

TC ABSTRACT

I. Basic Project Data

▪ Country/Region:	DOMINICAN REPUBLIC/CID - Isthmus & DR
▪ TC Name:	Support to the Road Infrastructure Rehabilitation and Maintenance Program in the Dominican Republic
▪ TC Number:	DR-T1235
▪ Team Leader/Members:	RODRIGUEZ PORCEL, MANUEL (INE/TSP) Team Leader; LEFEVRE, BENOIT JEAN MARIE (CSD/CCS) Alternate Team Leader; SCHOLL, PATRICIA LYNN (INE/TSP); ROQUE BURGOS, JAN CARLO (CID/CDR); ENCARNACION ENCARNACION, YONAI DA M. (CID/CDR); CASTILLO ARIAS, AWILDA MARGARITA (CID/CDR); NOLASCO, ELIZABETH (CID/CDR); GARZA CORTINA, MIRIAM (VPC/FMP); KIRKAGACLI, ROMINA EMANUELA (VPC/FMP); MARMOLEJOS, JENNIFFER ELENA (CID/CDR); LUGO MORENO, MONICA BIBIANA (LEG/SGO); MOLINA CHACON, LUIS ANTONIO (INE/TSP); MOLINA VINTIMILLA, MARIA EMILIA (INE/TSP); ROJAS LARA, JULIO ANDRES (VPS/ESG); CATACOLI JIMENEZ, RUTH (VPS/ESG); ESCOVAR BERNAL, MARIA (VPS/ESG); MIX VIDAL, RICHARD ALEXANDER (INE/TSP)
▪ Taxonomy:	Operational Support
▪ Number and name of operation supported by the TC:	Road Infrastructure Maintenance and Rehabilitation Program in the Dominican Republic - DR-L1151
▪ Date of TC Abstract:	24 Jan 2022
▪ Beneficiary:	Dominican Republic government through the Ministry of Public Works and Communications
▪ Executing Agency:	INTER-AMERICAN DEVELOPMENT BANK
▪ IDB funding requested:	US\$500,000.00
▪ Local counterpart funding:	US\$0.00
▪ Disbursement period:	36 months
▪ Types of consultants:	Firms
▪ Prepared by Unit:	INE/TSP - Transport
▪ Unit of Disbursement Responsibility:	CID/CDR - Country Off Dominican Republic
▪ 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:	Productivity and innovation; Institutional capacity and rule of law; Environmental sustainability; Gender equality; Diversity

II. Objective and Justification

- 2.1 The objective of the Technical Cooperation (TC) is to contribute on the improvement on competitiveness and socioeconomic growth from the different regions of Dominican Republic (DR). Supporting the provision of quality road infrastructure, mainly the improvement of rural and communication roads in areas with productivity potential. The foregoing developing studies, analyzes, and workshops for the execution of operation DR-L1151.
- 2.2 A good investment is more important to reduce inequalities than just a simple investment. For example, resources invested on roads (approx. 0.08% of the annual GDP from 2016-2018) has been executed without a good planning or asset management that prioritize impact infrastructure. In addition, to have good maintenance on existing infrastructure is required an annual investment around 0.17% GDP, which means a big budget effort added to the needs of new infrastructure. The budget restrains due to COVID19 mandates the government to

choose wisely the most effective tools to achieve the objectives of development. The investment on infrastructure is an alternative to achieve those objectives because it can improve a variety of difficulties like boosting the economic growth through increased demand, improves productivity on influenced areas and competitiveness, create jobs and income distribution.

- 2.3 To support the economic recovery of the country through road investment, the TC will support the execution of the program (DR-L1151) through the development of activities and consultancies which allows the strengthening of pre-investment, planning and project structure. It will also support institutional strengthening and compliance with environmental and social safeguards.

III. Description of Activities and Outputs

- 3.1 **Component I: Technical Studies.** Development of the studies of conceptualization, pre-investment and project structure for the improvement and rehabilitation of roads, including the execution of technical designs that allows to forecast the budget of the needed interventions. Give support to the ministry for the planification, management and repair of road infrastructure. Strengthening systems of asset management and adequate prioritization of investments considering climate change resilience, gender perspective and diversity.
- 3.2 **Component II: Gender, diversity, and innovation.** Support the definition and operation of a plan that enhance: (i) women inclusion and person with disability in the workforce for the execution of the projects, including nontraditional activities; (ii) the design of tools for intelligent transport systems on the management of road assets, and contracts; and (iii) workshops and technical training for better articulation of the ministry with stakeholders, especially on gender and diversity perspective and digital tools.
- 3.3 **Component III: Social and environmental assets.** Support the development of studies and analysis that allows a project perspective from the environmental and social side that guarantee the eligibility of the program DR-L1151 under the bank safeguard policies. Additionally, will support the implementation of strategies and guidelines to improve resilience to climate change of the road assets under the Blue Spot Analysis.

IV. Budget

Indicative Budget

Activity/Component	IDB/Fund Funding	Total Funding
Technical Studies.	US\$300,000.00	US\$300,000.00
Gender, diversity and innovation.	US\$140,000.00	US\$140,000.00
Social and environmental assets	US\$60,000.00	US\$60,000.00
Total	US\$500,000.00	US\$500,000.00

V. Executing Agency and Execution Structure

- 5.1 The execution of the TC will be on behalf of the IDB through Transport Division (INE/TSP), as requested by the government. It is justified by the experience of the bank on similar operative and technical instruments, and the TC orientation on planning and structure of strategic projects for the DR. The coordination of the bank and the government will identify specific needs on training, planning and evaluation of the needed studies to be hired. The hiring through the Bank allows more independence on the results because some of the products includes actions of training and institutional strengthening that allows more effectiveness. The activities under this

operation will be executed according the de acquisition methods of the bank AM-650; GN-2765-1; GN-2350-9; y GN-2030-2.

- 5.2 The bank will act as a coordinator with relevant stakeholders of the sector, guarantying an adequate execution of the studies under the guidelines of the TCs (GN-2629-1). This execution is justified under: (i) the bank experience developing similar operative and technical instruments; and (ii) high knowledge of the bank for operational support. Previous experience of the bank allows to have a robust guideline to execute the needed studies for the benefit of the client. The acquisition of goods and services through the bank, enhance the independence on the results that allows a better effectiveness than external acquisitions.

VI. Project Risks and Issues

- 6.1 For the nature and the activities of the TC, there are no identified potential risk, except for possible delays in the execution of consultancies due to COVID-19 restrictions that prevent face-to-face activities. This will be mitigated by proper work planning and the use of virtual tools when possible. For the execution, it will be essential for the ministry to work with the consultants to provide the needed information for the adequate development of the studies within the planned timeframe.

VII. Environmental and Social Classification

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