

## TC ABSTRACT

### I. Basic Project Data

▪ Country/Region:	REGIONAL/CCB - Caribbean Group
▪ TC Name:	Improving Urban Mobility in Caribbean Cities
▪ TC Number:	RG-T3395
▪ Team Leader/Members:	PERSAUD, CHRISTOPHER (INE/TSP) Team Leader; GUERRERO, PABLO (INE/TSP) Alternate Team Leader; RODRIGUEZ GONZALEZ, ROBERTO EDUARDO (INE/TSP); OSEGUERA, AGUSTIN (INE/TSP); CONSOLO, MARCELO ALEJANDRO (INE/TSP); MIX VIDAL, RICHARD ALEXANDER (INE/TSP); RIOBO PATINO, JAIRO ALEXANDER (INE/TSP); FOOK, ALANA KIMLIN (INE/TSP)
▪ Taxonomy:	Client Support
▪ Number and name of operation supported by the TC:	N/A
▪ Date of TC Abstract:	04 Jun 2021
▪ Beneficiary:	Surinam, Jamaica, Trinidad and Tobago
▪ Executing Agency:	INTER-AMERICAN DEVELOPMENT BANK
▪ IDB funding requested:	US\$150,000.00
▪ Local counterpart funding:	US\$0.00
▪ Disbursement period:	36 months
▪ Types of consultants:	Individuals; Firms
▪ Prepared by Unit:	INE/TSP - Transport
▪ Unit of Disbursement Responsibility:	INE/INE - Infrastructure and Energy Sector
▪ TC included in Country Strategy (y/n):	No
▪ TC included in CPD (y/n):	No
▪ Alignment to the Update to the Institutional Strategy 2010-2020:	Productivity and innovation ; Institutional capacity and rule of law

### II. Objective and Justification

- 2.1 The objective of this TC is to improve the supply, quality and efficiency of public transportation in the Caribbean, which is intended to improve the experience of existing users and encourage voluntary usage among owners of private vehicles.
- 2.2 For a majority of the population in the Caribbean, access to efficient, safe, affordable and universally accessible public transportation services determines their access to education and employment opportunities, as well as healthcare and other public services. This is important to their ability to contribute to and benefit from inclusive growth and sustainable development in the region.
- 2.3 Public transportation systems in Caribbean countries are in varying stages of decline, however, one user sentiment across all countries is that the use of public transportation is out of necessity, while personal vehicle ownership is most people's aspiration which once materialized exacerbates the urban traffic congestion. For instance, while 75% of households in Jamaica do not own a car, congestion at peak hours due to overcapacity of roads already negatively impacts the quality of urban mobility including public transport.
- 2.4 The available formal public transportation systems in the region is analogue in nature whereby published routes and schedules are decades old, paper based and difficult to access, while informal public transport services lack scheduling and often operate of

designated routes. The lack of real time information for users, absence of connectivity between different public transport modes makes for long travel times, and often unpredictable journeys which is insufficient to meet the needs of the commuting public. Weak institutions and limited government oversight in light of limited information perpetuates the high degree of informality, where in some cases, the vast majority of public transport services can be uncoordinated and provided by unregistered, unmonitored transport operators. The high degree of informality also introduces safety concerns for users of these services which is a key hindrance for a modal shift from private vehicles to public transport.

- 2.5 Improvement to the supply, quality and efficiency of public transportation can be had through the adoption of a common digital platform to serve the regulators, service providers and commuters by collecting and making information available to all parties on the operation and use of the transport services.

### III. Description of Activities and Outputs

- 3.1 **Component I: Development and scaling of digital scheduling, tracking and payment platforms for Urban Transportation.** This component will focus on introducing and scaling of a digital platform with tools for transportation services management and planning for both authorities and service providers, as well as improve access to real-time information for commuters, thus allowing commuters to plan trips around transport availability which will have the effect of increase supply, quality and efficiency of the services.
- 3.2 **Component II: Stakeholder Engagement, Dissemination and Capacity Building.** This component will gather and engage key stakeholders, including transportation policy architects, regulators, service providers and users, to jointly distil and prioritize the key challenges in urban mobility and road safety in the region, and develop and promote innovative solutions to these challenges. The technical material generated, experiences in execution and lesson learned will be documented in a technical note for dissemination and capacity building.

### IV. Budget

Indicative Budget

Activity/Component	IDB/Fund Funding	Counterpart Funding	Total Funding
Development and scaling of digital scheduling, tracking and payment platforms for Urban Transportation	US\$130,000.00	US\$0.00	US\$130,000.00
Stakeholder Engagement, Dissemination and Capacity Building	US\$20,000.00	US\$0.00	US\$20,000.00
<b>Total</b>	<b>US\$150,000.00</b>	<b>US\$0.00</b>	<b>US\$150,000.00</b>

### V. Executing Agency and Execution Structure

- 5.1 Due to the regional and technical nature of the TC, it will be executed by the IDB through its Transport Division. This will allow the execution to benefit the knowledge of the Transport division in digital public transport systems.
- 5.2 The IDB's execution will support coordination among the beneficiary entities such as regulator and service provider within and among beneficiary countries. Procurement will be done in accordance with Bank policies as follows: (i) AM-650 for Individual consultants; (ii) GN-2765-4 and Guidelines OP-1155-4 for Consulting Firms for

services of an intellectual nature; and (iii) GN-2303-28 for logistics and other related services.

## **VI. Project Risks and Issues**

- 6.1 Risk of active engagement from the beneficiaries. Even though there is a need to improve sustainable mobility in Caribbean Cities, and this has been raised in meetings with some beneficiary countries, specifically Jamaica and Suriname, there is a risk of low engagement from public officials and transport stakeholders. To mitigate this risk, coordination mechanisms will be put in place in close coordination between transport specialists in each country and COF management, to make sure the relevant stakeholders provide information for the study and realize that the result of the TC will be in benefit of transport users and stakeholders.
- 6.2 Risk from COVID-19. The COVID-19 pandemic poses a risk to activities being completed in multiple countries given limitations on international travel. The team has elected to mitigate this risk by designing the components in a manner that would allow them to be executed and deployed remotely with existing technology.

## **VII. Environmental and Social Classification**

- 7.1 The ESG classification for this operation is "C".