

TC ABSTRACT

I. Basic project data

▪ Country / region:	Regional
▪ TC name:	Mainstreaming Biodiversity and Ecosystem Services into the Transport Sector
▪ TC number:	RG-T2379
▪ Team leader/members:	Team leader: Rafael Acevedo Daunas (INE/TSP); Team members: Ashley Camhi (INE/RND); Andres Pereyra Da Luz (TSP/CUR); Ana Maria Pinto (TSP/CCO); Paula Castillo Martinez y Caterina Vecco (INE/TSP)
▪ Indicate if: Operational support, client support, or research & dissemination.	Research & Dissemination
▪ If operational support TC, give number and name of operation supported by the TC:	N/A
▪ Reference to request: (IDB docs #)	N/A
▪ Date of TC abstract:	June 14, 2013
▪ Beneficiary:	Regional
▪ Executing agency and contact name	IDB
▪ IDB funding requested:	US\$100,000
▪ Local counterpart funding, if any:	N/A
▪ Disbursement period (which includes execution period):	9 months
▪ Required start date:	July, 2013
▪ Types of consultants (firm or individual consultants):	Firm and consultants
▪ Prepared by unit:	INE/TSP
▪ Unit of disbursement responsibility:	INE/TSP
▪ Included in country strategy (y/n); ▪ TC included in CPD (y/n):	N/A
▪ GCI-9 sector priority:	Poverty reduction and equity enhancement; climate change, sustainable (including renewable) energy, and environmental sustainability

II. Objective and justification

- 2.1 To meet its full potential, the Latin America and Caribbean (LAC) Region will need to invest tens of billions of dollars in roads, highways, subway systems, airports, railways, and ports. Improving mobility infrastructure is important in the context of LAC's rapidly growing population, not only in urban areas but also across large distances required for the movement of goods and services. However, the geography of LAC – from mountains to rainforests to oceans – creates planning challenges.
- 2.2 Smart transportation planning requires recognizing and managing long-term risks including maintenance costs for roads, which are often significant. These road costs can be reduced through actions that support and maintain ecosystem services. Examples of such actions include: avoiding environmentally sensitive areas, protecting critical water sources, protecting slopes with vegetation and erosion control measures, and increasing the resilience of protected areas adjacent to transportation projects.
- 2.3 The relationship between transportation and the environment plays a unique role in cities, where urban sprawl is a threat to biodiversity and ecosystems. Bus Rapid Transit (BRT) systems, which have spread throughout many cities in LAC, can reduce the need to invest in highways that encourage urban sprawl. By forgoing major infrastructure investments, these systems also reduce direct economic costs. Moreover, by reducing traffic, congestion, and thus greenhouse gas emissions, BRT systems improve air quality and public health, reduce deaths from automobile accidents, avoid emissions, and increase mobility for low-income populations.
- 2.1 This TC has been designed to support the Bank's new Biodiversity and Ecosystem Services Program in its aim to mainstream biodiversity and ecosystem services into economic and productive sectors. The output of this TC will be two guides for the transportation sector of the Bank that will provide team leaders with the necessary information and tools to integrate biodiversity and ecosystem services into project preparation for roads and urban areas.
- 2.5 The proposed TC will contribute to the following GCI-9 lending program priority targets: (i) poverty reduction and equity enhancement, as the TC will provide the tools for better planning to support the protection and maintenance of biodiversity and ecosystems services for the region's growing population and (ii) climate change, sustainable (including renewable) energy, and environmental sustainability, as the TC will provide team leaders with the necessary tools to support environmental sustainability and adaptation to climate change. In addition, the proposed TC will contribute to the sector priority, "Protect the environment, respond to climate change, promote renewable energy, and ensure food security." Lastly, the proposed TC supports the Biodiversity and Ecosystem Services

Program, as the TC will be a first step in mainstreaming biodiversity and ecosystem services into the transport sector.

III. Description of activities

3.1 The proposed activities are described in the following table. Expected outputs and results are fully consistent with the IDB's Biodiversity and Ecosystem Services Program¹.

ACTIVITY	DESCRIPTION	EXPECTED OUTPUTS	EXPECTED RESULTS
1. Establishment of BES and roads guide	Guide for the mainstreaming of biodiversity and ecosystem services into the preparation of road projects.	One guide	Support to team leaders for mainstreaming BES into road and urban projects.
2. Establishment of BES and urban development guide	Guide for the mainstreaming of biodiversity and ecosystem services into the preparation of urban projects.	One guide	

IV. Budget

4.1 The total budget for this technical cooperation has been estimated at US\$100,000 as shown in the following table:

Indicative budget

ACTIVITY	DESCRIPTION	IDB/FUND FUNDING US\$	COUNTERPART FUNDING	TOTAL FUNDING US\$
Activities				
1. Establishment of BES and roads guide	Guide for the mainstreaming of biodiversity and ecosystem services into the preparation of road projects.	50,000		50,000
2. Establishment of BES and urban development guide	Guide for the mainstreaming of biodiversity and ecosystem services into the preparation of urban projects.	50,000		50,000
TOTAL		US\$100,000		US\$100,000

V. Executing agency and execution structure

5.1 This TC is the Bank's initiative. Given the strategic objectives of the TC and its regional nature, the TC will be executed by the Bank. Additionally, the Bank is able to create

¹ <http://idbdocs.iadb.org/wsdocs/getDocument.aspx?DOCNUM=37444118>

capacity, serve as a funder of knowledge and innovation, and impact policy on multiple scales within the Region, thus making the regional coordination of the IDB a necessary aspect of this TC.

VI. Project Risks and issues

- 6.1 The risk exists of the lack of interest by transport specialists in utilizing the guides. This risk will be mitigated by building capacity within the transport sector through trainings for team leaders and their regional counterparts on the economics of biodiversity and ecosystem services in the transport sector.

VII. Environmental and Social Classification

- 7.1 It is not anticipated that the activities to be financed in this TC will have negative direct or indirect social or environmental effects. Therefore the team considers that, according to the Bank's Safeguards Screening Toolkit, this operation should be given a classification of "C": (i) no environmental or social risks; (ii) direct contribution to solve an environmental issue.