

June 27, 2013

**Comments from WRI on Approval by Mail: Colombia: Technological Transformation Program for Bogota's Integrated Public Transport System (IDB) - CTF**

Dear Patricia,

Please find attached a submission of comments on the Technological Transformation Program for Bogota's Integrated Public Transport System, [circulated](#) June 14, 2013.

Thank you for the opportunity to comment.

Regards,  
Milap Patel

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## Comments on Colombia Technological Transformation Program for Bogota's Integrated Public Transport System (IDB)

In WRI's capacity as civil society observer on the Clean Technology Fund, we have several requests for clarification from the IDB and the government of Colombia on the Technological Transformation Program for Bogota's Integrated Public Transport System. These are meant to support the development of an effective project for this important sector of the Colombian economy. Overall we are encouraged by the important contribution this project is making to a wider transport system improvement operation for Bogota, especially as it seems to be embedded in the structural reform of the sector.

As the proposed CTF project is nested within the broader Integrated Public Transportation System (SITP), in order to strengthen this project's case, it will be important to make clearer the expected outcomes resulting purely from the use of CTF finances, to the tune of \$40 million, and not conflate these with the SITP's expected outcomes. Particularly:

### **Potential for GHG Emissions Savings**

The CTF funds will be used to purchase approximately 282 medium-sized, 'clean technology' passenger buses. The emissions savings presented in the CTF proposal will result from: i) a reduction in the total size of the bus fleet from 16,000 to 9,000 vehicles, ii) optimization of transit routes, iii) reduction of the average age of the fleet, and iv) technological improvements to diesel engines and bus types. Of these i) and ii) are a result of the wider SITP system design, which cannot be attributed to CTF financing. Additionally, it is unclear what the distinction is between iii) and iv), given that the average age of the fleet will fall because new buses, with improved technologies will be bought. With these corrections, a more accurate and CTF-specific reading of the GHG impact can be ascertained.

### **Development Impact**

The new buses will bring an improvement in local air quality and will contribute to a more user-friendly system, as presented in the project proposal. However the extent to which they deliver affordability and gender benefits will depend, again, on the results of the wider SITP implementation. Therefore these development impacts will depend greatly on how well the SITP as a whole designs supporting infrastructure – such as well-lit bus stations and integration into urban design – and builds capacity of relevant bus stakeholders, such as bus drivers. It should be made clear in the CTF project proposal that these impacts will come from the systemic improvements as a whole.



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### *Stakeholder Consultations*

In order to address user concerns and wishes into the transportation system, the project should be able to demonstrate to TFC members how stakeholder consultations, especially with public transport users, have taken place. While we are aware of local consultations regarding the final definition of routes, the project design has not taken into account user wishes for faster, more comfortable services. We are aware that the overall project is facing some implementation hurdles so it will be advisable that the CTF project also contribute to risk mitigation and acceleration of reforms by building stakeholder consensus through improving the way gender and user needs are considered.