

BRAZIL

SUSTAINABLE URBAN TRANSPORTATION SYSTEMS IN PARANÁ

(TC-99-12-05-4-BR)

EXECUTIVE SUMMARY

Requester:	State of Paraná		
Executing agency:	Paraná State Secretariat for Urban Development (SEDU), through Paranacidade		
Amount and Source:	IDB: (Japan Special Fund-JSF)	US\$	750,000
	Local Counterparts:	US\$	261,984
	Total:	US\$	1,011,984
Terms:	Execution Period:	24 months	
	Disbursement Period:	30 months	
Objectives:	The objective of this project is to facilitate the design and implementation of sustainable transportation programs in at least three of the medium-sized cities (<i>Cidades-polos</i>) in the state of Paraná, Brazil. In addition, the models for sustainable urban transportation systems produced under this TC are expected to generate lessons-learned for other cities and provide models that the IDB could support in other cities in Brazil and elsewhere in the Region.		
Description:	<p>This technical cooperation is an integral part of the Action Plan for Sustainable Transportation in Paraná's <i>Cidades-polos</i>, developed by the state government of Paraná in cooperation with the IDB's Sustainable Markets for Sustainable Energy Program and the Regional Operations Department 1. The project consists of the following components:</p> <p>Creation of the core capacity within Paranacidade to work with municipalities in developing implementation plans for sustainable urban transportation systems (US\$238,750). Paranacidade was formed to administer the Urban Development</p>		

Fund and technical assistance from the Bank under the aforementioned Paraná Urbano loan (917-OC/BR). Paranacidade performed very effectively in administering the municipal development projects under Paraná Urbano, now completely disbursed. In addition to its technical capability, Paranacidade is the only entity with the institutional relationships required to achieve the goals of this technical cooperation, which requires an on-going relationship with numerous municipalities. Further, the ultimate goals of the technical cooperation extend beyond the 24-month execution period, which corresponds to the phase of planing and capacity building. Actual implementation of plans will require medium and long term technical and financial assistance after the conclusion of the proposed technical cooperation. Thus Paranacidade has been selected to administer this technical cooperation since it is the only entity with the institutional qualifications for doing so and its administrative costs will be covered by the local counterpart funds under Brazilian law. The role of the executing agency, Paranacidade, in facilitating and assisting in developing implementation plans is critical to this project and the long-term success of the Action Plan. To be effective, Paranacidade must supplement existing knowledge and experience and be fully informed of the transport challenges, experiences, and tools used outside of Curitiba that may also be considered in designing sustainable urban transportation programs.

Development of a database and information system for participating municipalities (US\$114,650). To support the activities of the 10 municipalities participating in the project (¶0), Paranacidade will develop a database and information system to record the characteristics of transportation systems and land-use management policies in each city. The available databases are not integrated, so that land use is unrelated to the database on transportation and vice-versa, provoking distortions. This system will provide integrated information on the status of current municipal programs, thereby establishing a baseline measurement that will encourage participating municipalities to make concrete progress.

Training for municipalities on basic skills for designing effective systems that integrate public transportation with land-use planning (US\$117,500). Approximately 10 municipalities are interested in learning how to develop transportation systems that are integrated with land-use management. This training component will include the development of a specialized curriculum with a “Training for Results” approach that occurs at the job site, allowing trainees to use hands-on examples from their work environment. The training continues until the trainees demonstrate successful mastery of the

necessary skills.

Support for municipalities to begin design of implementation plans (US\$413,000). From the initial municipalities that participate in the broad-based training, at least five are expected to begin design of their implementation plans. The first phase in this process will involve an analysis and recommendations for modification of the institutional arrangements in each municipality to facilitate adoption of the integrated transportation and land-use management strategies. This component will combine targeted training workshops and consultants to work on detailed and specific aspects in designing the plans.

Design of final implementation plans (US\$40,000). At least three municipalities are expected to complete the initial design work and adopt the proposed legislation and institutional arrangements necessary to implement sustainable transportation strategies. Additional consultant support will be provided to these municipalities for this purpose. Moreover, the data base and information system will be used to monitor and document the steps taken to provide a record of the process and results for each municipality and the lessons learned that may be integrated into future programs in other municipalities.

**Environmental/
social review:**

The Committee for Environmental and Social Impact approved the draft Plan of Operations (Profile) on 24 April 2000; its recommendations are included in this final version.

**Benefits and
beneficiaries:**

Urban planning strategies that integrate transportation and land-use have a positive impact on social and environmental conditions. Integrated transportation systems enhance access to employment and services through improved access to public transportation and non-motorized methods of transportation (i.e., safe sidewalks for pedestrians and bikeways or bicycle lanes). Hence, the major beneficiaries of integrated transportation systems are the poor, who rely on public transportation, walking and bicycling to meet their mobility and access needs. In addition, integrated transportation systems reduce the number of trips and the time and distance of trips required for mobility needs. This, in turn, helps reduce congestion, air pollution, and traffic accidents. Similarly, high-density corridors for buses on dedicated roadways reduce stop-and-start travel, thereby increasing fuel efficiency and reducing pollution associated with public transit systems.

Risks:

The primary risk for this project lies in its innovative and experimental nature. While Curitiba is an outstanding example of integrated and sustainable transportation planning and implementation, only components of its program have been replicated to date in Brazilian and other Latin American cities,

rather than Curitiba's overall integrated approach. Moreover, the objective of this project—completion of transportation implementation plans in at least three municipalities—is subject to unforeseen delays in gaining political approval within each municipality and in restructuring existing institutions. The project mitigates this risk by including a larger number of municipalities in the first phase of training to increase the probability that at least three municipalities will emerge, prepared to implement sustainable transportation systems. Even if delays occur, significant progress will be achieved in designing the plans. This progress will allow Paranacidade to facilitate the completion of these plans after the time period covered by this project.

**Bank's country
and sector
strategy:**

The project is consistent with the Bank Country Strategy. It reinforces the Bank's efforts to support decentralization of government activities, with greater community control and input, and contributes to modernization of the state through increased efficiency in the provision of public transportation services by municipal governments. The project also contributes to energy efficiency and the promotion of clean and efficient technologies through the development of urban transportation systems based on economically and energetically efficient solutions.

**Poverty
Reduction:**

The focus of the project is on improvement of bus services and facilitating walking and use of bicycles. The majority of users of these modes in Brazil are low income, including in Curitiba, the city with the highest per capita income in the State. Thus this project qualifies as poverty targeted as defined in the 8th Replenishment.

**Exceptions to
Bank policy:**

None.

Special Clauses:

Prior to the first disbursement: (i) the executing agency will present the Bank with an updated, finalized Plan of Execution based on the agreed-upon preliminary draft; and (ii) the Bank must receive evidence that Paranacidade and the State of Paraná, through SEDU, have agreed that Paranacidade will execute the Program, having all the duties, responsibilities and obligations arising therefrom.

**Procurement
procedures:**

Sole-sourcing permitted for project administration (§2.2), university, and technical visit support (§2.3).