

PMR Public Report

Operation Number	HA-L1098	Chief of Operations Validation Date	04/25/22
Year- PMR Cycle	Second period Jan-Dec 2021	Division Chief Validation Date	04/25/22
Last Update	04/22/22	Country Representative Validation Date	04/25/22
PMR Validation Stage	Validated by Representative		

Basic Data

Operation Profile

Operation Name	Support for Haiti's Transport Sector V	Loan Number	3570/GR-HA
Executing Agency	MINISTERE DE TRAVAUX PUBLICS, TRANSPORTS ET COMMUNICATIONS	Sector/Subsector	TRANSPORT-MAJOR HIGHWAYS
Team Leader	DEWEZ, RAPHAEL	Overall Stage	Disbursing (From eligibility until all the Operations are closed)
Operation Type	Grant Financing Product	Country	Haiti
Lending Instrument	Investment Loan	Convergence related Operation(s)	
Borrower	REPUBLIQUE D'HAITI		

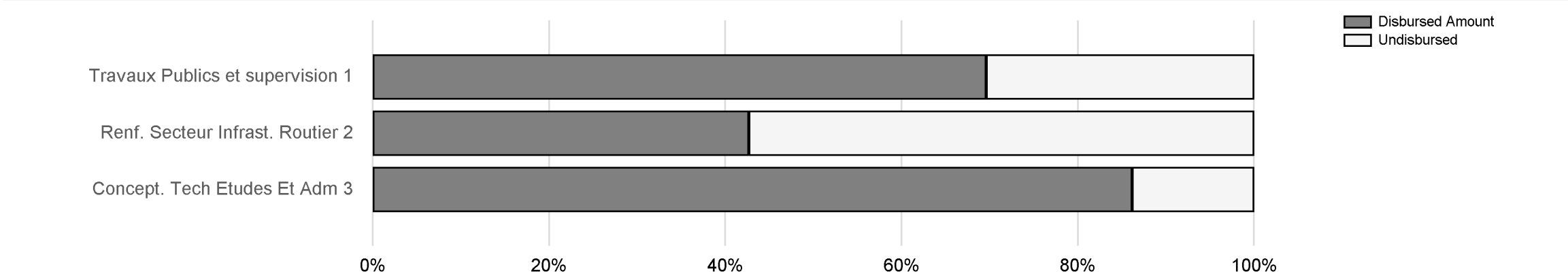
Environmental and Social Safeguards

Impacts Category	A	Was/Were the objective(s) of this operation reformulated?	NO
Safeguard Performance Rating	Satisfactory	Date of approval	
Safeguard Performance Rating - Rationale	Les travaux sont terminés, l’AE a bien implémenté le PGES sur le projet et il ne reste plus de passif sociaux et environnementaux à prendre en compte. Au cours de la mission on a pu constater que les aspects environnementaux et sociaux sont pris en compte au moment de l’achèvement des travaux de la RN7 (Cayes – Jérémie). Certains aménagements ont ainsi réalisé sur les carrières et les sites d’emprunt, mais leur exploitation se poursuivra vraisemblablement dans le cadre d’autres projets après la fin des travaux. Finalement, afin de pérenniser les travaux, l’AE prévoit de faire un entretien par cantonnement qui va mobiliser les riverains de chaque tronçon en particulier.		

Financial Data

Operations	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	% Disbursed	Undisbursed Amount
HA-L1098	65,000,000	65,000,000	0	0	65,000,000	65,000,000	50,745,994.96	78.07%	14,254,005.04
Aggregated	65,000,000	65,000,000	0	0	65,000,000	65,000,000	50,745,994.96	78.07%	14,254,005.04

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.

RESULTS MATRIX
General Development Objectives

RESULTS MATRIX

Specific Development Objectives

Specific Development Objectives Nbr. 0: 1 Increased quality of primary road network on the RN-1 Camp Coq and Vaudreuil segment

Observation:

Indicator		Unit of Measure	Baseline	Baseline Year		2020	2022	EOP 2022
0.0	1.1 Cost in road section Camp Coq - Vaudreuil for_Moto	US/km	0.05	2015	P	-	-	.05
					A	-	-	-

Details

Means of Verification: Highway development and management model (HDM-4). This outcome will be measured in the final evaluation through the ex post cost- benefits analysis

Observations:

Evaluation Methodology: -

Pro-Gender	No	Pro-Ethnicity	No	CRF indicator				

Indicator		Unit of Measure	Baseline	Baseline Year		2020	2022	EOP 2022
0.1	1.2 Cost in road section Camp Coq - Vaudreuil_Auto	US/km	0.2	2015	P	-	-	.18
					A	-	-	-

Details

Means of Verification: Highway development and management model (HDM-4). This outcome will be measured in the final evaluation through the ex post cost- benefits analysis

Observations:

Evaluation Methodology: -

Pro-Gender	No	Pro-Ethnicity	No	CRF indicator				

Indicator		Unit of Measure	Baseline	Baseline Year		2020	2022	EOP 2022
0.2	1.3 Cost in road section Camp Coq - Vaudreuil_Pickup	US/km	0.26	2015	P	-	-	.23
					A	-	-	-

Details

Means of Verification: Highway development and management model (HDM-4). This outcome will be measured in the final evaluation through the ex post cost- benefits analysis

Observations:

Evaluation Methodology: -

Pro-Gender	No	Pro-Ethnicity	No	CRF indicator				

Indicator		Unit of Measure	Baseline	Baseline Year		2020	2022	EOP 2022
0.3	1.4 Cost in road section Camp Coq - Vaudreuil_Bus	US/km	0.52	2015	P	-	-	.41
					A	-	-	-

Details

Means of Verification: Highway development and management model (HDM-4). This outcome will be measured in the final evaluation through the ex post cost- benefits analysis

Observations:

Evaluation Methodology: -

Pro-Gender	No	Pro-Ethnicity	No	CRF indicator				

Indicator		Unit of Measure	Baseline	Baseline Year		2020	2022	EOP 2022
0.4	1.5 Cost in road section Camp Coq - Vaudreuil_Truck 2 axles	US/km	0.59	2015	P	-	-	.45
					A	-	-	-
Details								
Means of Verification: Highway development and management model (HDM-4). This outcome will be measured in the final evaluation through the ex post cost- benefits analysis								
Observations:								
Evaluation Methodology: -								
Pro-Gender	No	Pro-Ethnicity	No	CRF indicator				
Indicator		Unit of Measure	Baseline	Baseline Year		2020	2022	EOP 2022
0.5	1.6 Cost in road section Camp Coq - Vaudreuil_Truck 3 axles	US/km	1.29	2015	P	-	-	.98
					A	-	-	-
Details								
Means of Verification: Highway development and management model (HDM-4). This outcome will be measured in the final evaluation through the ex post cost- benefits analysis								
Observations:								
Evaluation Methodology: -								
Pro-Gender	No	Pro-Ethnicity	No	CRF indicator				
Indicator		Unit of Measure	Baseline	Baseline Year		2020	2022	EOP 2022
0.6	1.7 Cost in road section Camp Coq - Vaudreuil_Articulated truck	US/km	1.45	2015	P	-	-	1.09
					A	-	-	-
Details								
Means of Verification: Highway development and management model (HDM-4). This outcome will be measured in the final evaluation through the ex post cost- benefits analysis								
Observations:								
Evaluation Methodology: -								
Pro-Gender	No	Pro-Ethnicity	No	CRF indicator				
Indicator		Unit of Measure	Baseline	Baseline Year		2020	2022	EOP 2022
0.7	1.8 Average travel times road section Camp Coq – Vaudreuil_Moto	min	34	2015	P	-	-	24
					A	-	-	-
Details								
Means of Verification: Highway development and management model (HDM-4). This outcome will be measured in the final evaluation through the ex post cost- benefits analysis								
Observations:								
Evaluation Methodology: -								
Pro-Gender	No	Pro-Ethnicity	No	CRF indicator				
Indicator		Unit of Measure	Baseline	Baseline Year		2020	2022	EOP 2022
0.8	1.9 Average travel times road section Camp Coq – Vaudreuil_Auto	min	38	2015	P	-	-	26
					A	-	-	-
Details								
Means of Verification: Highway development and management model (HDM-4). This outcome will be measured in the final evaluation through the ex post cost- benefits analysis								
Observations:								
Evaluation Methodology: -								

Pro-Gender	No	Pro-Ethnicity	No	CRF indicator						
Indicator					Unit of Measure	Baseline	Baseline Year	2020	2022	EOP 2022
0.9	1.10 Average travel times road section Camp Coq – Vaudreuil_Pickup			min	39	2015	P	-	-	26
							A	-	-	-
Details										
Means of Verification: Highway development and management model (HDM-4). This outcome will be measured in the final evaluation through the ex post cost- benefits analysis										
Observations:										
Evaluation Methodology: -										
Pro-Gender	No	Pro-Ethnicity	No	CRF indicator						
Indicator					Unit of Measure	Baseline	Baseline Year	2020	2022	EOP 2022
0.10	1.11 Average travel times road section Camp Coq – Vaudreuil _Bus			min	36	2015	P	-	-	26
							A	-	-	-
Details										
Means of Verification: Highway development and management model (HDM-4). This outcome will be measured in the final evaluation through the ex post cost- benefits analysis										
Observations:										
Evaluation Methodology: -										
Pro-Gender	No	Pro-Ethnicity	No	CRF indicator						
Indicator					Unit of Measure	Baseline	Baseline Year	2020	2022	EOP 2022
0.11	1.12 Average travel times road section Camp Coq – Vaudreuil_Truck 2 axles			min	46	2015	P	-	-	32
							A	-	-	-
Details										
Means of Verification: Highway development and management model (HDM-4). This outcome will be measured in the final evaluation through the ex post cost- benefits analysis										
Observations:										
Evaluation Methodology: -										
Pro-Gender	No	Pro-Ethnicity	No	CRF indicator						
Indicator					Unit of Measure	Baseline	Baseline Year	2020	2022	EOP 2022
0.12	1.13 Average travel times road section Camp Coq – Vaudreuil_Truck 3 axles			min	54	2015	P	-	-	36
							A	-	-	-
Details										
Means of Verification: Highway development and management model (HDM-4). This outcome will be measured in the final evaluation through the ex post cost- benefits analysis										
Observations:										
Evaluation Methodology: -										
Pro-Gender	No	Pro-Ethnicity	No	CRF indicator						
Indicator					Unit of Measure	Baseline	Baseline Year	2020	2022	EOP 2022
0.13	1.14 Average travel times road section Camp Coq – Vaudreuil_ Articulated truck			min	46	2015	P	-	-	32
							A	-	-	-

Details

Means of Verification: Highway development and management model (HDM-4). This outcome will be measured in the final evaluation through the ex post cost- benefits analysis

Observations:

Evaluation Methodology: -

Pro-Gender	No	Pro-Ethnicity	No	CRF indicator						
Indicator		Unit of Measure		Baseline	Baseline Year		2020	2022	EOP 2022	
0.14	1.15 International Roughness Index for road section Camp Coq –Vaudreuil (IRI)			m/km	7	2014	P	-	-	2.3
							A	-	-	-

Details

Means of Verification: Measure longitudinal road profile through specialized equipment (rough, meter). This outcome will be verified through the field supervision reports.

Observations:

Evaluation Methodology: -

Pro-Gender	No	Pro-Ethnicity	No	CRF indicator				

RESULTS MATRIX

OUTPUTS: ANNUAL PHYSICAL AND FINANCIAL PROGRESS

Component Nbr. 1 1. Travaux publics et Supervision

				PHYSICAL PROGRESS		FINANCIAL PROGRESS	
	Output	Unit of Measure		2021	EOP 2022	2021	EOP 2022
1.01	1.1 Nombres de km de routes réhabilitées	km	P	-	29.5	-	56,299,000
			P (a)	10	90	4,400,000	41,141,241.88
			A	10	90	7,381,830.25	28,828,789.02
1.02	1.3 Mitigation socio-environnementale et compensations	rapport	P	-	6	-	800,000
			P (a)	-	8	-	9,462,121.48
			A	-	8	380,742.04	9,462,121.48

Component Nbr. 2 2. Renforcement du secteur de l'infrastructure routiere

				PHYSICAL PROGRESS		FINANCIAL PROGRESS	
	Output	Unit of Measure		2021	EOP 2022	2021	EOP 2022
2.01	2.1 Equipements et fournitures acquis pour l'entretien	rapport	P	-	8	-	2,000,000
			P (a)	-	8	-	186,168.12
			A	-	-	-	186,168.12
2.02	2.2 Système de maintenance concue et fonctionnel	unité	P	-	1	-	301,000
			P (a)	-	1	-	-
			A	-	-	-	-
2.03	2.3 Personnels formés par l'Unité de maintenance	unité	P	-	35	-	101,000
			P (a)	-	-	-	-
			A	-	-	-	-
2.04	2.4 Personnels formés sur la stratégie routière sécuritaire	unité	P	-	35	-	100,000
			P (a)	-	35	-	25,000
			A	-	35	-	25,000
2.05	2.5 Nombre de femmes formées sur les taches liées a l'infrastructure routière	unité	P	-	50	-	100,000
			P (a)	-	25	-	112,960.25
			A	-	-	-	112,960.25

Component Nbr. 3 3. Conception technique et etudes socio-environnementales et administration

				PHYSICAL PROGRESS		FINANCIAL PROGRESS	
	Output	Unit of Measure		2021	EOP 2022	2021	EOP 2022
3.01	3.1 Conception technique et études developpées	unité	P	-	2	-	400,000
			P (a)	-	2	-	1,753,571.48
			A	-	2	52,622.26	1,753,571.48
3.02	3.2 Plan d’exécution pluri-annuel a jour	rapport	P	-	4	-	93,000
			P (a)	1	5	25,000	228,183.97
			A	-	4	-	203,183.97
3.03	3.3 Rapports d’évaluation du projet publiés par l'UCE	rapport	P	-	7	-	205,000
			P (a)	2	10	50,000	417,988.68
			A	2	8	-	367,988.68
3.04	3.4 Rapport d'Audit financier et socio-environnemental	rapport	P	-	4	-	200,000
			P (a)	1	4	50,000	209,275.11
			A	-	3	63,269.69	159,275.11

Other Cost				
	Civil works supervision	P		3,200,000
		P (a)	1,000,000	6,261,440.79
		A	1,173,124.14	4,361,440.79
	Administration UCE	P		401,000
		P (a)	950,000	5,202,048.24
		A	1,420,643.29	4,342,048.24

Total Cost				
	Total Cost	P		65,000,000
		P (a)	6,475,000	65,000,000
		A	10,472,231.67	49,802,547.14

CHANGES TO THE MATRIX

Section	Name	Type of Change	Sub type	Modified By	Entered in System
Output	1.1 Nombres de km de routes réhabilitées	Modify Output	Modify Financial EOP P(a) value - caused by a change in the Financial P(a).	RAPHAELD	4/21/2022
			Modify Physical EOP P(a) value - caused by a change in the Physical P(a).	RAPHAELD	3/15/2022
	1.3 Mitigation socio-environnementale et compensations	Modify Output	Modify Financial EOP P(a) value - caused by a change in the Financial P(a).	FDUGAS	3/22/2022
	2.1 Equipements et fournitures acquis pour l'entretien	Modify Output	Modify Physical EOP P(a) value - caused by a change in the Physical P(a).	RAPHAELD	3/17/2022
	2.2 Système de maintenance concue et fonctionnel	Modify Output	Modify Physical EOP P(a) value - caused by a change in the Physical P(a).	RAPHAELD	3/17/2022
	3.1 Conception technique et études developpées	Modify Output	Modify Financial EOP P(a) value - caused by a change in the Financial P(a).	FDUGAS	3/22/2022

RISKS AND PLANNED RESPONSES

Risk ID	Risk Status		Risk Taxonomy
2	Inactive		Environmental and Social Safeguards
	Response Actions		
	2.1	Management Strategy	Status
		MITIGATE	INACTIVE
	2.2	Management Strategy	Status
		MITIGATE	INACTIVE
	2.3	Management Strategy	Status
		MITIGATE	INACTIVE

Risk ID	Risk Status		Risk Taxonomy	
3	Inactive		Social Environment	
	Response Actions			
	3.1	Management Strategy	Status	
		MITIGATE	ACTIVE	
	3.2	Management Strategy	Status	
		MITIGATE	INACTIVE	

Risk ID	Risk Status		Risk Taxonomy
6	Active		Political Environment
	Response Actions		
	6.1	Management Strategy	Status
		MITIGATE	ACTIVE

Risk ID	Risk Status		Risk Taxonomy
7	Active		Internal Processes
	Response Actions		
	7.1	Management Strategy	Status
		AVOID	ACTIVE

Risk ID	Risk Status		Risk Taxonomy
8	Active		Internal Processes
	Response Actions		
	8.0	Management Strategy	Status
		-	

IMPLEMENTATION STATUS AND LEARNING

Lesson Learned - Categories
Others - Dimensions Related to Public Processes/ Actors
Project Management Capacity
Legal aspects and public processes
Project Design
Acquisitions and Procurement - Bidding Stage
Others - Technical-Sectorial Dimensions
Stakeholder Priorities
Environmental and Social Factors
Acquisitions and Procurement - Provider Performance and Supervision