

ABSTRACTO DE COOPERACIÓN TÉCNICA

I. Información Básica del Proyecto

▪ País/Región:	JAMAICA/CCB - Grupo Caribe
▪ Nombre de la CT:	Revitalización del Ferrocarril en Jamaica
▪ Número de CT:	JA-T1221
▪ Jefe de Equipo/Miembros:	PERSAUD, CHRISTOPHER (INE/TSP) Team Leader; FIORAVANTI, REINALDO DANIEL (INE/TSP) Alternate Team Leader; MARIANO ANSALDO (INE/TSP); GUERRERO, PABLO (INE/TSP); SCHOLL, PATRICIA LYNN (INE/TSP); AGUSTIN OSEGUERA (INE/TSP); MENDOZA BENAVENTE, HORACIO (LEG/SGO); FERRO BRICENO PAULA VANESSA (INE/TSP); KIM SEUNGYEON (INE/TSP); LEAL ROSILLO, ROBERTO (VPS/ESG)
▪ Taxonomía:	Client Support
▪ Número y nombre de la operación que apoyará la CT:	N/A
▪ Fecha del Abstracto de CT:	11 Jun 2024
▪ Beneficiario:	The Ministry of Science, Energy, Telecommunications and Transport (MSETT)
▪ Agencia Ejecutora:	INTER-AMERICAN DEVELOPMENT BANK
▪ Financiamiento solicitado del BID:	US\$175,000.00
▪ Contrapartida Local:	US\$0.00
▪ Periodo de Desembolso:	36 meses
▪ Tipos de consultores:	Empresas
▪ Unidad Responsable de Preparación:	INE/TSP - Transporte
▪ Unidad Responsable de Desembolso:	CCB/CJA - Representación Jamaica
▪ CT incluida en la Estrategia de País (s/n):	Sí
▪ CT incluida en CPD (s/n):	Sí
▪ Alineación a la Actualización de la Estrategia Institucional 2010-2020:	Sostenibilidad ambiental; Igualdad de género

II. Objetivos y Justificación de la CT

- 2.1 El objetivo general de esta Cooperación Técnica es promover una mayor calidad y eficiencia y reducir las emisiones en el transporte público a nivel nacional mediante la revitalización de los servicios ferroviarios en Jamaica. Específicamente, la CT evaluará políticas para la viabilidad de la revitalización del sistema ferroviario de Jamaica para proporcionar un modo de transporte dedicado de alta calidad, eficiente y de bajas emisiones tanto para el servicio de pasajeros como de carga en todo el país, así como para los viajes urbanos que conecten los centros urbanos y las comunidades rurales. Esto se logrará a través de estudios sobre políticas y legislación, demanda de viajes, soluciones técnicas, operaciones de bajas emisiones y viabilidad social, ambiental, económica y financiera.
- 2.2 The Jamaica railway system dates back to the 1830s when it was established as a privately operated entity. It was acquired by the government in 1879 and operated through a consortium between the government and private sector. In 1960, the current Jamaica Railway Corporation (JRC) was established through a legislative act with the same title. The assets of the JRC includes 335 km of tracks traversing nine (9) of the fourteen (14) parishes of Jamaica. These parishes are Clarendon, Kingston, Manchester, Portland, St. Ann, St. Catherine, St. Elizabeth, St. James and St. Mary and 44 stations in varying conditions from very good to destroyed/demolished . Many

of these railroads started closing during the 1970s due to concerns about operational deficits and in 1992 all passenger services were halted. Presently, only a single line offers mine-to-port connectivity, operating on 27% of the tracks.

- 2.3 Jamaica's National Development Plan – Vision 2030 recognizes that a well-organized and accessible transportation sector, capable of moving people and goods efficiently, safely, and affordably, while minimizing the impact on the environment and society, is indispensable to economic progress. For the 75% of households in Jamaica without a private car, equitable access to efficient, safe, affordable public transportation services determines their access to education and employment opportunities, as well as healthcare and other public services. Over the years the number of vehicles on the road has steadily increased to meet the transportation needs, however, the economic and environmental costs of importing, maintaining, and fueling a large fleet will pose long-term challenges to the sustainability this trend. Vision 2030 identified the feasibility of rehabilitation of the railway as an alternative mode of transport as important to developing a sound and affordable public transport system.
- 2.4 In this context, the TC will finance (i) preparation of policy framework and roadmap, (ii) prefeasibility study for passenger rail in the Kingston Metropolitan Area, and (iii) dissemination and knowledge for the revitalization of rail services in Jamaica.

III. Descripción de las Actividades y Resultados

- 3.1 **Componente I: Policy Framework and Road Map.** To support the preparation of a policy framework for the revitalization of rail transportation in Jamaica for both passenger and goods rail services. The framework will consist of a national policy paper, the identification of legislative and/or regulation changes required and actions to incentivize the participation of the private sector in the development and scaling up of rail services operations. A roadmap will outline implementation actions, sequencing, estimated costs, and timeline.
- 3.2 **Componente II: Prefeasibility Study for passenger rail in the Kingston Metropolitan Area.** Preparation of a feasibility study for scalable passenger rail services in the Kingston Metropolitan Area, utilizing existing infrastructure. This study will estimate demand, identify needed infrastructure (including universal design for PwDs) and equipment, propose a structure for high-quality, efficient rail services, and assess financial and economic feasibility. It will consider low-emission operations, environmental/social benefits, and potential expansion to rural communities.
- 3.3 **Componente III: Dissemination and Knowledge.** The following activities will be financed: (i) events for the exchange of experiences with experts on the topics addressed by the TC and (ii) dissemination of the results of the analytical work funded by the TC.

IV. Presupuesto

Presupuesto Indicativo

Actividad/Componente	BID/Financiamiento por Fondo	Contrapartida Local	Financiamiento Total
Policy Framework and Road Map	US\$70,000.00	US\$0.00	US\$70,000.00
Prefeasibility Study for passenger rail in the Kingston Metropolitan Area	US\$95,000.00	US\$0.00	US\$95,000.00
Dissemination and Knowledge	US\$10,000.00	US\$0.00	US\$10,000.00
Total	US\$175,000.00	US\$0.00	US\$175,000.00

V. Agencia Ejecutora y Estructura de Ejecución

- 5.1 At the request of the Government of Jamaica, the Executing Agency (EA) of this operation will be the Bank, through the Transportation Division of the Department of Infrastructure and Energy (INE/TSP). The Bank will work in close collaboration with the beneficiary of the TC, the Ministry of Science, Energy, Telecommunications and Transport.
- 5.2 The proposed execution structure is justified by the Bank's experience in developing the operational and technical instruments considered in the framework of this TC. In particular, the reasons for assigning the Bank the execution of this TC consider that: (i) the previous experience of INE/TSP will allow the establishment of logical and robust guidelines for the preparation of the studies required by this TC, particularly due to the extensive knowledge in the transportation areas, with the possibility of generating a difference in the quality of the products to be developed; and (ii) for the execution of this TC, coordination with different stakeholders is required, a position in which the Bank is seen as a strategic partner.
- 5.3 The activities will be coordinated by INE/TSP where the Bank will be responsible for: (i) identifying the studies and technical work necessary to structure the project; (ii) select and hire consultants to provide the necessary services; and (iii) manage contract execution and evaluation of consulting services. The activities will be carried out in coordination with the Beneficiary.
- 5.4 The operation's activities will be carried out in accordance with the Bank's established procurement methods, namely: (a) Hiring of individual consultants, as established in AM-650; (b) Hiring of consulting firms for services of an intellectual nature and (c) Hiring of logistics services and other services different from consultancy, in accordance with policy GN-2303-33.

VI. Riesgos Importantes

- 6.1 The main risks that could affect the execution of the activities planned by this TC are related to (i) coordination challenges among the different parties involved for the policy initiatives since this could slow down the execution of activities and the overall progress of the TC; to mitigate this risk, the Bank will be the EA leading the coordination and communication with the hired consultants; and (ii) the availability of information for the pre-feasibility study since this will affect the quality of the output; to mitigate this risk the a workshop with stakeholders will be held at the startup of the study to identify sources of information.

VII. Aspectos Ambientales y Sociales

- 7.1 Esta Cooperación Técnica está destinada a financiar los estudios de prefactibilidad o factibilidad de proyectos de inversión específicos y los estudios ambientales y sociales asociados a los mismos; por lo tanto, los términos de referencia y los productos de esta TC serán consistentes con los requisitos aplicables del Marco de Política Ambiental y Social (ESPF) del Banco.