



EC Ibarra Transport Infrastructure Improvement Project (P147280)

LATIN AMERICA AND CARIBBEAN | Ecuador | Transport Global Practice |
IBRD/IDA | Investment Project Financing | FY 2016 | Seq No: 13 | ARCHIVED on 16-Nov-2023 | ISR58317 |

Implementing Agencies: Municipality of Ibarra, Municipality of Ibarra UGP

Key Dates

Key Project Dates

Bank Approval Date: 27-Jan-2016

Effectiveness Date: 28-Mar-2017

Planned Mid Term Review Date: 12-Nov-2018

Actual Mid-Term Review Date: 12-Nov-2018

Original Closing Date: 30-Jun-2021

Revised Closing Date: 30-Jun-2024

Project Development Objectives

Project Development Objective (from Project Appraisal Document)

The Project Development Objective (PDO) is to improve mobility of Ibarra and the use of recreational spaces in the Yahuarcocha lagoon area.

Has the Project Development Objective been changed since Board Approval of the Project Objective?

Yes

Board Approved Revised Project Development Objective (If project is formally restructured)

The Project Development Objective (PDO) is to improve mobility of Ibarra and the use of recreational spaces in the Yahuarcocha lagoon area, and to respond effectively in case of an Eligible Crisis or Emergency

Components Table

Name

- Component 1: Improve mobility in the city:(Cost \$85.87 M)
- Component 2: Improve public and tourist spaces:(Cost \$2.51 M)
- Component 3: Technical Assistance:(Cost \$1.57 M)
- Component 4: Project Management:(Cost \$0.95 M)
- Component 5: Contingent Emergency Response Component (CERC)

Overall Ratings

Name	Previous Rating	Current Rating
Progress towards achievement of PDO	<input type="checkbox"/> Moderately Satisfactory	<input type="checkbox"/> Moderately Satisfactory
Overall Implementation Progress (IP)	<input type="checkbox"/> Moderately Satisfactory	<input type="checkbox"/> Moderately Satisfactory
Overall Risk Rating	<input type="checkbox"/> Substantial	<input type="checkbox"/> Substantial

Implementation Status and Key Decisions



The Project closing date is June 2024. As of today, the Project has disbursed 59.6 percent.

Component 1 – Improve mobility in the city: This component includes the construction of a Ring Boulevard, divided into two segments and comprising of (a) The Northern Ring Road (approximately 9.5 km), and (b) The Southern Ring Road (approximately 12 km). The construction of the North Ring Road concluded in March 2020. The constructed NRR had succeeded in improving access for the people near the city center. Travel time between the San Antonio neighborhood and the Ibarra hospital has been reduced considerably compared to the traditional route (34.11 vs. 24.03) .

Component 2 – Improve public and tourist spaces: This component includes: (i) the construction and rehabilitation of infrastructure, including cycle infrastructure; (ii) the improvement of streetscapes and green spaces; and (iii) the installation of urban community equipment. Construction work concluded in October 2019. The share of business owners in Yahuarcocha Lagoon business area whose monthly income level exceeds the minimum wage has been increased (45 vs. 68); and the percentage of visitors who use bicycle and walk in Yahuarcocha has been increased (18 vs. 45).

Component 3 – Technical Assistance: The Project has financed studies to advise the City of Ibarra on improving road asset management and Urban Mobility Planning. An Urban Transport Improvement Plan, Route Restructuring and Road Safety Study is ongoing.

Risks

Systematic Operations Risk-rating Tool

Risk Category	Rating at Approval	Previous Rating	Current Rating
Political and Governance	☐ Substantial	☐ High	☐ High
Macroeconomic	☐ Substantial	☐ High	☐ High
Sector Strategies and Policies	☐ Moderate	☐ Moderate	☐ Moderate
Technical Design of Project or Program	☐ Substantial	☐ Substantial	☐ Substantial
Institutional Capacity for Implementation and Sustainability	☐ Substantial	☐ Substantial	☐ Substantial
Fiduciary	☐ Substantial	☐ Moderate	☐ Moderate
Environment and Social	☐ Substantial	☐ Substantial	☐ Substantial
Stakeholders	☐ Moderate	☐ Substantial	☐ Substantial
Other	--	--	--
Overall	☐ Substantial	☐ Substantial	☐ Substantial

Results

PDO Indicators by Objectives / Outcomes

Improve mobility in Ibarra

► Average travel time by private transport to area hospitals from select low-income areas influenced by the Ring Road. (Minutes, Custom)



	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	34.11	24.03	24.03	24.11
Date	01-Jan-2016	30-Sep-2022	15-Oct-2023	30-Jun-2024
Comments:	This indicator was measured between December 15-21, 2020 (after the NRR was completed). Travel time between the San Antonio neighborhood and the Ibarra hospital was measured. The travel time using the NRR is 10 minutes compared to the traditional route (34.11 vs. 24.03).			
► Number of people in Azaya-Alpachaca neighborhood who can access the city center by public transport in 25 minutes or less. (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	1,683.00	8,417.00	8,417.00	6,000.00
Date	01-Jan-2016	30-Sep-2022	15-Oct-2023	30-Jun-2024
Comments:	n/a			

Improve the use of recreational spaces in the Yahuarcocha Lagoon Area				
► Percentage of visitors who use a bicycle and walk in Yahuarcocha (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	18.00	45.00	45.00	24.00
Date	01-Jan-2016	30-Sep-2022	15-Oct-2023	30-Jun-2024
Comments:	n/a			
► Share of business owners in Yahuarcocha Lagoon business area whose monthly income level is at or exceeds the minimum wage (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	45.00	68.12	68.12	64.00
Date	03-Apr-2017	30-Sep-2022	15-Oct-2023	30-Jun-2024
Comments:	This indicator was measured between April 01-23, 2018 (once the Paseo Turistico Yahuarcocha was built). The number of business owners with incomes above the basic salary was measured (68.12%). The baseline was measured in April 2017 where business owners with income above the basic salary was 45%.			

Intermediate Results Indicators by Components

Component 3: Technical Assistance



► Road asset management plan prepared (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	Yes	Yes
Date	01-Jan-2016	30-Sep-2022	15-Oct-2023	30-Jun-2024
Comments:	<p>The Technical Assistance (TA) component is being managed in three work packages. Each of the work packages has a distinct beneficiary in the Municipality or inter-jurisdictional compacts in which the Municipality participates, so the work is overseen jointly by the PIU and the relevant beneficiary.</p> <p>This indicator measures progress with Package 3 - Road Asset Management System (US\$880,000). This package is implemented by the PIU, with primary beneficiary agency as the Ibarra Department of Works and Construction. This consultancy has been completed. This activity is critical to ensuring the sustainability of mobility improvements through the adoption of a road asset management system.</p>			
► Study for the improvement of sustainable mobility in Ibarra prepared (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	No	Yes
Date	01-Jan-2016	30-Sep-2022	15-Oct-2023	30-Jun-2024
Comments:	<p>The Technical Assistance (TA) component is being managed in three work packages. Each of the work packages has a distinct beneficiary in the Municipality or inter-jurisdictional compacts in which the Municipality participates, so the work is overseen jointly by the PIU and the relevant beneficiary.</p> <p>This indicator measures Package 2 - Urban Transport Improvement Plan, Route Restructuring and Road Safety Study (US\$640,000). This package is implemented by the PIU, with primary beneficiary agency as Movildelnor, the transport agency responsible for planning in Ibarra and neighboring cities. This consultancy is under implementation, and it is expected to conclude by the closing date.</p> <p>The Project also finances Package 1 - Urban Planning and Mobility Study (US\$720,000). This package is implemented by the PIU, with primary beneficiary agency as the Ibarra Department of Planning. This consultancy has been completed. TA Packages 1 and 2 are critical inputs to meeting a key covenant of the project in the Legal Agreement – “The Borrower shall carry out the project in accordance with the Project Operational Manual (POM), which shall include the rules, methods, guidelines, standard documents, and procedures for the carrying out of the Project, including, among others, measures to ensure proper land use in the terrains adjacent to the Ring Boulevard and measures to ensure the inclusion of new bus routes through the Ring Boulevard.”</p>			

Component 2: Improve public and tourist spaces				
► Number of yearly visitors to Yahuarcocha (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	663,600.00	730,500.00	370,950.00	729,960.00
Date	01-Jan-2016	30-Sep-2022	15-Oct-2023	30-Jun-2024
Comments:	<p>Between October 2022 and September 2023, 247,300 vehicles accessed the Yahuarcocha lagoon. The average occupancy rate is estimated at 1.5 passengers per vehicle. Visitors accessing Yahuarcocha on foot or by bicycle are not recorded.</p>			



► Progress of construction and restoration of tourist spaces works on Yahuarcocha Boulevard (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	100.00	100.00	100.00
Date	01-Jan-2016	30-Sep-2022	15-Oct-2023	30-Jun-2024
Comments:	Planned investments in Yahuarcocha lagoon recreational area have been completed (Component 2). Construction work began in August 2017 and concluded in October 2019.			

Component 1: Improve mobility in the city				
► Share of Project beneficiaries expressing satisfaction with the Ring Boulevard infrastructure and mobility options (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	87.00	87.00	75.00
Date	01-Jan-2016	30-Sep-2022	15-Oct-2023	30-Jun-2024
Comments:	<p>The satisfaction survey, conducted in December 2020, just one month after the completion of the NRR construction, targeted a diverse sample of 391 individuals, ensuring representation across various demographic factors, including gender, age, occupation, and income levels.</p> <p>The survey's results on 87% satisfaction rate within the surveyed population, with respondents expressing either satisfaction or high levels of satisfaction regarding the NRR construction. Survey include the following key points: improved accessibility, reduced travel time, enhanced city integration, and noticeable visual improvements.</p> <p>When examining the feedback from female respondents, the data revealed that 86.5% expressed satisfaction with the construction of the NRR, a percentage closely aligned with the overall satisfaction rate.</p>			
□ Share of female beneficiaries expressing satisfaction (Percentage, Custom Supplement)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	86.00	86.00	75.00
► People with enhanced access to transportation services (Number, Corporate)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	100,000.00	100,000.00	200,000.00
Date	05-Jan-2016	30-Sep-2022	15-Oct-2023	30-Jun-2024
Comments:	n/a			
□ People with enhanced access to transportation services - Urban Transport (Number, Corporate Breakdown)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	100,000.00	100,000.00	200,000.00



Date	05-Jan-2016	30-Sep-2022	30-Sep-2022	30-Jun-2024
► Roads constructed (Kilometers, Corporate)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	9.50	9.50	9.50
Date	05-Jan-2016	30-Sep-2022	15-Oct-2023	30-Jun-2024
Comments:	<p>The Northern Ring Road (approximately 9.5 km) has been completed and the road section is opened for traffic. The Southern Ring Road is pending (approximately 12 km). It was dropped from the result framework in the restructuring approved on May, 2021 due to the agreement with the UPI to launch an Alternative Study to assess how to connect the NRR to Yahuarcocha and to improve the technical design of the SRR. If the Project will be extended with the AF, the result framework would be revised to reflect the Project investments.</p> <p>Status of the Alternative Study: In October 2021, the Borrower commissioned an alternatives analysis that had been incorporated in the Project through the second restructuring to find a solution for the congestion in the city center and to optimize the design of the SRR. The study of alternatives for the road connection between the Northern Ring and the Yahuarcocha lagoon was successfully completed in August 2022. The consultancy identified the need to redesign the road connection between the city center and the north of the city through the Yahuarcocha lagoon to optimize mobility in Ibarra and to achieve greater benefits. The NRR redesign involves constructing 1.9 km of new road, including a 400 meters bridge, thereby adjusting the original design of the NRR while being consistent with the Project objective. Preliminary designs for the road connection between the North Ring and the Yahuarcocha lagoon were successfully received in October 2023, and the final designs are expected to be ready by the end of November 2023. Preliminary designs for the SRR are still under implementation and are expected to be ready by the end of January 2024.</p>			
□ Roads constructed - non-rural (Kilometers, Corporate Supplement)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	9.50	9.50	9.50

Component 4: Project Management				
► Proposed organization chart adopted (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	Yes	Yes	Yes
Date	01-Jan-2016	30-Sep-2022	15-Oct-2023	30-Jun-2024
Comments:	<p>In October 2018, the Municipality of Ibarra adopted an organizational structure as defined in implementation arrangements. The Project maximizes the use of existing capacity within the Municipality of Ibarra. The technical specialists report to the Project Coordinator, who is the designated liaison with the Director of Public Works and the contract administrator.</p>			

Performance-Based Conditions



Data on Financial Performance

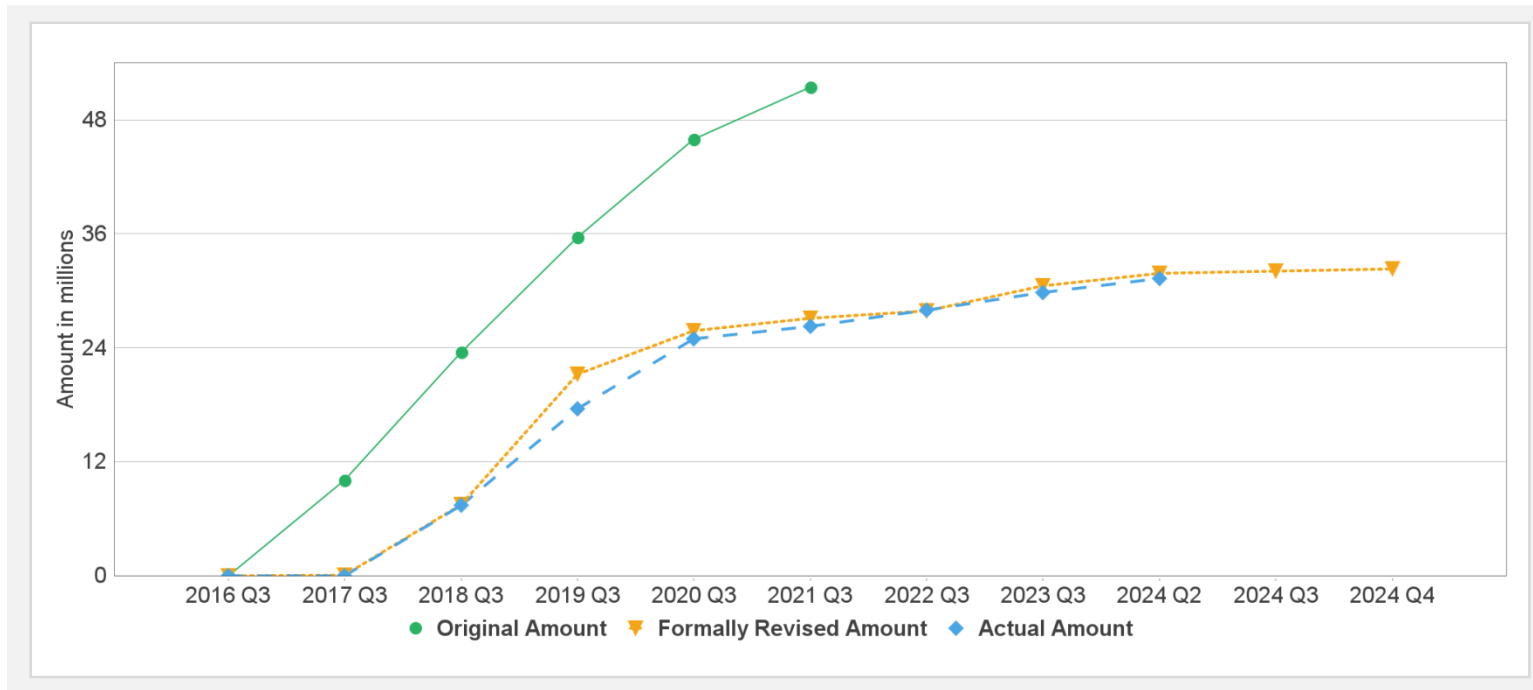
Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	% Disbursed
P147280	IBRD-85790	Effective	USD	52.50	52.50	0.00	31.32	21.18	60%

Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P147280	IBRD-85790	Effective	27-Jan-2016	22-Dec-2016	28-Mar-2017	30-Jun-2021	30-Jun-2024

Cumulative Disbursements



Restructuring History

Level 2 Approved on 16-Oct-2020 ,Level 2 Approved on 03-Nov-2020 ,Level 2 Approved on 26-May-2021 ,Level 2 Approved on 10-Jun-2022 ,Level 2 Approved on 30-May-2023 ,Level 2 Approved on 30-Aug-2023

Related Project(s)

P180667-Improving Mobility in Ibarra, Ecuador (Additional Financing)

