

TC ABSTRACT

I. Basic Project Data

▪ Country/Region:	PERU/CAN - Andean Group
▪ TC Name:	Promotion of sustainable urban transport in Peru
▪ TC Number:	PE-T1446
▪ Team Leader/Members:	CAPRISTAN MIRANDA, RAFAEL (INE/TSP) Team Leader; MONTER FLORES, ERNESTO (INE/TSP) Alternate Team Leader; MOREANO MARQUEZ, WENDY LIDIA (INE/TSP); GUADEAMUS PESCORAN, PAMELA DENISSE (CAN/CPE); GALARZA MOLINA, DIANA CAROLINA (INE/TSP); TAVERAS MARTE, ALBA (INE/TSP); RODRIGUEZ GONZALEZ, ROBERTO EDUARDO (INE/TSP); BALADI RODRIGUEZ, AZIZ (INE/TSP); JIMENEZ MOSQUERA, JAVIER I. (LEG/SGO)
▪ Taxonomy:	Client Support
▪ Number and name of operation supported by the TC:	N/A
▪ Date of TC Abstract:	07 May 2020
▪ Beneficiary:	Ministerio de Transportes y Comunicaciones
▪ Executing Agency:	INTER-AMERICAN DEVELOPMENT BANK
▪ IDB funding requested:	US\$350,000.00
▪ Local counterpart funding:	US\$0.00
▪ Disbursement period:	30 months
▪ Types of consultants:	Individuals
▪ Prepared by Unit:	INE/TSP - Transport
▪ Unit of Disbursement Responsibility:	CAN/CPE - Country Office Peru
▪ 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:	Social inclusion and equality ; Productivity and innovation ; Gender equality

II. Objective and Justification

- 2.1 Improve urban transport in Lima and Callao, including mass transit by Metros, buses, and non-motorized transportation; strengthening the technical and managerial knowledge of the Ministry of Transport and Communications (MTC) and the Urban Transport Authority for Lima and Callao (ATU)
- 2.2 In Lima, only 5% of trips are made by mass public transport (metropolitan and Metro Line 1). Additionally, in the traditional bus system, the use of commonly old (more than 10 years) small size units known as “combis” predominates. These vehicles usually stop constantly along the road and present a high mileage. This situation generates greater CO2 emissions and greater congestion problems compared to integrated multimodal systems, where the use of mass transportation is more predominant. Due to the above, it is important to develop and implement measures that promote the use of public transport, either by bus systems or metro systems, as well as the use of non-motorized modes such as walking or cycling. Among these measures, the implementation of the metro lines of the city of Lima stands out. The TC is consistent with productivity and innovation by incorporating technological tools that allow to improve the conditions of the systems; also it is consistent with gender equality because it will develop initiatives that improve gender conditions in the systems, and finally it is consistently with social inclusion and equality because it will promote the

use of cycling as a sustainable way. All of the above, also considering health emergencies such as the COVID-19 pandemic, are measures that must be developed to reduce the probability of infection.

III. Description of Activities and Outputs

- 3.1 **Component I: Technical Support to the implementation of Lima Metro.** This component will finance the preparation of studies and technical assistance activities to support ATU in the implementation of Line 2 of the Lima Metro, through: i) technical studies that analyze modification and optimization of infrastructure; ii) studies on the socio-environmental aspects for the fulfillment of the action plans according to the socioenvironmental safeguards; and iii) relevant legal and monitoring studies related to the project implementation.
- 3.2 **Component II: Planning studies and improvement Lima Urban Transport System.** This component will provide technical assistance to the MTC and ATU for the improvement of urban transport planning through: i) Technical support studies to incorporate technological tools, which will provide analyzes in health crisis such as COVID19, to reduce or minimize contagions in public transport systems, as well as to optimize processes by using Big Data or implementing ITS and ii) studies to improve the planning of urban transport systems, including strategies to reduce emissions.
- 3.3 **Component III: Improvement of the non-motorized transport system and gender analysis..** The following activities will be financed: i) technical studies to promote the use of bicycle, in order to reduce the use of public transport and minimize the probability of contagion due to the COVID19 and ii) technical studies with a gender focus in the Transport Gender Lab.
- 3.4 **Component IV: Knowledge management.** The following activities will be financed: i) dissemination activities of results, it envisages the organization and hosting of workshops and webinars with topics such as bicycle use and others. ii) intraregional events and exchange of experiences with experts on the topics addressed in order to generate concrete knowledge products such as technical notes or publications.

IV. Budget

Indicative Budget

Activity/Component	IDB/Fund Funding	Counterpart Funding	Total Funding
Technical Support to the implementation of Lima Metro	US\$130,000.00	US\$0.00	US\$130,000.00
Planning studies and improvement Lima Urban Transport System	US\$120,000.00	US\$0.00	US\$120,000.00
Improvement of the non-motorized transport system and gender analysis.	US\$80,000.00	US\$0.00	US\$80,000.00
Knowledge management	US\$20,000.00	US\$0.00	US\$20,000.00
Total	US\$350,000.00	US\$0.00	US\$350,000.00

V. Executing Agency and Execution Structure

- 5.1 The Bank will be the executing agency. The activities will be coordinated by TSP/CPE, in collaboration with Infrastructure and Energy Sector (INE/INE) . CAN/CPE will act as the Disbursement Responsibility Unit (UDR) of these contracts.
- 5.2 At the request of the beneficiary, the Bank will be the executor of this TC. This execution is justified by the Bank's experience with the preparation and development

of the operational and technical instruments proposed. This execution is justified by the knowledge of the IDB's Transport Division in the areas urban transport and non-motorized transportation.

- 5.3 The TC will be executed by the Bank through the hiring of consultants to carry out each study. In this sense, the Bank will be responsible for: (i) identifying , the studies and technical work necessary to achieve the objectives of the TC; (ii) select and hire consultants to provide the necessary services; and (iii) manage the execution and delivery of consulting services. The activities will be carried out in coordination with the Beneficiary.
- 5.4 The Bank will hire consultants or companies in accordance with the Policy for the selection and contracting of consulting firms for the operational work carried out by the Bank (document GN-2765-1), the Complementary Policy for the workforce (AM-650) and the Institutional Procurement Policy (document GN-2303-20). It will also follow the Policies for the selection and contracting of consulting firms (GN-2350-9), Policies for the selection and contracting of consulting firms or works executed by the IDB (GN-2765-1 and OP1155-4). CAN/CPE will act as the Basic Responsibility Unit (URB) of these contracts.

VI. Project Risks and Issues

- 6.1 The only risk that is identified is the delay in the execution of consultancies, in case of continuing restrictions on mobility due to COVID19. As a mitigation strategy, the Bank would continue its dialogue with the authorities to promote its collaboration, and through recurrent virtual meetings and follow-up, it will be ensured the execution of the studies in a timely manner.

VII. Environmental and Social Classification

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