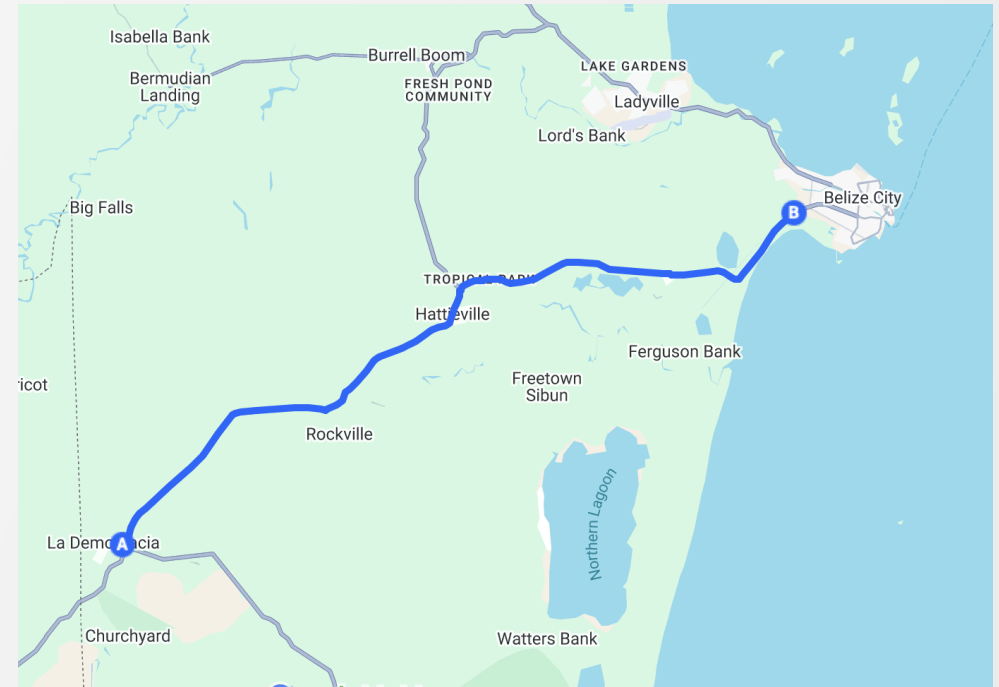


Rehabilitation and Maintenance of George Price Highway (1/4)

- The Comprehensive National Transportation Master Plan (2018) identified key challenges in the country's road transportation system, including:
 - Deficiencies in road safety and bridge infrastructure
 - Substandard quality of the road network
 - Limited road accessibility and a high prevalence of unpaved roads
 - Deficiencies in the road maintenance system, and
 - Capacity constraints in both the public and private sectors
- Government of Belize, with the support of the IDB worked on the **identification and preparation of projects for the rehabilitation and maintenance of their Primary Road Network** through different modalities of collaboration with the **private sector**:
 - PPP contract (projects that need capital upgrade)
 - Rehabilitation and maintenance contracts (CREMA)
- One of the prioritize corridors is the **George Price Highway**

Rehabilitation and Maintenance of GPH (2/4)

- The GPH is a vital corridor for national connectivity and development, ensuring its long-term quality and safety is a top priority for the GoB
- The scope includes resurfacing of various sections of the George Price Highway
- The section **Belize city to La Democracia** is of about **30 miles**
- **Capex is estimated at BZD 110M**
- The scope also includes maintenance throughout the life of the contract – 2 years of construction and 15 years of operation and maintenance



Rehabilitation and Maintenance of GPH (3/5)

Three assessments were conducted so far with the support of the IDB to ensure the proposed approach is feasible, beneficial, and aligned with Belize's context including:

- **Scenario Analysis** showed that GPH project is in line with the GoB priorities and is within the GoB's affordability cap
- **Value-for-Money Assessment** compares risk adjusted costs for the government of partnership models and conventional delivery models to deliver the same project and evaluates which one makes better use of public resources
- **Market Sounding with local financial institutions and construction companies**

Rehabilitation and Maintenance of GPH (4/5)

RECOMMENDATION FROM THE ANALYSIS

- **One integrated (long) term contract** between the GoB and a private entity for the design, build, partially private finance, and maintain the road
- The compensation to the private sector will be done in the form of:
 - Completion payment: a percentage of the capex will be paid after substantial completion
 - (Predetermined) periodic payments (a.k.a. availability payments) compensating for all the activities within the scope
- **The selection of the developer will be based on best value:** combination of whole life cycle costs and other relevant public objectives, for example design quality, risk acceptance, timing of completion

NEXT STEPS

Review and complement, with the support of IDB, the existing feasibility studies developed by MIDH, to have the necessary information to **structure a PPP contract for the rehabilitation and maintenance of GPH – Belize City to La Democracia to be signed by the end of 2026**