

**SUSTAINABLE MOBILITY PLAN AND PRE-INVESTMENT PROJECTS FOR
HAITI'S NORTHERN DEVELOPMENT CORRIDOR -IMPLEMENTATION
OF THE EMERGING AND SUSTAINABLE CITIES INITIATIVE**

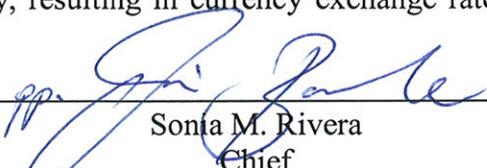
HA-T1195	US\$120,000	SCT
HA-T1196	US\$350.000	IPF

CERTIFICATION

I hereby certify that these operations were approved for financing under the following funds: (i) Special Program for the Emerging and Sustainable Cities Initiative (SCT) in the amount of US\$120,000; and (ii) Infrastructure Project Preparation Fund-INFRAFUND (IPF) in the amount of US\$350,000 through a communication dated November 19, 2013 subscribed by Jane de Souza Silva (ORP/GCM) and Gerhard Lair (ORP/GCM), respectively.

Also, I certify that resources from the SCT are available up to US\$120,000 and US\$350,000 from the IPF in order to finance the activities described and budgeted in this document. This certification reserves resources for the referenced project for a period of four (4) calendar months counted from the date of eligibility. If the project is not approved by the IDB within that period, the reserve of resources will be cancelled, except in the case a new certification is granted. The commitment and disbursement of these resources shall be made only by the Bank in US dollars. The same currency shall be used to stipulate the remuneration and payments to consultants, except in the case of local consultants working in their own borrowing member country who shall have their remuneration defined and paid in the currency of such country. No resources of the Fund shall be made available to cover amounts greater than the amount certified herein above for the implementation of this operation. Amounts greater than the certified amount may arise from commitments on contracts denominated in a currency other than the Fund currency, resulting in currency exchange rate differences, for which the Fund is not at risk.

*Same
12/11/2013*



Sonta M. Rivera
Chief
Grants and Co-Financing Management Unit
ORP/GCM

12/11/2013
Date

APPROVAL

Approved by : 

Henry A. Moreno
Division Chief a.i.
Water and Sanitation Division
INE/TSP

12/12/13
Date

HA-T1195 / HA-T1196
TECHNICAL COOPERATION DOCUMENT

I. BASIC INFORMATION

Country/Region	Haiti, CDH
TC Name	Sustainable Mobility Plan and Pre-Investment Projects for Haiti's Northern Development Corridor – Implementation of the Emerging and Sustainable Cities Initiative
TC Number	HA-T1195/HA-T1196
Team Members	Team Leader: Horacio Terraza (INE/WSA); Jose Brakarz (IFD/FMM); Arcindo Santos (FMM/CHA); Ana María Sáiz (FMM/CHA); Thierry Delaunay (WSA/CHA); Carlos Mojica (INE/TSP); Reinaldo Fioravanti (INE/TSP); Jean Pol Armijos (INE/TSP); Irene Cartin (INE/WSA); Patricio Zambrano Barragán (INE/WSA); and Louis-François Chrétien (LEG/SGO)
Date of TC Abstract Authorization	November 7, 2013
Type	Research and Dissemination
Beneficiary	Municipalities in the Northern Development Corridor - Haiti
Executing Agency	Inter-American Development Bank
Donors providing funding:	Special Program for Emerging and Sustainable Cities (SCT) and Infund (IFN)
IDB Funding Requested:	US\$470,000 (US\$120,000 from SCT and US\$350,000 from IFN)
Disbursement Period	36 months
Execution Period	30 months
Required start Date	Fourth Trimester of 2013
Types of Consultants	Individual Consultants and Firms
Prepared by Unit	INE/WSA and IFD/FMM
Unit of Disbursement Responsibility	INE
Included in Country Strategy	Yes
TC Included in CPD	No
GCI-9 Sector Priority	Poverty and inequality reduction and Support for initiatives in climate change, energy efficiency, and environmental sustainability

II. OBJECTIVE AND JUSTIFICATION

A. Objective

- 2.1 The TC's main objective is to develop a Sustainable Mobility Plan for Haiti's Northern Development Corridor in the Republic of Haiti, including at least three priority transportation projects at a pre-investment level. Mobility solutions represent an integral part of territorial planning and initiatives to improve competitiveness, and thus directly complement the work of the Emerging and Sustainable Cities Initiative's (ESCI). ESCI is currently implementing a tailored version of its methodology—project HA-T1185/HA-T1186—which includes integrated baseline studies on risk, vulnerability, urban growth, and social and economic conditions, and with an overall goal of developing a set of urban development plans and pre-

investment strategies for the communes near the Caracol Industrial Park (PIC): Limonade, Caracol, Trou-du-Nord, and Terrier Rouge.

B. Background

- 2.2 ESCI provides support to fast-growing intermediate cities in Latin America and the Caribbean (LAC). This growth presents considerable challenges to cities in the region and calls for tools and mechanisms that can help identify priority areas of work and enable integrated responses for urban sustainability. ESCI represents an important step for sustainability in the region's intermediate cities.
- 2.3 The Bank approved ESCI on February 2012. The Initiative's goals are to improve the quality of life of emerging cities in LAC along three dimensions: (i) environmental and climate change, (ii) urban, and (iii) fiscal and governance. Cities receive support in two phases. First, the Bank and the city carry out a rapid assessment that leads to the development of an Action Plan that includes priority areas of work. Second, to facilitate the implementation of priority projects, ESCI helps with the development of preparatory studies according to priorities outlined in the Action Plan. ESCI's overall goal is to apply its methodology (identification, prioritization, and funding of specific actions conducive to sustainable development) in at least 26 fast-growing, emerging urban areas in the region, so as to include at least one city per Bank member country.

C. Justification

- 2.4 The Northern Development Corridor was selected for the implementation of ESCI in the Republic of Haiti in May 2013, as part of the project HA-T1185/HA-T1186. The Corridor extends some 70 km along the region's transportation backbone, *Route National 6*, which connects approximately 600,000 people. 40% of the region's population lives in Cap Haïtien; the remaining population is dispersed among *communes* with varying demographic characteristics—Quartier Morin, Limonade, Caracol, Terrier Rouge, Trou du Nord, Fort Liberté, Ferrier, and Ouanaminthe. The Corridor contains the municipalities within the area of influence of the Caracol Industrial Park (*Parc Industriel de Caracol, PIC*). Developed with IADB support¹ and located 25km southeast of Cap Haïtien—Haiti's second largest and fastest growing city—the PIC is a flagship economic development initiative that will potentially bring an estimated 20,000-40,000 new light manufacturing jobs to the region within the next five years. The PIC is but one among a number of economic development projects that will likely bring about rapid demographic and urban growth, which is already evident in the lands closest to these projects. These projects include a new university campus near the city of Limonade, a USAID-funded, 3,000 unit housing project, and the likely upgrading and development of new maritime port facilities along the Coast, among others. Together, these initiatives call for integrated planning for infrastructure, urban development, and natural resource management in the region. ESCI can play a key role in the mitigation of the PIC's potential impacts and ensure an interdisciplinary and regional approach for planning.
- 2.5 Unlike the work in other intermediate cities in LAC, Haiti's Northern Corridor presents a special case for ESCI: it includes a group of municipalities, each with particular characteristics (populations range from as few as 7,000 to over 100,000 people), yet all of them affected by sudden, rapid urban growth at a regional scale, and shared urban, environmental, and fiscal

¹ The Bank is supporting the development of the PIC through a series of investment operations that will total approximately US\$180 million. Two operations are currently in execution (HA-L1055 2552/GR-HA and HA-L1076 2779/GR-HA) and a third (HA-L1081) is scheduled for approval in 2013.

and governance challenges. From an environmental perspective, the region shows a high level of vulnerability to hazards like floods and sea-level rise—alluvial floodplains comprise most of the Corridor’s area—as well as high seismic and tropical storm/hurricane risks. In addition, water supply for both residential and industrial use is currently sourced from the Massacre aquifer; future demand for basic infrastructure services will increase pressure on these resources. Finally, with regard to fiscal and governance topics, local municipal capacity varies greatly across the region, but it nonetheless exhibits a common problem: a considerably low tax base, dependence on national-level distribution of fiscal resources, and a critical deficit in terms of technical capacity for regional planning. Moreover, the *Nord* and the *Nord-Est* do not have a dedicated institutional entity capable of coordinating efforts at a departmental level.

- 2.6 **Mobility** remains a significant challenge, especially to those workers traveling over 20 kilometers from the Corridor’s pole cities, Cap Haïtien and Ouanaminthe, to work inside the PIC’s gates; with a lack of affordable public transportation options, even Haitians with a formal job may spend more than a third of their daily salary (approximately US\$5) on transportation. On the one hand, this diminishes the potential positive impacts from any economic development initiative in the region. On the other hand, it creates an incentive for migration to the areas closest to the PIC that may not be equipped to handle new urban development.
- 2.7 **Logistics** could be a major roadblock on the way of economic development initiatives as well, as cargo from the PIC and other small local enterprises must travel to Ouanaminthe, cross over to the Dominican Republic, and use foreign ports to ship goods to the United States, Haiti’s almost exclusive buyer of light manufacture goods. There are limited international trade options for goods outside this route; Cap Haïtien’s commercial port, while underutilized (current use of container capacity is at 30%), needs considerable upgrading in terms of supporting infrastructure and access roads.
- 2.8 There is currently a lack of precise and updated data on mobility and logistics in the Northern Corridor; a better understanding of both current patterns as well as future projections for demand and supply is critical in order for ESCI to provide effective local urban plans. This lack further emphasizes the need to develop well-informed and researched solutions and options for the region and for some of Haiti’s key government institutions involved in transportation and territorial planning: the Interministerial Committee for Territorial Planning (CIAT), a coordinating unit housed in the Prime Minister’s Office; the Ministry of Public Works, Transport, Communications and Energy (MTPTC), the ministry that is ultimately in charge of all planning and implementation of transportation-related works in Haiti, and thus a key actor and beneficiary; the Ministry of the Economy and Finance (MEF), whose technical execution unit, UTE, is supervising infrastructure expansion for the PIC, in partnership with the IDB; and SONAPI, the entity in charge of developing the PIC. In addition, departmental authorities in the Nord and Nord-Est departments, including representatives from the ministries described above as well as local legislative officials, will be included as stakeholders throughout the implementation of this project’s components.
- 2.9 To address these data gaps and ultimately provide a transportation planning tool to the GoH and local stakeholders, ESCI calls for the development of an origin + destination survey along the Northern Corridor. The information from this survey will be the base to the development of a Regional Transportation Plan, as well as Priority Pre-investment Projects, which will be integrated with the four urban plans for the communes near the PIC.

- 2.10 This Technical Cooperation (TC) is a direct complement to operations HA-T1185/HA-T1186, which finance an adapted version of its methodology to meet the particularities of the region. The Sustainable Mobility Plan is part of an overall initial phase to gather baseline data and prioritize relevant studies while building on existing but disjointed planning efforts and studies throughout the region. While department-level data was collected for the Plan National de Transport (2008), these efforts do not reach the level of geographic specificity required for PIC-related mobility, and do not reflect recent mobility patterns, which have changed in the post-2010 earthquake period. While ESCI is financing baseline studies for urban development and risk assessment, as well as to determine baseline household conditions, additional financing is necessary to directly address mobility issues and their interaction with urban development and competitiveness in the Northern Corridor, for which the Infracund is currently the only funding source available. The Sustainable Mobility Plan and its associated products will offer critical inputs to design and implement future urban interventions with regard to transportation infrastructure, and thus contribute toward local urban development strategies and pre-investment studies for the municipalities potentially affected by regional economic development initiatives. By necessity, all strategies and pre-investment studies from ESCI's work in the region will keep an integrated planning approach and will emphasize key planning topics, such as basic infrastructure quality and access, but also critical issues like mobility and logistics, which can together have a positive impact on sustainable economic development.
- 2.11 This TC is aligned with the strategic areas included in the Report on the Ninth General Increase in the Resources of the IDB (GCI-9), which requires the Bank to promote sustainable growth and the reduction of poverty and inequality in LAC. Ultimately, the goal of providing the Northern Corridor with a set of strategies and pre-investment studies matches the following GCI-9 priorities: (i) promote the financing of urban infrastructure, in support of competitiveness and social welfare; (ii) strengthen subnational institutions; and (iii) protect the environment and attend to the potential impacts of climate change. This TC is equally aligned with the Bank's Country Strategy for Haiti 2011-2015 (GN-2646), as it fosters economic development in the North, a focus area outlined in the Strategy². This operation also follows two priority areas from IDB-9: the reduction of poverty and inequality, and support for initiatives in climate change, energy efficiency, and environmental sustainability.
- 2.12 ESCI's counterpart in Haiti for the coordination of work among the Corridor's municipalities is Haiti's Interministerial Committee for Territorial Planning (CIAT), a coordinating agency housed in the Prime Minister's Office. CIAT manages and coordinates territorial planning across relevant ministries and public institutions, and is thus the main interlocutor with a variety of public institutions and local stakeholders for planning in the Corridor. Indeed, CIAT has already led preliminary planning exercises in the region and has expressed a major interest in the development of regional and integrated urban infrastructure planning work as a way to catalyze sustainable urban development, especially in the areas closest to the PIC.

III. DESCRIPTION OF ACTIVITIES/COMPONENTS, BUDGET, AND EXPECTED RESULTS

A. Component 1. Origin and Destination and Survey and Baseline Data Collection (US\$120,000).

- 3.1 As a direct complement to the baseline information developed in HA-T1185/HA-T1186, this component will finance the implementation of an origin-destination survey and

² See paragraph 3.1 from GN-2646.

comprehensive traffic counts, gathering unprecedented levels of data in the Corridor along three geographic scales: the PIC, the communes closest to the PIC3, and the region, all along RN6. This Component requires the development of appropriate data collection and field work methodology, including clear parameters for traffic count format, survey questionnaire, definition of traffic analysis zones, sample population proposals, and survey methods, among others. Primary data collection will also be complemented with an analysis of existing information on transportation and logistics for the Corridor.

B. Component 2. Sustainable Mobility Plan and Pre-investment Transportation Projects (US\$350,000).

3.2 This component will finance the development of a Sustainable Mobility Plan with specific project designs for the sector. Specifically, the plan will include 1) a comprehensive diagnosis of current and future mobility needs, based on the results from Component 1. The analysis will consider essential elements such as territorial and land use characteristics, mobility patterns, description of transportation modes, accessibility analysis, road safety, control systems, logistics and commercial transportation patterns, etc. In addition, the plan will include 2) the development of a regional mobility plan, with overall principles and goals for sustainability and competitiveness, across two time horizons and including economic and environmental benefit considerations. Finally, the Sustainable Mobility Plan will include 3) development of at least three project proposals, at pre-investment level, for transportation infrastructure, including solutions for the transportation of PIC workers, multimodal hubs in select communes, and a new bike path network for select municipalities. Overall, this Component represents an essential input to the overall urban development plans from HA-T1185/HA-T1186.

IV. BUDGET

A. Costs and Funding

4.1 The total cost for this TC is US\$470,000. This includes US\$120,000 from the Emerging & Sustainable Cities Special Program Ordinary Capital (SCT) for HA-T1195 and US\$350,000 from the InfraFund (IFN) for HA-T1196. Pursuant to paragraph 4.26 of the InfraFund Guidelines (document GN-2404-4), in-kind support of no less than 20% of the total is expected in the form of transportation data from the National Transportation Plan (2008), made available by the CIAT (see [Detailed Budget link](#)).

Components	Amount and Funding Source (US\$)			Total (US\$)
	SCT	IFN	In-kind Support: Plan National de Transport (2008)	
Component 1. Origin and Destination Survey and Baseline Data Collection	120,000		150,000	270,000
Component 2. Pre-investment Studies		350,000		350,000
TOTAL	120,000	350,000	150,000	620,000

4.2 A detailed Procurement Plan can be found on this [link](#).

B. Expected Results

- 4.3 The expected output of this TC in the short-term is to provide the four municipalities in the Northern Corridor, the CIAT (to coordinate planning activities), the MTPTC (for transportation and logistics), and departmental authorities in the Nord and Nord-Est with unprecedented levels of data on mobility, including transportation and logistics, which will catalyze the development of planning instruments for regional sustainable transportation. In turn, the results on mobility topics will ensure comprehensive proposals for urban development, including specific urban infrastructure projects for specific municipalities near the PIC. As a result, the Government of Haiti will be able to act upon a set of investment options, compatible with the technical and financial capacity required to execute said options effectively and efficiently. In addition, ESCI coordination activities will deepen cross-sectoral work within the Bank. It is expected that this operation will further subnational work for the Bank, keeping an integrated and interdisciplinary focus, as well as contribute toward effective planning of investments in the municipalities in the Corridor.
- 4.4 Products and expected results are as follows:

Results Matrix

Indicators	Unit	Base Value	Goal
Regional Mobility Plan for Northern Haiti	Document	0	1
Pre-investment Transportation Project Designs	Document	0	3

V. EXECUTION AGENCY AND STRUCTURE

- 5.1 At the request of the beneficiary (per letter of request from the Ministry of Economy and Finance), implementation of ESCI’s methodology in Northern Haiti will be executed by the Bank. The CIAT will be ESCI’s main local partner for this operation, by providing expert review throughout the development of all baseline studies, giving technical inputs throughout the design of the city-specific plans, and ultimately, endorsing the final set of plans and strategies for municipalities in the Northern Corridor.
- 5.2 In addition, in accordance with Bank document GN-2629-1 and given that this operation represents a Research and Dissemination product, the Bank will be in charge of this TC’s execution through ESCI’s Coordination Group. ESCI has the specialized technical knowledge of methodology and procedures outlined in this TC, as well as experience providing technical assistance to subnational entities. Additionally, the Bank’s execution ensures a minimum level of standardization for processes and the application of methodological instruments that ESCI provides, as well as the adequate operational coordination to ensure the project’s success. Inside the Bank, ESCI’s Coordinating Group will be in charge of the implementation, monitoring, and evaluation of semiannual progress reports.
- 5.3 All procurement of goods and services will be carried out in accordance with the Bank’s policies applicable to TCs. For individual consultants, the Bank’s Human Resources policies will apply (AM-650). For consulting firms, policies for the selection and hiring of consultants (GN-2350-9) using e-Sourcing will apply. For goods and non-consulting services the Policy for Institutional Procurement will apply (GN-2303-20).

VI. BENEFITS AND RISKS

- 6.1 **Benefits:** In the short term, planning entities at the national level, including the CIAT and the MTPTC, in coordination with departmental and municipal authorities, will be able to

implement urban infrastructure development projects, based on an integrated, regional, and interdisciplinary vision capable of contributing toward urban, environmental, and fiscal sustainability in the Northern Corridor. All planning strategies and pre-investment studies, based on the baseline studies and surveys, will provide local municipalities with a set of investment priorities and options, compatible with local technical and financial capacity for execution.

- 6.2 In addition, ESCI coordination activities will catalyze cross-sectoral work within the Bank, especially with those divisions and sectors working in Northern Haiti.
- 6.3 **Risks:** The main risk that could have a negative impact on this operation rests on weak institutional capacity in Northern Haiti. This weakness is partially due to the high level of government centralization in Haiti, as well as to a general deficit in technical capacity for planning issues. To minimize this risk, ESCI will directly support those planning and impact mitigation actions for the areas near the PIC that can increase local supervision and project implementation and empower local municipalities and regional authorities.

VII. EXCEPTIONS TO BANK POLICY

- 7.1 There are no exceptions to Bank policy.

VIII. ENVIRONMENTAL AND SOCIAL STRATEGY

- 8.1 According to the results of the Environmental Safeguards Toolkit, this TC is classified as category "C" (see [link](#)).

Annexes:

Annex I: Letter of Request from Beneficiary ([link](#))

Annex II: Terms of Reference ([link](#))

Annex III: Procurement Plan ([link](#))