



Cusco Transport Improvement Project (P132505)

LATIN AMERICA AND CARIBBEAN | Peru | Transport Global Practice |
IBRD/IDA | Investment Project Financing | FY 2014 | Seq No: 15 | ARCHIVED on 28-Jun-2021 | ISR47210 |

Implementing Agencies: COPESCO, Ministerio de Economía y Finanzas - MEF

Key Dates

Key Project Dates

Bank Approval Date: 28-Feb-2014

Effectiveness Date: 11-Nov-2014

Planned Mid Term Review Date: 16-Feb-2018

Actual Mid-Term Review Date: 17-Nov-2017

Original Closing Date: 30-Jun-2019

Revised Closing Date: 31-Oct-2023

Project Development Objectives

Project Development Objective (from Project Appraisal Document)

The overall PDO is to improve mobility in the east-west corridor of Cusco Provincial Municipality (San Jeronimo – Distrito de Cusco).

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

No

Components Table

Name

Component 1: Integral Improvement of the Via Expresa Avenue of Cusco Provincial Municipality:(Cost \$137.90 M)

Component 2: Improvement of Mobility in Cusco Provincial Municipality:(Cost \$3.60 M)

Component 3: Institutional Strengthening and Monitoring and Evaluation:(Cost \$4.60 M)

Component 4: Project management.:(Cost \$6.50 M)

Overall Ratings

Name	Previous Rating	Current Rating
Progress towards achievement of PDO	<input type="checkbox"/> Moderately Satisfactory	<input type="checkbox"/> 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

Component 1: Upgrading Via Expresa Avenue. Regional and municipal governments, as well as civil society representatives, consider the construction of the Via Expresa as a priority and have been very supportive of the Project. The Environmental and Social Impact Assessment (ESIA), including the Resettlement Action Plan (RAP), has obtained national clearances from the environmental authorities (Dirección General de Asuntos Socio Ambientales, DGASA). The contracts for Via Expresa's civil works and the supervision were awarded in December 2020 and the civil works contract was officially launched on March 15, 2021.

Component 2: Improving mobility in the Provincial Municipality of Cusco. The municipality finalized a proposal study for the Mobility and Public Spaces Plan of Cusco in February 2018. This report defines and proposes a vision, strategic programs, and projects for sustainable urban mobility and inclusive public spaces in Cusco. A new study will be initiated to develop strong data collection, travel demand modeling, traffic simulation, and alternative analysis for the Integrated Transit System (Strategy to advance pilot projects for public transport service improvement in



Cusco), including the prefeasibility study of a high-/medium-capacity public transit corridor over the Vía Expresa corridor and 28 July avenue to the Wanchaq intermodal transfer terminal, and the Cusco Bicycle and Pedestrian Strategy.

Components 3 and 4: COPESCO is updating the Project’s implementation arrangements with a management structure to oversee and support the implementation activities, and areas with missing personnel are to be strengthened as soon as possible.

Risks

Systematic Operations Risk-rating Tool

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

Results

PDO Indicators by Objectives / Outcomes

improve mobility in the east-west corridor of Cusco Provincial Municipality				
▶ 1. Average travel time savings in the east-west corridor of Cusco Provincial Municipality (San Jeronimo District – Cusco District) (Minutes, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	10.00
Date	02-Dec-2013	17-Dec-2020	21-Jun-2021	31-Oct-2023
Comments:	The definition of the indicator (originally “Reduction in travel times for east-west commuting trips in the city of Cusco (minutes, origin-destinations either in San Jeronimo, San Sebastian, Wanchaq and Distrito de Cusco)”) was revised in the Project Restructuring of June 2019 to remove the target from the indicator name and align it better to the definition of the PDO and the target was maintained the same as in the PAD (appraisal).			



►2. Change in accessibility to employment opportunities by public transport in the area of influence of the east-west corridor of Cusco Provincial Municipality (San Jeronimo District – Cusco District) (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	15.00
Date	02-Dec-2013	17-Dec-2020	21-Jun-2021	31-Oct-2023
Comments:	This is a new indicator introduced in the Project Restructuring of June 2019 and measures better the PDO and captures the holistic nature of providing better mobility (transit) services in the intervened corridor. Instead of the original indicator that measured "available public transport capacity", the concept of access to job opportunities by transit services in a given travel time window was adopted. This revised concept is more holistic as it includes availability and level of service (frequency).			
►3. User satisfaction with Via Expresa Avenue (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	70.00
Date	29-May-2019	17-Dec-2020	21-Jun-2021	31-Oct-2023
►4. Design and execution of Via Expresa Avenue works are informed with at least three audits and/or road safety inspections (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	3.00
Date	07-Jun-2019	17-Dec-2020	21-Jun-2021	31-Oct-2023
Comments:	This PDO indicator was introduced in the Project Restructuring of June 2019 to reflect an addition to the original conceptual design of the Vía Expresa project to enhance road safety standards based on WB requirements. Traffic safety is an imperative for Bank operations and is critical for corridors in consolidated urban areas where the negative impacts of serious injury or death in traffic incidents can be even more acute for vulnerable subsets of pedestrians and cyclists: women, children, persons with disabilities, and the elderly. The indicator is associated to quality infrastructure review assessment methods, mainly through road safety audits and inspections.			

Intermediate Results Indicators by Components

Component 1: Integral Improvement of the Via Expresa Avenue of Cusco Provincial Municipality				
►Roads constructed (Kilometers, Corporate)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	6.90
Date	29-May-2019	17-Dec-2020	21-Jun-2021	31-Oct-2023



Comments: CRI was adopted for progress of physical work on the Via Expresa Avenue project in the Project Restructuring of June 2019. To date, the Supervision Approval Report is not available regarding the March, April and May valuations because the project has not completed the 3% physical progress of the works according to the Contract.

Component 2: Improvement of Mobility in Cusco Provincial Municipality

► Proposal for the Mobility and Public Spaces Plan of Cusco elaborated (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	Yes	Yes	Yes
Date	02-Dec-2013	17-Dec-2020	21-Jun-2021	31-Oct-2023

Comments: Cusco's Mobility and Public Spaces Plan proposal was completed in December 2018 and the new CPM government is evaluating portions of this proposal to continue the feasibility studies and preparation of specific mass-transit project initiatives. The feasibility studies and initiatives will have the potential to contribute to the METRA Project's PDO in the long run because they will be designed to identify and conceptualize public transport interventions aimed at improving the mobility in the east-west corridor of Cusco Provincial Municipality.

► Strategy to advance pilot projects for public transport service improvement in Cusco is elaborated (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	No	Yes
Date	01-Oct-2013	17-Dec-2020	21-Jun-2021	31-Oct-2023

Comments: The revision of the indicator in the Project Restructuring of June 2019 followed the plans for the Cusco Provincial Municipality to improve transit service provision and define a strategy to conduct feasibility and design of mass transit projects and initiatives identified in the proposal for the Mobility and Public Spaces Plan of Cusco. In June 2021 the CRG signed a new interinstitutional agreement with the CPM to implement Project Component 2. The bidding process for this study is expected to be launched in September 2021. The revised indicator is also better aligned will the potential to contribute to the project's PDO in the long run by identifying and conceptualizing public transport interventions aimed at improving the mobility in the east-west corridor of Cusco Provincial Municipality.

► Cusco Bicycle and Pedestrian Strategy designed and promoted (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	No	Yes
Date	02-Dec-2013	17-Dec-2020	21-Jun-2021	31-Oct-2023

Comments: Based on the experience with the Mobility and Public Spaces Plan of Cusco, the indicator was changed in the Project Restructuring of June 2019 to Strategy instead of Plan. In June 2021 the CRG signed a new interinstitutional agreement with the CPM to implement Project Component 2. The bidding process for this study is expected to be launched in September 2021.

Component 3: Institutional Strengthening and Monitoring and Evaluation



► Staff trained at PER Plan COPESCO in project management, monitoring and evaluation, and other project implementation capabilities (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	4.00	1.00	10.00
Date	02-Dec-2013	17-Dec-2020	21-Jun-2021	31-Oct-2023

Component 4: Project management.				
► Budget allocation (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	Yes	Yes	Yes
Date	01-Jan-2019	17-Dec-2020	21-Jun-2021	31-Oct-2023
Comments:	n.a			

Performance-Based Conditions

Data on Financial Performance

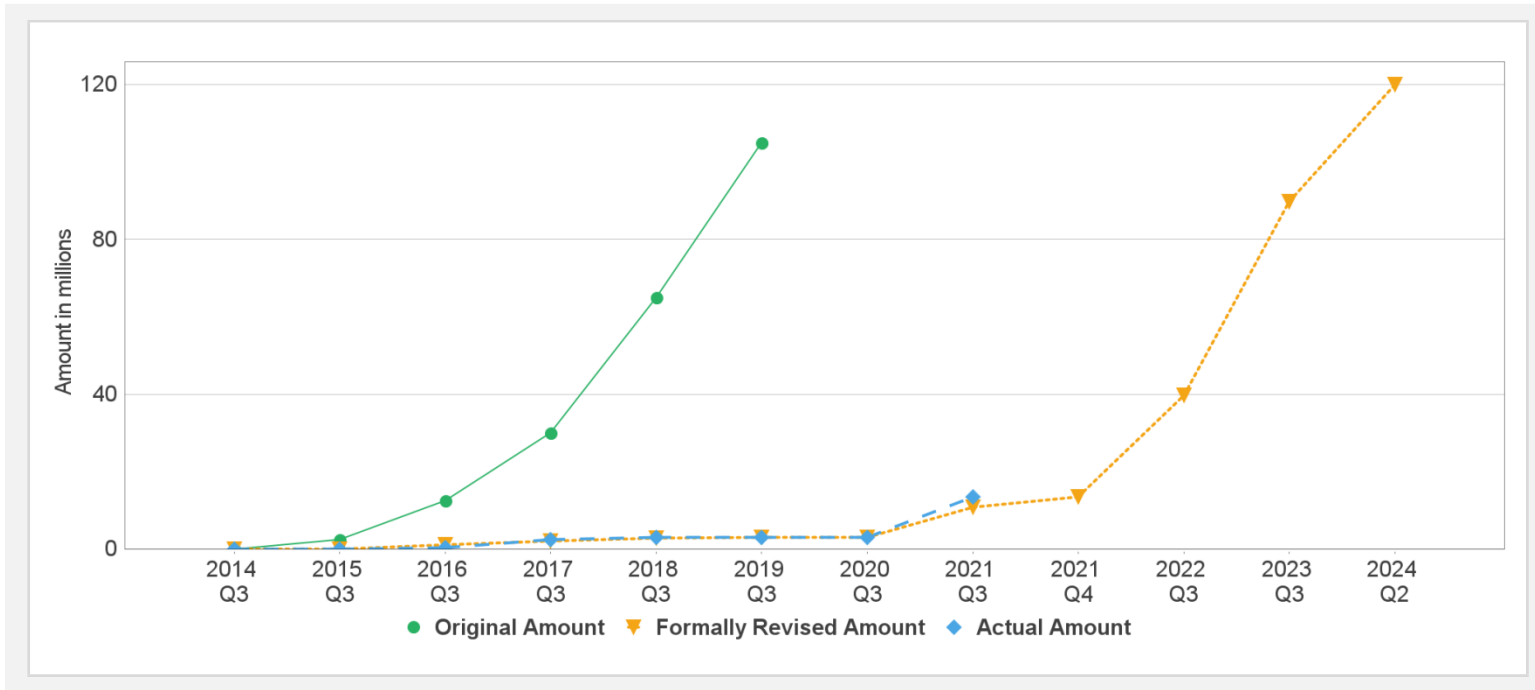
Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	% Disbursed
P132505	IBRD-83390	Effective	USD	120.00	120.00	0.00	13.48	106.52	11%

Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P132505	IBRD-83390	Effective	28-Feb-2014	24-Jul-2014	11-Nov-2014	30-Jun-2019	31-Oct-2023

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 26-Jun-2019 ,Level 2 Approved on 28-May-2020 ,Level 2 Approved on 27-May-2021

Related Project(s)

There are no related projects.