

# PMR Operational Report

<b>Operation Number</b>	BL-L1019	<b>Chief of Operations Validation Date</b>	10/15/20
<b>Year- PMR Cycle</b>	First period Jan-Jun 2020	<b>Division Chief Validation Date</b>	
<b>Last Update</b>	10/09/20	<b>Country Representative Validation Date</b>	
<b>PMR Validation Stage</b>	Validated by Chief of Operations		

## Basic Data

### Operation Profile

<b>Operation Name</b>	George Price Highway Rehabilitation	<b>Loan Number</b>	3344/OC-BL
<b>Executing Agency</b>	MINISTRY OF WORKS AND TRNSPORTATION	<b>Sector/Subsector</b>	TRANSPORT-MAJOR HIGHWAYS
<b>Team Leader</b>	PERSAUD, CHRISTOPHER	<b>Overall Stage</b>	Disbursing (From eligibility until all the Operations are closed)
<b>Operation Type</b>	Loan Operation	<b>Country</b>	Belize
<b>Lending Instrument</b>	Investment Loan	<b>Convergence related Operation(s)</b>	BL-L1029
<b>Borrower</b>	BELIZE		

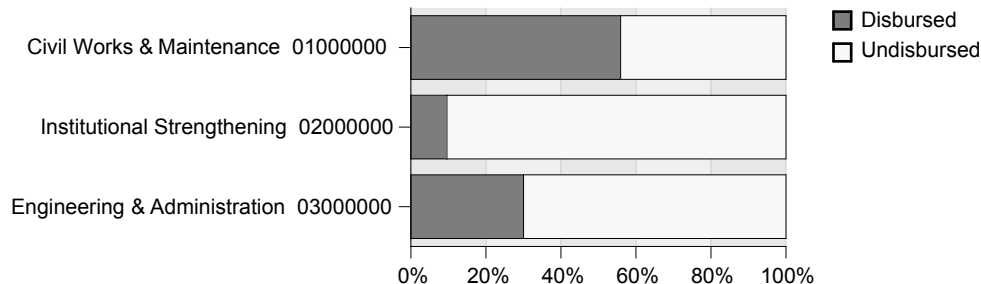
## Environmental and Social Safeguards

<b>Impacts Category</b>	B	<b>Was/Were the objective(s) of this operation reformulated?</b>	NO
<b>Safeguard Performance Rating</b>	Partially Satisfactory	<b>Date of approval</b>	
<b>Safeguard Performance Rating - Rationale</b>	Although the implementation of the ESMP and RP has been carried out satisfactorily there are still a couple of important actions (associated with resettlement and health and safety) that need to be taken to ensure full compliance.		

## Financial Data

Item	Total Cost and Source					Available Funds (US\$)			
	Original IDB	Current IDB	Local Counterpart	Co-Financing / Country	Total Original Cost	Current IDB	Disb. Amount to Date	% Disb	Undisbursed Amount
BL-L1019	27,000,000	27,000,000	1,528,000	0	28,528,000	27,000,000	19,481,822.25	72.15%	7,518,177.75
BL-L1029	7,000,000	7,000,000	0	0	7,000,000	7,000,000	1,000,000	14.29%	6,000,000
<b>Aggregated</b>	<b>34,000,000</b>	<b>34,000,000</b>	<b>1,528,000</b>	<b>0</b>	<b>35,528,000</b>	<b>34,000,000</b>	<b>20,481,822.25</b>	<b>60.24%</b>	<b>13,518,177.75</b>

## Expense Categories by Loan Contract (cumulative values)



Please note that inactive indicators and outputs are not displayed; totals in the actual cost table may not match the sum of the cost of the outputs displayed, due to the cost of inactive outputs.

## PMR Operational Report

### RESULTS MATRIX

#### IMPACTS

**Impact Nbr. 0:** Increased quality of roads

**Observation:** The index varies from 1-7 (poor - excellent). The goal was estimated by comparison with the index for the Bank's D countries within the region

Indicator		Unit of Measure	Baseline	Baseline Year		2020	2023	EOP 2023
0.0	Belize's Quality of roads	index	3.00	2012	P			3.20
					P(a)			3.20
					A			
Details								
Means of verification: The Global Competitiveness Report - World Economic Forum								
Observations: The index varies from 1-7 (poor-excellent). The goal was estimated by comparison with the index for the Bank's D countries within the region.								
Pro-Gender		No	Pro-Ethnicity		No			

## PMR Operational Report

### RESULTS MATRIX

#### OUTCOMES

**Outcome Nbr. 0:** Decrease the Vehicle Operating Cost (VOC)

**Observation:** Hwy development & management 4 (HDM-4) will be the tool to perform this analysis. VOC is an indicator that estimates the cost of USD that the owner of vehicles pay per kilometer to operate their vehicles based on the condition of the roads

Indicator		Unit of Measure	Baseline	Baseline Year		2020	EOP 2023
0.0	Vehicle operating cost - GPH project section	USD/KM	3.63	2014	P		3.41
					P(a)		3.41
					A		
Details							
Means of verification: Ex-post economic evaluation to be carried out by the Bank during the Project Completion Report							
Observations: Highway Development and management 4 (HDM-4) will be the tool to perform this analysis. VOC is an indicator that estimates the cost in USD that the owners of vehicles pay per kilometer to operate their vehicles based on the condition of the roads							
Pro-Gender		No		Pro-Ethnicity		No	

**Outcome Nbr. 1:** Reduction in travel time

**Observation:** Field Survey

Indicator		Unit of Measure	Baseline	Baseline Year		2020	EOP 2023
1.0	Average travel times along the GPH project section - 01 Car, Utilities 4WD (BEL)	Minutes	23.25	2014	P		19.94
					P(a)		19.94
					A		
Details							
Means of verification: Ex-post economic evaluation to be carried out by the Bank during the Project Completion Report							
Observations: Field Survey							
Pro-Gender		No		Pro-Ethnicity		No	
Indicator		Unit of Measure	Baseline	Baseline Year		2020	EOP 2023
1.1	Average travel times along the GPH project section - 02 Bus 35+ passenger (BEL)	Minutes	29.93	2014	P		28.67
					P(a)		28.67
					A		
Details							
Means of verification: Ex-post economic evaluation to be carried out by the Bank during the Project Completion Report							
Observations: Field Survey							
Pro-Gender		No		Pro-Ethnicity		No	

## PMR Operational Report

### RESULTS MATRIX

#### OUTCOMES

Indicator		Unit of Measure	Baseline	Baseline Year		2020	EOP 2023
1.2	Average travel times along the GPH project section -03 Truck Med (BEL)	Minutes	29.00	2014	P		26.61
					P(a)		26.61
					A		

#### Details

**Means of verification:** Ex-post economic evaluation to be carried out by the Bank during the Project Completion Report

**Observations:** Field Survey

**Pro-Gender** No **Pro-Ethnicity** No

Indicator		Unit of Measure	Baseline	Baseline Year		2020	EOP 2023
1.3	Average travel times along the GPH project section -04 Truck Heavy (BEL)	Minutes	28.37	2014	P		26.29
					P(a)		26.29
					A		

#### Details

**Means of verification:** Ex-post economic evaluation to be carried out by the Bank during the Project Completion Report

**Observations:** Field Survey

**Pro-Gender** No **Pro-Ethnicity** No

Indicator		Unit of Measure	Baseline	Baseline Year		2020	EOP 2023
1.4	Average travel times along the GPH project section -05 Motorcycle (BEL)	Minutes	22.16	2014	P		20.62
					P(a)		20.62
					A		

#### Details

**Means of verification:** Ex-post economic evaluation to be carried out by the Bank during the Project Completion Report

**Observations:** Field Survey

**Pro-Gender** No **Pro-Ethnicity** No

**Outcome Nbr. 2:** Improve the overall safety of the motorist who utilize this road segment

**Observation:** Baseline: National information is derived from the 2012 iRAP report. An assumption has been made that the number of fatalities and accidents on the project section is proportional to the relative length of the intervention corridor against the total trunk network.

Indicator		Unit of Measure	Baseline	Baseline Year		2020	EOP 2023
2.0	Reduction in the number of accidents per year on	No.	5.10	2014	P		4.26

## PMR Operational Report

### RESULTS MATRIX

#### OUTCOMES

2.0	the GPH project section: (i) Fatalities	No.	5.10	2014	P(a)		4.26
					A		

#### Details

**Means of verification:** Official report from the Ministry of Works and Transport through the Project Execution Unit

**Observations:** Baseline: National information is derived from the 2012 iRAP report. An assumption has been made that the number fatalities and accidents on the project section is proportional to the relative length of the intervention corridor against the total truck network.

<b>Pro-Gender</b>	No	<b>Pro-Ethnicity</b>	No
-------------------	----	----------------------	----

Indicator	Unit of Measure	Baseline	Baseline Year		2020	EOP 2023
2.1	Reduction in the number of accidents per year on the GPH project section: (ii) severely injured victims	No	51.40	2014	P	42.64
					P(a)	42.64
					A	

#### Details

**Means of verification:** Official report from the Ministry of Works and Transport through the Project Execution Unit

**Observations:** Baseline: National information is derived from the 2012 iRAP report. An assumption has been made that the number fatalities and accidents on the project section is proportional to the relative length of the intervention corridor against the total truck network.

<b>Pro-Gender</b>	No	<b>Pro-Ethnicity</b>	No
-------------------	----	----------------------	----

**Outcome Nbr. 3:** Increased accessibility

**Observation:** Project scope included the improvement of the drainage system considering the effects of climate change with design allowance for a 20 year storm for the road system and 100 year storm for the Roaring Creek Bridge.

Indicator	Unit of Measure	Baseline	Baseline Year		2020	EOP 2023
3.0	Number of days in which the road is impassable due to a flooding event	Days p/yr	4.00	2014	P	1.00
					P(a)	1.00
					A	

#### Details

**Means of verification:** Reports by the Ministry of Works and Transport

**Observations:** Project scope includes the improvement of the drainage system considering the effects of climate change with design allowance for a 20 year storm for the road system and 100 year storm for the Roaring Creek Bridge.

<b>Pro-Gender</b>	No	<b>Pro-Ethnicity</b>	No
-------------------	----	----------------------	----

**Outcome Nbr. 4:** Institutional Strengthening

**Observation:**

Indicator	Unit of Measure	Baseline	Baseline Year		2020	EOP 2023
-----------	-----------------	----------	---------------	--	------	----------

## PMR Operational Report

### RESULTS MATRIX

#### OUTCOMES

4.0	MOWT strengthened in Structuring of performance based contracts	# of Public off trained	0.00	2014	P		12.00
					P(a)		12.00
					A		

#### Details

**Means of verification:** Reports by the Ministry of Works and Transport

<b>Pro-Gender</b>	No	<b>Pro-Ethnicity</b>	No
-------------------	----	----------------------	----

Indicator		Unit of Measure	Baseline	Baseline Year		2020	EOP 2023
4.1	MOWT strengthened in Environmental safeguards application in accordance to IDB policies	# of Public off trained	0.00	2014	P		20.00
					P(a)		20.00
					A		

#### Details

**Means of verification:** Reports by the Ministry of Works and Transport

<b>Pro-Gender</b>	No	<b>Pro-Ethnicity</b>	No
-------------------	----	----------------------	----

Indicator		Unit of Measure	Baseline	Baseline Year		2020	EOP 2023
4.2	MOWT strengthened in AASHTO HDM-4 highway design and testing codes	# of Public off trained	0.00	2014	P		20.00
					P(a)		20.00
					A		

#### Details

**Means of verification:** Reports by the Ministry of Works and Transport

<b>Pro-Gender</b>	No	<b>Pro-Ethnicity</b>	No
-------------------	----	----------------------	----

## RESULTS MATRIX

## OUTPUTS: ANNUAL PHYSICAL AND FINANCIAL PROGRESS

## Component Nbr. 1 Civil Works &amp; Maintenance

	Output	Unit of Measure		PHYSICAL PROGRESS		FINANCIAL PROGRESS	
				2020	EOP 2023	2020	EOP 2023
1.1	Bridge constructed/rehabilitated	m	P	0	222	1,430,000	6,336,000
			P(a)	185	485	650,078	6,336,000
			A	185	485	509,308	5,195,230
1.2	Kilometers of a regional integration road rehabilitated to national standards (includes the following milestones)	Km	P	0	31	5,020,000	30,714,000
			P(a)	5	31	3,580,000	30,714,000
			A	3.2	19.2	3,100,155	17,405,926.6
1.3	Kilometers of Roads Maintained after completion of works	Km	P	31	31	312,000	312,000
			P(a)	0	31	0	312,000
			A	0	0	0	0

## Component Nbr. 2 Institutional Strengthening

	Output	Unit of Measure		PHYSICAL PROGRESS		FINANCIAL PROGRESS	
				2020	EOP 2023	2020	EOP 2023
2.1	Training events in structuring of performance based contracts	No	P	0	1	0	100,000
			P(a)	0	1	25,000	100,000
			A	0	1	0	19,638
2.2	Training events in environmental safeguards application in accordance to IDB policies	No	P	0	1	0	200,000
			P(a)	0	1	0	200,000
			A	0	1	0	18,856.08
2.3	Training events in AASHTO HDM4 highway design and testing codes	No.	P	0	1	0	100,000
			P(a)	0	1	0	100,000
			A	0	1	0	6,964

## Component Nbr. 3 Engineering &amp; Administration

	Output	Unit of Measure		PHYSICAL PROGRESS		FINANCIAL PROGRESS	
				2020	EOP 2023	2020	EOP 2023
3.1	Administration and Project Execution Support	No. of unit	P	1	1	364,786	1,947,000
			P(a)	1	1	300,000	1,947,000
			A	0	0	243,066	1,210,285.93
3.2	Additional Studies: (i) Sector; (ii) Environmental and Social; (iii) Technical; and, (iv) Engineering designs	No. of studies	P	1	4	112,250	449,000
			P(a)	0	4	0	449,000
			A	0	1	0	27,301.08
3.3	Monitoring & Evaluation	No. of Reports	P	2	3	176,000	450,000
			P(a)	0	3	0	450,000
			A	0	1	0	18,740
3.4	Financial Audits	No. of Reports	P	1	4	125,000	420,000
			P(a)	1	5	20,000	420,000
			A	0	2	10,479	59,144

## Total Cost

	Total Cost	P			7,540,036	41,028,000
		P(a)			4,575,078	41,028,000
		A			3,863,008	23,962,085.69

### CHANGES TO THE MATRIX

No information available for this section



# PMR Operational Report

## IMPLEMENTATION STATUS AND LEARNING

### Lesson Learned - Categories

Others - Technical-Sectorial Dimensions