

DOCUMENT OF THE INTER-AMERICAN DEVELOPMENT BANK

**THE COMMONWEALTH OF THE BAHAMAS**

**SUPPLEMENTARY FINANCING FOR NEW PROVIDENCE  
TRANSPORT PROGRAM**

**(BH-L1024)**

**LOAN PROPOSAL**

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## ELECTRONIC LINKS

### REQUIRED

1. POA  
<http://idbdocs.iadb.org/wsdocs/getDocument.aspx?DOCNUM=1410999>
2. Monitoring & Evaluation Arrangements  
<http://idbdocs.iadb.org/wsdocs/getDocument.aspx?DOCNUM=1411001>
3. ESMR
  - 3a. Environmental and Social Impact Report  
<http://idbdocs.iadb.org/wsdocs/getDocument.aspx?DOCNUM=1368211>
  - 3b. Environmental al Social Management Plan  
<http://idbdocs.iadb.org/wsdocs/getDocument.aspx?DOCNUM=1368215>
4. Safeguard and Screening Form for Screening and Classification of Projects (SSF)  
<http://idbdocs.iadb.org/wsdocs/getDocument.aspx?DOCNUM=1411215>  
Procurement Plan
5. <http://idbdocs.iadb.org/wsdocs/getDocument.aspx?DOCNUM=1412408>

### OPTIONAL

1. Analysis of project cost and economic viability  
<http://idbdocs.iadb.org/wsdocs/getDocument.aspx?DOCNUM=1368222>
2. Consolidated budget  
<http://idbdocs.iadb.org/wsdocs/getDocument.aspx?DOCNUM=1411000>

### **ABBREVIATIONS**

AA	Associated Asphalt Limited
BEST	Bahamas Environmental Science and Technology Commission
DoPW	Department of Public Works
ESIA	Environmental and Social Impact Assessment
ESIR	Environmental and Social Impact Report
ESMP	Environmental and Social Management Plan
ESMR	Environmental and Social Management Report
GOBH	Government of The Bahamas
HAZMAT	Hazardous Materials Spill Contingency Plan
IDB	Inter American Development Bank
LIB	Limited International bidding
MMD	Mott MacDonald
MOWT	Ministry of Public Works and Transport
NPTP	New Providence Transport Program
OPM	Office of the Prime Minister
PEU	Project Executing Unit
ROW	Right of Way
RTD	Road Traffic Department
TPPU	Transport Planning and Policy Unit
TRRL	Transport Research Laboratories

**PROJECT SUMMARY**  
**THE COMMONWEALTH OF THE BAHAMAS**  
**SUPPLEMENTARY FINANCING FOR NEW PROVIDENCE TRANSPORT PROGRAM**  
**(BH-L1024)**

Financial Terms and Conditions			
Borrower: The Commonwealth of The Bahamas		Amortization Period:	25 years
Executing Agency: Ministry of Public Works and Transport		Grace Period:	4 years
		Disbursement Period:	4 years
<b>Source</b>	<b>Supplementary financing (US\$ million)</b>	Supervision and Inspection Fee:	1
IDB (OC)	100.0	Interest Rate:	Adjustable
		Credit Fee:	1
Total	100.0	Currency:	USD, Single Currency Facility
Project at a Glance			
<b>Project Objective/Description:</b> The main objective of the New Providence Transport Program is to reduce transport costs for road users by providing a more rational and efficient transport system for New Providence Island. The specific objectives of the supplementary funding are to contribute to the improvement the existing road network, the modernization and strengthening of the institutional framework responsible for the provision of transportation services, the improvement of road safety, the improvement of public transportation, and the alleviation of the negative environmental impacts associated with the existing traffic congestion levels.			
<b>Special contractual conditions:</b> i) Prior to first disbursement: the Executing Agency has hired all necessary staff for the PEU, including the environmental specialist (§3.19). ii) Execution Conditions: (a) The reviewed management and implementation plan for the Big Pond area shall be submitted by the MOWT to the Bank for its review and non-objection during the first 6 months from the date of the Loan contract; (b) the competitive bidding procedure for the Big Pond area shall be initiated no later than 9 months from the date of the Loan Contract (§3.18); and (c) Prior to the award of any civil work to be financed with resources of the Financing, the Executing Agency should present, to the satisfaction of the Bank, evidence that the right of way is cleared to allow commencement of construction of works (§1.18).			
<b>Exceptions to Bank policies:</b> A waiver to the requirement set forth in Document GN-2329, section IV, (ii) is required to be approved by the Board. Pursuant to Document GN-2329, the program for which additional financing is needed, has to be proceeding satisfactorily. The implementation progress of Loan No.1320/OC-BH is currently unsatisfactory since the lack of additional financing has not allowed the roadway development construction contract to be signed. The supplementary financing would allow the contract to be signed, executed, and, consequently, and thus lead to a satisfactory assessment of project implementation. Additional financing is thus a necessary precedent input for the program to be proceeding satisfactorily. (§1.29)			
<b>Program consistent with Country Strategy:</b>		Yes [ X ]	No [ ]
<b>Project qualifies for:</b>		SEQ[ No ]	PTI [ No ]    Sector [ ]    Geographic[ ]    Headcount [ ]
<b>Procurement:</b> See Paragraphs §3.2 to §3.5			
<b>Verified by CESI on:</b> October 27, 2000, and March 29, 2008. An ESIA and an ESIR were prepared in 2000; EMPs for design and civil works were prepared during 2001 and 2002; environmental audits were performed during the implementation of the first phase of the operation, between 2001 and 2002; an environmental and social due diligence was carried out in February 2008 and updated the ESMP and ESMR.			

1 The credit fee and inspection and supervision fee will be established periodically by the Board of Executive directors as part of its review of the Bank's lending charges, in accordance with the applicable provisions of the Bank's policy on lending rate methodology for ordinary capital loans. In no case will the credit fee exceed 0.75% or the inspection and supervision fee exceed, in a given six-months period, the amount that would result from applying 1% to the loan amount divided by the number of six-month periods included in the original disbursement period..

## I. BACKGROUND

### A. The Transport Sector in The Bahamas

- 1.1 The Bahamas comprise 700 islands and cays with a total land area of 5,383 square miles spread over 100,000 square miles. The total population of the country is 320,000 persons of which 69% reside in New Providence (83 square miles), 16 % reside in Grand Bahama (530 sq. miles), the second major center and the remainder is scattered among the other 28 inhabited islands. New Providence Island which houses the capital is only 7 miles wide and 25 miles long and accounts for only 1.5% of the country's land mass. Being an archipelago, the Bahamas depends upon inter-island marine and air transport. The country has 2,700 km of roads, of which 1,150 km are paved. The country has three international ports and a large number of small harbors, docks and marinas. The Bahamas also has 65 airports of which 17 accommodate international traffic.
- 1.2 *Public Transport.* Public transport consists of taxis and jitneys. The approximately 400 plus public buses in service are privately owned and operate under individual licenses on 23 routes. Private automobiles are the main mode of transport for a large part of the population and public transportation is underused. Automobile ownership rates have risen dramatically over the past decade. The taxis and jitneys that carry the itinerant tourists from the cruises compete for road space with private cars and trucks and further increase congestion.
- 1.3 *New Providence Roads.* The surface transportation system of New Providence Island consists of 1,600 kilometers of roadways, the majority of which are paved. Of this total, 300 kilometers of roadway provide the basic arterial roadway function carrying the majority of the peak traffic. Pavements of the main road network are generally in adequate condition, with sufficient funds for maintenance being annually allocated in the national budget. Nevertheless, the capacity of this network is far from adequate for existing traffic, let alone for the additional traffic volumes that can be expected in the medium term.
- 1.4 *Institutional arrangements.* Institutional responsibility for the Transport sector in The Bahamas is currently divided among three ministries: the Ministry of Public Works and Transport (*surface transport*), the Ministry of Tourism and Aviation (*air transport*) and the Ministry of Maritime Affairs and Labour (*sea transport*).
- 1.5 The Ministry of Public Works and Transport (MOWT) was re-combined in May 2007 and is responsible for establishing and implementing transport policy and regulating the provision of land transport services. A Transport Planning and Policy Unit (TPPU) has been established under the New Providence Transport Program (NPTP, LO-1320/OC-BH) with basic responsibilities for making recommendations on updating transport policy and carrying out transport planning activities. Regulation of public transportation, road safety, vehicle registration and driver licensing is under the responsibility of the Road Traffic Department (RTD) of the MOWT in accordance with the Road Traffic Act.

- 1.6 The MOWT is also responsible for the construction, maintenance and operation of all public buildings and transport infrastructure, including roads. The main executing entity is the Department of Public Works (DoPW). The DoPW is organized into three divisions: Civil/Structures, Buildings and Administration. The DoPW has limited direct executing capabilities, carrying out most of its activities through international and local contractors and consultants. Due to shortages of qualified local staff, many professional positions within the DoPW are occupied by international staff on medium term (2 to 3 year) contracts.
- 1.7 Environmental oversight of all major projects is provided by the Bahamas Environmental Science and Technology (BEST) Commission, an inter-ministerial commission located within the OPM, which has the responsibility to protect, conserve and responsibly manage the environmental resources of The Bahamas.

## **B. Country's Sector Strategy**

- 1.8 *Infrastructure, Regulation, and Population Growth.* There are numerous challenges The Bahamas faces in terms of provision of infrastructure amidst population growth. The country's archipelagic geography means that it is difficult to benefit from economies of scale in terms of infrastructure capacity on many islands. Furthermore, the majority of infrastructure in The Bahamas is based on the islands of New Providence and Grand Bahama, where much of the investments and large tourism development projects were sited for the better part of the twentieth century. As such, significant new investments must be developed into the Family Island communities that are now growing and expanding, as well as rehabilitation and expansion works should be implemented in New Providence and Grand Bahamas. The Government of The Bahamas is currently reviewing land use and physical planning issues to determine policy that can accommodate expansion for urban development.
- 1.9 *Urban Development.* Lack of adequate planning, restricted human and technical resources are all contributory factors to the current state of urban development that exists in The Bahamas. Furthermore, large scale development remains driven by concessions as planning is done along the lines of development projects and their attendant, land concessions and infrastructure requirements rather than based on a comprehensive, community-based national development plan focused on sustainable growth and urban development. In this regard, the development of a Strategic Master Plan that takes into account all future urban developments in terms of timelines, levels and rates of development, public sector reforms, human and technical support and training, and private sector partnerships, is crucial for the future of The Bahamas. The proposed supplementary financing will provide additional resources for, among other activities, institutional development and improvements of urban roads, thus contributing to the enhancement of the human and technical capacity of the MOWT, and the release of transport infrastructure restrictions upon land use and the alleviation of urban congestion, respectively.
- 1.10 *Urban Transportation.* The RTD has made the management of New Providence traffic one of its chief priorities and has sought to undertake several studies, contracting local and international consultants. These studies include Unification of

Public Busing, Traffic Congestion and Reduction Study, and Road Safety, which consists of driver training and crash collection data. Studies that are still pending include the Downtown Nassau Traffic Management Study, the Routine Maintenance Management System for New Providence, the development of a proper traffic management, and a traffic management plan for the roads of New Providence. The proposed supplementary loan will provide financing for the execution of these studies.

**C. New Providence Transport Program (Loan No. 1320/OC-BH) (BH0029)**

- 1.11 The Board of Executive Directors approved on May 30, 2001, the New Providence Transport Program (NPTP) with a Bank financing up to the amount of \$46.2 million. The original total cost of the program was \$66 million with a total counterpart contribution of \$19.8 million. The overall objective of the NPTP is to reduce transportation costs for road users by providing a more rational, efficient and safe transportation system for New Providence.
- 1.12 The NPTP consists of three major components: a) Roadway development and traffic management (US\$50 million), including 23 km of road improvements, consisting mainly of the widening of existing roads, and 15 km of new road construction and traffic management measures needed to provide the island with a well defined road hierarchy; b) Engineering Studies (US\$5.5 million), including preliminary engineering designs, economic feasibility and environmental studies, environmental supervision and auditing; and c) Institutional Development and Strengthening (US\$1.5 million), providing assistance in transportation planning, traffic management, road maintenance, public transportation, and road safety.
- 1.13 After the removal of the Harrold Road component from the original scope of the Program in 2004, the total cost of the program was \$62 million, with a Bank financing of \$43.4million and \$18.6 million on GOBH local counterpart resources.
- 1.14 The original disbursement period was October 22<sup>nd</sup>, 2005. In April 2005 it was agreed to divide the scope of NPTP into sub-projects, and the final disbursement date was extended until October 22<sup>nd</sup>, 2007. After a further 12-month disbursement period extension requested by GOBH, the current final disbursement period for the Program is October 22<sup>nd</sup>, 2008.

**1. Execution of Civil Works**

- 1.15 In April 2001, a \$52.2 million Design-Build contract for the NPTP was awarded to Associated Asphalt Limited (AA). After completing 3 corridors (4.3 km), and while construction on 7 corridors (3.5 km) was in progress, the company went into receivership in July 2002 and their contract was terminated in November 2002. Funds paid to AA and AA's creditors totaled \$17.5 million.
- 1.16 Following the termination of AA's contract, a pre-qualification exercise of international contractors was undertaken for the completion of the NPTP. This exercise was limited to build only, since AA's designer was contracted (US\$ 2.3 million) to complete the remaining designs. The Engineer of Record was also retained (US\$ 5.7 million), and estimated the cost to complete the remaining works, excluding



the Harrold Road corridor<sup>1</sup>, at \$57 million. In early 2003, five international contractors indicated an interest in bidding on the revised NPTP. However, only one was pre-qualified to bid. The revised project was put out to bid to the sole pre-qualified bidder in June 2004. Nevertheless, in November 2004, the firm advised that it would not be submitting a bid.

- 1.17 As a result of this process, it was decided to split the program into two international and five local sub projects (slices), instead of keeping it as a single project and contract. Bid documents for the two international slices were prepared on a slice and package basis whereby a contractor could bid for either slice 1 or 2 or both slices as a single package. The international slices were to be financed by the proceeds of the Loan, approximately US\$33 million and the remaining counterpart resources, and GOBH was to finance the local slices. The bid documents for the international slices were issued in January 2006 with post qualification and slice and package options. Seven international contractors collected bid documents, but only three of them had representatives participate in the pre-bid meeting and site visit that was held in February 2006. After a bid period of five months no bids were received on the closing date in May 2006. A formal request was made to IDB in May 2006 to use the limited international bidding (LIB) method for the international slices. In August 2006, the Bank appointed a procurement specialist to review the bidding documents and to recommend a strategy for the re-tendering of the works. Based on those recommendations, new detailed bidding documents and the short list of firms were subsequently prepared. The bid documents were issued to the firms in May 2007, and 4 tenders were submitted. Negotiations are currently ongoing between the MOWT and the lowest evaluated bidder.
- 1.18 *Clearance of the Right of Way (ROW). Advance Utility Diversion Works and Wall, Tree and Fence Relocation Works.* Identification of the land required for the NPTP was substantially completed in 2000 and the compulsory land acquisition process commenced with the publication on August 4, 2004 of the Government's Declaration of Intended Acquisition, which allowed the Government appropriation of the lands. Payment of compensation is not required for the purposes of taking possession. Following this, Cabinet approved the formation of a "Task Force" of dedicated individuals and a budget of US\$1 million to expedite land compensation matters. Some further land compensations were done during 2006 and 2007, but substantial land compensations are still outstanding. This inter-ministerial "Task Force" was reconstituted in December 2007 and mandated to compile a schedule of the outstanding land compensation matters for the attention of the Prime Minister with a view to expediting payments of compensation. Several contracts were awarded between 2002 and 2007 (US\$3.4 million) to relocate overhead utility, walls, fences and salvageable trees, and are substantially completed on the shifting and relocation of walls along Prince Charles Drive and Robinson Road Corridors. The balance of advance works related to the shifting of walls and fences to the newly acquired right of way are ongoing on Prince Charles Corridor from Beatrice Avenue to the Fox Hill

<sup>1</sup> The construction of the Harrold Road Corridor was taken out of the program, and in April 2004 a \$6 million contract was awarded to a joint venture contractor. The road works were completed in August 2005 at a cost of \$7.7 million. In November 2005, a \$3.3 contract for additional works (Slice 7) was awarded to the same contractor. It was estimated that these works would be completed in 7 months, however they were not completed until February 2007, 14 months after the commencement date. The joint venture contractor has submitted claims for approximately \$3.8 million that are being evaluated.

intersection, Wulff Road, West Bay Street and the JFK Drive/ Bethel Avenue Intersections. Approximately 200 overhead poles still remain to be relocated. Prior to the award of any civil work to be financed with resources of the Financing, the Executing Agency should present, to the satisfaction of the Bank, evidence that the right of way is cleared to allow commencement of construction of works

## **2. Execution of Environmental Management**

- 1.19 In June 2001 a firm was appointed for the provision of consulting services to the BEST Commission on Strengthening of Environmental Management component of the IDB loan. During the period of the AA Design and Build contract, the environmental firm provided oversight of the road works, reviewed the contractors Environmental Management Plan and provided post-construction auditing services. To meet the environmental requirements for the various corridors under the NPTP it was agreed that the green space areas required for each corridor would be aggregated into one large park in the Big Pond area. The consulting firm assisted BEST with the preparation of a master plan for the development of the Big Pond Park, worked with stakeholders to move the project forward, and assisted with the development of a project implementation plan.
- 1.20 The services of the consulting firm were put on hold after termination of AA's contract in November 2002. This contract was for \$700,000, of which approximately 70% were paid to the firm when BEST was requested to stop all activities related to NPTP. GOBH intends to resume the environmental oversight through the BEST Commission once works begin on the major remaining road works.

## **3. Execution of Institutional Strengthening**

- 1.21 The institutional strengthening component of the program made provision of \$1.5 million for: a) strengthening the Road Traffic Department; b) transportation planning; c) review of the Road Traffic Act; d) development of traffic management standards; e) development of a road maintenance management program; and f) review of public transportation and traffic safety issues. The TPPU was established in early 2002 but did not function until August 2004 when a Transportation Specialist was employed. The TPPU was staffed with a Coordinator, Secretary, Transport Engineer, Economist and a Project Officer and employed Transport Research Laboratories (TRRL) from the UK. The TPPU has established a dedicated website for their public awareness campaign, and is currently analyzing the various transportation studies undertaken and the implementation of the recommendations.
- 1.22 *Transportation Planning.* The TPPU updated the transport development plan which was further to the plan developed in 1994/1995. In addition, the TPPU with the assistance of TRRL collected road safety data, and analyzed and developed road safety and driver education manuals.
- 1.23 *Traffic Management.* In April 2006, the TPPU commissioned a consulting firm to prepare an urban transportation congestion reduction study and the development of a strategic action plan. In September 2006 the firm presented the findings, recommendations and a strategic plan for implementation for reduction of traffic

congestion for New Providence. The Road Traffic Department is currently working on the proposed plan and implementation strategy.

- 1.24 *Public Transportation.* In October 2004, the TPPU prepared a policy recommendation paper for the unification and establishment of a public bus transportation system for New Providence and a public bus specialist was hired in March 2006 for the preparation of a proposed work program, who is working on finalizing plans for the unification of the public bus system for New Providence, drafting a business plan and drafting a legislative/ regulatory framework implementation of the proposed plan.

#### **4. Need for additional financing**

- 1.25 On December 28, 2007, the GOBH requested supplementary Bank funding for the NPTP, required for the completion of both local and international packages of the project (§1.17), and the institutional strengthening component. The proposed Program is consistent with the current Country Strategy with The Bahamas (2003-2007), which supports private sector development as one of its key pillars. This supplementary financing is firmly in line with the early dialogue towards development of the new country strategy (2008-2012), which envisages infrastructure development as a high priority. In placing greater emphasis on infrastructure, GOBH intends to undertake these investments in a manner which leverages increased participation by the private sector.
- 1.26 Activities in the construction industry in the Bahamas have increased significantly since the GOBH awarded the contract to Associated Asphalt in 2000 (§1.15). All regions in the country have been experiencing sustained and strong growth in the construction activity. Cost escalation remains very high, and project cost continue to be volatile, with significant rises in many different areas of individual trades. The volatility in material costs is creating significant problems, particularly in trades heavily dependent on few key commodities.
- 1.27 The reasons for the cost overruns are: i) Construction Congestion: a significant factor affecting the escalation of costs is market congestion. Construction activity in The Bahamas has been very strong in all market sectors with the annual growth rate of the construction activity being around 14% per annum, resulting in a very high demand for construction services countrywide; ii) Material and Equipment: material cost increases are a significant part of construction cost increases. A widely used measure of construction escalation is the Engineering News Record magazine, which shows that, on average, prices increased by 18.5% over the past year. The price of a barrel of oil which was under US\$26 in the year 2000 currently is above US\$100. The price of bitumen, derived from 100% crude oil, tracks the price of crude oil. In addition, the availability of plastic related products, such as drainage materials, decreased tremendously, and prices have increase by an average of 45% since 2005. iii) Labor: The growth in construction demand has placed an increased pressure on wages since the pool of available workers in The Bahamas is continuously shrinking; and iv) Natural Disasters: The hurricanes of 2005 damaged or destroyed roughly three times as much property as in a typical year, creating a massive demand for construction material and labor in the region. More significant than the actual costs rise was the unexpected disruption in material supplies for key construction materials, leading to

vast delays to material deliveries, resulting in an immediate and dramatic rise in prices and major delays to delivery schedules.

- 1.28 These events individually have a major impact on the construction cost of a project, and collectively had a dramatic effect on the construction costs of the NPTP. The NPTP was tendered before the year 2000, at which time it would have been impossible to anticipate the effect of such events or the impact they would have on prices. These cost overruns have been verified through an international competitive bidding process started during late 2007, and are the result of special circumstances beyond the borrower's control. Accordingly, the GOBH has requested a supplemental loan from the Bank to finance the cost of these pending projects that would contribute to the fulfillment of the original program targets and objectives.
- 1.29 Pursuant to the Bank's policy on "Increased Financing for Cost Overruns for Operations in Progress" (document GN-2329), the request meets the following conditions for receiving supplemental financing, inasmuch as: i) it was made during the current effective disbursement period ; ii) the cost overruns result from extraordinary circumstances beyond the borrower's control, underestimation of original costs, and rises in the price of materials (especially fuel and bitumen), equipment, and labor; iii) downsizing the program in terms of volume or coverage would not be an adequate solution, because it would compromise the program's objectives which depend on upgrading the major road network; iv) the requested increase will allow the planned objectives to be achieved without affecting the economic feasibility; v) The GOBH does not have the fiscal space to provide the additional funding with its own resources; the overall fiscal deficit being 2.6 % of GDP in 2007. Furthermore, the Borrower has not been able to secure additional funding on comparable terms and conditions, given that interest rates for sovereign borrowing for the GOBH range between 3% to 5% above the US Treasury rate, which is significantly higher than the Bank's interest rate for the USD Single Currency Facility, with a much shorter tenure than the 25 years afforded under the supplementary financing. If GOBH were to borrow \$100M at the current market rates this would result in an unsustainable build-up of the debt burden of The Bahamas in the medium term. A higher cost market loan, which reduces fiscal space would also have possible adverse implications for the Government's funding of social programs in the future. In addition the Borrower values and has confidence in the Bank's systems, as well as the intellectual capital by way of technical assistance which the Bank provides through its financial instruments, which began in the transport sector with the Transport Development Plan (ATN/CP-4077) in 1994, and continues in this supplementary funding through the Institutional Strengthening activities. A typical example of this is the framework provided to the Borrower through the Bank's operational processes for the analysis and planning for the management of the environmental and social impacts of the program, an additional benefit which would not come with a loan from the market; vi) the borrower, based on the current country financing parameters, has requested the Bank to finance the cost overrun without increasing the original counterpart contribution; and vii) the country is current in its payments to the Bank. The implementation progress of LO-1320/OC-BH is currently unsatisfactory, primarily because the lack of additional financing has not allowed the construction contract to be signed. The supplementary financing proposed in this

project would allow the construction contract to be signed, executed, and the current disbursement period (Oct. 22, 2008) extended to allow the project to be completed within the new disbursement period, and, thus leading to a satisfactory assessment of project implementation. Additional financing is thus a necessary precedent input for the program to be proceeding satisfactorily. Consequently, a waiver to the requirement set forth in Document GN-2329, section IV, (ii) is required to be approved by the Board.

- 1.30 The proposed supplemental financing will allow the program to be implemented as originally planned, and its objectives achieved, by facilitating the execution of specific projects and activities, which require additional resources. The projects and activities targeted by the supplemental financing consist of a number of works and consultancies in execution or in the process of procurement. By guaranteeing the program's continuation as a single operation, immediate financing will be made available for projects in execution or in the process of procurement, economies of scale in management will be created, transaction costs will be kept to a minimum, and the strategic approach agreed on with the government will be maintained. The supplemental financing will enable the program's objectives to be met, without affecting its economic, financial, institutional, or environmental viability.

## II. SUPPLEMENTARY FINANCING

- 2.1 **Objective.** The main objective of the New Providence Transport Program is to reduce transport costs for road users by providing a more rational and efficient transport system for New Providence Island. The specific objectives of the supplementary funding are to contribute to the improvement the existing road network, the modernization and strengthening of the institutional framework responsible for the provision of transportation services, the improvement of road safety, the improvement of public transportation, and the alleviation of the negative environmental impacts associated with the existing traffic congestion levels. This supplementary funding will finance the following main components.
- 2.2 **Component 1: Civil works.** This component will finance the following activities: i) completion of the international slices (corridors 5, 10, 11a, 11b, 12, 13a, 13b, 15, 16, 18, section 23 and section 24); ii) additional works to be carried out at corridor 13b part two (Prince Charles Drive, between Beatrice and Fox Hill Road), which were not included in the bidding documents; iii) completion of the local slices (corridor 1a and 17, primarily junction improvements, and corridor 4, dual carriageway); iv) additional water and sewerage mains renewal for a number of affected corridors (corridors 5, 10, 11a, 11b, 12, 13a, 13b, 15 and 16); and v) restoration and protection of the Big Pond area as an urban open space, for the mitigation of any potential negative environmental impacts that may arise from the construction of new roads.
- 2.3 **Component 2: Institutional strengthening.** This component will finance the following activities: i) Institutional development including the strengthening and modernization of MOWT institutional capacity to develop and implement the comprehensive surface transport policy. In addition, this component will clearly focus

on specific actions, such as assuring efficient maintenance of the roadways in the program and improving the regulation of the existing public transport services. Furthermore, this component will provide assistance to the MOWT in the form of consulting services for organizational capacity assessment and development specific tasks and/or the use of project funds for staff training; and ii) technical studies to facilitate preparatory designs.

- 2.4 **Component 3: Supervision and administration.** This component will finance the following activities: i) a consulting firm that will provide technical support to the MOWT in the preparation, supervision and execution of the Program, and ii) increase the Project Execution Unit capacity to timely execute the NPTP.
- 2.5 **Cost and additional financing.** The original program was approved by the Board of Executive Directors for a total of US\$66 million, of which US\$46.2 million corresponded to the Bank loan. After a partial cancellation, the original budget was later revised to US 62 million, of which US\$43.4 million corresponded to the Bank loan. Due to the cost overruns that occurred since 2001 (¶1.27), the funds approved through loan 1320/OC-BH are insufficient to finance all the activities required to attain the program objectives.
- 2.6 The total estimated budget to complete the Program is US\$ 129.58 million. Of this total, US\$ 30.73 million corresponds to the available balance of LO 1320/OC-BH (US\$ 29.58 million from the Bank's resources and US\$ 1.15 million from GOBH's counterpart). The remaining balance will be financed by this supplementary loan of US\$ 100,000,000 from the Bank. The following table presents the breakdown of costs, including the updated current loan budget and supplementary funding.

Categories	Current Budget (1320/OC-BH)			Supplementary Funding	Consolidated Budget		
	IADB	GOB	Total	IADB	IADB	GOB	Total
<b>1. Civil works</b>	<b>33.60</b>	<b>12.40</b>	<b>46.00</b>	<b>93.92</b>	<b>127.52</b>	<b>12.40</b>	<b>139.92</b>
1.1 International slices (basic tender)				64.39			
1.2 International slices (corridor 13B)				8.00			
1.3 Local Slices				19.53			
1.4 Big Pond Development				2.00			
<b>2. Institutional Strengthening</b>	<b>1.50</b>	<b>0.00</b>	<b>1.50</b>	<b>1.12</b>	<b>2.62</b>	<b>0.00</b>	<b>2.62</b>
2.1 Institutional Development				0.48			
2.2 Technical Studies				0.64			
<b>3. Supervision and administration</b>	<b>2.00</b>	<b>3.50</b>	<b>5.50</b>	<b>4.90</b>	<b>6.90</b>	<b>3.50</b>	<b>10.40</b>
3.1 Engineering				4.55			
3.2 Administration				0.35			
<b>4. Financial costs</b>	<b>0.50</b>	<b>0.60</b>	<b>1.10</b>	<b>0.00</b>	<b>0.50</b>	<b>0.60</b>	<b>1.10</b>
4.1 FIV				0.00			
4.2 CC				0.00			
<b>5. Evaluations</b>				<b>0.06</b>	<b>0.06</b>	<b>0.00</b>	<b>0.06</b>
<b>6. Unallocated costs</b>	<b>5.80</b>	<b>2.10</b>	<b>7.90</b>	<b>0.00</b>	<b>5.80</b>	<b>2.10</b>	<b>7.90</b>
6.1 Inflation & Price Escalation				0.00			
6.2 Contingencies				0.00			
<b>Total</b>	<b>43.40</b>	<b>18.60</b>	<b>62.00</b>	<b>100.00</b>	<b>143.40</b>	<b>18.60</b>	<b>162.00</b>

### **III. PROJECT EXECUTION**

#### **A. Borrower and executing agency**

- 3.1 The borrower will be The Commonwealth of The Bahamas. The executing agency will be the Ministry of Public Works and Transport (MOWT), through the Project Executing Unit (PEU) implemented to execute the NPTP. Within the MOWT, the PEU will be responsible for loan administration, including the same main functions as under loan 1320/OC-BH in relation to financial management and accounting, reports, bank accounts, control and supervision, and coordination with other international lenders.

#### **B. Procurement of works, goods and services**

- 3.2 Procurement of new contracts to be financed with resources of the supplementary financing will be carried out in accordance with the Policies for the Procurement of Works and Goods Financed by the Inter-American Development Bank (GN-2349-7); and the Policies for the Selection and Contracting of Consultants Financed by the Inter-American Development Bank (GN-2350-7) both of July 2006.
- 3.3 The procurement of services already carried out under LO-1320/OC-BH has included ICB contracts for the engineering and environmental supervision of the civil works and the letting of non-ICB contracts for consultancy services to support the Institutional Strengthening of the MOWT. The procurement of works activities carried out so far under LO-1320/OC-BH include the construction and rehabilitation of 19 road corridors (awarded in 2001 and later terminated in 2002 on account of the bankruptcy of the contractor, with 3 corridors completed). After 2 subsequent unsuccessful ICB attempts, a LIB process for the completion of most of the aforementioned road corridors was launched in mid-2007 and the bids received are currently being evaluated.
- 3.4 The Executing Agency during negotiations with the lowest evaluated bidder (least cost among proposals being substantially responsive to the bid documents, and post-qualified), sought to reintroduce into the contract to be awarded, some of the works that were removed from the original international bidding scope of works of the Program. The GOBH has requested this supplementary financing to (i) complete financing of the lowest evaluated bid for US\$87 million, to be awarded under the LIB already carried out, and (ii) additional US\$26.2 million to cover financing for the direct contracting of additional re-introduced works, negotiated with the lowest bidder. The total contract for road works being procured under the consolidated financing would thus be \$113.2 million, of which \$21 million is being financed under the original loan LO-1320 and \$92 million is proposed to be covered by this supplementary financing. Pursuant to Document GN-2349-7, paragraph 3.6(a), direct contracting may be an appropriate method when "An existing contract for goods or works, awarded in accordance with procedures acceptable to the Bank, may be extended for additional goods or works of a similar nature. The Bank shall be satisfied in such cases that no advantage could be obtained by further competition and that the prices on the extended contract are reasonable. Provisions for such an extension, if considered likely in advance, shall be included in the original contract."

- 3.5 The justification for this request is based on i) the fact that the selected firm's prevailing competitive unit prices are being maintained for the increased scope of works; ii) avoiding the risk of further failure, as previously experienced, in attracting bids following ICB for works of a similar scope and nature as the additional works negotiated; iii) the rapidly escalating cost of construction, especially oil-based materials such as fuel, bitumen and plastic pipes; iv) a single contract would facilitate more efficient supervision and coordination of the contract works in congested urban Nassau and v) the bid of the selected firm responds to total management of risks: urban, traffic management, environmental and utilities liaison factors considered essential to the success of the project. The justification is considered to be well-founded and would likely result in efficiency and economy gains to The Bahamas and the population of New Providence.
- 3.6 The GOBH has communicated its intention to the Bank retain the services of Mott MacDonald Limited (UK) as supervisory engineering Consultant for the completion of the NPTP. Mott MacDonald (MMD), an international consulting firm with significant engineering experience in the administration and supervision of construction contracts was hired since June 1999 by MOWT through an ICB procurement process. Up to the termination in 2002 of the contract of the main NPTP contractor, Associated Asphalt, Mott MacDonald had provided all direct consulting services under the afore-mentioned contract from the preliminary design and tender stages through to construction supervision and starting the re-tendering processes. In December 2002, MOWT extended the services of MMD to continue the engineering support and supervision services unto the completion of the project. Since then, MMD has facilitated the final designs of the NPTP road corridors, supervised the relocation of utilities and supported the MOWT in the several procurement processes for re-tendering the completion NPTP including the negotiation with the lowest evaluated bidder. The prolonged tenure (5 years) of the re-bidding process, due to exceptional factors beyond the Executing Agency's control has caused MMD not to be able to complete the scope of services, specifically the construction supervision phase, of its contract.
- 3.7 The direct hiring of MMD for the engineering supervision of the Completion of the NPTP thus represents a natural continuation of previous services carried out by the firm. The continuation of services by MMD presents a clear, comparative technical advantage over competition in that: i) the Borrower has indicated its satisfaction with the performance of services by MMD to date; ii) MMD is intimately familiar with the design and supervision requirements for the construction/rehabilitation of the road corridors, including the traffic management, right-of-way clearance and environmental aspects ; and iii) MMD possess the institutional memory of the convoluted historical circumstances of the NPTP, which would facilitate the continuity necessary to successfully implement the project. The direct hiring procedure is in accordance with the Policies for the Selection and Contracting of Consultants financed by the Bank (3.10).

### **C. Social and Economic Assessment**

- 3.8 An economic assessment of the corridors included in the supplementary financing was carried out on March 2008 ([IDBDocs1368222](#)), considering these corridors as a



single package. The approach was identical to that used in the economic assessment conducted for the NPTP in 2000. The economic appraisal was based on the output of the CONTRAM traffic model that was used to compare two scenarios, one without the package and one with the package.

- 3.9 A traffic model of New Providence Island was originally developed in 1999, and updated to 2005 following an extensive program of surveys in 2005 and 2006. The forecasting method links traffic growth to GDP growth. Based on observed traffic growth (14.3% between 1999 and 2005) and GDP growth (11.2% in the same period), an elasticity of traffic with respect to GDP was estimated. Traffic was forecasted based on GDP growth, estimated at 2.4% p.a. until 2017, and then 2% p.a. thereafter.
- 3.10 The model results were used to estimate the benefits of the program to road users by comparing the model results between the two scenarios, and converting them to monetary values. These were then compared to the costs of building and maintaining the new roads to obtain a 20 year stream of costs and benefits, from 2008 to 2027. This assessment resulted in a Net Present Value of US\$17.8 million, and an Economic Internal Rate of Return of 13.8%.
- 3.11 These results underestimate the true values as they do not include benefits to road users during weekends or off-peak periods in weekdays. The traffic model simulated morning and evening peak traffic conditions for a total of six and a half hours per day from Monday to Friday, and then gross up to annual totals using an annualization factor. Furthermore, this appraisal did not consider benefits from reductions in road accidents.

#### **D. Social and environmental considerations**

- 3.12 During the preparation of the NPTP, an Environmental and Social Impact Assessment (ESIA) was prepared by an international consulting firm in 2000. This ESIA provided general and indicative, positive and negative environmental and social impacts, and the basis to develop an Environmental and Social Management Plan (ESMP) to monitor impacts during and after construction and to ensure mitigation measures were implemented. In addition, ESMPs for design and civil works of some corridors were prepared during 2001 and 2002, and environmental audits were performed during the implementation of the first phase of the operation between 2001 and 2002. Based on the Bank Environmental and Safeguard Compliance Policy (OP-703), and taking into account the objectives, impacts and risks of this operation is a Category “B”.
- 3.13 As part of the preparation of this supplementary operation, an environmental and social due diligence was carried out during February 2008 to evaluate the progress in the implementation of ESMPs, update the identification of potential impacts along the different road corridors, consolidate prior lessons learnt and past experiences into an updated ESMP, and provide specific recommendations on the updating of the specific ESMPs, contractor obligations, and the monitoring and supervision scheme ([IDBDocs#1368211](#) and [1368215](#)). This supplementary operation will include:
- 3.14 **Contractor obligations.** The Site EMPs prepared for each corridor during the initial implementation of this program will be updated in compliance with the updated EMP

presented in the bidding documents. The updating of the Site EMPs must include environmental requirements specific to each corridor, including but not limited to, landscaping activities, pedestrian safety, dust control, and mitigation measures related to hydrocarbon spills and contaminated areas.

- 3.15 A Hazardous Materials Spill Contingency Plan (HAZMAT Plan) has been prepared during the initial implementation of this program. The contractor will review the designs, update the EMPs and develop the civil works plan taking the HAZMAT Plan into consideration. The Contractor shall be responsible for its own Hazardous Materials Spill Contingency Plan at each site.
- 3.16 The updated EMPs must be submitted to BEST Commission for review and approval before construction commences on each corridor. BEST will serve as an independent supervisor of the implementation of the Site EMP for each corridor. Environmental audits will be conducted semiannually by the Supervisor's Environmental Engineer and overviewed by BEST Commission in order to verify compliance with the EMPs.
- 3.17 **Mitigation measures: Development of the Big Pond** The Big Pond has been subject to extensive contamination in the past; nevertheless this practice has ceased and the shallow waters now support numerous fish including Tilapia, the broad killey fish and mosquito fish. The Big Pond no longer receives contaminated drainage, and there are extensive drainage channels running from north to the south of the Big Pond. To meet the environmental requirements for the various corridors under the NPTP, the original ESIA established that the individual compensation measures required for each corridor would be aggregated into the improvement of one large park in the Big Pond area. As part of the NPTP loan agreement, it has been stipulated that the Big Pond area should be restored and protected as an urban open space, for the mitigation of any potential negative environmental impacts that may arise from project implementation, operation, and maintenance. In 2001, a Master Plan was formulated for the Big Pond Park and presented to the public in April 2001. A preliminary project implementation plan was prepared in the same year, but no further actions have been implemented. The Supplementary Financing will recover what has already been prepared, as well as former stakeholder commitments, and re-initiate project implementation.
- 3.18 The master plan and the implementation plan develop in 2001/2002 will be reviewed and updated. The protection, rehabilitation and management of Big Pond and its environs must be implemented in parallel to all other civil works. The reviewed management and implementation plan for the Big Pond area shall be submitted by MOWT to the Bank for review and non objection at the first 6 months after supplementary financing has been approved. The bidding process for this implementation must be initiated no later than 9 months after the supplementary financing has been approved.
- 3.19 **Monitoring and supervision.** The monitoring and supervision of the NPTP will occur on four levels: (i) an Environmental Specialist will be hired by the contractor to prepare and implement the Site EMPs and monitor the construction activities and their impacts; (ii) the supervision firm will hire an Environmental Engineer to review the Site EMPs and supervise their proper implementation; (iii) the PEU must be

staffed with at least one environmental specialist to provide adequate environmental supervision, determine if the EMPs are being adhered to and no new impacts occur, ensure that construction works, road improvements, landscaping and environmental compensation are undertaken in parallel, especially assuring that compensation measures -Big Pond Master Plan- are implemented as well as all civil works as well as foster the approval of the Hazardous Materials Spill Contingency Plan; and (iv) BEST will provide independent supervision over environmental and social aspects of the road improvement program by reviewing and approving Site EMPs, periodically reviewing construction and approving the final environmental and social actions for each completed corridor. In coordination with the Contractor, the Supervision and the PEU, BEST will participate in field surveys to assist in preparation of the Site EMPs and provide suggestions and guidance on the contents of these plans; review final Site EMPs for each corridor; provide supervision and monitoring of construction to ensure that the mitigation plans are followed; and approve the environmental and social aspects of the works at the completion of construction.

- 3.20 The supervision firm shall provide BEST, the PEU and the Bank with quarterly reports regarding the implementation progress of the environmental and social aspects, including, but not limited to: the Big Pond area project, the development and implementation of site EMPs, the environmental audits, etc. The Bank will provide environmental and social impact review as part of normal Bank supervision of the road improvement program.

#### **E. Program Risks**

- 3.21 This supplementary operation has a low overall risk rating, according to the Risk Assessment carried out. The main risk identified for the program is related to the staffing of the PEU and lack of equipment in the Civil Design Section of the MOWT to provide support in technical and administrative areas. To mitigate this risk, the executing capacity of the MOWT, with particular emphasis on the PEU, will be improved as part of the institutional strengthening component. Another risk identified during execution of LO-1320/OC-BH is needed to clear the right of way. To mitigate this risk, and avoid any disruption to the contractor's schedule of road work, utilities and fences have been relocated along all corridors included in the works being financed, and a Task Force reporting directly to the Prime Minister has been appointed to expedite the payments of compensations for property acquired.

**THE BAHAMAS. SUPPLEMENTARY FINANCING FOR NEW PROVIDENCE TRANSPORT PROGRAM.  
BH-L1024**

**Results Matrix**

<b>Project Objective</b>	Contribute to the reduction in transport costs for road users by improving and maintaining an efficient and viable road transport system for New Providence island.
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<b>Outcome Indicators</b>	<b>Base Level 2007/8</b>	<b>Target Level 2011</b>	<b>Comments</b>
Average journey/trip time.	<b>X mins</b>	<b>X-10 mins</b>	Determined based on the CONTRAM model triennial update by MOWT, with its own resources.
Volume/capacity ratio of major road network.	<b>0.90</b>	<b>0.85</b>	
Road congestion reduced to acceptable level of service of at least D during peak hours	<b>F</b>	<b>D</b>	
Annual total Number of crashes/incidents	<b>10,320</b>	<b>8772</b>	Determined by MOWT-TPPU based on the records of the Police and the Road Traffic Department
Annual total Number of road fatalities	<b>33</b>	<b>28</b>	
Mode split – increase in public bus ridership versus private car transport	<b>0.35/0.65</b>	<b>0.45/0.55</b>	Determined by MOWT-TPPU based on the records of the Road Traffic Department .

Component	Base	Year 1	Year 2	Year 3	Target	Comments
<b>Component 1</b>						
<u>Outputs</u>						
Rehabilitation of existing roads and construction of new roads in the New Providence major road network using adequate engineering and environmental standards (FDOT specifications) and quality control and quality assurance procedures.	0 mls	4 mls	9 mls	16 mls	16 mls	Semester Progress reports of the MOWT-PEU
Roads meet road safety audit (RSA) requirements included in the contract documents upon completion by contractor	0 mls	4 mls	9 mls	16 mls	16 mls	Road Safety Audit conducted under the NPRIP contract by the Supervisory Consultant in conjunction with the Police, MOWT-CDS and the Road Traffic Dept .
<u>Outcomes</u>						
Volume/capacity ratio of major road networks increased.	0.90			0.85	0.85	Determined based on the CONTRAM model triennial update by MOWT, with its own resources.
Reduction of road crashes/incidents. Reduction of total number of road fatalities.	10,320 33			8772 28	8772 28	Determined by the MOWT-TPPU based on the records of the Police and the Road Traffic Department.
<b>Component 2</b>						
<u>Outputs</u>						
MoWT-TPPU implementation of key initiatives of the TDP to improve road safety and traffic management and reduce congestion:						
- Downtown Nassau Traffic Management Plan prepared and implemented.	S/holder consultation	Options report & Plan presented	Implement priority actions	Implement priority actions	Implement priority actions	MOWT-TPPU semester progress reports
- Downtown Parking garages capacity expanded and usage increased	200 vehicles parked in	300 vehicles parked in	500 vehicles parked in	800 vehicles parked in	800 vehicles parked in	MOWT-PEU Semester Progress reports

Component	Base	Year 1	Year 2	Year 3	Target	Comments
	garage	garage	garage	garage	garage	
- New Internal Paradise Bus service commissioned	Service design	Stakeholders MOU	P.I. service commission	P.I. service operational	P.I. service operational	Report of TPPU Transport Specialist
- Road crash data base system installed and operational in RBPF	System developed	System commission & data population	P.I. Bus service commission	P.I. Bus service operational	P.I. service operational	MOWT-PEU Semester progress reports and records of RBPF
- Implement senior high school curriculum program for driving in	Implemented in no Schools	Implemented in 5 Schools	Implemented in 9 Schools	Implemented in 13 Schools	Implemented in 13 Schools	
- Implement registration system for driving school instructors	No instructors registered	10 Instructors registered	25 Instructors registered	50 Instructors registered	75 Instructors registered	
Routine Maintenance Management System (RMMS) for road network in New Providence developed and implemented.	No RMMS	RMMS developed & commission	40 mls road under RMMS	200 mls road under RMMS	200 mls road under RMMS	Semester PIU Progress reports
Unified Public Bus Service functioning according to schedules and level of service specified in the revised Bus legislation	0% compliant	20%	50%	85%	100%	Determined based on the records of the Road Traffic Department
Big Pond Development Park improvements constructed.	0%	40%	60%	Compliant 100%	Compliant 100%	MOWT-PEU semester progress reports
<u>Outcomes</u>						
Average journey trip time reduced.	X mins	X mins	X mins	X mins	X – 10 mins	Determined based on the CONTRAM model triennial update by MOWT, with its own resources.
Road congestion reduced to acceptable level of service of at least D during peak hours by the Level of service	F			D	D	Determined based on the CONTRAM model triennial update by MOWT, with its own resources.
Mode split – increase in public bus ridership versus private car transport.	0.35/0.65			0.45/0.55	0.45/0.55	Determined by MOWT-TPPU based on the records of the Road Traffic Department

<b>BAHAMAS (BH-L1024)</b> <b>The Commonwealth of the Bahamas</b> <b>Supplementary Financing for New Providence Transport Program</b> <b>Summary Procurement Table</b>									
Ref. No.	Description of the contract and estimated cost of procurement	Procurement method <sup>1</sup>	Review (prior or post)	Source of financing and percentage		Prequalification (Yes/No)	Estimated dates		Status (pending, in process, awarded, cancelled)
				IDB %	Local/other %		Publication of specific procurement notice	Completion of contract	
<b>A</b>	<b>Consulting Services</b>								
<b>1</b>	Consultant as Transport Specialist for 2 years to provide technical leadership of the TPPU in implementing the transport initiatives arising from the updated TDP and recommendations of previous consultancies. \$360,000.	3 C.V. 's	Prior	100	0	Shortlist	Jul/08	Dec/10	Pending
<b>2</b>	1 local consultant for 2 years to support the TPPU/ORC in implementing public transport recommendations. \$120,000	3 C.V. 's	Prior	100	0	No	Oct/08	Dec/10	Pending
<b>3</b>	Consultant to Develop and implement a Routine Maintenance management System for the roads in New Providence \$590,000 <sup>2</sup> (consolidated amount)	QCBS	Prior	100	0	Shortlist	Sep/08	Jun/10	Pending
<b>4</b>	Organizational capacity assessment of MOWT \$30,000	3 C.V. 's	Prior	100	0	No	May/08	Oct/08	Pending
<b>5</b>	Implementing of Organizational Strengthening of MOWT \$320,000	QCBS	Prior	100	0	Shortlist	Oct/08	Jun/10	Pending

<sup>1</sup> **ICB:** International competitive bidding; **LIB:** limited international bidding; **NCB:** national competitive bidding; **PC:** price comparison; **DC:** direct contracting; **FA:** force account; **PSA:** Procurement through specialized agencies; **PAs:** Procurement agents; **IA:** Inspection agents; **PLFI:** Procurement in loans to financial intermediaries; **BOO/BOT/BOOT:** Build, own, operate/build, operate, transfer/build, own, operate, transfer; **PBP:** Performance-based procurement; **PLGB:** Procurement under loans guaranteed by the Bank; **PCP:** Community participation procurement; **QCBS:** Quality- and cost-based selection **QBS:** Quality-based selection **FBS:** Selection under a fixed budget; **LCS:** Least-cost selection; **CQS:** Selection based on the consultants' qualifications; **SSS:** Single-source selection; **3CV's:** Selection of Individual Consultant based on 3CV's

<sup>2</sup> This consultancy will be financed through LO-1320/OC-BH (\$300,000) and the proposed supplementary loan (\$290,000)

<b>BAHAMAS (BH-L1024)</b> <b>The Commonwealth of the Bahamas</b> <b>Supplementary Financing for New Providence Transport Program</b> <b>Summary Procurement Table</b>									
Ref. No.	Description of the contract and estimated cost of procurement	Procurement method <sup>1</sup>	Review (prior or post)	Source of financing and percentage		Prequalification (Yes/No)	Estimated dates		Status (pending, in process, awarded, cancelled)
				IDB %	Local/other %		Publication of specific procurement notice	Completion of contract	
6	Engineering Consultancy Services for Supervision of Road Corridor improvements. \$4,550,000	DC	-	100	0	-	May/08	Dec/11	Continuation of services
7	2 full-time individual consultants as Project Engineers for the supervision of road corridor improvements \$350,000	3CV's	Prior	100	0	No	Jun/08	Jun/11	Pending
8	Hire individual consultant to carry out the evaluations of the program. \$30,000	3 CV's	Prior	100	0	No	Nov /09	Feb/10	Pending
<b>B</b>	<b>Civil Works</b>								
9	Rehabilitation of existing road corridors and construction of new road corridors in New Providence (12 corridors total)	LIB (\$87 M)	Prior	100	0	Yes (post)	N/a (LIB) Bid docs issued May 2007	Sep/11	Pending
10		DC (\$26,2 M)							
11	Construct recreational facilities for the development of Big Pond Park \$1,800,000	NCB	Prior	100	0	No	Nov./08	Dec/09	Pending
<b>C</b>	<b>Goods &amp; Services</b>								
12	Procure Road Safety equipment and train MOWT personnel \$120,000	NCB	Prior	100	0	No	Sept/08	Juln/09	Pending
13	Procure playground apparatus for Big Pond Park \$200,000.	ICB	Prior	100	0	No	Mar/09	Nov/09	Pending



DOCUMENT OF THE INTER-AMERICAN DEVELOPMENT BANK

PROPOSED RESOLUTION DE-\_\_\_\_/08

Bahamas. Loan \_\_\_\_/OC-BH to the Commonwealth of The Bahamas  
Supplementary Financing for New Providence Transport Program

The Board of Executive Directors

RESOLVES:

That the President of the Bank, or such representative as he shall designate, is authorized, in the name and on behalf of the Bank, to enter into such contract or contracts as may be necessary with the Commonwealth of The Bahamas, as Borrower, for the purpose of granting it a financing to cooperate in the execution of a supplementary financing for New Providence transport program. Such financing will be in the amount of up to US\$100,000,000 from the Single Currency Facility of the Ordinary Capital resources of the Bank, and will be subject to the Financial Terms and Conditions and the Special Contractual Conditions of the Project Summary of the Loan Proposal.

LEG/SGO/IDBDOCS #1381183