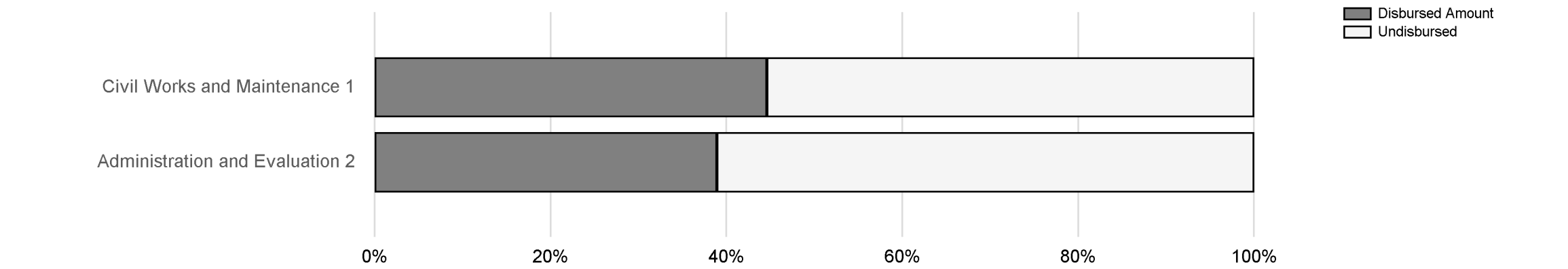


PMR Public Report

Operation Number	BL-L1029	Chief of Operations Validation Date	10/13/22
Year- PMR Cycle	First period Jan-Jun 2022	Division Chief Validation Date	
Last Update	10/10/22	Country Representative Validation Date	
PMR Validation Stage	Validated by Chief of Operations		
Basic Data			
Operation Profile			
Operation Name	Additional Financing for George Price Highway Rehabilitation Project	Loan Number	4616/OC-BL
Executing Agency	Ministry of Works, MINISTRY OF INFRASTRUCTURE DEVELOPMENT AND HOUSING	Sector/Subsector	TRANSPORT-MAJOR HIGHWAYS
Team Leader	PERSAUD, CHRISTOPHER	Overall Stage	Disbursing (From eligibility until all the Operations are closed)
Operation Type	Loan Operation	Country	Belize
Lending Instrument	Investment Loan	Convergence related Operation(s)	BL-L1019
Borrower	BELIZE		
Environmental and Social Safeguards			
Impacts Category	B	Was/Were the objective(s) of this operation reformulated?	NO
Safeguard Performance Rating	Partially Satisfactory	Date of approval	
Safeguard Performance Rating - Rationale	The Environmental and Social Management Plan (ESMP) and the Resettlement Plan (RP) have mostly been implemented satisfactorily. However, there are still some important actions associated with resettlement (mainly economic displacement and pending compensations related to economic displacement), with health and safety, and with disaster risk management activities that need to be taken to ensure full compliance.		

Financial Data									
	Total Cost and Source					Available Funds (US\$)			
Operations	Original IDB	Current IDB	Local Counterpart	Co-Financing / Country	Total Original Cost	Current IDB	Disb. Amount to Date	% Disbursed	Undisbursed Amount
BL-L1019	27,000,000	27,000,000	1,528,000	0	28,528,000	27,000,000	27,000,000	100.00%	-
BL-L1029	7,000,000	7,000,000	0	0	7,000,000	7,000,000	4,500,000	64.29%	2,500,000
Aggregated	34,000,000	34,000,000	1,528,000	0	35,528,000	34,000,000	31,500,000	92.65%	2,500,000
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.

RESULTS MATRIX

General Development Objectives

General Development Objectives Nbr. 0: Increased quality of roads

Observation:

Indicator		Unit of Measure	Baseline	Baseline Year	Expected Year of Achievement	EOP 2023	
0.0	Belize's Quality of roads	index	3	2012	2023	P	3.2
						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.

The General Development Objective indicator target is expected to be observed by the operation's "Fully Justified" date in Convergence (CO): No

Pro-Gender	No	Pro-Ethnicity	No	CRF indicator	

RESULTS MATRIX

Specific Development Objectives

Specific Development Objectives 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	2023	EOP 2023
0.0	Vehicle operating cost - GPH project section	USD/KM	3.63	2014	P	-	-	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

Evaluation Methodology: -

Pro-Gender	No	Pro-Ethnicity	No	CRF indicator	

Specific Development Objectives Nbr. 1: Reduction in travel time

Observation: Field Survey

	Indicator	Unit of Measure	Baseline	Baseline Year		2020	2023	EOP 2023
1.0	Average travel times along the GPH project section - 01 Car, Utilities 4WD (BEL	Minutes	23.25	2014	P	-	-	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

Evaluation Methodology: -

Pro-Gender	No	Pro-Ethnicity	No	CRF indicator	

	Indicator	Unit of Measure	Baseline	Baseline Year		2020	2023	EOP 2023
1.1	Average travel times along the GPH project section - 02 Bus 35+ passenger (BEL)	Minutes	29.93	2014	P	-	-	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

Evaluation Methodology: -

Pro-Gender	No	Pro-Ethnicity	No	CRF indicator	

	Indicator	Unit of Measure	Baseline	Baseline Year		2020	2023	EOP 2023
1.2	Average travel times along the GPH project section -03 Truck Med (BEL)	Minutes	29	2014	P	-	-	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

Evaluation Methodology: -

Pro-Gender	No	Pro-Ethnicity	No	CRF indicator	

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

Evaluation Methodology: -

Pro-Gender	No	Pro-Ethnicity	No	CRF indicator	

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

Evaluation Methodology: -

Pro-Gender	No	Pro-Ethnicity	No	CRF indicator	

Specific Development Objectives 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	2023	EOP 2023
2.0	Reduction in the number of accidents per year on the GPH project section: (i) Fatalities	No.	5.1	2014	P	-	-	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.

Evaluation Methodology: -

Pro-Gender	No	Pro-Ethnicity	No	CRF indicator	

Indicator		Unit of Measure	Baseline	Baseline Year		2020	2023	EOP 2023
2.1	Reduction in the number of accidents per year on the GPH project section: (ii) severely injured victims	No	51.4	2014	P	-	-	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.

Evaluation Methodology: -

Pro-Gender	No	Pro-Ethnicity	No	CRF indicator	

Specific Development Objectives 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	2023	EOP 2023
3.0	Number of days in which the road is impassable due to a flooding event	Days p/yr	4	2014	P	-	-	1
					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.

Evaluation Methodology: -

Pro-Gender	No	Pro-Ethnicity	No	CRF indicator	

Specific Development Objectives Nbr. 4: Institutional Strengthening

Observation:

Indicator		Unit of Measure	Baseline	Baseline Year		2020	2023	EOP 2023
4.0	MOWT strengthened in Structuring of performance based contracts	# of Public off trained	0	2014	P	-	-	12
					A	-	-	-

Details

Means of Verification: Reports by the Ministry of Works and Transport

Observations:

Evaluation Methodology: -

Pro-Gender	No	Pro-Ethnicity	No	CRF indicator	

Indicator		Unit of Measure	Baseline	Baseline Year		2020	2023	EOP 2023
4.1	MOWT strengthened in Environmental safeguards application in accordance to IDB policies	# of Public off trained	0	2014	P	-	-	20
					A	-	-	-

Details

Means of Verification: Reports by the Ministry of Works and Transport

Observations:

Evaluation Methodology: -

Pro-Gender	No	Pro-Ethnicity	No	CRF indicator	

Indicator		Unit of Measure	Baseline	Baseline Year		2020	2023	EOP 2023
4.2	MOWT strengthened in AASHTO HDM-4 highway design and testing codes	# of Public off trained	0	2014	P	-	-	20
					A	-	-	-

Details

Means of Verification: Reports by the Ministry of Works and Transport

Observations:

Evaluation Methodology: -

Pro-Gender	No	Pro-Ethnicity	No	CRF indicator	

RESULTS MATRIX

OUTPUTS: ANNUAL PHYSICAL AND FINANCIAL PROGRESS

Component Nbr. 1 Civil Works & Maintenance

				PHYSICAL PROGRESS		FINANCIAL PROGRESS	
	Output	Unit of Measure		2022	EOP 2023	2022	EOP 2023
1.01	Bridge constructed/rehabilitated	m	P	-	222	-	6,336,000
			P (a)	-	485	606,558.5	6,336,000
			A	-	485	-	5,729,441.5
1.02	Kilometers of a regional integration road rehabilitated to national standards (includes the following milestones)	km	P	-	31	-	30,714,000
			P (a)	-	31	3,551,764.4	30,714,000
			A	-	31	1,804,202	28,966,437.6
1.03	Kilometers of Roads Maintained after completion of works	km	P	-	31	-	312,000
			P (a)	16	31	312,000	312,000
			A	-	15	-	-

Component Nbr. 2 Institutional Strengthening

				PHYSICAL PROGRESS		FINANCIAL PROGRESS	
	Output	Unit of Measure		2022	EOP 2023	2022	EOP 2023
2.01	Training events in structuring of performance based contracts	No	P	-	1	-	100,000
			P (a)	-	1	45,049	100,000
			A	-	1	-	54,951
2.02	Training events in environmental safeguards application in accordance to IDB policies	No	P	-	1	-	200,000
			P (a)	-	1	181,143.92	200,000
			A	-	1	-	18,856.08
2.03	Training events in AASHTO HDM4 highway design and testing codes	No.	P	-	1	-	100,000
			P (a)	-	1	77,636	100,000
			A	-	1	-	22,364

Component Nbr. 3 Engineering & Administration

				PHYSICAL PROGRESS		FINANCIAL PROGRESS	
	Output	Unit of Measure		2022	EOP 2023	2022	EOP 2023
3.01	Administration and Project Execution Support	No. of unit	P	-	1	100,000	1,947,000
			P (a)	1	1	159,102.07	1,947,000
			A	1	-	101,008	1,888,905.93
3.02	Additional Studies: (i) Sector; (ii) Environmental and Social; (iii) Technical; and, (iv) Engineering designs	No. of studies	P	-	4	-	449,000
			P (a)	2	4	421,698.92	449,000
			A	-	1	8,600	35,901.08
3.03	Monitoring & Evaluation	No. of Reports	P	-	3	100,000	450,000
			P (a)	1	3	385,124	450,000
			A	-	1	33,998	98,874
3.04	Financial Audits	No. of Reports	P	-	4	110,000	420,000
			P (a)	1	6	203,224	420,000
			A	1	5	69,854	186,630

Total Cost					
	Total Cost	P	310,000	41,028,000	
		P (a)	5,943,300.81	41,028,000	
		A	2,017,662	37,002,361.19	

No information available for this section

RISKS AND PLANNED RESPONSES

Risk ID	Risk Status		Risk Taxonomy
3	Inactive		Economic and Financial Environment
	Response Actions		
	3.0	Management Strategy	Status
		-	

Risk ID	Risk Status		Risk Taxonomy
6	Inactive		Sustainability
	Response Actions		
	6.1	Management Strategy	Status
		MITIGATE	COMPLETE

Risk ID	Risk Status		Risk Taxonomy
9	Inactive		Political Environment
	Response Actions		
	9.0	Management Strategy	Status
		-	

Risk ID	Risk Status		Risk Taxonomy
12	Active		Social Environment
	Response Actions		
	12.0	Management Strategy	Status
		-	

Risk ID	Risk Status		Risk Taxonomy
15	Materialized		Human Resources
	Response Actions		
	15.1	Management Strategy	Status
		MITIGATE	ACTIVE

Risk ID	Risk Status		Risk Taxonomy
18	Active		Institutional Environment
	Response Actions		
	18.0	Management Strategy	Status
		-	

Risk ID	Risk Status		Risk Taxonomy
21	Active		Institutional Environment
	Response Actions		
	21.0	Management Strategy	Status
		-	

Risk ID	Risk Status		Risk Taxonomy
24	Inactive		Political Environment
	Response Actions		
	24.0	Management Strategy	Status
		-	

Risk ID	Risk Status		Risk Taxonomy
27	Inactive		Goods, and Services
	Response Actions		
	27.0	Management Strategy	Status
		-	

Risk ID	Risk Status		Risk Taxonomy
30	Inactive		Social Environment
	Response Actions		
	30.0	Management Strategy	Status
		-	

Risk ID	Risk Status		Risk Taxonomy
33	Inactive		Institutional Environment
	Response Actions		
	33.1	Management Strategy	Status
		MITIGATE	COMPLETE

Risk ID	Risk Status		Risk Taxonomy
36	Inactive		Natural Environment
	Response Actions		
	36.1	Management Strategy	Status
		ACCEPT	COMPLETE

Risk ID	Risk Status		Risk Taxonomy
39	Inactive		Social Environment
	Response Actions		
	39.0	Management Strategy	Status
		-	

Risk ID	Risk Status		Risk Taxonomy
42	Active		Natural Environment
	Response Actions		
	42.1	Management Strategy	Status
		SHARE	ACTIVE
	42.2	Management Strategy	Status
		SHARE	ACTIVE

IMPLEMENTATION STATUS AND LEARNING

Lesson Learned - Categories