

## TC ABSTRACT

### I. Basic Project Data

▪ Country/Region:	TRINIDAD AND TOBAGO/CCB - Caribbean Group
▪ TC Name:	Fast Pass: Scaling-Up Smart Technologies to Reduce Congestion and Improve Social Responsibility of Public Transportation
▪ TC Number:	TT-T1123
▪ Team Leader/Members:	GUERRERO, PABLO (INE/TSP) Team Leader; PERSAUD, CHRISTOPHER (INE/TSP) Alternate Team Leader; FOOK, ALANA KIMLIN (INE/TSP); AGOSTINI, DORRI MICHELLE (CCB/CTT); NAVAS DUK, CRISTIAN LEE (INE/TSP); NATALIA ALMEIDA (LEG/SGO); MIX VIDAL, RICHARD ALEXANDER (INE/TSP); KIM, DAEHYUN (INE/TSP); SEUNGYEON KIM (INE/TSP); ARTI RAMDHANIE (INE/TSP)
▪ Taxonomy:	Client Support
▪ Number and name of operation supported by the TC:	N/A
▪ Date of TC Abstract:	31 Aug 2022
▪ Beneficiary:	Ministry of Works and Transport
▪ Executing Agency:	MINISTRY OF WORKS AND TRANSPORT
▪ IDB funding requested:	US\$500,000.00
▪ Local counterpart funding:	US\$0.00
▪ Disbursement period:	40 months
▪ Types of consultants:	Firms; Individuals
▪ Prepared by Unit:	INE/TSP - Transport
▪ Unit of Disbursement Responsibility:	CCB/CTT – Country Office Trinidad & Tobago
▪ TC included in Country Strategy (y/n):	No
▪ TC included in CPD (y/n):	Yes
▪ Alignment to the Update to the Institutional Strategy 2020-2023:	Productivity and innovation ; Institutional capacity and rule of law; Environmental sustainability; Gender equality

### II. Objective and Justification

- 2.1 The primary objective of this TC is to improve efficiency and financial sustainability of public transportation and travel speed during peak hours in Trinidad and Tobago.
- 2.2 Within recent years, rising household incomes has made car ownership more accessible to a wider share of the population, more of whom traverse urban areas and their peripheries to access jobs, services, and shopping. For example, the concentration of administrative, financial, and commercial activity in Port of Spain (POS) results in many daily trips into and out of the city.
- 2.3 While the rapid rise in private vehicle ownership enhances citizens' mobility and convenience, it further exacerbates the already widespread problem of congestion. The growth in the national fleet – up from 518,831 in 2010 to 786,202 in 2021 – has outpaced road capacity and improvements in public transportation, which has experienced a steady decline in patronage, decreasing by 26% between 1996 and 2005. As a result, private cars account for 88% of the national vehicle fleet in Trinidad, compared to just 56% on average for the Latin America and the Caribbean region.
- 2.4 This project aims to add value to Trinidad and Tobago's transport infrastructure and services through application of innovative, harmonized technologies, policies and private sector enabled financial structures to improve efficiency, effectiveness and,

thus, usage, of public transportation, as well as increase overall travel speeds during peak times.

- 2.5 The project objective will be pursued through a three-pronged approach focused on 1) improving the efficacy of the existing Priority Bus Route (PBR) by enhancing enforcement of usage restrictions, 2) introducing Priority Vehicle Lanes (PVLs) for high occupancy vehicles, public transport service providers who can move a larger number of passengers, fuel-efficient vehicles on the highways as well as congestion charge zone as an effective measure for traffic mitigation in Trinidad. Access to PVLs may also be granted to other vehicle categories – single occupant vehicles, for example – for a demand-responsive fee during peak travel times, and 3) organizing capacity building workshops and site visits for Trinidad's Government Officials to share South Korea's experience and knowledge regarding related transportation innovation and smart technologies.
- 2.6 By increasing revenues from tolls and congestion charging zones it is expected that larger shares of fund could be allocated to increase public transport coverage and level of service thus widening user demand for carbon-neutral transport services.

### III. Description of Activities and Outputs

- 3.1 **Component I: Improving the Priority Bus Route (PBR) and Traffic Observatory.** This component will identify technology-enabled solutions to discover and penalize unauthorized users, as well as passively measure and collect data on speed of travel on the PBR. It will also finance a plan as well as to set up a traffic observatory in Port of Spain for better traffic management and congestion mitigation
- 3.2 **Component II: Priority Vehicle Lanes (PVLs) and Congestion Charge Zone.** This component will develop technical specifications, investments need, and all engineering studies required. This component will also develop an implementation plan to facilitate seamless toll-collection without interrupting traffic flow. It will also finance a study for the introduction of congestion charge zone in Port of Spain in terms of institution, technology, and policy updates and will set an investment plan for the introduction of PVLs and congestion charge zone in downtown.
- 3.3 **Component III: Capacity Building and Knowledge Disseminations.** This component supports the development of Components I and II to maximize its effects by studying relevant South Korean cases regarding technology and congestion mitigation policies. This component will cover the organization of capacity building workshops in South Korea for Trinidad and Tobago government officials, so to share Korea's experience and knowledge regarding related transportation innovation and smart technologies.

### IV. Budget

Indicative Budget

Activity/Component	IDB/Fund Funding	Counterpart Funding	Total Funding
Improving the Priority Bus Route (PBR) and Traffic Observatory	US\$250,000.00	US\$0.00	US\$250,000.00
Priority Vehicle Lanes (PVLs) and Congestion Charge Zone	US\$150,000.00	US\$0.00	US\$150,000.00
Capacity Building and Knowledge Disseminations	US\$100,000.00	US\$0.00	US\$100,000.00
<b>Total</b>	<b>US\$500,000.00</b>	<b>US\$0.00</b>	<b>US\$500,000.00</b>

## **V. Executing Agency and Execution Structure**

- 5.1 The Ministry of Works and Transport (MOWT) will be the executing agency for this operation. The activities will be coordinated by TSP/CTT, in collaboration with Infrastructure and Energy Sector (INE/INE) and Environmental and Safeguard Unit Solutions. CCB/CTT will support the execution of the TC.
- 5.2 The TC will be executed by MOWT through the hiring of consultants to carry out each study. In this sense, the MOWT will be responsible for: (i) identifying the studies and technical work necessary to structure the project; (ii) select and hire consultants to provide the necessary services; and (iii) manage the execution and delivery of consulting services.
- 5.3 MOWT 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).
- 5.4 The MOWT is one of the largest government organizations in Trinidad and Tobago. MOWT is responsible for providing the physical infrastructure and transport services necessary for the social and economic development of the country. The Ministry is authorized to manage national roads and highways, Traffic management, National transportation, ports, public transportation, bridges and the construction of all national transport infrastructure.

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

- 6.1 A risk in the preparation of the Program are delays caused by the current conjuncture with COVID19, where it has led to the temporary closure of some government agencies or slow response time due to contagion. To mitigate that risk, the team involved in the preparation of the TC is holding close dialogues with the government and with the Country Office, to identify and mitigate possible bottlenecks and develop strategies to reduce possible negative impacts on the project schedule.

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

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