--------------------------------------------------------------------|------------------------|----------|---------------|------------------------------|---|--------|
| 0.0 | Volumen total de productos pesqueros marinos de la RAAS (LANGOSTA) | millones de libras/año | 2.03 | 2015 | 2021 | P | 2.91 |
| | | | | | | A | |

Details

Means of verification: Registros del Instituto Nicaragüense de Pesca (INPESCA) y el Instituto Nicaragüense de Turismo (INTUR)

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

The General Development objective indicator target is expected to be observed by the operation's "Fully Justified" date in Convergence (CO) No

| | Indicator | Unit of Measure | Baseline | Baseline Year | Expected Year of Achievement | | Target |
|-----|-------------------------------------------------------------------|------------------------|----------|---------------|------------------------------|---|--------|
| 0.1 | Volumen total de productos pesqueros marinos de la RAAS (CAMARÓN) | millones de libras/año | 1.54 | 2015 | 2021 | P | 1.78 |
| | | | | | | A | |

Details

Means of verification: Registros del Instituto Nicaragüense de Pesca (INPESCA) y el Instituto Nicaragüense de Turismo (INTUR)

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

The General Development objective indicator target is expected to be observed by the operation's "Fully Justified" date in Convergence (CO) No

| | Indicator | Unit of Measure | Baseline | Baseline Year | Expected Year of Achievement | | Target |
|-----|-------------------------------------------------------------------|------------------------|----------|---------------|------------------------------|---|--------|
| 0.2 | Volumen total de productos pesqueros marinos de la RAAS (PESCADO) | millones de libras/año | 5.41 | 2015 | 2021 | P | 9.02 |
| | | | | | | A | |

Details

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RESULTS MATRIX

General Development Objectives

Means of verification: Registros del Instituto Nicaragüense de Pesca (INPESCA) y el Instituto Nicaragüense de Turismo (INTUR)

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

The General Development
bjective indicator target is
expected to be observed by
the operation's "Fully
Justified" date
in Convergence (CO)

No

| | Indicator | Unit of Measure | Baseline | Baseline Year | Expected Year of Achievement | | Target |
|-----|---------------------------------------|---------------------|------------|---------------|------------------------------|---|------------|
| 0.3 | Número de turistas anuales en la RAAS | No. de turistas/año | 174,800.00 | 2015 | 2021 | P | 273,700.00 |
| | | | | | | A | |

Details

Means of verification: Informe de verificación del MTI

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

The General Development
bjective indicator target is
expected to be observed by
the operation's "Fully
Justified" date
in Convergence (CO)

No

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Specific Development Objectives

Specific Development Objectives Nbr. 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.

| Indicator | | Unit of Measure | Baseline | Baseline Year | | 2020 | 2022 | EOP 2022 |
|-----------|------------------------------------------------------------------------------------|-----------------|----------|---------------|---|------|------|----------|
| 0.0 | Tiempo de Viaje de Transporte de Pasajeros en el trayecto La Gateada - Bluefields. | horas | 4.90 | 2015 | P | | | 2.90 |
| | | | | | A | | | |

Details

Means of verification: Estudio de Velocidad de Recorrido

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

| Indicator | | Unit of Measure | Baseline | Baseline Year | | 2020 | 2022 | EOP 2022 |
|-----------|--------------------------------------------------------------------------------|-----------------|----------|---------------|---|------|------|----------|
| 0.1 | Tiempo de Viaje de Transporte de carga en el trayecto La Gateada - Bluefields. | horas | 10.00 | 2015 | P | | | 2.90 |
| | | | | | A | | | |

Details

Means of verification: Estudio de Velocidad de Recorrido

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

| Indicator | | Unit of Measure | Baseline | Baseline Year | | 2020 | 2022 | EOP 2022 |
|-----------|------------------------------------------------------------------------------------------|-----------------|----------|---------------|---|------|------|----------|
| 0.2 | Tiempo promedio de viaje en el tramo Naciones Unidas - Km 46,1, Sector de San Francisco. | horas | 4.50 | 2015 | P | | | 1.00 |
| | | | | | A | | | |

Details

Means of verification: Estudio de Velocidad de Recorrido

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

| Indicator | | Unit of Measure | Baseline | Baseline Year | | 2020 | 2022 | EOP 2022 |
|-----------|------------------------------------------------------------------------------------------------------|-----------------|----------|---------------|---|------|------|----------|
| 0.3 | Índice de Rugosidad Internacional IRI en el tramo Naciones Unidas - Km 46,1, Sector de San Francisco | m/km | 16.00 | 2015 | P | | | 2.60 |
| | | | | | A | | | |

Details

Means of verification: Equipamiento especializado

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

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Specific Development Objectives

| Indicator | | Unit of Measure | Baseline | Baseline Year | | 2020 | 2022 | EOP 2022 |
|-------------------------------------------|--------------------------------------------------------------------------------------------------------------|-----------------|----------|---------------|---------------|------|------|----------|
| 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 | P | | | 0.15 |
| | | | | | A | | | |
| Details | | | | | | | | |
| Means of verification: Informe de Cálculo | | | | | | | | |
| Pro-Gender | | No | | | Pro-Ethnicity | | No | |

| Indicator | | Unit of Measure | Baseline | Baseline Year | | 2020 | 2022 | EOP 2022 |
|-------------------------------------------|--------------------------------------------------------------------------------------------------------|-----------------|----------|---------------|---------------|------|------|----------|
| 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 | P | | | 0.52 |
| | | | | | A | | | |
| Details | | | | | | | | |
| Means of verification: Informe de Cálculo | | | | | | | | |
| Pro-Gender | | No | | | Pro-Ethnicity | | No | |

| Indicator | | Unit of Measure | Baseline | Baseline Year | | 2020 | 2022 | EOP 2022 |
|-------------------------------------------|----------------------------------------------------------------------------------------------------------------------|-----------------|----------|---------------|---------------|------|------|----------|
| 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 | P | | | 0.78 |
| | | | | | A | | | |
| Details | | | | | | | | |
| Means of verification: Informe de Cálculo | | | | | | | | |
| Pro-Gender | | No | | | Pro-Ethnicity | | No | |

RESULTS MATRIX

OUTPUTS: ANNUAL PHYSICAL AND FINANCIAL PROGRESS

Component Nbr. 1 Mejoramiento del tramo vial Naciones Unidas - Km 46+100 Sector San Francisco

| | Output | Unit of Measure | | PHYSICAL PROGRESS | | FINANCIAL PROGRESS | |
|-----|--------------------------------|-----------------|------|-------------------|----------|--------------------|---------------|
| | | | | 2020 | EOP 2022 | 2020 | EOP 2022 |
| 1.1 | Km de carretera pavimentada. | Km | P | 0 | 46.1 | | 57,169,500 |
| | | | P(a) | 0 | 46.1 | 191,854.51 | 79,894,998.44 |
| | | | A | 0 | 46.1 | 1,673,489.22 | 79,703,143.93 |
| 1.2 | Construcción de Puentes Bailey | Unidad | P | | 0 | | 0 |
| | | | P(a) | | 5 | 3,172,735.91 | 1,513,832.38 |
| | | | A | 0 | 0 | 0 | 0 |

Other Cost

| | | | | | | |
|-------------------------------------------------------|--|------|--|--|--------------|--------------|
| Auditorías | | P | | | 34,500 | 207,000 |
| | | P(a) | | | 16,193.6 | 78,899.89 |
| | | A | | | 9,708.04 | 60,822.45 |
| Gestión Ambiental y Social de los Impactos Indirectos | | P | | | | 348,000 |
| | | P(a) | | | 51,324.98 | 413,379.66 |
| | | A | | | 209,120.91 | 382,266.75 |
| Monitoreo y Evaluación | | P | | | | 80,000 |
| | | P(a) | | | 29,000 | 38,993.41 |
| | | A | | | 28,993.41 | 28,993.41 |
| Apoyo a la UCP | | P | | | | 775,000 |
| | | P(a) | | | 186,238.94 | 1,264,091.1 |
| | | A | | | 186,070.77 | 1,264,091.1 |
| Imprevistos | | P | | | 1,551,500 | 1,551,500 |
| | | P(a) | | | 0 | 0 |
| | | A | | | 0 | 0 |
| Gastos Financieros | | P | | | | 2,630,000 |
| | | P(a) | | | 552,326.49 | 2,760,669.59 |
| | | A | | | 1,097,890.71 | 2,760,669.59 |

Total Cost

| | | | | | | |
|------------|--|------|--|--|--------------|---------------|
| Total Cost | | P | | | 1,586,000 | 62,761,000 |
| | | P(a) | | | 4,199,674.43 | 85,964,864.47 |
| | | A | | | 3,205,273.06 | 84,199,987.23 |

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CHANGES TO THE MATRIX

| Section | Name | Type of Change | Subtype | Modified By | Entered in the System |
|---------|--------------------------------|----------------|-----------------------------------------------------------------------------|-------------|-----------------------|
| Output | Construcción de Puentes Bailey | Modify Output | Modify Financial EOP P(a) value - caused by a change in the Financial P(a). | RSIRIAS | 03/17/2021 |
| | | | Modify Output name | RSIRIAS | 03/17/2021 |
| | | | Modify Physical EOP P(a) value - caused by a change in the Physical P(a). | RSIRIAS | 03/17/2021 |
| | Km de carretera pavimentada. | Modify Output | Modify Financial EOP P(a) value - caused by a change in the Financial P(a). | RSIRIAS | 03/17/2021 |

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IMPLEMENTATION STATUS AND LEARNING

| Lesson Learned - Categories |
|---------------------------------------------------------|
| Others - Dimensions Related to Public Processes/ Actors |
| Stakeholder Priorities |