



## Quito Metro Line One (P144489)

LATIN AMERICA AND CARIBBEAN | Ecuador | Transport Global Practice |  
IBRD/IDA | Investment Project Financing | FY 2014 | Seq No: 10 | ARCHIVED on 29-Apr-2019 | ISR36773 |

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

### Key Dates

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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-2020

### 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

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	● Satisfactory	● Satisfactory
Overall Implementation Progress (IP)	● Satisfactory	● Satisfactory
Overall Risk Rating	● High	● High

### Implementation Status and Key Decisions

The Board approved the Quito Metro Line One Project (P144489) on July 25, 2013. It also approved a waiver to the use of World Bank procurement guidelines and authorized the use of IADB procurement guidelines for Component 2 (see below), which is jointly co-financed by the World Bank, IADB, CAF, and EIB. The loan became effective in September 2015.

2. The Board approved a US\$230 million additional financing on June 22, 2018. It was signed on November 29, 2018 and effectiveness is expected to be achieved soon.

**2. 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.

**3. 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 in component 2 by October 2018, according to the data provided by the supervisor (Fiscalizadora), was 73.55% overall (85.42% planned). For the civil works, progress was 81.05% (88.05 percent planned) which can be disaggregated into tunnels: 87.85% progress (82 percent planned); stations: 76.23% progress (92.41% planned); yards and depots: 69.53% progress (100% planned), and systems such as permanent way, power, signaling: 24.88% percent progress (65.17% planned). In turn, financial progress of these works is 75.55% (80.23% planned), equivalent to US\$1,161,989,833.78 built (US\$1,234,013,305.75 planned). Works are therefore advancing well. All stations are under construction.

**5. Component 3—Provision of Train Sets to Operate on Quito Metro Line One:** This component is financed by counterpart funds. Quito has used local procurement rules to hold an international competitive bidding process. The contract was signed on July 17, 2014. The project has received two trains. Rolling stock deliveries are expected in time.

**6. 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.

**7. 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. Ongoing studies are for updating of the demand model and two studies on gender and transport. With the AF, Component 5 was scaled up to support the implementation of critical measures, including mitigation of environmental and social risks. A procurement plan is publicly available.

## Risks

### Systematic Operations Risk-rating Tool

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

## Results

### PDO Indicators by Objectives / Outcomes

Improved urban mobility in the city of Quito				
<b>►Passengers per day in PLMQ (Number, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	295,999.00
Date	11-Nov-2013	13-Dec-2018	13-Dec-2018	01-Jan-2021
<b>►Travel time for public transportation users (Minutes, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	38.50	38.50	38.50	23.10
Date	11-Nov-2013	13-Dec-2018	13-Dec-2018	01-Jan-2021
<b>►Operating costs of Quito's vehicle fleet (Amount(USD), Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	-59,400,000.00
Date	11-Nov-2013	13-Dec-2018	13-Dec-2018	01-Jan-2021
<b>►GHG emissions from transport in DMQ (Metric tons/year, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	-58,170.00
Date	11-Nov-2013	13-Dec-2018	13-Dec-2018	01-Jan-2021
<b>►Adequate passenger capacity provided by PLMQ (Yes/No, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	No	Yes
Date	11-Nov-2013	13-Dec-2018	13-Dec-2018	01-Jan-2021
<b>►Percentage of users satisfied with overall metro service, its security and comfort (differentiated by gender and income) (Percentage, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	65.00
Date	11-Nov-2013	13-Dec-2018	13-Dec-2018	01-Jan-2021
<b>▲Percentage of female users satisfied with overall metro service, its security and comfort (Percentage, Custom Supplement)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	65.00



▲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
▶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	13-Dec-2018	13-Dec-2018	01-Jan-2021

### Intermediate Results Indicators by Components

3. Provision of Train Sets to Operate in the Quito Metro Line One				
▶Percentage of rolling stock completed (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	5.55	5.55	100.00
Date	11-Nov-2013	13-Dec-2018	13-Dec-2018	01-Jan-2021

2. Infrastructure and Equipment Investment for the Quito Metro Line One				
▶Percentage of physical work progress in civil works other than stations (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	81.05	81.05	100.00
Date	11-Nov-2013	31-Oct-2018	31-Oct-2018	01-Jan-2021
▶Percentage of physical work progress in stations and universal access (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	76.23	76.23	100.00
Date	11-Nov-2013	31-Oct-2018	31-Oct-2018	01-Jan-2021
▶Percentage of physical work progress in rail yard (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	69.53	69.53	100.00
Date	11-Nov-2013	31-Oct-2018	31-Oct-2018	01-Jan-2021



▶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	24.88	24.88	100.00
Date	11-Nov-2013	31-Oct-2018	31-Oct-2018	01-Jan-2021
▶Percentage of fare-collection system installed (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	100.00
Date	11-Nov-2013	13-Dec-2018	13-Dec-2018	01-Jan-2021
▶Percentage of progress in installation of permanent way (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	87.85	87.85	100.00
Date	11-Nov-2013	31-Oct-2018	31-Oct-2018	01-Jan-2021

#### 5: 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	13-Dec-2018	13-Dec-2018	01-Jan-2021
▶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	13-Dec-2018	13-Dec-2018	01-Jan-2021
▶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	13-Dec-2018	13-Dec-2018	01-Jan-2021
▶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	13-Dec-2018	13-Dec-2018	01-Jan-2021

## Data on Financial Performance

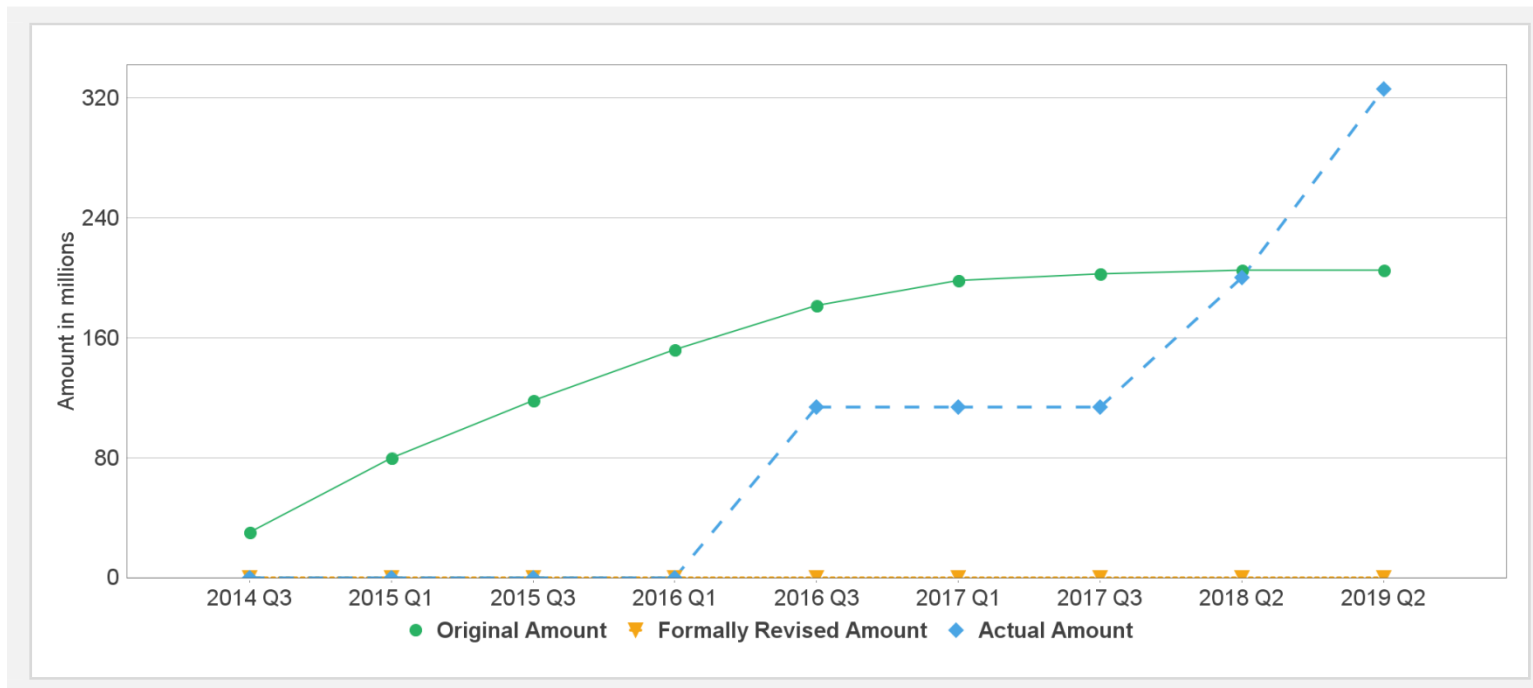
### Disbursements (by loan)

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	124.30	105.70	54%

### 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-2020
P144489	IBRD-88890	Effective	22-Jun-2018	29-Nov-2018	28-Dec-2018	31-Dec-2020	31-Dec-2020

## Cumulative Disbursements





## **Restructuring History**

There has been no restructuring to date.

## **Related Project(s)**

P158756-Additional Financing Quito Metro Line One Project

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