



**IADB-RG-T3854**

**Support to the Public Policy Laboratory in the Transport Sector**



## Quick Facts

<b>Countries</b>	Colombia, El Salvador
<b>Financial Institutions</b>	Inter-American Development Bank (IADB)
<b>Status</b>	Active
<b>Bank Risk Rating</b>	C
<b>Voting Date</b>	2021-09-14
<b>Borrower</b>	Governments of Colombia and El Salvador
<b>Sectors</b>	Law and Government, Technical Cooperation, Transport
<b>Investment Type(s)</b>	Advisory Services, Grant
<b>Investment Amount (USD)</b>	\$ 0.40 million
<b>Project Cost (USD)</b>	\$ 0.40 million



### Project Description

1.1. Urban public transport systems play a fundamental role in cities as articulators of economic and social interactions. Traditionally, the literature has traditionally focused on evaluating the benefits derived from gains in travel time or reduced travel costs. Similarly, extensive literature highlights the relevance of complementarity and substitution with other modes of transport, and how, as a whole, an integral system is established where transport offers and demands determine travel costs and times.

1.2. However, there is still little evidence on the impacts of the operation of public transport in economic and social dimensions that transcend time gains. These impacts can be derived from different interventions, such as: fare integration, targeted subsidies for public transport trips, security programs and citizen culture in the use of public transport systems, dynamic management of transport demand, new offer of trips by new lines and / or routes of the public transport, renewal of the rolling stock and renewal of the system, among others. Given these interventions, some studies have suggested the relationship of public transport with less direct benefits that may include: increases in labor participation, better performance in school attendance, greater consultations related to home care, greater number of trips generated by minority groups or by women in public transport, among others. Additionally, the impacts may vary due to the different profiles of demographic and socioeconomic groups (older adults, children attending primary education, female heads of household, migrant community, LGTBI population, among others).

1.3. In this scenario, evidence of effectiveness is essential for the planning and operation of public transportation systems in the region. The study of these impacts, together with the lessons learned, constitute a highly valuable guide for all cities in the region whose task is to improve urban mobility systems through mass public transport.

1.4. Given this context, the initiative of the Public Policy Laboratory in Public Transport (The Laboratory), aims to provide evidence for the design of interventions and maximize the social and economic impacts of the development and operation of public transport systems. For now, two countries have been identified where activities will begin, Argentina and Colombia. However, this TC will be available to any country in LAC. To access the resources of this TC, the transport agency in charge of the public transportation system must have a database that allows them to have a baseline of indicators that can be crossed with indicators from other sectors such as the health sector, education, among others. The Laboratory originates from previous regional initiatives and is considered an evolution in regional articulated work after projects such as Transport GenderLab, and actions to increase the evidence of public policy to increase the safety of women through public transport systems .



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## Investment Description

- Inter-American Development Bank (IADB)



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## Contact Information

### ACCOUNTABILITY MECHANISM OF IADB

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## Bank Documents

- [TC Document - Disclosure\\_57076](#)