TC Document

Brazil
Low-carbon urban mobility for large cities in Brazil (BR-T1276)

I. Basic information for TC

▪ Country/Region:	Brazil
▪ TC Name:	Low-carbon urban mobility for large cities in Brazil
▪ TC Number:	BR-T1276
▪ Associated Loan/Guarantee Name:	Low-carbon urban mobility for large cities in Brazil
▪ Associated Loan/Guarantee Number:	BR-G1006
▪ Team Leader/Members:	Vera Lucia Vicentini, Team Leader (TSP/CAR); Paula Castillo, María Romero Pons (INE/TSP); Dalve Alves, Karisa Riveiro (TSP/CBR); Francisco Arango (INE/CCS); Laura Mondragon (INE/CCS); and Cristina Celeste Marzo (LEG/SGO)
▪ Date of TC Abstract authorization:	N/A
▪ Beneficiary (countries or entities which are the recipient of the technical assistance):	Ministry of Cities, Brazil
▪ Executing Agency and contact name:	The Bank through INE/TSP as per request of the beneficiary
▪ Donors providing funding:	FMM – IADB/Global Environment Facility (GEF)
▪ IDB Funding requested:	100,000
▪ Local counterpart funding:	130,000
▪ Disbursement period (which includes execution period):	16 months
▪ Required start date:	August 12, 2013
▪ Types of consultants (firm or individual consultants):	Firms / Individual consultants
▪ Prepared by Unit:	Transport Division (INE/TSP)
▪ Unit of Disbursement Responsibility:	Transport Division (INE/TSP)
▪ TC Included in Country Strategy (y/n): ▪ TC included in CPD (y/n):	TC included in country strategy (Y) TC included in CPD (N)
▪ GCI-9 Sector Priority:	Climate change, sustainable energy and environmental sustainability

II. Objectives and Justification of the TC

A. Background

2.1 Brazil has some of the largest cities in Latin America and in the world – Sao Paulo is the world's seventh largest city, and 15 other cities have more than one million people. Due to Brazil's fast growing economy, motorization has grown at an accelerated rate. This growth has been accompanied by unsatisfactory public transport, increased congestion, air pollution, greenhouse gas (GHG) emissions and other negative effects from the wide spread use of automobiles.

2.2 Brazil's vehicle fleet, including automobiles, motorcycles, light commercial vehicles and buses reached 44 million in 2011. Estimates show that economic losses from traffic congestion in Brazil reach several billion dollars a year. Moreover, the Sectorial Plan for Transport and Urban Mobility for the Mitigation of Climate Change (PSTM), estimated that the trend of CO_2 emissions from the transportation sector of passengers will reach 150 Mt in 2020, representing an

increase of 65.9% compared to 2010. In this emerging scenario, individual transport will be responsible for 67% of CO_2 emissions and public transportation will total 33% of CO_2 emissions[1].

2.3 The latter indicates the importance of a marked shift from private cars to public transit. Achieving such a shift is a challenge. Amongst others, public transport needs attributes that provide private motorists incentives to engage in modal shift. At the same time, policies discouraging private vehicle use and encouraging non-motorized transport will have to take place.

2.4 The baseline project for this particular GEF project falls under the Growth Acceleration Program ("Programa de Aceleracao do Crescimento" or PAC), a major investment plan launched in 2007. The PAC of Mobilidade Grandes Cidades Program (Urban Mobility Projects for Big Size Cities), launched in 2011, will invest US$15 billion (R$32 billion) in the 24 largest cities in the country (those with over 700,000 inhabitants). The projects under this PAC will expand transportation infrastructure capacity and improve public transportation, thus benefitting 39% of the population living in metropolitan areas. The projects may include a variety of transportation systems, such as Bus Rapid Transit (BRT), light rail, commuter trains, and metro[2].

2.5 Despite these important efforts, urban transport projects under the PAC only include infrastructure financing. These projects are not articulated to any transportation plan or urban sustainable mobility strategy that includes alternative measures such as those designed under the Avoid-Shift-Improve (A-S-I) paradigm[3]. Moreover, they do not incorporate Transport Demand Management measures (TDM) or mechanisms to ensure the integration of transportation plans with the planning and regulation of use and occupation of the land. Finally, they do not contemplate the reorganization of bus routes to feed the massive systems, nor complementary investment plans to promote Non-Motorized Transport (NMT).

B. Justification

2.6 This GEF program will be articulated to transport projects financed by the PAC in four cities to be selected as pilots, contributing to increase their potential to reduce GHG through the implementation of complementary measures that include the

[1] Sources: Approved GEF PIF Document (2012); Plano setorial de transporte e de mobilidade urbana para Mitigação e adaptação à mudança do clima (PSTM).
http://www.cidades.gov.br/images/stories/ArquivosSEMOB/Biblioteca/PSTM.pdf

2 Source: Approved GEF PIF Document (2012); PAC.
http://www.cidades.gov.br/index.php/progsemob/776-pac-2-mobilidade-grandes-cidades;
http://www.pac.gov.br

[3] The A-S-I paradigm aims to meet key performance goals for the transport system by balancing both supply and demand, focused in transport measures and investments to: **Avoid** unnecessary travel activity through more effective spatial, logistical, and communications systems; **Shift** travel from less efficient to more efficient modes (e.g. from car or minibus to high efficiency public transport, or from truck to rail, or from partially loaded unibody trucks to fully loaded tractor-trailers); or **Improve** the efficiency of the remaining travel activity through either improved vehicle design or more effective management of transport system operations and networks.

integration of public transport systems. The GEF program will also promote NMT and the development of mobility plans to regulate and implement TDM measures as well as the interrelationship between transportation and land use.

2.7 The proposed project is thoroughly aligned with the GEF strategic program "CCM-4: Transport/Urban: Promote energy efficient, low-carbon transport and urban systems", by incorporating GHG emissions considerations in mobility strategies and plans for large Brazilian cities. Also, the project is aligned with the IDB's Ninth General Capital Increase (GCI-9) sector priority "Protect the environment, respond to climate change, promote renewable energy, and ensure food security". Specifically, this project contributes to the consolidation of institutional and regulatory frameworks to allow investments in sustainable transport, as it is established in the GCI-9. Finally, this Technical Cooperation (CT) is fully aligned with the Bank's country strategy with Brazil (GN-2662-1) by supporting the projects under the PAC regarding mass transit, sustainable urban mobility and NMT.

C. Objectives

2.8 The activities funded under this Project Preparation Grant (PPG) will provide the necessary inputs for the preparation of the proposal for the project "Low-carbon urban mobility for large cities in Brazil". These activities include baseline studies, project design, budget and results framework with detailed indicators and targets. This preparatory phase will also involve confirmation of co-financing, risk assessment and the definition of institutional arrangements for execution.

2.9 To achieve this, the TC will gather data for an overview of the transport system in each city involved and establish the project's indicators, baseline, goals and milestones. The PPG will conduct surveys, assess capacities and design methodologies. Also, it will validate the economic viability and consensus of the activities to be conducted during the project. The TC will carry out consultations with stakeholders and establish preliminary agreements with each city regarding the scope of the project and pilot engagement. The project proposal resulting from this TC will detail the expected global environmental benefits from the suggested activities as well as its contribution to the GEF focal areas and other aligned objectives.

III. Description of activities/components and budget

3.1 The proposed TC will finance the following activities under four components. All the outcomes and related activities are oriented to fulfill the GEF project preparation requirements and documentation.

3.2 **Component 1. Consultations with participating cities**. This component involves consultations with participating cities to define the scope and extent of involvement in the project's pilots. Henceforth, it will provide information regarding risk assessment, co-financing resources and results framework. Consultations should also serve to establish the institutional arrangements and capabilities regarding the project's execution

- Activity 1.1. Engagement of relevant stakeholders in the cities: public, private sectors and academia.
- Activity 1.2. Assessment of risks, challenges and opportunities.
- Activity 1.3. Assessment and validation of co-financing sources.
- Activity 1.4. Detailed agreements with the cities.
- Activity 1.5. Preparation and validation of a results framework.

3.3 **Component 2. Overview study for the cities involved, baseline, goals and milestones definition for each city.** This outcome will provide the relevant information regarding each city's transport system and propose a conceptual framework for the pilot, define its baseline, goals, institutional framework and implementation proposal, including a partnering mechanisms proposal.

- Activity 2.1. Data collection and overview study of the actual transport systems of each city.
- Activity 2.2. Analysis of related international best practices and other GEF experiences (e.g. China) in low carbon urban mobility projects.
- Activity 2.3. Definition of pilot conceptual framework, baseline, goals and milestones for each city.
- Activity 2.4. Proposal of indicators to be used.

3.4 **Component 3. Definition of execution mechanisms**. The proposed activities under this component seek to establish the execution mechanisms for the project. This outcome will identify the local capacity to implement the project and define the institutional arrangements for its implementation.

- Activity 3.1. Institutional analysis of local capacity to implement the project.
- Activity 3.2. Definition of detailed agreements regarding the project's implementation with the executing agency.
- Activity 3.3. Definition and validation of the overall institutional arrangements for the implementation of the project.

3.5 **Component 4. Feasibility assessment and draft project proposal.** This component will provide the feasibility assessment for the implementation of the project and the consolidated project proposal draft.

- Activity 4.1. Elaboration and validation of the Monitoring and Evaluation Plan.
- Activity 4.2. Assessment of project's potential for GHG emissions reduction and other environmental benefits.
- Activity 4.3. Assessment of project socio-economic benefits.
- Activity 4.4. Preparation of procurement plan.
- Activity 4.5. Preparation of financial plan including project budget and co-financing.
- Activity 4.6. Implementation proposal and coordination mechanisms (between public sector, private sector and academia).

- Activity 4.7 Proposal of partnering mechanisms in the pilots.
- Activity 4.8. Fully developed project proposal including a work plan with detailed timing.
- Activity 4.9. Profile of the main experts group required for the project management and implementation, including Terms Of Reference (TOR) for the main initial contracts required.
- Activity 4.10. Strategy for results validation, presentation and replication.

Table 1. Indicative results matrix

	Baseline (Number)		Target (Number)	Expected completion date	Data source
	Value	Year	Planned		
Outcome 1 Consultations with participating cities completed.	0	2013	1	Aug. 2013	
Output 1 Report including: • Engagement of relevant stakeholders in the cities: public, private sectors and academia. • Assessment of risks, challenges and opportunities for each stakeholder. • Assessment and validation of co- financing sources. • Detailed agreements with the cities. • Preparation and validation of a results framework.	0	2013	1	Sept. 2013	Ministry of Cities, Local Govt
Outcome 2 Overview study for the cities involved, baseline, goals and milestones definition for each city completed.	0	2013	1	Nov. 2013	
Output 2 Report indicating results of: • Data collection and overview study of the actual transport systems of each city. • Analysis of related international best practices and other GEF experiences (e.g. China) in low carbon urban mobility projects. • Definition of pilot conceptual framework, baseline, goals and milestones for each city. • Proposal of indicators to be used.	0	2013	1	Dec. 2013	Intv, consultations, outreach activities
Outcome 3 Analysis and definition of institutional arrangements and execution mechanisms completed.	0	2013	1	Jan. 2013	
Output 3 Report including: • Institutional analysis of local capacity to implement the project. • Definition of detailed agreements regarding the project's implementation. • Definition and validation of the overall institutional arrangements for the implementation of the project.	0	2013	1	Jan. 2013	Ministry of Cities, Local Govt

Outcome 4 Feasibility assessment and draft project proposal completed.	0	2013	1	Feb. 2013	
Output 4 Report indicating: • Validated Monitoring and Evaluation Plan. • Assessment of project's potential for GHG emissions reduction and other environmental benefits. • Assessment of project socio-economic benefits. • Preparation of procurement plan. • Preparation of financial plan including project budget and co-financing. • Implementation proposal and coordination mechanisms (between public sector, private sector and academia). • Proposal of partnering mechanisms in the pilots • Fully developed project proposal including a work plan with detailed timing. • Profile of the main experts group required for the project management and implementation, including TOR for the main initial contracts required. • Strategy for results validation, presentation and replication in the Latin American countries.	0	2013	1	Feb. 2013	Ministry of Cities, Local Govt

3.6 A total of US$230,000 is needed to undertake this operation. Of this amount, US$100,000 has been requested of GEF, and approved under a Project Preparation Grant operation. A non-financial local counterpart by the Ministry of Cities of US$130,000 is foreseen. The Beneficiary undertakes to assist the consultants in the performance of their tasks, and provide the necessary technical, logistic, and secretarial support required for the execution of this TC.

Table 2. Indicative budget

	TC Cost – IDB Financing [USD]	Counterpart resources	Total funding
Component 1 Consultations with participating cities.	15,000	20,000	35,000
Component 2 Overview study for the cities involved, baseline, goals and milestones definition.	35,000	50,000	85,000
Component 3 Definition of execution mechanisms.	10,000	10,000	20,000
Component 4 Feasibility assessment and draft project proposal.	40,000	50,000	90,000
Sub-total	**100,000**	**130,000**	**230,000**
Execution Monitoring and evaluation	Staff-time	Staff-time	
Sub-Total	**100,000**	**130,000**	**230,000**
Approximate value of in-kind counterpart	-	**130,000**	-

3.7 The TC will be supervised by the Project Team Leader in INE/TSP, with support from the team members from INE/TSP in the Country Office of Brazil (CBR).

During project preparation, the team will undertake orientation missions, covering the cities that will make part of the project.

IV. Executing agency and execution structure

4.1 As per request of the Beneficiary (Ministry of Cities of Brazil), the Bank will execute the proposed TC to prepare the "Low-carbon urban mobility for large cities in Brazil" investment grant and its associated documentation. The Bank has extensive experience in the preparation of GEF projects and has autonomy for contracting consulting services. The proposed activities will demand the execution of highly specialized consultancies and beneficiary requires the Bank support to appropriately select and supervise the required experts.

4.2 The Bank´s team will have the responsibility of supervising and monitoring the execution of the TC. This includes the selection, contracting and supervision of external consultants, as well as for the procurement of other services in accordance with the applicable IDB procedures. The TC procurement will follow Bank policies (documents GN-2350-9 and GN-2303-20) and will adhere to the TC procurement plan (Annex IV). Individual consultants will be contracted under the rules of the Bank's human resources policy. Consulting firms will continue to be contracted according to the Bank's policies on the selection and contracting of consultants (document GN-2350-9); the contracting of non-consulting services (e.g. seminars) will observe the Bank's Corporate Procurement Policies (document GN-2303-20).

V. Major issues

5.1 None foreseen.

VI. Exceptions to Bank policy

6.1 No exceptions to the Bank's policies have been identified.

VII. Environmental and Social Strategy

7.1 ESG classification: C. No potential negative environmental and/or social impacts were identified (IDBDocs #37819655). The proposed TC does not include any activity that may generate negative environmental and/or social impacts, on the contrary it is expected that the outputs would lead to positive environmental impacts.

VIII. Annexes

Annex I. Letter of endorsement from the Ministry of Planning Budget and Management.

Annex II. Request letter from the Ministry of Cities.

Annex III. Terms of reference.

Annex IV. Procurement Plan.

Annex V. Project Preparation Grant (PPG).

MINISTRY OF PLANNING, BUDGET AND MANAGEMENT

Secretariat for International Affairs – SEAIN
Esplanada dos Ministérios, Bloco "K", 5° andar
seain@planejamento.gov.br

MP / SEAIN
03400.001206/2012-84
22 / 08 / 2012

Ofício n° 42 /SEAIN/MP

August 27th, 2012

To: Michael Collins
GEF Executive Coordinator
Inter-American Development Bank
1300 New York Avenue N.W.
Washington, D.C., 20577, USA

Subject: Endorsement for **"Low-Carbon Urban Mobility for Large Cities in Brazil"**

In my capacity as GEF Operational Focal Point for Brazil, I confirm that the above project proposal is in accordance with my government's national priorities and our commitment to the relevant global environmental conventions; and was discussed with relevant stakeholders, including the global environmental convention focal points.

I am pleased to endorse the preparation of the above project proposal with the support of the GEF Agency listed below. If approved, the proposal will be prepared and implemented by Ministry of Cities. I request the GEF Agency to provide a copy of the project document before it is submitted to the GEF Secretariat for CEO endorsement.

The total financing being requested for this project is US$ 6,710,000, including the Project Preparation Grant (PPG), and Agency fee for project cycle management services associated with the total GEF grant. The financing requested for Brazil is detailed in the table below.

Source of Funds	GEF Agency	Focal Area	Amount (in US$)			
			Project Preparation	Project	Fee	Total
GEFTF	IADB	CC	110,000	6,000,000	600,000	6,710,000
Total GEF Resources			110,000	6,000,000	600,000	6,710,000

I consent to the utilization of Brazil's allocations in GEF-5 as defined in the System for Transparent Allocation of Resources (STAR).

Sincerely,

Rodrigo Martins Vieira
General Coordinator for External Financing

80140.001983/2013-69

MINISTÉRIO DAS CIDADES
Secretaria Nacional de Transporte e da Mobilidade Urbana

Ofício n.º 653 /2013/SeMOB/MCIDADES

Brasília 24 de julho de 2013.

À Senhora
Daniela Carrera-Marquis
Representante no Brasil
Banco Interamericano de Desenvolvimento – BID
Setor Embaixadas Norte
Quadra 802 Conjunto F lote 39 – Asa Norte
70800-400 Brasília - DF

Assunto: Pedido de execução do Programa com o BID "Mobilidade Urbana de Baixo Carbono para Grandes Cidades".

Senhora Representante,

1. Cumprimentando-a, faço referência ao projeto *Low-Carbon Urban Mobility for Large Cities in Brazil e seus documentos: Project Identification Form(PIF)* e *Project Preparation Grant (PPG)*.

2. O objetivo deste projeto é promover a implantação de medidas de mitigação de gases de efeito estufa nas maiores cidades brasileiras, associadas aos investimentos do governo federal em infraestrutura para a mobilidade urbana, por meio do Programa de Aceleração do Crescimento (PAC) 2 - Mobilidade Grandes Cidades, contribuindo para a efetivação da Política Nacional sobre Mudança do Clima instituída, pela Lei nº 12.187/2009 e sua integração com a Política Nacional de Mobilidade Urbana, instituída pela Lei nº 12.587/2012.

3. Este projeto apoiará o desenvolvimento de atividades que permitam atingir uma redução de emissões de gases do efeito estufa (GEE), através da elaboração de

normas, capacitação técnica, desenvolvimento de metodologia, implantação de infraestrutura de transporte não-motorizado e divulgação do conhecimento.

4. Informo que o Governo Brasileiro já emitiu endosso a este projeto ao GEF na data de 27 de agosto de 2012.

5. O Ministério das Cidades vem por meio deste pedir o apoio do BID para a execução técnica e financeira do referido projeto com recursos do Global Environment Facility (GEF).

Atenciosamente,

Julio Eduardo dos Santos
Secretário Nacional

Ministério das Cidades
Secretaria Nacional de Transporte e da Mobilidade Urbana
Setor de Autarquias Sul, Quadra 1, bloco H, 6º andar
Brasília – DF 70070-010
Tel.: (61) 2108-1232

Recebi em
25/07/2013
Renata
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Terms of Reference
Support to the preparation of GEF BR-G1006
Low-carbon urban mobility for large cities in Brazil

I. Background and justification

1.1. Brazil has some of the largest cities in Latin America and in the world – Sao Paulo is the world's seventh largest city, and 15 other cities have more than one million people. Due to Brazil's fast growing economy, motorization has grown at an accelerated rate. This growth has been accompanied by unsatisfactory public transport, increased congestion, air pollution, greenhouse gas (GHG) emissions and other negative effects from the wide spread use of automobiles.

1.2. Brazil's vehicle fleet, including automobiles, motorcycles, light commercial vehicles and buses reached 44 million in 2011. Estimates show that economic losses from traffic congestion in Brazil reach several billion dollars a year. Moreover, the Sectorial Plan for Transport and Urban Mobility for the Mitigation of Climate Change (PSTM), estimated that the trend of CO_2 emissions from the transportation sector of passengers will reach 150 Mt in 2020, representing an increase of 65.9% compared to 2010. In this emerging scenario, individual transport will be responsible for 67% of CO_2 emissions and public transportation will total 33% of CO_2 emissions.

1.3. The latter indicates the importance of a marked shift from private cars to public transit. Achieving such a shift is a challenge. Amongst others, public transport needs attributes that provide private motorists incentives to engage in modal shift. At the same time, policies discouraging private vehicle use and encouraging non-motorized transport will have to take place.

1.4. The baseline project for this particular GEF project falls under the Growth Acceleration Program ("Programa de Aceleracao do Crescimento" or PAC), a major investment plan launched in 2007. The PAC Mobilidade Grandes Cidades Program (Urban Mobility Projects for Big Size Cities), launched in 2011 will invest in the 24 largest cities in the country. Despite these important efforts, urban transport projects under the PAC only include infrastructure financing. These projects are not articulated to any transportation plan or urban sustainable mobility strategy that includes alternative measures such as those designed under the paradigm Avoid-Shift-Improve (A-S-I) [1]. Also, they do not incorporate transport demand management measures (TDM) or mechanisms to ensure the integration of transportation plans with the planning and regulation of use and occupation of the land. Finally, they do not contemplate the reorganization of bus

[1] The A-S-I paradigm, aims to meet key performance goals for the transport system by balancing both supply and demand, focused in transport measures and investments to: **Avoid** unnecessary travel activity through more effective spatial, logistical, and communications systems; **Shift** travel from less efficient to more efficient modes (e.g. from car or minibus to high efficiency public transport, or from truck to rail, or from partially loaded unibody trucks to fully loaded tractor-trailers); or **Improve** the efficiency of the remaining travel activity through either improved vehicle design or more effective management of transport system operations and networks.

routes to feed the massive systems, nor complementary investment plans to promote non-motorized transport (NMT).

1.5. This GEF program will be articulated to transport projects financed by the PAC in four cities to be selected as pilots, contributing to increase their potential to reduce GHG through the implementation of complementary measures that include the integration of public transport systems. The GEF program will also promote non-motorized transport and the development of mobility plans to regulate and implement TDM measures as well as the interrelationship between transportation and land use.

1.6. Within the GEF project cycle, after the project identification form (PIF) is presented, a project preparation grant (PPG) is approved for the IDB as GEF to invest in preparation of a full size project document in order to present it to the GEF's CEO for endorsement/approval.

1.7. This consultancy will support the preparation of preliminary activities, studies, surveys and technical documentation of the project document of the "Low-carbon urban mobility for large cities in Brazil", including consultations and validation with relevant stakeholders from both the public and private sectors.

II. Objectives

2.1. The objective of this PPG is to support the preparation of project document that will include all information required by the GEF in order to approve the grant requested with the PIF approved for the "Low-carbon urban mobility for large cities in Brazil" preliminary approved by the country.

III. Activities and deliverables

3.1 The project document resulting from this PPG will include all subjects and documentation required within the GEF project cycle, including four main outcomes. All the outcomes and related activities should be oriented to fulfill the GEF project preparation requirements and documentation.

3.2 **Outcome 1. Consultations with participating cities.** This outcome involves consultations with participating cities to define the scope and extent of involvement in the project's pilots. Henceforth, it will provide information regarding risk assessment, co-financing resources and results framework. Consultations should also serve to establish the institutional arrangements and capabilities regarding the project's execution.

- Activity 1.1. Engagement of relevant stakeholders in the cities: public, private sectors and academia.
- Activity 1.2. Assessment of risks, challenges and opportunities for each stakeholder.
- Activity 1.3. Assessment and validation of co-financing sources.
- Activity 1.4. Detailed agreements with the cities.
- Activity 1.5. Preparation and validation of a results framework.

3.3 **Outcome 2. Overview study for the cities involved, baseline, goals and milestones definition for each city.** This outcome will provide the relevant

information regarding each city's transport system and propose a conceptual framework for the pilot, define its baseline, goals, institutional framework and implementation proposal, including a partnering mechanisms proposal.

- Activity 2.1. Data collection and overview study of the actual transport systems of each city.
- Activity 2.2. Analysis of related international best practices and other GEF experiences in low carbon urban mobility projects.
- Activity 2.3. Definition of baseline, goals and milestones for each city.
- Activity 2.4. Proposal of indicators to be used.

3.4 **Outcome 3. Definition of execution mechanisms**. The proposed activities under this component seek to establish the execution mechanisms for the project. This outcome will identify the local capacity to implement the project and define the institutional arrangements for its implementation.

- Activity 3.1 Institutional analysis of local capacity to implement the project.
- Activity 3.2. Definition of detailed agreements regarding the project's implementation with executing agency.
- Activity 3.3. Definition and validation of the overall institutional arrangements for the implementation of the project.

3.5 **Outcome 4. Feasibility assessment and draft project proposal.** This component will provide the feasibility assessment for the implementation of the project and the consolidated project proposal draft.

- Activity 4.1. Elaboration and validation of the monitoring and evaluation plan.
- Activity 4.2. Assessment of project's potential for GHG emissions reduction and other environmental benefits.
- Activity 4.3. Assessment of project socio-economic benefits.
- Activity 4.4. Preparation of procurement plan.
- Activity 4.5. Preparation of financial plan including project budget and co-financing.
- Activity 2.3. Implementation proposal and coordination mechanisms (between public sector, private sector and academia).
- Activity 1.5. Proposal of partnering mechanisms in the pilots.
- Activity 4.6. Fully developed project proposal including a work plan with detailed timing.
- Activity 4.7. Profile of the main experts group required for the project management and implementation, including terms of reference (TOR) for the main initial contracts required.
- Activity 4.8. Strategy for results validation, presentation and replication in the Latin American countries.

3.6 **Outcome 5. Project document**. Based on Outcomes 1 to 4, the project document must follow the GEF's guidelines for this kind of documents specially the normal templates normally used for this purpose. This document will include all information required by the GEF in order to approve the grant requested with the

PIF approved for the "Low-carbon urban mobility for large cities in Brazil" project.

3.7 The team should accompany the IDB in all requirements GEF might make during the project document approval process.

IV. Characteristics of the consulting services

4.1. This is an open and competitive process based on quality and cost criteria. The consulting services should meet the following requirements:

a. **Type**: Company, individual(s) or organization of one of the IDB's member countries.

b. **Time frame**: The activities under these TOR should be completed within eight months, with a likely starting date of August 15, 2013.

c. **Place of work**: Home-based with at least two missions to the project cities in Brazil (if not local).

d. **Qualifications**: The consultant(s) should have experience in sustainable ground transportation research and analysis of urban transport planning, modal substitution, non-motorized transport and related topics. The firm should also have experience in GEF project preparation

- The consultant or the team proposed should have at least the following experience:
  - At least 10 year of demonstrated professional experience related to sustainable transport projects and at least three projects involving urban transportation.
  - At least 5 years of demonstrated professional experience in the design and evaluation of transport demand management policies and non-motorized transport.
  - Experience in the design, preparation or implementation of four technical cooperation projects where at least one ought to be with the GEF.
  - Experience evaluating at least two low-carbon projects in the transportation sector.

e. Expert(s) confirming the working team specified below should help the IDB with the following tasks:

- A Senior Transportation Specialist (international) experience, will be head the consulting team and is responsible for:
  - Providing advisory and recommendations to the IDB based on best practices and international experiences in logistics and partnerships with Energy Services Companies (ESCOs).
  - Analyzing project components and provide recommendations for further development.
  - Leading presentations with the IDB, Government of Brazil and other stakeholders.

- A Transport Specialist will lead the preparation sector specific activities in Brazil. Among his tasks are:
  - Research and analyze existing data on urban transportation and transport demand management (TDM) policies.
  - Propose institutional mechanisms for project implementation.
  - Assess local capacity for implementation.
  - Engage stakeholders in Brazil for project interviews and consultations.
  - Develop a technical risk assessment of the project.
  - Lead the assessment of socio-economic benefits.
- An Environmental Specialist will lead the preparation sector specific activities in Brazil. Among his tasks are:
  - Provide support to consultations and discussions.
  - Prepare the project monitoring and evaluation plan.
  - Lead the assessment of GHG reductions.
  - Develop emissions monitoring framework.
- An Economist or Finance Specialist will lead the preparation sector specific activities in Brazil. Among his tasks are:
  - Provide analytical support for technical analysis (GHG, economic benefits, technologies, etc.).
  - Provide support to consultations and discussions.
  - Prepare the project financial plan.
  - Prepare the project procurement plan.
  - Prepare the project operations manual.

4.2. The consultant may propose additional staff as part of the team if deemed necessary and not exceeding the suggested budget for the consultancy.

V. Reports and payments

5.1. The consultant will prepare and submit two reports:

a. **Report 1. Consultations with participating cities and overview study for the cities involved, pilot conceptual design, baseline, goals and milestones definition for each city**. The report (approximately eight annotated pages) will summarize the results from Outcome 1 and 2 above. Contents should comply with GEF project preparation requirements. The report should be prepared in English and be submitted within 30 calendar days from the signature of the contract.

b. **Report 2. Feasibility assessment and draft project proposal and definition of execution mechanisms**. The report should present the results from Outcomes 3 and 4 above. The report should specify and elaborate the technical specifications, stakeholder participation, institutional arrangement and project feasibility in compliance with GEF project preparation requirements. The report should be prepared in

English and be submitted within 80 calendar days from the signature of the contract.

c. **Report 3. Project Document.** The report should present the results from Outcome 5. This document will include all information required by the GEF in order to approve the grant requested with the PIF approved for the low-carbon urban mobility project for large cities in Brazil. The report should be prepared in English and be submitted within 120 calendar days from the signature of the contract.

5.2. Payments for the consulting services will be specified in the contract and will be made as follows:

a. 30% at contract signature.
b. 15% upon approval of Report 1.
c. 15% upon approval of Report 2.
d. 40% upon approval of project document and support during the project document process.

VI. Coordination

6.1. The Transport Division (INE/TSP) of the IDB will have the technical responsibility of the execution of this contract as well as the approval of the products prepared by the consulting firms. In representation of the IDB, the technical coordination for this consultancy rests with Mrs. Vera Lucia Vicentini, Transport Specialist of the Transport Division of the IDB (e-mail: veraluciav@iadb.org).

Procurement Plan

Country	Brazil
Beneficiary	Ministry of Cities, Brazil
Executing Agency	IDB
Brief description of project and objectives	The activities funded under this Project Preparation Grant (PPG) will provide the necessary inputs for the preparation of the proposal for the project "Low-carbon urban mobility for large cities in Brazil". These activities include baseline studies, project design, budget and results framework with detailed indicators and targets. This preparatory phase will also involve confirmation of co-financing, risk assessment and the definition of institutional arrangements for execution
Required start date	June 15, 2013
Estimated date for final disbursement	April 31, 2013
Unit of Disbursement Responsibility	INE/TSP

No.	**Description of the contract and estimated cost**	**Type of procurement**	**Financing source**		**Status**	**Comments**
			IDB BR-T1276	**Local co-financing**		
1	Components: I, II, III, IV Estimated Cost: US$230,000	Direct Selection (DS)	43.5%	56.5%	Pending	To be contracted by the Bank

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