

 Early Warning System

WB-P507958

**Honduras Resilient Management for La Ceiba - Puerto Castilla Road
Corridor Project**



Quick Facts

Countries	Honduras
Financial Institutions	World Bank (WB)
Status	Approved
Bank Risk Rating	A
Voting Date	2025-07-10
Borrower	Government of Honduras
Sectors	Transport
Investment Type(s)	Loan
Investment Amount (USD)	\$ 100.00 million
Loan Amount (USD)	\$ 100.00 million
Project Cost (USD)	\$ 176.00 million



Project Description

According to the WB, the development objective is to improve the accessibility, climate-resiliency, safety and management of the CA-13 corridor between La Ceiba and Puerto Castilla.

Component 1. Recovery and Management of the CA-13 La Ceiba-Puerto Castilla Corridor (US\$164 million). This component will be divided into two subcomponents: (i) a PBC for the rehabilitation, management and maintenance of the CA-13 corridor; and (ii) financing the reconstruction of bridges along the corridor whose structural integrity is at risk. Subcomponent 1.1, Proactive, safe, and resilient rehabilitation and maintenance of the 174 km road corridor between La Ceiba and Puerto Castilla (US\$140 million). This subcomponent will finance a PBCs to rehabilitate, maintain and undertake resilience and road safety upgrades. It will finance the PBCs studies, the PBCs itself, and its monitoring, oversight and supervision. The corridor is highly vulnerable to extreme climate events, particularly flooding, due to its location in a hurricane-prone area and the surrounding mountainous terrain. The backlog of routine maintenance, notably of drainages infrastructure, compounded by the destruction from recent tropical storms have accelerated the deterioration of the corridor in recent years. Following best practices, the PBCs will involve four main stages: (i) Initial recovery, the first 6 months of the contract will focus on addressing existing damage and restoring the road infrastructure to a functional state; (ii) Road rehabilitation, months 6 to 30 will focus on climate-resilient rehabilitation of the corridor; payments will be based on predefined outputs; (iii) Routine maintenance, will be carried out throughout the contract period, with the goal of maintaining the road in good conditions, particularly after extreme weather events; payments linked to the achievement of agreed-upon service levels; and (iv) Climate resilience and road safety plans (up to 15 percent of value of the contract value each one) will be executed concurrently with road rehabilitation works to ensure that the road is resilient to future climate risks and safe for users, based on respective Climate Risk and Resilience Management Plans (CRRMPs), Traffic Management and Road Safety Plans (TMRSPs), Emergency Management Plan and Environmental and Social Management Plan. Additionally, the Project will support the development of active mobility infrastructure with gender-sensitive considerations--such as dedicated pedestrian pathways, sidewalks, and lanes for two- and three-wheelers to promote Non-Motorized Transportation (NMT) in urban areas--along with the installation of safe bus stops. These measures aim to encourage a shift away from car dependency toward active modes of transport, while also providing safer, more inclusive public spaces that address women and vulnerable population's security concerns. Housing resettlement is expected to be minimal, as the corridor layout will remain unchanged. However, targeted resettlement can be expected in specific areas, with associated costs covered under this subcomponent. The works will include dedicated measures, including improved drainage systems and reinforced pavement, to ensure that the road is resilient to anticipated climate change impacts. Climate resilience indicators (e.g., cleaning drainage systems and removing vegetation from culverts) will be embedded in the PBCs to maintain the quality of the road after natural disasters. Nature-Based Solutions (NBS), such as vetiver grass strips and other deep-rooted vegetation to control erosion along riverbanks, will be incentivized where applicable. To enhance rapid response capabilities, the road authority (SIT) and contractors will be required to develop and implement CRRMPs and Emergency Management Plans to mitigate the impacts of climate shocks, following international best practices. The CRRMPs will provide a data-driven diagnostic of the road's vulnerability to natural hazards, envisage applicable mitigation and adaptation measures, and develop and prioritize basic engineering designs and proactive maintenance strategies, which will be incorporated into the PBCs. In addition, specific road safety improvements will be implemented in response to a comprehensive road safety audit, which will identify high-risk areas and prioritize interventions to be carried out during the Project's design and construction phases. These improvements will be supported by a Road Safety Management Plan, developed by the contractor, which will integrate road safety features into the design, construction, maintenance and emergency response processes. The plan will also promote safe non-motorized transport and active mobility for communities along the corridor. To enhance security conditions for SIT, contractors and communities, a Security Management Plan will be developed in coordination with WBG Corporate Security. Subcomponent 1.2. Reconstruction and strengthening of targeted bridges and infrastructure along the corridor (US\$24 million). The CA-13 corridor between La Ceiba and Puerto Castilla features



Investment Description

- World Bank (WB)



Contact Information

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ACCESS TO INFORMATION

To submit an information request for project information, you will have to create an account to access the Access to Information request form. You can learn more about this process at: <https://www.worldbank.org/en/access-to-information/request-submission>

ACCOUNTABILITY MECHANISM OF THE WORLD BANK

The World Bank Inspection Panel is the independent complaint mechanism and fact-finding body for people who believe they are likely to be, or have been, adversely affected by a World Bank-financed project. If you submit a complaint to the Inspection Panel, they may investigate to assess whether the World Bank is following its own policies and procedures for preventing harm to people or the environment. You can contact the Inspection Panel or submit a complaint by emailing ipanel@worldbank.org. Information on how to file a complaint and a complaint request form are available at: <https://www.inspectionpanel.org/how-to-file-complaint>



Bank Documents

- [Appraisal Environmental and Social Review Summary \(ESRS\) - Honduras Coastal Road Corridor Recovery a](#)
- [Appraisal Project Information Document \(PID\)](#)
- [Climate Finance Assessment \(P507958\)](#)
- [Concept Environmental and Social Review Summary \(ESRS\) - Honduras Northern Road Corridor Enhancement](#)
- [Concept Project Information Document \(PID\)](#)
- [Disclosable Version of the ISR - Honduras Resilient Management for La Ceiba - Puerto Castilla Road C](#)
- [Disclosable Version of the ISR - Honduras Resilient Management for La Ceiba - Puerto Castilla Road C](#)
- [Environmental and Social Commitment Plan \(ESCP\) - Honduras Coastal Road Corridor Recovery and Manage](#)
- [Environmental and Social Commitment Plan \(ESCP\) Honduras Resilient Management for La Ceiba - Puerto](#)
- [Environmental and Social Impact Assessment Honduras Resilient Management for the La Ceiba - Puerto C](#)
- [Honduras - LATIN AMERICA AND CARIBBEAN- P507958- Honduras Resilient Management for La Ceiba - Puerto](#)
- [Honduras - LATIN AMERICA AND CARIBBEAN- P507958- Honduras Resilient Management for La Ceiba - Puerto](#)
- [Honduras - LATIN AMERICA AND CARIBBEAN- P507958- Honduras Resilient Management for La Ceiba - Puerto](#)
- [Honduras - LATIN AMERICA AND CARIBBEAN- P507958- Honduras Resilient Management for La Ceiba - Puerto](#)
- [Honduras - Resilient Management for La Ceiba - Puerto Castilla Road Corridor Project](#)
- [Official Documents- Disbursement and Financial Information Letter for Credit 7879-HN.pdf](#)
- [Official Documents- Financing Agreement for Credit 7879-HN.pdf](#)
- [Stakeholder Engagement Plan \(SEP\) - Honduras Coastal Road Corridor Recovery and Management Project -](#)