

TC Document

I. Basic Information for TC

▪ Country/Region:	TRINIDAD AND TOBAGO
▪ TC Name:	Improving Mobility in Trinidad and Tobago
▪ TC Number:	TT-T1099
▪ Team Leader/Members:	Guerrero, Pablo (INE/TSP) Team Leader; Persaud, Christopher (INE/TSP) Alternate Team Leader; Brathwaite, Neeca N. (CCB/CTT); Consolo, Marcelo Alejandro (INE/TSP); Fook, Alana Kimlin (INE/TSP); Greco, Maria Sofia (LEG/SGO); Mix Vidal, Richard Alexander (INE/TSP); Navas Duk, Cristian Lee (INE/TSP); Noboa Lopez, Nathaly Sofia (INE/TSP); Rodriguez Gonzalez, Roberto Eduardo (INE/TSP); Scholl, Patricia Lynn (INE/TSP)
▪ Taxonomy:	Client Support
▪ Operation Supported by the TC:	N/A
▪ Date of TC Abstract authorization:	26 Feb 2021.
▪ Beneficiary:	Government of Trinidad and Tobago / Ministry of Works and Transport
▪ Executing Agency and contact name:	Inter-American Development Bank
▪ Donors providing funding:	OC Strategic Development Program for Infrastructure(INF)
▪ IDB Funding Requested:	US\$225,000.00
▪ Local counterpart funding, if any:	US\$0
▪ Disbursement period (which includes Execution period):	24 months
▪ Required start date:	1 July 2021
▪ Types of consultants:	Consulting Firms and Individual Consultants
▪ Prepared by Unit:	INE/TSP-Transport
▪ Unit of Disbursement Responsibility:	INE/TSP-Transport
▪ 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:	Environmental sustainability; Institutional capacity and rule of law; Productivity and innovation

II. Objectives and Justification

- 2.1 **Objective.** This Technical Cooperation (TC) seeks to add value to existent transport infrastructure and services by promoting technology adoption and digital solutions. The general objective is to support the Government of Trinidad and Tobago to achieve better mobility and reduce congestion.
- 2.2 The need to improve the public transportation is stated in the Vision 2030 of Trinidad and Tobago¹, where theme III, “Improving productivity through quality infrastructure and transportation”, recognizes that a well-organized and accessible transport sector and a National Transit Authority is indispensable to have an efficient public transport system.

¹ Government of the Republic of Trinidad and Tobago. [Vision 2030 - The National Development Strategy of Trinidad and Tobago](#).

- 2.3 **Context.** High motorization² rates and low-quality transit³ have reduced public transport demand⁴ in Trinidad while cramping available road space. Following a trend that is not subsiding, there are over 500 vehicles per 1,000 inhabitants in the country, congestion is perennial on key road corridors that have long travel times and poor air quality. In response to the need to better manage scarce road space, the country is pursuing new policy directions and interventions, such as the roll out High Occupancy Vehicles (HOV) lanes and seeks to complement this effort with congestion pricing legislation and a comprehensive national parking policy.
- 2.4 On Trinidad's main corridors, most vehicles – 55% to 66% – have just one occupant⁵, exacerbating congestion at peak travel hours in high-demand roads accessing Port-of-Spain topping 285,000 vehicles per day. With high travel demand and low vehicle occupancy, an HOV lane management as well as a tolling system, become a priority to curb congestion and increase revenue.
- 2.5 The public transport system consists of two distinctive services. The Public Transport Service Corporation (PTSC) operates and manages public bus services in the city as well as other charter services in Tobago. Albeit formal, PTSC does not have an integrated fare collection system, and routes seem to be outdated and rigid. Additionally, informal maxi-taxis are private, owner-operated minibuses that provide transport services. They operate along fixed routes, having fixed fares and designated meeting points, but do not operate on a timetable. Over-supply of maxi-taxis contributes to overcrowded routes, creating more congestion, as well as aggressive competition for passengers and reckless driving practices in an effort to make sufficient earnings on congested roads.
- 2.6 The country has dedicated transit infrastructure in the form of a 29.4 km Priority Bus Route (PBR) that goes from Port-of-Spain in the Northwest to Arima in the Northeast. However, the lack of designated bus stops, synchronized traffic lights, and active enforcement to prevent private cars from using the PBR has severely hindered the expected impact on public transport operational speed. A transport institution with a comprehensive mandate to define policy, prioritize investments, and identify and pursue new revenue streams (congestion charging, toll lanes, and parking), is needed.
- 2.7 **Strategic alignment.** This TC is aligned with the Second Update to the Institutional Strategy 2020-2023 (AB-3190-2), by promoting technology and innovation, as it fosters the adoption of state-of-the-art technology and innovations in transportation systems. It also aligns with the cross-cutting issues of: (i) climate change and environmental sustainability, by promoting a more efficient and less polluting transport system; and (ii) institutional capacity and rule of law, by supporting

² Fast growth in motorization rate is linked to low fuel price and easy access to loan for buying private cars. [International Monetary Fund, 2016.](#)

³ [Report of the Audit General of T&T, Jun 29, 2016:](#) "PTSC has failed to provide an adequate service to all of its routes. Analysis done by PTSC showed that in 2014, it was only able to provide an average of 69% of service on its 154 routes. While PTSC stated that its ideal daily bus requirement to provide proper route service was 336 buses, for the period under review it was only able to put into operation an average of 255 buses daily."

⁴ [Ibid:](#) From 2010 to 2014 the annual passenger transported declined from 12.6 million to 7.6 million.

⁵ In the TC "Mass Transit System" (TT-T1065) carried out in October 2019 was found that one vehicle occupancy in the corridor east-west has ranged between 56% (O'Meara - Piarco sector) and 66% (Curepe - Grand Bazaar sector); and in the corridor north-south has ranged between 56% (San Fernando - Chaguanas sector) and 62% (Grand Bazaar - Chaguanas sector).

organizational and normative changes for governmental agencies and transport regulations. This TC is also aligned with the IDB Country Strategy with Trinidad and Tobago 2016-2020 (GN-2888) ⁶, in its support of (i) strengthening public sector institutions and governance; and (ii) taking into account cross-cutting themes such as climate change, data gaps, and data collection.

- 2.8 In addition, the TC aligns with the Ordinary Capital Strategic Development Program for Infrastructure (INF) (GN-2819-1) with the objectives of: (i) enhancing the performance, quality, and sustainability of infrastructure services; and (ii) improving the design and monitoring of public policies and transmission of lessons learned in the infrastructure sector. It also contributes to INF outcomes: (i) frameworks for infrastructure services management decision making enhanced; and (ii) capacity to effectively prepare, execute, monitor, and evaluate infrastructure projects strengthened. It is also consistent with the Transportation Sector Framework Document (GN-2740-12) by: (i) promoting efficient, inclusive, sustainable, and quality mobility for urban and interurban passengers; (ii) strengthening sector institutions and regulations; and (iii) promoting technological transformation in the sector. Lastly, it is aligned with the IDB Infrastructure Strategy of Sustainable Infrastructure for Competitiveness and Inclusive Growth (GN-2710-5) in: (i) the financing and technical assistance for infrastructure that supports economic growth, provides access, and fosters regional and global integration; and (ii) planning, building, and maintaining infrastructure for the delivery of quality services that promote sustainable and inclusive growth.

III. Description of Activities/Components

- 3.1 **Component 1: Regulations and policy recommendations (US\$70,000).** This component will fund the development of legal and policy framework to: (i) implement congestion charging and reduce pollution in Trinidad's capital and surrounding areas; (ii) develop a comprehensive parking policy and cashless parking payment system, and explore additional revenue streams for the sector, including levies, land, and real estate taxes, and other revenue streams; and (iii) revamp HOV lanes to incorporate technology-enabled enforcement and tolling.
- 3.2 **Component 2: Develop Priority Vehicle Routes (US\$90,000).** This component will finance engineering studies to implement dedicated road lanes for public transit, EVs, and HOVs, known as Priority Vehicle Routes (PVR). This component will seek to support the Park-and-Ride project⁷ to increase operational speed for buses in key corridors. It will also develop technical specifications for the technology deployment needed for the PVR smart-traffic light system, CCTV, and OCR cameras, and integration with the Traffic Control Center.
- 3.3 **Component 3: Strengthening of institutional capacity (US\$55,000).** This component will finance: (i) a diagnostic and later an institutional strengthening plan for PTSC as operator and provider of public transportation in Trinidad and Tobago; and (ii) a needs assessment, a design for a Transit Authority to coordinate the whole transit system, and a strategy for implementation.

⁶ This is the current Country Strategy for Trinidad and Tobago. The Bank is preparing a new Country Strategy for the next period (2021 – 2025), but it has not been approved yet.

⁷ Whose pilot will be deployed with funds from the RG-T3397.

- 3.4 **Component 4: Communication and dissemination (US\$10,000).** This component will finance communication and dissemination of findings to improve urban mobility.

IV. Budget

- 4.1 The total budget for this TC will be US\$225,000 financed by the Ordinary Capital Strategic Development Program for Infrastructure (INF). It will be used to hire expert services. The administrative and technical supervision of the proposed technical assistance program will be under the responsibility of INE/TSP.

Indicative Budget (US\$)

Activity/Component	IDB/Fund Funding	Total Funding
Component 1: Regulations and policy recommendations	70,000	70,000
Component 2: Develop Priority Vehicle Routes	90,000	90,000
Component 3: Strengthening of institutional capacity	55,000	55,000
Component 4: Communication and dissemination	10,000	10,000
Total	225,000	225,000

- 4.2 In compliance with the Operational Guidelines for Technical Cooperation Products-Revised version (GN-2629-1), this TC is classified as Client Support. The technical responsibility belongs to the Transport Division (INE/TSP).

V. Executing Agency and Execution Structure

- 5.1 At the request of the Beneficiary (see Annex I), this TC will be executed by the Bank through its Transport Division (INE/TSP). The Bank will coordinate the execution with the Ministry of Works and Transport (MOWT) and the Public Transport Service Corporation (PTSC). The execution and disbursement period will be 24 months and the UDR will be INE/TSP. Bank execution will allow the TC to benefit from deep technical knowledge and coordination expertise provided by the IDB's Transport Division. It will also deepen Bank's role as a strategic partner allowing the Government of Trinidad and Tobago to focus on technical issues and legal options.
- 5.2 The activities to be executed are included in the Procurement Plan and will be contracted 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 Risk and Issues

- 6.1 Risk of low engagement from the PTSC. Even though there is a need to improve institutional capacities and regulation in Trinidad and Tobago in the transport sector, there is a risk of low engagement from public officials and stakeholders. To mitigate this risk, coordination mechanisms will be put in place in close coordination between the Project Team and the Permanent Secretary of the MOWT, to secure buy-in and active participation of relevant stakeholders in the activities and studies financed.
- 6.2 **COVID-19.** Since the onset of the COVID-19 pandemic, the Government of Trinidad and Tobago has placed restrictions on visiting missions with varying severity, up to and including complete barring of in-person meetings. With this in mind, and given the unpredictability of the public health crisis, the Terms of Reference (TOR) will specifically ask Consulting Firms and Individual Consultants to prepare to conduct all meetings, data gathering and other required activities virtually or with the support of persons already in Trinidad and Tobago, until a recovery of the situation in the country.

VII. Exemptions to Bank Policy

- 7.1 No exemptions to the Bank policy are considered for this TC.

VIII. Environmental and Social Strategy

- 8.1 The ESG classification for this operation is "C". The Safeguard Policy Filter Report and Safeguard Screening Form in the links show the project as category "C" ([SPFR](#) and [SSF](#)).

Required Annexes:

[Request from the Client - TT-T1099](#)

[Results Matrix - TT-T1099](#)

[Terms of Reference - TT-T1099](#)

[Procurement Plan - TT-T1099](#)