



Operation Number: **HA-L1098**
Year- PMR Cycle: **Second period Jan-Dec 2015**
Last Update: **3/16/2016**
PMR Validation Stage: **Validated by Representative**

Chief of Operations validation date: **03/30/2016**
Division Chief validation date: **04/13/2016**
Country Representative validation date: **04/13/2016**

Inter-American Development Bank - IDB
Office of Strategic Planning and Development Effectiveness

Operation Profile

Basic Data

Operation name:	Support for Haiti's Transport Sector V	Loan Number:	3570/GR-HA
Executing Agency (EA):	MINISTERE DE TRAVAUX PUBLICS, TRANSPORTS , ENERGIE ET COMMUNICATIONS		
Team Leader:	Fros,Alejandro M.	Sector/Subsector:	MAJOR HIGHWAYS
Operation Type:	Loan Operation	Overall Stage:	Approved/Pending Eligibility
Lending Instrument:	Investment Loan	Country:	HAITI
Borrower:	REPUBLIQUE D' HAITI	Convergence related Operation(s):	

Total Cost and Source

	Original IDB	Current Active IDB	Local Counterpart	Co-Financing/Country	Total operation cost - Original Estimate
HA-L1098	\$65,000,000.00	\$65,000,000.00	\$0.00	\$0.00	\$65,000,000.00

Available Funds (US\$)

	Current IDB	Disb. Amount to Date	% Disbursed	Undisbursed Balance
HA-L1098	\$65,000,000.00	\$0.00	0.00%	\$65,000,000.00

Environmental and Social Safeguards

Main Operation	
Impacts Category:	A
Safeguard Performance Rating:	
Safeguard Performance Rating - Rationale:	

Reformulation Information

Main Operation	
Was/Were the objective(s) of this operation reformulated?	NO
Date of approval:	

Results Matrix

Impacts

No information related to this operation.

Outcomes

Outco me:	0 1 Increased quality of primary road network on the RN-1 Camp Coq and Vaudreuil segment
Observ ation:	

Indicators	Flags*	Unit of Measure	Baseline	Baseline Year	Means of verification	Observations	EOP	
							P	
0.0 1.1 Cost in road section Camp Coq - Vaudreuil for_Moto		US/km	0.05	2015	Highway development and management model (HDM-4). This outcome will be measured in the final evaluation through the ex post cost-benefits analysis		P(a)	0.05
							A	
0.1 1.2 Cost in road section Camp Coq - Vaudreuil_Auto		US/km	0.20	2015	Highway development and management model (HDM-4). This outcome will be measured in the final evaluation through the ex post cost-benefits analysis		P	0.18
							P(a)	0.18
0.2 1.3 Cost in road section Camp Coq - Vaudreuil_Pick up		US/km	0.26	2015	Highway development and management model (HDM-4). This outcome will be measured in the final evaluation through the ex post cost-benefits analysis		A	
							P	0.23
							P(a)	0.23
							A	

0.3 1.4 Cost in road section Camp Coq - Vaudreuil_Bus		US/km	0.52	2015	Highway developme nt and manageme nt model (HDM-4). This outcome will be measured in the final evaluation through the ex post cost-benefits analysis		P	0.41
							P(a)	0.41
							A	
0.4 1.5 Cost in road section Camp Coq - Vaudreuil_Truc k 2 axles		US/km	0.59	2015	Highway developme nt and manageme nt model (HDM-4). This outcome will be measured in the final evaluation through the ex post cost-benefits analysis		P	0.45
							P(a)	0.45
							A	
0.5 1.6 Cost in road section Camp Coq - Vaudreuil_Truc k 3 axles		US/km	1.29	2015	Highway developme nt and manageme nt model (HDM-4). This outcome will be measured in the final evaluation through the ex post cost-benefits analysis		P	0.98
							P(a)	0.98
							A	
0.6 1.7 Cost in road section Camp Coq - Vaudreuil_Artic ulated truck		US/km	1.45	2015	Highway developme nt and manageme nt model (HDM-4). This outcome will be measured in the final evaluation through the ex post cost-benefits analysis		P	1.09
							P(a)	1.09
							A	

0.7 1.8 Average travel times road section Camp Coq – Vaudreuil_Moto		min	34.00	2015	Highway development and management model (HDM-4). This outcome will be measured in the final evaluation through the ex post cost-benefits analysis		P	24.00
							P(a)	24.00
							A	
0.8 1.9 Average travel times road section Camp Coq – Vaudreuil_Auto		min	38.00	2015	Highway development and management model (HDM-4). This outcome will be measured in the final evaluation through the ex post cost-benefits analysis		P	26.00
							P(a)	26.00
							A	
0.9 1.10 Average travel times road section Camp Coq – Vaudreuil_Pick up		min	39.00	2015	Highway development and management model (HDM-4). This outcome will be measured in the final evaluation through the ex post cost-benefits analysis		P	26.00
							P(a)	26.00
							A	
0.10 1.11 Average travel times road section Camp Coq – Vaudreuil_Bus		min	36.00	2015	Highway development and management model (HDM-4). This outcome will be measured in the final evaluation through the ex post cost-benefits analysis		P	26.00
							P(a)	26.00
							A	

0.11 1.12 Average travel times road section Camp Coq – Vaudreuil_Truck 2 axles		min	46.00	2015	Highway development and management model (HDM-4). This outcome will be measured in the final evaluation through the ex post cost-benefits analysis		P	32.00
							P(a)	32.00
							A	
0.12 1.13 Average travel times road section Camp Coq – Vaudreuil_Truck 3 axles		min	54.00	2015	Highway development and management model (HDM-4). This outcome will be measured in the final evaluation through the ex post cost-benefits analysis		P	36.00
							P(a)	36.00
							A	
0.13 1.14 Average travel times road section Camp Coq – Vaudreuil_Articulated truck		min	46.00	2015	Highway development and management model (HDM-4). This outcome will be measured in the final evaluation through the ex post cost-benefits analysis		P	32.00
							P(a)	32.00
							A	
0.14 1.15 International Roughness Index for road section Camp Coq –Vaudreuil (IRI)		m/km	7.00	2014	Measure longitudinal road profile through specialized equipment (rough, meter). This outcome will be verified through the field supervision reports.		P	2.30
							P(a)	2.30
							A	

Outputs: Annual Physical and Financial Progress

1. Travaux publics et Supervision		Physical Progress		Financial Progress	
Outputs	Unit of Measure	EOP		EOP	
1.1 Nombres de km de routes réhabilitées	km	P	29.50	P	56,299,000.00
		P(a)	29.50	P(a)	56,299,000.00
		A	0.00	A	0.00
1.2 Nombres de km de routes primaires et secondaires entretenues	km	P	100.00	P	800,000.00
		P(a)	100.00	P(a)	800,000.00
		A	0.00	A	0.00
1.3 Mitigation socio-environnementale et compensations	rapport	P	6.00	P	800,000.00
		P(a)	6.00	P(a)	800,000.00
		A	0.00	A	0.00
2. Renforcement du secteur de l'infrastructure routiere		Physical Progress		Financial Progress	
Outputs	Unit of Measure	EOP		EOP	
2.1 Equipements et fournitures acquis pour l'entretien	rapport	P	8.00	P	2,000,000.00
		P(a)	8.00	P(a)	2,000,000.00
		A	0.00	A	0.00
2.2 Système de maintenance concue et fonctionnel	unité	P	1.00	P	301,000.00
		P(a)	1.00	P(a)	301,000.00
		A	0.00	A	0.00
2.3 Personnels formés par l'Unité de maintenance	unité	P	40.00	P	101,000.00
		P(a)	40.00	P(a)	101,000.00
		A	0.00	A	0.00
2.4 Personnels formés sur la stratégie routière sécuritaire	unité	P	40.00	P	100,000.00
		P(a)	40.00	P(a)	100,000.00
		A	0.00	A	0.00
2.5 Nombre de femmes formées sur les taches liées a l'infrastructure routière	unité	P	50.00	P	100,000.00
		P(a)	50.00	P(a)	100,000.00
		A	0.00	A	0.00
3. Conception technique et etudes socio-environnementales et administration		Physical Progress		Financial Progress	
Outputs	Unit of Measure	EOP		EOP	
3.1 Conception technique et études développées	unité	P	3.00	P	400,000.00
		P(a)	3.00	P(a)	400,000.00
		A	0.00	A	0.00
3.2 Plan d'exécution pluri-annuel a jour	rapport	P	4.00	P	93,000.00
		P(a)	4.00	P(a)	93,000.00
		A	0.00	A	0.00
3.3 Rapports d'évaluation du projet publiés par l'UCE	rapport	P	8.00	P	205,000.00
		P(a)	8.00	P(a)	205,000.00
		A	0.00	A	0.00
3.4 Rapport d'Audit financier et socio-environnemental	rapport	P	4.00	P	200,000.00
		P(a)	4.00	P(a)	200,000.00
		A	0.00	A	0.00

Other Cost		Cost
Administration UCE	P	\$401,000.00
	P(a)	\$401,000.00
	A	\$0.00
Civil works supervision	P	\$3,200,000.00
	P(a)	\$3,200,000.00
	A	\$0.00
Total Cost		Total Cost
	P	\$65,000,000.00
	P(a)	\$65,000,000.00
	A	

Changes to the Matrix

No information related to this operation.

Please note that the Overall Stage represents the stage of the operation at the time of this report’s publication, which might not necessarily match the stage of the operation during the PMR Cycle to which the report pertains.