



PAGE 4: B.1) YOUR CASE STORY: TITLE AND DESCRIPTION

Q1: TITLE OF CASE STORY

Belize George Price Highway (GPH) Rehabilitation (Improving Belize's Main Transportation Corridor for further integration into RICAM -The International Network of Mesoamerican Highways)

Q2: CASE STORY ABSTRACT

The project aims to significantly improve the road connectivity within Belize's main districts to rest of Central America, as well as improving linkages to the popular tourist destinations, by rehabilitating the road infrastructure of Belize's central corridor - the GPH. This enhancement will occur between Miles 47.9 in the capital Belmopan and 67.3 in Santa Elena (19.4 miles) to elevate to world standards, decrease travel time and costs, reduce road fatalities and injuries, and to ensure road accessibility by improving its resilience to climate change. Maintenance over the last decade has been unable to keep up with the demands of increasing tourism industry, agricultural and petroleum production and cross-border trade. This corridor is a key component of the trade facilitation infrastructure, both for national purposes and as a spoke in the regional Mesoamerican trade network hub.

Q3: LONG DESCRIPTION OF THE CASE STORY

Economic Background

Belize is a small tropical English-speaking country in Central America with a population of 350,000 people and a GDP per capita of US \$4644 in 2013 . The economy depends heavily on a growing tourism sector and agriculture, which respectively account for 37% and 12% of GDP, and 40% and 27% of all export earnings (goods and services) . The road network consists of 4,489 km of roads of which only 15% (657 km) is paved - mainly the primary road network. This is one of the lowest rates of paved roads in the region. Being a small economy with a low-lying coastline on the Caribbean Sea has also made it vulnerable to changing climatic and economic crises over the last decade, therefore several key trade facilitation projects have been identified to meet Belize's developmental goals.

The GPH

Land transportation is the main mode of transferring passengers and cargo in Belize; the GPH is a highly used two-lane highway linking the commercial capital of Belize City and the main port on the eastern coastline, to the capital city of Belmopan in the centre of the country. It continues westward through the Cayo District, which contains most of the nation's inland tourism industry and is also highly productive in agricultural products and petroleum, and on to the western border to Guatemala and the rest of Central America. This project will address the heavily traversed segment between the capital and the twin towns of Santa Elena and San Ignacio. An increase in trucks and buses supporting the tourism sectors, petroleum, agriculture and cross-border trade has led to a significant deterioration over the recent years. The absence of paved shoulders and pedestrian facilities has contributed to Belize's high incidence of road fatalities. These conditions on this segment are responsible for a decrease in human safety, a rise in transport costs, and an increasingly undependable connectivity due to flooding caused by climate change.

National Developmental Objectives

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Eleven projects and programs have been identified around the country in Belize's Medium Term Development Strategy (2010-13) to enhance transportation services and to reach the national goals for economic development. Two other active projects complementary to the GPH project within the GPH corridor are a bypass and new bridge around San Ignacio/Santa Elena (US\$40 million) and a program to increase road safety (US\$10 million) between Belize City and Belmopan both funded by the Caribbean Development Bank. The rehabilitation of the GPH is a key component in this national prioritization to facilitate expediency and cut transportation costs, and it fits aptly into the IDB Country Strategy with Belize 2013-2017, to improve ease of transport of goods and people in Belize by improving access to tourism sites and integration into the Mesoamerican trade network.

The Project and Expected Outcomes

The project is expected to be implemented over five years. Some of the key expected results include: the rehabilitation and modernisation of the 31.2 Km of highway between Belize's main districts and the rest of Central America; the replacement of the deficient Roaring Creek Bridge that succumbs to flooding and limits the evacuation from the coastline during heavy storms; and the institutional strengthening of the MOWT during the administration of the project to apply and utilise preferred design standards, plus two years of civil works once concluded.

Benefits to Trade

An economic evaluation of the project estimates that road users will see a US\$53 million decrease in their economic costs of using the roadway over the next 20 years.

The tourism industry has been growing significantly over the last two decades with overnight passengers growing by 5.8% in 2013, marking the fourth consecutive year of expansion. It's estimated that the main inland destinations in the Cayo District hosts about 50% of the overnights (136,000) at the nature resorts, Mountain Pine Ridge, and various Maya temples.

Trade of commodities have been increasing significantly with the introduction of the Partial Scope Trade Agreement (PSA) between Belize and Guatemala in 2010. Although the official data shows that in recent years, a minor share of 15% of imports and .5% of exports have been traded with Central America, this trade has actually increased drastically by 71% between the years of 2009 and 2013.

An expanding tourism sector and burgeoning trade with Central America is contributing to Belize's GDP; the reality of an enhanced GPH transportation corridor will be a crucial lifeline for this area of national development with the cutting of transportation cost, extension of human safety and the augmentation of national road standards resilient to climate change.

Q4: Please add here web links to project/programme materials.

IDB Country Strategy with Belize 2013-2017

<http://idbdocs.iadb.org/wsdocs/getDocument.aspx?DOCNUM=38275821>

Belize's Medium Term Development Strategy (2010-13)

http://dataspace.princeton.edu/jspui/bitstream/88435/dsp01pn89d662t/1/Belize_Development_Strategy.pdf

Partial Scope Trade Agreement (PSA) between Belize and Guatemala

http://www.sice.oas.org/trade/blz_gtm/BLZ_GTM_PSA_e.pdf

Central Bank of Belize, Annual Report 2013

https://www.centralbank.org.bz/docs/default-source/rsh_4.2.4_annual-reports/cbb-annual-report-2013---full-document.pdf?sfvrsn=4

Caribbean Development Bank Belize Road Projects

<http://www.caribank.org/projects-approved/fourth-road-project-belize>

PUBLIC SECTOR CASE STORY TEMPLATE

Q5: YOUR CONTACT DETAILS	
Name:	John Rivero
Ministry/Institution/Organization:	Directorate for Trade - Ministry of Trade, Investment Promotion, Private Sector Development and Consumer Protection
Country:	Belize
Email Address:	john.rivero@mft.gov.bz
Q6: FUNCTION	Public sector
Q7: FUNDING PARTNER Tick the appropriate box(es)	Multilateral organization
Q8: Additional information	
The project is in a designing and planning stage	
Q9: START DATE OF PROJECT/PROGRAMME	2015
Q10: STATUS OF PROJECT/PROGRAMME	On-going
Q11: DURATION OR, IF ON-GOING, EXPECTED DURATION OF PROJECT/PROGRAMME	3-5 years
Q12: COST OF PROJECT/PROGRAMME	More than US\$20 million
Q13: Additional information	<i>Respondent skipped this question</i>
Q14: TYPE OF FUNDING FOR PROJECT/PROGRAMME	Loan

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Q15: PROJECT/PROGRAMME TYPE	Single country / customs territory
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Q16: SINGLE COUNTRY/CUSTOMS TERRITORY	BELIZE
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Q17: REGION(If the region does not appear in the drop down menu, please enter manually.)

Respondent skipped this question

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Q18: MULTI-COUNTRY(Enter all countries or customs territories)

Respondent skipped this question

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Q19: CASE STORY FOCUSTick the appropriate box(es)

REDUCING TRADE COSTS FOR MERCHANDISE GOODS

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Upgrading transport infrastructure,

REDUCING TRADE COSTS FOR SERVICES

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Q20: HOW SUCCESSFUL WAS THE PROJECT/PROGRAMME Tick the appropriate box(es)

On-going project

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Q21: WHAT WERE THE OUTPUTS OF THE PROJECT/PROGRAMME Tick the appropriate box(es)

New or updated transport infrastructure (e.g. roads, bridges, airports)

Q22: Additional information(maximum 300 words)

Respondent skipped this question

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Q23: WHAT WERE THE OUTCOMES OF YOUR PROJECT/PROGRAMME Tick the appropriate box(es)	Increase in road haulage volumes, Reduction in consumer prices, Other (please specify) Project is in its initial stage. Reduction in travel time for goods and services, Increase in safety
Q24: Additional information (maximum 300 words)	<i>Respondent skipped this question</i>

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Q25: WHAT WERE THE IMPACTS OF THE PROJECT/PROGRAMME Tick the appropriate box(es)	Increase in employment, Reduction in incidence of absolute poverty, Other (please specify) In initial stages of planning and design
Q26: Additional information (maximum 300 words)	<i>Respondent skipped this question</i>

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Q27: LESSONS LEARNT Tick the appropriate box(es)	Other (please specify) In Initial stages of planning and design
Q28: Additional information (maximum 300 words)	<i>Respondent skipped this question</i>
Q29: PROJECT OR PROGRAMME MONITORING AND EVALUATION FRAMEWORK Tick the appropriate box(es)	Other (please specify) There is a component of M&E after the completion of project