

## TC ABSTRACT

### I. Basic Project Data

▪ Country/Region:	Uruguay/CSC
▪ TC Name:	Technological Innovation for Greater Efficiency in Transport Operation
▪ TC Number:	UR-T1187
▪ Team Leader/Members:	Pereyra da Luz, Andres (INE/TSP) Team Leader; Rubinstein da Silva, Elias (INE/TSP) Alternate Team Leader; Cuba Valdivia, Abel Armando (VPC/FMP); Chapuis, Emilie (VPC/FMP); Torres, Adriana Ines (CSC/CUR); Di Fabio Fascioli, Claudia (CSC/CUR); Rodriguez Cabezas, Paola Katherine (INE/TSP); Graham, Rodolfo B. (LEG/SGO)
▪ Taxonomy:	Client Support
▪ Number and name of operation supported by the TC:	N/A
▪ Date of TC Abstract:	March 08, 2018
▪ Beneficiary:	MTOP
▪ Executing Agency:	Ministerio de Obras Públicas
▪ IDB funding requested:	US\$200,000.00
▪ Local counterpart funding:	US\$30,000.00
▪ Disbursement period:	24 months
▪ Types of consultants:	Consulting firms; Individual consultants
▪ Prepared by Unit:	Transport Division (INE/TSP)
▪ Unit of Disbursement Responsibility:	Country Office Uruguay
▪ 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

### II. Objective and Justification

- 2.1 Support the Uruguayan Government in the design and implementation of a new policy for the operation of highways that allows greater efficiency of the road infrastructure. To this end, new toll collection modalities are envisaged, the implementation of a road operation management center that will increase the capacity of the existing road network and the incorporation of vehicles of new technologies in the transport of merchandise. The two components of the TC are linked to each other, as they are interrelated technologically in aspects of management and / or operation of the audit.
- 2.2 The Uruguayan Government (UG) aims to improve the operational management of the national road network, with the aim of achieving greater service quality of the existing infrastructure based on the use of new technologies. The approach that the MTOP (Ministerio de Transporte y Obras Públicas) wants to address is based on the incorporation of electronic and information technology, in line with other transportation management instruments also implemented on a technological basis, such as the inspection of cargo vehicles and the permanent survey of traffic. While initially seeking to serve the eastern part of the country, it is intended to incorporate technology that can be scaled to other regions of the country and may even provide additional road safety services, such as electronic monitoring, variable traffic lights in schools, monitoring of lighting and information to the user. The UG also intends to improve the management of the toll collection system, in order to achieve greater operational efficiency. For this purpose, it is analyzing improvements in technology, infrastructure, systems and operative management of the tolls currently installed. As for road

management, the MTOP focuses a substantial part of these changes based on the integration of technologies. Through this Technical Cooperation, the UG will be supported for the design and implementation of operational improvements in the collection of tolls and an operational road management center.

### III. Description of Activities and Outputs

- 3.1 **Component 1: Improvement of the operational efficiency of the toll collection system.** This component includes: (i) engineering, legal, financial and economic studies to define modifications in infrastructure and operation; (ii) engineering, legal, financial, and economic studies to introduce new modalities of collection from different technologies to those currently operated; (iii) design of specifications and other documents for the acquisition or contracting of toll systems according to the different technologies analyzed; (iv) support for the implementation of operational improvements or changes in technology for charging tolls; (v) studies and institutional strengthening programs, including organization, procedures and training.
- 3.2 **Component 2. Road operation center.** This component includes: (i) engineering, financial and economic studies for the implementation of a centralized system for the operation of roads; (ii) design of specifications and other documents for the acquisition or contracting of technological systems for the centralized operation of roads; (iii) support for the evaluation of available technologies; (iv) studies and institutional strengthening programs, including organization, procedures and training.

### IV. Budget

Indicative Budget

Activity/Component	IDB/Fund Funding	Counterpart Funding	Total Funding
Component 1	\$ 100,000.00	\$ 15,000.00	\$ 115,000.00
Component 2	\$ 100,000.00	\$ 15,000.00	\$ 115,000.00
<b>TOTAL</b>	<b>\$ 200,000.00</b>	<b>\$ 30,000.00</b>	<b>\$ 230,000.00</b>

### V. Executing Agency and Execution Structure

- 5.1 The executing agency will be the MTOP through the External Financing Office, which will act together with the National Road Administration, which is the entity responsible for the management of the road network jurisdiction of the MTOP. The monitoring of the execution of the TC will be carried out through the following mechanisms: (i) semi-annual reports required by the Bank; (ii) periodic progress evaluation meetings; and (iii) participation of a member of the Bank's team in training events, presentation of protocols and manuals, execution of tests and presentation of plans.
- 5.2 The MTOP, through the External Financing Office, has long experience in executing the Bank's programs, UR-L1582 already executed and UR-L1067 in execution, where it has shown compliance with the contractual clauses, an adequate evaluation of the projects, satisfactory execution and the consequent achievement of the objectives.

### VI. Project Risks and Issues

- 6.1 Since this is a client support TC oriented to support the UG in the implementation of reforms in the policy and management of transport infrastructure, whose design and implementation terms have been driven by the UG and agreed upon with the Bank, the project team has not identified significant risks associated with the execution of the project. Due to the nature of the studies to be addressed, no relevant risks have been identified in relation to the studies and design of instruments to be developed.

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

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