

### Basic Information

<b>Approval Year</b>	: 2020	<b>Region</b>	: REG
<b>Team Leader</b>	: Pinto Ayala, Ana Maria	<b>Country</b>	: Regional
<b>Taxonomy</b>	: Research and Dissemination	<b>Department</b>	: INE
<b>Fund</b>	: INF,ORC-INF	<b>Sector</b>	: TR - Demand Management And Control Of Urban Transport Systems
<b>Approval Number</b>	: ATN/OC-18159-RG	<b>Sub Sector</b>	: UGC
<b>Execution Agency</b>	: US-IDB		
<b>Execution Status</b>	: Closed		
<b>Operation Objective</b>	: The objective of this TC is to provide the governments of the region with instruments that facilitate the closing of poverty and inequality gaps from the transport sector, in order to: (i) generating information and knowledge that supports decision-making in poverty and inequality; (ii) have better public policies; and (iii) develop investments and targeted solutions for the most vulnerable population.		

### Financial Information

#### RG-T3614

ATN/OC-18159-RG:ORC	Original	Current	% of Current Amount Financed
<b>Amount Financed</b>	\$275,000.00	\$275,000.00	
<b>Disbursed Amount</b>	N/A	\$245,822.07	89.39 %
<b>Commitments not yet disbursed Amount</b>	N/A	-	0.00 %
<b>Available Amount</b>	N/A	\$29,177.93	10.61 %
<b>Final Disbursement Date</b>	Aug 6, 2022		

### Status Update

Through this TC, the team made several achievements relevant to the fostering of social inclusion and the reduction of poverty and inequality through transport in the Latin American and Caribbean Region. First, the team published a groundbreaking monograph and Flagship for the Transport Division titled "Transport for Inclusive Development: Defining a Path for Latin America and the Caribbean <http://dx.doi.org/10.18235/0004335>. Eleven chapters in length, this monograph discusses the role that transport often plays in deepening social disadvantage and poverty and its potential to break the cycle of poverty and inequality through investments and policies that take the needs of poor and socially excluded groups into account. It outlines a conceptual framework for understanding the existing barriers faced by lower income and disadvantaged groups in transport accessibility and social exclusion and explores the multifaceted dimensions of transport related social exclusion, offers solutions to these challenges, and presents several case studies where they have successfully overcome them, including projects that have been

financed by the IDB. Recognizing that the countless connections with other structural problems that drive social disadvantage and exclusion imply that transport problems should be addressed from a broader social and economic perspective and not just as discrete public investment projects. Importantly, this last chapter presents a synthesis of cross-cutting policy guidelines and recommendations that can serve as a roadmap for policymakers, transport system operators, and planners to better understand and meet the complex, multi-faceted and diverse needs of transport disadvantaged populations throughout Latin America and the Caribbean. The guidance is intended to help these key agents of change to move the region forward towards a more equitable, inclusive, prosperous future. It recommends policy measures and investments that could help to catalyze the post-pandemic recovery of transport systems to provide more equitable and inclusive mobility and foster accessibility to opportunities for all. Recognizing that transport is an important complementary input projects in other sectors such as those seeking to improve education, health, or other basic services, it discusses the importance of multisectoral approaches in catalyzing the reduction of poverty and inequality . The TC also financed the publication of a technical note, "Movilidad y accesibilidad en asentamientos informales de Buenos Aires: el caso de los barrios de Costa Esperanza, Costa del Lago y 8 de Mayo". This technical note takes as a case study of the informal settlements of Costa Esperanza, Costa del Lago and 8 de Mayo located in Buenos Aires, Argentina. The objective of this study was to demonstrate the mobility patterns in three informal settlements in the Metropolitan Area of Buenos Aires (AMBA), to then offer a description of the barriers to mobility and the problems in accessibility to educational, labor, care and recreational opportunities to provide public policy recommendations to improve social inclusion through mobility and accessibility of residents in informal settlements and reduce transportation disadvantages. A technical note mapping the degree of and barriers to accessibility and inclusion in transport for the city of Santo Domingo, Dominican Republic was also published in Aug 2021 thanks to resources from this TC. With the objective of proposing public policies and actions that improve universal accessibility in public transport systems in Santo Domingo, the Inter-American Development Bank together with the Despacio Consulting Company, carried out a methodology in charge of characterizing the travel experience of people with disabilities, people with reduced mobility and caregivers, in order to identify barriers, opportunities and improve accessibility in public transport. This analysis made it possible to determine the degree of accessibility to the transport system, identify accessibility barriers and propose improvements to governments and communities. Additionally, a pilot initiative was developed, which was the Design of a randomized controlled trial (RCT) to assess the impact of public transport subsidies for immobile women in Argentina (EZIDB0000474-1821496570-1). The TC team also developed a matrix to contribute to the 2021 Gender and Diversity Action Plans (GAP and DAP) for Transport that helps to guide the IDB's work in gender mainstreaming the promotion of gender inclusion and equality through transport investments. The team organized a high impact and engaging event in September of 2022 to launch the Flagship Report: Transport for Inclusive Development. The event included several authors as well as speakers from the INE and the President's Office. It also organized a high level panel session at the World Bank's annual Transforming Transportation. This session included a keynote address from the Transport Division Chief, and several high-level topic area expert speakers, including authors of the report. Moreover, the Flagship team has been invited to present the work at the World Resources Institute and in the International Network for Accessibility for Low-Income Communities webinar series. Finally, the TC has published three blogs to disseminate the Transport Division's Flagship report, Transport for Inclusive Development: Defining a Path for the Latin American and Caribbean Region including:1)Inclusive Transport in Latin America: connecting dots and bridging gaps (<https://blogs.iadb.org/transporte/es/transporte-inclusivo-en-america-latina-conectando-puntos-y-cerrando-brechas/#comments>), 2)¿Cómo el transporte reduce la pobreza, la desigualdad y promueve un desarrollo socialmente inclusivo?, and 3)Transporte inclusivo en áreas rurales: un catalizador para la reducción de pobreza y desarrollo rural.

**Advance in the Achievement of Outcome and Outputs**

**Advance in the Achievement of Outcome**

**1 . Information and knowledge generated to support decision-making to Contribute to the Clousure of Poverty and Inequality Gaps in the Urban Mobility of Latin America and the Caribbean**

The publications of the flagship report and technical note generated knowledge and will provide a guideline to the operations of how the transport infrastructure and services should be designed and improved to fill the gap of transport-related social exclusion. Especially, the flagship publication collected the primary and secondary data across the region with the extensive topics in transport sector such as quality and affordability of public transport, land use, active transport, rural transport, covid-19, vulnerable populations and gender. Additionally, three blogs have been published in 2022, include one summarizing the report and announcing the launching event, one highlighting the chapter on Rural Transport and Poverty, and another blog to summarize the chapter on Digital Inclusion in Transport.

Advances in Execution
1. Knowledge generation
Component Cost: \$155,500

Output Indicator	Indicator Detail	Unit Of Measure	Baseline	Baseline Year	Means Of Verification	Theme	Year	P	P(A)	A
1.1 Ex ante and/or ex post evaluations	INF	Notes (#)	0	2020	Approval of report and its content by the beneficiary countries	Social Development	Physical			
							2020	0	0	0
							2021	2	2	2
							2022	0	0	0
							EOP 2022	2	2	2
							Financial			
							2020	40000	40000	0
							2021	0	0	32795.61
							2022	0	7204.39	0
							EOP 2022	40000	40000	32795.61

**Advances In Execution:** This indicator included the generation of two evaluations on social inclusion in transportation, highly relevant for the region. These studies were mainly developed in 2021.

Output Indicator	Indicator Detail	Unit Of Measure	Baseline	Baseline Year	Means Of Verification	Theme	Year	P	P(A)	A
1.2 <sup>s</sup> Technical notes created	Research and technical studies aimed at strengthening social inclusion, gender equity, diversity, and transportation in projects financed by the Bank (INF)	Notes (#)	0	2020	Approval of report and its content by the beneficiary countries	Social Development	Physical			
							2020	0	0	0
							2021	1	1	3
							2022	2	0	0
							EOP 2022	3	3	3
							Financial			
							2020	45000	45000	0
							2021	15000	35000	45599
							2022	0	14401	2930.34
							EOP 2022	60000	60000	48529.34

**Advances In Execution:** This indicator covered the development of one published technical note regarding informal settlements and their mobility and accessibility barriers in Buenos Aires, Argentina. It also included the publication of Accessibility and inclusion in transport: analysis in Latin American cities for Curitiba, and Santo Domingo. The resources that were contemplated for the development of pilot initiatives were redirected to strengthen the knowledge generation components such as these technical notes. Particularly, the study in Argentina considered an impact assessment of subsidized public transportation on immobile women in the

Metropolitan Area of Buenos Aires (Argentina), regarding their travel habits, access to employment, education, and health. The study considered a Randomized-Controlled Trial (RCT) with a selected group of low-income women living in urban areas.

Output Indicator	Indicator Detail	Unit Of Measure	Baseline	Baseline Year	Means Of Verification	Theme	Year	P	P(A)	A
1.3 ³ Monographs developed	Publications (monography style) documenting the sources and causes of social exclusion in the transport system, best practices and public policies, and projects in urban mobility with high impact in reducing the R&D gap between the provision of more accessible transport (INF)	Monographs (#)	0	2020	Approval of report and its content by the beneficiary countries	Social Development	Physical			
							2020	0	0	0
							2021	0	0	0.43
							2022	1	0.57	0.57
							EOP 2022	1	1	1
							Financial			
							2020	15000	15000	0
							2021	0	15000	25500
							2022	0	0	0
							EOP 2022	15000	25500	25500
Advances In Execution: This indicator was related to the development of a monograph that was published as the Flagship Report: Transport for Inclusive Development, completed in 2022. The development of this document considered the elaboration of 7 main chapters mainly developed in 2021. These efforts started previously in 2020, with draft documents that included an introductory chapter with the relationship between poverty and transportation, a section on digital inclusion, a chapter in non-motorized transportation, challenges and best practices in policy making and the impact of COVID-19 in low income population's mobility.										

Output Indicator	Indicator Detail	Unit Of Measure	Baseline	Baseline Year	Means Of Verification	Theme	Year	P	P(A)	A
1.4 * Tools designed/strengthened	Development of tools in projects that contribute to poverty reduction (INF)	Tools (#)	0	2020	Approval of report and its content by the beneficiary countries	Social Development	Physical			
							2020	0	0	0
							2021	0	0	0.5
							2022	1	0.5	0.5
							EOP 2022	1	1	1
							Financial			
							2020	0	0	0
							2021	30000	15000	15000
							2022	0	15000	15000
							EOP 2022	30000	30000	30000
Advances In Execution: This indicator considered the development of the implementation matrix of the 2021 Gender and Diversity Action Plans (GAP and DAP) in Transport. This was partly developed in 2021 and finished in 2022.										

2. Support for the application of knowledge about poverty and inequality at operational level

Component Cost: \$89,500

Output Indicator	Indicator Detail	Unit Of Measure	Baseline	Baseline Year	Means Of Verification	Theme	Year	P	P(A)	A
2.1 Pilot initiatives	INF	Notes (#)	0	2020	Approval of report and its content by the beneficiary countries	Social Development	Physical			
							2020	0	0	0
							2021	3	3	0
							2022	0	3	1
							EOP 2022	3	3	1
							Financial			
							2020	60000	60000	0
							2021	0	30000	0
							2022	0	49500	49500
							EOP 2022	60000	49500	49500

**Advances In Execution:** Only one pilot initiative was developed, which was the Design of a randomized controlled trial (RCT) to assess the impact of public transport subsidies for immobile women in Argentina (EZIDB0000474-1821496570-1). This pilot was co-financed by the ESW RG-E1742. The other pilots could not be developed due to the impossibility of conducting field activities because of the impact of the covid-19 pandemic. This eventuality does not affect the main objectives of this technical cooperation, which seek to improve the level of knowledge on social inclusion in transportation, for which the other components of the cooperation show significant progress in this area.

Output Indicator	Indicator Detail	Unit Of Measure	Baseline	Baseline Year	Means Of Verification	Theme	Year	P	P(A)	A
2.2 Updated / raised variables (Observatory)	INF	Notes (#)	0	2020	Approval of report and its content by the beneficiary countries	Social Development	Physical			
							2020	0	0	0
							2021	0	0	1.5
							2022	3	1.5	1.5
							EOP 2022	3	3	3
							Financial			
							2020	40000	40000	0
							2021	0	20000	20000
							2022	0	20000	20255.33
							EOP 2022	40000	40000	40255.33

**Advances In Execution:** This indicator considered variables developed in terms of mobility pattern, accessibility level, and mobility barriers for the low-income groups in the region. For example, accessibility for persons with disabilities indicators were developed for the for the CAF-IDB Mobility Observatory data project. The primary and secondary information analyzed made it possible to obtain critical variables that affect accessibility and social inclusion in transportation.



Component Cost: \$30,000										
Output Indicator	Indicator Detail	Unit Of Measure	Baseline	Baseline Year	Means Of Verification	Theme	Year	P	P(A)	A
3.1 <sup>s</sup> Conferences organized	the development of instances of policy dialogue with key decision makers (national and local governments), academia, NGOs and civil society, among others. (INF)	Conferences (#)	0	2020	Approval of report and its content by the beneficiary countries	Social Development	Physical			
							2020	0	0	0
							2021	3	3	3
							2022	0	0	0
							EOP 2022	3	3	3
							Financial			
							2020	30000	30000	0
							2021	0	15000	15000
							2022	0	15000	4241.79
							EOP 2022	30000	30000	19241.79
<b>Advances In Execution:</b> The TC team organized a high impact and engaging event in September of 2022 to launch the Flagship Report: Transport for Inclusive Development. The event included several authors as well as speakers from the INE and the President's Office. In addition, the team organized an upcoming high level panel session at the World Bank's annual Transforming Transportation. This session included a keynote address from the Transport Division Chief, and several high-level speakers, including authors of the report. In 2021, three conferences were organized to disseminate the knowledge generated in the development of the different knowledge products that were financed through this technical cooperation.										

