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 | Moderately Unsatisfactory | Unsatisfactory
Overall Implementation Progress (IP) | Moderately Unsatisfactory | Unsatisfactory
Overall Risk Rating | High | 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

<table>
<thead>
<tr>
<th>Risk Category</th>
<th>Rating at Approval</th>
<th>Previous Rating</th>
<th>Current Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>Political and Governance</td>
<td>Moderate</td>
<td>Substantial</td>
<td>Substantial</td>
</tr>
<tr>
<td>Macroeconomic</td>
<td>Moderate</td>
<td>Moderate</td>
<td>Moderate</td>
</tr>
<tr>
<td>Sector Strategies and Policies</td>
<td>High</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>Technical Design of Project or Program</td>
<td>Substantial</td>
<td>Substantial</td>
<td>Substantial</td>
</tr>
<tr>
<td>Institutional Capacity for Implementation and Sustainability</td>
<td>High</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>Fiduciary</td>
<td>Moderate</td>
<td>Moderate</td>
<td>Substantial</td>
</tr>
<tr>
<td>Environment and Social</td>
<td>Substantial</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>Stakeholders</td>
<td>High</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>Other</td>
<td>High</td>
<td>--</td>
<td>Low</td>
</tr>
<tr>
<td>Overall</td>
<td>High</td>
<td>High</td>
<td>High</td>
</tr>
</tbody>
</table>

Results

PDO Indicators by Objectives / Outcomes

provide a major east-west axis of Lima-Callao Metropolitan Region with integrated mass transit syst

►Engagement: (i) Number of citizens engaged in station accessibility design activities; (Number, Custom)

<table>
<thead>
<tr>
<th>Value</th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date</td>
<td>01-Jun-2015</td>
<td>10-Sep-2019</td>
<td>04-May-2020</td>
<td>30-Jun-2021</td>
</tr>
</tbody>
</table>

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)

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</thead>
<tbody>
<tr>
<td>Date</td>
<td></td>
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</tr>
</tbody>
</table>

►Ridership. Passengers traveling per day on Metro Line 2, differentiated by income level, gender and other user characteristics. (Number, Custom)

<table>
<thead>
<tr>
<th>Value</th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
</tr>
</thead>
</table>
**Value** | **Date** | **Baseline** | **Actual (Previous)** | **Actual (Current)** | **End Target**
---|---|---|---|---|---
0.00 | 01-Jun-2015 | 0.00 | 0.00 | 360,000.00 |

**Date** | **Value** | **Date** | **Value** | **Date** | **Value** |
---|---|---|---|---|---|
01-Jun-2015 | 0.00 | 10-Sep-2019 | 0.00 | 04-May-2020 | 2.00 |
30-Jun-2021 | 0.00 | 10-Sep-2019 | 0.00 | 04-May-2020 | 45.00 |
30-Jun-2021 | 0.00 | 10-Sep-2019 | 0.00 | 04-May-2020 | 100,000.00 |

**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**

**Stations. Number of stations completed, including all equipment and urban integration elements according to the Concession Contract.**

<table>
<thead>
<tr>
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<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<td></td>
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</tbody>
</table>
### Performance-Based Conditions

**Data on Financial Performance**

#### Disbursements (by loan)

<table>
<thead>
<tr>
<th>Project</th>
<th>Loan/Credit/TF</th>
<th>Status</th>
<th>Currency</th>
<th>Original</th>
<th>Revised</th>
<th>Cancelled</th>
<th>Disbursed</th>
<th>Undisbursed</th>
<th>% Disbursed</th>
</tr>
</thead>
<tbody>
<tr>
<td>P145610</td>
<td>IBRD-85170</td>
<td>--</td>
<td>USD</td>
<td>300.00</td>
<td>70.00</td>
<td>230.00</td>
<td>70.00</td>
<td>0.00</td>
<td>100%</td>
</tr>
</tbody>
</table>

#### Key Dates (by loan)

<table>
<thead>
<tr>
<th>Project</th>
<th>Loan/Credit/TF</th>
<th>Status</th>
<th>Approval Date</th>
<th>Signing Date</th>
<th>Effectiveness Date</th>
<th>Orig. Closing Date</th>
<th>Rev. Closing Date</th>
</tr>
</thead>
</table>

### Cumulative Disbursements
PBC Disbursement

<table>
<thead>
<tr>
<th>PBC ID</th>
<th>PBC Type</th>
<th>Description</th>
<th>Coc</th>
<th>PBC Amount</th>
<th>Achievement Status</th>
<th>Disbursed amount in Coc</th>
<th>Disbursement % for PBC</th>
</tr>
</thead>
</table>

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