



Quito Metro Line One (P144489)

LATIN AMERICA AND CARIBBEAN | Ecuador | Transport Global Practice |
IBRD/IDA | Investment Project Financing | FY 2014 | Seq No: 16 | ARCHIVED on 24-Dec-2021 | ISR48383 |

Implementing Agencies: Municipality of Quito, Empresa Publica Metropolitana de Metro de Quito, Municipio del Distrito Metropolitano de Quito

Key Dates

Key Project Dates

Bank Approval Date: 25-Jul-2013

Effectiveness Date: 25-Sep-2015

Planned Mid Term Review Date: 28-Nov-2017

Actual Mid-Term Review Date: 09-Oct-2017

Original Closing Date: 31-Dec-2018

Revised Closing Date: 31-Dec-2022

Project Development Objectives

Project Development Objective (from Project Appraisal Document)

The proposed Project development objective (PDO) is to improve urban mobility in the city of Quito serving the growing demand for public transport. The Project will reduce travel times, decrease operational costs of the transport service, improve connectivity, security and comfort of the current system and reduce emissions of pollutants and greenhouse gases.

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

No

Components Table

Name

1. Construction of Two Metro Stations of the Quito Metro Line One:(Cost \$124.00 M)
2. Infrastructure and Equipment Investment for the Quito Metro Line One:(Cost \$1650.20 M)
3. Provision of Train Sets to Operate in the Quito Metro Line One:(Cost \$183.60 M)
4. Project Management:(Cost \$47.00 M)
- 5: Institutional Studies, Safeguards and Project Implementation Supporting Activities:(Cost \$10.00 M)

Overall Ratings

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

Implementation Status and Key Decisions

1. The project has five components
 1. **Component 1—Construction of La Magdalena and El Labrador Metro Stations:** This component is financed by counterpart funds. Works were delivered on April 30, 2015, within budget and with minor delays due to design changes. The construction of these two stations is demonstrating that Quito's soils are very good for tunneling. The EPMMQ gained valuable experience in the management of works, including design changes.
 2. **Component 2—Infrastructure and Equipment Investment for the Quito Metro Line One:** This component is jointly co-financed by the World Bank, IADB, IEB, CAF, and counterpart funds. The contractor, CL1, is making progress building the 23 km



of tunnel and 13 stations in the contract. The actual physical progress is over 94%. Due to COVID-19, the civil works contract was suspended from March 16th to July 10th, and its closing date extended to March 31st, 2021

3. **Component 3—Provision of Train Sets to Operate on Quito Metro Line One:** This component is financed by counterpart funds. As of November 2020 17 of the total 18 trains are in Quito. The contract for supplying the trains was suspended in March 16th due to COVID-19, and the Quito Metro Company is agreeing on a new implementation schedule with the provider of rolling stock.
4. **Component 4—Project Management:** This component is financed by the IADB, CAF and counterpart funds. It refers mainly to the hiring of consultants to supervise works under Components 1 and 2. A consulting firm hired in 2015 to supervise Component 2 is also supervising Component 2. This firm also supervised works under Component 1. Overall supervision is complemented by the project management oversight consultant, GMQ, which the EPMMQ hired in early July 2013. The Supervisor and GMQ constitute a supervision- and problem-solving team that should be regarded as best practice by other mega-projects under implementation.
5. **Component 5—Technical Studies to Support Project Implementation:** This component is financed solely by the World Bank loan, using World Bank guidelines for selection of consultants. This component includes studies to support Quito Metro commencement of operations, the implementation of the integrated transport system, and compliance with safeguards policies. A procurement plan is publicly available.

Risks

Systematic Operations Risk-rating Tool

Risk Category	Rating at Approval	Previous Rating	Current Rating
Political and Governance	--	<input type="checkbox"/> Substantial	<input type="checkbox"/> Substantial
Macroeconomic	--	<input type="checkbox"/> High	<input type="checkbox"/> High
Sector Strategies and Policies	--	<input type="checkbox"/> Substantial	<input type="checkbox"/> Substantial
Technical Design of Project or Program	--	<input type="checkbox"/> Moderate	<input type="checkbox"/> Moderate
Institutional Capacity for Implementation and Sustainability	--	<input type="checkbox"/> Substantial	<input type="checkbox"/> Substantial
Fiduciary	--	<input type="checkbox"/> High	<input type="checkbox"/> High
Environment and Social	--	<input type="checkbox"/> High	<input type="checkbox"/> High
Stakeholders	--	<input type="checkbox"/> High	<input type="checkbox"/> High
Other	--	<input type="checkbox"/> High	<input type="checkbox"/> High
Overall	--	<input type="checkbox"/> High	<input type="checkbox"/> High

Results

PDO Indicators by Objectives / Outcomes

Improved urban mobility in the city of Quito

► Passengers per day in PLMQ (Number, Custom)



	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	295,999.00
Date	11-Nov-2013	23-Mar-2021	15-Dec-2021	31-Dec-2022
Comments:	The project can report on DOP indicators only once the metro is operational or sometime after.			
► Travel time for public transportation users (Minutes, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	38.50	38.50	38.50	23.10
Date	11-Nov-2013	24-Mar-2021	15-Dec-2021	31-Dec-2022
Comments:	The project can report on DOP indicators only once the metro is operational or sometime after.			
► Operating costs of Quito's vehicle fleet (Amount(USD), Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	-59,400,000.00
Date	11-Nov-2013	24-Mar-2021	15-Dec-2021	31-Dec-2022
Comments:	The project can report on DOP indicators only once the metro is operational or sometime after.			
► GHG emissions from transport in DMQ (Metric tons/year, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	-58,170.00
Date	11-Nov-2013	24-Mar-2021	15-Dec-2021	31-Dec-2022
Comments:	The project can report on DOP indicators only once the metro is operational or sometime after.			
► Adequate passenger capacity provided by PLMQ (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	No	Yes
Date	11-Nov-2013	24-Mar-2021	15-Dec-2021	31-Dec-2022
Comments:	The project can report on DOP indicators only once the metro is operational or sometime after.			
► Percentage of users satisfied with overall metro service, its security and comfort (differentiated by gender and income) (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target



Value	0.00	0.00	0.00	65.00
Date	11-Nov-2013	24-Mar-2021	15-Dec-2021	31-Dec-2022
Comments:	The project can report on DOP indicators only once the metro is operational or sometime after.			
<input type="checkbox"/> Percentage of female users satisfied with overall metro service, its security and comfort (Percentage, Custom Supplement)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	65.00
<input type="checkbox"/> Percentage of low-income users satisfied with overall metro service, its security and comfort (Percentage, Custom Supplement)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	65.00
<input checked="" type="checkbox"/> Percentage of jobs accessible in 60 minutes of travel time (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	45.30	45.30	45.30	50.80
Date	11-Nov-2013	24-Mar-2021	15-Dec-2021	31-Dec-2022
Comments:	The project can report on DOP indicators only once the metro is operational or sometime after.			

Intermediate Results Indicators by Components

C3. Provision of Train Sets to Operate in the Quito Metro Line One				
<input checked="" type="checkbox"/> Percentage of rolling stock completed (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	100.00	100.00	100.00
Date	11-Nov-2013	24-Mar-2021	30-Nov-2021	31-Dec-2022

C2. Infrastructure and Equipment Investment for the Quito Metro Line One				
<input checked="" type="checkbox"/> Percentage of physical work progress in civil works other than stations (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	99.30	99.65	100.00
Date	11-Nov-2013	24-Mar-2021	30-Nov-2021	31-Dec-2022



► Percentage of physical work progress in stations and universal access (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	99.54	99.54	100.00
Date	11-Nov-2013	10-Nov-2020	30-Nov-2021	31-Dec-2022
Comments:	Given the political crisis in Quito and staff turnover at the PIU, the numbers were revisited with the supervision firm and correctly reported to the Bank.			
► Percentage of physical work progress in rail yard (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	100.00	100.00	100.00
Date	11-Nov-2013	10-Nov-2020	30-Nov-2021	31-Dec-2022
► Percentage of progress in installation of power supply, auxiliary, signaling and telecom systems (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	82.00	92.45	100.00
Date	11-Nov-2013	10-Nov-2020	30-Nov-2021	31-Dec-2022
► Percentage of fare-collection system installed (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	100.00	100.00
Date	11-Nov-2013	10-Nov-2020	30-Nov-2021	31-Dec-2022
► Percentage of progress in installation of permanent way (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	99.90	100.00	100.00
Date	11-Nov-2013	10-Nov-2020	30-Nov-2021	31-Dec-2022
C5: Institutional Studies, Safeguards and Project Implementation Supporting Activities				
► Percentage of metro feeder routes in operation (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	15.00



Date	11-Nov-2013	10-Nov-2020	30-Nov-2021	31-Dec-2022
▶ Percentage of bus fleet under unified fare-collection system (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	25.00
Date	11-Nov-2013	10-Nov-2020	30-Nov-2021	31-Dec-2022
▶ Implementation of a reporting mechanism for cases of violence against women and girls in the PLMQ (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	No	Yes
Date	11-Nov-2013	10-Nov-2020	30-Nov-2021	31-Dec-2022
▶ Percentage of technical and professional staff, directly employed by the operator of PLMQ, that is female (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	20.00
Date	11-Nov-2013	10-Nov-2020	30-Nov-2021	31-Dec-2022

Overall Comments

C2 and C3 intermediates results indicators do not show any issues, and they are target is expected to be achieved by the closing date.

C5 intermediates results indicators may do not achieve their target value, due to the fact that the implementation of the consultancies under component V (TA) has been delayed due to institutional and political changes. The team is close monitoring and would report in the next ISR after the upcoming mission.

Performance-Based Conditions

Data on Financial Performance

Disbursements (by loan)

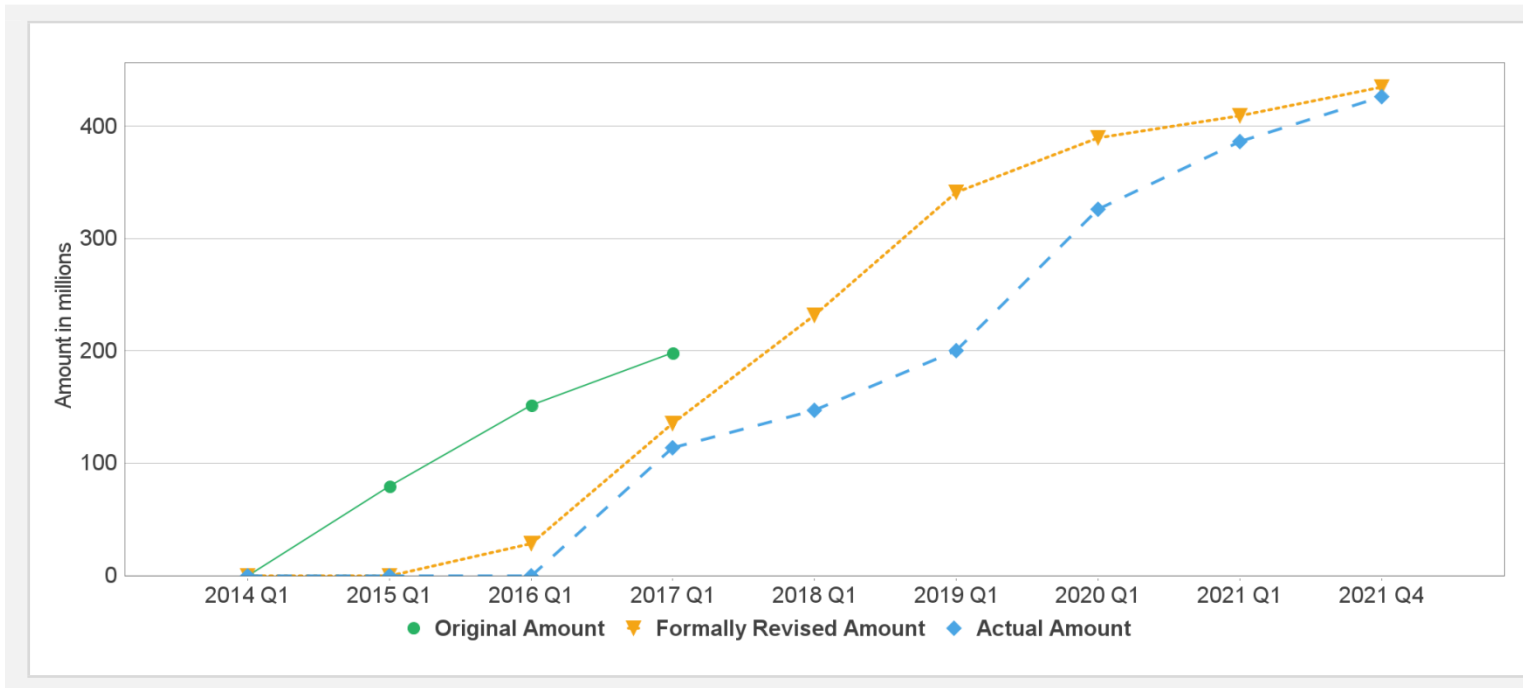
Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	% Disbursed
P144489	IBRD-82850	Effective	USD	205.00	205.00	0.00	201.79	3.21	98%
P144489	IBRD-88890	Effective	USD	230.00	230.00	0.00	224.30	5.70	98%

Key Dates (by loan)



Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P144489	IBRD-82850	Effective	25-Jul-2013	11-Nov-2013	25-Sep-2015	31-Dec-2018	31-Dec-2022
P144489	IBRD-88890	Effective	22-Jun-2018	29-Nov-2018	28-Dec-2018	31-Dec-2020	31-Dec-2022

Cumulative Disbursements



PBC Disbursement

PBC ID	PBC Type	Description	Coc	PBC Amount	Achievement Status	Disbursed amount in Coc	Disbursement % for PBC
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Restructuring History

Level 2 Approved on 23-Dec-2020 ,Level 2 Approved on 01-Oct-2021

Related Project(s)

P158756-Additional Financing Quito Metro Line One Project