

**SUPPORT FOR THE RURAL TRANSPORTATION INFRASTRUCTURE PROGRAM**

**(TC-00-06-03-2-EC)**

**EXECUTIVE SUMMARY**

<b>Requestor</b>	Government of Ecuador	
<b>Executing agency:</b>	Ministerio de Obras Públicas (MOP) [Ministry of Public Works] through the Unidad de Caminos Vecinales (UCV) [Local Roads Unit]	
<b>Amount and source:</b>	IDB (SJF)	US\$ 750,000
	Local counterpart:	US\$ 250,000
	Total:	US\$1,000,000
<b>Execution timetable:</b>	Execution period:	20 months
	Disbursement period:	24 months
<b>Objectives:</b>	To provide technical and institutional assistance for the Ministry of Public Works in carrying out technical, economic, financial, fiscal, social, environmental and institutional studies to complement the studies included in the rural transportation infrastructure program (PIRT) (loan 1282/OC-EC) approved in November 2000, thereby providing support for implementing the program, monitoring its execution, and evaluating the results.	
<b>Description:</b>	The technical-cooperation project will support PIRT in developing: (i) the capacity of lower levels of government to manage rural roads; (ii) community participation in identifying and prioritizing works; (iii) methods for community participation in executing the works; (iv) technical, environmental and economic aspects for building, maintaining and operating the roads; (v) establishment and monitoring of microenterprises that perform routine road maintenance; and (vi) evaluation of the short- and medium-term socioeconomic impacts of PIRT.	
<b>Environmental and social review:</b>	This technical-cooperation project will help to mitigate potential negative socioenvironmental impacts during PIRT, by producing studies and environmental procedures and manuals for construction and maintenance that will be applied to ensure environmental protection, the maintenance of the rehabilitated roads, and training for executing and supervisory agencies and the microenterprises that will	

perform routine maintenance

**Benefits and beneficiaries:**

The benefits will include: (i) greater efficiency in managing rural roads; (ii) systems for participation by lower levels of government and communities in road management and financing; (iii) sustainable technical and organizational tools supported by the public and governments; (iv) policies to support rural transportation infrastructure and associated services; (v) better coordination between the different levels of government; and (vi) a system to evaluate the costs and benefits of road management.

The direct beneficiaries will be MOP, the lower levels of government participating in PIRT, and the road maintenance microenterprises. The indirect beneficiaries include governments and communities that will have their rural roads rehabilitated when the program is continued on a larger scale.