PMR Public Report

Operation Number	SU-L1057	**Chief of Operations Validation Date**	03/29/23
Year- PMR Cycle	Second period Jan-Dec 2022	**Division Chief Validation Date**	04/25/23
Last Update	03/28/23	**Country Representative Validation Date**	04/27/23
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

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
SU-L1057	45,000,000	45,000,000	0	0	45,000,000	45,000,000	2,161,108	4.80%	42,838,892
Aggregated	**45,000,000**	**45,000,000**	**0**	**0**	**45,000,000**	**45,000,000**	**2,161,108**	**4.80%**	**42,838,892**

Expense Categories by Loan Contract (cumulative values)
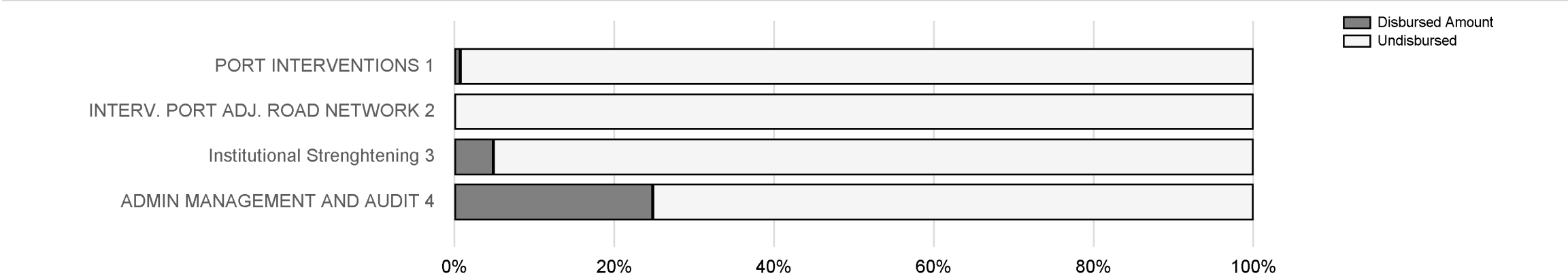
Please note that inactive indicators and outputs are not displayed; totals in the actual cost table may not match the sum of the cost of the outputs displayed, due to the cost of inactive outputs.

RESULTS MATRIX

General Development Objectives

General Development Objectives Nbr. 0: Suriname's quality of ports

Observation:

	Indicator	Unit of Measure	Baseline	Baseline Year	Expected Year of Achievement		EOP 2024
0.0	Suriname's quality of ports	Index	4.4	2014	2023	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): No

Pro-Gender	No	Pro-Ethnicity	No	CRF indicator	

General Development Objectives Nbr. 1: Trading Across Borders

Observation:

	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	2023	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:

	Indicator	Unit of Measure	Baseline	Baseline Year	Expected Year of Achievement		EOP 2024
3.0	Cost to import (Border Compliance)	USD	658	2019	2023	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: -

					CRF indicator	
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	

	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: -

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	

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	

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	

RESULTS MATRIX

OUTPUTS: ANNUAL PHYSICAL AND FINANCIAL PROGRESS

Component Nbr. 1 Port interventions

	Output	Unit of Measure		PHYSICAL PROGRESS		FINANCIAL PROGRESS	
				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	-	-	41,980	71,980

Component Nbr. 2 Road interventions

	Output	Unit of Measure		PHYSICAL PROGRESS		FINANCIAL PROGRESS	
				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	-	-	256,218	258,474
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

	Output	Unit of Measure		PHYSICAL PROGRESS		FINANCIAL PROGRESS	
				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	75	20,134
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	2	2	40,322	40,322

Other Cost

			2022	EOP 2024
	Project administration	P	379,000	1,895,000
		P (a)	380,000	1,767,534
		A	252,534	552,909
	Monitoring and Evaluation	P		25,000
		P (a)		25,000
		A	0	0
	External audits	P	16,000	80,000
		P (a)	24,000	72,289
		A	16,289	20,460
	Contingencies	P		1,640,000
		P (a)		1,775,177
		A	0	0

Total Cost

			2022	EOP 2024
	Total Cost	P	7,813,348	45,000,000

	Total Cost	P (a)	5,100,000	45,000,000
		A	615,903	972,764

CHANGES TO THE MATRIX

No information available for this section

RISKS AND PLANNED RESPONSES

Risk ID	Risk Status	Risk Taxonomy
	Inactive	Governance Framework

Response Actions

Risk ID		Management Strategy	Status
1	1.01	AVOID	COMPLETE
	1.02	MITIGATE	COMPLETE

Risk ID	Risk Status	Risk Taxonomy
	Inactive	Internal Processes

Response Actions

Risk ID		Management Strategy	Status
2	2.01	MITIGATE	COMPLETE

Risk ID	Risk Status	Risk Taxonomy
	Inactive	Governance Framework

Response Actions

Risk ID		Management Strategy	Status
3	3.01	MITIGATE	ACTIVE
	3.02	MITIGATE	ACTIVE

Risk ID	Risk Status	Risk Taxonomy
	Active	Internal Processes

Response Actions

Risk ID		Management Strategy	Status
4	4.01	MITIGATE	ACTIVE
	4.02	MITIGATE	ACTIVE

Risk ID	Risk Status	Risk Taxonomy
	Active	Planning
	Response Actions	
5		**Management Strategy**	**Status**
	5.01	MITIGATE	ACTIVE

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

Risk ID	Risk Status	Risk Taxonomy
	Materialized	Economic and Financial Environment
	Response Actions	
7		**Management Strategy**	**Status**
	7.01	MITIGATE	ACTIVE

IMPLEMENTATION STATUS AND LEARNING

Lesson Learned - Categories
Project Management Capacity
Project Design
Intra/Inter Coordination
Stakeholder Priorities
Cost and Budgetary Aspects
Project Monitoring & Evaluation