

# PMR Operational Report

|                             |                            |   |          |
|-----------------------------|----------------------------|---|----------|
| <b>Operation Number</b>     | PE-L1151                   | <b>Chief of Operations Validation Date</b>    | 03/24/17 |
| <b>Year- PMR Cycle</b>      | Second period Jan-Dec 2016 | <b>Division Chief Validation Date</b>         | 04/18/17 |
| <b>Last Update</b>          | 03/24/17                   | <b>Country Representative Validation Date</b> | 05/04/17 |
| <b>PMR Validation Stage</b> | Draft                      |   |          |

## Basic Data

### Operation Profile

|                           |  |   |                                   |
|---------------------------|--|---|-----------------------------------|
| <b>Operation Name</b>     | Improvement Huanuco Road, Conococha Huanuco Sector - Huallanca PE - 3N Route Pro | <b>Loan Number</b>                      | 3881/OC-PE                        |
| <b>Executing Agency</b>   | MINISTERIO DE TRANSPORTES Y COMUNICACIONES                                       | <b>Sector/Subsector</b>                 | TR-VPR - TRANSPORT-MAJOR HIGHWAYS |
| <b>Team Leader</b>        | CAPRISTAN MIRANDA,RAFAEL   | <b>Overall Stage</b>                    | Approved                          |
| <b>Operation Type</b>     | Loan Operation   | <b>Country</b>                          | PERU                              |
| <b>Lending Instrument</b> | Investment Loan  | <b>Convergence related Operation(s)</b> |                                   |
| <b>Borrower</b>           | REPUBLICA DEL PERU   |   |                                   |

## Environmental and Social Safeguards

|   |  |  |    |
|---|--|--|----|
| <b>Impacts Category</b>                         | A  | <b>Was/Were the objective(s) of this operation reformulated?</b> | NO |
| <b>Safeguard Performance Rating</b>             | Satisfactory                                   | <b>Date of approval</b>  |    |
| <b>Safeguard Performance Rating - Rationale</b> | El proyecto esta en proceso de estructuración. |  |    |

## Financial Data

| Item       | 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 | % Disb | Undisbursed Amount |
| PE-L1151   | 80,000,000            | 80,000,000  | 415,070,000       | 0                      | 495,070,000         | 80,000,000             | 0                    | 0.00%  | 80,000,000         |
| Aggregated | 80,000,000            | 80,000,000  | 415,070,000       | 0                      | 495,070,000         | 80,000,000             | 0                    | 0.00%  | 80,000,000         |

## Expense Categories by Loan Contract (cumulative values)

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. Please also 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.

## PMR Operational Report

### RESULTS MATRIX

#### IMPACTS

**Impact Nbr. 0:** Reducción del costo de transporte promedio de cacao exportado por el corredor Tocache - Callao.

**Observation:** .

| Indicator         |  | Unit of Measure | Baseline | Baseline Year        |      | EOP 2022 |
|-------------------|--|-----------------|----------|----------------------|------|----------|
| 0.0               | Costo de transporte promedio de cacao exportado por el corredor Tocache - Callao | US\$/kg         | 0.7      | 2016                 | P    | 1.00     |
|                   |  |                 |          |                      | P(a) | 1.00     |
|                   |  |                 |          |                      | A    |          |
| Details           |  |                 |          |                      |      |          |
| <b>Pro-Gender</b> | No   |                 |          | <b>Pro-Ethnicity</b> | No   |          |

## PMR Operational Report

### RESULTS MATRIX

#### OUTCOMES

**Outcome Nbr.** 0: Reducción de los costos generalizados de transporte en el tramo intervenido: Huánuco-La Unión-Huallanca.

**Observation:** Costo promedio de operación vehicular en el tramo intervenido: Huánuco - La Unión - Huallanca.

| Indicator         |  | Unit of Measure   | Baseline | Baseline Year |                      | EOP 2022 |
|-------------------|--|-------------------|----------|---------------|----------------------|----------|
| 0.0               | Costo promedio de operación vehicular en el tramo intervenido: Huánuco - La Unión - Huallanca. | US\$ /vehículo-Km | 0.33     | 2016          | P                    | 1.00     |
|                   |  |                   |          |               | P(a)                 | 1.00     |
|                   |  |                   |          |               | A                    |          |
| <b>Details</b>    |  |                   |          |               |                      |          |
| <b>Pro-Gender</b> | No   |                   |          |               | <b>Pro-Ethnicity</b> | No       |

**RESULTS MATRIX**

**OUTPUTS: ANNUAL PHYSICAL AND FINANCIAL PROGRESS**

Component Nbr. 1 Obras viales

|     | Output  | Unit of Measure |      | PHYSICAL PROGRESS | FINANCIAL PROGRESS |
|-----|---|-----------------|------|-------------------|--------------------|
|     |   |                 |      | EOP 2022          | EOP 2022           |
| 1.1 | Km de carreteras mejorados del tramo Huánuco - La Unión - Huallanca | Roads (km)      | P    | 150               | 320,000,000        |
|     |   |                 | P(a) | 150               | 320,000,000        |
|     |   |                 | A    | 0                 | 0                  |

**Total Cost**

|  |            |      |  |             |
|--|------------|------|--|-------------|
|  | Total Cost | P    |  | 320,000,000 |
|  |            | P(a) |  | 320,000,000 |
|  |            | A    |  | 0           |

No information available for this section