



Knowledge and Capacity Building Products (KCP) Proposal

Maximum 7 pages

I. KCP Type

- ☐ 1. Advisory Services
☒ 2. Policy and Capacity Development
☐ 3. Outreach and Dissemination
☐ 4. Research and Development

II. General Information

KCP Title: TC PRODEV - Jamaica: Support for the Design of Decentralized Road Maintenance

OPUS Number:

JA-T1047

Date of Proposal:

04/14/2010

New KCP:

☒ Yes ☐ No

Linked to project:

Team Leader / Unit:

Alejandro Taddia (INE/TSP)

INE/TSP

Joint Proposal:

☒ Yes ☐ No

If yes, identify units: (1)

ICF/ICF

(2)

INE/TSP

(3)

-SELECT-

Proposed amount in USD equivalent (enter whole number only, ex. 99,800): USD

500,000

Unit of Technical Responsibility:

INE/TSP

Unit of Disbursement Responsibility:

INE

Execution:

☐ Bank-executed ☒ Recipient-executed

**Letters of Request available
(or equivalent)**

☒ Yes ☐ No

**Non-objection
available**

☐ Yes ☐ No

Execution period: 10 months

Disbursement period: 12 months

Executing Agency:

Ministry of Transport and Works (MTW) - National Works Agency (NWA)

Executing Agency description and capacity:

The MTW will be the executing agency for the studies of this TC. MTW will provide local transportation, logistical support, facilities and communication, facilitate access to information, and provide counterpart staff. The EA will be responsible for the selection process of the consulting firms, and the continuous monitoring and supervision of all consulting services.

Country of Origin of Executing Agency:

Jamaica

Contact in the Executing Agency:

Mr. Stephen Shaw Project Manager (stephenshaw@nwa.gov.jm)

E-mail address:

a ser completado por el Team Leader

Beneficiary Countries:

- | | | | |
|---|---|------------------------------------|--|
| <input type="checkbox"/> Argentina | <input type="checkbox"/> Bahamas | <input type="checkbox"/> Barbados | <input type="checkbox"/> Belize |
| <input type="checkbox"/> Bolivia | <input type="checkbox"/> Brazil | <input type="checkbox"/> Chile | <input type="checkbox"/> Colombia |
| <input type="checkbox"/> Costa Rica | <input type="checkbox"/> Dominican Republic | <input type="checkbox"/> Ecuador | <input type="checkbox"/> El Salvador |
| <input type="checkbox"/> Guatemala | <input type="checkbox"/> Guyana | <input type="checkbox"/> Haiti | <input type="checkbox"/> Honduras |
| <input checked="" type="checkbox"/> Jamaica | <input type="checkbox"/> Mexico | <input type="checkbox"/> Nicaragua | <input type="checkbox"/> Panama |
| <input type="checkbox"/> Paraguay | <input type="checkbox"/> Peru | <input type="checkbox"/> Suriname | <input type="checkbox"/> Trinidad & Tobago |
| <input type="checkbox"/> Uruguay | <input type="checkbox"/> Venezuela | | |

If ALL 26 borrowing member countries (LAC) will benefit from the project, check: ☐ All LAC

- | | | | | |
|------------------------------|---|------------------------------|------------------------------|-----------------------------------|
| <input type="checkbox"/> CAN | <input checked="" type="checkbox"/> CCB | <input type="checkbox"/> CID | <input type="checkbox"/> CSC | <input type="checkbox"/> REGIONAL |
|------------------------------|---|------------------------------|------------------------------|-----------------------------------|

Beneficiary entity:

Government of Jamaica (GOJ)

Sector:

Transportation

III. Relation to IDB's Institutional Priorities (GN-2518-20)

1. Social Policy for Equity and Productivity

- ☐ Targeted Poverty Programs
- ☐ Labor markets
- ☐ Education
- ☐ Health
- ☐ Gender and Diversity

2. Infrastructure for Competitiveness and Social Welfare

- ☐ Basic services: Access to water and sanitation
- ☐ Energy
- ☐ Transportation

3. Institutions for Growth and Social Welfare

- ☐ Financial services
- ☐ Fiscal efficiency and sustainability
- ☐ Citizens security
- ☐ Innovation

4. Competitive Regional and Global International Integration

- ☐ Trade and Integration
- ☐ Infrastructure
- ☐ Health

5. Protecting the Environment and Responding to Climate Change

- ☐ Environment
- ☐ Health
- ☐ Rural development and forestry

Cross-cutting

- ☐ Macroeconomic Analysis
- ☐ Learning and Capacity Building

3.1 For Advisory Services and Policy and Capacity KCPs, briefly explain how this KCP is aligned with the country or regional programming and client needs. For Outreach and Dissemination and Research and Development KCPs, briefly explain how this KCP is aligned with the need to deepen the Bank's knowledge in new areas or disseminates it in the region:

The proposed KCP is consistent with the Bank's Country Strategy in Jamaica that sets out three principal areas of focus: i) private sector development, ii) getting value for money, and iii) reducing vulnerability to natural disasters. Impaired and unsafe road infrastructure has a detrimental effect on the business environment, productivity and private sector development. The implementation of the new maintenance policy, focused on island-wide coverage and a performance-based strategic approach will result in a more efficient and effective use of the RMF, and an improved budget and financial programming of the Ministry's resources. This program will assist the MTW in the development and improvement of NWA's institutional capacity to efficiently implement the performance based maintenance contracts. THIS KCP IS PART OF THE DOCUMENT FOR CARIBBEAN COUNTRIES MANAGEMENT PROGRAMMING AND THEREFORE HAS THE RESPECTIVE PRIORITY.

IV. OBJECTIVES, EXPECTED RESULTS AND ACTIVITIES

4.1 Briefly describe the knowledge gap that KCP intends to close; lessons learned from previous similar KCP; objectives and expected results.

It is intended that the proposed KCP will target the maintenance, and institutional capacity issues related to road maintenance. Given the increases in levies on gas earmarked for road maintenance, the proposed program will place emphasis on ensuring existing funds are used in the most cost-effective manner. This program will focus on developing a system of routine and period road maintenance, including the development of maintenance standards, an evaluation system for tracking contractors' performance, island-wide dissemination of the program to all the Parishes. The system will have the following main characteristics: i) decentralized execution, through the regional offices of the MTW in each of the Parishes; ii) island-wide coverage; iii) activities to be contracted using a performance-based approach; and iv) implementation of the works will involve the participation of the local communities.

Components, Activities and Methodological Framework:

Provide a description of the main components and activities expected to be carried out:

4.2 Year One

The activities will be the following: a) Road Routine Maintenance Microenterprise: survey of the local communities along the road; interviews with the pre-selected citizens; community consultations; final selection and contracting of members for each RRMM; initial training of members of each RRMM on maintenance activities and characteristics of the performance based contracts; training on community relationships, administrative tasks and fiscal responsibilities of the RRMM; and evaluative workshops on the RRMM formation, b) Development of the Monitoring and Evaluation System: diagnostic of the existing structures, procedures and processes in national institutions; definition of the performance indicators to be used, and their relationship with international standards; methodology to get monthly basic data, and the processes to aggregate them to estimate the indicators; quarterly reports on the state of the main roads; and methodology to debate and disseminate the quarterly reports to the general public, c) Design and implementation of a Road Emergency Attention System: diagnostic of capacities to attend emergency situations; development of a map of critical points of the main roads and a system to actualize permanently the data; develop a planning system to determine priorities and budget preparation at the national and regional level; develop and implement an information system for emergencies; establish a system of training on road emergencies; transfer of knowledge and dissemination about road emergencies, d) Documentation and Dissemination activities: preparation of material for the dissemination of maintenance activities; preparation of special reports on problems, lessons learnt and solutions implemented; workshops and seminars with people involved in road maintenance activities, mainly Parish teams, RRMM, private enterprises, media, etc., and e) Supervision.

4.3 Subsequent Years

not applicable

4.4 If project execution spans more than one year, briefly describe how current year activities feed into the plan of activities for subsequent years:

not applicable

4.5 When warranted, describe the methodological approach to be used in the development of the activities and the type of data sources which might be used.

not applicable

V. KCPs RESULTS FRAMEWORK. Main Deliverables (outputs) by component. When warranted, describe dissemination strategy:

List main deliverables 1) publications; 2) conferences, workshops, seminars; 3) training courses; 4) databases; 5) surveys; 6) other (specify); and dates for final completion.

5.1 For publication deliverables: Based on the taxonomy of the Bank's publication protocol (books, monographs, working papers, policy briefs, technical notes, newsletters, discussion papers and presentations or studies for conferences and technical meetings), list the specific types of publications as the deliverables.

Deliverables Year 1	Intermediate Milestone (if applicable)	Milestone Date (if applicable)	Expected Completion Date
Capacity building studies	Diagnostic work completed	15-April-2011	15-Dec-2011
Project management studies	n/a		15-Dec-2014
Monitoring & evaluation studies	Monitoring System designed	15-April-2011	15-Dec-2011
Training and dissemination studies	Training Completed	15-Dec-2011	15-Dec-2014
Supervision	n/a		15-Dec-2014

5.2 Dissemination plan: when warranted briefly describe dissemination plan of expected deliverables / results with a timeline for key activities, person/institution responsible for implementation:

This program will finance the preparation of the processes, procedures and material to inform the Parishes transport teams, the RRMM located all around the country, private enterprises and the population in general of road maintenance activities and current situation. This information will also become a way to learn from problems and successes of maintenance activities, and to disseminate these lessons learnt among the people involved on road maintenance as well as to all road users. These dissemination activities will complement the quarterly maintenance reports, and will be executed as part of the permanent activities of NWA. The objectives of this dissemination is to discuss road maintenance activities, and identify problems, lessons learnt and good practices to disseminate this knowledge among people involved with road maintenance activities.

5.3 Results Matrix:

Indicators	Baseline	Intermediate Targets			Final Target	Expected Completion Date
		Year 2011	Year 2012	Year 2013		
Outcome Indicator						
Kilometers of Road maintained.	0	100	100	200	500	15-Dec-2014
Number of contracts signed with community based organizations	0	10	10	10	40	15-Dec-2014
Deliverables (outputs) Indicators						
Kilometers of Road maintained using RRMM	0	100	100	100	500	15-Dec-2014
Number of Road maintenance CBO's formed.	0	50	50		100	15-Dec-2012
Number of persons trained in road maintenance.	0	500			500	15-Dec-2011
Number of performance reports submitted.	0	3	12	12	39	15-Dec-2014
Number of Emergency response manuals developed	0	1			1	15-Dec-2011
Number of dissemination activities conducted.	0		1	3	4	15-Dec-2014

VI. BUDGET:

6.1 Budget should be presented by deliverable (outputs) or groups of deliverables (for example: three publications, three conferences, seminars or workshops; one database; one survey; two training courses). Total available funds from counterpart sources should be reported. Use whole numbers only.

Costs	Project Cost						Counter-part Resources	Other Financing
	Year 1			Year 2	Subseq. years	Total request	GOJ (in kind)	IDB
Component	Consult.	Travel (1)	Other					
Capacity building studies	255,000					255,000	45,000	210,000
Project management studies	125,000					125,000	25,000	100,000
Monitoring & evaluation studies	85,000					85,000	15,000	70,000
Training and dissemination studies	85,000					85,000	15,000	70,000
Sub-total						550,000	100,000	450,000
Monitoring and evaluation(supervision)						50,000	0	50,000
Total						600,000	100,000	500,000
Approximate value of in-kind counterpart							100,000	

(1) Consultant's travel only

6.2 Bank staff participation in KCP:

Staff Name	Bank Unit	FTEs
Alejandro Taddia (Team Leader)	INE/TSP	0.06
Rosana Brandao	INE/TSP	.02
Brian Mc Nish	TSP/CTT	0.05
Diego Buchara	LEG/SGO	0.010
Caterina Vecco	INE/TSP	.02

6.3 Types of Consultants: Firms or individuals and main activities/deliverables:

The selection and contracting of consulting services will be carried out according to Bank's policies and procedures set forth in document GN-2350-7.

Type: Individual or	Nationality (if	Estimated Cost	Main Activities / Deliverables
Firm	-	US\$ 450,000	Design of a road routine maintenance emergency system and the design of a road routine maintenance microenterprise structure complemented by a system to document, disseminate, monitor and evaluate results.
Individual / firm	-	US\$ 50,000	Supervision

6.4 Proposed administrative budget estimation required for the execution stages by year of execution (specify consulting, travel and other expenses)

Type	Year 1	Subsequent Years
Consultants	3500	
Travel	2500	
Other	1000	
Total	7000	

VII. Risks and Coordination with other MDBs:

7.1 Implementation Risks:

One of the challenges is obtaining consultants specializing in the different specific activities. To address these risks, the request for expressions of interest will be published during a sufficient duration to enable the largest pool of suitable consultants to participate. Furthermore, emphasis will be placed in the terms of reference on consultants demonstrating previous experiences and successes in consultative processes and implementing and monitoring performance based routine maintenance contracts.

7.2 Summarized collaboration or coordination with other MDBs and donors (if any):

The Bank has been a central agent in a concerted effort with other agencies such as the Caribbean Development Bank (CDB) who has approved US\$20M for road repairs, along with an approved US\$10M loan from the World Bank (WB) for road rehabilitation. The EC pursuant to the 9th EDF has also given support in the amount of €30M for the NTP and the RMMP providing the roadmap for interventions and investments and the basis for coordination in the sector (€10M is targeting augmentation of budgetary assistance for road maintenance support, providing the necessary resources to protect and maintain the investment). Kuwait, and OPEC have provided resources of US\$12.4M and US\$20M respectively for rehabilitation of rural and urban roads respectively. The Planning Institute of Jamaica has been the pivotal cross coordinator in participation of the CDB, WB, EC, Kuwait, OPEC and the IDB and reflects the GOJ's commitment to the sector and its coordinated strategy of donors' participation in the road sector.

VIII. Monitoring and evaluation plan.

Fill-out the KCP's Development Effectiveness Matrix (DEM) using this link to the [DEM template](#). On Section 4.II Quality Measurements at Completion, fill-out only the portion that corresponds to the KCP type selected. Then save it in IDBDOCS and record its number immediately after the "equal" sign on the link below:

<http://idbdocs.iadb.org/WSDocs/getDocument.aspx?DOCNUM=35149485>

8.1 Summarize the basic elements of the Monitoring and Evaluation plan, including key activities and associated budget:

For the overall monitoring and evaluation of the project throughout the execution period, the EA and the Bank will meet on a continuous basis, to monitor and evaluate program progress, reach agreements on a project implementation plan, formalize a forum to discuss any required adjustments, and identify and correct implementation problems. The Program Manager will report to the Bank at these meetings with all the necessary data and supporting evidence received through the intermediate and final reports of the studies as well as the final designs. The supervision of the program will be contracted out.

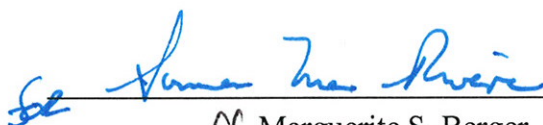
PRODEV

JAMAICA: SUPPORT FOR THE DESIGN OF DECENTRALIZED ROAD MAINTENANCE

JA-T1047

CERTIFICATION

The grants and Co-financing management Unit (VPC/GCM) has determined that the amount of US\$500,000 from the Sub-Account B of PRODEV is available to finance the activities proposed under the TC document.

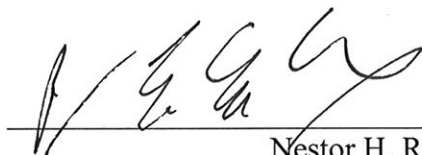


Marguerite S. Berger
Chief
Grants and Co-Financing Management Unit
VPC/GCM



Date

APPROVAL



Nestor H. Roa
Division Chief
Transport Division
INE/TSP

DEC 06 2010

Fecha

JAMAICA
SUPPORT FOR THE DESIGN OF DECENTRALIZED ROAD MAINTENANCE
(JA-T1047)

Detailed Budget

COMPONENT	IDB (US\$)	GOJ (IN KIND)	TOTAL
I: Road Routine Maintenance Microenterprise	100,000	20,000	120,000
survey of the local communities along the road to identify potential candidates for the RRMM	15,000		
interviews with the pre-selected citizens	7,500		
community consultations about the pertinence of viable candidates	10,000		
final selection and contracting of members for each RRMM	7,500		
community meetings for initial training of members of each RRMM	7,500		
legal processes of incorporation	7,500		
training on maintenance activities and characteristics of the performance based contracts	15,000		
training on community relationships, administrative tasks and fiscal responsibilities of the RRMM	15,000		
evaluative workshops on the RRMM formation.	15,000		
II: Development of the Monitoring and Evaluation System	100,000	20,000	120,000
diagnostic of the existing structures, procedures and processes in national institutions such as NWA and the Road Maintenance Fund, as well as inside the Parishes;	10,000		
definition of the performance indicators to be used, and their relationship with international standards;	10,000		
methodology to get monthly basic data, using existing statistics surveys (mainly from the National Statistics Office) and administrative records of national and regional institutions, and the processes to aggregate them to estimate the indicators;	10,000		
preparation of quarterly reports on the state of the main roads and publication within government and road users; and	50,000		
methodology to debate and disseminate the quarterly reports to the general public, by means of newspapers, periodic journals (written or digital).	20,000		

III: Design and implementation of a Road Emergency Attention System	200,000	40,000	240,000
diagnostic of capacities to attend emergency situations: number and characteristics of equipment and machinery available to this end, specialized personnel, administrative processes to use budgets in these situations (including the possibility to contract private enterprises), conditions to act jointly with parish teams, among others;	45,000		
development of a map of critical points of the main roads and a system to actualize permanently the data;	20,000		
develop a planning system to determine priorities and budget preparation at the national and regional level;	50,000		
develop and implement an information system for emergencies with daily updates, for use of the specialists involved in the tasks and for public dissemination;	20,000		
establish a system of training on road emergencies; and	35,000		
activities of transfer of knowledge and dissemination about road emergencies.	30,000		
IV: Documentation and Dissemination activities	50,000	10,000	60,000
preparation of material for the dissemination of maintenance activities, including regular activities as well as the attendance of emergencies;	15,000		
control during road interruptions, difficulties to have readily available financial resources due to administrative processes, etc.;	15,000		
workshops and seminars with people involved in road maintenance activities, mainly Parish teams, RRMM, private enterprises, media, etc.	20,000		
V Supervision	50,000	10,000	60,000
TOTAL (US\$)	500,000	100,000	600,000
TOTAL (%)	83	17	100

JAMAICA
SUPPORT FOR THE DESIGN OF DECENTRALIZED ROAD MAINTENANCE
(JA-T1047)

Project Procurement Plan

I. GENERAL INFORMATION

Country	Jamaica
Executing Agency	Ministry of Transport and Works (MTW) - National Works Agency (NWA)
Project Name	Support for the Design of Decentralized Road Maintenance
Project Number	JA-T1047

II. INTRODUCTION

Procurement of contracts to be financed with resources of the financing will be carried out in accordance with the Policies for the Procurement of Works and Goods Financed by the Inter-American Development Bank (GN-2349-7) and the Policies for the Selection and Contracting of Consultants Financed by the Inter-American Development Bank (GN-2350-7) both of July 2006.

III. PROCUREMENT PLAN

The procurement plan for the Support for the Design of Decentralized Road Maintenance Programmed has been agreed between the Bank and the Ministry of Transport and Works. The plan, which is summarized in Appendix 1, indicates the procedure to be used for the procurement of works or services, and/or the method of selecting consultants. The procurement plan will be updated annually or whenever necessary or as required by the Bank.

IV. PROJECT PROCUREMENT

The procurements to be made for the proposed project are described in general below.

Category	Procurement Method	Threshold
Consulting Services	QCBS,QBS,FBS,LCS	≥ 200,000
	QCBS,QBS,FBS,LCS CQS, Direct Contracting	Contracts < 200,000 Short list solely by nationals

- A. **Procurement of consulting services:** One Consultant firm shall deliver all components of the program the design of a road routine maintenance emergency system and the design of a road routine maintenance microenterprise structure complemented by a system to document, disseminate, monitor and evaluate results. The selection of the consultant firm for the project shall be carried out using the Bank's standard Request for Proposals (RFP).
- B. **Short list of the consultancies:** Short lists for consultancies with an estimated budget of less than US\$200,000 could be populated solely by national firms, in accordance with Paragraph 2.7 of the Policies for the Selection and Contracting of Consultants Financed by the Inter-American Development Bank (GN-2350-7) of July 2006.
- C. **Capacity of the executing agency and supervision of procurement by the Bank:** The Executing Agency will be responsible for carrying out project procurements.

JAMAICA
SUPPORT FOR THE DESIGN OF DECENTRALIZED ROAD MAINTENANCE
(JA-L1047)

Procurement Plan

Description of the contract and estimated cost of procurement	Procurement method	Review (prior or post)	Source of financing and percentage		Pre-qualification (Yes/no)	Estimated dates		Status (pending, in process, awarded, cancelled)	Comments
			IDB %	Local %		Publication of general procurement notice	Publication of specific procurement notice		
CONSULTING SERVICES									
1. Consultancy (Firm) For the design of a road routine maintenance emergency system and the design of a road routine maintenance microenterprise structure complemented by a system to document, disseminate, monitor and evaluate results. Estimated cost (US\$450,000)	QCBS Int'l	Ex-ante	100%	0%	n.a.	2nd Qrt 2010	3rd Qrt. 2010	n.a.	1 single contract
2. Supervision Estimated cost (US\$50,000)	NCB	Ex-post	100%	0%	No	2nd Qrt 2010	3rd Qrt 2010	n.a	-

ICB: International competitive bidding; LIB: limited international bidding; NCB: national competitive bidding; PC: price comparison; DC: direct contracting; FA: force account; PSA: Procurement through specialized agencies; PAs: Procurement agents; IA: Inspection agents; PLFI: Procurement in Loans to financial intermediaries; BOO/BOT/BOOT: Build, own, operate/build, operate, transfer/build, own, operate, transfer; PBP: Performance-based procurement; PLGB: Procurement under Loans guaranteed by the Bank; PCP: Community participation procurement; QCBS: Quality- and cost-based selection QBS: Quality-based selection FBS: Selection under a fixed budget; LCS: Least-cost selection; CQS: Selection based on the consultants' qualifications; SSS: Single-source selection.

JAMAICA
SUPPORT THE DESIGN OF DECENTRALIZED ROAD MAINTENANCE
(JA-T1047)

Safeguard Policy Filter Report

Project Details	IDB Sector	Transportation
	Type of Operation	Technical Cooperation
	Additional Operation Details	
	Investment Checklist	Infrastructure Road and Rail
	Team Leader	Taddia, Alejandro Pablo (alejandrota@iadb.org)
	Project Title	Support the Design of Decentralized Road Maintenance
	Project Number	JA-T 1047
	Safeguard Specialist(s)	
	Assessment Date	2009-08-10
	Additional Comments	

Safeguard Policy Filter Results	Type of Operation	[Not Set]	
	Safeguard Policy Items Identified (Yes)	The Bank will make available to the public the relevant Project documents.	OP-102
		If a Technical Cooperation, the operation is associated with the design and/or implementation of a major investment loan in infrastructure.	(B.04)
	Potential Safeguard Policy Items(?)	No potential issues identified	
	Recommended Action:	Operation has triggered 1 or more Policy Directives; please refer to appropriate Directive(s). Complete Project Classification Tool. Submit Safeguard Policy Filter Report, PCD (or equivalent) and Safeguard Screening Form to ESR.	
	Additional Comments:		

Assessor Details	Name of person who completed screening:	
	Title:	
	Date:	2009-08-10

JAMAICA
SUPPORT THE DESIGN OF DECENTRALIZED ROAD MAINTENANCE
(JA-T1047)

Safeguard Screening Form

Project Details	IDB Sector	Transportation
	Type of Operation	Technical Cooperation
	Additional Operation Details	
	Country	Jamaica
	Project Status	
	Investment Checklist	Infrastructure Road and Rail
	Team Leader	Taddia, Alejandro Pablo (alejandrot@iadb.org)
	Project Title	Support the Design of Decentralized Road Maintenance
	Project Number	JA-T 1047
	Safeguard Specialist(s)	
	Assessment Date	2009-08-10
	Additional Comments	

Project Classification Summary	Project Category: C	Override Rating:	Override Justification:
	Conditions/ Recommendations	<p>No environmental assessment studies or consultations are required for Category "C" operations.</p> <p>Some Category "C" operations may require specific safeguard or monitoring requirements (Policy Directive B.3). Where relevant, these operations will establish safeguard, or monitoring requirements to address environmental and other risks (social, disaster, cultural, health and safety etc.).</p> <p>The Project Team must send the PP or PCD (or equivalent) containing the Environmental and Social Strategy (the requirements for an ESS are described in the Environment Policy Guideline: Directive B.3) as well as the Safeguard Policy Filter and Safeguard Screening Form Reports.</p>	

Summary Of Impacts/Risks and Potential Solutions	Identified Impacts/Risks	Potential Solutions
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Assessor Details	Name of person who completed screening:	
	Title:	
	Date:	2009-08-10