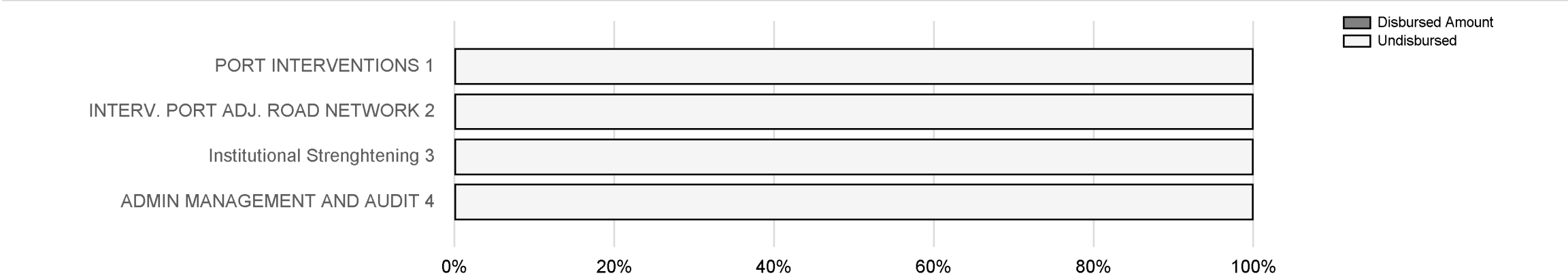


PMR Public Report

| | | | |
|----------------------|----------------------------------|--|----------|
| Operation Number | SU-L1057 | Chief of Operations Validation Date | 10/12/22 |
| Year- PMR Cycle | First period Jan-Jun 2022 | Division Chief Validation Date | |
| Last Update | 10/11/22 | 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 | 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 | | | | |
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| 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 | | | |
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| 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 | | | |
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| 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: - | | | | | | | |

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|------------|---|---------------|----|-----------------|----------|---------------|---|------|----------|
| Pro-Gender | No | Pro-Ethnicity | No | CRF indicator | | | | | |
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| 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: -

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|------------|---|-----------------|----|---------------|----------|---------------|---|------|----------|
| Pro-Gender | No | Pro-Ethnicity | No | CRF indicator | | | | | |
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| 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: -

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|------------|---|-----------------|----|---------------|----------|---------------|------|---|----------|
| Pro-Gender | No | Pro-Ethnicity | No | CRF indicator | | | | | |
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| 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 | | | | | |
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| 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 | | | | | |
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| 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 | - | - |

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|------------------------------------|---|---------------|----|-----------------|----------|---------------|------|----------|-----|
| Details | | | | | | | | | |
| Means of Verification: Ex post CBA | | | | | | | | | |
| Observations: | | | | | | | | | |
| Evaluation Methodology: - | | | | | | | | | |
| Pro-Gender | No | Pro-Ethnicity | No | CRF indicator | | | | | |
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| | Indicator | | | Unit of Measure | Baseline | Baseline Year | 2024 | EOP 2024 | |
| 3.13 | GTC along other access (Latourweg, Molenpad, and Jules Wijdenboschbrug) - BUS | | | US\$/Km | 1.09 | 2018 | P | - | .75 |
| | | | | | | | A | - | - |
| Details | | | | | | | | | |

Means of Verification: Ex post CBA

Observations:

Evaluation Methodology: -

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|------------|----|---------------|----|---------------|--|--|--|--|
| Pro-Gender | No | Pro-Ethnicity | No | CRF indicator | | | | |
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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

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

Means of Verification: Training reports

Observations:

Evaluation Methodology: -

| | | | | | |
|-------------------|----|----------------------|----|---------------|--|
| Pro-Gender | No | Pro-Ethnicity | No | CRF indicator | |
| | | | | | |

Observation: Pro-gender

Means of Verification: Reports from the port operators

Observations:

Evaluation Methodology: -

| | | | | | |
|------------|----|---------------|----|---------------|--|
| Pro-Gender | No | Pro-Ethnicity | No | CRF indicator | |
| | | | | | |

Observation:

Means of Verification: Reports from the port operators

Observations:

Evaluation Methodology: -

| Pro-Gender | No | Pro-Ethnicity | No | CRF indicator | |
|------------|----|---------------|----|---------------|--|
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OUTPUTS: ANNUAL PHYSICAL AND FINANCIAL PROGRESS

Component Nbr. 1 Port interventions

| | | | | PHYSICAL PROGRESS | | FINANCIAL PROGRESS | |
|------|-----------------------------------|-----------------|-------|-------------------|----------|--------------------|-----------|
| | Output | Unit of Measure | | 2022 | EOP 2024 | 2022 | EOP 2024 |
| 1.01 | Logistic center built | ha | P | - | 1.53 | 1,230,236 | 2,050,000 |
| | | | P (a) | 1.53 | 1.53 | 1,400,000 | 2,050,000 |
| | | | A | - | - | 8,485 | 8,485 |
| 1.02 | Access control system installed | System | P | - | 1 | 147,000 | 210,000 |
| | | | P (a) | - | 1 | - | 210,000 |
| | | | A | - | - | - | - |
| 1.03 | Port Community System implemented | System | P | 1 | 1 | 1,320,000 | 2,200,000 |
| | | | P (a) | - | 1 | 70,000 | 2,200,000 |
| | | | A | - | - | 23,155 | 53,155 |

Component Nbr. 2 Road interventions

| | | | | PHYSICAL PROGRESS | | FINANCIAL PROGRESS | |
|------|--|-----------------|-------|-------------------|----------|--------------------|------------|
| | Output | Unit of Measure | | 2022 | EOP 2024 | 2022 | EOP 2024 |
| 2.01 | Primary urban roads rehabilitated | km | P | 3 | 8 | 4,003,126 | 26,600,000 |
| | | | P (a) | - | 8 | 2,700,000 | 26,600,000 |
| | | | A | - | - | 222,317.5 | 224,573.5 |
| 2.02 | Bridge over Saramacca channel at Van’t Hogerhuysstraat built | m | P | 120 | 240 | 511,319 | 9,600,000 |
| | | | P (a) | - | 240 | 300,000 | 9,600,000 |
| | | | A | - | - | - | - |

Component Nbr. 3 Institutional Strengthening

| | | | | PHYSICAL PROGRESS | | FINANCIAL PROGRESS | |
|------|---|-----------------|-------|-------------------|----------|--------------------|----------|
| | Output | Unit of Measure | | 2022 | EOP 2024 | 2022 | EOP 2024 |
| 3.01 | Road asset management system in operation | System | P | 1 | 1 | 100,000 | 200,000 |
| | | | P (a) | - | 1 | 100,000 | 200,000 |
| | | | A | - | - | - | - |
| 3.02 | Technical Training implemented | # | P | 1 | 5 | 80,000 | 400,000 |
| | | | P (a) | 1 | 5 | 100,000 | 400,000 |
| | | | A | 1 | 3 | - | 20,059 |
| 3.03 | Programs to improve the participation of women in logistics services, implemented | # | P | 2 | 6 | 26,667 | 100,000 |
| | | | P (a) | 2 | 6 | 26,000 | 100,000 |
| | | | A | - | - | 13,981 | 13,981 |

| Other Cost | | | | |
|------------|---------------------------|-------|-----------|------------|
| | Project administration | P | 379,000 | 1,895,000 |
| | | P (a) | 380,000 | 1,895,000 |
| | | A | 197,079 | 497,454 |
| | Monitoring and Evaluation | P | | 25,000 |
| | | P (a) | | 25,000 |
| | | A | 0 | 0 |
| | External audits | P | 16,000 | 80,000 |
| | | P (a) | 24,000 | 80,000 |
| | | A | 16,289 | 20,460 |
| | Contingencies | P | | 1,640,000 |
| | | P (a) | | 1,640,000 |
| | | A | 0 | 0 |
| Total Cost | | | | |
| | Total Cost | P | 7,813,348 | 45,000,000 |

| | | | | |
|--|------------|-------|-----------|------------|
| | Total Cost | P (a) | 5,100,000 | 45,000,000 |
| | | A | 481,306.5 | 838,167.5 |

| CHANGES TO THE MATRIX | | | | | |
|-----------------------|---|----------------|---|-------------|-------------------|
| Section | Name | Type of Change | Sub type | Modified By | Entered in System |
| Output | Logistic center built | Modify Output | Modify Financial EOP P(a) value - caused by a change in the Financial P(a). | PABLOGU | 9/30/2022 |
| | Primary urban roads rehabilitated | Modify Output | Modify Financial Historical Actual | MORENOJ | 9/30/2022 |
| | Programs to improve the participation of women in logistics services, implemented | Modify Output | Modify Financial Historical Actual | MORENOJ | 10/3/2022 |
| | Road asset management system in operation | Modify Output | Modify Financial EOP P(a) value - caused by a change in the Financial P(a). | PABLOGU | 9/30/2022 |
| | Technical Training implemented | Modify Output | Modify Financial Historical Actual | MORENOJ | 10/3/2022 |

RISKS AND PLANNED RESPONSES

| Risk ID | Risk Status | | Risk Taxonomy |
|---------|------------------|---------------------|--------------------|
| 3 | Active | | Internal Processes |
| | | | |
| | Response Actions | | |
| | 3.1 | Management Strategy | Status |
| | | MITIGATE | COMPLETE |
| | | | |
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| Risk ID | Risk Status | | Risk Taxonomy |
|---------|------------------|---------------------|----------------------|
| 6 | Active | | Governance Framework |
| | | | |
| | Response Actions | | |
| | 6.1 | Management Strategy | Status |
| | | MITIGATE | ACTIVE |
| | | | |
| | 6.2 | Management Strategy | Status |
| | | MITIGATE | ACTIVE |
| | | | |
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| Risk ID | Risk Status | | Risk Taxonomy |
|---------|------------------|---------------------|----------------------|
| 9 | Active | | Governance Framework |
| | | | |
| | Response Actions | | |
| | 9.1 | Management Strategy | Status |
| | | AVOID | COMPLETE |
| | | | |
| | 9.2 | Management Strategy | Status |
| | | MITIGATE | COMPLETE |
| | | | |
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| Risk ID | Risk Status | | Risk Taxonomy |
|---------|------------------|---------------------|---------------|
| 12 | Active | | Planning |
| | | | |
| | Response Actions | | |
| | 12.1 | Management Strategy | Status |
| | | MITIGATE | ACTIVE |
| | | | |
| | | | |

| Risk ID | Risk Status | | Risk Taxonomy |
|---------|------------------|---------------------|-----------------------|
| 15 | Active | | Political Environment |
| | | | |
| | Response Actions | | |
| | 15.1 | Management Strategy | Status |
| | | MITIGATE | ACTIVE |
| | | | |
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| Risk ID | Risk Status | | Risk Taxonomy |
|---------|------------------|---------------------|--------------------|
| 18 | Active | | Internal Processes |
| | | | |
| | Response Actions | | |
| | 18.1 | Management Strategy | Status |
| | | MITIGATE | ACTIVE |
| | | | |
| | 18.2 | Management Strategy | Status |
| | | MITIGATE | ACTIVE |
| | | | |
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IMPLEMENTATION STATUS AND LEARNING

| Lesson Learned - Categories |
|--|
| Cost and Budgetary Aspects |
| Project Management Capacity |
| Stakeholder Priorities |
| Acquisitions and Procurement - Bidding Stage |