Implementation Status & Results

Mexico

Mexico City Insurgentes Bus Rapid Transit System Carbon Finance Project (P082656)

Operation Name: Mexico City Insurgentes Bus Rapid Transit System Carbon Finance Project (P082656)  
Project Stage: Implementation  
Seq.No: 3  
Status: ARCHIVED  
Last Modified Date: 01-Dec-2010

Country: Mexico  
Approval FY: 2006  
Product Line: Carbon Offset  
Region: LATIN AMERICA AND CARIBBEAN  
Implementing Agency(ies): METROBUS

Key Dates

Board Approval Date 04-Nov-2005  
Original Closing Date 26-Aug-2010  
Planned Mid Term Review Date  
Last Archived ISR Date 13-Sep-2010  
Effectiveness Date 19-Nov-2006  
Revised Closing Date 31-Dec-2015  
Actual Mid Term Review Date

Project Development Objectives

Project Development Objective (from Project Appraisal Document)

1. Project development objective: (see Annex 1)
   The project will contribute to reductions in local airborne pollutants and greenhouse gas emissions generated by the transport sector in the Metropolitan Area of Mexico City (MCMA). This will be sought through the development of the first surface mass transport corridor in Mexico City (Insurgentes Avenue) and associated traffic management measures.

   The project is also intended to develop and demonstrate the catalytic use of Clean Development Mechanism (CDM) to foster technology, regulatory and institutional changes in the public transport sector. It will also develop and implement tools required to measure and monitor greenhouse gas (GHG) emission reductions from the transport sector. While the operation of one single corridor does not result in large emission reductions, the project will help to develop the tools and procedures that may be applied, on a larger scale as a follow up to this operation. The availability of certified emission reductions is expected to accelerate this process. Thus, the project will demonstrate that a high-quality bus corridor approach is a viable alternative for promoting a modal shift. In this context, the project will provide a valuable blueprint for other corridors in the city and elsewhere which could bring about a much higher overall impact.

Has the Project Development Objective been changed since Board Approval of the Project?

☐ Yes ☐ No

Component(s)

<table>
<thead>
<tr>
<th>Component Name</th>
<th>Component Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development of a BRT over Insurgentes Avenue</td>
<td>47.00</td>
</tr>
<tr>
<td>Monitoring of the corridor and linkage to non motorized modes</td>
<td>2.40</td>
</tr>
</tbody>
</table>

Overall Ratings

<table>
<thead>
<tr>
<th></th>
<th>Previous Rating</th>
<th>Current Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>Progress towards achievement of PDO</td>
<td>Highly Satisfactory</td>
<td>Highly Satisfactory</td>
</tr>
<tr>
<td>Overall Implementation Progress (IP)</td>
<td>Highly Satisfactory</td>
<td>Highly Satisfactory</td>
</tr>
</tbody>
</table>
Implementation Status Overview

The project has been commissioned and is delivering carbon emission reductions since 2006. Furthermore, the system has been expanded beyond its original design, both by extending the original corridor with a south extension and adding another corridor “Eje-4” route. The project has been serving its purpose well in developing and demonstrating the catalytic use of CDM to foster technology, regulatory and institutional changes in the public transport sector. It has also developed and implemented tools required to measure and monitor GHG emission reductions from the transport sector which have led to follow up projects, as anticipated in the project development objective, including the recently approved: Mexico: Urban Transport Transformation Project.

Results

Project Development Objective Indicators

<table>
<thead>
<tr>
<th>Indicator Name</th>
<th>Baseline</th>
<th>Current</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reduced emission of local and global pollutants from the transport system in Insurgentes Avenue as measured through the proposed monitoring protocol;</td>
<td>Value</td>
<td>Value</td>
<td>Value</td>
</tr>
<tr>
<td>Type</td>
<td>Unit of Measure</td>
<td>Date</td>
<td>Date</td>
</tr>
<tr>
<td>Custom Indicator</td>
<td>Text</td>
<td>10-Feb-2006</td>
<td>30-Jun-2007</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Indicator Name</th>
<th>Baseline</th>
<th>Current</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improved operation of the bus transport system in the corridor as measured by reduced average travel times on the Insurgentes Avenue;</td>
<td>Value</td>
<td>Value</td>
<td>Value</td>
</tr>
<tr>
<td>Type</td>
<td>Unit of Measure</td>
<td>Date</td>
<td>Date</td>
</tr>
<tr>
<td>Custom Indicator</td>
<td>Text</td>
<td>10-Feb-2006</td>
<td>30-Jun-2007</td>
</tr>
</tbody>
</table>
### Intermediate Results Indicators

<table>
<thead>
<tr>
<th>Indicator Name</th>
<th>Baseline</th>
<th>Current</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improved bus system energy efficiency (in liters of diesel per passenger kilometer);</td>
<td>Value: No change in bus system energy efficiency.</td>
<td>Value: Field measurement comply or surpass previously estimated emission reductions caused by implementation of corridor.</td>
<td></td>
</tr>
<tr>
<td>Date</td>
<td>10-Feb-2006</td>
<td>Date: 30-Jun-2007</td>
<td>Comment: This target has been reached.</td>
</tr>
<tr>
<td>Comment</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Improved bus productivity: serving more passengers with lesser number of units and increased modal share for large buses;</td>
<td>Value: 360 bus units operating inefficiently on Insurgentes.</td>
<td>Value: Increase in modal shift to 10%. Optimization of kilometers travelled.</td>
<td></td>
</tr>
<tr>
<td>Date</td>
<td>10-Feb-2006</td>
<td>Date: 30-Jun-2007</td>
<td>Comment: This target has been reached.</td>
</tr>
<tr>
<td>Comment</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Successful registration of CDM methodology and further implementation of the corridor program.</td>
<td>Value: No transport baseline methodology developed.</td>
<td>Value: Methodology has been accepted by Meth Panel. The methodology is being applied to other BRT projects worldwide. At least one more corridor developed by 2007.</td>
<td></td>
</tr>
<tr>
<td>Date</td>
<td>10-Feb-2006</td>
<td>Date: 30-Jun-2007</td>
<td>Comment: This target has been reached.</td>
</tr>
<tr>
<td>Comment</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Indicator Name</td>
<td>Baseline</td>
<td>Current</td>
<td>End Target</td>
</tr>
<tr>
<td>-----------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>All the old Insurgentes buses have been scrapped.</strong></td>
<td><strong>Value</strong> No buses scrapped.</td>
<td><strong>Value</strong> Over 300 buses scrapped so far.</td>
<td><strong>Value</strong> All buses scrapped and in addition documentation of indirect scrapping: better units used to replace bad units on other routes which are being scrapped.</td>
</tr>
<tr>
<td><strong>Date</strong> 10-Feb-2006</td>
<td><strong>Comment</strong></td>
<td><strong>Date</strong> 27-Oct-2010</td>
<td><strong>Date</strong> 30-Jun-2007</td>
</tr>
<tr>
<td><strong>Type</strong> Custom Indicator</td>
<td><strong>Unit of Measure</strong> Text</td>
<td><strong>Comment</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Field measurements and surveys confirm reduced travel time. Majority of users of system are more satisfied with the service than before.</strong></td>
<td><strong>Value</strong> No corridor - no change in travel time.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Date</strong> 10-Feb-2006</td>
<td><strong>Comment</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Type</strong> Custom Indicator</td>
<td><strong>Unit of Measure</strong> Text</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Articulated buses consume less fuel per passenger kilometer confirmed by field measurement.</strong></td>
<td><strong>Value</strong> No change in fuel used per passenger.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Date</strong> 10-Feb-2006</td>
<td><strong>Comment</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Type</strong> Custom Indicator</td>
<td><strong>Unit of Measure</strong> Text</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Methodology for monitoring and validation of emission reductions

<table>
<thead>
<tr>
<th>Indicator Name</th>
<th>Baseline</th>
<th>Current</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Methodology for monitoring and validation of emission reductions</td>
<td>Value</td>
<td>Value</td>
<td>Value</td>
</tr>
<tr>
<td></td>
<td>0.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>Date</td>
<td>15-Jan-2006</td>
<td>14-Jan-2010</td>
<td>31-Dec-2015</td>
</tr>
<tr>
<td>Comment</td>
<td>Methodology has been approved by the UNFCCC.</td>
<td>Methodology approved.</td>
<td></td>
</tr>
</tbody>
</table>

#### Data on Financial Performance (as of 05-May-2010)

**Financial Agreement(s) Key Dates**

<table>
<thead>
<tr>
<th>Project</th>
<th>Loan No.</th>
<th>Status</th>
<th>Approval Date</th>
<th>Signing Date</th>
<th>Effectiveness Date</th>
<th>Closing Date</th>
</tr>
</thead>
</table>

**Key Decisions Regarding Implementation**

There are no key decisions for disclosure

**Restructuring History**

There has been no restructuring to date.

**Related Projects**

P124972-Mexico City Insurgentes Bus Rapid Transit System Additional Financing