



## Peru Lima Metro Line 2 Project (P145610)

LATIN AMERICA AND CARIBBEAN | Peru | Transport Global Practice |  
IBRD/IDA | Investment Project Financing | FY 2016 | Seq No: 9 | ARCHIVED on 05-Jun-2020 | ISR41095 |

Implementing Agencies: Ministry of Transport and Communications, AATE, Autoridad de Transporte Urbano, Republic of Peru

**Key Dates****Key Project Dates**

Bank Approval Date: 15-Sep-2015

Effectiveness Date: 03-Nov-2016

Planned Mid Term Review Date: 05-Aug-2019

Actual Mid-Term Review Date: 05-Aug-2019

Original Closing Date: 31-Dec-2021

Revised Closing Date: 05-Jun-2020

**Project Development Objectives**

Project Development Objective (from Project Appraisal Document)

The PDO is to provide a major east-west axis (Ate-Lima-Callao) of the Lima-Callao Metropolitan Region with a modern and integrated mass transit system that will improve accessibility to jobs and services in the area of influence of Lima Metro Line 2 and the Gambetta branch of Line 4.

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

No

**Components** Table

Name

Metro Line 2 Implementation through Concession Agreement:(Cost \$300.00 M)

**Overall Ratings**

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

**Implementation Status and Key Decisions**

Overall, project implementation has been very slow with only 32% physical progress under the main concession contract and is further slowed down due to suspension of civil works (building of rail infrastructure, stations) since March 16, 2020 due to the COVID-19 lockdown in Peru. Project implementation has been delayed due to contractual issues between the Concessionaire and implementing agency. The mid-term review by the client and the participating international financial institutions discusses various actions to address implementation bottlenecks. Discussions are ongoing.





## Risks

### Systematic Operations Risk-rating Tool

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

## Results

### PDO Indicators by Objectives / Outcomes

provide a major east-west axis of Lima-Callao Metropolitan Region with integrated mass transit system				
▶ Engagement: (i) Number of citizens engaged in station accessibility design activities; (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	40.00	40.00	200.00
Date	01-Jun-2015	10-Sep-2019	04-May-2020	30-Jun-2021
☐ Acceptability: (ii) Percentage of Metro Line 2 users satisfied with services, differentiated by income level and other user characteristics (such as gender, mobility impairment, previous modes used). (Percentage, Custom Supplement)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	75.00
▶ Ridership. Passengers traveling per day on Metro Line 2, differentiated by income level, gender and other user characteristics. (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target



Value	0.00	0.00	0.00	360,000.00
Date	01-Jun-2015	10-Sep-2019	04-May-2020	30-Jun-2021
<b>► Integration. Number of major Metro Line 2 stations with physical integration and fare system interoperability to facilitate transfers. (Number, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	2.00
Date	01-Jun-2015	10-Sep-2019	04-May-2020	30-Jun-2021
<b>► Mobility: Change in travel time for public transport users for the following origin-destination pairs (Minutes, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	120.00	0.00	0.00	45.00
Date	01-Jun-2015	10-Sep-2019	04-May-2020	30-Jun-2021
<b>► Accessibility. Increase in number of jobs reachable by public transportation within a 60 minute one-way commute in the area of influence of Metro Line 2. (Number, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	100,000.00
Date	01-Jun-2015	10-Sep-2019	04-May-2020	30-Jun-2021

### Overall Comments

**For the Engagement/Acceptability indicator:** (i) Number of citizens engaged in station accessibility design activities; and (ii) Percentage of Metro Line 2 users satisfied with services, differentiated by income level and other user characteristics (such as gender, mobility impairment, previous modes used).

- In MTR mission, the team reminded the client to report an updated value of indicator 5.i, considering the consultancies and accessibility design activities at stations that have been carried out so far (including socializations with the civil society conducted by the contractor). So far, there have been two meetings with the Disability Civil Society (April 1, 2019, and August 12, 2019), 20 people participated in each meeting.

- Indicator 5.ii. cannot report progress until metro line 2 starts operating. However, in the MTR, the team highlighted again that the PIU must provide with a detailed methodology for measuring and calculating these indicators, and report progress through an action plan, which shall include a specific timeline and identification of needs for hiring of consultants to collect information (if applicable).

### Intermediate Results Indicators by Components

Metro Line 2 Implementation through Concession Agreement				
<b>► Stations. Number of stations completed, including all equipment and urban integration elements according to the Concession Contract. (Number, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target



Value	0.00	5.00	7.00	35.00
Date	01-Jun-2015	10-Sep-2019	04-May-2020	30-Jun-2021
<b>► Rail Infrastructure.</b> Progress in the construction of the tunnel, including track superstructure, signaling and telecom equipment, and catenary. (Kilometers, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	4.20	7.00	35.00
Date	01-Jun-2015	10-Sep-2019	04-May-2020	30-Jun-2021
<b>► Depots.</b> Progress in the construction of the depots for Line 2, including track, electrification, signaling and telecom, and all maintenance and personnel facilities. (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.90	0.95	2.00
Date	01-Jun-2015	10-Sep-2019	04-May-2020	30-Jun-2021
<b>► Rolling Stock.</b> Train vehicles tested and approved for operations with signaling and control system. (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	144.00	192.00	252.00
Date	01-Jun-2015	10-Sep-2019	04-May-2020	30-Jun-2021

### Performance-Based Conditions

### Data on Financial Performance

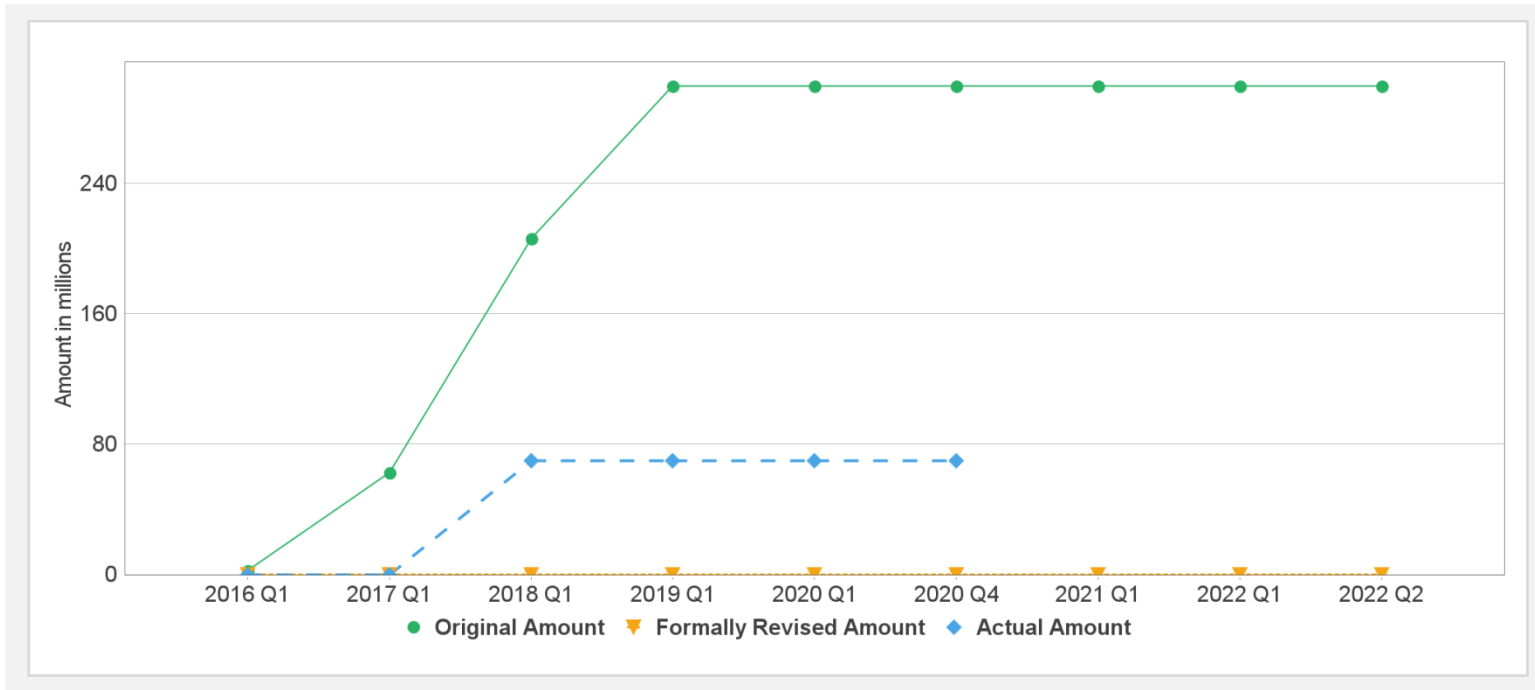
#### Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	% Disbursed
P145610	IBRD-85170	--	USD	300.00	70.00	230.00	70.00	0.00	100%

#### Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P145610	IBRD-85170	--	15-Sep-2015	12-Apr-2016	03-Nov-2016	31-Dec-2021	05-Jun-2020

### Cumulative Disbursements



**PBC Disbursement**

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

**Restructuring History**

Level Approved on 04-Jun-2020 ,Level 2 Approved on 05-Jun-2020

**Related Project(s)**

P157956-Lima Metro Line 2 (Phase 2) ,P162811-PERU Second Phase of Lima Metro Line 2