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Implementation Status & Results
Mexico
MX Urban Transport Transformation Progr (P107159)

Operation Name: MX Urban Transport Transformation Progr (P107159) | Project Stage: Implementation | Seq.No: 7 | Status: ARCHIVED | Archive Date: 17-Jan-2014

Country: Mexico | Approval FY: 2010

Product Line: IBRD/IDA | Region: LATIN AMERICA AND CARIBBEAN | Lending Instrument: Specific Investment Loan

Implementing Agency(ies):

Key Dates

Board Approval Date	25-Mar-2010	Original Closing Date	30-Jun-2017	Planned Mid Term Review Date	16-Jun-2014	Last Archived ISR Date	30-Jun-2013
Effectiveness Date	15-Dec-2010	Revised Closing Date	30-Jun-2017	Actual Mid Term Review Date			

Project Development Objectives

Project Development Objective (from Project Appraisal Document)

The objective of the Project is to contribute to the transformation of urban transport in Mexican cities toward a lower carbon growth path.

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

○ Yes ◉ No

Component(s)

Component Name	Component Cost
Capacity Building: Provision of TA and training to the Eligible Beneficiaries in the Participating Entities	10.00
Development of Integrated Transit Systems that reduce CO2 emissions: (i) Mass transit corridors and ancillary investments; (ii) Low	340.00
Project Management	0.00

Overall Ratings

	Previous Rating	Current Rating
Progress towards achievement of PDO	Satisfactory	Satisfactory
Overall Implementation Progress (IP)	Moderately Unsatisfactory	Moderately Unsatisfactory
Overall Risk Rating	Substantial	Substantial

Implementation Status Overview

1. The UTTP blends resources from the Clean Technology Fund, the World Bank, Mexico´s PROTRAM, state and municipal governments, and the private sector. The Bank-financed part is 13% of the total project cost and counterpart sources finance 87% of the project cost. An assessment of implementation progress has to look two sides, the Bank-finance side and the side financed by counterpart sources.

2. The counterpart side of the UTTP continues to perform satisfactorily. PROTRAM has a portfolio of 35 projects, out of which 21 are in pipeline and 14 have been approved. The

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pipeline includes 7 projects in preparation stage, a request for a guarantee for a BRT project in identification, and a suburban rail project in prefeasibility stage. In addition, there are 13 projects approved. There are seven projects in operation, (testing or commercial operation), including (BRT projects in Puebla, State of Mexico, Mexico City, State of Nuevo Leon, State of Chihuahua and State of Guerrero). The total portfolio with PROTRAM approved support accounts for nearly 2 billion dollars of which PROTRAM will grant about 900 million dollars.

3. On the Bank direct finance side, infrastructure for Ecovia corridor has been in Monterrey has concluded, and despite some small safeguards issue the project is performing in a satisfactory manner. Additionally, for Monterrey as well, the Bank has given no objection of the procurement of buses by the private sector and the final contract is pending agreements between State and operators on the concession agreement and consequent credit signature with Banobras.

4. A new management team in Banobras in charge of the project has agreed on clear milestones and coordination mechanisms to monitor project progress with the Bank. Key challenges remain on proactivity to manage demand for funds, procurement – most of which are currently being tackled – and on safeguards implementation.

5. The UTTP is achieving its outcome indicators as expected, yet more traction is required on IBRD/CTF financing to address lagging disbursements.

Locations

Country	First Administrative Division	Location	Planned	Actual
Mexico	Tamaulipas	Tampico	✓	
Mexico	Mexico	Santa Maria Chimalhuacan		✓
Mexico	Mexico	Santa Cruz Tecamac		✓
Mexico	Puebla	Puebla de Zaragoza		✓
Mexico	The Federal District	Mexico City	✓	
Mexico	Guerrero	Acapulco de Juarez	✓	
Mexico	Mexico	San Antonio Buenavista	✓	
Mexico	Baja California	Tijuana	✓	
Mexico	Nuevo Leon	Monterrey	✓	
Mexico	Baja California	Mexicali	✓	
Mexico	Guanajuato	Leon	✓	
Mexico	Chihuahua	Chihuahua	✓	
Mexico	Aguascalientes	Aguascalientes	✓	

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Results

Project Development Objective Indicators

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Indicator Name	Core	Unit of Measure		Baseline	Current	End Target
Avoided CO2 emissions	☐	Number	Value	0.00		1.96
			Date	25-Feb-2010	12-Sep-2012	30-Jun-2017
			Comments		Implementation of sub-projects is advancing. The task team developed a methodology to assess baseline and reductions of GHG based on data used in feasibility studies. The methodology was given to Banobras. Measurements of actual reductions will be made once projects become fully operationals.	Value in million tons of CO2
Integrated Mass Transit Corridors in operation and daily ridership	☐	Number	Value	0.00	0.00	18.00
			Date	25-Feb-2010	12-Sep-2012	30-Jun-2017
			Comments	0 both for the Corridors and the passengers	Nine integrated mass transit corridors are under construction. In 2013 6 will become operational, including the Ecovia in Monterrey. By 2013 the M&E framework says 6 projects should be operational.	18 for the Corridors and 4 million for the passengers
Investment leverage	☐	Amount(USD)	Value	0.00	1650.00	2344.00
			Date	25-Feb-2010	12-Oct-2012	30-Jun-2017
			Comments		The 9 projects under implementation have a cost of 1.65 billion dollars of which PROTRAM will finance 460 million, and local and private sector sources will finance the rest. According to the M&E indicators for the UTTP, between 2010 and 2012 the project should have leveraged 910 million dollars in counterpart financing. Hence the indicator is well exceeded thanks to the 9 projects under	Value in millions

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					implementation. One of these projects is the Ecovia in Monterrey.	

Intermediate Results Indicators

Indicator Name	Core	Unit of Measure		Baseline	Current	End Target
Integration of climate change mitigation in Integrated Transport Plans	☐	Number	Value	0.00	9.00	8.00
			Date	25-Feb-2010	12-Oct-2012	30-Jun-2017
			Comments		Per PROTRAM guidelines, all projects it finances must have climate change considerations.	
Saved travel time	☐	Minutes	Value	0.00		9.00
			Date	25-Feb-2010	12-Oct-2012	30-Jun-2017
			Comments		Not applicable until subprojects begin to operate.	
% of users formerly private vehicle users	☐	Percentage	Value	0.00	0.00	10.00
			Date	25-Feb-2010	12-Oct-2012	30-Jun-2017
			Comments		Not applicable until subprojects begin to operate.	
Operating bus scrapping programs	☐	Number	Value	0.00	2.00	5.00
			Date	25-Feb-2010	12-Oct-2012	30-Jun-2017
			Comments		Scrapping of old buses takes place routinely as most Mexican states have regulation for maximum useful life. As project is implemented, a number of buses is scrapped in the state. Monterrey and Puebla are examples.	
Deployment of low carbon vehicle technologies by the private sector	☐	Number	Value	0.00	2.00	5.00
			Date	25-Feb-2010	12-Oct-2012	30-Jun-2017
			Comments		Guadalajara and Mexico DF have deployed hybrid buses. Monterrey will deploy soon clean buses.	

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Data on Financial Performance (as of 28-Jun-2013)

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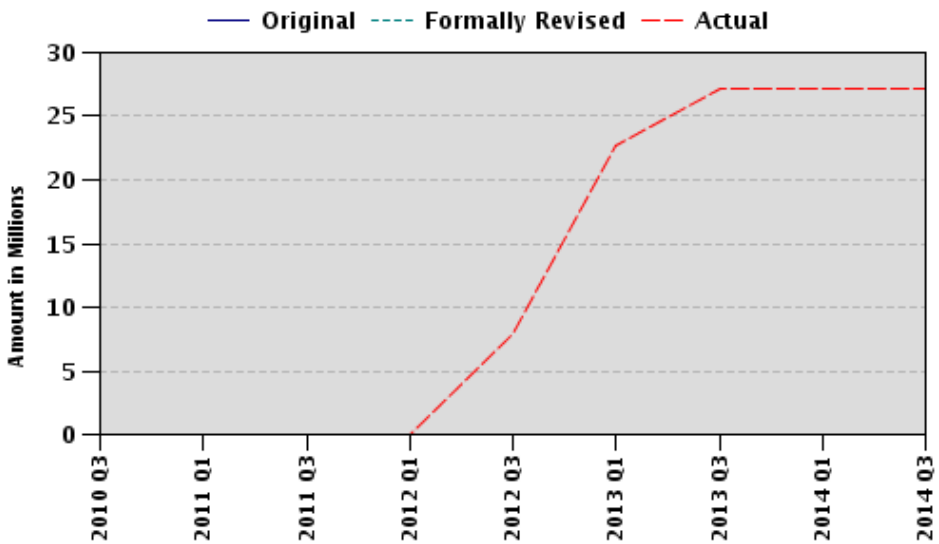
Financial Agreement(s) Key Dates

Project	Ln/Cr/Tf	Status	Approval Date	Signing Date	Effectiveness Date	Original Closing Date	Revised Closing Date
P107159	IBRD-78830	Effective	25-Mar-2010	21-Jul-2010	15-Dec-2010	30-Jun-2017	30-Jun-2017
P107159	TF-96291	Effective	25-Mar-2010	21-Jul-2010	15-Dec-2010	30-Jun-2017	30-Jun-2017

Disbursements (in Millions)

Project	Ln/Cr/Tf	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	% Disbursed
P107159	IBRD-78830	Effective	USD	150.00	150.00	0.00	11.65	138.35	8.00
P107159	TF-96291	Effective	USD	200.00	200.00	0.00	15.45	184.55	8.00

Disbursement Graph



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Key Decisions Regarding Implementation

No key decision taken.

Restructuring History

Level two Approved on 22-Aug-2012, Level two Approved on 03-May-2013

Related Projects

There are no related projects.