Early Warning System

WB-P170609

Lima Teleferico San Juan de Lurigancho -(Series 1)

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Quick Facts

Countries	Peru
Specific Location	Lima
Financial Institutions	World Bank (WB)
Status	Active
Bank Risk Rating	A
Voting Date	2020-06-05
Borrower	GOVERNMENT OF PERU - MINISTRY OF ECONOMY & FINANCE - MEF
Sectors	Transport
Potential Rights Impacts	Cultural Rights, Healthy Environment, Housing & Property, Labor & Livelihood, Marginalized Groups
Investment Type(s)	Loan
Investment Amount (USD)	$ 100.00 million
Loan Amount (USD)	$ 100.00 million
Project Cost (USD)	$ 123.00 million

Project Description

The Series of projects (SoP) Development Objective is to improve mobility and accessibility to jobs and services in selected hillside urban settlements in Lima Metropolitan Municipality, MML by integrating them to mass transit services. The SoP is comprised of two urban cable car projects: San Juan de Lurigancho (SJL) and El Agustino (EA). The PDO of the SJL Project is to improve mobility and accessibility to jobs and services of the hillside settlements in the SJL and Independencia districts of MML by integrating them to the BRT and metro services.

This will be the first project in the SOP, consisting in the delivery of the SJL cable car system (6.1 kilometers of cable car crossing the
Amancaes hills in the north of Lima and the integration with the BRT Naranjal Station and the Metro Line 1 San Carlos Station). Components of the cable car SJL project are (a) engineering designs, environmental and social instruments, pylons, stations, pedestrian access, maintenance and control center facilities; (b) the installation of necessary electromechanical equipment, cabins, and technology; (c) project preparation activities for EA cable car and (d) the supervision of works and the installation of equipment and technology. Preliminary passenger demand studies suggest the cable car will mobilize around 12,800 passengers per day in the first year of operations.

Early Warning System Project Analysis

High environmental and social risks under the World Bank ESF.

People Affected By This Project

The environmental risk classification for this project is high under the World Bank ESF. Classification responds to adverse impacts and risks associated with 4 aspects:

i) the complex institutional arrangements of project implementation;

i) PIU's lack of ability to manage social and environmental risks and impacts in accordance with the Bank's ESF;

iii) area's vulnerability to risks associated with seismic events, landslides, and other natural disasters;

iv) wide range of expected risks and adverse impacts on the environment due to the complex nature of this greenfield project and sensitivity of the location (regarding the potential overlap of intermediate stations with the "lomas de Amancaes" ecosystem).

Potential environmental impacts and risks are mainly related to: i) Overall nuisances to the communities dueto noise and vibration, dust, traffic congestion (including vehicular accidents), waste, and visual disturbances; ii) Occupational health and safety risks during construction; iii) Community health, safety and security during operation, including accidents of the cable car users; iv) Cumulative impacts over the "lomas de amancaes" ecosystem due to the proliferation of invasions and occupations; v) Impacts on landscape quality.

The social risk of this project is considered High because of potential adverse social impacts and risks attributable to the project, which include

(i) the need to relocate an informal cemetery with at least 100 grave markers;

(ii) the land acquisition of 60 social units (43 houses and 17 commercial establishments),

(iii) the acquisition of land from an unidentified number of people for the construction of an access road to carry out equipment and construction materials, particularly for Station Two and its nearby towers;

(iv) risk of temporary restrictions in access to residential andcommercial establishments, which could affect people's livelihoods; and

(v) risks of community health and safety. Anindirectly related risk is the potential intensification of local disputes associated to land trafficking in the area, particularly in areas near the annexes of the settlements located near stations 2 and 3, as a result of the potential increase in the value of the land. These risks may be exacerbated by a context of high socioeconomic vulnerability among the inhabitants of the hilltops, particularly around Station 2, characterized by a significant level of informal possession of the land they occupy, oftentimes without access to basic services, in addition to the risk of citizen insecurity around the cable car stations.

Investment Description

- World Bank (WB)

World Bank Group Financing by the International Bank for Reconstruction and Development (IBRD)

Contact Information

ACCOUNTABILITY MECHANISM OF WORLD BANK

The World Bank Inspection Panel is the independent complaint mechanism and fact-finding body for people who believe they are likely to be, or have been, adversely affected by a World Bank-financed project. If you submit a complaint to the Inspection Panel, they may investigate to assess whether the World Bank is following its own policies and procedures for preventing harm to people or the environment. You can contact the Inspection Panel or submit a complaint by emailing ipanel@worldbank.org. You can learn more about the Inspection Panel and how to file a complaint at: http://ewebapps.worldbank.org/apps/ip/Pages/Home.aspx.