

TC ABSTRACT

I. Basic Project Data

▪ Country/Region:	TRINIDAD AND TOBAGO/CCB - Caribbean Group
▪ TC Name:	Public Transportation System Improvement Plan
▪ TC Number:	TT-T1099
▪ Team Leader/Members:	GUERRERO, PABLO (INE/TSP) Team Leader; PERSAUD, CHRISTOPHER (INE/TSP) Alternate Team Leader; MIX VIDAL, RICHARD ALEXANDER (INE/TSP); FOOK, ALANA KIMLIN (INE/TSP); BRATHWAITE, NEECA N. (CCB/CTT); GRECO, MARIA SOFIA (LEG/SGO); SCHOLL, PATRICIA LYNN (INE/TSP); CONSOLO, MARCELO ALEJANDRO (INE/TSP); NAVAS DUK, CRISTIAN LEE (INE/TSP); NOBOA LOPEZ, NATHALY SOFIA (INE/TSP)
▪ Taxonomy:	Client Support
▪ Number and name of operation supported by the TC:	N/A
▪ Date of TC Abstract:	26 Feb 2021
▪ Beneficiary:	Government of Trinidad and Tobago / Ministry of Works and Transport
▪ Executing Agency:	INTER-AMERICAN DEVELOPMENT BANK
▪ IDB funding requested:	US\$225,000.00
▪ Local counterpart funding:	US\$0.00
▪ Disbursement period:	24 months
▪ Types of consultants:	Firms
▪ Prepared by Unit:	INE/TSP - Transport
▪ Unit of Disbursement Responsibility:	INE - Infrastructure and Energy Sector
▪ TC included in Country Strategy (y/n):	No
▪ 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

II. Objective and Justification

- 2.1 The objective of this Technical Cooperation (TC) is to support the Government of Trinidad and Tobago to achieve better mobility and reduce congestion. This TC seeks to add value to existent transport infrastructure and services by promoting technology adoption and digital solutions. To that end, the TC will provide institutional strengthening and capacity building to the state-owned Public Transport Service Corporation (PTSC) and the needs assessment for the implementation of a Metropolitan Transit Agency for Trinidad; regulations to implement congestion charging and reduce pollution in downtown Trinidad, develop a comprehensive parking policy, and digital parking charging, and revamp HOV lanes to incorporate technology enforcement and tolling; and deploying of specific solutions for Priority Vehicle Routes (PVR).
- 2.2 High motorization rates and low-quality service have reduced public transport demand in Trinidad while cramping available road space. There are over 500 vehicles per 1,000 inhabitants in the country with a trend that is not subsiding. Congestion is perennial on key road corridors along the country causing long travel times and emissions. There is a need to better manage scarce road space with new policy and interventions on existing High Occupancy Lanes, developing congestion pricing legislation, and a comprehensive national parking policy.

Two distinctive public transport services are provided. The government-owned Public Transport Service Corporation (PTSC) operates and manages public transportation bus services in the city as well as other charter services in Tobago. Additionally, Maxi taxis are private, owner-operated minibuses that provide public transport services. They operate along fixed routes, having fixed fares and meeting points, but do not operate under a timetable. Over-supply is the main illness overcrowding routes and creating more congestion. The system overall does not have an integrated fare collection system and has high levels of informality. Dedicated road transport in the form of HOV lanes and the interest of CNG and electric buses for transport services by PTSC do not have a match in the form of a dedicated single point for policy and management. A comprehensive transport institutional organization is needed that also identifies new revenue streams aside from fare collection for public transport investments.

III. Description of Activities and Outputs

- 3.1 **Component I: Regulations and policy recommendations.** This component will fund the development of legal and policy framework to (i) implement congestion charging and reduce pollution in downtown Trinidad; (ii) develop a comprehensive parking policy and digital parking charging, 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 enforcement and tolling.
- 3.2 **Component II: Develop Priority Vehicle Routes (PVR).** This component will finance engineering studies to implement dedicated road lanes for transit, EVs, and HOVs know as PVR. This component will seek to support the Park-and-Ride project, whose pilot will be deployed with funds from the RG-T3397, 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 III: Strengthening of institutional capacity.** This component will finance: (i) a diagnostic and later an institutional strengthening plan for PTSC as operator and provider of public transportation in Tobago; and (ii) a needs assessment and design for a Transit Authority to coordinate the whole transit system. Outputs include: (i) diagnosis of PTSC institutional capacity; (ii) workshops; (iii) PTSC officials training; (iv) responsibilities and organizational structure of a Transit Authority; and (v) an implementation plan.

IV. Budget

Indicative Budget

Activity/Component	IDB/Fund Funding	Counterpart Funding	Total Funding
Regulations and policy recommendations	US\$65,000.00	US\$0.00	US\$65,000.00
Develop Priority Vehicle Routes (PVR)	US\$100,000.00	US\$0.00	US\$100,000.00
Strengthening of institutional capacity	US\$60,000.00	US\$0.00	US\$60,000.00
Total	US\$225,000.00	US\$0.00	US\$225,000.00

V. Executing Agency and Execution Structure

- 5.1 At the request of the Government of Trinidad and Tobago, the TC will be executed by the IDB through its Transport Division (INE/TSP). The IDB 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. The procurement of individual consulting services will be carried out by the IDB per the Human Resources Department (HRD) Complementary Workforce Policy (AM-650). The procurement of consulting services will be carried out by IDB under its Corporate Procurement Policy (GN-2303-20).

- 5.2 Giving the wide range of agencies and topics addressed by the TC that includes parking policy, metropolitan transport authority's definition of functionalities, and scope, high occupancy lanes, and congestion charging among others, the TC will be executed by the Bank responding to the request from the Beneficiary. Considering the level of technical knowledge and coordination required for the execution, the Bank is seen by the Government of Trinidad and Tobago as a strategic partner for achieving the expected results.

VI. Project Risks and Issues

- 6.1 Risk of low engagement from the beneficiaries. 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 MWT, to make sure the relevant stakeholders get involved and actively participate in the activities and studies financed.

VII. Environmental and Social Classification

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