TECHNICAL COOPERATION DOCUMENT
Studies for Road Infrastructure Rehabilitation
HA-T1198

I. BASIC INFORMATION

▪ Country/Region:	Haiti
▪ TC Name:	Studies for Road Infrastructure Rehabilitation
▪ TC Number:	HA-T1198
▪ Team Leader/Members:	Reinaldo Fioravanti (INE/TSP), Team Leader; Olivia Désinor (TSP/CHA), Alternate Team Leader; Michel Vallée (TSP/CHA); Eduardo Café (INE/TSP)
▪ Indicate if: Operational Support, Client Support, or Research & Dissemination.	Operational Support.
▪ If Operational Support TC, give number and name of Operation Supported by the TC:	HA-L1088/HA-L1089
▪ Reference to Request: (IDB docs #)	CPD
▪ Date of TC Abstract:	August, 2014
▪ Beneficiary:	Haiti
▪ Executing Agency and contact name:	INE/TSP
▪ IDB Funding Requested:	US$ 500,000
▪ Local counterpart funding, if any:	-
▪ Disbursement period:	24 months
▪ Required start date:	August, 2014
▪ Types of consultants (firm or individual consultants):	Firms and Individuals
▪ Prepared by Unit:	INE/TSP
▪ Unit of Disbursement Responsibility:	INE/TSP
▪ Included in Country Strategy (y/n); ▪ TC included in CPD (y/n):	Yes Yes
▪ GCI-9 Sector Priority:	(i) reducing poverty and inequality (ii) address the special needs of the less developed and smaller countries

II. OBJECTIVE AND JUSTIFICATION

2.1 **Justification and objectives.** Transport infrastructure in Haiti endures a series of critical limitations in terms of quality and coverage reflected in high transportation cost and travel time for both individual users and firms, most of those limitations stem from the dual impact of historic low levels of investment in the sector and the chronic weakness of its institutions and legal frameworks. In addition, Haiti has endured numerous natural disasters through the years that have damaged key infrastructures, and thus rendered progress in the sector furthermore onerous.

2.2 Despite the challenges, Haiti has improved significantly the quality of its road infrastructure in

the past years with financing from the Bank and others donors. Immediately after the earthquake in January 2010 it was estimated that only 9% of the total road network was in good condition. Moreover, only 10% of the roads received continuous maintenance. In the past four years, more than 100 km of primary network and 250 km of secondary and tertiary roads have been rehabilitated and estimates by the Government of Haiti (GoH) indicate that currently about 15% of the total road networks and 64% of the primary network are in good condition. Since 2010, through the Program of the Transportation Sector Development 2010-2015 (PTSD II), IADB approved a total of US$ 350 million for the sector in the form of investment grants, supporting an extensive program of road rehabilitation and focused institutional strengthening.

2.3 To continue the effort and guarantee the sustainability of investments in transport sector in Haiti, the Bank is supporting the government in undertaking a multi-year strengthening plan for the MTPTC supported by IDB through multiple operations (HA-L1058, HA-L1079, HA-L1088). The key functions to be reinforced are: i) road maintenance, ii) road planning, iii) road safety and iv) project execution. For the maritime sector, a policy based program was approved in 2014 to support the institutional and legal reform of the maritime sector and the modernization of the port institutions (HA-L1088), as part of this effort, the government recently prepared and published a policy for ports, including the overall guidelines for regulatory and institutional aspects, the policy paper will be the basis for the new law for ports. The Bank will prepare the second and third phase of the PBG in 2015 and 2016 respectively.

2.4 Finally, in the urban area, mainly in Port-Au-Prince, capital and Haiti's biggest city, there is a lack of urban transportation planning and infrastructure: traffic is chaotic (average speed in main streets is 11 km/h for direct origin-to-destination trips), streets were not properly designed and drivable street spaces are very limited since pedestrians use them to walk (merchants occupy sidewalks). Around of 80% of motorized transport is privately owned and operated low cost collective taxis. They are moderately regulated, with the prices they charge decided by the government (without sufficient studies), and the routes they serve are loosely defined. Portion of the population is too poor to benefit from this system, and cannot afford motorized transport.

2.5. The objective of this TC is to supplement the Bank's efforts in the rehabilitation of infrastructure as described above; by financing engineering studies for the road infrastructure rehabilitation and urban transportation (supporting operation HA-L1089 and new operations to be approved in 2015).

III. DESCRIPTION OF ACTIVITIES

3.1 This TC will finance the following activities:

3.2 **Component 1: Engineering Studies (US$ 500M).** This component will carry out engineering studies of secondary and tertiary roads. The main activities are:

a) in compliance with the Environment and Safeguards Compliance Policy (OP-703, 2006):

(i) Environmental Assessment (EA), in order to define the significant aspects and risks and potential environmental and socioeconomic impacts of the projects; (ii) Environmental and Social Management Plan (ESMP). This activity will define actions to prevent, mitigate, correct and compensate the negative impacts identified in the EA; (iii) Expropriation and Resettlement Plan. The plan will be developed within IADB Operational Policy 710 if needed; and (iv) Public Consultation. Recommendations and compensations concerning particularly to resettlements will take account the consultation of affected population.

b) Technical Studies: Road Design, Road Safety, Traffic studies, Geometric Design of Road, General Pavement Studies, Identification of Critical Structure Conditions, Design of Signalization, Execution Plan and Procurement Conditions.

c) Economic Feasibility Studies for Secondary and Tertiary Roads.

d) Technical and Economic Feasibility Studies for Public Transportation in Port-Au-Prince. This activity is the second phase of urban transport planning in the capital as it was recommended in urban transport diagnosis funded by IADB in November 2011.

IV. BUDGET

Category	IADB	TOTAL
1. Component 1: Engineering Studies	500,000	500,000
TOTAL	**500,000**	**500,000**

V. EXECUTION

The beneficiary of this technical cooperation will be the MTPTC. The Central Execution Unit (UCE) will be the executing agency. UCE will be in charge of procurement process, administrative and monitoring activities. In coordination with the Project Team, they will perform the administration of the TC and will be in charge of accounting and financial records. The selection of consultants and firms financed by the IADB will follow the “Policies for the Selection and Contracting of Consultants financed by the Inter-American Development Bank (GN-2350-9)”, March 2011.

VI. PROJECT RISKS AND ISSUES

Since the TC relies on engineering studies, there are no risks directly associated with the implementation of this TC.

VII. ENVIRONMENTAL AND SOCIAL CLASIFICATION

This technical cooperation has no environmental or social implications since the products are

studies. These studies take into account the expected benefits and possible negative impacts related with the implementation of road projects and aim to design mitigation measures to tackle the negative impacts. Given the nature of technical cooperation, this operation is classified as "C".