



## Peru Lima Metro Line 2 Project (P145610)

LATIN AMERICA AND CARIBBEAN | Peru | Transport & ICT Global Practice |  
IBRD/IDA | Investment Project Financing | FY 2016 | Seq No: 2 | ARCHIVED on 15-Jun-2016 | ISR23991 |

Implementing Agencies: AATE

### Key Dates

#### Key Project Dates

Bank Approval Date:15-Sep-2015

Effectiveness Date:--

Planned Mid Term Review Date:02-Oct-2017

Actual Mid-Term Review Date:--

Original Closing Date:31-Dec-2021

Revised Closing Date:31-Dec-2021

### 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

Name

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

### Overall Ratings

Name	Previous Rating	Current Rating
Progress towards achievement of PDO	● Satisfactory	● Satisfactory
Overall Implementation Progress (IP)	● Satisfactory	● Moderately Satisfactory
Overall Risk Rating	● High	● High

### Implementation Status and Key Decisions

Despite some progress in coordination between government agencies and execution of the project, the project continues to see accumulating



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implementation delays. Construction is ongoing for Phase 1A, including a 5km section and the Santa Anita rail yard. Construction of the ventilation shafts and the rail yard are well advanced and tunnel construction has started using the conventional method (not involving the tunnel boring machine). The Bank is closely monitoring implementation progress and coordinating with other financiers and government to prioritize technical assistance activities.



## Risks

### Systematic Operations Risk-rating Tool

Risk Category	Rating at Approval	Previous Rating	Current Rating
Political and Governance	● Moderate	● Moderate	● Moderate
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	● Moderate
Environment and Social	● Substantial	● Substantial	● Substantial
Stakeholders	● High	● High	● High
Other	● High	--	--
Overall	● High	● High	● High

## Results

### Project Development Objective Indicators

► Mobility: Change in travel time for public transport users for the following origin-destination pairs (Minutes, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	120.00	--	--	45.00
Date	01-Jun-2015	--	--	30-Jun-2021



► **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)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	--	--	--	100000.00
Date	--	--	--	30-Jun-2021

► **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	--	--	360000.00
Date	01-Jun-2015	--	--	30-Jun-2021

► **Integration.** Number of major Metro Line 2 stations with physical integration and fare system interoperability to facilitate transfers. (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	--	2.00
Date	01-Jun-2015	--	--	30-Jun-2021

► **Engagement** (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	--	--	--	200.00
Date	--	--	--	30-Jun-2021

▲ **Acceptability** (Percentage, Custom Supplement)



	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	--	--	--	75.00

## Overall Comments

**Intermediate Results Indicators**

► Stations. Number of stations completed, including all equipment and urban integration elements according to the Concession Contract. (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	--	35.00
Date	01-Jun-2015	--	--	30-Jun-2021

► Rail Infrastructure. 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	--	0.65	35.00
Date	01-Jun-2015	--	--	30-Jun-2021

► Depots. 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	--	0.24	2.00
Date	01-Jun-2015	--	--	30-Jun-2021



► Rolling Stock. Train vehicles tested and approved for operations with signaling and control system. (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	--	252.00
Date	01-Jun-2015	--	--	30-Jun-2021

Overall Comments

### Data on Financial Performance

#### Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	Disbursed
P145610	IBRD-85170	Not Effective	USD	300.00	300.00	0.00	0.00	300.00	0%

#### Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P145610	IBRD-85170	Not Effective	15-Sep-2015	12-Apr-2016	--	31-Dec-2021	31-Dec-2021

#### Cumulative Disbursements

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## Restructuring History

There has been no restructuring to date.

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## Related Project(s)

P157956-Lima Metro Line 2 (Phase 2)

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