EXPLORE IN THE APPLICATION OF THE GENERAL METHODOLOGY FOR THE PREPARATION AND EVALUATION OF PUBLIC INVESTMENT PROJECTS AND SECTOR METHODOLOGIES FOR DRR AND CCA IN NICARAGUA.

The country’s Ministry of Transportation and Infrastructure is a case in point. It has developed climate change correction factors that are applied in the project formulation phase in order to make adjustments to the proposed infrastructure’s design.

For investment projects, an economic evaluation must be submitted during the project’s profile stage in order to officially initiate the investment cycle. Projects must work through all of the three pre-investment stages (set out below).

These methodologies have enabled Nicaragua to incorporate into its economic evaluations the effects resulting from the integration of risk reduction measures (RRMs) and CCA in the evaluation flows under social costs and benefits. This involves identifying, quantifying and determining their profitability and doing so independent of the main project.

The implementation of RRM has enabled Nicaragua to create more resilient infrastructure, which has ensured continuity in the provision of services to the Republic’s population and visitors. Infrastructure projects carried out by the central government, particularly road projects, have withstood the impacts of recent severe natural events without any disruptions in service provision. Furthermore, as the country’s infrastructure becomes more resilient, less maintenance is required.

In light of technical advances, the development of new technologies, and the training needs of Nicaragua’s sectoral organisations on topics related to DRR and CCA, some of the methodologies now need to be updated.

One of the key factors in successfully implementing the methodologies is the provision of ongoing training programmes.