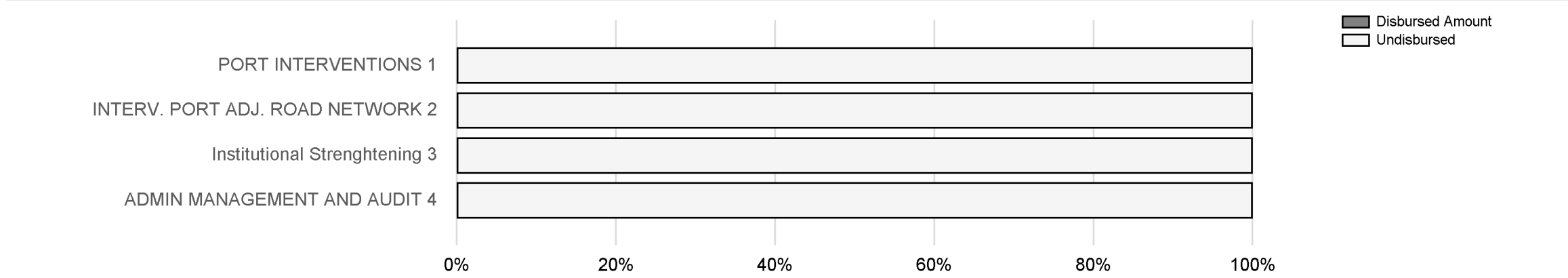


PMR Public Report

Operation Number	SU-L1057	Chief of Operations Validation Date	04/11/22						
Year- PMR Cycle	Second period Jan-Dec 2021	Division Chief Validation Date	04/22/22						
Last Update	04/10/22	Country Representative Validation Date	04/25/22						
PMR Validation Stage	Validated by Representative								
Basic Data									
Operation Profile									
Operation Name	Improving Transport Logistics and Competitiveness in Suriname	Loan Number	4828/OC-SU						
Executing Agency	MINISTRY OF PUBLIC WORKS	Sector/Subsector	TRANSPORT-PORT INFRASTRUCTURE						
Team Leader	GUERRERO, PABLO	Overall Stage	Disbursing (From eligibility until all the Operations are closed)						
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									
	Total Cost and Source					Available Funds (US\$)			
Operations	Original IDB	Current IDB	Local Counterpart	Co-Financing / Country	Total Original Cost	Current IDB	Disb. Amount to Date	% Disbursed	Undisbursed Amount
SU-L1057	45,000,000	45,000,000	0	0	45,000,000	45,000,000	700,569	1.56%	44,299,431
Aggregated	45,000,000	45,000,000	0	0	45,000,000	45,000,000	700,569	1.56%	44,299,431
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							
General Development Objectives 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	Expected Year of Achievement	EOP 2024	
0.0	Suriname’s quality of ports	index	4.4	2014		P	4.6
						A	-
Details							

Means of Verification: Global Competitiveness Report – World Economic Forum

Observations:

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

Pro-Gender	No	Pro-Ethnicity	No	CRF indicator	

General Development Objectives 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	Expected Year of Achievement		EOP 2024
1.0	Trading Across Borders Ranking (out of 190)	position	87	2018		P	85
						A	-
Details							

Means of Verification: Doing Business Survey

Observations:

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

Pro-Gender	No	Pro-Ethnicity	No	CRF indicator	

General Development Objectives 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	Expected Year of Achievement	EOP 2024	
3.0	Cost to import (Border Compliance)	USD	658	2019		P	647.2
						A	-
Details							

Means of Verification: Doing Business Survey

Observations:

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

Pro-Gender	No	Pro-Ethnicity	No	CRF indicator	

RESULTS MATRIX

Specific Development Objectives

Specific Development Objectives 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		2024	EOP 2024
1.0	Average time for cargo operations of trucks at the port	Minutes	300	2018	P	-	120
					A	-	-
Details							

Means of Verification: Field study

Observations:

Evaluation Methodology: -

Pro-Gender	No	Pro-Ethnicity	No	CRF indicator			

Specific Development Objectives 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		2024	EOP 2024
2.0	Average travel time along the section Van ‘t Hogerhuysstraat (between Latourweg and Molenpad) from south to north	Minutes	12	2018	P	-	9
					A	-	-
Details							

Means of Verification: Field study

Observations:

Evaluation Methodology: -

Pro-Gender	No	Pro-Ethnicity	No	CRF indicator			

	Indicator	Unit of Measure	Baseline	Baseline Year		2024	EOP 2024
2.1	Average travel time along the section Van 't Hogerhuysstraat (between Latourweg and Molenpad) from north to south	Minutes	11	2018	P	-	9
					A	-	-
Details							

Means of Verification: Field study

Observations:

Evaluation Methodology: -

Pro-Gender	No	Pro-Ethnicity	No	CRF indicator			

	Indicator	Unit of Measure	Baseline	Baseline Year		2024	EOP 2024
2.2	Average travel time in Willem Campagnestraat circuit	Minutes	9	2018	P	-	6
					A	-	-
Details							

Means of Verification: Field study

Observations:

Evaluation Methodology: -

Pro-Gender	No	Pro-Ethnicity	No	CRF indicator			

Indicator		Unit of Measure	Baseline	Baseline Year		2024	EOP 2024
2.3	Average travel time in Latourweg, Molenpad, and Jules Wijdenboschbrug circuits	Minutes	13	2018	P	-	8
					A	-	-

Details							
Means of Verification: Field study							
Observations:							
Evaluation Methodology: -							
Pro-Gender	No	Pro-Ethnicity	No	CRF indicator			

Specific Development Objectives 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		2024	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	-	.21
					A	-	-

Details							
Means of Verification: Ex post CBA							
Observations:							
Evaluation Methodology: -							
Pro-Gender	No	Pro-Ethnicity	No	CRF indicator			

Indicator		Unit of Measure	Baseline	Baseline Year		2024	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	-	.76
					A	-	-

Details							
Means of Verification: Ex post CBA							
Observations:							
Evaluation Methodology: -							
Pro-Gender	No	Pro-Ethnicity	No	CRF indicator			

Indicator		Unit of Measure	Baseline	Baseline Year		2024	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	-	.19
					A	-	-

Details							
Means of Verification: Ex post CBA							
Observations:							
Evaluation Methodology: -							
Pro-Gender	No	Pro-Ethnicity	No	CRF indicator			

Indicator		Unit of Measure	Baseline	Baseline Year	2024	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	-	.11
					A	-	-
Details							
Means of Verification: Ex post CBA							
Observations:							
Evaluation Methodology: -							
Pro-Gender	No	Pro-Ethnicity	No	CRF indicator			
Indicator		Unit of Measure	Baseline	Baseline Year	2024	EOP 2024	
3.4	GTC in section Van 't Hogerhuysstraat (between Latourweg and Molenpad) North to south - CAR	US\$/Km	0.24	2019	P	-	.2
					A	-	-
Details							
Means of Verification: Ex post CBA							
Observations:							
Evaluation Methodology: -							
Pro-Gender	No	Pro-Ethnicity	No	CRF indicator			
Indicator		Unit of Measure	Baseline	Baseline Year	2024	EOP 2024	
3.5	GTC in section Van 't Hogerhuysstraat (between Latourweg and Molenpad) North to south - BUS	US\$/Km	0.9	2018	P	-	.76
					A	-	-
Details							
Means of Verification: Ex post CBA							
Observations:							
Evaluation Methodology: -							
Pro-Gender	No	Pro-Ethnicity	No	CRF indicator			
Indicator		Unit of Measure	Baseline	Baseline Year	2024	EOP 2024	
3.6	GTC in section Van 't Hogerhuysstraat (between Latourweg and Molenpad) North to south - TRUCK	US\$/Km	0.22	2018	P	-	.19
					A	-	-
Details							
Means of Verification: Ex post CBA							
Observations:							
Evaluation Methodology: -							
Pro-Gender	No	Pro-Ethnicity	No	CRF indicator			
Indicator		Unit of Measure	Baseline	Baseline Year	2024	EOP 2024	
3.7	GTC in section Van 't Hogerhuysstraat (between Latourweg and Molenpad) North to south - MOTO	US\$/Km	0.13	2018	P	-	.11
					A	-	-
Details							
Means of Verification: Ex post CBA							
Observations:							
Evaluation Methodology: -							

Pro-Gender	No	Pro-Ethnicity	No	CRF indicator					
Indicator		Unit of Measure		Baseline	Baseline Year	2024		EOP 2024	
3.8	GTC along Willem Campagnestraat circuit - CAR			US\$/Km	0.26	2018	P	-	.19
							A	-	-
Details									
Means of Verification: Ex post CBA									
Observations:									
Evaluation Methodology: -									
Pro-Gender	No	Pro-Ethnicity	No	CRF indicator					
Indicator		Unit of Measure		Baseline	Baseline Year	2024		EOP 2024	
3.9	GTC along Willem Campagnestraat circuit - BUS			US\$/Km	0.96	2018	P	-	.7
							A	-	-
Details									
Means of Verification: Ex post CBA									
Observations:									
Evaluation Methodology: -									
Pro-Gender	No	Pro-Ethnicity	No	CRF indicator					
Indicator		Unit of Measure		Baseline	Baseline Year	2024		EOP 2024	
3.10	GTC along Willem Campagnestraat circuit - TRUCK			US\$/Km	0.22	2018	P	-	.18
							A	-	-
Details									
Means of Verification: Ex post CBA									
Observations:									
Evaluation Methodology: -									
Pro-Gender	No	Pro-Ethnicity	No	CRF indicator					
Indicator		Unit of Measure		Baseline	Baseline Year	2024		EOP 2024	
3.11	GTC along Willem Campagnestraat circuit - MOTO			US\$/Km	0.14	2018	P	-	.1
							A	-	-
Details									
Means of Verification: Ex post CBA									
Observations:									
Evaluation Methodology: -									
Pro-Gender	No	Pro-Ethnicity	No	CRF indicator					
Indicator		Unit of Measure		Baseline	Baseline Year	2024		EOP 2024	
3.12	GTC along other access (Latourweg, Molenpad, and Jules Wijdenboschbrug) - CAR			US\$/Km	0.28	2018	P	-	.2
							A	-	-

Details								
Means of Verification: Ex post CBA								
Observations:								
Evaluation Methodology: -								
Pro-Gender	No	Pro-Ethnicity	No	CRF indicator				

Means of Verification: Ex post CBA

Observations:

Evaluation Methodology: -

Pro-Gender	No	Pro-Ethnicity	No	CRF indicator				

Indicator		Unit of Measure	Baseline	Baseline Year		2024	EOP 2024
3.14	GTC along other access (Latourweg, Molenpad, and Jules Wijdenboschbrug) - TRUCK	US\$/Km	0.22	2018	P	-	.19
					A	-	-

Details

Means of Verification: Ex post CBA

Observations:

Evaluation Methodology: -

Pro-Gender	No	Pro-Ethnicity	No	CRF indicator				

Indicator		Unit of Measure	Baseline	Baseline Year		2024	EOP 2024
3.15	GTC along other access (Latourweg, Molenpad, and Jules Wijdenboschbrug) - MOTO	US\$/Km	0.14	2018	P	-	.11
					A	-	-

Details

Means of Verification: Ex post CBA

Observations:

Evaluation Methodology: -

Pro-Gender	No	Pro-Ethnicity	No	CRF indicator	

Specific Development Objectives 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		2024	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	2018	P	-	30
					A	-	-
Details							

Means of Verification: Training reports							
Observations:							
Evaluation Methodology: -							
Pro-Gender	No	Pro-Ethnicity	No	CRF indicator			

	Indicator	Unit of Measure	Baseline	Baseline Year		2024	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	2018	P	-	100
					A	-	-

Details

Means of Verification: Training reports

Observations:

Evaluation Methodology: -

Pro-Gender	No	Pro-Ethnicity	No	CRF indicator	
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Specific Development Objectives Nbr. 5: Increase of women in the labor force

Observation: Pro-gender

	Indicator	Unit of Measure	Baseline	Baseline Year		2024	EOP 2024
5.0	Employment opportunities for women in logistics activities in the port improved	Increase of women hired (%)	0	2018	P	-	15
					A	-	-

Details

Means of Verification: Reports from the port operators

Observations:

Evaluation Methodology: -

Pro-Gender	No	Pro-Ethnicity	No	CRF indicator	
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Specific Development Objectives Nbr. 6: Increase People with Disabilities PwD in the labor force

Observation:

	Indicator	Unit of Measure	Baseline	Baseline Year		2024	EOP 2024
6.0	Employment opportunities for PwD in logistics activities in the port improved	Increase of PwD hired (%)	0	2018	P	-	2
					A	-	-

Details

Means of Verification: Reports from the port operators

Observations:

Evaluation Methodology: -

Pro-Gender	No	Pro-Ethnicity	No	CRF indicator	
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RESULTS MATRIX

OUTPUTS: ANNUAL PHYSICAL AND FINANCIAL PROGRESS

Component Nbr. 1 Port interventions

				PHYSICAL PROGRESS		FINANCIAL PROGRESS	
	Output	Unit of Measure		2021	EOP 2024	2021	EOP 2024
1.01	Logistic center built	ha	P	1.53	1.53	819,764	2,050,000
			P (a)	-	1.53	400,000	1,650,000
			A	-	-	-	-
1.02	Access control system installed	System	P	1	1	-	210,000
			P (a)	-	1	-	210,000
			A	-	-	-	-
1.03	Port Community System implemented	System	P	-	1	-	2,200,000
			P (a)	-	1	100,000	2,200,000
			A	-	-	30,000	30,000

Component Nbr. 2 Road interventions

				PHYSICAL PROGRESS		FINANCIAL PROGRESS	
	Output	Unit of Measure		2021	EOP 2024	2021	EOP 2024
2.01	Primary urban roads rehabilitated	km	P	-	8	470,077	26,600,000
			P (a)	-	8	450,000	26,600,000
			A	-	-	-	-
2.02	Bridge over Saramacca channel at Van’t Hogerhuysstraat built	m	P	-	240	219,136	9,600,000
			P (a)	-	240	50,000	9,600,000
			A	-	-	-	-

Component Nbr. 3 Institutional Strengthening

				PHYSICAL PROGRESS		FINANCIAL PROGRESS	
	Output	Unit of Measure		2021	EOP 2024	2021	EOP 2024
3.01	Road asset management system in operation	System	P	-	1	-	200,000
			P (a)	-	1	50,000	150,000
			A	-	-	-	-
3.02	Technical Training implemented	#	P	1	5	160,000	400,000
			P (a)	1	5	80,000	400,000
			A	1	2	80,000	80,000
3.03	Programs to improve the participation of women in logistics services, implemented	#	P	-	6	20,000	100,000
			P (a)	-	6	20,000	100,000
			A	-	-	20,000	20,000

Other Cost				
	PROJECT ADMINISTRATION	P	379,000	1,895,000
		P (a)	520,000	1,286,465.5
		A	104,564.77	146,465.5
	Monitoring and Evaluation	P		25,000
		P (a)		25,000
		A	0	0
	External audits	P	16,000	80,000
		P (a)	16,000	96,000
		A	16,000	16,000
	Contingencies	P		1,640,000
		P (a)		1,958,000
		A		0
Total Cost				
	Total Cost	P	2,083,977	45,000,000

	Total Cost	P (a)	1,686,000	44,275,465.5
		A	250,564.77	292,465.5

CHANGES TO THE MATRIX

Section	Name	Type of Change	Sub type	Modified By	Entered in System
Output	Primary urban roads rehabilitated	Modify Output	Modify Financial EOP P(a) value - caused by a change in the Financial P(a).	PABLOGU	4/10/2022

RISKS AND PLANNED RESPONSES

Risk ID	Risk Status		Risk Taxonomy
2	Active		Organizational Structure
	Response Actions		
	2.1	Management Strategy	Status
		MITIGATE	ACTIVE

Risk ID	Risk Status		Risk Taxonomy
4	Active		Governance Framework
	Response Actions		
	4.1	Management Strategy	Status
		MITIGATE	ACTIVE
	4.2	Management Strategy	Status
		MITIGATE	ACTIVE

Risk ID	Risk Status		Risk Taxonomy
6	Active		Governance Framework
	Response Actions		
	6.1	Management Strategy	Status
		MITIGATE	ACTIVE
	6.2	Management Strategy	Status
		AVOID	ACTIVE

Risk ID	Risk Status		Risk Taxonomy
8	Active		Planning
	Response Actions		
	8.1	Management Strategy	Status
		MITIGATE	ACTIVE

Risk ID	Risk Status		Risk Taxonomy
9	Active		Political Environment
	Response Actions		
	9.1	Management Strategy	Status
		MITIGATE	ACTIVE

Risk ID	Risk Status		Risk Taxonomy
12	Active		Internal Processes
	Response Actions		
	12.1	Management Strategy	Status
		MITIGATE	ACTIVE
	12.2	Management Strategy	Status
		MITIGATE	ACTIVE

IMPLEMENTATION STATUS AND LEARNING

Lesson Learned - Categories