

## TC ABSTRACT

### I. Basic Project Data

▪ Country/Region:	COLOMBIA/CAN - Andean Group
▪ TC Name:	Implementation of Sustainable Mobility in Colombian Cities
▪ TC Number:	CO-T1566
▪ Team Leader/Members:	CAMOS DAURELLA, GIBET (INE/TSP) Team Leader; LEFEVRE, BENOIT JEAN MARIE (CSD/CCS) Alternate Team Leader; ROJAS, FRANCISCA MARIA MAGDALENA (CSD/HUD); CRUZ MORENO, PAULA (INE/TSP); ALONSO MARTIN, TANIA (INE/TSP); BERTOSSI, FANNY (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:	18 Mar 2020
▪ Beneficiary:	Bogotá, Medellín, Barranquilla, Cali or other Colombian cities
▪ Executing Agency:	INTER-AMERICAN DEVELOPMENT BANK
▪ IDB funding requested:	US\$550,000.00
▪ Local counterpart funding:	US\$0.00
▪ Disbursement period:	36 months
▪ Types of consultants:	Individuals; Firms
▪ Prepared by Unit:	INE/TSP - Transport
▪ Unit of Disbursement Responsibility:	CAN/CCO - Country Office Colombia
▪ 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 ; Environmental sustainability

### II. Objective and Justification

- 2.1 The objective of this Technical Cooperation (TC) is to improve urban transport and mobility with the promotion of a shift towards more sustainable modes of transportation, such as public transport systems and non-motorized transport, by strengthening the necessary technical knowledge and systems of knowledge management in the Governments of Colombian cities. Its specific objectives are: (i) reduce barriers for private actors to invest and deploy clean urban transport solutions; and (ii) reduce greenhouse gas emissions, local pollution, transportation operating costs and noise levels.
- 2.2 The transport sector accounts for 12% of total greenhouse gas emissions in Colombia – the third largest emitter after the agricultural and energy sectors. With some cities in permanent expansion (there are currently 27 medium-sized cities with more than 250,000 inhabitants and this figure is expected to grow to 69 by 2050), it has become increasingly urgent to implement environmentally-friendly and community-oriented public transportation and non-motorized transportation systems that ensure improved air quality, reduced traffic, and improved accessibility. The Colombian government has understood the urgency of this issue since the beginning of the new millennium, promoting and co-financing strategic public transport systems to render transportation more efficient and integrated. The Ministry of Transport has been implementing the national urban transportation policy (PNTU) since 2002, with investments amounting to USD 5.6 billion in 15 cities across the

nation. However, after 15 years of implementation, private use of motor vehicles has continued to grow, making cities less accessible, more congested, unsafe and polluted. The situation is exacerbated where population growth rates are high. For this reason, urban transport systems in Colombian cities are identifying and implementing integrated measures that improve the quality of their service to attract and recover users. Among these measures, the following stand out: (i) identification of transport-oriented development projects (TOD) , with potential for capturing value and mixing land uses (for example: Bogotá Metro); (ii) integration of low emission buses in public transport (iii) development of last mile connection in cities such as use of shared bikes or electric scooters, (iv) design and development of integrated infrastructure for the promotion of non-motorized transport (walking and bicycles) to increase its use; and (i) development of urban green corridors to promote sustainable transport. In this context, the added value provided by the IDB through this TC is the increased technical support to local governments to improve urban transport and mobility with the promotion of a shift towards more sustainable modes of transportation, implementing innovative and coordinated transport and land use strategies and considering good practices and lessons learned in the region and internationally.

### III. Description of Activities and Outputs

- 3.1 **Component I: Component 1. Studies and technical assistance.** This component will finance the preparation of studies and technical assistance activities to support the planning and implementation of innovative and environmentally sustainable urban transport solutions in Colombian cities.
- 3.2 **Component II: Component 2. Institutional strengthening.** This component will finance the lines of action corresponding to the strengthening of the capacities of the relevant actors in urban transport policy, both at national and local level.
- 3.3 **Component III: Component 3. Knowledge management.** This component will enable the documentation of the innovative advances that are identified in component 1 and 2, so that it contributes to a participatory collaboration between cities.

### IV. Budget

Indicative Budget

Activity/Component	IDB/Fund Funding	Counterpart Funding	Total Funding
Component 1. Studies and technical assistance	US\$350,000.00	US\$0.00	US\$350,000.00
Component 2. Institutional strengthening	US\$130,000.00	US\$0.00	US\$130,000.00
Component 3. Knowledge management	US\$70,000.00	US\$0.00	US\$70,000.00
<b>Total</b>	<b>US\$550,000.00</b>	<b>US\$0.00</b>	<b>US\$550,000.00</b>

### V. Executing Agency and Execution Structure

- 5.1 By request of the cities such as Cali, Medellin or Bogotá, the Ministry of Transportation and DNP and in accordance with Point D of Annex 10 of GN-2629-1 and Point D of Annex 10 of OP-1155-2, the TC will be executed by the IDB in coordination with the mentioned entities. The Bank will contract individual consultants, consulting firms, and non-consulting services in accordance with the Bank's current procurement policies and procedures: (i) the individual consultants will be hired in accordance with the guidelines set out in the AM-650; (ii) the procurement process for consulting firms will follow the Bank Policy for the Selection and Contracting of Consulting Firms for Bank-executed Operational Work (GN-2765-1) and the related Operational Guidelines (OP-1155-4),

and (iii) the procurement of non-consultant services will follow the Bank Corporate Procurement Policy (GN-2303-20).

In compliance with the Operational Guidelines for Technical Cooperation Products-Revised version (GN-2629-1), this TC is classified as Client Support. The Transport Division (TSP/INE) and Housing and Urban Development Division (CSD/HUD) staff at IDB Country Office in Colombia (CAN/CCO) and the Climate Change Division (CSD/CCS) staff in Head Quarters will be responsible for its execution. The focal points responsible for executing this TC will be the Senior Climate Change Specialist in Headquarters and the Senior Transport Specialist of the IDB based in Bogota, Colombia.

The execution period and the disbursement period will be 36 months.

- 5.2 The IDB will execute this TC to: (i) avoid lengthy internal budgeting procedures that can jeopardize the achievement of its objectives by delaying the start of the TC execution and consultants' payments, as the TC is not included in the DNP 2019/2020 budget, and (ii) facilitate coordination between the different public-sector entities.

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

- 6.1 No major risks are anticipated for the development of the TC. A couple of modest risks have been anticipated, including eventual delays in the development of the studies due to potential difficulties in coordinating the different counterparts involved: DNP, Transport Ministry and local governments. This risk can be mitigated by involving the counterparts from the beginning of the execution of the TC. The execution from INE/TSP and CSD/CCS, with the support of specialized consultants, will help to mitigate these potential risks. The draft of Terms of Reference (ToR) of the key studies to be financed under the TC are under preparation by the Government Counterparts and will be ready before funds become available.

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

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