

TC ABSTRACT

I. BASIC PROJECT DATA

▪ Country/Region:	Belize/CID
▪ TC Name:	Support for preparing a Comprehensive Climate Change adaptive National Transportation Master Plan
▪ TC Number:	BL-T1065
▪ Team Leader/Members:	Brian Mc Nish, Team Leader TSP/CPN; Leopoldo Montanez, Alternate Team Leader (INE/TSP); Raúl Rodríguez, Isabel Granada and Caterina Vecco (INE/TSP) and Andrés Consuegra (LEG/SGO)
▪ Indicate if: Operational Support, Client Support, or Research & Dissemination.	Capacity Building
▪ If Operational Support TC, give number and name of Operation Supported by the TC:	Not applicable.
▪ Reference to Request: (IDB docs #)	Government request IDB docs #37707490
▪ Date of TC Abstract:	April 1st , 2014
▪ Beneficiary (countries or entities which are the recipient of the technical assistance):	Government of Belize (GoBL)
▪ Executing Agency and contact name:	Ministry of Works and Transport
▪ IDB Funding Requested:	US\$796,000 80%
▪ Local counterpart funding, if any:	US\$184,000 20%
▪ Disbursement period (which includes execution period):	36 disbursement, 30 months execution
▪ Required start date:	October 1st, 2014
▪ Types of consultants (firm or individual consultants):	Firm
▪ Prepared by Unit:	Transport Division (INE/TSP)
▪ Unit of Disbursement Responsibility:	Belize (CBL)
▪ Included in Country Strategy (y/n); ▪ TC included in CPD (y/n):	Yes Yes
▪ GCI-9 Sector Priority:	Infrastructure planning promoting regional integration and climate change adaptation and mitigation.

II. OBJECTIVE AND JUSTIFICATION

2.1 The United Nations Framework Convention on Climate Change (UNFCCC) recognizes that Belize is one of those countries most vulnerable to the adverse impacts of climate change. Belize has a long, low-lying coastline (Art. 4.8 b), it has over 1,060 small islands (Art. 4.8 a), the second longest barrier reef in the world and it is very prone to natural disaster, especially hurricanes (Art 4.8d). Therefore in addressing these issues, Belize has identified the assessment of the country's

vulnerability to climate change and the formulation of adaptation measures in its transportation system as one of its highest priorities.

- 2.2 Adaptation to climate change in the transportation sector is particularly important as the transport system in Belize has evolved from a reaction to immediate needs, and not from a long-term holistic plan for national development. As a result Belize has inherited a haphazard, and disjointed transportation system susceptible to the vagaries of climate change which provides an unacceptable level of service in meeting the diverse demands for the movement of goods and people at various times particularly in emergencies when large amounts of people have to be evacuated. This has led inter alia to systemic marginalization and isolation, negative impacts on the environment and high logistics cost on the economy providing discernible constraints to the country's productivity chain and national development¹.
- 2.3 As a guide to address this and other development challenges for the future, the Government of Belize has documented a long term National Development Framework: Horizon 2030 which is the main policy document and the blueprint to strategically guide Belize's sustainable development over the next fifteen years. The document is the visionary statement of where Belize and its people want to be in terms of development by the year 2030 which highlights several pillars on which national development is to build and includes (i) improved governance and modernized political systems. (ii) Education and life-long learning as important tools for economic growth. (iii) Generating resources for long-term development, and (iv) Healthy people and a healthy environment².
- 2.4 Stemming from the National Development Framework Horizon 2030 document Belize's rolling Medium Term Development Strategy (MTDS) 2010-2013, highlights the need for a updated Comprehensive National Transportation Policy and the strengthening of existing legislation et al to support the sustainable development of the transportation sector³ to meet the future needs and challenges including the impact of climate change. The MTDS sights that a comprehensive approach to multi-modal transportation planning has not yet been addressed and that while some of the transportation sub sectors has had the benefit of some planning, most areas are still lacking and plans tend to be misaligned as it relates to climate resilience and other areas, leading to solutions that are not comprehensive in nature, but rather short term fixes.
- 2.5 Accordingly, by letter dated April 11, 2013 the Government of Belize requested financial and technical support from the Bank for the preparation of a comprehensive National Transportation Master Plan.
- 2.6 Support for the development of a Comprehensive National Transportation Master Plan for Belize is justified as it will provide Government for the first time with a comprehensive blue print that will enable good governance of the sector aligned with the governance goal of Horizon 2030 as well as a planning tool in the transportation sector for adaptation to Global Climate Change. The Master Plan will facilitate

¹ Government of Belize Concept Paper Development of a National Transportation Master Plan March 8th 2013.

² Horizon 2030 – Barnett and Co, 2012.

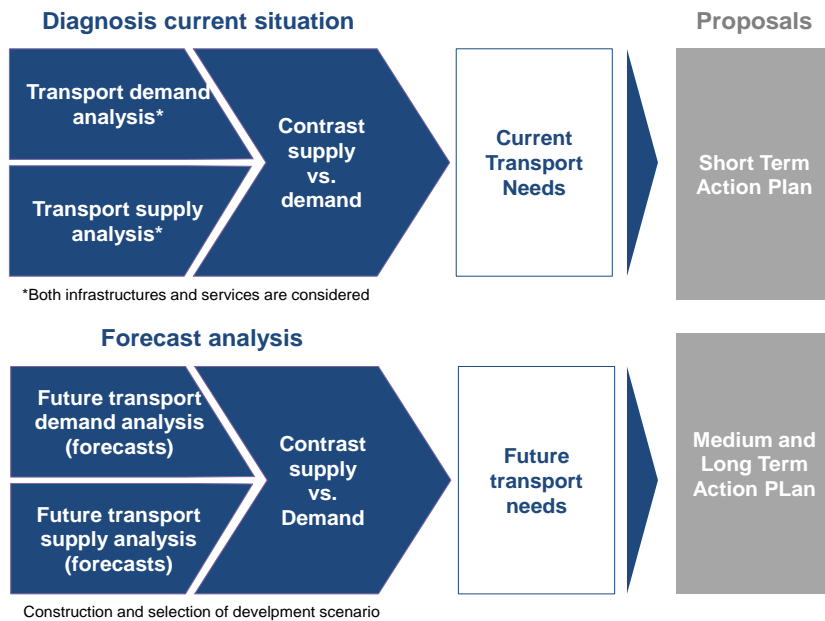
³ Belize's Medium Term Development strategy, "pg. 67 E.: Transportation, Building, and Public Utilities".

optimum decisions for future development and financing of transport infrastructure based on medium to long-long term projections of international regional, climate change resilience and domestic transport demand.

- 2.7 The Transportation Plan would also provide cohesion in what historically has been fragmentation between different modes of transport and where typically transportation was done in isolation from any consideration of the environment and climate change, land use planning, and vice versa. Ultimately it would help the Government of Belize elaborate the transportation needs in order to realize its vision for 2030 in a sustainable approach.

III. DESCRIPTION OF ACTIVITIES AND OUTPUTS

- 3.1 This technical cooperation will support the development from a climate change adaptive perspective a Comprehensive Transportation Master Plan for Belize. It will consider all modes of transport in the country and analyze them in three phases (i) diagnostic phase, (ii) forecast phase and (iii) recommendation phase as shown diagrammatically in the figure below. The study will also examine the supply and demand-side of transport, under current and future climate change environments for both passenger and freight transport. To accomplish this approach seven primary components will have to be examined as follow:



1. **Diagnosis of the current situation** defining a preliminary approach to future scenarios. It will involve information compilation and characterization of supply demand relationships of both freight and passenger transport systems as well as an analysis of the infrastructure currently available its vulnerability and the existing institutional, legal and regulatory framework.
2. **Short-term action plan** will consist of the elaboration and definition of short-term work objectives, responsibilities, budget and schedule.

3. **Assessment and modelling** of the intercity transport system and development scenarios which will involve roads, identification of zoning and time horizons; generation of a transport database; the proposal and modelling of future climate change scenarios; assessment of the impact of water-taxi and airway passenger transport with rising water levels due to climate change.
 4. **Evaluation of Belize's logistics system** and potential development scenarios including the identification of trends, and the evaluation of alternatives with a description of medium and long-term climate change scenarios
 5. **Proposals for medium and long-term** will consist of the development of conceptual models for approval by Government and development of a climate change adaptive action plan together with the Institutional legal and regulatory instruments and other support incentives to facilitate the action plan. This will also consist of developing monitoring tools and a proposal for funding the action plan.
 6. **Establishing a set of IT tools** will include the creation and launch of the project website and a Geographic Information system together with a data room where all the documents and information about the project are stored. The IT tools will also include a Belize investment prioritization tool with attendant manuals.
 7. **Coordination with stakeholders**, will involve workshops for the socialization and dissemination of intermediate and final results.
- 3.2 The expected output is that the project will provide a comprehensive study of Belize's transportation system especially modelled to consider the consequences of climate change. The study will identify and substantiate the handicaps and constraints as well as provide the attendant adaptive recommendations for infrastructure and governance for the sector to be responsive to the challenges of Climate Change. This will provide the Government of Belize with a roadmap so that it can move forward decisively with implementable actions that will increase the Country's internal mobility, production efficiency, trade capacity and competitiveness and deliver the best value transportation services to a growing economy confronted by the vagaries of climate change.

IV. BUDGET

- 4.1 The total cost of this technical cooperation less supervision cost is US\$1,080,000 and its time of execution is 30 months and 36 months for final disbursement.

Type	Amounts in US\$
Professional fees	680,000
Expenses	300,000
Travels	110,000
field works	143,000
software + databases	27,000
reports + workshops	20,000
Contingencies	10,000
TOTAL	1,080,000

V. INDICATIVE BUDGET

Activity/Component	IDB Financing (US\$)	Country Financing	Total Financing (US\$)
Consultant for the National Transportation Master Plan	680,000	300,000	980,000
Contingencies	68,000	-	68,000
Supervision/Execution	-	32,000	32,000
Total	748,000	332,000	1,080,000

VI. EXECUTING AGENCY AND EXECUTION STRUCTURE

- 6.1 The beneficiary agency for this technical cooperation will be the Ministry of Works and Transport. An already created technical unit in charge of the management of multilateral resources will be the executing agency, and thus will be responsible for contracting and monitoring the implementation technically and administratively. The Bank's project team will also be responsible for the management of financial risks and will be in charge of filing all documents related to transactions made. The process of selecting consultants and firms financed with Bank's resources will be implemented in accordance to the Bank's Policy for the Selection and Hiring of Consultants (Document GN-2350-9 of March 2011).

VII. PROJECT RISKS AND ISSUES

- 7.1 There are no identified foreseeable risks for the preparation or the implementation stages of this technical assistance.

VIII. ENVIRONMENTAL AND SOCIAL CLASSIFICATION

- 8.1 Given that the focus is on the preparation of transportation studies this technical cooperation has no social or environmental impacts. This study will identify the potential positive and negative impacts associated with the recommendations of the specific policy options which in turn, will allow for timely and appropriate formulation of mitigation strategies.
- 8.2 Safeguard Policy Filter Report and Safeguard Screening Form are saved under IDBDOCS No. [38712718](#) and [38712738](#).

SAFEGUARD POLICY FILTER REPORT

PROJECT DETAILS	
IDB Sector	TRANSPORT-DEMAND MANAGEMENT AND CONTROL OF URBAN TRANSPORT SYSTEMS
Type of Operation	Technical Cooperation
Additional Operation Details	
Investment Checklist	Generic Checklist
Team Leader	Mc Nish, Brian Martin (BRIANM@iadb.org)
Project Title	Belize: Support for Preparation of National Transportation Masterplan.
Project Number	BL-T1065
Safeguard Screening Assessor(s)	Mc Nish, Brian Martin (BRIANM@iadb.org)
Assessment Date	2014-04-01

SAFEGUARD POLICY FILTER RESULTS		
Type of Operation	Technical Cooperation	
Safeguard Policy Items Identified (Yes)	Type of operation for which disaster risk is most likely to be low .	(B.01) Disaster Risk Management Policy– OP-704
	The Bank will make available to the public the relevant Project documents.	(B.01) Access to Information Policy– OP-102
	The operation is in compliance with environmental, specific women's rights, gender, and indigenous laws and regulations of the country where the operation is being implemented (including national obligations established under ratified Multilateral Environmental Agreements).	(B.02)
	The operation (including associated facilities) is screened and classified according to their potential environmental impacts.	(B.03)
	The Bank will monitor the executing agency/borrower's compliance with all safeguard requirements stipulated in the loan agreement and project operating or credit regulations.	(B.07)
	Suitable safeguard provisions for procurement of goods and services in Bank financed projects may be incorporated into project-specific loan agreements, operating regulations and bidding documents, as appropriate, to ensure environmentally responsible procurement.	(B.17)



Potential Safeguard Policy Items(?)	No potential issues identified	
Recommended Action:	Operation has triggered 1 or more Policy Directives; please refer to appropriate Directive(s). Complete Project Classification Tool. Submit Safeguard Policy Filter Report, PP (or equivalent) and Safeguard Screening Form to ESR.	
Additional Comments:		

ASSESSOR DETAILS

Name of person who completed screening:	Mc Nish, Brian Martin (BRIANM@iadb.org)
Title:	
Date:	2014-04-01

COMMENTS

No Comments

SAFEGUARD SCREENING FORM

PROJECT DETAILS	
IDB Sector	TRANSPORT-DEMAND MANAGEMENT AND CONTROL OF URBAN TRANSPORT SYSTEMS
Type of Operation	Technical Cooperation
Additional Operation Details	
Country	BELIZE
Project Status	
Investment Checklist	Generic Checklist
Team Leader	Mc Nish, Brian Martin (BRIANM@iadb.org)
Project Title	Belize: Support for Preparation of National Transportation Masterplan.
Project Number	BL-T1065
Safeguard Screening Assessor(s)	Mc Nish, Brian Martin (BRIANM@iadb.org)
Assessment Date	2014-04-01

PROJECT CLASSIFICATION SUMMARY		
Project Category: C	Override Rating:	Override Justification:
		Comments:
Conditions/ Recommendations	<ul style="list-style-type: none"> No environmental assessment studies or consultations are required for Category "C" operations. Some Category "C" operations may require specific safeguard or monitoring requirements (Policy Directive B.3). Where relevant, these operations will establish safeguard, or monitoring requirements to address environmental and other risks (social, disaster, cultural, health and safety etc.). The Project Team must send the PP (or equivalent) containing the Environmental and Social Strategy (the requirements for an ESS are described in the Environment Policy Guideline: Directive B.3) as well as the Safeguard Policy Filter and Safeguard Screening Form Reports. 	

SUMMARY OF IMPACTS/RISKS AND POTENTIAL SOLUTIONS	
Identified Impacts/Risks	Potential Solutions

DISASTER RISK SUMMARY	
Disaster Risk Category: Low	
Disaster/	<ul style="list-style-type: none"> No specific disaster risk management measures are required.



Recommendations

ASSESSOR DETAILS

Name of person who completed screening:	Mc Nish, Brian Martin (BRIANM@iadb.org)
Title:	
Date:	2014-04-01

COMMENTS

No Comments