

TC ABSTRACT

I. BASIC PROJECT DATA

▪ Country/Region:	Belize/CID
▪ TC Name:	Final Designs for George Price Highway Rehabilitation
▪ TC Number:	BL-T1066
▪ Team Leader/Members:	Raúl Rodríguez, Team Leader (INE/TSP); Brian Mc Nish, Alternate Team Leader (TSP/CPN); Jacob Veverka (INE/TSP); Leopoldo Montañez (INE/TSP); Vanessa Lynch (CID/CBL); Caterina Vecco (INE/TSP); Colin Rees (VPS/ESG); John Primo (CID/CBL) and Paula Louis-Grant (FMP/CGY).
▪ Indicate if: Operational Support, Client Support, or Research & Dissemination.	Operational Support
▪ If Operational Support TC, give number and name of Operation Supported by the TC:	BL-L1019: George Price Highway Rehabilitation
▪ Reference to Request: (IDB docs #)	Special mission Aide Memoire –Government request (IDBDOC 38873038 see link) Confidential Information
▪ Date of TC Abstract:	July 11, 2014
▪ Beneficiary (countries or entities which are the recipient of the technical assistance):	Government of Belize (GoBL), Ministry of Works and Transport (MoWT)
▪ Executing Agency and contact name:	Ministry of Works and Transport
▪ IDB Funding Requested:	US\$1,000,000
▪ Local counterpart funding, if any:	US\$250,000 (in kind)
▪ Disbursement period (which includes execution period):	16 months disbursement, 12 months execution
▪ Required start date:	September 1, 2014
▪ Types of consultants (firm or individual consultants):	International Firm and Individual Consultants
▪ Prepared by Unit:	Transport Division (INE/TSP)
▪ Unit of Disbursement Responsibility:	Belize (CBL)
▪ Included in Country Strategy (y/n);	Yes
▪ TC included in CPD (y/n):	Yes
▪ GCI-9 Sector Priority:	Lending to a small and vulnerable country Lending to support climate change initiatives Lending to support regional cooperation and integration

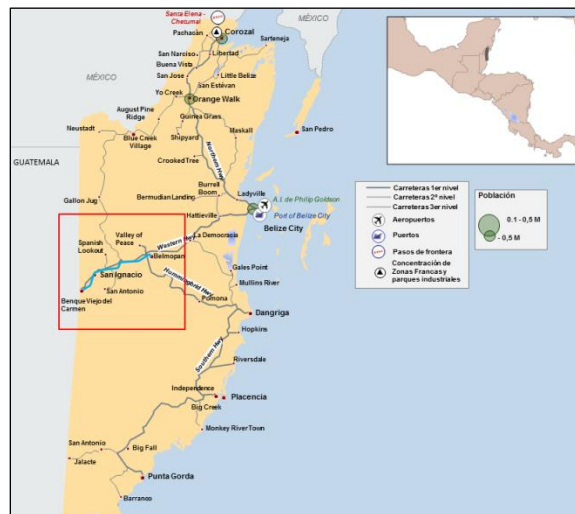
II. OBJECTIVE AND JUSTIFICATION

- 2.1 The objective of this Technical Cooperation (TC) is to support Belize’s efforts to improve the competitiveness of the country. This will be achieved through the rehabilitation of a key transport link between Belmopan and the border crossing with Guatemala improving the ground connectivity with the Mesoamerican region.
- 2.2 As part of the implementation of the Country Medium-Term Development Strategy (2010 – 2013), which highlights the importance of an efficient transport service for economic development, the Government of Belize (GoBL) has requested support from the Bank to finance the rehabilitation of the George Price Highway between the city of Belmopan with the border crossing with Guatemala at Benque Viejo (see Map 1) also known as The Project Corridor. The Project Corridor is significantly important

for the agricultural, agro-industrial, tourism and social development of Belize, including fostering regional trade between Belize and Central American countries.

- 2.3 The Project Corridor is recognized by the Mesoamerican Project as part of the *Red Internacional de Carreteras Mesoamericanas (RICAM)* that prioritizes the most relevant road links to foster the commercial dynamic in the region and with the rest of the world¹. As such, this project will support the infrastructure improvement of the principal ground connection with Central America through Guatemala, which will positively impact the Belize's competitiveness and connectivity with the Central American region.

Map 1. The Project Corridor



- 2.4 Moreover, the Project Corridor serves officially as the primary evacuation route of the country in case of natural hazard and natural disasters². This is of extreme importance, as Belize lies in the subtropical geographic belt and has a climate governed strongly by seasonal variations in rainfall. Its long history of devastating weather related events have affected the country, on average, once every three years³, making evident the vulnerability of its infrastructure. Increased precipitations and extreme weather events as a result of climate change, give great urgency to the need to protect infrastructural assets that are indispensable for two of the country's biggest GDP contributors, agriculture and tourism, taking into account not only historical data but also future projections⁴.

¹ George Price Highway is part of the prioritized Tourism Corridor connecting Guatemala (El Ceibo – Flores) with Belize (Belmopan) – Mexico (Cancun) and El Salvador (Trujillo) under RICAM.

² The George Price Highway is the designated national evacuation route in case of natural hazard and natural disaster. In the event of major natural events, citizens of Belize City and northern communities are mandated to evacuate these areas and go to San Ignacio and Santa Elena by way of the George Price Highway.

³ Tropical depressions, tropical storms, or hurricanes have been recorded in 1931, 1955, 1961, 1971, 1974, 1978, 2000, 2001, and 2007, according to hurricane tracks available from the US National Weather Service

⁴ Belize's Second National Communication to the UNFCCC, 2011. Chapter 3 states "The assessment report of 1999 stated that approximately 60% of coastal areas were permanently inundated. With a projected 30 – 50 cm increase in mean sea level over the next 50 years, areas that are presently a few centimeters above sea level will convert to wetland and current wetlands will convert to shallow lagoons.

- 2.5 The rehabilitation of The Project Corridor will therefore ensure better climate change resilience⁵ while enhancing road user safety in accordance with national highway standards. This program will cover the intervention on the George Price Highway (GPH) between miles 47.9 – 79.4 and the replacement of the Roaring Creek Bridge at mile 48.
- 2.6 Given the importance of the Project for the country development and its integration with the Mesoamerican region the Bank is preparing a loan operation (BL-L1019) expected to be approved in 2014 to finance the rehabilitation of the aforementioned corridor and address the most important issues affecting its overall level-of-service.
- 2.7 Because of the lack of preliminary studies the Bank has also approved a Technical Cooperation (BL-T1063) for the elaboration of the Technical and Economic Feasibility Studies as well as the Environmental and Social Impact Assessment which are currently under execution by the GoBL.
- 2.8 In continuation with the Bank's support, and as a necessary step for the project approval and execution, this technical assistance is expected to finance the final engineering designs for reconstruction of the roadway, based on the results of the preliminary designs of the agreed upon alternative developed in the above mentioned preliminary studies

III. DESCRIPTION OF ACTIVITIES AND OUTPUTS

- 3.1 This technical cooperation will finance the following activities:
 - a. **Final Engineering Designs for the GPH rehabilitation**
 - Analysis of existing information
 - Geometric study and final design based on preliminary designs from the feasibility studies
 - Pavement structure design
 - Design of critical structures identified in feasibility studies (i.e. slopes to be stabilized or drainages to improve)
 - Design of road signaling and marking where determined by feasibility studies
 - Design of the Roaring Creek Bridge based on selected alternative from feasibility studies
 - Preparation of the bidding documents to implement the project
 - b. **Supervision**
 - Supervision of the design process

⁵ Extreme weather events and increased rainfall as well as flooding from sea level rise and intense rainfall will exacerbate the negative impacts on these corridors and contribute to their deterioration. Soil needs to be stabilized and better drainage systems will have to be developed in order to tackle these climate related effects. This should be part of a national adaptation program for the road network.

IV. BUDGET

4.1 The total cost of this technical cooperation is US\$1,000,000.

V. INDICATIVE BUDGET

Activity/Component	IDB Financing (US\$)	Country Financing (in kind) (US\$)	Total Financing (US\$)
Development of Final Engineering Designs	950,000		950,000
Supervision	50,000	250,000	300,000
Total	1,000,000	250,000	1,250,000

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 significant risks associated with this technical assistance other than the possibility of delays in the procurement process given the limited experience of the technical unit with the Bank's processes. To mitigate that risk the Bank will hire a consultant to support the GoBL during the procurement and supervision process. Also delays in the feasibility studies' conclusion may affect the inception of the final designs procurement process.

VIII. ENVIRONMENTAL AND SOCIAL CLASSIFICATION

8.1 Being focused on the preparation of the final engineering designs, this technical cooperation has no social or environmental impacts. The final engineering designs will take into account the outputs of the Feasibility and Economic Feasibility Study and Environmental and Social Impact Assessment as completed under Technical Cooperation BL-T1063 and will produce the engineering designs whose construction Loan Operation BL-L1019 is expected to finance. After evaluating the current technical cooperation under the Bank's Safeguard Policy Screening and Classification Tools, the operation is classified as a Category "C" meaning that no environmental assessment studies or consultations are required. Safeguard Policy Filter Report and Safeguard Screening Form are saved under IDBDOCS No. [38924337](#) and [38924338](#).

SAFEGUARD POLICY FILTER REPORT

PROJECT DETAILS	
IDB Sector	TRANSPORT-MAJOR HIGHWAYS
Type of Operation	Technical Cooperation
Additional Operation Details	
Investment Checklist	Generic Checklist
Team Leader	Rodriguez Molina, Raul (RAULR@iadb.org)
Project Title	Engineering Studies for the George Price Highway Rehabilitation
Project Number	BL-T1066
Safeguard Screening Assessor(s)	Veverka, Jacob Paul (jacobv@IADB.ORG)
Assessment Date	2014-07-15

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 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)
	If a Technical Cooperation, the operation is associated with the design and/or implementation of a major investment loan in infrastructure.	(B.04)
	Consultations with affected parties will be performed equitably and inclusively with the views of all stakeholders taken into account, including in particular: (a) equal participation of women and men, (b) socio-culturally appropriate participation of indigenous peoples and (c) mechanisms for equitable participation by vulnerable groups.	(B.06)
	The Bank will monitor the executing agency/borrower’s compliance with all safeguard requirements stipulated in the loan	(B.07)



	agreement and project operating or credit regulations.	
	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:	Veverka, Jacob Paul (jacobv@IADB.ORG)
Title:	
Date:	2014-07-15

COMMENTS

No Comments



SAFEGUARD SCREENING FORM

PROJECT DETAILS	
IDB Sector	TRANSPORT-MAJOR HIGHWAYS
Type of Operation	Technical Cooperation
Additional Operation Details	
Country	BELIZE
Project Status	
Investment Checklist	Generic Checklist
Team Leader	Rodriguez Molina, Raul (RAULR@iadb.org)
Project Title	Engineering Studies for the George Price Highway Rehabilitation
Project Number	BL-T1066
Safeguard Screening Assessor(s)	Veverka, Jacob Paul (jacobv@IADB.ORG)
Assessment Date	2014-07-15

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/ Recommendations	<ul style="list-style-type: none"> No specific disaster risk management measures are required.

**ASSESSOR DETAILS**

Name of person who completed screening:	Veverka, Jacob Paul (jacobv@IADB.ORG)
Title:	
Date:	2014-07-15

COMMENTS

No Comments