

TC ABSTRACT

I. Basic Project Data

▪ Country/Region:	ARGENTINA/CSC - Southern Cone
▪ TC Name:	Sustainable Mobility and Electromobility in Argentina
▪ TC Number:	AR-T1288
▪ Team Leader/Members:	MONTES CALERO, LAUREEN ELIETH (INE/TSP) Team Leader; ABAD, JULIETA (INE/TSP) Alternate Team Leader; ITALIANO, VICTORIO (CSC/CAR); CASALINO FRANCISKOVIC, JUAN MANUEL (LEG/SGO); MARIANELA CATALDI (CSC/CAR); LORENA PEINADO (INE/TSP); SNYDER, VIRGINIA MARIA (INE/ENE); MALAGON ORJUELA, EDWIN ANTONIO (INE/ENE); RODRIGUEZ MOLINA, RAUL (INE/TSP); MIX VIDAL, RICHARD ALEXANDER (INE/TSP); GONZALO RODRIGUEZ VALVERDE (INE/TSP)
▪ Taxonomy:	Client Support
▪ Number and name of operation supported by the TC:	N/A
▪ Date of TC Abstract:	24 Feb 2022
▪ Beneficiary:	Republic of Argentina
▪ Executing Agency:	INTER-AMERICAN DEVELOPMENT BANK
▪ IDB funding requested:	US\$200,000.00
▪ Local counterpart funding:	US\$0.00
▪ Disbursement period:	24 months
▪ Types of consultants:	Individuals; Firms
▪ Prepared by Unit:	INE/TSP - Transport
▪ Unit of Disbursement Responsibility:	CSC/CAR - Country Office Argentina
▪ TC included in Country Strategy (y/n):	Yes
▪ TC included in CPD (y/n):	Yes
▪ Alignment to the Update to the Institutional Strategy 2010-2020:	Productivity and innovation ; Institutional capacity and rule of law; Environmental sustainability; Gender equality

II. Objective and Justification

- 2.1 The objective of this TC is to support the National Government and Subnational Governments of Argentina in the planning, design and implementation of sustainable urban transport systems, promoting the adoption of international best practices for improving the affordability, quality and accessibility of low and zero emissions public transportation.
- 2.2 Approximately 92% of the Argentine population today lives in cities and makes around 50 million of daily trips. Therefore, the quality and affordability of urban transportation services are fundamental elements to improve the access of this population to employment and social opportunities (such as education and health). Depending on the size of the city (metropolitan areas, intermediate cities or small towns), the characteristics of its urban mobility system can vary. However, many of them share similar challenges: increasing reliance on private vehicles, traffic congestion, urban sprawl, long travel times and decline in the level of public transport services, financial challenges, high number of traffic fatalities, high levels of pollution greenhouse gas emissions, lack of a gender perspective, among others. Moreover, the COVID-19 pandemic has boosted some of these trends.

- 2.3 Massive public transport (bus, metro and train) remains as the second most important mobility option in most Argentine cities. However, there is a need to transition towards a more sustainable and high quality mobility systems that can retain and increase transit ridership. This transition will necessarily require prioritizing investments in public transportation infrastructure and services, a better management of urban transport demand, and mitigation measures to reduce GHG emissions. Currently, few cities have up-to-date strategic plans that guide investments and policies in the sector towards those goals. In addition, cities have limited resources for analyzing the technical, economic, environmental and social feasibility of urban transport megaprojects (such as railway projects).
- 2.4 New trends in the transportation sector (such as electrification and digitalization) represent an opportunity to advance the sustainable mobility agenda in Argentina. Currently, Argentina is in the early stages of electromobility development, so it is a good time to promote its implementation. In this sense, the National Government recently submitted to Congress a bill for the Promotion of Sustainable Mobility that will create a temporary and staggered system of benefits for manufacturers and users for 20 years, creating tax exemptions for private vehicles and public transport, and preference for state purchases. The creation of a Trust Fund for Sustainable Mobility is also planned. In addition, the manufacture of vehicles and auto parts would be promoted through incentives for manufacturers and a National Agency for Sustainable Mobility would be created to promote research and technological development in the area. Certainly, the growing rate of adoption of electric vehicles represents a demand opportunity for the revitalization of the local automotive industry.
- 2.5 This TC will promote the exchange of best practices for improving the affordability, quality and accessibility of low and zero emissions public transportation between Argentinian cities, also supporting the design and implementation of strategic sustainable mobility initiatives.

III. Description of Activities and Outputs

- 3.1 **Component I: Sustainable mobility planning** . It will support strategic planning processes in intermediate cities of Argentina to develop technical solutions and business models that support the adoption of e-mobility pilots, gender mainstreaming, and affordable transport services.
- 3.2 **Component II: Technical, social and environmental feasibility studies and supervision of urban transport projects** . It will support national and subnational agencies in the processes of planning and structuring urban transport projects (including BRTs, metros and railways), which will contribute to strengthen the role of mass transit services as the backbone of a sustainable mobility system. Supervisory activities on urban transport project's execution will ensure compliance in terms of quality and timing on works, contributing to public spending efficiency.
- 3.3 **Component III: Knowledge dissemination.** It will support activities for disseminating results, facilitating dialogue between the agencies and cities involved, and generating communication products.

IV. Budget

Indicative Budget

Activity/Component	IDB/Fund Funding	Counterpart Funding	Total Funding
Sustainable mobility planning	US\$70,000.00	US\$0.00	US\$70,000.00
Technical, social and environmental feasibility studies and supervision of urban transport projects	US\$100,000.00	US\$0.00	US\$100,000.00
Knowledge dissemination	US\$30,000.00	US\$0.00	US\$30,000.00
Total	US\$200,000.00	US\$0.00	US\$200,000.00

V. Executing Agency and Execution Structure

- 5.1 The executing agency will be the Bank through the Transportation Division of the Department of Infrastructure and Energy (INE/TSP). The Bank will contract in accordance with the Policies for the Selection and Contracting of Consultants financed by the IDB (GN-2350-15), the Policy for the Selection and Contracting of Consulting Firms for Operational Work Executed by the Bank (GN-2765 -1) and to the Complementary Workforce Policy (AM-650). The Bank will contract the services of individual consultants, consulting firms and non-consulting services in accordance with the policies and procedures in force at the Bank. The TSP Division will be responsible for the preparation and publication of requests for expressions of interest, the preparation of short lists, the preparation and distribution of requests for proposals, the evaluation and selection of consultants in accordance with the criteria established in requests for proposals, and the negotiation of the respective contracts
- 5.2 Given that the Transportation Division of the Department of Infrastructure and Energy (INE/TSP) has specialized knowledge in providing assistance on topics of interest related to the subject matter of this TC, the Government of Argentina proposes that the Bank, through INE/TSP, be it the executing agency, facilitating the mediation and participation of the different agencies and actors involved.

VI. Project Risks and Issues

- 6.1 The main risk that could affect the execution of the activities foreseen by this TC is related to the natural coordination difficulties of the participation of various sectors involved in the urban mobility landscape and levels of government. This could slow down the feedback and the overall product progress. To mitigate this risk, first, the Bank will be the executing entity leading the coordination and communication with the hired consultants. In addition, the Bank will seek a leading counterpart, with sufficient capacity for dialogue with the rest of the agents involved and will maintain a support committee with Regular meetings and progress presentations.

VII. Environmental and Social Classification

- 7.1 The ESG classification for this operation is "N/A".