

CARIBBEAN DEVELOPMENT BANK

TWO HUNDRED AND NINETY-SECOND MEETING OF THE BOARD OF DIRECTORS

TO BE HELD VIRTUALLY

DECEMBER 10, 2020

PAPER BD 110/20

LINDEN TO MABURA HILL ROAD UPGRADE – GUYANA
(President's Recommendation No. 1004)

The attached Report appraises a project to assist the Government of the Cooperative Republic of Guyana (GOGY) in financing the upgrade of the road between the town of Linden and Mabura Hill (the Project). The Project will facilitate, *inter alia*, improved transport efficiency, accessibility, road safety, increased resilience to climate related hazards, improved attitudes towards social inclusion and gender equality and improved compliance with axle load control.

2. On the basis of the Report, I recommend:

- (a) a loan to GOGY of an amount not exceeding the equivalent of one hundred and twelve million, four hundred and thirty-two thousand United States Dollars (USD112,432,000) (the Loan) comprising:
 - (i) an amount not exceeding the equivalent of one hundred and one million, four hundred and sixty-six thousand United States dollars (USD101,466,000) from the Ordinary Capital Resources of the Caribbean Development Bank (CDB); and
 - (ii) an amount not exceeding the equivalent of ten million, nine hundred and sixty-six thousand United States dollars (USD10,966,000) from CDB's Special Funds Resources (SFR); and
- (b) a grant to GOGY of an amount not exceeding forty-nine million, eight hundred and three thousand pounds sterling (£49,803,000) from CDB's SFR allocated from the resources of the United Kingdom Caribbean Infrastructure Partnership Fund (UKCIF),

on CDB's standard terms and conditions and on the terms and conditions set out in Chapter 7 of the Report.

3. Funds are available within CDB's existing resources and/or borrowing programme for the relevant disbursement period.



CARIBBEAN DEVELOPMENT BANK

APPRAISAL REPORT ON

LINDEN TO MABURA HILL ROAD UPGRADE – GUYANA

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Considered at the Two Hundred and Ninety-Second Meeting of
the Board of Directors on December 10, 2020

**BD 110/20
AR 26/9**

*Director,
Projects Department*

Mr. Daniel M. Best

*Division Chief
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Mr. L. O'Reilly Lewis

DECEMBER 2020

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CURRENCY EQUIVALENT

Dollars (\$) throughout refer to United States (USD) unless otherwise stated.

GBP 1	=	USD 1.33
USD 1	=	GBP 0.75
GYD 1	=	USD 0.005
USD 1	=	GYD 209.27
GBP 1	=	GYD 279.49
GYD 1	=	GBP 0.0036

Pound Sterling to USD Conversion at November 24, 2020

ABBREVIATIONS

AASHTO	-	American Association of State Highway and Transportation Officials
AEP	-	Annual Exceedance Probability
AFCAP	-	Africa Community Access Partnership
AIDS	-	Acquired Immunodeficiency Syndrome
AOI	-	Area of Influence
APM	-	Assistant Project Manager
BMCs	-	Borrowing Member Countries
BOD	-	Board of Directors
CBOs	-	Community -Based Organisations
CBP	-	Capacity-Building Plan
CC	-	Climate Change
CDB	-	Caribbean Development Bank
COVID-19	-	Coronavirus Disease 2019
CRVA	-	Climate Risk Vulnerability Assessment
CSOs	-	Community-based Society Organisations
CSP	-	Country Strategy Paper
CVA	-	Climate Vulnerability Assessment
DBST	-	Double Bituminous Surface Treatment
DRM	-	Disaster Risk Management
E&M	-	Equity and Market
EPGL	-	Esso Exploration and Production Guyana Limited
ERR	-	Economic Rate of Return
ESIA	-	Environmental and Social Impact Assessment
ESMF	-	Environmental and Social Management Framework
ESMP	-	Environmental and Social Management Plan
ESS	-	Environmental Safeguard Specialist
FBOs	-	Faith-Based Organisations
FCDO	-	Foreign, Commonwealth & Development Office
FO	-	Finance Officer
GAP	-	Gender Action Plan
GBV	-	Gender Based Violence
GDP	-	Gross Domestic Product
GM	-	Gender Mainstream
GNRSC	-	Guyana National Road Safety Council

GOGY	-	Government of Guyana
GPF	-	Guyana Police Force
GRDB	-	Guyana Rice Development Board
GRIF	-	Guyana REDD+ Investment Fund
GRM	-	Grievance Redress Mechanism
GUYOIL	-	Guyana Oil Company
GYP	-	Guyana Dollars
HDI	-	Human Development Index
HDM-4	-	Highway Development and Management-4
HIV	-	Human Immunodeficiency Virus
IDB	-	Inter-American Development Bank
IDC	-	Interest During Construction
IMF	-	International Monetary Fund
IPP	-	Indigenous Peoples Plan
IPV	-	Intimate Partner Violence
KAP	-	Knowledge, Attitudes and Practices
km	-	Kilometres
kph	-	Kilometres per hour
LED	-	Light Emitting Diode
LFS	-	Labour Force Survey
LMH	-	Linden to Mabura Hill
M&E	-	Monitoring and Evaluation
M&R	-	Monitoring and Results
MEF	-	Monitoring and Evaluation Framework
MICS	-	Multiple Indicator Cluster Survey Report
mn	-	Million
MOHA	-	Ministry of Home Affairs
MOPW	-	Ministry of Public Works
NAP	-	Needs Assessment and Profile
NDC	-	Neighbourhood Democratic Council
NEET	-	Not in Education, Employment or Training
NFPEs	-	Non-Financial Public Enterprises
NGOs	-	Non-Governmental Organisations
NIS	-	National Insurance Scheme
NPSV	-	Non-Partner Sexual Violence
NPV	-	Net Present Value
NRF	-	National Resources Fund
OCR	-	Ordinary Capital Resources
ORM	-	Office of Risk Management
p.a.	-	per annum
PDF	-	Portable Document Format
PM	-	Project Manager
PMT	-	Project Management Team
PS	-	Procurement Specialist
PSC	-	Project Steering Committee
PWDs	-	Persons with Disabilities
RDC	-	Regional Democratic Council
RMMS	-	Routine Maintenance Management System
RTIs	-	Road Traffic Fatalities and Injuries
SCF	-	Standard Conversion Factor
SDGs	-	Sustainable Development Goals

SEN	-	Special Education Needs
SFR	-	Special Funds Resources
SGP	-	Small Grant Assistance Programme
SGS	-	Social and Gender Specialist
SMEs	-	Small and Medium Enterprises
SRES	-	Special Report on Emissions Scenarios
STD	-	Sexually Transmitted Disease
TBC	-	To be Confirmed
TBD	-	To be Determined
TIPs	-	Trafficking in Persons
TOR	-	Terms of Reference
UKCIF	-	United Kingdom Caribbean Infrastructure Partnership Fund
UMU	-	United Minibus Union
UNDP	-	United Nations Development Programme
UNICEF	-	United Nations Children's Fund
USD	-	United States Dollar
VOC	-	Vehicle Operating Costs
WSG	-	Work Services Group

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COUNTRY DATA: GUYANA

Item	2015	2016	2017	2018	2019
PER CAPITA GROSS DOMESTIC PRODUCT (GDP) (Current Market Prices; GYD)	1,186,144	1,244,754	1,321,928	1,333,454	1,380,098
GROSS DOMESTIC PRODUCT GDP at Constant (2012) Prices (GYD mn)	881,192	914,743	948,904	991,044	1,044,093
SECTORAL DISTRIBUTION OF CONSTANT GDP (%)					
Agriculture, Forestry and Fishing	29.5	25.4	27.6	28.2	26.9
Mining and Quarrying	12.6	18.4	16.5	16.4	17.3
of which Petroleum and Gas	0.2	0.3	0.5	1.0	2.1
Manufacturing	7.0	5.6	5.5	5.4	6.0
Utilities	0.8	0.9	0.8	0.8	0.8
Construction	7.5	7.7	7.8	7.7	7.6
Transport, Storage and Communication	6.7	6.5	6.4	6.4	5.3
Accommodation and Food Services	0.4	0.4	0.4	0.4	0.4
Wholesale and Retail Trade	8.0	7.9	8.1	8.1	8.1
Financial and Business Services	14.7	14.5	14.1	13.9	13.7
Government Services	14.5	14.6	14.5	14.2	14.3
Other Service Activities	0.7	0.7	0.7	0.7	0.7
Less Adjustment for Financial Intermediation Services Indirectly Measured	2.4	2.5	2.3	2.2	2.3
Annual Rate of Growth in Constant GDP (%)	0.7	3.8	3.7	4.4	5.4
MONEY AND PRICES					
Consumer Prices (av. annual % change)	(1.8)	1.4	1.5	1.6	2.0
Money Supply (M2; annual % change)	1.5	5.0	4.6	7.5	16.8
Total Private Sector Credit (annual % change)	6.2	2.1	2.3	4.2	8.6
CENTRAL GOVERNMENT FINANCES (% of GDP)					
Current Revenues	18.2	19.1	19.8	21.8	22.3
Current Grants	0.0	0.0	0.0	0.0	0.0
Current Expenditures	16.7	18.4	18.5	20.1	20.0
Current Account Surplus/(Deficit)	1.5	0.7	1.3	1.8	2.4
Capital Revenue and Grants	1.0	1.1	1.2	1.1	1.6
Capital Expenditure and Net Lending	3.5	5.0	6.0	5.5	6.1
Overall Surplus/(Deficit)	(0.9)	(3.2)	(3.4)	(2.7)	(2.3)
BALANCE OF PAYMENTS (USD mn)					
Merchandise Exports (f.o.b.)	1,151.3	1,434.4	1,437.3	1,377.1	1,567.0
Merchandise Imports (c.i.f.)	(1,491.6)	(1,465.2)	(1,644.0)	(2,410.2)	(3,019.1)
Current Account Balance	(181.4)	(12.5)	(290.6)	(1,438.8)	(1,802.7)
Capital and Financial Account	71.6	(13.2)	228.0	1,298.6	1,766.6
Net Errors and Omissions	2.3	(27.7)	(10.2)	8.0	(12.8)
Overall Balance	(107.5)	(53.4)	(72.8)	(132.2)	(48.9)
Change in Reserves () = Increase	55.7	(2.0)	12.1	55.6	(47.5)
TOTAL PUBLIC DEBT (USD mn)					
Total Public Debt (including overdraft)	1,548	1,704	1,798	1,973	2,028
Domestic Debt Outstanding (excluding overdraft)	394	439	430	386	384
External Debt Outstanding	1,143	1,162	1,241	1,322	1,305
Total Debt Service as % of Current Revenue	13.7	7.4	7.6	8.2	7.3
AVERAGE EXCHANGE RATE Dollar(s) per US Dollar	206.50	206.50	206.50	208.50	208.50
Data for 2019 are provisional.					

COUNTRY DATA: GUYANA

Item	2015	2016	2017	2018	2019
POPULATION					
Mid-Year Population ('000)	744.9	743.5	741.4	745.0	780.0
Population Growth Rate (%)	(0.1)	(0.2)	(0.3)	0.5	4.7
Crude Birth Rate (per 1,000 people)	20.6	20.4	20.2	20.0	...
Crude Death Rate (per 1,000 people)	7.2	7.3	7.4	7.5	...
Infant Mortality Rate (per 1,000 live births)	27.4	26.7	25.9	25.2	24.4
EDUCATION					
Net School Enrollment Ratio (%)					
Primary	90	90	89	92	79
Secondary	70	68	65	53	73
Pupil-Teacher Ratio					
Primary	...	...	...	...	25
Secondary	...	...	...	...	25
LABOUR FORCE					
Unemployment Rate (%)	...	...	12.1	14.1	13.5
Male Unemployment Rate (%)	...	...	9.9	12.4	12.5
Female Unemployment Rate (%)	...	...	15.5	16.5	15.1
Participation Rate (%)	...	...	55.3	54.2	50.1
Male Participation Rate (%)	...	...	68.7	66.6	61.9
Female Participation Rate (%)	...	...	42.6	42.4	39.3
Youth Unemployment Rate (%)	...	...	22.3	20.1	22.6
INDICATORS OF HUMAN DEVELOPMENT					
Item	2015	2016	2017	2018	2019
HEALTH AND EDUCATION					
Life Expectancy at Birth (years)	62.6	63.5	65.0	66.0	66.4
Male	59.7	60.0	62.1	63.7	64.2
Female	65.7	67.2	68.0	68.5	68.8
Dependency Ratio	0.88	0.65	0.67	0.62	0.61
Male	...	...	...	...	...
Female	...	...	...	...	...
Adult Literacy Rate (%)	...	...	...	85.6	...
Male	...	...	...	...	...
Female	...	...	...	...	...
Human Development Index	...	0.542	0.602	0.624	0.636
HOUSING AND ENVIRONMENT					
Access to basic drinking water (%)	95.2	95.5	95.5	...	...
Access to electricity (%)	88.3	89.7	90.9	91.9	...
Disaster risk reduction progress (1-5 scale, 5=best)	...	...	...	4	...
... not available					
Data as at October 10, 2020					
Source: World Development Indicators, Human Development Index, Guyana Bureau of Statistics					
Unemployment data average of two Labour Force Surveys in 2017, and four in 2018 and 2019.					

PROJECT SUMMARY

Financial Terms and Conditions					
Borrower		Government of Guyana (GOGY)			
Implementing Agency		Ministry of Public Works (MOPW)			
Disbursement Period		June 30, 2021 to April 30, 2026			
Fund	Fund Source	Amount (000's)	Amortisation Period (years)	Grace Period (years)	Interest Rate (%)
OCR-USD	Equity and Market Resources	101,466	17	5	3.75
SDF 9	SDF Resources (Loans)	10,966	17	5	1.00
Loan Total:		112,432			
OSF-GBP (Indicative equivalent to £)	UK CIF Resources	66,277	0	0	0.00
Grant Total:		66,277			
Counterpart Total:		11,556			
Total Project Cost		190,265			
Fees					
Commitment Fee: 1% per annum on the amount of the OCR unwithdrawn from time to time. Such charge shall accrue from the sixtieth (60 th) day after the date of the Loan Agreement and shall be payable quarterly.					
Office of Risk Management (ORM) Commentary					
<div style="border: 1px solid black; padding: 10px; margin: 10px auto; width: 80%;"> <p>This information is withheld in accordance with one or more of the exceptions to disclosure under the Bank's Information Disclosure Policy.</p> </div>					

Project Summary

Project Outcome and Description:

The expected outcomes of the Project are:

1. increased efficiency, accessibility, safety and resilience to climate related hazards along the corridor between Linden and Mabura Hill;
2. improved attitudes and practices regarding livelihood opportunities, social inclusion and gender equality among community residents along the Linden to Mabura Hill (LMH) corridor; and
3. improved compliance with the Axle Load Control Programme among transport operators and Government agencies in Guyana.

The proposed Project consists of the following components:

- (a) Project Preparation assistance
- (b) Infrastructure Works
- (c) Engineering and construction-related services
- (d) Capacity Building
- (e) Project Management

The Project is categorised as “B” based on CDB’s Environmental and Social Review Procedures, as it is likely to result in limited adverse social and environmental impacts, for which effective mitigation measures can be implemented.

Exceptions to CDB Policies: No exceptions to CDB policies are required for this Project.

Gender Marker Summary

Analysis	Design	Implementation	Monitoring & Evaluation	Score	Code
1.0	1.0	1.0	1.0	4.0	Gender Mainstreamed (GM) ¹

¹ GM – Gender Mainstreamed. The Project has the potential to contribute significantly to gender equality. (See Appendix 4.3 for the Gender Marker Analysis)

1. STRATEGIC CONTEXT AND RATIONALE

REQUEST

1.01 By letter dated November 10, 2020, GOGY requested that CDB assist in financing the Linden to Mabura Hill Road Upgrade project. The Project was informed by a Technical Assistance project, “Linden to Mabura Hill Road Upgrade and River Crossing at Kurupukari – Project Preparation – Guyana” (Paper BD 62/17), financed through United Kingdom Caribbean Infrastructure Partnership Fund (UKCIF) resources, and approved in May 2017.

MACROECONOMIC CONTEXT

1.02 Guyana has seen over 10 consecutive years of economic growth, averaging 3.8% p.a. since 2010. Export earnings have been driven largely by commodities such as rice, sugar, gold and bauxite. In 2020, the new oil and gas industry will be the main reason for economic growth of about 26%, which otherwise would have been negative because of the Coronavirus disease 2019 (COVID-19) pandemic.

1.03 Oil and gas production is very capital intensive, such that the impact on employment and broader multiplier effects can be limited. Moreover, the rapid rise of the industry can cause exchange rate appreciation and increases in real wages, which might harm the competitiveness of other exported goods and services. This ‘Dutch Disease’ effect can be addressed by careful macroeconomic management, such as by containing the growth of public expenditure to a level that the economy can absorb. It can also be mitigated by implementing structural reforms and undertaking critical investments that bolster competitiveness. GOGY is seeking to do this by, among other things, investing in human capital, and by upgrading its economic infrastructure, such as the LMH Road.

1.04 Guyana is keen to take advantage of its geographical location to increase trade volumes into and out of Northern Brazil. This Project, as part of the wider development of the Georgetown to Lethem corridor, and complemented by investment in the port at Georgetown, will significantly lower journey times for freight that currently is transported from Boa Vista via Venezuela. Similarly, it will benefit local freight.

1.05 The road will support ecotourism along the corridor by improving access to various nature reserves, such as the Iwokrama Rain Forest, and it will encourage further investment in this sector and in complementary areas such as renewable energy, which has several potential sources nearby. These developments in turn will provide employment opportunities. In the first quarter of 2020, 72% of Guyana’s 39,000 unemployed persons live in rural areas.

1.06 GOGY continues to borrow only concessional resources or concessional blends of resources, and its projected level of debt (55% of non-oil GDP by 2025) is sustainable. However, the non-oil fiscal deficit is expected to be 8% of non-oil GDP in 2020. This deficit could persist in 2021 if recovery from Covid-19 does not materialise. Therefore, GOGY will need to implement measures to minimise the deficit, to avoid additional debt financing and allow the new Natural Resources Fund (NRF) to accumulate. See Appendix 1.1 for details.

SOCIAL CONTEXT

1.07 At 214,999 square kilometres (km), Guyana is the largest country in the English-speaking Caribbean. The 2019 population estimate of 780, 000 consists of an equal proportion of males and females. The population is youthful, with approximately 56% under 30 years. The primary ethnic groups include Indo-Guyanese (40%); Afro-Guyanese (29%); and Amerindians (11%), who live mainly in hinterland regions.

1.08 Guyana is a medium human development country with a 2018 Human Development Index (HDI) value of 0.670. Since 1990, the HDI increased from 0.537, representing an improvement of 24.8%. Gains are observed in each HDI indicator: increased life expectancy at birth; expected years of schooling; mean years of schooling, and gross national income per capita. The country, however, lags behind the majority of CDB's BMCs for which information is available, that is, 13th position of 14 BMCs (UNDP, 2019). Inequality further undermines human development progress made. Guyana's Inequality-Adjusted HDI of 0.546 revealed loss of 18.5% in human development due to inequality in the distribution across HDI indices in 2018.

1.09 Inequality and poverty remain critical development challenges. The Inter-American Development Bank (IDB) [2020] estimated a poverty rate of 41.2% in 2017, increasing from 36.1% in 2006. Persons living in the hinterland regions, the majority of whom are indigenous, were disproportionately represented among the poorest in 2006 (74% and 78%, respectively). Although, IDB (2020) reports that hinterland poverty fell to 55% in 2017, poverty rates for urban coastal areas and rural coastal areas continue to remain lower.

1.10 Youth inactivity remains a concern. Youth unemployment was 30.2% compared with overall unemployment at 12.8% (First Quarter LFS 2020). Rural youth accounted for 73.3% of all unemployed youth. The rate for youth not in education, employment or training (NEET) for the period was 34.3%: males (25.5%); females (43.1%); urban (23.6%) and rural (38.2%). In addition to youth, women, indigenous peoples, and persons in rural areas, the elderly, children and persons with disabilities (PWDs) are among the most vulnerable (UNICEF, 2017; Guyana Poverty Reduction Strategy Paper 2011-2015).

1.11 For PWDs, 15% never attended school, 40% of the unemployed suffered job loss due to disability, and 79% of families experienced financial difficulties (Bureau of Statistics 2006). Gender inequality undermines parity in social, political and economic participation and opportunity. Socialisation has inculcated household and labour market segregation among males and females. Female labour force participation was 40.9% compared with 60.6% for males, and 50.4% for the total population in 2020. Comparatively, the female unemployment rate was 14.4%, as opposed to 11.7% for males, and 12.8% for the total population in 2020. Women and girls in Guyana experience gender-based violence at significantly higher rates of 1 in 2 than the global average of 1 in 3 (Guyana's Women's Health and Life Experiences Survey, 2019).

1.12 The COVID-19 pandemic has exacerbated multi-dimensional poverty given interlinkages with low educational achievement, unemployment, inadequate access to basic social services, high failure rate of small businesses (IDB 2018) and the marginalisation of vulnerable groups from mainstream economic benefits. Poverty and inequality, left unaddressed, undermine sustainable development. Large-scale economic interventions such as major roadworks reduce travel time and related time use for hinterland communities, and provide opportunities to strengthen the capacity of vulnerable groups to maximise social and economic developmental benefits. The Project can significantly contribute to advancing livelihoods, road safety and social resilience via strategic initiatives to prevent human trafficking, gender based violence (GBV), citizen insecurity and promote the rights of traditionally marginalised groups in project communities. GOGY has indicated commitment to addressing the stated operational project risks by strengthening regional public health, including ambulatory services, and hinterland policing through police outpost expansion in Region 10. Appendix 1.2.1 presents available information for project areas.

SECTOR ISSUES

1.13 **Road Network:** Guyana has a total road network of 7,970 km. It is a country with one of the sparsest road networks in South America. This road network includes 590km of paved roadway. The

condition of the unpaved roads, including the corridor from Linden to Lethem, contributes to poor inter-connectivity within the country. This is exacerbated by flooding during the rainy season, due to the country's low-lying topography with sections of the coast as much as one metre below sea level. These concerns further highlight the country's inadequate resilience to flooding and climate change and variability impacts. The foregoing issues, together with insufficient and inadequate drainage structures, and inadequate maintenance and rehabilitation works, impede some sections of the country's year-round communication and access to essential services. The section of road between Linden and Mabura Hill, which serves as the main connecting link between the coast and the hinterland, is not exempted from this reality as huge potholes and deep depressions render the road impassable during events of prolonged precipitation.

1.14 Vehicle Weight Control: Overloaded truck axles significantly reduce pavement life and is a large contributor to premature pavement failures. A major contributor to pavement damage in Guyana is trucks carting construction material and other goods. Trucks transporting fuel and lumber were specially identified as having the most damaging impacts. In a recent stakeholder consultation meeting, GOGY expressed concern about the deleterious impact of overweight vehicles on the country's roadways, and stated its objective to prioritise the amendments/revisions to the weight control legislation and to enforcement in an effort to extend the life of the road network.

1.15 Maintenance: In 2003, GOGY, with the support of IDB, developed a Routine Maintenance Management System (RMMS) and instituted the use of performance-based contracts for the maintenance of the main road network. RMMS is an integrated system that provides for recording road characteristics and road condition and for analysis to support the MOPW's programming and budgeting for routine maintenance by prioritising maintenance works in accordance with available financial resources. Whilst the RMMS programme is no longer actively used, GOGY currently undertakes road maintenance through MOPW's road maintenance programme. MOPW's records indicate that there has been a steady increase in road maintenance expenditure over the last 4 years, from \$6.4 mn in 2017 to an estimated \$8.4mn by the end of 2020, or approximately 0.2% of GDP. This falls at the lower limit of recommended funding for developing countries, which is minimum 0.2%, but preferably greater than 1% of GDP². GOGY cited constant failure of MOPW's equipment as a major issue hindering the effectiveness of their road maintenance efforts, but continue to explore options for improving the effectiveness of its road maintenance efforts. MOPW has indicated that it is looking to utilise a Performance Based Contracts approach for maintenance of the upgraded LMH Road.

1.16 Road Safety: Road traffic fatalities and injuries (RTIs) continue to be of concern to Guyana. According to statistics from Guyana's Traffic Department, between 2005 and 2018 a total of 1,646 accidents which resulted in 1,869 deaths were recorded, 181 of which were children. According to World Health Organisation data published in 2018, road traffic accidents deaths in Guyana reached 128 or 2.15% of total deaths. The age adjusted death rate was 17.29 per 100,000 of population ranking Guyana 94th in the world out of 183 countries. A number of fatalities were recorded on the LMH route over the years. In addition to very poor road conditions, excessive speeding, poor visibility and driver error were indicated as factors contributing to accidents. Statistics provided by Traffic Headquarters – Guyana indicated that between 2014 and 2018, 17 accidents, accounting for 21 deaths were recorded on the LMH corridor.

1.17 Over the years, Guyana's National Road Safety Council (NRSC) has coordinated a number of interventions geared at improving road safety. In October 2020, the NRSC partnered with the Guyana Police Force (GPF) Traffic Department and other stakeholders to launch an enforcement campaign for improved safety and use of roads in Guyana. At the launch of the event, the Minister of Public Works indicated that GOGY will be allocating funds in the 2021 budget geared towards *inter alia*: installing bicycle lanes where

² How Much Should Developing Countries Spend on Road Maintenance; R. Petts, Intech Asset Management, UK and AFCAP Steering Group.

the space is available; installing highway lighting; improving the geometry to critical sections of roads; placing additional traffic signs and traffic signals; and improving pedestrian crossings and pedestrian walkways.

COUNTRY SECTOR STRATEGY

1.18 The Project is consistent with and supports Guyana's long-term development strategy, documented in the Green State Development Strategy: Vision 2040, which reflects principles of a 'green agenda' within safe and secure borders and highlights the need for resilient development for all its citizens through providing resilient and robust transportation infrastructure. As further detailed in the "Framework of the Guyana Green State Development Strategy and Financing Mechanisms" (2017), special emphasis will be placed on the adequacy of existing transportation infrastructure, in terms of extent and resilience, and the requirements for future extensions or improvements both on a domestic and regional scale, considering possible connections with Brazil, Suriname and across the Amazon.

LINKAGE OF PROJECT TO CDB'S COUNTRY AND SECTOR STRATEGY AND POVERTY GOALS

1.19 This intervention is consistent with the Country Strategy for Guyana 2017-2021, in particular Pillar 1 – Supporting Inclusive Social and Economic Development. The Strategy identifies poor road conditions and fragmentation of the road network as areas of major concern in the infrastructural development of Guyana.

1.20 The Project is consistent with the UKCIF strategic objectives of promoting economic transformation, climate resilience and positive social impacts including gender equality and accessibility.

1.21 The Project is consistent with the following of CDB's 2020 – 2024 Strategic Objectives:

- Building Social Resilience;
- Building Economic Resilience; and
- Building Environmental Resilience.

1.22 The Project is consistent with the following of CDB's corporate priorities:

- Improving access to basic social infrastructure and services;
- Increasing the provision of quality reliable, safe, sustainable and resilient infrastructure; and
- Increasing resilience and adaptive capacity to disaster risk and climate change impacts.

1.23 This Project is expected to contribute to the following Sustainable Development Goals:

- SDG 9 - Industry, innovation and infrastructure
- SDG 11 - Sustainable cities and communities
- SDG 13- Climate action

1.24 This Project integrates the following of CDB's cross-cutting themes:

- Environmental Sustainability
- Gender Equality

1.25 This Project is consistent with the following of CDB's Sector and Thematic Policies:

- Transportation Policy

RATIONALE

1.26 The LMH Road is the first phase of an overall high priority, multi-phased development project of GOGY to upgrade the 450km roadway between Linden and Lethem, as the Georgetown to Lethem road is the critical north-south link between the rural hinterland and the coastal regions. It is, therefore, a critical connection for improved access to urban-centric public and private services for hinterland residents due to the fact that over 80% of Guyana's population reside in coastal regions. This potentially transformational project will further enhance access to Georgetown's seaport and the town of Lethem, which is located close to Guyana's border with Brazil, and with improved road connectivity, will contribute to enhanced trade by ground transportation between Guyana and Brazil, already mushrooming in Lethem.

1.27 With the conditions of the unpaved road currently contributing to poor inter-connectivity within the country, this Project will upgrade the road corridor from fair weather to an all-weather road and will provide new drainage infrastructure with enhanced capacity to mitigate effects of flooding and reduce the erosion of the road surface, which is expected to be exacerbated by the effects of climate change. GOGY has acknowledged the detrimental effect of overloaded vehicles on pavements, has committed to addressing the issue of vehicle weight control from a legislative perspective, and has noted this as a priority issue. This Project will complement this initiative by providing technical assistance to develop and initiate a programme of activities to strengthen axle load control.

1.28 In an effort to reduce the high number of RTIs, the Project will incorporate several features to enhance road safety. In addition to the regular safety features which include, *inter alia*, adequate road signage, beaded road markings, street lighting using energy efficient LED lighting within the vicinity of communities, rest stops and truck stops will be provided for motorists along the route, and traffic calming measures to encourage drivers to reduce driving speeds, particularly in the location of communities. The design importantly incorporates international design requirements to improve access for PWDs. The Project will support road safety education specifically designed to benefit communities in Project areas and uniquely target the vulnerable groups of men/boys, women/girls, children, youth, PWDs and indigenous peoples

1.29 The Project will also provide direct employment for both the short term and long term as well as advance sustainable livelihoods of small and medium enterprises (SMEs) operating at critical communal points in Project areas including the Great Falls indigenous village. Strengthening livelihoods by facilitating access to finance, markets, and capacity-building to formalise operations and augment incubation/coaching services for SMEs are especially relevant for rural communities in Guyana (IDB's *Small Business Survival in Guyana* 2018). The Project will also promote improved social resilience of communities by implementing targeted grassroots capacity-building sessions for community-based organisations (CBOs) and schools to prevent human trafficking in persons, GBV and citizen insecurity, and promote the rights of indigenous peoples, PWDs, children, elderly, and youth. Such interventions are consistent with commitments in Guyana's National Youth Policy, Gender Equality and Social Inclusion Policy as well as Amerindian and Disability legislations.

2. PROJECT DESCRIPTION

PROJECT OUTCOME

2.01 The expected outcomes of the Project are:

1. increased efficiency, accessibility, safety and resilience to climate related hazards along the corridor between Linden and Mabura Hill;
2. improved attitudes and practices regarding livelihood opportunities, social inclusion and gender equality among community residents along the LMH corridor; and
3. improved compliance with the Axle Load Control Programme among transport operators and Government agencies in Guyana.

PROJECT COMPONENTS

2.02 The Project consists of the following components, further details of which are presented in Appendix 2.1.1:

1. **Project Preparation Assistance:** The Project was informed by a feasibility study which included the preparation of detailed designs and bidding documents. The study was funded using UKCIF resources.
2. **Infrastructure Works:** Road upgrade work for approximately 121.1km of roadway (out of a total 122.5km) along with safety improvements including road furniture, signage and markings and climate adaption works. The location of the proposed infrastructure works is presented at Figures 1.1.
3. **Engineering and Construction Related Services:** Consultancy services for the supervision and certification of the infrastructure works. The Terms of Reference (TOR) for the consultancy services can be found at Appendix 2.1.2.
4. **Capacity Building:** The Project will contribute to building socioeconomic resilience in project affected communities through three Technical Assistance (TA) interventions. These include: (1) Needs Assessment, Capacity Building and Grant Assistance for SMEs in Guyana to enable businesses to secure developmental benefits of the Project, given the existing needs and high failure rate of SMEs documented by the 2018 *Small Business Survival in Guyana* study; (2) Community Level Road Safety Assessment and Education; and (3) Social and Gender Resilience Building. It will also reduce road sustainability risk through a TA - Strengthening Axle Load Control. The TORs can be found at Appendices 2.1.4 and 4.2.1 to 4.2.3.
5. **Project Management:** Management of the Project will be done by a Project Management Team (PMT). The team will comprise a project management firm which will provide a Project Manager (PM); Social and Gender Specialist (SGS); Community Liaison Officer (CLO); Monitoring and Evaluation (M&E) Specialist; Procurement Specialist (PS); and a Finance Officer (FO). Also included in the team will be an Assistant Project Manager (APM); and an Environmental Safeguard Specialist (ESS). The TOR for the consultancy services can be found at Appendix 2.1.3.

RESULTS FRAMEWORK

Project Impact	This Project will enhance connectivity between the coastal and interior regions of Guyana and promote increased trade with neighbouring South American countries.
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Outcome	Indicator	Baseline	Target	Data Source
1.0 Increased transport efficiency, accessibility, safety, and resilience to climate related hazards along the corridor between Linden and Mabura Hill.	1.1 Beneficiaries (direct) of resilient infrastructure (#; disaggregated by sex)	40,500 road users and community residents; 10/30/20	52,000 road users and community residents; 7/31/2025	Feasibility Study Final Design report; traffic surveys
	1.2 International Road Assessment Programme (iRap) Star Rating for the Safety of Road Users (#)	1 To be confirmed (TBC); 9/30/21	3; 7/31/25	Design Reports; PM reports; consultant reports; Final Design Report;
	1.3 Percentage of road users and community residents rating the LMH corridor as safe and accessible (%; disaggregated by risk factors for safety and accessibility, and by type of user)	TBC; 9/30/21	75%; 7/31/2025	Road user surveys; M&E baseline assessment and final evaluation reports; PM reports; Consultant's Environmental and Social Management Plan (ESMP) reports.
	1.4 Pavement/Road roughness index (IRI) (#)	9; 10/30/20	2; 7/31/25	Work Services Group (WSG) Records
	1.5 Travel time between Linden and Mabura Hill (Hrs) (#)	3.5; 10/30/20	2; 7/31/25	WSG Records; Traffic Surveys; Road user surveys
	1.6 Total Annual average vehicle operating costs (VOC) for vehicles travelling between Linden and Mabura Hill (USD)	1mn; 10/30/20	0.6mn; 7/31/25	Rerun of Highway Development and management 4 (HDM4); WSG Records; Feasibility and Design reports
	1.7 Average number of days per year LMH corridor impassable due to heavy rainfall and flooding (# days)	40 (TBC); 9/30/21	0; 7/31/25	Feasibility and Design reports; PM report; Consultant's Reports; traffic surveys
2.0 Improved attitudes and practices regarding livelihood opportunities, social inclusion and gender equality among community residents, along the LMH corridor	2.1 Average rating on 5-point rating scales for knowledge, attitudes, and practices (KAP) (disaggregated by sex, age groups, and target groups based on intervention design)	TBC; 9/30/21	4; 7/31/25	Community surveys; road user surveys; CLO/Social and Gender Specialist's reports; M&E baseline assessment and final evaluation reports

Outcome	Indicator	Baseline	Target	Data Source
3.0 Improved compliance with Axle Load Control Programme among transport operators and government agencies in Guyana	3.1 Violations to Axle Load Control Programme thresholds per 100 vehicles checked (%)	TBC; 11/30/23	To be determined (TBD) based on design; 7/31/25	Consultant Reports; M&E baseline assessment and final evaluation reports
Assumptions for achieving outcomes <ul style="list-style-type: none"> ➤ Traffic levels increase as projected. ➤ Climate related events do not exceed the thresholds for project infrastructure 				

Output	Indicator	Baseline	Target	Data Source
1.0 Project roads, drainage and ancillary infrastructure upgraded consistent with universal design standards, safeguards and climate resilience requirements	1.1 Primary roads upgraded per design specifications (km)	0; 6/30/2021	122.5; 6/30/2024	PM Report; Consultant's reports; project completion report
	1.2 Drainage infrastructure upgraded in accordance with design specifications (%)	0; 6/30/2021	100; 6/30/2024	PM Reports; Consultant's reports
	1.3 Environmental, Social, Health and Safety Management Plans implemented in accordance with the Bank's ESRP (yes/no)	No; 6/30/21	Yes; 6/30/24	Consultant's reports during construction; PM reports
2.0 Axle Load Control Programme design and communications activities delivered	2.1 Axle Load Control Programme design accepted (yes/no)	No; 6/30/2021	Yes; 6/30/2024	Consultant's reports;
	2.2 Number of transport operators and staff of government agencies exposed to awareness and communications programme (#; disaggregated by sex and target group)	0; 6/30/2021	TBD based on design; 6/30/2024	Consultant's reports; M&E Final Evaluation Report
3.0 Livelihoods Programme designed and implemented	3.1 Livelihoods Programme Design approved (yes/no)	No; 12/30/21	Yes; 12/30/22	Consultancy and PM Reports; M&E reports
	3.2 Number and value of grants disbursed (recipients disaggregated sex, age cohort, indigenous identity)	0; 12/30/2021	TBD based on programme design; 12/30/2023	

Output	Indicator	Baseline	Target	Data Source
	and disability status) (#) 3.3 Number of persons trained at business coaching sessions delivered (#; disaggregated by sex, age cohort, indigenous identity and disability status) (#)	0; 12/30/2021	TBD based on programme design; 12/30/2024	
4.0 Road Safety Programme developed and implemented in target communities and schools, in keeping with the Gender Action Plan for the project	4.1 Number of beneficiary schools; and communities (individual beneficiaries disaggregated by sex, age cohort, indigenous identity and disability status) (#)	0; 12/30/2021	2 schools; 2 communities; 12/30/2024	Consultancy and PM Reports; M&E reports
5.0 Awareness and capacity building activities for social resilience programme developed and implemented in target communities in keeping with the Gender Action Plan for the project	5.1 Social Resilience Programme design approved (yes/no) 5.2 Number of beneficiary communities (individual beneficiaries disaggregated by sex, age cohort, indigenous identity and disability status) (#)	No; 12/30/21 0 communities; 12/30/2021	Yes; 12/30/23 2 communities; 12/30/2024	Consultancy and PM Reports
Assumptions for achieving outputs <ul style="list-style-type: none"> ➤ Timely assignment and/or recruitment of competent Project Management staff. ➤ Minimal delays and losses due to unfavourable or extreme weather condition during construction 				

LESSONS LEARNT

Description	Project Response
The importance of coordinating/communicating with both the Project Coordinator (PC) and Consulting firm throughout the feasibility/design stage of project preparation (and not only subsequent to submission of final reports). This approach reduces the back and forth during project appraisal preparation and allows for a more speedy completion of the appraisal report	During the preparation of the LMH road project appraisal, which was completed under very stringent timelines, CDB Staff participated in regular meetings involving both the PC and representatives of the consultancy firm. This contributed to a more speedy completion of the appraisal report.
Social Inclusion: engagement/employment of poor household heads and vulnerable young women and men from at risk communities during implementation contributes to poverty reduction through increased incomes.	Contractor will be encouraged to use local skilled and unskilled labour where possible.
A multi-sectoral Safe System Approach supporting the United Nation's Decade for Action on Road Safety Pillars has proven to be one of the most effective means of reducing Road Traffic Fatalities with proven results in other member countries.	The improvements to the safety of the road infrastructure will complement the parallel efforts of GOGY's road safety strategies, which support improving road safety management; changing behaviour through increasing the awareness and understanding of risks; improved traffic law enforcement; and improving post-crash response along the LMH corridor. The Project also includes a component that will promote road safety awareness and capacity-building for communities and road users.
Significant investments in gender mainstreaming and other social dimensions in road infrastructure projects can promote social inclusion, gender equality and access to essential services and livelihood opportunities and participation in the labour force for vulnerable populations.	The Project includes components to address gender and social concerns and opportunities within project implementation such as capacity development for building social resilience of the project communities, livelihood opportunities and road and safety public awareness. The Project prioritises these social investments to facilitate reducing institutional and structural barriers and the enhancement of interventions to improve the overall social and gender resilience of the project communities.
Entrepreneurial capacity in support of livelihood activities both lost and created through road improvement activities in the project area where transport conditions have improved can result to positive social and economic outcomes that have been ignored by traditional infrastructure projects.	The Project will provide capacity-building support for SMEs through an assessment of their needs. SMEs at communal intersection points of the road corridor and within the Great Falls Indigenous Village can access grant resources to support business development and entrepreneurial activities.

Description	Project Response
<p>There is an imperative for managing the risks of adverse impacts on poor, host communities (such as GBV and sexual exploitation and abuse) resulting from temporary high influx of male labour, linked to infrastructure projects, by putting in place specific measures to mitigate these risks. Failure to address such considerations adequately could result in adverse outcomes for already vulnerable populations/communities.</p>	<p>Social risks are (to be) adequately addressed and mitigation measures identified in the Project ESMP. In addition, there will be enforceable construction-related mitigation measures in contracts. For example, the contractor's ESMP will include training and capacity building on preventing GBV, HIV/AIDS, TIPs, STDs, and other social issues. The Project also includes a component for building social resilience of project communities and Community-based Society Organisations (CSOs) to mitigate GBV, TIPs, HIV/AIDS and STDs and to promote and protect the rights of vulnerable populations such as indigenous communities, PWDs, children, elderly and women. Added to the above, the capacity of the PMT will be bolstered by the inclusion of a SGS and CLO to ensure capacity for early engagement and addressing systemic social risks. The supervision team will also require social and gender safeguarding expertise.</p>

3. FINANCING PLAN

FINANCING STRUCTURE AND COSTS

3.01 In March 2016, CDB signed a Memorandum of Understanding (MOU) with the Government of the United Kingdom, acting through the Department of International Development, (now Foreign, Commonwealth and Development Office [FCDO]) for the purpose of financing the UKCIF Programme in an amount of up to three hundred million pounds sterling (£300 mn) by way of grant. By letter of amendment dated July 26, 2018, this amount was increased to three hundred and thirty million pounds sterling (£330 mn). The Programme provides grants to build economic infrastructure in Official Development Assistance-eligible countries in the English-speaking Caribbean, such as Guyana.

3.02 In accordance with the MOU and further to a request from CDB by letter dated November 23, 2020, the FCDO has approved a waiver of the requirement that the UKCIF resources always constitute the majority financing. To that end, on November 27, 2020, FCDO approved the use of CDB's OCR and Special Fund Resources (SFR) to finance approximately 59% of the Project cost.

3.03 The Project, which is estimated to cost one hundred and ninety million, two hundred and sixty-five thousand dollars (\$190.265 mn), will be financed with resources from CDB (including amounts allocated from UKCIF resources), as well as resources from GOGY. Independent consultants procured by GOGY using CDB's UKCIF's grant resources, prepared detailed engineering designs and cost estimates for the Project based on equipment and material costs for Guyana and similar projects in other jurisdictions. These estimates were reviewed by GOGY and were found to be consistent with the experience in the local market. Physical contingencies of 10% were applied to infrastructure works, engineering and construction-related services and project management while physical contingencies of 5% were applied to capacity building. Price contingencies of 2% per annum were applied to costs based on the IMF's global inflation estimates for 2020. The cost estimates and corresponding contingencies were also reviewed by CDB staff and were found to be acceptable. A summary of the Project Cost and Financing Plan is presented at Table 3.1 below and a detailed Project Cost, Phasing and Financing Plan is provided at Appendix 3.1.

3.04 The proposed Project will be funded by:

- (a) a loan to GOGY of an amount not exceeding the equivalent of one hundred and twelve million, four hundred and thirty-two thousand dollars (\$112.432 mn) (the Loan) representing 59% of Project cost, comprising:
 - (i) an amount not exceeding the equivalent of one hundred and one million, four hundred and sixty-six thousand dollars (\$101.466 mn) from CDB's OCR allocated from Equity and Market resources (the OCR Portion), representing 53% of the Project cost. These resources will finance the cost of infrastructure works, engineering and construction-related services and project management; and
 - (ii) an amount not exceeding ten million, nine hundred and sixty-six thousand dollars (\$10.966 mn) from CDB's SFR allocated from Special Development Fund resources (the SFR Portion), representing 6% of the Project cost for infrastructure works and capacity building.
- (b) a grant to GOGY of an amount not exceeding forty-nine million eight hundred and three thousand pounds sterling (GBP49.803 million) (indicatively equivalent to approximately sixty-six million, two hundred and seventy-seven thousand dollars) (\$66.277 million) from CDB's SFR allocated from UKCIF resources, representing 35% of the Project costs; and

- (c) counterpart funding from GOGY of an amount of not less than two billion five hundred and five million Guyana dollars (GY\$2.505 billion) (equivalent to ten million, nine hundred and sixty-six thousand dollars (\$10.966 mn), representing 6% of the Project costs for project preparation, infrastructure works, engineering and construction-related services, capacity building and project management.

3.05 The OCR Portion and the SFR Portion will both be repayable over a period of 22 years, inclusive of a 5-year grace period. The interest rate for the OCR Portion is currently 3.75% p.a. (variable) while the interest rate for the SFR Portion is 1.00% p.a. fixed. A commitment charge of 1% p.a. on the undisbursed balance of the OCR Portion is payable from the sixtieth day after the date of the Loan Agreement.

3.06 The cost estimates are based on exchange rates prevailing on November 24, 2020.

TABLE 3.1: SUMMARY OF PROJECT COSTS AND FINANCING

Components	TOTALS						
	OCR-USD	OSF-GBP	SDF 9		Counterpart		Totals
	Equity and Market Resources	UK CIF Resources	SDF Resources (Loans)	Total	GOGY	Executing Agency Counterpart Forecast	
1. Project Preparation				-		-	
2. Infrastructure Works						-	
3. Engineering and Construction-related Services	76,211,274	56,253,382	9,000,000	141,464,656	10,170,290	-	151,634,946
4. Capacity Building						-	
5. Project Management						-	
Base Cost	76,211,274	56,253,382	9,000,000	141,464,656	10,170,290	-	151,634,946
6. Physical Contingency	7,621,127	5,587,669	850,000	14,058,796	729,342	-	14,788,138
7. Price Contingency	7,764,657	4,435,949	882,720	13,083,326	656,368	-	13,739,694
Total Project Cost	91,597,058	66,277,000	10,732,720	168,606,778	11,556,000	-	180,162,778
8. Interest During Implementation	7,248,188	-	233,280	7,481,468	-	-	7,481,468
9. Commitment Fees	2,620,754	-	-	2,620,754	-	-	2,620,754
Total Financing	101,466,000	66,277,000	10,966,000	178,709,000	11,556,000	-	190,265,000
Percentage Financing	53%	35%	6%	94%	6%	0%	100

4. PROJECT VIABILITY

TECHNICAL ANALYSIS

4.01 The Project involves the upgrading of the road between Linden and Mabura Hill, from fair weather to an all-weather road.

4.02 The design standards adopted by MOPW for the design of the new road and bridge infrastructure, were those issued by the American Association of State Highway and Transportation Officials (AASHTO), specifically “AASHTO Guide for Design of Pavement Structures 1993” and “AASHTO - A Policy on Geometric Design of Highways and Streets – 6th Edition 2011”. The standards adopted for design of the new drainage infrastructure included those provided in the “AASHTO Drainage Design Manual, 2014”. CDB considers that these are appropriate for application to the Project.

4.03 The design of the road works components was also informed by a number of investigations including visual inspections, geotechnical investigations, a topographic survey, an axle load survey and a pavement condition and a roughness survey.

4.04 The consultants used HDM-4 to analyse a base cost investment option versus various construction methodologies and alternative project cost options including: (i) using a double bituminous surface treatment (DBST) in the first 8-10 years, followed by an asphaltic concrete overlay in the following 5-10 years; and (ii) using an asphaltic concrete pavement in the first 9 years, followed by an overlay, also using asphaltic concrete in the following year. In the final analysis the model indicated that the latter was the most viable option. The LMH pavement would therefore comprise a 50mm thick asphaltic concrete wearing course over a 60mm thick binder course. The road foundation would comprise a 190mm thick cemented base over a 200mm thick cemented subbase. CDB staff are satisfied that the final recommendations, which have been adopted for this Project, represents the best value for money.

4.05 The highway has a design life of 20 years; which is customary for road designs of this nature, and design speed of between 60 to 80 kilometres per hour (kph). A lane width of 3.6m has been adopted with a paved hard shoulder of 2.4m to cater for vehicles safely stopping on the shoulder in the event of an emergency. Other road safety features will be included (see paragraph 4.25).

4.06 During stakeholder consultations, concerns were raised with respect to the ability of emergency services to quickly respond to accidents along the corridor. This Project will provide TA to assess GOGY's post-crash and road safety management capacity. It will be a condition of the Grant that by December 31, 2023, or such later date as the Bank may agree, GOGY implements such recommendations arising out of the TA (see Appendix 4.2.1) as may be acceptable to the Bank.

4.07 The LMH Project includes the upgrade of both cross road drainage and roadside drainage. Cross drainage structures were designed for 1 in 50-year return period (2% Annual Exceedance Probability (AEP) + mid-century climate change allowance) and roadside drains 1 in 5-year return period (20% AEP) + mid-century climate change allowance.)

4.08 The Project road has nine existing cross drainage structures comprising eight culverts and one log bridge. The existing culverts and the log bridge were under capacity and structurally unsafe and not suitable for retention following the road upgrade. Consequently, the Project will replace all structures.

4.09 GOGY will adopt a performance-based contracts maintenance strategy, to ensure consistent maintenance throughout the life of the highway infrastructure.

4.10 The design of the highway was informed by a Climate Vulnerability Assessment (CVA), and the recommended adaptation measures incorporated. These include increasing drainage capacity; elevating road sections above their existing levels; and defining a higher freeboard requirement for the new bridges. These will serve to increase climate resilience of the road to an acceptable level of risk.

ECONOMIC ANALYSIS

4.11 The economic analysis of the Project focuses on the main quantifiable benefits associated with the road improvements, consisting of savings in maintenance, VOCs and time costs incurred by road users due to the provision of a better road facility. The Project also includes significant road safety improvements, which are expected to yield cost savings from avoided road accident fatalities and serious injuries. These are further supplemented by considerable social, environmental and commercial benefits discussed below.

4.12 The LMH Road forms part of the critical north-south link between the hinterland and the coastal belt. The roadway directly serves the communities of Linden Town, Wismar, Mile #47 and Mile #58 Village Communities and Mabura Hill. These communities form part of Guyana's Regions 9 and 10, which have a combined population of 63,664, representing approximately 9% of Guyana's total population. Although this area has a comparably low population density ratio, there is considerable potential for commercial and industrial development, which the proposed road upgrade will support. The road area is also home to a newly constructed multipurpose sporting complex, critical tourist sites, a logging concession and sawmill, police station, community schools, health facilities, as well as several disadvantaged communities, all of which will benefit from improved road access and reduced air pollution from dust. Overall, the Project will contribute to improved road transport connectivity through Region 10 and adjacent regions, by reconstructing and rehabilitating approximately 121 km of a major unpaved arterial road to all weather standards, providing proper drainage, increasing capacity of culverts and implementing road safety measures. All-weather roads will provide year-round access to social and commercial services, thus significantly reducing VOCs. Other expected benefits include reduction in the number of road accidents and better riding quality, thereby reducing travel time.

4.13 The analysis was conducted using HDM-4, which was calibrated to reflect the local conditions of Guyana. The required input data was obtained from a 2019 feasibility study, which was updated in 2020 to reflect the effects of the COVID-19 pandemic. The Project was evaluated using current traffic and cost assessments. Traffic forecasts, a critical analysis input, were based on revised IMF GDP growth projections.

4.14 Based on its quantifiable benefits and investment cost, the Project yields an economic rate of return (ERR) of 14%. Detailed assumptions to the economic analysis and corresponding ERR calculations are provided in Appendix 4.1. Although this is marginally above the cut-off rate of 12%, it only represents a conservative estimate of the overall Project benefits. There are other significant benefits, which are either non-quantifiable or have not been quantified due to a paucity of data. These other benefits include:

- An estimated increase in tourism arrivals to Guyana of over 62,000 annually by 2024, given better connectivity between its capital and main tourist attractions in the interior, thus supporting the development of ecotourism and adventure tourism.
- Increased employment due to enhanced connectivity to and from coastal areas and internally, given that approximately 80% of Guyana's population reside in coastal regions. According to independent consultant estimates, the Project is expected to support a minimum increase of 5,000 jobs.
- Improved access to essential services, including health, education, police, and public transportation.

- Benefits to the mining and agriculture sectors through improved movement of products and people to and from key markets along the upgraded road.
- Potential contribution to enhanced trade between Guyana and Brazil as a result of the improved road connectivity to Brazil, which could also support increased employment in the food services, accommodation and retail sectors.

4.15 The Project is also expected to increase socioeconomic resilience in affected communities through targeted capacity building initiatives to support SMEs, to promote the rights of traditionally marginalised groups and to provide community level road safety education and social and gender resilience building, *inter alia*.

4.16 In the long-term, it is anticipated that the above benefits will be further enhanced by other major infrastructure investments by GOGY for which the Project will facilitate improved access. These include the development of a deep-water port, the construction of a bridge at Kurupukari and the upgrade of the remainder of the Mabura Hill to Lethem road corridor, all of which are anticipated to take place within a 10-year period.

4.17 By improving transport efficiency, accessibility, road safety and resilience to climate related hazards between Linden and Mabura Hill, the Project is consistent with long-term government priorities regarding a ‘green agenda’, resilient and robust transportation infrastructure and greater economic opportunities. By enhancing socioeconomic resilience, the Project also supports government policy commitments regarding youth, gender equality and social inclusion, as well as legislation regarding Amerindians and the disabled. Based on its collective qualitative and quantitative benefits, it is anticipated that the Project will contribute to the overall economic and social development of Guyana.

4.18 **Sensitivity Analysis:** A sensitivity analysis was conducted to assess the key variables that are most likely to affect the attainment of the ERR. The results are shown in Table 4.1 below. In all of the project scenarios, the ERR either meets or exceeds the minimum acceptable rate of 12%, including the simultaneous increase in costs and decrease in benefits, as outlined in Scenario D, which yields an ERR of 12%.

TABLE 4.1: SENSITIVITY ANALYSIS

Scenario	Details	ERR (%)	Switching Values (%)
A (Base)		14%	
B	10% increase in project costs	13%	23%
C	10% decrease in project benefits	13%	81%
D	Combination of scenarios B and C	12%	n/a

4.19 Additionally, as indicated by the switching values, the Project is only expected to become unviable in the event that there is a 23% increase in project costs or an 81% decrease in project benefits, assuming all other variables are held constant. It should be noted that the project costs are based on estimates provided by independent consultants procured by GOGY and are consistent with costs for similar work in Guyana.

4.20 Furthermore, this section of the road is the central connection between the coast and the hinterland and has been identified as a key growth area along the wider Linden-Lethem Road Corridor. Given its significance to connectivity and growth, as well as the extent of the planned investments in addressing its numerous vulnerabilities, there is a low possibility that all four project benefits (maintenance savings; VOC

savings; travel time savings; and accident cost savings) would simultaneously fall below the base case of the Project by 81%. Therefore, the results indicate that even under conservative scenarios, the Project remains economically viable.

MACROECONOMIC IMPACT

4.21 This Project is likely to have a net positive macroeconomic impact on Guyana. In the short term, employment will be provided through construction activity and associated spillover effects. More significantly, there will be longer-term positive impacts. An increase in freight traffic from Brazil will provide economic benefits in Georgetown, complemented by investment in the port. Local freight will benefit from reduced journey times to market. There will be local economic development opportunities along the entire corridor between Linden and Mabura Hill.

4.22 The Project will add about 8.5% to GOGY's external debt stock, taking it to 55% of non-oil GDP by 2025. However, debt sustainability will be helped by the highly concessional nature of the non-GOGY funding of LMH Road. The Project will have a grant element of 44.8%, comfortably meeting GOGY's requirement of 35%.

4.23 The increase in the overdraft position with the Bank of Guyana, from 0% of non-oil GDP to 8.9% in just 6 years, needs to be reversed to avoid having to resort to the NRF. The NRF was established to support macroeconomic management, and to provide for future generations of Guyanese. The NRF has rules relating to how its resources may be used in support of the central government budget, although the new government has indicated an intention to revisit aspects of the law governing its use. The NRF is not likely to grow as quickly as originally envisaged, because of weaker oil markets. Therefore, GOGY will need to minimise its non-oil deficit and control the overdraft. A further negative growth shock could lead to overall debt growing faster than the NRF.

SOCIAL AND GENDER IMPACT ASSESSMENT

4.24 The Project connects hinterland Region 10 (Upper Demarara-Upper Berbice) with periurban and urban coastal regions, which account for over 80% of Guyana's population. The road, a gateway to Brazil, is a major transportation artery for the country's interior, reducing travel time and time use for community members, especially essential for women who are usually primary caregivers. The Project also provides remote communities with socioeconomic development prospects through construction and maintenance employment; improved access to essential basic services such as health, social protection, and education; as well as via expansion of economic activities. The latter is especially beneficial for existing SMEs operating in the primary project communities of Mabura Hill, Mile #47, Mile #58, and Great Falls Indigenous Village. According to the Project's Feasibility Study (2020), the Project's national GDP impact by 2040 is likely to exceed \$60 mn, with over 5,000 jobs supported. Appendix 4.2.6 presents methodologies used and estimates disaggregated by sex and ethnicity.

4.25 Higher prevalence of poverty in rural communities and inequalities faced by women, indigenous peoples, PWDs, children, elderly and youth, can be exacerbated by large scale economic projects. Targeted efforts to support socioeconomic inclusion of traditionally marginalised groups, women, and indigenous persons, are imperative or they could very well be restricted to accessing primarily lower-level/lower-paying jobs. The Project is designed to address the following primary, harmful social, and gender risks identified.

4.26 **Road Safety and Accessibility:** Improved road surfaces encourage increased road use and speeding with risks for accidents resulting in death, disability, and injury, especially among male youth. The Project integrates beaded road markings, solar-powered streetlights in community areas, rest stops

every 20-25km, under posting of stop signs, speed limit signs, crash barriers and universal design to improve participation of PWDs. A socially-inclusive and gender-responsive road safety education programme will be implemented using community-driven strategies targeting road users and at-risk males and females, including children, elderly, PWDs, CBOs, and drivers (Appendix 4.2.1).

4.27 Social and Gender Resilience Building of Communities: Consultancy services to develop and implement targeted community capacity-building sessions for: (a) CBOs including Regional Democratic Councils (RDCs), Neighbourhood Democratic Councils (NDCs), faith-based organisations (FBOs) and village councils; (b) schools; and (c) other community-level institutions to improve knowledge of and prevent human trafficking, GBV and citizen insecurity, and promote respect for the rights of indigenous peoples, PWDs, children, elderly, and youth (Appendix 4.2.2).

4.28 Livelihoods Support for SMEs and Great Falls Indigenous Village: Consultancy services to support:

- assessing SMEs business capacity and defining the scope of business services and delivery methodologies;
- developing and providing business development training and coaching; and
- defining eligibility criteria, components, institutional arrangements, and M&E systems for a demand-driven small grants programme for vulnerable sub-populations.

4.29 The conduct of an Environmental and Social Impact Assessment (ESIA) including preparation of an Indigenous Peoples Plan (IPP) for Great Fall is being finalised by the consultancy firm. To date, two drafts of the ESIA without an IPP were produced, reviewed and comments provided by the Bank. The ESIA and IPP will identify mitigation measures to address potentially significant negative project impacts. The ESIA and IPP findings will also guide implementation of the Project's capacity-building components, including the grant programme (Appendix 4.3.3). The content of the ESIA and the IPP will be subject to the Bank's review and approval, in keeping with its Environmental and Social Review Procedures. It shall be a condition of the Loan and Grant that GOGY shall, after consultation with the Bank, implement such recommendations arising from the ESIA and IPP as required by the Bank, within a time frame acceptable to the Bank.

4.30 The Draft ESMP (Appendix 4.2.4) further identifies potential impacts and mitigation measures such as social and gender sensitisation training of construction workers, development of a Stakeholder Engagement Plan, establishment of community participation groups consisting of representatives of residents and businesses along the road to keep communities informed on matters relating to implementation; and the contractor's requirement to establish a grievance redress mechanism. The PMT will be supported by a social and gender specialist to mainstream socioeconomic resilience aspects of the Project. The Project is gender mainstreamed with a score of 4.0 on the Bank's Gender Marker, having the potential to contribute significantly to gender equality. Details of the Gender Marker Analysis and Gender Action Plan are provided in Appendices 4.3 and 4.2.5.

GENDER MARKER SCORE

Analysis	Design	Implementation	Monitoring & Evaluation	Score	Code
1.0	1.0	1.0	1.0	4.0	Gender Mainstreamed (GM)

ENVIRONMENTAL ASSESSMENT

4.31 The LMH Road is located in the watershed between the Demerara and Essequibo Rivers within the white sand plateau, one of five physiographic units of Guyana. The land surface comprises a combination of white quartz sand which covers much of the area between Linden and Kurupukari. The proposed road upgrade is envisaged to have few potential significant adverse impacts on the physical and ecological environment, since the existing alignment will be retained and there are no environmentally sensitive habitats in the area, or any protected or endangered wild flora or fauna. The surrounding area is mostly white sand forest and has been utilised for logging and agriculture. Wildlife in the area has adapted to human activity.

4.32 **Construction Impacts:** The most significant adverse environmental impacts during construction will result mainly from vegetation clearing for establishment of construction camps, movement of heavy equipment, earthworks and improper management and disposal of construction waste associated with construction. The activities can cause the following impacts:

- erosion of soils because of vegetation clearing;
- contamination of soils or surface water from accidental or intentional discharge of waste oils, fuels, lubricants;
- increased noise, vibration and dust levels during construction with possible adverse effects on sensitive receptors that are close to the project areas – noise and vibration may cause animals to migrate inward;
- traffic disruption; and
- health and safety incidents during construction.

4.33 The mitigation measures to be employed will include: (a) the provision of adequate drainage at temporary work areas; (b) management of construction materials and waste; (c) noise, vibration and dust abatement; (d) protection and management of work sites; (e) development of emergency response plans; (f) traffic management strategies; (g) occupational health and safety measures; and (h) environmental monitoring. Adequate supplies of laterite and sand to be used will be sourced from approved pits along the corridor and the Soesdyke to Linden Highway, thus ensuring no undue environmental impact.

4.34 **Operational Impacts:** Potential environmental impacts include increased traffic volumes and vehicle emissions; increased road accidents and road kills of wildlife; improper solid waste management along the road corridor; dumping of garbage along the road and into watercourses. Road safety measures will be enhanced to reduce speeding and culverts and bridges will be designed with sufficient freeboard to allow safe animal crossing. Direct environmental benefits will include reduced flooding and dust nuisance to road users; reduced erosion; and improved drainage.

4.35 **Environmental and Social Management Plan:** Mitigation measures to manage significant impacts will be implemented through the ESMP requirements. The ESMP will be finalised by the construction supervision consultants and include measures to avoid or reduce the potential impacts and estimated costs to implement the mitigation actions. Contractors will be required to prepare, monitor, and report on environmental, social, health and safety strategies and plans, that are consistent with the ESMP, and required under the contract documents. With effective implementation of these plans, potential impacts should be easily managed. The construction supervision consultants will review and approve contractors' performance against these strategies and plans.

4.36 An environmental monitoring plan specifically for air quality, noise and water quality will be established. Monitoring of these plans as well as contractor compliance with mitigation measures stipulated in the contract will be undertaken primarily by the construction supervision consultants, supported by the Environmental Specialist within MOPW. The Environmental Protection Agency will conduct routine checks. Periodic reports will be submitted to CDB.

4.37 It will be a condition precedent to the commencement of works that GOGY submit to CDB, evidence in form and substance acceptable to CDB, of receipt of the necessary planning and environmental health permits and approvals for construction and operation.

CLIMATE CHANGE VULNERABILITY ASSESSMENT (CCVA)

4.38 Guyana is vulnerable to the impacts of climate change (CC). Changes in climate and weather-related hazards are being experienced and have led to adverse CC impacts within the project area. In the past, episodes of heavy rainfall have destroyed bridges and culverts rendering sections of the road impassable.

4.39 Mean annual temperatures have increased by 0.3°C since 1960, an average rate of 0.07°C per decade. National level projections using the SRES scenarios showed mean annual temperature increases by up to 3.3°C by the 2060s, and up to 6.0°C by the 2090s. The frequency with which hot days and nights occur were projected to increase by 18-56% by the 2060s and by 19-79% by the 2090s.

4.40 Since the 1960s, observed climate data shows increases in mean annual precipitation, with an average rate of increase across Guyana of 4.8mm per month, an increase of 2.7% per decade. However, this includes consideration of heavy precipitation events in 2005 and 2008. For the project area, the forecasted changes in the 1-day maximum precipitations are calculated to be 4% by 2050 and 14% by 2100. Based on the CVA Report prepared for the Project, it is projected that the Project area will experience a change in 1-day maximum precipitation of around 4% by mid-century and 14% by 2100.

4.41 The CVA Report has examined and identified the magnitude of climate related risks occurring at the Project sites. The CVA has indicated that the Project's area of influence (AOI) is vulnerable to temperature extremes, extreme precipitation events and wildfire. As a consequence, the following CC projections were considered relevant to the Project's AOI:

- Increased average annual temperatures by mid-century and end-of-century.
- Increased frequency with which hot days occur by mid-century and end-of-century.
- Decreased average annual precipitation.
- Increased proportion of precipitation that falls in heavy events.

4.42 The design of the road has incorporated measures to build the resilience of the Project sites that are vulnerable to the impacts of CC and, in particular, extreme precipitation and flooding. The CVA has recommended several adaptation measures for inclusion in the designs of the road. These include:

- Drains designed for 1 in 5-year event plus mid-century CC allowance and sufficient freeboard to compensate for siltation.
- Culverts and bridges sized to enable the conveyance of design flow event and allowing for sedimentation.

- Underdrains or other subsurface drainage structures to prevent erosion of white sand base.

PAS GENERAL COMMENTARY

4.43 In accordance with CDB's Performance Assessment System (PAS) the Project was accorded an overall rating of satisfactory.

PAS TABLE

Criteria	Score	Justification
Relevance	Highly Satisfactory	The Project contributes significantly to the achievement of GOGY's development objectives by supporting its Green State Development Strategy: Vision 2040 which reflects principles of a "green agenda" within safe and secure borders and highlights the need for resilient development for all its citizens including through providing resilient and robust transportation infrastructure.
Effectiveness	Satisfactory	The Project is expected to achieve its objectives to reduce travel time between Linden and Mabura Hill from 3.5 hours to 2 hours and provide a safer driving environment. The Project will also provide important social benefits to nearby settlements (increased access to health and educational services and public transportation); and improve climate change resilience.
Efficiency	Satisfactory	The estimated NPV for the Project is \$67.152 mn and the ERR is 14%. These returns are associated with the potential development expected subsequent to the implementation of the Project.
Sustainability	Satisfactory	<p>The Project is of high importance to GOGY's long term development strategy to provide resilient and robust transportation infrastructure. Adequate and consistent road maintenance is integral in extending the carriageway life. To achieve this, MOPW intends to implement a maintenance strategy which involves utilising performance-based contracts to ensure consistent maintenance of the highway. It will be a condition of the Loan and Grant that GOGY submits to the Bank a three-year routine maintenance plan for the infrastructure financed by the Loan and Grant by November 30, 2022, as well as an annual report on the condition of the infrastructure commencing in the financial year after practical completion of the Project.</p> <p>It will be a condition of the Grant that by December 31, 2023, GOGY implements, as may be acceptable to the Bank, such recommendations arising out of the CDB/UKCIF funded TA, Strengthening Axle Load Control</p>
Overall Score	Satisfactory	

5. RISK ASSESSMENT AND MITIGATION

RISK JUSTIFICATION

5.01 Project risks identified are listed in Table 5.1 following. The overall project risk can be described as moderate.

TABLE 5.1: SUMMARY OF RISKS ASSESSMENT AND MITIGATION MEASURES

Risk Category	Risk Type	Description of Risk	Mitigation Measures
Operational	Environmental	The uncertainties of the COVID-19 pandemic could negatively impact project implementation by disrupting supply chains, and international and regional travel logistics. New shutdowns or adhering to established or new protocols could also negatively impact project implementation.	<p>Consultancies and Contractors will be asked, as part of their submissions, to prepare and submit plans showing how they intend to maintain appropriate COVID-19 protocols and possible mitigation measures they intend to implement in the event that the COVID-19 situation necessitates such.</p> <p>The robust project management arrangements for this Project will contribute significantly to keeping the work schedule on track. Adequate resources have been allocated to engage a project management firm and qualified engineering consultants to oversee the proactive implementation of the Project.</p>
Financial	Performance - Supplier/Consultant/ Contractor	A potential boom in construction in Guyana could lead to increases in construction costs (labour and materials)	CDB and GOGY staff, are satisfied with the initial cost estimates which were prepared by qualified engineering consultants. Price contingencies have been included to mitigate this. Notwithstanding, the construction market will be monitored during project implementation and GOGY has committed to seeking additional resources to completing the Project, if required.

6. IMPLEMENTATION AND PROJECT MANAGEMENT

BORROWER

6.01 The Borrower is GOGY. For the purpose of financing general development in Guyana, GOGY, acting on behalf of the State, is authorised under Section 3(1) of the External Loans Act (Cap. 74:08) of Guyana (the Act) to raise loans outside Guyana in such sums not exceeding 400 billion (bn) Guyana dollars (GYD400 bn) in the aggregate, and such further sums as may be necessary to defray the expenses of such loans. The Minister responsible for Finance (the Minister) may, by order subject to the affirmative resolution of the National Assembly, increase this limit. As a condition precedent to first disbursement of the Loan, CDB will need to be satisfied that the aggregate of all loans (including the proposed loan) raised under this power does not exceed the limit imposed by Section 3(1) the Act.

6.02 Any agreement between GOGY and CDB in respect of sums borrowed under this power must be made in the name of Guyana and signed by the Minister or by any persons authorised in writing by him in that behalf. A copy of every such agreement must be laid before the National Assembly, as soon as practicable after the execution thereof. The Minister, or any person authorised in writing by him in that behalf, is empowered to:

- issue such instruments, including bonds, as may be necessary for the purpose of any such agreement; and
- exercise all such powers and authorities and do, or cause to be done, all such things as appear to him to be necessary for giving full effect to any such agreement.

6.03 All sums borrowed under Section 3(1) of the Act, and all interest and other charges payable on such sums, shall be a charge on the Consolidated Fund of Guyana.

IMPLEMENTING AGENCY ANALYSIS

6.04 The Project will be implemented by MOPW, through the Work Services Group (WSG). WSG was originally established by GOGY to manage donor-funded roads and bridges projects, but now also manages sea and river defence projects. The Project is expected to be the largest direct investment in the road sector, and is a priority activity on MOPW's work programme. Consequently, and due to WSG's existing capacity constraints, management and overall coordination of the Project will be the responsibility of a PMT engaged by GOGY. The organisation chart of MOPW can be found at Appendix 6.6.1. CDB staff has reviewed WSG's proposed staffing arrangements, and are satisfied that WSG will have the requisite capacity to assist with the management functions of the PMT.

PROJECT MANAGEMENT

6.05 It will be a condition of the Loan and Grant that GOGY establishes a PMT which will be responsible for management of the Project. The team will comprise a PM, APM, M&E Specialist, CLO, SGS, PS, FO, and ESS. It will be a condition precedent to first disbursement of the Loan and Grant that GOGY assigns to the PMT, the APM (who will possess an MSc; Civil Engineering) and an ESS, along with the necessary administrative support staff. It will be a condition precedent to disbursement of the Loan and Grant in respect of the Infrastructure works that GOGY engages a project management firm to provide the services of the PM, M&E Specialist, CLO, PS, FO, and the SGS. PMT will reside within the MOPW and will report to the Coordinator - WSG. The positions identified above will be held by persons whose qualifications and experience are acceptable to CDB. To this end, GOGY shall inform CDB of all appointments it proposes

to make to these posts for its "no objection". Staff are satisfied that MOPW have the required capacity to provide the Project assigned services.

6.06 The PMT through its PS, will also be responsible for procuring, coordinating and monitoring the following TA contracts:

1. Community Level Road Safety Assessment and Education;
2. Social and Gender Resilience Building;
3. Needs Assessment, Capacity Building and Grant Assistance for SMEs in Guyana; and
4. Consultancy Services for Strengthening Axle Road Control.

6.07 It will be a condition precedent to first disbursement that GOGY establishes a PSC which will be responsible for the oversight and executive direction of the Project (see Appendix 6.6.2. for composition and functions).

6.08 It will be a condition precedent to first disbursement of the Loan and Grant that the engineering supervision consultants have been engaged.

IMPLEMENTATION

6.09 The Project will be implemented over a 67-month period commencing from Board approval and ending by January 2026 (12-month Defects Liability period included). The Implementation Schedule can be found at Appendix 6.1.1.

PARTICIPATION OF BENEFICIARIES AND STAKEHOLDERS

6.10 The preparation and appraisal of this Project involved consultation with a wide range of stakeholders including representatives of various Government Ministries and Departments; and community leaders and representatives in Project-affected communities. Although much of the consultation occurred prior to the impact of the COVID-19 pandemic, engagements undertaken during the COVID-19 period were done virtually. The Social Impact Assessment that was undertaken during the Feasibility Study utilised different participatory techniques to hear the voices of stakeholders and communities that would be directly affected by the intervention. Overall, the discussions provided opportunities for feedback as stakeholders' opinions and concerns were expressed and as necessary, are being incorporated into Project design. Project stakeholders will be invited to participate in the Project Launch, and the stakeholders' meetings that will be convened during implementation. Multi-modal strategies, including community meetings, will be used to keep stakeholders abreast of implementation progress and a GRM will be established to provide opportunities to register project-related concerns and receive timely feedback. When necessitated, observation of all relevant COVID-19 protocols will be strongly encouraged.

DISBURSEMENT

6.11 The CDB Loan and Grant will be disbursed in accordance with the Disbursement Guidelines for CDB-financed Projects (January 2019). The first disbursement from the Loan and the Grant will be made by June 30, 2021. The Grant resources are expected to be fully disbursed by September 30, 2023 and the Loan resources by April 30, 2026. The Disbursement Schedule is provided at Appendix 6.2.

PROCUREMENT

6.12 Procurement shall be in accordance with the Procurement Policy for Projects Financed by CDB and the Procurement Procedures for Projects Financed by CDB (November 2019). The Procurement Plan is located at Appendix 6.3.

6.13 The Consultant to provide construction supervision services shall be selected using the Direct Selection method, in accordance with Paragraph 8.22 (b) of the aforementioned procurement procedures, reflecting a natural continuation of the previous work carried out by the firm. The Consultant, who was selected competitively to perform the initial work, under a procurement process satisfactory to CDB, will assist GOGY to procure contractors and will provide the construction supervisory services specified in Appendix 2.1.2. Both GOGY and CDB staff are satisfied that the previous work carried out by the Consultant has been satisfactory.

MONITORING AND REPORTING

6.14 It will be a condition of the Loan and Grant that PM shall furnish, or cause to be furnished, to CDB the reports listed in Appendices 6.5.1; 6.5.2 and 6.5.3 to this Report, in such form or forms as CDB may require, not later than the times specified therein for so doing.

7. TERMS AND CONDITIONS

7.01 Terms and Conditions of the Loan

No.	Subject	Terms and Conditions of the Loan
1.	Parties	<p><u>Bank</u>: Caribbean Development Bank (CDB)</p> <p><u>Borrower</u>: Government of the Co-operative Republic of Guyana (GOGY)</p> <p><u>Implementing Agency</u>: Ministry of Public Works (MOPW)</p>
2.	Amount of Loan	<p>The Bank agrees to lend to the Borrower an amount not exceeding the equivalent of one hundred and twelve million four hundred and thirty-two thousand United States dollars (USD112,432,000) (the Loan) comprising:</p> <p><u>Ordinary Capital Resources (OCR)</u>:</p> <ul style="list-style-type: none">- one hundred and one million four hundred and sixty-six thousand United States dollars (USD101,466,000) allocated from Equity and Market Resources (OCR Portion); and <p><u>Special Funds Resources (SFR)</u>:</p> <ul style="list-style-type: none">- ten million nine hundred and sixty-six thousand United States dollars (USD 10,966,000) allocated from Special Development Fund (SDF) Resources (Loans) (SFR Portion).
3.	Loan Accounts	<p>The Bank shall open two (2) Loan Accounts in its books in the name of the Borrower and shall credit to one (1) such account the OCR Portion and to the other such account the SFR Portion. The amounts credited to the Loan Accounts may be withdrawn from the Loan Accounts as provided, and are subject to the rights of cancellation and suspension set out in the Loan Agreement and in the General Provisions.</p>
4.	Purpose	<p>The purpose for which the Loan is being made is to assist the Borrower in financing: (i) road upgrade work for approximately 121.1km of roadway along with safety improvements including road furniture, signage and markings and climate adaption works; and (ii) consultancy services for the supervision and certification of the infrastructure works, project management services and capacity building to improve socioeconomic resilience in affected communities in the Project Country, more particularly described in the Project Description (the Project).</p>
5.	Repayment	<p>The Borrower shall repay the Loan as follows:</p>

No.	Subject	Terms and Conditions of the Loan
		<p><u>OCR Portion:</u></p> <ul style="list-style-type: none"> - sixty-eight (68) equal or approximately equal and consecutive quarterly instalments commencing five (5) years after the date of the Loan Agreement; and <p><u>SFR Portion:</u></p> <ul style="list-style-type: none"> - sixty-eight (68) equal or approximately equal and consecutive quarterly instalments commencing five (5) years after the date of the Loan Agreement.
6.	Interest	<p><u>OCR Portion:</u> The Borrower shall pay to the Bank interest at the rate of three decimal seventy-five percent (3.75%) per annum on the amount of the OCR Portion withdrawn and outstanding from time to time. Such interest shall be payable quarterly.</p> <p>The Bank may increase or decrease the rate of interest payable on the OCR Portion to take effect on the day after the first Due Date after March 31, June 30, September 30 and/or December 31 in any year.</p> <p><u>SFR Portion:</u> The Borrower shall pay interest to the Bank at the fixed rate of one percent (1%) per annum on the SFR Portion withdrawn and outstanding from time to time. Such interest shall be payable quarterly.</p>
7.	Commitment Charge	<p>The Borrower shall pay to the Bank a commitment charge at the rate of one percent (1%) per annum on the amount of the OCR Portion unwithdrawn from time to time. Such charge shall accrue from the sixtieth (60th) day after the date of the Loan Agreement and shall be payable quarterly.</p>
8.	Withdrawal and Application of Loan	<p>Except as the Bank may otherwise agree, withdrawals from the Loan Accounts shall not exceed in the aggregate fifty-nine percent (59%) of the cost of the Project.</p> <p>Except as the Bank may otherwise agree, the amounts withdrawn from the Loan Accounts shall be used to finance the components of the Project allocated for financing by the Bank as shown in the Financing Plan up to the respective limits specified therein.</p> <p>Except as the Bank may otherwise agree, where the OCR Portion and the SFR Portion are used together to finance a component of the Project, disbursements shall be made rateably from the OCR Portion and the SFR Portion in accordance with the respective amounts thereof.</p> <p>The amounts withdrawn from the Loan Accounts shall not be used to meet any part of the costs of the Project which consists of identifiable Taxes imposed under the laws of the Project Country.</p>

No.	Subject	Terms and Conditions of the Loan
		<p>The Borrower shall comply with the Bank's "Disbursement Guidelines for CDB-Financed Projects" published in January 2019 (the Guidelines), which publication is in effect at the date hereof and which may be amended from time to time by the Bank.</p>
9.	Period of Disbursement	<p>The Bank shall have received an application for first disbursement of the Loan by June 30, 2021 or such later date as may be specified in writing by the Bank.</p> <p>The Loan shall be disbursed up to April 30, 2026 or such later date as may be specified in writing by the Bank.</p>
10.	Procurement	<p>Procurement shall be in accordance with the following procedures or such other procedures as the Bank may from time to time specify in writing:</p> <ul style="list-style-type: none"> • Procurement Policy for Projects Financed by CDB (November 2019) • Procurement Procedures for Projects Financed by CDB (November 2019) <p>The Borrower shall comply with the procurement requirements set out in the Procurement Plan. Any revisions to the Procurement Plan shall require the Bank's prior approval in writing.</p>
11.	Additional Conditions Precedent to First Disbursement	<p>The Borrower shall, by the 60th day after the date of the Loan Agreement, or such later date as the Bank may agree, furnish or cause to be furnished to the Bank, evidence acceptable to the Bank, that the following condition/s has/have been satisfied:</p> <ul style="list-style-type: none"> • APM has been assigned. • ESS has been assigned. • Engineering Supervision Consultant has been engaged. • PSC has been established. • The aggregate of all loans (including the Loan) raised under the External Loans Act does not exceed the limit imposed by Section 3(1) of that Act.
12.	Conditions Precedent to Disbursement in respect of the Infrastructure Works Component	<p>The Bank shall not be obliged to disburse any amount in respect of the Infrastructure Works Component, until the Borrower has furnished or caused to be furnished to the Bank evidence acceptable to the Bank that the following conditions have been satisfied:</p>

No.	Subject	Terms and Conditions of the Loan
		<ul style="list-style-type: none"> • The Borrower has received all requisite statutory, planning, building, environmental and health permits, licenses and/or other approvals in respect of the Infrastructure Works. • The Borrower has engaged a firm to provide project management services in accordance with the Project Management Consultancy Services to Manage Implementation of Project on behalf of Government of Guyana.
13.	Project Implementation	<p>Except as the Bank may otherwise agree, the Borrower shall:</p> <p>(i) implement the Project through the Implementing Agency;</p> <p>(ii) carry out the Project at all times with due diligence and efficiency, with management personnel whose qualifications and experience are acceptable to the Bank and in accordance with sound technical, environmental, administrative, financial and managerial standards and practices; and (iii) institute and maintain organisational, administrative, accounting and auditing arrangements for the Project, acceptable to the Bank.</p>
14.	Project Management	<p>The Borrower shall establish and, for the duration of the Project, maintain the PMT to implement and manage the Project, with the composition, duties and responsibilities described in the Project Management Consultancy Services to Manage Implementation of Project on behalf of Government of Guyana.</p> <p>The Borrower shall assign to PMT an APM and an ESS, with qualifications acceptable to the Bank, to carry out the duties and responsibilities described in Project Management Consultancy Services to Manage Implementation of Project on behalf of Government of Guyana.</p> <p>The qualifications and experience of any person appointed/assigned to any of the positions referred to in the paragraphs above, shall be acceptable to the Bank. To this end, the Borrower shall inform the Bank of all appointments it proposes to make for these posts, for its no objection.</p> <p>The Borrower shall establish and, for the duration of the Project, maintain the PSC with the composition, and functions set out in the Duties and Composition of Project Steering Committee.</p>
15.	Engagement of Consultants	<p>The Borrower shall, in accordance with the procurement procedures applicable to the Loan, select and engage consultant(s) to provide the following consultancy services and</p>

No.	Subject	Terms and Conditions of the Loan
		<p>shall, within a timeframe acceptable to the Bank, implement such recommendations arising therefrom, as may be acceptable to the Bank:</p> <ul style="list-style-type: none"> • Engineering and Construction-related services • Project Management services • Needs Assessment, Capacity Building and Grant Assistance for Small and Medium Enterprises (SMEs) in Guyana
16.	Engagement of Contractors	<p>The Borrower shall, in accordance with the procurement procedures applicable to the Loan, select and engage contractors to carry out the works to be financed by the Loan.</p>
17.	Maintenance	<p>The Borrower shall:</p> <ul style="list-style-type: none"> (a) keep the infrastructure financed from the Loan, or cause the same to be kept, in good repair and condition; (b) provide the financial and other resources required to adequately maintain the infrastructure financed from the Loan; (c) by November 30, 2022, or such later date as the Bank may agree, submit to the Bank a three (3) year routine maintenance plan for the infrastructure financed by the Loan, which shall be updated on an annual basis and submitted to the Bank; and (d) commencing in the financial year after practical completion of the Project, submit an annual report to the Bank by June 30 in each year on the condition of the infrastructure financed from the Loan, the nature and cost of maintenance works performed in the preceding year, in the current year and those proposed for the ensuing year to facilitate discussion between the Bank and the Borrower on the adequacy of the allocation for road maintenance prior to finalisation of the Borrower's annual budget.
18.	Other Condition	<p>The Borrower shall, after consultation with the Bank, implement such recommendations arising from the ESIA and IPP as required by the Bank, within a timeframe acceptable to the Bank.</p>

No.	Subject	Terms and Conditions of the Loan
19.	Additional Funds	The Borrower shall be responsible for meeting any amount by which the total cost of the Project exceeds one hundred and ninety million two hundred and sixty-five thousand United States dollars (USD190,265,000).
20.	Borrower's Contribution to the Project	<p>The Borrower shall contribute to the Project an amount of not less than two billion five hundred and five million Guyana dollars (GYD2,505,000,000).</p> <p>Except as the Bank may otherwise agree, the contribution which the Borrower is required to make to the Project shall be expended by the Borrower in a timely manner on the components of the Project designated for financing by the Borrower as shown in the Financing Plan, up to the respective limits specified therein.</p>
21.	Reports and Information	Except as the Bank may otherwise agree, the Borrower shall furnish or cause to be furnished to the Bank the reports and information set out in the Reporting Requirements in the form specified therein, or in such form or forms as the Bank may require, not later than the times specified therein for so doing.
22.	Additional event of suspension, cancelation and default	The UKCIF resources or any part thereof is suspended, cancelled or required to be refunded.

7.02 Terms and Conditions of the Grant

No.	Subject	Terms and Conditions of the Grant
1.	Parties	<p><u>Bank</u>: Caribbean Development Bank (CDB)</p> <p><u>Beneficiary</u>: Government of the Co-operative Republic of Guyana (GOGY)</p> <p><u>Implementing Agency</u>: Ministry of Public Works (MOPW)</p>
2.	Amount of Grant	<p>The Bank agrees to make available to the Beneficiary, by way of grant, an amount not exceeding forty-nine million eight hundred and three thousand Pounds Sterling (GBP49,803,000) (the Grant) comprising:</p> <p><u>Special Funds Resources (SFR)</u>:</p> <ul style="list-style-type: none"> - forty-nine million eight hundred and three thousand Pounds Sterling (GBP49,803,000) allocated from UKCIF Resources
3.	Purpose	<p>The purpose for which the Grant is being made is to assist the Beneficiary in financing: (i) road upgrade work for approximately 121.1km of roadway along with safety improvements including road furniture, signage and markings and climate adaption works; and (ii) consultancy services for the supervision and certification of the infrastructure works, project management services and capacity building to improve socioeconomic resilience in affected communities in the Project Country, more particularly described in the Project Description (the Project).</p>
4.	Payment of Grant	<p>Except as the Bank may otherwise agree:</p> <ul style="list-style-type: none"> (a) disbursement of the Grant shall be used to finance the components of the Project allocated for financing by the Bank as shown in the Financing Plan for the Project up to the respective limits specified therein; (b) total disbursements shall not exceed, in the aggregate, thirty-five percent (35%) of the cost of the Project; (c) the Grant shall not be used to finance, directly or indirectly, any part of the cost of the Project which consists of identifiable Taxes imposed under the laws of the Project Country; and (d) the Beneficiary shall comply with the Bank's "<i>Disbursement Guidelines for CDB-Financed Projects</i>" published in January 2019, which publication is in effect at the date hereof and which may be amended from time to time by the Bank.

No.	Subject	Terms and Conditions of the Grant
5.	Period of Disbursement	<p>The first disbursement of the Grant shall be made by June 30, 2021, or such later date as the Bank may specify in writing.</p> <p>The amount of the Grant may be disbursed up to September 30, 2023, or such later date as may be specified in writing by the Bank.</p>
6.	Procurement	<p>Procurement shall be in accordance with the following procedures or such other procedures as the Bank may from time to time specify in writing:</p> <ul style="list-style-type: none"> • Procurement Policy for Projects Financed by CDB (November 2019) • Procurement Procedures for Projects Financed by CDB (November 2019) <p>The Beneficiary shall comply with the procurement requirements set out in the Procurement Plan. Any revisions to the Procurement Plan shall require the Bank's prior approval in writing.</p>
7.	Additional Condition Precedent to First Disbursement	<p>The Beneficiary shall, by the 60th day after the date of the Grant Agreement, or such later date as the Bank may agree, provide the Bank with evidence acceptable to the Bank, that the following condition has been satisfied:</p> <p>The conditions precedent to first disbursement of the Loan have been satisfied.</p>
8.	Conditions Precedent to Disbursement in respect of the Infrastructure Works Component	<p>The Bank shall not be obliged to disburse any amount in respect of the Infrastructure Works Component, until the Beneficiary has furnished or caused to be furnished to the Bank evidence acceptable to the Bank that the following conditions have been satisfied:</p> <ul style="list-style-type: none"> • The Beneficiary has received all requisite statutory, planning, building, environmental and health permits, licenses and/or other approvals in respect of the infrastructure works. • The Beneficiary has engaged a firm to provide project management services in accordance with the Project Management Consultancy Services to Manage Implementation of Project on behalf of Government of Guyana.
9.	Project Implementation	<p>Except as the Bank may otherwise agree, the Beneficiary shall:</p> <p>(i) implement the Project through the Implementing Agency;</p> <p>(ii) carry out the Project at all times with due diligence and</p>

No.	Subject	Terms and Conditions of the Grant
		<p>efficiency, with management personnel whose qualifications and experience are acceptable to the Bank and in accordance with sound technical, environmental, administrative, financial and managerial standards and practices; and (iii) institute and maintain organisational, administrative, accounting and auditing arrangements for the Project, acceptable to the Bank.</p>
10.	Project Management	<p>The Beneficiary shall establish and, for the duration of the Project, maintain the PMT to implement and manage the Project, with the composition, duties and responsibilities described in the Project Management Consultancy Services to Manage Implementation of Project on behalf of Government of Guyana.</p> <p>The Beneficiary shall assign to PMT an APM and an ESS, with qualifications acceptable to the Bank, to carry out the duties and responsibilities described in Project Management Consultancy Services to Manage Implementation of Project on behalf of Government of Guyana.</p> <p>The qualifications and experience of any person appointed/assigned to any of the positions referred to in the paragraphs above, shall be acceptable to the Bank. To this end, the Beneficiary shall inform the Bank of all appointments it proposes to make for these posts, for its no objection.</p> <p>The Beneficiary shall establish and, for the duration of the Project, maintain the PSC with the composition, and functions set out in the Duties and Composition of Project Steering Committee.</p>
11.	Engagement of Consultants	<p>The Beneficiary shall, in accordance with the procurement procedures applicable to the Grant, select and engage consultants to provide the following consultancy services and shall, within a timeframe acceptable to the Bank, implement such recommendations arising therefrom, as may be acceptable to the Bank:</p> <ul style="list-style-type: none"> • Community Level Road Safety Assessment and Education • Social and Gender Resilience Building • Needs Assessment, Capacity Building and Grant Assistance for Small and Medium Enterprises (SMEs) in Guyana • Strengthening Axle Load Control
12.	Engagement of Contractors	<p>The Beneficiary shall, in accordance with the procurement procedures applicable to the Grant, select and engage contractors to carry out the works to be financed by the Grant.</p>

No.	Subject	Terms and Conditions of the Grant
13.	Maintenance	<p>The Beneficiary shall:</p> <ul style="list-style-type: none"> (a) keep the infrastructure financed from the Grant, or cause the same to be kept, in good repair and condition; (b) provide the financial and other resources required to adequately maintain the infrastructure financed from the Grant; (c) by November 30, 2022, or such later date as the Bank may agree, submit to the Bank a three (3) year routine maintenance plan for the infrastructure financed by the Grant, which shall be updated on an annual basis and submitted to the Bank; and (d) commencing in the financial year after practical completion of the Project, submit an annual report to the Bank by June 30 in each year on the condition of the infrastructure financed from the Grant, the nature and cost of maintenance works performed in the preceding year, in the current year and those proposed for the ensuing year to facilitate discussion between the Bank and the Beneficiary on the adequacy of the allocation for road maintenance prior to finalisation of the Beneficiary's annual budget.
14.	Beneficiary's Contribution to the Project	<p>The Beneficiary shall contribute to the Project an amount of not less than two billion five hundred and five million Guyana dollars (GYD2,505,000,000), which shall be expended in a timely manner on the components of the Project designated for financing by the Beneficiary as shown in the Financing Plan of the Project, unless the Bank shall otherwise specify in writing;</p> <p>Except as the Bank may otherwise agree, the Beneficiary shall meet or cause to be met:</p> <ul style="list-style-type: none"> (i) the cost of the items designated for financing by the Beneficiary in the Financing Plan; (ii) any amount by which the cost of the Project exceeds the cost set out in the Financing Plan; and (iii) the cost of any other items needed for the purpose of, or in connection with, the Project. <p>Except as the Bank may otherwise agree, the Beneficiary shall provide or cause to be provided, all other inputs required for the punctual and efficient implementation of the Project, which are not being financed by the Bank.</p>

No.	Subject	Terms and Conditions of the Grant
15.	UKCIF Conditions	<p>The Beneficiary shall permit the Bank or FCDO, or any person appointed thereby, to audit the expenditures financed by the Grant, and to provide the Bank and FCDO, or the appointed person with all reasonably required assistance, documents and information.</p> <p>The Beneficiary shall ensure that the contracts under the Project provide for the acknowledgement of, and that each deliverable produced under the Project, contains a visibility statement acknowledging that the resources of the Grant have been provided by FCDO through UKCIF, and that the UKaid logo is utilised in accordance with FCDO standards for use of the UKaid logo.</p> <p>The Beneficiary shall facilitate and permit, during implementation of the Project, and up to five (5) years after the end of UKCIF, any authorised representative of the Bank or FCDO to conduct investigations of credible suspicion of or actual fraud, corruption or any other financial irregularity, impropriety or wrong doing and if necessary provide an appropriate refund in accordance with the refund provisions in the Grant Agreement.</p>
16.	Other Conditions	<p>The Beneficiary shall by December 31, 2023, or such later date as the Bank may agree, implement such recommendations arising out of the following consultancies:</p> <ul style="list-style-type: none"> • Community Level Road Safety Assessment and Education • Strengthening Axle Load Control <p>The Beneficiary shall, after consultation with the Bank, implement such recommendations arising from the ESIA and IPP as required by the Bank, within a timeframe acceptable to the Bank.</p>
17.	Reports and Information	<p>Except as the Bank may otherwise agree, the Beneficiary shall furnish or cause to be furnished to the Bank the reports and information set out in the Reporting Requirements in the form specified therein, or in such form or forms as the Bank may require, not later than the times specified therein for so doing.</p>

No.	Subject	Terms and Conditions of the Grant
18.	Suspension, Cancellation and Refund	<p>The Bank shall be entitled to suspend, cancel or require a refund of the Grant, or any part thereof, if:</p> <ul style="list-style-type: none">(i) the Loan, or any part thereof is suspended, cancelled or called in; or(ii) the UKCIF resources or any part thereof is suspended, cancelled or required to be refunded, <p>except that the Beneficiary shall not be required to refund any amount of the Grant already expended by the Beneficiary on the components of the Project to be financed from the Grant and not recoverable by the Beneficiary, unless that amount already expended was misappropriated due to a proven fraudulent, unethical or other activity of wrongdoing.</p>

MACROECONOMIC CONTEXT DETAILS**1. OVERVIEW**

1.01 Economic growth in Guyana is expected to be over 26% in 2020, but this will be almost exclusively due to this being the first year of commercial oil production. The non-oil economy will contract, because of the COVID-19 pandemic and political uncertainty until the Summer. Many of Guyana's traditional major industries will be affected. 2021 should see a return to non-oil growth if the pandemic subsides or can be managed. Oil production and earnings will depend on the extent to which the oil price recovers, which in turn could be shaped by new ways of working and travel.

1.02 While public debt has not grown significantly, recent fiscal deficits have been funded by a growing overdraft position with the Bank of Guyana. It will be important for GOGY to return to non-oil fiscal balance, in order to minimise recourse to the NRF, which is not building as quickly as had been expected before the pandemic. Reforms to the doing business environment are necessary to ensure that non-oil industries can become more competitive.

2. REAL SECTOR

2.01 Following real GDP growth of 5.4% in 2019, the non-oil economy contracted by 4.9% in the first half of 2020. The onset of the COVID-19 pandemic led to Guyana closing its international borders, as well as imposing measures to contain the spread of the coronavirus. This contributed to a slowdown in economic activity in most sectors. Agriculture, Forestry and Fishing output fell by 4.1%, despite increases in production of sugar and rice. There was lower output from other crops, and from livestock and forestry. However, all were expected to recover somewhat in the second half of the year.

2.02 Growth in the extractive industries was 340%, driven mainly by the commencement of oil production, and to a lesser extent by gold. Oil production would have been higher, but for some mechanical faults. The lower than expected oil-price, a result of a price war between Russia and Saudi Arabia, and the decline in demand as the COVID-19 pandemic set in, meant that the value of oil output was much lower than projected at the start of the year. Gold mining was held back by lower production at the two major mines, but still increased thanks to the activities of small operators. Manufacturing and construction declined, by 0.2% and 5.6%, respectively. There were more significant contractions in service sectors such as wholesale and retail trade (14.7%), transport and storage (25%), and accommodation and food services (32.9%). Any recovery in these industries will depend on how COVID-19 develops in the remainder of the year.

2.03 According to the Labour Force Survey for the first quarter of 2020, the unemployment rate was 12.8%, down from 13.4% one year before. In the same period, the rate for men fell to 11.7%, while for women it fell slightly to 14.4% from 14.6%. The youth unemployment rate (aged 15-24 years) increased from 26.4% to 30.2%. 36.4% of young women were unemployed, compared with 25.4% of young men. Underemployment¹ declined slightly, for men and for women. Income from labour was higher for men than for women, partly due to men working longer hours. However, all of these metrics are likely to have worsened from March 2020, because of the effect of COVID-19 on the economy.

2.04 Monthly inflation averaged 1.4% in the 12 months to August 2020, compared with 1.9% in the previous 12-month period. The decrease reflected lower price rises for food and for housing. Inflationary pressures were expected to increase in 2020, with oil production commencing and aggregate demand increasing. However, because of the COVID-19 pandemic dampening economic activity, these pressures have not yet materialised.

3. EXTERNAL SECTOR

3.01 The overall balance of payments deficit contracted to \$14.9mn in the first half of 2020, compared with US\$86.9mn in the same period in 2019. This was mainly due to a fall in the current account deficit to \$312.2mn, from \$876.9mn. The narrowing of the current account deficit resulted from a high merchandise trade surplus attributed to the export of crude oil (\$452mn), gold (\$106.7mn) and rice (\$20.9mn) as well as lower imports.

3.02 The capital account surplus declined from \$795.2mn to \$307.9mn at the end of June 2019. This fall was because of the outflow of oil revenue to the NRF (\$90mn) and to Esso Exploration and Production Guyana Limited EPGL (\$362.1mn) and its partners. There was a fall in loans disbursed to the non-financial public sector (from \$35.2mn to \$17.7mn. Short-term private capital net recorded a higher outflow (\$48.7mn versus \$26.9mn), while net foreign direct investment increased only marginally by 1% to \$834.7mn, due to the oil and gas sector.

3.03 The overall deficit was financed by a drawdown on the Bank of Guyana's foreign reserves, which amounted to \$573.1mn or just 1.7 months of import cover at the end of June 2020. By the end of 2020, the overall balance of payments is expected to record a lower deficit, mainly on account of a projected decline in the current account deficit from higher exports earnings from crude oil. The capital account is expecting a decline in surplus from the outflow of oil revenue despite higher foreign direct investments.

4. FINANCIAL SECTOR

4.01 In the first half of 2020, aggregates of reserve money and broad money expanded by 14.2% and 3.7%, respectively. The former was attributed mainly to an expansion in the net domestic assets of the Bank of Guyana while the latter primarily reflected increases in both net domestic credit and net foreign assets of the banking system.

4.02 The public sector net credit position with the banking system worsened by 24.2% while credit to the private sector increased by 1.0%. Net domestic credit of the banking system increased by 4.3%. This performance primarily reflected higher credit extended to both the public and private sectors. The public sector net credit position worsened by 24.2% from its end of December 2019 level. The main reason was the deterioration in the Central Government's net credit position, which worsened by 15.8% to GYD149,117 mn. Public enterprises' (net) deposits increased by 8.5% to GYD31,366 mn on account of higher deposits by Guyana Oil Company (GUYOIL) and Guyana Rice Development Board (GRDB) at local commercial banks. Conversely, net deposits of the other category of the public sector, which includes local government and the National Insurance Scheme (NIS), contracted by 5.2% to GYD20,354 mn at end-June 2020.

4.03 Private sector credit grew by 1.0% to GYD255,987 mn at the end of June, primarily as a result of expansions in credit to the other services, agriculture, manufacturing and real estate mortgage sectors. Conversely, credit to the mining sector fell, especially the "other mining" and gold subsectors. Credit to the construction and engineering and the "other" category of the private sector also declined. Loans to the personal sector were 4.7% lower due to declines in credit to the home improvement, other durable goods and education sub- categories.

4.04 Commercial banks' interest rates trended downwards while the interest rate spreads remained relatively high. The financial resources of the Non-Bank Financial Institutions, which include depository and non-depository licensed and unlicensed financial institutions, increased by 2.3% to GYD312,823 mn. The sector's share of total assets in the financial sector decreased marginally from 35.4% to 35.2% at end-June 2020.

5. CENTRAL GOVERNMENT OPERATIONS AND DEBT

5.01 Total public sector financial operations recorded a larger deficit during the first half of 2020 relative to the corresponding period in 2019, reflecting a worsened fiscal deficit for Central Government while that of the Non-Financial Public enterprises (NFPEs) improved.

5.02 Central Government's overall fiscal balance deteriorated to a deficit of GYD4,483 mn from a surplus of GYD2,429 mn, due to a lower current account surplus, and a slightly worsened capital account deficit. The contraction in the current account surplus was largely due to declining revenues. Both tax revenues (2%) and non-tax revenues (31%) fell. The declines in VAT and excise taxes, trade taxes, and other tax revenues more than offset the increase in income tax revenues. Recurrent expenditure increased by 1.0%, mainly on account of higher employment costs (up 11.3%) and a rise in transfer payments (by 8.8%), such as subsidies and pensions. Expenditure on goods and services and on interest payments both fell, by 23% and 7.2% respectively. Domestic interest payments increased, while external payments decreased. The capital account deficit deteriorated, despite a 29.6% fall in capital expenditure on account of there being no budget. Capital revenue (including grants and debt relief) fell by 94.3%.

5.03 Central Government's overall fiscal deficit is estimated to further deteriorate at the end of 2020 due to a larger fiscal gap resulting from lower revenue collections and increasing expenditure. The former will result from reduced business activities due to the pandemic, while the latter will be on account of government spending to aid the fight of the coronavirus and rebuild the Guyanese economy from the effects of the pandemic. GOGY's overall deficit at the end of 2020 is projected to be GYD85,253 mn, or 8% of GDP. In 2018 and 2019 the overall deficit was 2.7% and 2.3% respectively.

5.04 The total stock of outstanding public debt is projected to be \$1,761 mn at the end of 2020, down from \$1,658 mn at the end of 2019. However, in addition, the overdraft facility with the Bank of Guyana will have risen by 31% to GYD92,816 mn, or 8.9% of GDP. Therefore, the non-oil debt-to-GDP ratio will rise from 39.3% at the end of 2019 to 48.6% at the end of 2020, although including oil the ratio will fall to 31.2%.

5.05 The stock of domestic debt will rise by 3.1%, resulting from an increase in the stock of 364-day treasury bills. Meanwhile the stock of external debt will fall by 2.5%, due to lower bilateral debt owing to debt forgiveness from Kuwait. Debt service payments, both external and domestic, will be lower than in 2019. However, these do not include the costs of servicing the overdraft

6. OUTLOOK AND DEBT SUSTAINABILITY

6.01 Non-oil growth projections for 2020 and 2021 are subject to uncertainty as the COVID-19 situation continues to develop. The new government presented a budget on September 9, 2020. This outlined measures to get the non-oil economy moving again, but the success of these initiatives, as well as private sector activity, will partly be dictated by ongoing COVID-related restrictions. While non-oil GDP is expected to contract in 2020, total GDP should rise by about 26%. Looking ahead, whether oil output recovers to previously projected levels will depend on factors outside GOGY's control. The COVID-19 pandemic has led to a reduction in demand for oil-based products, as new patterns of working and reduced travel have emerged. Some of these changes could become permanent, even as the world recovers from the pandemic. Therefore, previously projections for oil production and oil prices will have to be reassessed. The non-oil economy should return to growth in 2021.

6.02 The two CDB capital projects to be approved in late 2020 will add about 8.5% to Guyana's external debt stock, taking overall debt to about 55% (including the overdraft) of non-oil GDP by 2024, compared

to 48% this year. While debt remains sustainable, a similar growth shock to that experienced in 2020 could cause some debt sustainability concerns. If the economy fails to grow in 2020, the debt-to-GDP ratio would increase to over 60% by 2024.

Items	2020	2021	2022	2023	2024
	CDB Base Case				
GDP growth (%)	-4.9	3.0	3.0	3.0	3.0
Debt/non-oil GDP (%)	48.5	52.2	54.6	56.0	56.1
	Zero growth shock in 2021				
GDP growth (%)	-4.9	0.0	3.0	3.0	3.0
Debt/non-oil GDP (%)	48.5	54.3	57.4	59.5	60.2

6.03 The NRF is being built up gradually, but it is not growing as quickly as had been projected before the pandemic, and so will provide less of a buffer for the rest of the public finances. Therefore, GOGY will need to prioritise its investments carefully, manage its expenditure, and ensure that revenues from the non-oil economy are buoyant.

6.04 GOGY might consider complementing the NRF with a fiscal responsibility framework, to ensure effective management of the oil wealth. The NRF Act includes a budget transfer rule that ensures in the long-run that fiscal transfers are determined by the expected financial return on the accumulated assets of the NRF. In the medium-term, the rule envisages a transfer of around half of current oil revenue to the budget. GOGY can ensure compliance with the principle underlying this rule – that part of the oil revenue is saved as a buffer against shocks and for future generations – and help to anchor fiscal policy, with a complementary fiscal framework that constrains the annual non-oil deficit to not exceed the expected transfer from the NRF (i.e., a zero-overall fiscal balance). This would ensure that public expenditure will not lead to debt growing at the same time as the NRF accumulates.

PROFILE OF LMH ROAD PROJECT AREAS

GUYANA'S SOCIAL CONTEXT OF LOCALISED PROJECT AREAS

1. Guyana is situated on the northern coast of South America, bordered by the Atlantic Ocean to the north, Brazil to the south and southwest, Suriname to the east and Venezuela to the west, and comprises 83,000 square miles or 215,000 square kilometres (see Figure 1). The LMH Road is approximately 121 km in length, commences in the town of Linden and ends at Mabura Hill. The Project connects hinterland Region 10 (Upper Demarara-Upper Berbice) with periurban and urban coastal regions, which account for over 80% of Guyana's population. This road is part of a critical road network linking coastal regions (including the capital city of Georgetown) with Regions 7, 8, 9 and 10. The LMH Road is the sole means of directly accessing the Mile #47 and Mile # 58 villages which are located along the road corridor. Mile 58 is located approximately 20 miles from the only known indigenous village in the project, named Great Falls.

2. The roadway will provide critical connectivity Kurupukari crossing provide a cost-effective means of travel to Mahdia (Region 8), the Fairview Village (indigenous village), the Iwokrama International Centre for Rain Forest Conservation and Development (IIC) and the Rupununi regions and northern Brazil compared with air travel. Significant quantities of freight are transported using the project sites with food and fuel being transported inland and forest produce such as logs and lumber being transported out. The Rockstone Junction located along the LMH road connects to one of the main road networks leading to Region 7.

COMMUNITIES WITHIN LINDEN TO MABURA HILL ROAD

(a) Direct Project Areas/Communities

- (i) #47 Village: A community of mixed ethnicity governed by a Community Development Council with a current, verified population⁷⁹ of 210 persons - 95 females and 115 males;
- (ii) Great Falls / #58 Village: The Great Falls/#58 Village is jointly called Great Falls/#58 Village. It is however important to note that Great Falls is located approximately 20 miles from the socioeconomic nucleus of #58 (bordering the LMH Road).³ The titled Amerindian Village is governed by a Village Council which consists of 180 people in Great Falls and an additional 70 people from # 58 (Amerindian Development Fund 2017). The ESIA states a verified population of 267 persons comprising 123 females and 144 males⁸⁰ for Great Falls/#58 Village.
- (iii) Mabura Hill: A logging community of mixed ethnicity governed by a Community Development Council with an unverified estimated population of 1,000;
- (iv) Police Outpost at Mabura Hill: There is a Police Outpost at Mabura Hill with a few ranks which serves as a checkpoint for all vehicles and passengers and goods being transported on the Linden to Mabura Hill roadway.

³ Great Falls was issued its Land Title on 23 September 2005. This is a titled and demarcated Amerindian Community with an elected Toshao and Village Council. The current Toshao is a woman, Nicole Daniel. Great Falls' titled lands encompass the roadside area at #58 with its well patronised restaurant and clean wash-room/toilet facilities run by Peter and Ruth and family; Also at this location is the GuyOil gas station, a benab that generally offers very good, hospitable road-side rest, and there is also parking facilities for trucks and other vehicles.

(b) Neighbouring Project Areas/Communities

- (i) Wismar: a ward of Linden town, governed by a Regional Democratic Council (RDC, Region 10) and a Mayor and Town Council. A total estimated population of 50,000 for Linden was provided for by Town Councillors in July 2019;
- (ii) Fair View Village: A titled Amerindian Village of varied Indigenous settlers governed by a Village Council with a population of 348 persons;

Additionally, there are important organisational entities and settler communities in the vicinity of the Kurupukari Crossing, Upper Essequibo River which include:

- (iii) Iwokrama International Centre for Rain Forest Conservation and Development consisting of:
- (iv) Iwokrama River Lodge and Research Centre: The Iwokrama International Centre for Rain Forest Conservation and Development (IIC) which is a Protected Area governed by the Iwokrama Act (1996). The Iwokrama River Lodge and Research Centre is situated at Kurupukari on the Lethem bank of the Essequibo River with staff of 66 persons that includes Rangers, Tour Guides, Forestry Monitors, Managers, Drivers, Cooks, Cleaners, etc.
- (v) Iwokrama Ranger Station 1 (RS1)/Police Check Point: This serves as the check point at the northern end of the Iwokrama Forest Road Corridor. It also accommodates a small contingent of four persons: usually 2 Police ranks and 2 GRA officers.
- (vi) Iwokrama Mill Site: There is also the Iwokrama Timber Mill Site operated in partnership with McVantage and Farfan & Mendes with a staff of some 50+ persons. The Mill site is situated close-by which is part of Iwokrama's sustainable forestry operations under certification from the Forest Stewardship Council (FSC). It is also part of the Europe Union's Forest Law Enforcement, Governance and Trade (EU FLEGT) facility - which aims to reduce illegal logging by strengthening sustainable and legal forest management, improving governance and promoting trade in legally produced timber. And for the first time it will be an offence to import or place illegally harvested timber and timber products onto the EU market.
- (vii) Mekdeci Mining & Construction company (MMC): The MMCt operates the ferry crossing at Kurupukari and the staff occupies the MMC Compound at the location.
- (viii) Kurupukari Small-Business Enterprises: There is a growing settlement on the northern side of the Kurupukari crossing of small, ad hoc, businesses such as restaurants, guest house, vending and hospitality service providers etc.

(c) **Profile of #47 Community**

- (i) **Population:** 210 persons: 95 females & 115 males
- (ii) **Ethnicity:** Ethnically, it is a "Mixed" village - originally made up of settlers from both the coast and hinterland.
- (iii) **Water:** no piped water. Residents say they have to travel 2 miles to fetch water from the nearest clean creek or 4 miles to the other clean water source.
- (iv) **Electricity:** There is also no electricity since #47 is off the GPL grid. There were privately owned solar panels and one community solar lighting plant near the front of the village that produced some light.
- (v) **Women and Youth Organisations:** no women or youth groups in the community. One sports team.
- (vi) **Governance:** #47 is governed by an elected Community Development Council (CDC). #47 is not a gazetted community
- (vii) **Decision-Making:** There is a CDC and elected Deputy / Secretary is female.
- (viii) **Social Protection/ Social Services:** None evident.
- (ix) **Security:** The nearest police outpost is at Mabura Hill.
- (x) **Health:** The nearest hospital is in Linden. There is an under-resourced community health post and a Community Health Worker (CHW). There is an ambulance and ambulance driver resident in the village.
- (xi) **Education:** There is one combined Primary/Nursery School with a low enrolment of 32 children. The nearest Secondary School is in Linden where there is also a Technical Institute.
- (xii) **Access to Justice:** The nearest Magistrates' Court is in Linden. *There were no lawyers, or counsellors, child protection services, domestic violence prevention or reporting or counselling services, no sexual assault reporting, court support or counselling services or qualified social workers. Similarly, in terms of Trafficking in Persons, for which the current roadway is a conduit and which an improved, paved, roadway is likely to contribute to an increased trade in trafficked persons.*
- (xiii) **Telecommunications:** There is a cell tower at Mabura Hill from which #47 residents can access Wi-Fi and cell phone service. But this is erratic with a common feature of 'dropped calls'.
- (xiv) **Banking:** The nearest bank is in Linden.
- (xv) **Well-Being Snapshot:** An informal rapid assessment snapshot of the sense of well-being of residents of #47 was polled during the community consultation. On

a scale of 1 to 5 with 1 being the lowest value and 5 being the highest, participants were asked to score their general sense of well-being as a resident of #47. The average score computed was 2.5.

- (xvi) **Economic Standing/Occupation of Women:** Small scale mining, logging, farming and vending are the main sources of income. The posts of teacher, and health worker are held by women. Most women described themselves as housewives on the register - but in informal interviews after the consultation - it was reported that most are engaged in some form of self-employment such as informal vending, farming, and as shop owners/operators. None of the women had benefitted from any loan programmes or microenterprise start-up investment.
- (xvii) **Employment/Occupation:** Unemployment was reported as being high, with very limited opportunities for youth. There are 10 persons owning/operating small businesses. Occupations recorded on the consultation register include: Housewives, Labourers, Miners, Drivers including Drivers of Tractors and Ambulance; Mechanics, Shop owners, Loggers, Community Health Worker, Farmers, CDC Secretary & Councillors.
- (xviii) **Unpaid work inside the home:** As per usual, this is manifest, with community women carrying the brunt of household management, child and husband/partner care, care of elderly and care of sick. The lack of potable, piped water and lack of electricity is an additional burden on all women in the community.
- (xix) **Hinterland Youth Employment Services (HEYS)** is implemented by the Ministry of Indigenous Peoples Affairs. It was reported that a number of youth had benefitted from this programme. One young woman was featured in the national Press and Media and her project showcased as a very successful one by the HEYS/MoIPA. Other HEYS entrepreneurs' small businesses include such as grocery/variety shops and poultry rearing.

(d) **Profile of #58/Great Falls**

- (i) **Population:** 267 persons. Females 123: Males 144
- (ii) **Ethnicity:** Indigenous (Arawak) and mixed.
- (iii) **Social Services:** None evident.
- (iv) **Education:** Primary School - one in Great Falls itself and one at #58.
- (v) **Water:** There is piped water supplied by the government in Great Falls Village. At the #58 junction situated on the roadway, private businesses installed their own water systems.
- (vi) **Electricity:** There is no electricity supplied - off grid of GPL. Private entrepreneurs situated at #58 run generators for power supply. Some households received solar panels from the LCDS, but these no longer function. Some households still depend on kerosene wall lamps.

- (vii) **Hydro-electricity prospect:** A prospect in the offing is hydro-electricity from the waterfall on the village lands from which the Village takes its name. Surveys are currently being undertaken to assess the community's viability for "run of the river" small-scale hydro plants.
- (viii) **Governance:** Great Falls is an Amerindian Village governed by an elected Toshao and Village Council and guided by the Amerindian Act of 2006.
- (ix) **Economic Standing/Occupation of Women:** Most have registered as housewives and subsistence farmers. There is very little other economic activity apart from small-scale vending of homemade food stuff and selling of surplus farm produce.
- (x) **Employment/Occupation:** Main livelihood / occupation is logging. Various other occupations recorded on register: Toshao; Housewives; Teacher; Community Health Worker; Labourers; Miners; Loggers; Farmers; Drivers; Operators; Security; Entrepreneurs; Boat-builders; Students; Auto-electrical mechanic.
- (xi) **Uncounted/Unpaid Work inside the home and farm etc.:** Prevalent.
- (xii) **Women and Youth Organisations:** There are no women or youth organisations.
- (xiii) **Decision-Making:** The elected Toshao is a woman - one of only 14 elected women toshaos nation-wide. There are also women councillors elected to the Village Council.
- (xiv) **Social Protection/ Social Services:** These are in very low supply - virtually non-existent.
- (xv) **Health:** Health Post and community health worker.
- (xvi) **Access to Justice:** Toshao is a designated "rural constable" - but has no specialised training or support systems in place.
- (xvii) **Telecommunications:** Cell phone tower at Mabura Hill. Intermittent service. No Internet.
- (xviii) **Banking:** The nearest bank is in Linden.

COMMUNITY-BASED TOURISM IN GREAT FALLS ECONOMY

3. Great Falls Village is working to develop its community-based tourism project as a means of boosting the village economy, to give tourists an authentic nature experience, while at the same time earning revenue for the community. The site identified for the project is located about 15 minutes up the river from the village. It has a waterfall and a mountain surrounded by lush greenery. Village tours, nature walks, sports fishing, hiking and kayaking are some of the activities which tourists will experience once the project is implemented.

4. Through the government's Capital Grant of \$3M, in 2018, the Village Council started the construction of three of four cabins at the site, using traditional materials. The Council also purchased an outboard engine and will be acquiring a boat for the project. In the year 2019, the village received a

Presidential Grant towards completing the project. Toshao Daniels explained, “This year, 2019, we will put our Presidential Grant towards completing the project. We want to get this project up and running as soon as possible. We want to construct a main building for the kitchen, additional rooms and other facilities for our visitors. Currently, we have tourists coming into the village to visit our falls, but they just come for a day because we don’t have the facilities for them to stay longer.”

5. Apart from generating income, this project will also support the preservation of the culture of the Indigenous people living in the village, as there will be craft and traditional food on sale accompanied with entertainment such as traditional songs and dances. It will also encourage cross-cultural understanding between the villagers and the visitors, environmental protection and enhanced livelihood of the people.

6. During the stakeholder consultations with the villagers, the news that the road would be upgraded to a paved one was generally welcomed. Issues and concerns about safety, speeding, lack of lights and potentially increased crime due to easier access by unwanted criminals were also raised. It was felt that the nearby Mabura Police Station should also be upgraded in order to cope with the increased volume of traffic and related issues. Community Police and Highway Patrol were also recommended as was the hope that the community would benefit from jobs during the road construction phase.

Sources : Draft ESIA Version B 2020, Amerindian Development Fund 2017, and Ministry of Amerindian Affairs 2020 < <https://moaa.gov.gy/land-tenure/>>.

PROJECT DESCRIPTION

1. INFRASTRUCTURE WORKS

1.01 In the town of Linden, at the most northerly end of the project, just outside the project limits is the Wismar–Mackenzie Bridge. The bridge is a single carriageway steel structured bridge, constructed since 1960 to service bauxite operations. The single lane contributes to significant traffic congestion during peak hour traffic. Commuters exiting the bridge, (travelling from the direction of Georgetown) enter the Linden to Mubura Hill Project area.

1.02 The project area is divided into two sections, the first section 1.5km long, starts immediately west of the Wismar-Mackenzie Bridge, and extends to “Mile Zero”. This road surface was originally sealed using double bituminous surface treatment (DBST) but this has since unravelled, resulting in the road being in a very poor state. The final section of road extending from “Mile Zero” to Mabura Hill is a 121km length of unsealed gravel road which will be the main focus of this CDB/UKCIF funded intervention.

1.03 For stakeholders to realise the immediate benefits of the Linden to Mabura Hill upgrade, both the Wismar-Mackenzie Bridge and the section of road finishing at “Mile Zero”, must be upgraded. CDB received final design documentation in Q4 of 2020, for the construction of a new bridge at Wismar. GOGY is currently mobilising material for upgrading the Wismar-Mackenzie - “Mile Zero” section of road.

1.04 Through this intervention, the existing gravel road between “Mile Zero” and Mabura Hill will be upgraded from fair weather to an all-weather road. The highway, classified as a ‘rural arterial’ road, will consist of two lanes, each 3.6m wide with a paved hard shoulder of 2.4m wide, adopted to adequately cater for safe stopping of vehicles on the shoulder in the event of an emergency. A utilities corridor of 2.5m has also been provided along the entire length of the road corridor. The carriageway will be paved with a 110mm thick asphaltic concrete wearing course. The highway has been designed for a speed of 80kph outside of communities and 60kph where the road passes through villages.

1.05 The hydraulic capacity of all cross-drainage structures along the road corridor will be enhanced to accommodate increase discharges due to expected climate change over the next 30 years. Drainage improvements will include the replacement of 8 culverts and one log bridge. In addition, a 2.5m wide trapezoidal ditch will run along each side of the road to safely convey water away from the road structure, enhancing road resilience.

1.06 The Project will incorporate a number of measures to increase road safety, these include, but are not limited to, the following:

- (a) Posting 70kph speed limits in areas designed for speeds of up to 80kph outside villages areas, and speed limits of 50kph in villages where the design speed were 60kph.
- (b) Placing rest stops at every 20km to reduce accidents due to driver fatigue.
- (c) Having dedicated pedestrian and bike lanes where the road passes through communities.
- (d) Using LED street lighting where the road passes through communities.

2. ENGINEERING AND CONSTRUCTION RELATED SERVICES

2.01 This component involves the engagement of consultancy services to carry out Construction Supervision Services including assisting with the evaluation of tenders, contract administration,

construction supervision, progress reporting, certification of payments, and inspection services during the defects liability period and preparation of a Project Completion Report.

3. CAPACITY BUILDING

3.01 Large-scale economic projects such as the Linden to Mabura Hills Road present opportunities to strengthen the human capital capacity of vulnerable groups to maximise social and economic developmental benefits. Grounded in secondary data and primary information gleaned from the ESIA conducted, the Project can contribute to building socioeconomic resilience of communities in the project areas. Vulnerable groups including indigenous peoples, PWDs, children, elderly, youth, girls/women, and boys/men will be targeted for support. Specifically, the socioeconomic resilience component will finance:

(a) **Needs Assessment, Capacity Building and Grant Assistance for SME Enterprises in Guyana** (see Appendix 4.2.3). This intervention will provide consultancy services to:

- (i) assess SME business capacity using primary and secondary data to define the scope of business services and delivery methodologies required, in keeping with *inter alia*, existing skills, assets, business maturity and institutional capacity to support SMEs in hinterland areas;
- (ii) develop and provide business development training and coaching including record keeping, establishing market linkages; and strengthen sustainability through formalising and expanding businesses; and
- (iii) define the eligibility criteria, components institutional arrangements and M&E systems for a small grant programme for vulnerable sub-populations in the project areas (post-completion of capacity-building activities in sub-sections (i) and (ii) above).

IDB's *Small Business Survival in Guyana* study (2018) identifies high failure rate of SMEs (70% in 5 years) and the importance of access to finance, markets, and capacity-building to formalise operations and augment incubation/coaching services. Grants will provide critical business inputs such as tools of the trade, small equipment and relevant software (e.g. QuickBooks). The grant programme will be subject to the review and approval by the Bank. Review of the finalised ESIA (due November 2020) will determine a potential separation into 2 consultancies for unique target groups of SME businesses along the road network and Great Fall Indigenous Village.

(b) **Community Level Road Safety Assessment Education** (see Appendix 4.2.1). This intervention will provide consultancy services to develop and implement road safety awareness campaigns to augment existing programmes from the Guyana National Road Safety Council and School Road Safety Liaison as well as services to assess GOGY's capacity to manage road safety and respond to emergency services along the corridor. This will include targeting:

- (i) road safety awareness in the curriculum to increase awareness of children and young people attending schools in project areas.
- (ii) awareness of road safety principles to influences attitude and behaviour change for CBOs including RDCs, NDCs, FBOs and village councils;

- (iii) multi-media targeting of road drivers that will use the road corridor to raise public awareness re speed limits, mandatory wearing of seat belts and helmets etc.; and
 - (iv) facilitators designated to provide emergency services along the Linden to Lethem corridor.
- (c) **Social and Gender Resilience Building** (see Appendix 4.2.2). This intervention will provide consultancy services to develop and implement targeted community engagement sessions for a) CBOs including RDCs, NDCs, FBOs and village councils; b) schools; and c) other community level institutions to prevent human trafficking in persons (TIPs), GBV and, citizen insecurity as well as promote the rights of indigenous peoples, PWDs, children, elderly, and youth.

3.02 Such interventions are consistent with commitments in The National Youth Policy, Gender Equality and Social Inclusion Policy as well as Amerindian and Disability legislations.

3.03 **Consultancy Services for Strengthening Axle Load:** The primary contributor to pavement damage to the roads in Guyana has been identified as overloaded trucks carting construction material, fuel, logs, and other heavy goods. GOGY is in the process of updating legislation that addresses vehicle weight control concerns. This intervention will complement the intent of this legislature by developing and initiating the implementation of a practical and realistic programme of axle load control in Guyana. It will reduce the risk to sustainability of the proposed road improvement works and enhance the management of the road sector as a whole.

4. PROJECT MANAGEMENT

4.01 The Project will be implemented by the Ministry of Public Works through a Project Management Team. (PMT) The members of the PMT include the following:

- (a) Project Manager
- (b) Assistant Project Manager
- (c) Environmental Specialist
- (d) Social and Gender Specialist
- (e) Monitoring and Evaluation Specialist
- (f) Community Liaison Officer
- (g) Procurement Specialist
- (h) Finance Officer.

4.02 The PM will oversee the PMT and will report to the Coordinator Work Services Group (WSG), the department which is responsible for planning and implementation of most of the roads, sea and river defence projects in Guyana. The PMT will reside in the MOPW.

4.03 GOGY will engage a consultancy service to provide all the above-mentioned services, except for the Assistant Project Manager and the Environmental Specialist, who will be assigned from GOGY's staff complement. The consultants will draw upon their staff complement to provide services necessary to carry out their duties including that of the Procurement Specialist. GOGY will provide the necessary local Administrative Support services.

APPENDIX 2.1.2

DRAFT TERMS OF REFERENCE

SERVICES TO BE PROVIDED BY THE CONSTRUCTION SUPERVISION CONSULTANTS

1. BACKGROUND

1.01 The Linden-Lethem road is critical in providing connectivity between Guyana's hinterland and coastland regions. The road is unpaved, exhibits structural failure, and has poor geometry and limited safety features. During the rainy season segments of the road erode and become impassable. Consequently, the level of service is very poor. Through this project, the Government of Guyana (GOGY) intends to upgrade the road from Linden to Mabura Hill to an all-weather status and also improve drainage, structures, geometry and safety features of the roadway in order to improve service variables and achieve the economic benefits associated with the roadway.

1.02 Through a grant received under the Caribbean Development Bank (CDB) United Kingdom Caribbean Infrastructure Partnership Fund (UKCIF), a Feasibility Study, Designs and Bidding Documents were completed in 2020 for the upgrade of the segment of roadway from Linden to Mabura Hill and constructing a bridge at Kurupukari Crossing. Construction of the bridge will be deferred to the next five years.

1.03 GOGY has now applied for financing from the UKCIF programme for upgrading the segment of roadway from Linden to Mabura Hill to an 'all-weather' status and intends to apply a portion of the proceeds of this financing to eligible payments under a contract for which this invitation is issued.

1.04 The proposed Works generally comprise construction of sub-base and base courses and an asphaltic concrete surface course with a finished carriageway width of 7.2m and 2.4m wide shoulders. All associated infrastructure including bridges, culverts and drains are also being provided under this project. A number of safety features are incorporated in the designs - road markings, traffic signs, safety barriers and parking and rest areas throughout the corridor; and sidewalks, pedestrian crossings, bus sheds and lighting in populated areas.

1.05 GOGY now proposes to engage the services of a Consultancy Service to support the timely implementation of the Project.

2. OBJECTIVE

2.01 The objective of this consultancy is to assist GOGY in the tendering process necessary for the procurement of a contractor, project management of the road works, inclusive of contractor supervision and contract administration throughout the project implementation process, inclusive of the defects liability period. The consultancy would also be responsible for post-construction reporting.

3. SCOPE OF WORK

3.01 The consultant(s) shall be solely responsible for the timely completion of reports; and the effectiveness of contractor supervision.

3.02 The tasks will include, but not be limited to:

- (a) assisting GOGY during the Tender Period. This includes conducting a site visit with tenderers, responding [through the Ministry of Public Works (MOPW)] to queries raised by tenderers during the Bid Period, evaluating tender submissions and presenting a comprehensive Tender Evaluation Report with recommendations to MOPW, who will lead the negotiation process with the first-ranked contractor and providing assistance with establishing a contract with the contractor.
- (b) carrying out the supervision services related to the construction of Linden to Mabura Hill Road Upgrade Project which consist of upgrading approximately 121km of existing gravel road between the town of Linden and the village at Mabura Hill. The Project also includes upgrading the drainage system by constructing new higher capacity culverts and replacing an existing bridge, including associated abutments, piers, decking, approach roads and embankments.
- (c) assigning an experienced Resident Engineer, acceptable to the MOPW, together with the necessary site staff as shall be approved in writing by the Employer. The Resident Engineer will be responsible for reporting directly to, and coordinating with, the Project Steering Committee, MOPW, assigned to the Project;
- (d) representing the interest of GOGY *vis-à-vis* the Contractor in any matter related to the construction contract and the proper execution thereof;
- (e) furnishing for the use of the Contractor, all necessary ground and topographic controls for the establishment of road alignments and grades including work area limits for quarries, haul roads, etc.;
- (f) reviewing and recommending for approval, the Contractor's work schedule or revisions thereto including a critical path diagram for the construction of the Project and any such plans or programmes that the Contractor is obliged to furnish for the Engineer's approval. The consultant(s) shall also prepare an initial disbursement schedule based on the approved work schedule;
- (g) assessing the adequacy of all inputs such as materials and labour provided by the Contractor and his methods of work in relation to the required rate of progress and, when required, take appropriate action in order to expedite progress. The consultant(s) shall also keep and regularly update a list of the Contractor's equipment (and its condition) to ensure compliance with the list of equipment which the Contractor pledged in his bid;
- (h) inspecting and evaluating all Contractor installations, housing, shops and warehousing, and other accommodations to ensure compliance with the terms and conditions of contract documents;
- (i) examining and making recommendations on all claims from the Contractor for time extension, extra compensations, work or expenses, or other similar matters;
- (j) negotiating new rates with the Contractor for additional work and making requisite recommendations for approval, should the rates set out in the contract not be applicable;

- (k) certifying work done for payment and determining the amount to be added to, or deducted from, payments to the Contractor for any additional work or work omitted;
- (l) computing quantities of approved and accepted work and materials, and checking and certifying the Contractor's monthly and final payment certificates. The consultant(s) shall also maintain up-to-date records of remaining quantities to be incorporated in the work, and the cost estimates relating thereto, broken down into local and foreign components;
- (m) arranging the execution of works related to the provisional sums in the construction contract and determining the value of such works within the scope of the said contract;
- (n) reporting periodically on the progress of works, the Contractor's performance, quality of works and the Project's financial status and forecasts. Periodic reports shall be prepared and transmitted to the Ministry showing quantities incorporated in the work at the end of each pay period, and also showing monies earned by and due to the contractor(s);
- (o) proposing and presenting for approval any changes in the plans deemed necessary for the completion of works including information or any effect the changes may have on the contract amount and the time of completion of the Project, and prepare all necessary Variation Orders including altering plans and specifications and other details. Inform the employer of problems or potential problems which might arise in connection with any construction contract and make recommendations for possible solutions;
- (p) maintaining an approved representative at the site during all times the Contractor is working, to supervise the work and to issue instructions, as required;
- (q) furnishing timely assistance and direction to contractors in all matters related to interpretation of the contract documents, ground survey controls, quality control testing, and other matters relating to contract and progress of the Project;
- (r) organising the supervision of the works with proper allocation of responsibilities to the individual inspectors and supervise their work in order to ensure that it is effectively executed;
- (s) compiling systematic records of the inspector's findings and what actions have been implemented as a result thereof;
- (t) preparing and maintaining inspection and engineering reports and records to adequately document the progress and performance of the works;
- (u) reviewing all Contractor's working drawings, shop drawings, erection drawings, and drawings for temporary works, and act as appropriate thereon;
- (v) performing verification surveys of the Contractor's initial stake-out surveys for centreline alignment, structures location surveys and vertical control bench marks; performing initial cross-section and periodic and final survey measurements of completed and accepted works or partial works to determine quantities; and performing settlement control;
- (w) ensuring the receipt of, and maintaining as permanent records, all warranties required under terms of the contract documents for materials and equipment accepted and incorporated in

the Project. All local materials incorporated in the Project, and their source, are also to be recommended for approval. Ensure that as-built drawings shall be prepared for all works as the work progresses;

- (x) The consultant(s) shall take the necessary steps to oversee that all test samplings are carried out in the field and perform such tests as can be made in the field laboratory arranged by the Contractor, to maintain quality control based on the specified standards. The consultant(s) shall be responsible for all testing and shall notify the contractor(s) of any defects in his work and stop operations connected with the defective works until the defects are rectified;
- (y) inspecting the safety and environmental protection aspects of construction works and methods to ensure that every reasonable measure has been taken to protect life, environment and property, and ensure that traffic circulation and proper detours are provided by the Contractor at all times;
- (z) participating in an inspection of the works, made jointly by representatives of GOGY and the Contractor, upon 97% completion of the works and following a written request of the Contractor. Should the works prove to be substantially complete, the consultant(s) will assist in preparing the Certificate of Substantial Completion to be signed by the members of the inspection team. Should the works not be acceptable, the Contractor shall be informed in writing of the items that need to be rectified;
- (aa) when in the opinion of the inspection team, works are considered substantially complete but there remain outstanding works to be completed by the Contractor, the consultant(s) will assist in ensuring that the Contractor signs a Certificate of Outstanding Work, before the Recommendation of Substantial Completion becomes effective;
- (bb) performing any and all other items of works not specifically mentioned above, but which are necessary and essential to successfully supervise and control the construction activities in accordance with the plans, specifications and terms of contract. The consultant's responsibility for the site supervision of the works shall continue until the Contractor has completed all outstanding works to the satisfaction of GOGY; and
- (cc) carrying out the necessary inspection, specifying and supervising any remedial works to be carried out as well as participating in the final inspection and preparing the Recommendation of Final Acceptance with its effective date, to be signed by all members of the inspecting team.

4. REPORTING REQUIREMENTS AND DELIVERABLES

4.01 The Consultant(s) shall provide the following documents and reports to MOPW:

- (a) **Progress Reports:** By the tenth (10th) day of each month submit 12 copies of a Monthly Progress Report in the approved form, briefly and concisely describing all construction activities and progress for the previous month, and report on environmental monitoring during construction. Problems encountered, or problems anticipated, shall be clearly stated, together with steps taken or recommendations for their correction. These reports shall also list the Contractor's equipment and work force disaggregated by sex and age. It will also indicate the work to be performed during the coming month, expenditure

record, provide quality cost projections to the end of the Project and current estimates of final cost and completion date.

- (b) **Final Report:** Within two months of the issue of the certificate of practical completion, prepare a Final Report on construction of the Project, summarising the construction activities, contract changes, claims or disputes or any other substantive matters having an effect on the amount, cost and progress of the work. The number of copies of this report will be 12.
- (c) **As-Built Drawings and Site Documents:** Within one month of the issue of the certificate of practical completion provide GOGY with one full size set (A1 size) of 'as-built' reproducible plans on stable-base material showing final details of the Project as completed, together with all data, records, field books etc., properly indexed and catalogued.

5. IMPLEMENTATION ARRANGEMENTS

5.01 GOGY will appoint a Project Manager (PM). The PM will facilitate the work of the consultant(s) and make available all relevant studies, reports and data, relevant to the completion of the exercise and will act as liaison between the consultant(s), GOGY officials, and stakeholders.

6. QUALIFICATIONS AND EXPERIENCE

6.01 The consulting team should consist of persons having the appropriate professional and academic qualifications and a minimum of 10 years' relevant experience in the areas of transportation engineering, structural/bridge engineering, environmental specialisation, social specialisation, and construction supervision. Post Graduate qualifications in the required fields as well as specific experience in the Caribbean will be an asset.

7. DURATION

7.01 The planned completion period for the construction works is 36 months, this will be followed a Defects Liability period of 12 months which will require part time input from the consultancy service. The consultant will also be required to assist the GOGY in the tendering process for procurement of the contractor. The total duration of the consultancy service is not expected to exceed 65 months.

8. COMMENTS BY THE CONSULTANT(S)

8.01 The Consultant(s) are requested to make comments on, and suggestions for, improvements to these Terms of Reference. The financial implications, if any, of these recommendations should be indicated separately in the Financial Proposal.

BUDGET
(USD)

Item	Total
Professional Fees	4,764,000
Reimbursables	
Air Travel, Communication, Local Accommodation, Surveys and Reports	1,126,000
Office Accommodation	228,000
Technical Support and Administrative Services	173,000
Total Consultancy Cost	6,291,000
Contingencies (10%)	629,000
Project Total	6,920,000
Percentage	100

DRAFT TERMS OF REFERENCE

**PROJECT MANAGEMENT CONSULTANCY SERVICES TO MANAGE IMPLEMENTATION
OF PROJECT ON BEHALF OF GOVERNMENT OF GUYANA**

1. BACKGROUND

1.01 The Linden-Lethem road is critical in providing connectivity between Guyana's hinterland and coastland regions. The road is unpaved, exhibits structural failure, and has poor geometry and limited safety features. During the rainy season segments of the road erode and become impassible. Consequently, the level of service is very poor. Through this project, the Government of Guyana (GOGY) intends to upgrade the road from Linden to Mabura Hill to an all-weather status and also improve drainage, structures, geometry and safety features of the roadway in order to improve service variables and achieve the economic benefits associated with the roadway.

1.02 Through a grant received under the Caribbean Development Bank (CDB) United Kingdom Caribbean Infrastructure Partnership Fund (UKCIF), a Feasibility Study, Designs and Bidding Documents were completed in 2020 for the upgrade of the segment of roadway from Linden to Mabura Hill and constructing a bridge at Kurupukari Crossing. Construction of the bridge will be deferred to the next five years.

1.03 GOGY has now applied for financing from the UKCIF programme for upgrading the segment of roadway from Linden to Mabura Hill to an 'all-weather' status and intends to apply a portion of the proceeds of this financing to eligible payments under a contract for which this invitation is issued.

1.04 The proposed Works generally comprise construction of sub-base and base courses and an asphaltic concrete surface course with a finished carriageway width of 7.2m and 2.4m wide shoulders. All associated infrastructure including bridges, culverts and drains are also being provided under this project. Several safety features are incorporated in the designs – road markings, traffic signs, safety barriers and parking and rest areas throughout the corridor, and sidewalks, pedestrian crossings, bus sheds and lighting in populated areas.

1.05 GOGY now proposes to engage the services of a Project Management Consultancy to support the timely implementation of the Project.

2. OBJECTIVE

2.01 The objective of the consultancy service is to achieve timely and effective implementation of the project scope by providing support to GOGY through the application of procurement, project management, contract administration and other technical expertise to project activities. The Project Management Consultancy, through its Project Manager (PM) will have direct communication with CDB and will communicate with CDB on important project matters on behalf of the Ministry of Public Works (MOPW). The Project Management Consultancy will establish frameworks and systems for effective project management, monitoring and reporting on implementation and the achievement of project objectives. This firm will supervise the conduct of the assigned Supervisory Consultant through the period of the contract for these project management support services. It is envisaged that the services of the Project Management Firm will be delivered by a small team led by a PM who will be based in Guyana over the full duration of the project (58 months), with short-term specialists and backstopping staff provided as required.

3. SCOPE OF SERVICES

3.01 The firm will be responsible for providing the following key personnel:

- (a) Project Manager (PM)
- (b) Social and Gender Specialist (SGS)
- (c) Community Liaison Officer (CLO)
- (d) Monitoring and Evaluation (M&E) Specialist
- (e) Procurement Specialist (PS)
- (f) Finance Officer (FO)

3.02 In addition, an Assistant Project Manager (APM) and an Environmental Safeguard Specialist (ESS) will be seconded from GOGY. The Duties and Responsibilities of the respective personnel can be found in the annexes following.

3.03 The PMT will reside in the MOPW and will report to the Coordinator, Works Services Group (WSG).

4. OUTPUTS/DELIVERABLES

4.01 The consultant(s) will present six (6) copies of each report, five (5) copies to the GOGY and one (1) copy to CDB. The reports shall be submitted in PDF as complete documents, as well as in Microsoft Word and Excel, AutoCAD, and/or other formats used in their creation. Electronic copies of all data used in the preparation of the reports shall also be submitted to CDB.

Inception Report

4.02 The consultant(s) shall commence field work within one (1) week of the effective date of the contract and an Inception Report shall be presented not later than three (3) weeks thereafter. The report shall:

- (a) state the extent to which the Management Consultant has understood the assignment;
- (b) include initial findings;
- (c) identify and discuss any significant developments in the project environment following project planning and procurement stages that are likely to affect project implementation.
- (d) include Project Management Firm's initial work plan and methodology, along with the schedule and scope of all activities to be undertaken;
- (e) present an outline plan for the remainder of the consultancy assignment; and
- (f) include proposed outlines for further reports.

Design Review Report

4.03 Submit to CDB via WSG the Design Review Report within six (6) weeks of the commencement of services.

Procurement Documents and Reports

4.04 The various documents and reports shall be submitted in accordance with the approved work plan for the PMT.

Monthly Progress Reports

4.05 Through PM, submit to CDB monthly progress reports on the implementation of the Project, using the required UKCIF reporting format for monthly and quarterly reports.

Contract Completion Reports

4.06 Project Completion Reports shall be submitted for the Works and Consultancy Services Contracts within six (6) weeks of practical completion.

Implementation Support Team/PMT Completion Report

4.07 Submit the PMT Completion Report to CDB within four (4) weeks of completion of the services.

5. MANPOWER SCHEDULING AND COSTS

5.01 The consultant shall support his offer with the provision of, *inter alia*, the following information:

- (a) the methodology to be used in the assignment;
- (b) the names, experience, qualifications and standing in the firm of the principal staff who will be assigned to this Project;
- (c) a Gantt chart showing the input of each staff member for the assignment indicating the overall length of time required for each stage and the man-weeks of each staff member. It should be noted that the Project Manager position is full time; and
- (d) full submission of costs with detailed breakdown as follows:
 - (i) personnel fees;
 - (ii) out-of-pocket expenses;
 - (iii) support staff services;
 - (iv) equipment hire (if applicable);
 - (v) communication costs;
 - (vi) report production costs;
 - (vii) investigation and survey costs (if applicable); and
 - (viii) travel expenses and per diem requirements (if applicable).

6. COORDINATION AND FACILITIES

6.01 The Project is being implemented by MOPW and the PMT will manage the implementation and administer the Contracts on behalf of MOPW. The PM supplied by the Project Management Firm shall report to PSC. The PM and team shall make their own arrangements for office accommodation, personal computers and other facilities for the production of reports.

7. DURATION OF THE CONSULTANCY

7.01 The consultancy is expected to be conducted over a period of approximately 58 months (This includes the 12 months Defects Liability period which will not require full time project management during this period.)

BUDGET

Item	Total
Professional Fees	4,321,000
Reimbursables	
Air Travel, Communication, Reports and Drawings	280,000
Local Transport, Office Accommodation, Administrative Support	456,000
Total Consultancy Cost	5,057,000
Contingencies (10%)	506,000
Project Total	5,563,000
Percentage	100

**DUTIES AND RESPONSIBILITIES OF
PROJECT MANAGER**

1. SCOPE OF SERVICES

1.01 In the conduct of his/her services, the PM shall cooperate fully with the Coordinator - WSG, the CDB, and all other key stakeholders including GOGY agencies involved in the development and implementation of the Project. The Project Management Consultancy Service, through its PM will be required to adopt a participatory approach, including wide stakeholder consultation throughout the conduct of the assignment. Mentorship of assigned GOGY counterpart staff in all aspects of the services will be required. The policies, guidelines and procedures published by CDB shall be utilised by the in the delivery of the services. The PM shall also ensure compliance with local laws and standards.

1.02 The services to be provided include, but are not limited to the following:

- (a) become familiar with the Procurement Guidelines and other relevant policies and procedures of CDB applicable to the Project;
- (b) visit the sites of all works/activities in the project scope;
- (c) assist GOGY with leadership in negotiating Consultancy Service Contract and review and finalise Contract between Consultant and GOGY.
- (d) review Designs and Bill of Quantities identify major shortcomings and submit report including recommendations.
- (e) prepare and update annual and quarterly work plans for the Project and submit to PC for approval;
- (f) review bid evaluation report prepared by the Supervisory Consultant/evaluation committee and make recommendations to the CDB for award of Works Contract.
- (g) oversee the conduct of the services by the assigned supervisory consultant and Contractor, including, among other things, to ensure timely, efficient and effective procurement and supervision of works and the effective administration of the contracts for works and services;
- (h) monitor the implementation of the Project, promptly address schedule slippages with Consultant and Contractor and work with parties to mitigate.
- (i) review important judgments on contractual matters made by the Supervisory Consultant.
- (j) prepare project correspondence for issuance to supervisory consultant, CDB and other stakeholders
- (k) cost control and risk management;
- (l) keep separate accounts for project-related expenditures and disbursement activities;
- (m) review and expedite the submission to CDB of payment certificates and claims assessed by the Consultant for disbursement/reimbursement;

- (n) mentor and facilitate knowledge transfer to counterpart staff assigned to the Project by GOGY;
- (o) prepare and submit to CDB a Quarterly Report on the Investment Cost of the Project in the form specified by CDB, within two weeks after the end of each calendar quarter, commencing with the quarter following the commencement of the assignment;
- (p) prepare and submit to CDB, monthly reports on the progress of project implementation;
- (q) review and submit to CDB, copies of reports prepared by the supervisory consultants;
- (r) prepare and submit to CDB a Contract Completion Report after the practical completion of the works and services contract;
- (s) provide awareness and training to the relevant GOGY officials and counterpart staff and ensure that arrangements for effective monitoring and evaluation of the Project are implemented;
- (t) prepare and submit to CDB a Completion Report after the completion of the project management services. This report will include details of the Project's performance on desired results as outlined in the results monitoring framework and lessons learned;
- (u) ensure that Consultant reviews Contractor's submissions or requests and approvals are provided in a timely manner;
- (v) monitor the implementation of the Environmental and Social Management Plan (ESMP), assess the effectiveness of those measures and ensure that all monitoring activities are conducted on schedule; and

2. QUALIFICATIONS AND EXPERIENCE

2.01 The PM will possess a Master's degree in Civil Engineering, Project Management or related professional qualifications, and a minimum of 15 years' experience in the construction and rehabilitation of infrastructure of scope similar to this project. He/she will be a member of a recognised professional body. The successful candidate will have successfully completed at least one project of similar scope valued at least USD80 million. He/she will possess excellent communication skills and must be fluent in spoken and written English. Experience working with multilateral agencies, along with previous work experience in the Caribbean would be an asset.

**ROLES AND RESPONSIBILITIES OF
SOCIAL AND GENDER SPECIALIST**

1. SCOPE OF SERVICES

1.01 The primary role and responsibility of the SGS will be to ensure the effective and sustainable integration of social and gender components, including relevant considerations through the Project activities, ensuring that a current good practice approach is employed to support effective project management and effective stakeholder participation of affected people in decision-making regarding issues that affect them throughout Project implementation. The SGS would be a member of the PMT and will report to the PM. The roles and responsibilities of the SGS will include, *inter alia*:

- (a) Supporting the PMT in ensuring that social and gender safeguards are mainstreamed throughout the lifespan of the project, and that relevant ESMP requirements are being effectively implemented and monitored. This will include representing, facilitating and/or integrating social inclusion and gender equality considerations and safeguards across all proposed Project components, and encouraging equal and equitable access to project benefits by men, women, and vulnerable groups including *inter alia*, youth, children, elderly, indigenous peoples and persons with disabilities (PWDs). This function will also include:
 - (i) Analysing social and gender issues in project implementation to inform better practice, to proactively identify areas for intervention and to manage risks; and
 - (ii) Coordinating and monitoring the implementation of the project Gender Action Plan, and revising the Plan as needed.
- (b) Providing technical oversight for the socioeconomic resilience project components in areas of Road Safety Education, Livelihoods Support for SME businesses and the Great Falls Indigenous Village in the project areas; and Social Resilience Capacity-building of Communities.
- (c) Professionally completing duties and responsibilities through liaising, as appropriate, with:
 - (i) MOPW, ESS, and Supervisory Consultant directly for daytoday project requirements; and
 - (ii) Ministries of Local Government and Regional Development, Human Services and Social Protection, Indigenous Affairs, and Ministry of Home Affairs, Guyana Police Force; the Regional Democratic Council (RDC) Region 10, Neighbourhood Democratic Council (NDC). Guyana Forestry Commission, Guyana Geology and Mines Commission; Commission for Disability, Gender Equality and Indigenous Affairs, Community Based Organisations (CBOs), Faith Based Organisations (FBOs) and other non-governmental organisations (NGOs) including the private sector;
- (d) Providing technical oversight and support for the CLO whose role will be guided by the Stakeholder Engagement Plan (SEP) and Grievance Redress Mechanism (GRM) with focus on ensuring continuous communication with Project-affected Persons, with keen interest to the needs of vulnerable persons including children, elderly, youth, indigenous peoples, PWDs and the differential needs of men/boys and women/girls.
- (e) Preparing and implementing a SGS workplan and support the development of and alignment with the CLO's workplan which will be time-bound, action-oriented and

measurable to support the implementation in collaboration with the PMT's ESS, CLO, PM, PC-MOPW and other relevant GOGY and NGO representatives.

- (f) Ensuring the alignment of priorities, and broad-based communication with primary and secondary stakeholders;
- (g) Ensuring broad-based coordination and collaboration on the Project's social and gender impacts and resulting activities;
- (h) Validating the actions and implementation strategies developed in the Indigenous Peoples Plan (IPP) for Great Falls;
- (i) Designing and delivering gender sensitisation and social inclusion training to project staff;
- (j) Additional roles and responsibilities will include, *inter alia* and as identified by the PM and/or PC-MOPW, project management, implementation and SGS support in specific areas of Project implementation; and
- (k) Knowledge transfer and capacity-building of staff identified by MOPW to support implementation of the Project.

2. REPORTS/DELIVERABLES

2.01 The SGS would be expected to provide to the PM, for approval, one hard copy and one electronic copy of the following Reports. Further, SGS would be responsible for integrating their work into the PM's monthly reporting and other requirements, ensuring a clear representation of the work undertaken to advance social-inclusion and gender equality through Project components:

- (a) Work plan and related Monitoring Plans, inclusive of SEP and GRM, within three (3) months of signing the contract.
- (b) Summary monthly and quarterly reports in keeping with measurable outcomes in approved Work Plan on all SGS and CLO activities undertaken through the mandate of the SGS and CLO TORs on the basis of , or as appropriate in line with, the PM's reporting requirements.

3. QUALIFICATIONS AND EXPERIENCE

3.01 The SGS must possess the following minimum qualifications:

- (a) Master's Degree in social work, social policy, social psychology, gender studies, sociology, international development, facilitation and negotiation, policy design and development, social and gender impact assessments, social safeguard oversight including resettlement, anthropology, public policy or other related field.
- (b) Minimum of ten (10) years' relevant experience encompassing stakeholder engagement practice, gender assessment, community development, livelihoods programming, community resettlement and/or social/gender research using participatory approaches including qualitative research techniques (surveys, focus groups, workshops, mediation, facilitation, etc.).

- (c) Minimum of seven (7) years' experience developing and implementing policies and strategies, particularly on social and gender issues.
- (d) Minimum of five (5) years' experience developing and delivering gender sensitisation training.
- (e) Minimum of five (5) years' experience working and leading projects or programmes that address gender equality, disability, youth, labour, indigenous peoples' rights and cultures, and other social inclusion issues.
- (f) Minimum of five (5) years' experience in community research and participatory community development.
- (g) Excellent written and verbal communication skills in English.
- (h) Proven capacity to work as part of a team.

3.02 Assets for consideration would include:

- (a) Awareness of and sensitivity to, gender, disability, youth, labour, and other social inclusion issues.
- (b) Experience working in Guyana and/or the Caribbean Region would be an asset.

**DUTIES AND RESPONSIBILITIES OF
COMMUNITY LIAISON OFFICER**

1. SCOPE OF SERVICES

1.01 There are significant benefits to be realised from the Project but there are also a range of social and environmental safeguard issues that were identified through the Environmental and Social Impact Assessment (ESIA) which must be managed during implementation. In this regard, the engagement of a CLO is imperative to support the SGS, ESS, the PM and the PMT in managing the safeguard aspects of the Project. This critical input is intended to increase the likelihood of realising the Project's intended outcomes.

1.02 The CLO will promote constructive partnerships and communication between GOGY/ MOPW, communities and other stakeholders on issues relating to project implementation and will be responsible for implementing community engagement activities as set out in the SEP with the support of the SGS. Among other activities, the CLO will:

- (a) Review SEP with the support of SGS with a view to identifying and documenting any gaps in (i) the stakeholder identification and analysis that were undertaken; (ii) the stakeholder engagement programme (e.g., information to be disclosed, format and communication methods; stakeholder consultation methods); and (iii) the schedule for the various stakeholder engagement activities. Information in the ESIA should be used to support SEP review and implementation. The SEP must be updated to address any gaps identified.
- (b) Maintain updates to the SEP as necessary, based on issues arising during implementation that may include *inter alia*, stakeholder engagement, and land acquisition. Any major changes to the Project activities and/or schedule will be duly reflected in the updated SEP.
- (c) Provide timely feedback to PM, SGS and ESS on concerns raised by community leaders and other stakeholders.
- (d) Provide timely feedback to community members and other stakeholders on project implementation, concerns raised, or important decisions taken by MOPW in accordance with agreed protocols.
- (e) Develop public relations programmes along with SGS, PM, Non-Governmental Organisations, and Community-based Organisations to educate community members about the Project and encourage their continuous buy-in and active participation throughout the project cycle.
- (f) Facilitate dialogue and sensitise Project-affected communities as necessary, with particular attention being paid to obtaining information from the less vocal persons in the communities through the use of differential participatory techniques.
- (g) Manage community members' expectations of the Project during scheduled meetings and ad-hoc interaction, as necessary.
- (h) Identify potential grievances or project risks and/or opportunities.

- (i) Support the SGS in liaising with contractors as needed (e.g. during the local labour recruitment process by assisting with drafting gender-responsive local hiring policies and procedures) especially where community requirements are being solicited.
- (j) Raise awareness of employment opportunities especially for vulnerable groups in the society and within the Project areas including women, youth and PWDs as well as encourage the Ministry of Labour to register potential workers and sensitise them about job opportunities to be offered by the project.
- (k) Manage stakeholder engagement logistics such as soliciting suggestions/grievances from suggestion boxes, placing communication materials on notice boards and via social media, and arranging community meetings.
- (l) Facilitate stakeholder participation at all relevant levels in accordance with the identified needs of the different categories of stakeholders, particularly women, youth and PWDs. This may include other activities – participatory assessments and problem-solving of issues, concerns and opportunities, focus group discussions, information-sharing, and community meetings.
- (m) Assist in evaluating the social, environmental and economic impacts of Project activities on the well-being of community members using participatory approaches.
- (n) Assist the PM in ensuring that the implementation of project activities is in conformance with GOGY's and CDB's environmental and social requirements.
- (o) Attend Project Steering Committee meetings as required and provide information on community discussions, highlighting any current and/or potential challenges likely to impact implementation progress.
- (p) Maintain comprehensive and updated minutes of meetings with the community and other stakeholders.
- (q) Prepare and submit to the PM inputs for incorporation into monthly progress reports to CDB.
- (r) Prepare and submit to the PM, inputs for incorporation into a Project Completion Report, within three (3) months after practical completion of the works.
- (s) In conjunction with the SGS and ESS promote and conduct awareness training on health and safety risks directly associated with the Project. These should include but not be limited to mitigating potential conflicts between any foreign workers and local communities that may arise from an influx of workers to the Project sites during construction, increased risks of harmful practices such as sex work, gender-based violence and the use of illegal drugs.

2. REPORTS/DELIVERABLES

2.01 CLO shall report to the Social and Gender Specialist. The CLO will furnish reports/deliverables on the assignment as set out below:

- (a) Prior to commencement of the works and in conjunction with the SGS and M&E Specialist, develop and implement a results-based, gender-sensitive Monitoring and Evaluation Framework (MEF)/plan for the SEP that monitors the implementation of the SEP and includes the following indicators:
 - (i) Number of consultation meetings and other public discussions (forums, focus groups, etc.) conducted within a reporting period. The reporting period will be defined in the framework (e.g. monthly, quarterly, or annually);
 - (ii) % of women and women, youth, persons with disabilities and indigenous people participating in consultations by reporting period;
 - (iii) Number of grievances received within a reporting period, number of those resolved within the prescribed timeline, disaggregated by sex of the complainant; and
 - (iv) Number of project-related press materials published /broadcasted in the national media.
- (b) Other information to be collected shall include:
 - (i) Geographic origin and type of grievances received, and reasons for non-resolution within the prescribed timeline including an analysis of trends;
 - (ii) Analysis of project-related press releases content: proportion that is favourable, unfavourable, neutral, and trends;
- (c) Provide a monthly (structured) field report to PC-MOPW including consultations undertaken, attendance registers (where applicable), concerns raised, requests raised, concerns resolved, potential risks, grievances or opportunities identified;
- (d) Assist in compiling a quarterly report for external stakeholders on stakeholder engagement activities undertaken during the previous quarter including the current status of M&E actions. The quarterly report shall include summarised information on participatory methods employed, grievances received from stakeholders (including information on incidents and events that resulted in grievances) and will be collated by the responsible staff and referred to the PM. These summaries will be accompanied by information on the implementation status of associated corrective and preventative actions and recommendations. This report shall form part of the quarterly status reporting (provided by the PM) for the Project; and
- (e) Assist in the compilation of relevant sections of the Project Completion Report.

3. QUALIFICATIONS AND EXPERIENCE

3.01 The CLO is expected to possess the following minimum qualifications:

- (a) At least a Bachelor's Degree in Sociology, Rural Development, Anthropology, International Development, Community Development or other relevant discipline.

- (b) A minimum of seven (7) years' relevant practical experience encompassing stakeholder engagement practice, community development, and/or social research using participatory methodologies. Experience in a similar capacity on large infrastructural projects is required
- (c) Minimum of three (3) years' experience working and leading projects or programmes that address gender equality, disability, youth, labour, indigenous peoples' rights and cultures, and other social inclusion issues,
- (d) This individual should preferably be a local that can work effectively with the communities.
- (e) Fluency in English is required.
- (f) Proficiency in the use of computers and good written and oral communication skills are required.
- (g) Administrative and management competence would be an asset.

**DUTIES AND RESPONSIBILITIES OF
MONITORING AND EVALUATION SPECIALIST**

1. OBJECTIVE

1.01 This consultancy aims to (a) finalise the MEF and Implementation Plan to assess the progress of project outputs and outcomes; (b) design an evaluation strategy to assess the project's contribution to socially inclusive sustainable economic development, the (intended and unintended) impacts on project affected persons, and the results of the project; and (c) establish baselines and conduct evaluations at two stages during construction and post construction.

2. SCOPE OF SERVICES

2.01 The M&E Specialist will be expected to carry out and deliver on the following tasks:

- (a) Review project documents including the log frame, targets and indicators, theory of change, expected deliverables for all project components and existing monitoring tools.
- (b) In collaboration with CDB's Monitoring and Results (M&R) Specialist, finalise the MEF to track and analyse project performance. MEF should outline performance indicators (output and outcomes) with clear definitions, milestones, data collections strategies, and frequency of collection. It should include methodologies for measuring these and who is responsible for collection. It should also clearly demonstrate how the impacts outlined will be measured and evidence for the evaluations will be generated.
- (c) Design an Evaluation Strategy that draws on CDB's evaluation criteria related to relevance, effectiveness, efficiency, impact and sustainability, coverage and coherence. Evaluation methods should be elaborated and should include quantitative and qualitative approaches. The evaluation design should facilitate the gathering of robust evidence about how, where and why (or why not) the project was effective and achieved results.

2.02 Define and collect baseline data and implement overall evaluation strategy and work plan for the evaluation process. Specifically:

- (a) Identify the range of data and information required to appropriately monitor and evaluate the outputs and outcomes, and impact on Project beneficiaries. Some of these may be proxy indicators.
- (b) Identify data disaggregated by sex to be collected, as well as other entry points for gender-responsive monitoring and evaluation of the Project.
- (c) Design and implement a survey to collect primary data at baseline and follow-up to assess the outcomes of the project from the perspective of beneficiaries.
- (d) Collaborate with the CDB M&R Specialist for UKCIF projects, to ensure consistency and internal coherence with other M&E activities and processes and consult/collaborate with sector specialist on gender and social inclusion and the environment as required to inform his/her work (within the project team, GOGY and CDB).

2.03 Within 12 months of the start of construction, conduct a rapid assessment mid-term process evaluation, highlighting recommendations to improve effectiveness of program operations; and within four

months of project completion, a final outcome evaluation based on the methods and data defined at the outset. The final evaluation should also identify and spell out good practices, lessons, gaps, and recommendation of strategies for future replication and adaptation of the initiative.

3. REPORTING

3.01 The following deliverables shall be submitted at the times indicated below:

- (a) A revised MEF, as described in Item 2.01 (b) above, within 60 days of commencement of the assignment;
- (b) An Evaluation Strategy, as described in Items 2.01 (c) and 2.02, within 3 months of commencement of the assignment;
- (c) A Baseline Assessment Report, as described in Item 2.02, within 6 months of commencement of the assignment;
- (d) A Mid-term process evaluation Report, as described in Item 2.04, within 12 months of the start of construction; and
- (e) A Final Evaluation Report, as described in Item 2.04, within 4 months of completion of Project (estimated at about 36 months after commencement of the assignment).

3.02 MOPW will provide feedback to each of the deliverables described in 3.01 above within 10 working days of receiving the Report. All Reports shall contain sex-disaggregated data and critical gender analysis of the information presented.

3.03 Deliverables will be reviewed and certified as satisfactory by the MOPW. They must be submitted in both electronic version in relevant Microsoft Office format and hard/printed copy.

4. IMPLEMENTATION

4.01 It is expected that the Consultant(s) will conduct the research, develop the evaluation methodology and strategy, conduct the baseline, interim and final data collection, analyse the data, and produce the corresponding reports.

5. QUALIFICATIONS AND EXPERIENCE

5.01 The M&E Specialist should have specialist training and suitable qualifications and at least eight years of work experience in ongoing M&E, impact evaluation, social analysis, collection and analysis of sex disaggregated data, and development of gender-responsive indicators.

5.02 Expertise and experience in:

- (i) designing and applying robust and appropriate performance M&E frameworks (including expertise and experience in indicator development, survey design, data collection and analysis);
- (ii) Monitoring and evaluation of large, complex, long term projects and generating data to demonstrate project effectiveness;

- (iii) Monitoring and evaluating results using social inclusion and gender-equality frameworks;
 - (iv) Caribbean Region and a demonstrated understanding of political economy issues in the region; and
 - (v) Good communication skills, both orally and in writing.
- 5.03 Fluency in written and spoken English.

**DUTIES AND RESPONSIBILITIES OF
PROCUREMENT SPECIALIST**

1. SCOPE OF SERVICES

1.01 The Procurement Specialist (PS) will be located in the Project management Team (PMT) and will report to the Project Manager. He/she will be responsible for all matters related to procurement. His/her services will be required for the procurement of additional consultancy services under this project, namely:

- (a) Consulting Services for Strengthening Axle Load Control;
- (b) Needs Assessment, Capacity Building and Grant Assistance for Small and Medium Enterprises (SMEs) in Guyana;
- (c) Community Level Road Safety Education; and
- (d) Social and Gender Resilience Building.

1.02 Other duties as may be required will include but are not limited to:

- (a) Plan, supervise and coordinate procurement activities for goods and services.
- (b) Examine relevant documents and develop technical specifications for goods and works.
- (c) Research market for potential bidders.
- (d) Finalising Terms of Reference for consultant services.
- (e) Preparation of bidding documents.
- (f) Preparation of bid evaluation reports.
- (g) Training of bid evaluation committees.
- (h) Negotiate and follow-up as required with respect to delivery of goods and services.
- (i) Prepare relevant reports and presentation to update the PMT and Board Steering Committee.
- (j) Any other duties assigned from time to time.

1.03 The PS will be required to complete CDB's e-learning procurement module prepared by CDB's Procurement Unit, and accessible online.

2. QUALIFICATIONS AND EXPERIENCE

2.01 The prospective candidates should have a minimum of the following qualifications: A Bachelor's Degree in Management Studies, Finance, Engineering or Procurement Management or other related field from a recognised university. Computer competence in software packages: Microsoft Word, PowerPoint, and Excel. More than 10 years in procurement management within project funded by international organisations. Excellent written, oral and interpersonal skills and ability to communicate effectively.

DUTIES OF THE FINANCE OFFICER

1. The FO will report to PM and will mainly be responsible for keeping accounting records and preparing financial statements on expenditures for the PMT and disbursement claims for Contractors and Engineering Consultants for submission to CDB. FO will also be responsible for the administrative duties of the PMT. His/her duties will include, but will not be limited to:

- (a) preparing requests for disbursements from the financing agencies;
- (b) preparing monthly financial statements and supporting schedules;
- (c) preparing financial information for special reports for internal and external use;
- (d) reviewing and track details of all claims from consultants and contractors;
- (e) conducting periodic reconciliations of the Project's Designated Account (DA) (monthly/quarterly)
- (f) submitting periodic bank statements of DA (monthly/quarterly); and
- (g) any other administrative duties assigned by PM.

2. FO is expected to have a Bachelor's Degree in accounting or related field and a minimum of two years' experience in administration/accounting is required, in addition to proficiency in computer skills, including use of spreadsheets, database management and word processing. Good written and oral communications skills are required. Prior project-related experience would be an asset.

DUTIES OF THE ASSISTANT PROJECT MANAGER

1. The APM will report to the PM. He/she will assist the PM with duties that may be assigned by the PM. The APM's duties will include, but will not be limited to:

- (a) Assisting the PM in the preparation and submission to GOGY and CDB of annual work plans for the Project.
- (b) M&E of the Project, in a manner consistent with the Project's MEF.
- (c) Supervision of all components, including ensuring that activities and procurement schedules are carefully planned and executed.
- (d) Participation and reporting on formal community participation including discussions at public meetings arranged as part of the requirements of the consultancies.
- (e) ensuring that the social, gender and environment aspects of the project are adequately implemented and monitored.
- (f) Establish and update on a monthly basis, a project implementation schedule (gant chart) showing project progress against the baseline.
- (g) Convening, at least monthly, meetings with the contractor(s) and engineering consultants, for the purpose of coordinating activities.
- (h) Keep accounts on project-related expenditure and disbursement activities; this should include the quarterly submission of the projected quarterly expenditure of the project to the end of construction.
- (i) Advertise for, and assist, in the selection and engagement of the various consultants.
- (j) Ensure that all contractual obligations are adhered to and make all necessary arrangements to ensure implementation meets projected targets.
- (k) Liaise with PMT on all relevant technical, financial and administrative aspects of the project.
- (l) assist PM in the preparation and submission to CDB of a Project Completion Report by the deadline specified in the Reporting Requirements contained in CDB's Appraisal Report.

2. The assigned Assistant PM will have a minimum of the following qualifications:

- (a) Master's Degree in Civil Engineering (preferably Highway and Transportation Engineering) , Project Management or other related field with a minimum of eight years' experience in the management and implementation of multi-sectoral projects or;
- (b) a Bachelor's Degree or equivalent in Civil Engineering, Construction Management; of Project Management with a minimum of 12 years' experience in the management and implementation of Civil Engineering Projects.

WORKING ARRANGEMENTS

3. The APM will be seconded from MOPW and will report to the PM.

**DUTIES AND RESPONSIBILITIES OF
ENVIRONMENTAL SAFEGUARDS SPECIALIST**

1. SCOPE OF SERVICES:

1.01 The ESS will provide environmental support to the PMT during project implementation to ensure compliance with the Bank's Environmental Safeguards Policies and the environmental laws of the Cooperative Republic of Guyana. The ESS will assist the Project Manager (PM) in addressing a variety of environmental issues at all the stages of the implementation of the project and in environmental related awareness raising and coordination of activities. The ESS will be responsible for overseeing the implementation of the ESMP and other activities related to the environmental aspects of the project.

1.02 The ESS would take full ownership for the following:

- (a) Review Contractor's ESMP; recommending adjustments and/or improvements as deemed appropriate.
- (b) Undertake institutional/organisational arrangements to facilitate implementation of the ESMP.
- (c) Monitor the implementation of the ESMP through site inspections and by evaluating environmental reports submitted by the Supervisory Consultant and works Contractor. Advise on remedial actions where necessary.
- (d) Review applicable national laws and regulations to identify specific environmental compliance activities, in addition to those included in the ESMP to ensure that any additional mitigation measures are also included in the ESMP. Specific tasks may include identification of permit requirements, review of records related to permit fulfillment and evaluation of compliance with permit conditions;
- (e) Provide oversight during the development and implementation of operational plans to ensure that they comply with environmental permit requirements.
- (f) Coordinate the design of strategies and/or measures that can enhance the control over the Environmental and Health and Safety aspects, and contribute to the improvement of the construction process's environmental performance.
- (g) Advise the PM on any deviations from the ESMP and/or new or emerging environmental and climate change risks.
- (h) Review bid submissions and evaluate Management Strategies and Implementation Plans for their conformance to the Caribbean Development Bank (CDB) Environmental Safeguards Policies and environmental permit requirements.
- (i) Support the PM in ensuring that all national regulatory requirements for the project has been met.
- (j) Work with the PM to ensure reporting, monitoring and evaluation fully address the safeguard issues identified for the project; Review compliance reports provided by the supervisory consultant to ensure that they are well documented and evidence-based so that they can be incorporated into the project's monthly, quarterly and annual reports.

- (k) Coordinate with the Community Liaison Officer and/or Social and Gender Specialist to ensure that social and environmental grievances are managed effectively and transparently through the grievance redress mechanisms.
- (l) Assist the PM with the preparation of a Project Completion Report by the deadline specified in the Reporting Requirements contained in CDB's Appraisal Report.
- (m) Any other tasks assigned by the PM to support the project with respect to the environmental issues.

2. DELIVERABLES:

2.01 The ESS will report to and work under the overall guidance of the PM, and will be required to prepare monthly reports that incorporate specific environmental assessment and monitoring activities. The ESS will also be required to develop Safeguards Compliance Monitoring templates, environmental compliance checklists and conduct quarterly Compliance Audits.

3. QUALIFICATIONS AND EXPERIENCE

3.01 The consultant should possess the following minimum qualifications:

- (a) A post-graduate degree or equivalent qualification in Biology; Ecology; Natural Resource/ Environmental Management; Environmental Science and Environmental Engineering.
- (b) A minimum of seven (7) years relevant practical experience involving major road construction projects.
- (c) Knowledge of CDB Environmental Safeguards policies.
- (d) Previous experience in developing and/or implementing environmental safeguard strategies for road construction projects.
- (e) Excellent inter-personal skills and demonstrates ability to engage and work with local communities.
- (f) Strong analytical skills; Exceptional ability in communication and networking.
- (g) Proficiency in computer applications.
- (h) Excellent working knowledge of English.

4. WORKING ARRANGEMENTS

4.01 The specialist will be seconded from MOPW and will report to the PM. He/she will collaborate with the Social and Gender Specialist in providing management oversight for various aspects of contractor supervision and safeguards requirements.

DRAFT TERMS OF REFERENCE

CONSULTING SERVICES FOR STRENGTHENING AXLE LOAD CONTROL

1. BACKGROUND

1.01 The Linden-Lethem road is critical in providing connectivity between Guyana's hinterland and coastland regions. The road is unpaved, exhibits structural failure, has poor geometry and presents numerous safety concerns. During the rainy season segments of the road erode and become impassible. Consequently, the level of service is very poor. The Government of Guyana (GOGY) intends to upgrade 121 km of the road from Linden to Mabura Hills. The works will include paving works and improved drainage, structures, geometry and safety features.

1.02 Road pavements are generally designed to carry a certain number of Equivalent Standard Axles of 80 kilonewtons (8.2 tonnes) during the service life of the road. Overloaded truck axles are a large contributor to premature pavement failures, significantly reducing pavement life, and increasing maintenance and vehicle operating costs. A recent survey carried out in Guyana revealed that a major contributor to pavement damage were trucks carting construction material and other goods, however trucks transporting fuel and lumber were specially identified as having the most damaging impacts. Unfortunately, fines for non-compliance are archaic and hardly act as an effective deterrent to the perpetrators. In November 2010, recommendations for the revision of the legislation (Cap 51:02) that deals with vehicle weight limits, penalties and enforcement were submitted to GOGY. However, since then there has not been significant progress in addressing the matter of Axle Load Control on the roads in Guyana.

1.03 To reduce the risks to sustainability of the proposed road improvements and to enhance the management of the road sector in Guyana, GOGY proposes to develop and implement a programme of activities to strengthen axle load control. It is expected that this will reduce vehicle overloading and prevent premature deterioration of road pavements.

2. OBJECTIVE

2.01 The objective of the consulting services is to develop and initiate the implementation of a realistic program of axle load control in Guyana.

3. SCOPE OF SERVICES

3.01 The services are to be conducted in accordance with generally accepted international standards and professional practices acceptable to GOGY. The scope of work is understood to cover all activities necessary to accomplish the objectives of the consultancy, whether or not a specific activity is cited in these Terms of Reference (TOR). A participatory and consultative approach is to be adopted in the conduct of the services. The consultants shall, among other things:

- (a) Review the existing and proposed amendments to the legislation for vehicle weight and axle load control in light of current recommended practice internationally, in addition to historical and recent axle load studies.
- (b) Investigate practices for the overloading of trucks/truck axles in Guyana.
- (c) Become familiar with the design and construction standards and procedures used for various classes of roads in Guyana.

- (d) Undertake a stakeholder analysis, develop and carry out a plan for engagement with a broad range of stakeholders across the public and private sectors who would be affected by/interested in axle load control. Interviews, surveys, focus groups, workshops or other methods may be appropriate, as determined by the consultant in collaboration with GOGY.
- (e) Assess the institutional structure, capacity and training needs in respect of the GOGY ministries/agencies responsible for the management of vehicle weight control.
- (f) Advise on any further modifications to the legislation and/or the regulations related to vehicle axle loading and control necessary to achieve the intended objective.
- (g) Review equipment options (including permanent and mobile units and combinations of these) in the light of all operational factors and costs.
- (h) Prepare preliminary design and cost estimates for alternative, effective and practical axle load control systems (identifying any acceptable options). Provide a plan for the implementation of the proposed recommended system, including arrangements for data collection and monitoring and evaluation.
- (i) Establish an electronic database and arrangements for data collection and data entry for monitoring axle loads across the road network.
- (j) In respect of the Linden to Mabura Hill Road specifically, assess the current and likely future traffic on the project road and recommend the location of permanent and/or mobile control stations and prepare technical specifications for the equipment to be used.
- (k) Determine the recurrent funding required to operate the proposed system and on the scope for establishing the system as self-financing.
- (l) Recommend, if necessary, measures to assist transport operators in conforming with axle load regulations.
- (m) Develop a public awareness campaign and a campaign for informing the transport operators about axle load control and the proposed system, for implementation by GOGY. Develop a framework for monitoring the effectiveness of the campaign.
- (n) Design and implement an initial programme of training for GOGY agencies on axle load control, to be further supplemented by suppliers of equipment to be procured by GOGY.
- (o) Undertake a follow-up visit to assess the result of the Axle Load Control programme.

4. QUALIFICATIONS AND EXPERIENCE

4.01 The Consultants must have excellent written and oral communication skills, and be fluent in English. Team members should have proven experience, skills and knowledge of adult learning principles; development of capacity building and training strategies, plans and programmes, and workshop facilitation. While Non-Key Experts may be required as part of the team, the Key Experts are as follows:

4.02 **Axle Load Control Specialist:** The candidate shall have a Bachelor's degree in civil engineering, be professionally licensed/registered and preferably have a Master's or higher degree in highway engineering. The candidate shall have a minimum 15 years of general experience as an engineer and 8

years of the project specific experience in the development and implementation of axle load control systems in developing countries.

4.03 Institutional/Training Specialist: The candidate should preferably have a Master's Degree in economics, international development, management or another discipline related to the function required, with a minimum of 10 years' relevant professional experience.

5. OUTPUTS/DELIVERABLES

5.01 The Consultants will be required to submit four (4) copies of each report, three (3) copies to GOGY and one (1) copy to CDB, respectively. The reports shall also be submitted in PDF as complete documents, as well as in Microsoft Word and Excel, AutoCAD, and/or other formats used in their creation. The reports shall be submitted in draft for comment by GOGY, prior to the submission of final versions. Three weeks shall be allowed for the submission of comments by GOGY. Electronic copies of all data used in the preparation of the reports shall also be submitted to GOGY and CDB:

- (a) Inception Report: the report will summarise the Consultants' findings, detail the supplementary data required for the subsequent tasks, and describe the approaches proposed to be taken to prepare and deliver the scope of services outlined, including a schedule for all activities. The report is to be submitted within six weeks of the start of the assignment.
- (b) Institutional and Training Needs Assessment Report: details of these assessments and recommendations for any structural changes proposed and details of the proposed capacity building measures and training programmes. To be submitted within eight weeks of the start of the assignment.
- (c) Axle Load Control Report: details of the proposed Axle Load Control programme. To be submitted within 12 weeks of the start of the assignment.
- (d) Awareness and Communications Programme: details of the proposed programme, including consultations and agreements by GOGY agencies for implementation; communication materials; cost estimates; monitoring and evaluation framework and institutional responsibilities. To be submitted within 16 weeks of the start of the assignment.
- (e) Interim Report: summary of the implementation of the assignment, results achieved, lessons learned, training activities and consultations; recommendations for future work, and the proposed Axle Load Programme to be implemented by GOGY, including the monitoring and evaluation arrangements, with institutional responsibilities and arrangements for data collection. To be submitted within six months of the start of the assignment.
- (f) Final Report: report on the follow-up visit, presenting and analysing the data collected, the results achieved, further lessons learned and recommendations for follow-up action. To be submitted 12 months after the start of the assignment.

6. DURATION

6.01 It is estimated that the assignment will be undertaken over a period of six months.

7. IMPLEMENTATION ARRANGEMENTS

7.01 The Consultants will report to the Project Manager designated by the Ministry of Public Works. The Project Manager will facilitate the work of the Consultants and make available all studies, reports and data relevant to the completion of the exercise and will act as liaison between the consultants and GOGY officials and stakeholders and as quality assurer.

7.02 GOGY will provide office accommodation for the Consultant(s) while based in Guyana. GOSVG will also provide local transportation for site visits and work meetings. Other ground transportation should be included in the reimbursable expenses in the proposal prepared by the Consultants. The Consultants will be required to provide computers for the conduct of the services.

7.03 In respect of the ongoing Covid-19 pandemic, the Consultants will be required to include in their proposal, details and costs associated with their proposed approach for addressing any challenges pertaining to travel, quarantine requirements and similar restrictions.

BUDGET
(USD)

Item	Total
A. <u>Consultants</u>	
1. Professional Fees	110,000
2. Air Travel/ Per Diem & Accommodation	36,000
3. Report Preparation	2,000
Sub-total (1)	148,000
B. <u>General Support</u>	
4. Project Management	7,000
5. Office Accommodation/Local Transportation	8,100
6. Consultations/Workshops/Staff Support	11,000
Sub-total (2)	26,100
Contingencies	8,705
Total	182,805
Percentage	100

RESULTS MONITORING PLAN

Indicator	Baseline	Year 2020	Year 2021	Year 2022	Year 2023	Year 2024	Year 2025	Year 2026	Responsibility for Data Collection
1.1 Primary roads upgraded per design specifications (km)	0; 6/30/2021	0	0	0	0	122.5	122.5	122.6	PM Report; Consultant's reports; project completion report
1.2 Drainage infrastructure upgraded in accordance with design specifications (%)	0; 6/30/2021	0	0	0	0	100	100	100	PM Reports; Consultant's reports
1.3 Environmental, Social, Health and Safety Management Plans implemented in accordance with the Bank's ESRP (yes/no)	No; 6/30/21	No	Yes	Yes	Yes	Yes	Yes	Yes	Consultant's reports during construction; PM reports
2.1 Axle Load Control Programme design accepted (yes/no)	No; 6/30/2021	No	No	No	Yes	Yes	Yes	Yes	Consultant's reports;
2.2 Number of transport operators and staff of government agencies exposed to awareness and communications programme (#; disaggregated by sex and target group)	0; 6/30/2021	0	0	0	0	TBD based on design	TBD based on design	TBD based on design	Consultant's Reports; M&E Final Evaluation Report
3.1 Livelihoods Programme Design approved (yes/no)	No; 12/30/21	No	No	No	No	Yes	Yes	Yes	Consultancy and PM Reports; M&E reports
3.2 Number and value of grants disbursed (recipients disaggregated sex, age cohort, indigenous identity and disability status) (#)	0; 12/30/2021				TBD based on design;	TBD based on design;	TBD based on design;	TBD based on design;	
3.3 Number of persons trained at business coaching sessions delivered (#; disaggregated by sex, age cohort, indigenous identity and disability status) (#)	0; 12/30/2021				TBD based on design;	TBD based on design;	TBD based on design;	TBD based on design;	
4.1 Number of beneficiary schools; and communities (individual beneficiaries disaggregated by sex, age cohort, indigenous identity and disability status) (#)	0; 12/30/2021	0	0	0	1 community; 1 school	2 schools; 2 communities	2 schools; 2 communities	2 schools; 2 communities	Consultancy and PM Reports; M&E reports
5.1 Social Resilience Programme design approved (yes/no)	No; 12/30/21	No	No	No	Yes	Yes;	Yes	Yes	Consultancy and PM Reports
5.2 Number of beneficiary communities (individual beneficiaries disaggregated by sex, age cohort, indigenous identity and disability status) (#)	0 communities; 12/30/2021	0	0	0	1	2	2	2	

PROJECT COSTS PHASING AND FINANCING PLAN

Components	OCR-USD	OSF-GBP	SDF 9		Counterpart		Total
	Equity and Market Resources	UK CIF Resources	SDF Resources (Loans)	Total	GOGY	Executing Agency Counterpart Forecast	
2020 TOTAL							
Project Preparation				-		-	
Engineering and Construction-related Services	-			-	2,798,700	-	2,798,700
Base Cost	-			-	2,798,700	-	2,798,700
Physical Contingency	-			-	-	-	-
Price Contingency	-			-	31,255	-	31,255
Total Project Cost	-			-	2,829,955	-	2,829,955
Interest During Implementation	-			-	-	-	-
Commitment Fees	-			-	-	-	-
Total Financing	-			-	2,829,955	-	2,829,955
Percentage Financing	0.00%	0.00%	0.00%	-	100.00%	-	100.00%
2021 TOTAL							
Infrastructure Works	1,223,710	157,832	200,000	1,581,542	2,629,254	-	4,210,796
Engineering and Construction-related Services						-	
Project Management						-	
Capacity Building						-	
Base Cost	1,223,710	157,832	200,000	1,581,542	2,629,254	-	4,210,796
Physical Contingency	122,364	7,892	10,000	140,256	261,253	-	401,509
Price Contingency	1,552,929	492,883	176,544	2,222,356	125,020	-	2,347,376
Total Project Cost	2,899,003	658,607	386,544	3,944,154	3,015,527	-	6,959,681
Interest During Implementation	1,449,636	-	46,656	1,496,292	-	-	1,496,292
Commitment Fees	524,148	-	-	524,148	-	-	524,148
Total Financing	4,872,787	658,607	433,200	5,964,594	3,015,527	-	8,980,121
Percentage Financing	54.26%	7.33%	4.82%	66.42%	33.58%	-	100.00%

Components	OCR-USD	OSF-GBP	SDF 9		Counterpart		Total
	Equity and Market Resources	UK CIF Resources	SDF Resources (Loans)	Total	GOGY	Executing Agency Counterpart Forecast	
2022 TOTAL							
Infrastructure Works	18,746,888	28,084,700	2,800,000	49,631,588	1,243,291	-	50,874,879
Engineering and Construction-related Services						-	
Project Management						-	
Capacity Building						-	
Base Cost	18,746,888	28,084,700	2,800,000	49,631,588	1,243,291	-	50,874,879
Physical Contingency	1,874,687	2,791,733	240,000	4,906,420	119,702	-	5,026,122
Price Contingency	1,552,932	1,971,532	176,544	3,701,008	125,021	-	3,826,029
Total Project Cost	22,174,507	32,847,965	3,216,544	58,239,016	1,488,014	-	59,727,030
Interest During Implementation	1,449,636	-	46,656	1,496,292	-	-	1,496,292
Commitment Fees	524,150	-	-	524,150	-	-	524,150
Total Financing	24,148,293	32,847,965	3,263,200	60,259,458	1,488,014	-	61,747,472
Percentage Financing	39.11%	53.20%	5.28%	97.59%	2.41%	-	100.00%
2023 TOTAL							
Infrastructure Works	18,746,890	28,010,850	2,000,000	48,757,740	1,191,290	-	49,949,030
Engineering and Construction-related Services						-	
Project Management						-	
Capacity Building						-	
Base Cost	18,746,890	28,010,850	2,000,000	48,757,740	1,191,290	-	49,949,030
Physical Contingency	1,874,692	2,788,044	200,000	4,862,736	117,599	-	4,980,335
Price Contingency	1,552,932	1,971,534	176,544	3,701,010	125,024	-	3,826,034
Total Project Cost	22,174,514	32,770,428	2,376,544	57,321,486	1,433,913	-	58,755,399
Interest During Implementation	1,449,636	-	46,656	1,496,292	-	-	1,496,292
Commitment Fees	524,152	-	-	524,152	-	-	524,152
Total Financing	24,148,302	32,770,428	2,423,200	59,341,930	1,433,913	-	60,775,843
Percentage Financing	39.73%	53.92%	3.99%	97.64%	2.36%	-	100.00%

Components	OCR-USD	OSF-GBP	SDF 9		Counterpart		Total
	Equity and Market Resources	UK CIF Resources	SDF Resources (Loans)	Total	GOGY	Executing Agency Counterpart Forecast	
2024 TOTAL							
Infrastructure Works	18,746,892	-	2,000,000	20,746,892	1,160,543	-	21,907,435
Engineering and Construction-related Services		-				-	
Project Management		-				-	
Base Cost	18,746,892	-	2,000,000	20,746,892	1,160,543	-	21,907,435
Physical Contingency	1,874,692	-	200,000	2,074,692	116,060	-	2,190,752
Price Contingency	1,552,932	-	176,544	1,729,476	125,024	-	1,854,500
Total Project Cost	22,174,516	-	2,376,544	24,551,060	1,401,627	-	25,952,687
Interest During Implementation	1,449,640	-	46,656	1,496,296	-	-	1,496,296
Commitment Fees	524,152	-	-	524,152	-	-	524,152
Total Financing	24,148,308	-	2,423,200	26,571,508	1,401,627	-	27,973,135
Percentage Financing	86.33%	0.00%	8.66%	94.99%	5.01%	-	100.00%
2025 TOTAL							
Infrastructure Works	18,746,894	-	2,000,000	20,746,894	1,147,212	-	21,894,106
Engineering and Construction-related Services		-				-	
Project Management		-				-	
Base Cost	18,746,894	-	2,000,000	20,746,894	1,147,212	-	21,894,106
Physical Contingency	1,874,692	-	200,000	2,074,692	114,728	-	2,189,420
Price Contingency	1,552,932	-	176,544	1,729,476	125,024	-	1,854,500
Total Project Cost	22,174,518	-	2,376,544	24,551,062	1,386,964	-	25,938,026
Interest During Implementation	1,449,640	-	46,656	1,496,296	-	-	1,496,296
Commitment Fees	524,152	-	-	524,152	-	-	524,152
Total Financing	24,148,310	-	2,423,200	26,571,510	1,386,964	-	27,958,474
Percentage Financing	86.37%	0.00%	8.67%	95.04%	4.96%	-	100.00%

Components	OCR-USD	OSF-GBP	SDF 9		Counterpart		Total
	Equity and Market Resources	UK CIF Resources	SDF Resources (Loans)	Total	GOGY	Executing Agency Counterpart Forecast	
TOTALS							
Project Preparation	76,211,274	56,253,382	9,000,000	141,464,656	10,170,290	-	151,634,946
Infrastructure Works						-	
Engineering and Construction-related Services						-	
Project Management						-	
Capacity Building						-	
Base Cost	76,211,274	56,253,382	9,000,000	141,464,656	10,170,290	-	151,634,946
Physical Contingency	7,621,127	5,587,669	850,000	14,058,796	729,342	-	14,788,138
Price Contingency	7,764,657	4,435,949	882,720	13,083,326	656,368	-	13,739,694
Total Project Cost	91,597,058	66,277,000	10,732,720	168,606,778	11,556,000	-	180,162,778
Interest During Implementation	7,248,188	-	233,280	7,481,468	-	-	7,481,468
Commitment Fees	2,620,754	-	-	2,620,754	-	-	2,620,754
Total Financing	101,466,000	66,277,000	10,966,000	178,709,000	11,556,000	-	190,265,000
Percentage Financing	53.33%	34.83%	5.76%	93.93%	6.07%	-	100.00%

NOTES AND ASSUMPTIONS TO THE ECONOMIC ANALYSIS**HDM-4**

1. The proposed project involves the rehabilitation and reconstruction of the Linden to Mabura Hill Road in Guyana, which is the first phase of a high priority development project for GOGY, that forms part of the critical north-south link between the hinterland and the coastal belt. The economic evaluation of the Project was carried out using HDM-4 software which was calibrated to the local conditions of Guyana. The analytical framework for the model is based on the concept of pavement life cycle analysis and is used to predict the effects of road deterioration, road-works, socioeconomic, and environmental effects on road-user costs over the life of a road pavement.

2. Once constructed, road pavements deteriorate as a result of several factors, such as traffic loading, environmental weathering, and the effect of inadequate drainage systems. The impacts of road conditions, as well as the road design standards, are measured in terms of road-user costs, and other social and environmental effects. The benefits from the Project result from reduced journey times and delays, and improved road surface conditions, which will result in vehicle operating cost savings, accident cost savings and travel time costs saving

3. The overall length of the road to be rehabilitated is 121.1 km. For the purposes of the analysis, the road has been sectioned as follows:

TABLE 1: ROAD ANALYSIS

Section	Name	Length (km)
1	Linden to Rockstone	9.8
2	Rockstone to Mile # 58 Village	90.9
3	Mile #58 Village to Mabura Hill	20.4
	Total Length	121.1

BASE YEAR TRAFFIC**Traffic Surveys**

4. Base year traffic was developed from traffic surveys¹ undertaken by an international firm in April 2019 and updated in June 2020 to include updated project time frames and revised GDP growth as a result of COVID-19. The IMF World Economic Outlook was used to update base year traffic predictions. This report was published in October 2020 and reflects the COVID-19 pandemic situation in the world economies and the impact on real GDP projections for 2020 and 2021.

Traffic Forecasts

5. Traffic forecasts for the period 2022 to 2024 were determined utilising the non-oil real GDP prediction published by International Monetary Fund (IMF) in 2019 Guyana Country Report No. 19/296. The GDP growth taken from the 2019 IMF source, as well as the 2020 IMF source specified in paragraph 4 above, is presented in Table 2 below and was used to predict traffic volumes for the respective years:

¹ Linden to Mabura Hill Road Upgrade – Interim Design Report – Economic Assessment dated November 2020, Project consultant

TABLE 2: IMF REAL GDP PREDICTION

	2020	2021	2022	2023	2024
IMF 2019 Guyana Country Report No. 19/296	4.8 %	4.6 %	4.7 %	4.9 %	5.0 %
IMF World Economic Outlook – Caribbean (2020)	-5.4 %	3.9 %	-	-	-
GDP used for the traffic growth prediction	-5.4 %	3.9 %	4.7 %	4.9 %	5.0 %

Source: IMF, Consultant

6. Based on the projected growth rates in Table 2 above, the traffic volumes in 2024, when the first stage of the project is opened for traffic, are specified below in Table 3.

**TABLE 3: TRAFFIC VOLUMES USED IN HDM-4 IN 2024
(ANNUAL AVERAGE DAILY TRAFFIC)**

Section No.	Section Name	Motorcycle	Car	Delivery Vehicle	Minibus (less than 27 seats)	Medium Bus	Light Truck	Medium Truck	Heavy Truck	Articulated Truck	Total
1	Linden – Rockstone	6	36	121	69	1	12	43	19	40	347
2	Rockstone – Mile 58 Village	3	17	90	62	1	10	29	13	35	260
3	Mile 58 Village – Mabura Hill	2	8	96	54	1	9	13	27	10	220

7. The traffic volumes in 2031 when the traffic with origin/destination in the new port is diverted to the corridor are presented in Table 4 below. The diverted traffic is present in the Articulated Truck category.

**Table 4: TRAFFIC VOLUMES USED IN HDM-4 IN 2031
(ANNUAL AVERAGE DAILY TRAFFIC)**

Section No.	Section Name	Motorcycle	Car	Delivery Vehicle / Pick Up	Minibus (less than 27 seats)	Medium Bus	Light Truck	Medium Truck	Heavy Truck	Articulated Truck	Total
1	Linden - Rockstone	8	51	170	97	1	18	60	26	949	1380
2	Rockstone – Mile 58 Village	4	24	126	88	1	14	41	18	942	1259
3	Mile 58 Village – Mabura Hill	3	12	136	76	1	12	18	37	907	1202

Travel Time Value

8. The calculation of Travel Time Cost (TTC) was based on average salary data published by the International Monetary Fund. Based on “The Value of Time In Economic Evaluation of Transport Projects, Lessons from Recent Research²”, other cost of employment recommended values were used in the calculation, as well as non-work time value as a percentage of business time. Proportion of work time, as well as the average number of persons in a car, was taken from the traffic surveys. Based on these sources, the travel time value was calculated and consequently used for the economic evaluation. The final travel time value figure is presented in Table 5.

TABLE 5: TRAVEL TIME VALUE

Item	Unit	Value
Work TTC per hour	USD/hr	2.51
Non - work TTC per hour	USD/hr	0.75
Weighted Average TTC per hour	USD/hr	0.88

Source: IMF, Kenneth M. Gwilliam - The World Bank 1997, Consultant calculation

Cargo Travel Time Value

9. According to traffic surveys and traffic assessment connected to Georgetown port investment, a large portion of the overall traffic volumes will be generated by heavy vehicles with cargo. Accordingly, cargo travel time was incorporated into the assessment, based on expected unit cargo values. These values were consequently multiplied by factor 0.002³ to obtain value of time for cargo per day. This yielded a value of time per one tonne of cargo per hour of USD0.65.

Maintenance

10. In HDM-4 software, the overall costs for road maintenance were based on the road condition, traffic loads, weather deterioration and other factors and calculated separately for the base case and project case scenarios. Cash flows of these two cases were consequently compared and overall road maintenance savings were calculated. Based on recent road maintenance costs in Guyana, the average cost per km per year for routine maintenance was estimated at USD546. In the ‘with project’ scenario, this cost will increase to USD1,803 per km per year in addition to USD192.08 per km per year for culvert maintenance and USD0.015 per square metre for periodic crack sealing.

Accident Cost

11. Calculation of economic costs relating to road accidents, is based on the economic price of fatalities and serious injuries. The calculation approach was based on the International Road Assessment Programme (iRAP) methodology, which defines costs relating to these types of accidents as follows:

- (a) A death of a person as a result of traffic accident is estimated to be 70 x Gross Domestic Product (GDP) per capita; and
- (b) A seriously injured person as a result of traffic accident is estimated to be 17.5 x GDP per capita.

² Kenneth M. Gwilliam, The World Bank, 1997

³ Blauwens and van de Voorde, 1988

12. Data provided by GOGY contained number of fatalities on the current road in years 2014 to 2018. Using these values, an average accident rate was calculated. The value is specified in Table 6.

TABLE 6: ACCIDENT RATE

Item	Value
Number of accidents with a fatality per 100 mn vehicle kms	45.11
Number of accidents with a serious injury per 100 mn vehicle kms	451.14

PROJECT LIFE

13. For the purpose of this analysis, the economic life of the road was assumed to be 20 years from completion of construction.

CONSTANT PRICES

14. The ERR calculations are based on 2020 constant prices in USD unless otherwise indicated.

Conversion to Economic Costs

15. Traded items were converted to their border price, while non-traded items were expressed in their border price equivalents after adjusting for the distortion between international and domestic prices caused by import duties, tariffs, subsidies and other market distortions, by applying a Standard Conversion Factor (SCF) of 0.94.

16. Conversion factors used for the different cost components are provided in Tables 7 to 9.

TABLE 7: CONVERSION FACTORS FOR COST ADJUSTMENT

Item	Shadow Rate	Standard Conversion Factor	Base Factor
Skilled Labour	1.00	0.94	0.91
Unskilled Labour	0.70	0.94	0.66
Local Materials	0.80	0.94	0.75
Imported Materials	1.00	0.94	0.94
Equipment	1.00	0.94	0.94

TABLE 8: DERIVATION OF SPECIFIC CONVERSION FACTORS (SpCFs)

Components	Skilled Labour	Unskilled Labour	Local Materials	Imported Materials	Equipment	SpCF
Base Factor	0.94	0.66	0.75	0.94	0.94	
Project Preparation	n/a	n/a	n/a	n/a	n/a	1.00
Infrastructure Works	5%	15%	45%	20%	15%	0.81
Engineering and Construction-related Services	100%	0%	0%	0%	0%	0.94
Capacity Building	100%	0%	0%	0%	0%	0.94
Project Management	100%	0%	0%	0%	0%	0.94

17. The overall conversion factor for the project was estimated as 0.83 as shown in Table 9.

TABLE 9: OVERALL CONVERSION FACTOR FOR PROJECT

Components	Financial Costs (USD)	SpCF	Economic Costs (USD)
Project Preparation	2,799	1.00	2,799
Infrastructure Works	148,831	0.81	121,015
Engineering/Construction-related Services	6,589	0.94	6,193
Capacity Building	2,067	0.94	1,943
Project Management	4,131	0.94	3,883
Total Base Cost & Physical Contingencies	164,416	n/a	135,832
Overall Conversion Factor		0.83	

18. The residual value of the Project at the end of the 20-year project period is based on the estimated useful lives of the drainage and road works of 20 years.

ECONOMIC RATE OF RETURN CALCULATION

19. The ERR calculation is presented at Table 10 on the following page.

TABLE 10: ECONOMIC RATE OF RETURN CALCULATION
(USD 000 unless otherwise indicated)

Years	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
COMPARISON OF WITH AND WITHOUT PROJECT SCENARIOS										
Capital expenditure	(2,573)	(7,933)	(43,914)	(43,059)	(19,187)	(19,175)	0	0	0	0
Recurrent costs	0	0	0	0	(176)	(176)	(176)	(176)	(176)	(176)
Savings in vehicle operating costs	0	0	0	0	2,054	2,195	2,361	2,538	2,728	2,909
Savings in travel time	0	0	0	0	568	597	629	663	699	753
Savings in accident costs	0	0	0	0	1,651	1,734	1,820	1,911	2,007	2,122
Residual value	0	0	0	0	0	0	0	0	0	0
NET BENEFITS (COSTS)	(2,573)	(7,933)	(43,914)	(43,059)	(15,090)	(14,825)	4,634	4,937	5,258	5,608
Years (cont'd)	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
COMPARISON OF WITH AND WITHOUT PROJECT SCENARIOS										
Capital expenditure	0	0	0	0	0	0	0	0	0	0
Recurrent costs	(176)	(176)	(176)	(176)	(176)	(176)	(176)	(176)	(176)	(176)
Savings in vehicle operating costs	7,318	36,088	38,743	40,136	41,545	43,455	44,960	46,535	48,155	49,816
Savings in travel time	1,349	5,217	5,669	5,905	6,149	6,381	6,638	6,906	7,183	7,472
Savings in accident costs	3,178	8,044	8,285	8,535	8,793	9,061	9,337	9,624	9,920	10,227
Residual value	0	0	0	0	0	0	0	0	0	35,983
NET BENEFITS (COSTS)	11,669	49,173	52,521	54,400	56,312	58,721	60,759	62,888	65,082	103,322
ECONOMIC RATE OF RETURN	14%									
NET PRESENT VALUE	67,152									

DRAFT TERMS OF REFERENCE

COMMUNITY LEVEL ROAD SAFETY ASSESSMENT AND EDUCATION CONSULTANCY

1. BACKGROUND

1.01 The Linden-Lethem road is critical in providing connectivity between Guyana's hinterland and coastland regions. The road is unpaved, exhibits structural failure, and has poor geometry and limited safety features. During the rainy season segments of the road erode and become impassible. Consequently, the level of service is very poor. Through this project, the Government of Guyana (GOGY) intends to upgrade the first 121km from Linden to Mabura 'Hills' to an all-weather status and also improve drainage, structures, geometry and safety features of the roadway in order to improve service variables and achieve the economic benefits associated with the roadway.

1.02 Through a grant received under the Caribbean Development Bank (CDB) United Kingdom Caribbean Infrastructure Partnership Fund (UKCIF), a Feasibility Study, Designs and Bidding Documents were completed in 2020 for the upgrade of the segment of roadway from Linden to Mabura Hill and constructing a bridge at Kurupukari Crossing. Construction of the bridge will be deferred to the next five years.

1.03 GOGY has now applied for financing from the UKCIF programme for upgrading the segment of roadway from Linden to Mabura Hill to an 'all-weather' status and intends to apply a portion of the proceeds of this financing to eligible payments under a contract for which this invitation is issued. The proposed Works generally comprise construction of sub-base and base courses and an asphaltic concrete surface course with a finished carriageway width of 7.2m and 2.4m wide shoulders. All associated infrastructure including bridges, culverts and drains are also being provided under this project. A number of safety features are incorporated in the designs – road markings, traffic signs, safety barriers and parking and rest areas throughout the corridor; and sidewalks, pedestrian crossings, bus sheds and lighting in populated areas.

1.04 GOGY recognises the importance of road safety for human resource and economic development. National responsibility for road safety management is shared among a number of agencies, the most significant being: the Guyana Police Force (GPF); a department of the Ministry of Home Affairs with responsibility for the enforcement of traffic regulations, driver testing and the education of road users; the National Road Safety Commission; and the Guyana National Road Safety Council (GNRSC) established in 2005 by the Ministry of Home Affairs with assistance from the Pan American Health Organisation.

1.05 Road traffic fatalities and injuries (RTIs) continue to be of concern to Guyana. According to statistics from Guyana's Traffic Department, between 2005 and 2018 a total of 1,646 accidents which resulted in 1,869 deaths were recorded, 181 of which were children. According to World Health Organisation data published in 2018, road traffic accidents deaths in Guyana reached 128 or 2.15% of total deaths. The age adjusted death rate was 17.29 per 100,000 of population, ranking Guyana 94th in the world out of 183 countries. A number of fatalities were recorded on the LMH route over the years. In addition to very poor road conditions, excessive speeding, poor visibility and driver error were indicated as factors contributing to accidents. Statistics provided by Traffic Headquarters – Guyana indicated that between 2014 and 2018, 17 accidents, accounting for 21 deaths were recorded on the LMH corridor.

1.06 There has been a slight increase in fatal accidents recorded in Guyana for the first half of 2019 compared with 2018. Some 42 males died from fatal accidents and 10 females. Of these 52 deaths recorded, four were children. Over 75% of these fatal accidents were caused by driving under the influence of alcohol and speeding, a combination of these two. In Guyana, fatalities from road traffic crashes is among the top

10 causes of death. It is the number one cause of death among persons between the ages of 5 - 14 and second cause of death among persons ages 15 – 24 years (insert updated ESIA data).

1.07 Over the years, Guyana's National Road Safety Council (NRSC) has coordinated a number of interventions geared at improving road safety. In October 2020, the NRSC partnered with the Guyana Police Force (GPF) Traffic Department and other stakeholders to launch an enforcement campaign for improved safety and use of roads in Guyana. At the launch of the event, the Minister of Public Works indicated that GOGY will be allocating funds in the 2021 budget geared towards *inter alia*: installing bicycle lanes where the space is available; installing highway lighting; improving the geometry to critical sections of roads; placing additional traffic signs and traffic signals; and improving pedestrian crossings and pedestrian walkways.

1.08 This consultancy supports road safety interventions to assess GOGY's capacity to respond to road safety related situations and to develop and implement road safety awareness campaigns to augment existing programmes from the Guyana National Road Safety Council and School Road Safety Liaison in Project areas.

2. OBJECTIVES

2.01 The aims of this consultancy include the development and implementation of socially-inclusive and gender-responsive Road Safety Education Awareness, and the enhancement of road safety through institutional strengthening, for the LMH road corridor. Specifically, the consultancy will:

- (a) develop relevant Communication Strategy and produce materials and raise road safety awareness of the public via multiple media channels;
- (b) emphasise road safety awareness of men, women, age cohorts (children, youth, elderly and working age), persons with disabilities (PWDs), indigenous peoples among other at-risk groups;
- (c) assess the success of the implemented strategy;
- (d) assess GOGY's capacity to prepare and respond to road crashes;
- (e) assess GOGY's capacity to monitor and enforce traffic laws; and
- (f) indicate measures and associated cost estimates to overcome the identified capacity weaknesses.

3. SCOPE OF SERVICE

3.01 The Consultants will perform all investigative work, and analyses to realise the abovementioned objectives. The consultants will undertake desk and field work, and consultation with relevant persons within, as well as persons outside the sector. Specifically, the Consultants will:

- (a) review secondary data including the National Youth Policy, Gender Equality and Social Inclusion Policy, Draft Road Traffic, Amerindian and Disability legislations, reports, studies, gender analytical reports, poverty assessments, relevant strategic sector plans, policy and legal documents, international/regional/national literature, and data sources such as censuses, and surveys;

- (b) collect primary data through participatory consultations with state and non-state stakeholders to inform robust design and gain buy-in for implementation. Elite interviews, focus groups, site visits, transect walks, and other appropriate participatory methodologies must be employed. Focus groups may be convened separately for men, women, age cohorts (children, youth, elderly and working age), indigenous people, PWDs, among other at-risk groups. Examples of stakeholders include:
 - (i) public agencies such as the GPF, Ministry of Home Affairs (MOHA), the National Road Safety Commission, National Commission on Disability, GNRSC, Ministry of Social Transformation, and Gender Affairs Bureau.
 - (ii) private sector partners such as the Mini-Bus Owners & Operators Association and the United Minibus Union; and
 - (iii) non-governmental organisations (NGOs) such as the village councils, community-based organisations (CBOs), faith-based organisations (FBOs), parent teachers' association, student representatives/youth leaders; and other vulnerable groups.
- (c) analyse and present sex, indigenous people, disability and age cohort disaggregated data throughout the consultancy.

3.02 The Consultants shall prepare a Situation Analysis of road safety awareness in Guyana. The analysis must identify, *inter alia*.

- (a) existing and planned road safety awareness interventions, including the gaps, lessons learned, good and bad practices;
- (b) at risk groups and the appropriate communication strategies, media and language to reach out to the wider public including the identified at risk groups; and
- (c) key stakeholders and partners (public, private and NGO sectors) working in the sector, and arrangements for maximising partnerships.

3.03 The Consultants shall design a context-specific and Gender-responsive Road Safety Awareness Communication Strategy. The strategy must include, *inter alia*,

- (a) Three-pronged approach to include:
 - (i) road safety awareness in the curriculum to increase awareness of children and young people attending schools in project areas;
 - (ii) awareness of road safety principles to influence attitude and behaviour change for CBOs including Regional Democratic Council, Neighbourhood Democratic Council, FBOs and village councils; and
 - (iii) multi-media targeting of road drivers that will use the road corridor to raise public awareness re speed limits, mandatory wearing of seat belts and helmets etc. in conjunction with the Mini-Bus Owners and Operators Association, United Minibus Union (UMU) and other target groups identified. This will uniquely build upon the Code of Conduct for UMU launched in February 2019.

- (b) Road safety awareness information for multiple channels, including, print, radio, TV, websites, social media and community-led and community-driven grassroots approaches adapted to their remote context;
- (c) Design concepts and outreach packages, including banners, leaflets, templates and other knowledge products, in line with the GOGY and CDB's branding and editorial guidelines. These should be delivered in the format specified by the Ministry of Public Works (MOPW) for print, as well as for electronic dissemination. All templates/materials/files must be provided in "editable" formats.
- (d) Feedback mechanisms to measure the effectiveness of the strategy. This should provide avenues for stakeholders to raise concerns around implementation and have them addressed within the campaign.
- (e) The institutional framework, as well as human and financial resource requirements necessary for implementation of the Strategy must be clearly defined.

3.04 The Consultants shall convene Stakeholders' Consultation Workshop(s)/Meeting(s) to review the *Draft* Gender-responsive Road Safety Awareness Communication Strategy with key stakeholders in the public, private and NGO sectors. The consultant shall prepare a Stakeholders' Workshop Evaluation Report to document participants' profile and feedback gleaned from the workshop(s). The consultant shall incorporate feedback into the *Revised* Gender-responsive Road Safety Awareness Communication Strategy.

3.05 The Consultants shall implement the approved Gender-Responsive Road Safety Awareness Communication Strategy.

3.06 The Consultants shall assess and measure the implementation of the Gender-Responsive Road Safety Awareness Communication Strategy. The Consultants shall prepare an Implementation Report for the Strategy which outlines the achievements/success of the implementation, lessons learnt, gaps identified and recommendations.

3.07 In medical terminology the "golden hour" hour refers to the immediate one-hour time period following a traumatic injury, during which, chances of preventing death by way of prompt medical treatment are the highest. The Consultant will investigate GOGY's preparedness and capacity to respond to road crashes within the "golden hour," assessment will consider *inter alia*, adequacy of the available ambulance fleet, and the capacity to adequately operate and maintain them, staffing including availability of doctors, nurses, paramedics, and other necessary personnel, adequacy of available medical facilities, etc. The Consultant will indicate measures and associated cost to overcome the identified capacity weaknesses.

3.08 The Consultant will investigate GOGY's physical capacity to adequately enforce traffic laws by *inter alia*, reviewing the police vehicle fleet available for use on the LMH highway, availability of traffic radar guns; breathalyser testing equipment (if normally used), and all other equipment necessary for to assist in road safety management. The Consultant will indicate measures and associated cost to overcome the identified capacity weaknesses.

4. REPORTING

4.01 The following deliverables shall be submitted at the times indicated below:

- (a) Situation Analysis, within two months of commencement of the assignment;
- (b) *Draft* Socially-inclusive and Gender-responsive Road Safety Awareness Communication Strategy, within 6 months of commencement of the assignment;
- (c) Draft Report of the findings related to institutional capacity assessment within 6 months of commencement of the assignment;
- (d) Stakeholders' Workshop Evaluation Report and *Revised* Gender-responsive Road Safety Awareness Communication Strategy, within 8 months of commencement of the assignment;
- (e) Final Report with the findings of the institutional assessment along with recommendations and cost estimates within 8 months of commencement of the assignment; and
- (f) Implementation Report for the Road Safety Awareness Communication Strategy, within 12 months of commencement of the assignment.

4.02 CDB, MOPW and MOHA will provide feedback for each of the deliverables described above within 10 working days of receiving the submissions. All submissions shall contain sex, disability and age cohort disaggregated data and critical gender analysis.

5. IMPLEMENTATION ARRANGEMENTS

5.01 GOGY will appoint a Project Coordinator (PC). The PC will facilitate the work of the Consultants and make available all relevant project-related reports and data relevant to completion of the exercise, and will act as liaison between the consultants, CDB and GOGY officials and stakeholders.

6. QUALIFICATIONS AND EXPERIENCE

6.01 The firm must have experience in social marketing in the traditional and new media industry, including experience in communications for promoting gender equality and social inclusion of vulnerable groups. Knowledge of vulnerable groups of youth, elderly, children, PWDs, indigenous peoples and gender issues affecting men and women respectively is critical for this assignment.

6.02 The firm shall have a combination of experience and/or formal training in communications, public relations, digital and social media strategy, graphic design and video production.

7. DURATION

7.01 It is expected that the assignment will require a maximum of 90 days over 12 months.

DRAFT BUDGET

Item	(USD)		
	CDB	GOGY	Total
A. <u>CDB's Contribution:</u>	347,800	-	347,800
B. <u>Counterpart Contribution:</u>	-	41,000	388,800
Sub total	347,800	41,000	388,800
Contingency (5%)	17,390	2,050	19,440
Total	365,190	43,050	408,240
Percentage	89	11	100

DRAFT TERMS OF REFERENCE

SOCIAL AND GENDER RESILIENCE BUILDING

1. BACKGROUND

1.01 The Linden-Lethem road is critical in providing connectivity between Guyana's hinterland and coastland regions. The road is unpaved, exhibits structural failure, and has poor geometry and limited safety features. During the rainy season segments of the road erode and become impassible. Consequently, the level of service is very poor. Through this project, the Government of Guyana (GOGY) intends to upgrade the first 121km from Linden to Mabura 'Hills' to an all-weather status and also improve drainage, structures, geometry and safety features of the roadway in order to improve service variables and achieve the economic benefits associated with the roadway.

1.02 Through a grant received under the Caribbean Development Bank (CDB) United Kingdom Caribbean Infrastructure Partnership Fund (UKCIF), a Feasibility Study, Designs and Bidding Documents were completed in 2020 for the upgrade of the segment of roadway from Linden to Mabura Hill and constructing a bridge at Kurupukari Crossing. Construction of the bridge will be deferred to the next five (5) years.

1.03 GOGY has now applied for financing from the UKCIF programme for upgrading the segment of roadway from Linden to Mabura Hill to an 'all-weather' status and intends to apply a portion of the proceeds of this financing to eligible payments under a contract for which this invitation is issued. The proposed Works generally comprise construction of sub-base and base courses and an asphaltic concrete surface course with a finished carriageway width of 7.2m and 2.4m wide shoulders. All associated infrastructure including bridges, culverts and drains are also being provided under this Project. A number of safety features are incorporated in the designs - road markings, traffic signs, safety barriers and parking and rest areas throughout the corridor, and sidewalks, pedestrian crossings, bus sheds and lighting in populated areas.

1.04 In Guyana, Gender-based Violence (GBV), particularly against women, appears pervasive across ethnic and socioeconomic statuses (Human Rights Council, Working Group on the Universal Periodic Review 2015). One in every 2 women has or will experience Intimate Partner Violence (IPV) in their lifetime. The first comprehensive national survey on gender-based violence in Guyana revealed that more than half (55%) of all women experienced at least one form of violence. More than one in ten have experienced physical and/or sexual violence from a male partner in the past 12 months. This is above global estimates which show that 1 in 3 women worldwide experience either physical and or sexual violence, mostly by intimate partner at some point in their lives. In Guyana, 38% of women have experienced physical and or sexual violence above the global average. The scourge of GBV extends beyond partner-inflicted violence: 1 in 5 (or 20% of) women in Guyana has experienced non-partner sexual abuse in their lifetime; 13% reported experiencing this abuse before the age of 18; being young is the most significant risk factor for non-partner sexual violence (NPSV), including rape, attempted rape, unwanted sexual touching and sexual harassment and the 15-24 age group reported statistically higher rates of NPSV of every type (the 55-64 age group reported the least)¹.

1.05 Approximately one-fifth of women believe that a husband/partner is justified in beating his wife/partner (Multiple Indicator Cluster Survey Report, MICS 2006).² This belief is twice as common in

¹ Guyana National Survey on Gender-based Violence (2019)

² Violent discipline is also prevalent as 69.7% of children 1-14 years, experience psychological aggression or physical punishment at home (MICS 2014).

the hinterland compared with coastal regions, and also more prevalent among less educated women and those from poorer households. Gender-based school violence ranges from sexual harassment, aggressive or unsolicited sexual advances, bullying, verbal abuse, intimidation, and sexual assaults. A preventive approach through community resilience-building about different forms of GBV, gendered expectations and self-agency is important including an understanding of the rights and protection of vulnerable populations. Other crosscutting gender-based risks include, inter alia, teenage pregnancy and absent/weak reintegration in schools,³ drugs and alcohol use which is four times higher among males,⁴ and sociocultural expectations of work.

1.06 Trafficking in Persons (TIPs) often leads to forced labour and the exploitation of prostitution, particularly among women. Seventy-two percent of the 140 reported TIPs victims for 2014 to 2016 were 12 to 25 years of age, the majority being females. There were 59 victims (40 adults and 19 children) and 31 suspected cases of TIPs in 2015 alone (Ministry of Public Security, 2016). Persons are more likely to be trafficked in hinterland areas, although not absent from coastal areas. TIPs undermines human capital investments. The victims face several psychosocial reintegration issues, and a fragile victim support framework. The community resilience-building initiatives therefore require appropriate preventative knowledge and identification of protective mechanisms against TIPs among women and youth.

1.07 Vulnerable groups of indigenous Amerindians and persons with special education needs (SEN) and disabilities are estimated to represent 9% and 6.4% of the population. Poverty is more prevalent in rural/hinterland areas (74%) and the Amerindian population (78%) compared with 36.1% nationally. The groups face unique challenges which require attention so that the full potential of youth may be realised. The hinterland populations tend to have weaker access to information and supportive mechanisms more readily accessible in coastal areas. Stigma and discriminatory practices exclude and limit the fulsome socio-educational participation of students with SEN irrespective of the severity and type of disability.⁵ Select risk factors associated with ethnic cultures (Amerindians, Indo and Afro-Guyanese and Mixed) include internal migratory patterns of some indigenous groups, early marriage of Indo-Guyanese females, and reproductive and employment expectations that result in educational underachievement. The social resilience framework for the communities should dissect risks associated with the stated vulnerable groups to inform evidence-based strategies and advocacy for inclusive planning and implementation.

1.08 The community social resilience framework is important for providing community members with the tools for preventing and addressing social issues and for ensuring that the rights, safety and protection of all populations including vulnerable groups are taken into account for sustainable community development.

2. OBJECTIVES

2.01 The objective of the assignment is to develop and implement a social and gender resilience-building framework for the LMH Road Project. The consultancy will include :

- (a) Undertaking a situational analysis of the social and gender issues, which includes gender-based violence, trafficking in persons, HIV/AIDS and rights of vulnerable populations.

³ Guyana has high adolescent birth rate of 88.5 live births per 1,000 women 15-19 years (Human Development Report 2015). Some 15.8% of women 20-24 years had at least one live birth before age 18, while 26.9% of women and 6.6% of men 20-49 years were first married or in union before age 18 (MICS 2014). However, only 51.5% of female and 40.2% of male youth 15-24 years had knowledge about HIV prevention (MICS 2014).

⁴ Some 5.1% of women and 20% men 15-49 years had at least one alcoholic drink before age 15 (MICS 2014).

⁵ Severity of SEN range from mild, moderate, severe to profound. The types of SEN may include inter alia, intellectual, visual, physical, learning, speech, deafness, mental illness, multiple difficulties/challenges and exceptionalities (including the gifted).

- (b) Delivery of capacity-building support to increase understanding and prevention of SGBV, TIP and the rights of vulnerable groups; persons with disabilities, indigenous groups, and other related risks factors with stakeholders from project affected communities.
- (c) Production of communication materials through consultation with stakeholders within the project community on prevention and response to gender-based violence, trafficking in person, STD/HIV/AIDS prevention, and the right and protection of vulnerable groups.

3. SCOPE OF SERVICE

3.01 The Consultants will perform all investigative work, and analyses to realise the abovementioned objectives. The consultants will undertake desk and fieldwork, and consultation with relevant persons within, as well as persons outside the sector. Specifically, the Consultants will:

- (a) review secondary data on GBV, human trafficking, STDs/HIV/AIDS in Guyana, particularly along LMHR and existing programmes to address these issues as conducted by stakeholders such as the Ministry of Social Development, National Commission on Disability, Bureau of Gender Affairs, Non-Governmental Organisations (NGOs), Community-Based Organisations (CBOs) and other partners who are providing support services in these areas;
- (b) prepare a Situational Analysis of GBV, human trafficking, STDs/HIV/AIDS in Guyana, particularly within the project area and the rights of persons with disabilities and indigenous groups. The analysis must identify and map, *inter alia*:
 - (i) existing and planned interventions, legislation, policies, procedures and action plans, including the gaps, and lessons learned from the Guyana experience as well as regionally and internationally. Lessons from the latter should be customised as far as possible to suit the local context and to inform the design of capacity-building, advocacy and strategies in line with current good development practice to address the social issues;
 - (ii) at-risk groups and other vulnerable sub-populations and the appropriate communication strategies, media and language to reach out to them as well as the wider public;
 - (iii) key multi-sectoral stakeholders and partners including the Anti-Trafficking Committee, GBV coordination groups, and PWDs and Indigenous People's Networks, Coalitions and Associations (public, private, NGOs and CBOs) working in the sector, and
 - (iv) Mapping of the existing referral mechanism in response to gender-based violence, TIP, HIV/AIDS, and protection of rights of PWDs and indigenous group and identification of opportunities to strengthen a coordinated prevention and response framework through cross-sectoral linkages with ministries and agencies such as the Trafficking in Persons Unit, GBV multi-stakeholder groups, the Police, Ministry of Health, Social Services, Bureau of Gender Affairs, Ministry of Labour, Public Safety and Immigration, Ministry of Health, the Justice System, Women's Groups and Civil Society in reporting and managing incidents of GBV, TIP and violation of the human rights of vulnerable populations;

- (v) Propose recommendations for closing identified gaps based on mapping, documented lessons and good practices on comprehensive referral pathways, policies, procedures, and actions for addressing GBV, including TIP.
- (vi) Design a training of trainers training outline based on analysis targeting various groups within the project community that should include but not limited to; CBOs, FBOs, Women's Groups, Men's Groups, Youth, Women, Community-based Society Organisations (CSOs), Private Sector, Education Sector, and Public Sector Organisations.

4. TRAINING AND CAPACITY-BUILDING WORKSHOP

4.01 The consultant will be responsible for the planning, development of modules and conduct of workshops for the various groups in the project community; community-based leaders and organisations, faith-based groups, civil society groups, village councils, schools, men's groups, women's groups, youth groups and other project stakeholders on prevention of gender-based violence, human trafficking, HIV/AIDS, and the protection and respect for the rights of vulnerable populations; PWDs and indigenous groups.

4.02 The four capacity-building sessions should target the following groups:

- (a) CBOs, FBOs, men's groups, women's groups, PWDs, youth groups, CSOs, village councils- understanding gender and social inclusion and strategies for community GBV, TIP, HIV/AIDS prevention and identification and understanding the rights and protection of vulnerable populations.
- (b) Women, PWDs, indigenous groups and other vulnerable populations, students within project area- understanding their rights and international, regional, and local rights-based frameworks and promoting a socially inclusive environment.
- (c) Front line community response workers for GBV and TIP- understanding the importance of primary prevention, promoting rights-based and client-centered services, and strengthening coordination for effective response.
- (d) Project management and implementation team- understanding the importance of social and gender inclusive project management.

4.03 The training of trainers' workshop- it is expected that the workshop will provide participants with knowledge and skills on at least, but not exclusive to, the following three main sessions:

- (a) International and Regional Standards on GBV, TIPs, HIV/AIDS prevention and understanding gender and awareness strategies and community-based advocacy for prevention
- (b) Human Rights and the protection of rights and participation of PWDs, indigenous groups and other vulnerable groups
- (c) Coordination and Community Referral Mechanism for access to rights-based services and protection

5. COMMUNITY MOBILISATION AND ADVOCACY TOOLS

- (a) Design communication products and advocacy tools in consultation with stakeholders, including banners, leaflets, brochures, templates, public service announcements and other knowledge products, in line with Guyana's and CDB's branding and editorial guidelines, for multiple channels, including, print, radio, television, websites, and social media on GBV, TIP and HIV/AIDS prevention, identification and the promotion of the rights of vulnerable populations within communities. The communication products should be disseminated in print and electronic format, as required. All templates/materials/files must be provided in "editable" formats and formatted for social media distribution and printing.
- (b) Communication products should also include content on legislative and human rights and protection in local indigenous languages, inclusive strategies to reach all populations including PWDs. Messages should target specific members of the project community including at-risk groups as identified by the Situation Analysis, among them PWDs, indigenous groups, youth and women.
- (c) Develop and design a directory of services clearly outlining where help for survivors may be accessed and must be developed and delivered in a culturally appropriate, client centred and gender-sensitive manner.

6. REPORTING

6.01 The following deliverables shall be submitted at the times indicated below:

- (a) *Inception Report* within two weeks of commencement of the assignment outlining the strategy for implementing all three (3) components.
- (b) *Situation Analysis*, within five weeks of commencement of the assignment.
- (c) *Training Outline* for four (4) capacity-building sessions various stakeholders' groups.
- (d) *Community Engagement Strategy* for the Design of Advocacy Tools and Strategies.
- (e) *Report* on implementation of the training with Community Groups, documenting lessons learnt and opportunities for further resilience-building.
- (f) *Final Community Mobilisation and Advocacy Tools for Social Media and Print*

6.02 The Government of Guyana and CDB will provide feedback for each of the deliverables identified. All submissions shall contain sex, disability and age cohort disaggregated data and critical gender analysis

7. IMPLEMENTATION ARRANGEMENTS

7.01 GOGY will appoint a Project Coordinator (PC). The PC will facilitate the work of the Consultants and make available all relevant project-related reports and data relevant to completion of the assignment, and will act as liaison between the consultants, CDB and GOGY officials and stakeholders.

8. QUALIFICATIONS AND EXPERIENCE

8.01 The consultant must have experience in social and gender development with additional expertise in communications for promoting gender equality and social inclusion of vulnerable groups. Experience in messaging around GBV, Human trafficking and STD/HIV/AIDS prevention and rights-based advocacy would be an asset.

9. DURATION

9.01 It is expected that the assignment will require a maximum of 90 days.

BUDGET

Item	(USD)		
	CDB	GOGY	Total
A. CDB's Contribution:	94,971	-	94,971
B. Counterpart Contribution:	-	21,000	21,000
Sub total	94,971	21,000	115,971
Contingency (5%)	4,748.55	1050	5,798.55
Total	99,720	22,050	121,770
Percentage	82	18	100

DRAFT TERMS OF REFERENCE

**NEEDS ASSESSMENT, CAPACITY BUILDING AND GRANT ASSISTANCE
FOR SMALL AND MEDIUM ENTERPRISES IN GUYANA**

1. BACKGROUND

1.01 The Linden-Lethem road is critical in providing connectivity between Guyana's hinterland and coastland regions. The Government of Guyana (GOGY) intends to upgrade the first 121km from Linden to Mabura Hill to all-weather status and improve drainage, structures, geometry and safety features of the roadway in order to improve service variables and achieve the economic benefits associated with the roadway. GOGY has now applied for financing from the United Kingdom Caribbean Infrastructure Partnership Fund (UKCIF) implemented by the Caribbean Development Bank programme for upgrading the segment of roadway from Linden to Mabura Hill to an 'all-weather' status and intends to apply a portion of the proceeds of this financing to eligible payments under a contract for which this invitation is issued. The Project also seeks to advance socioeconomic development in the project areas, with keen attention to opportunities for business development capacity of vulnerable groups such as indigenous peoples, persons with disabilities (PWDs), youth, girls/women, and boys/men.

1.02 GOGY recognises the importance of advancing business development. According to the Small Business Act 2004, a "small business" means any person or persons, including a body corporate or unincorporate, carrying on business in Guyana for gain or profit and satisfying at least two of the following conditions: "*Employs not more than twenty-five persons; Has gross annual revenues of not more than GYD60M; Has total business assets of not more than GYD20M*". The Small Business Bureau is a semi-autonomous agency established under the Ministry of Business, based on the Small Business Act of 2004. The Small Business Bureau office was established in 2010 and became operational in 2013 with funding from the Guyana REDD+ Investment Fund, for the 'Micro and Small Enterprise Development Programme. Other initiatives include the Hinterland Employment Youth Services programme under the Ministry of Indigenous Peoples' Affairs; Small Grants for Women-run Microenterprises offered by the Ministry of Social Protection and Women of Worth; and the People of Worth Entrepreneurial Resources Loan Programmes under the Ministry of Finance's Poverty Alleviation Programme. GOGY intends to use proceeds from the project funds to strengthen livelihood support services in the project areas.

1.03 Small and medium enterprises (SMEs) contribute up to 45% of total employment and account for about 33% of gross domestic product (GDP) in emerging economies (World Bank 2015). The Inter-American Development Bank's (IDB) 2018 *Small Business Survival in Guyana: Insights and Implications* survey identifies high failure rate of SMEs, that is, over 70% in last 5 years. The IDB (2018) survey showed that 41.6% of the failed SMEs believed that inadequate access to finance contributed to their demise. A considerable number of SMEs also identified limited markets (18.0%), poor location (11.2%), and other factors (19.1%) as responsible for failure (IDB 2018, p.16). A significant number of SMEs that survived attributed success to market access (18.2%), social capital or networking (16.2%), industry experience (19.9 %), ideal location (12.0%), years in operation (10.0%), access to finance (6.2%) , and other factors (8.2%) (IDB 2018, p. 17). The IDB's (2018) findings also show that efforts to encourage businesses to formalise operations, as well as provide incubation of SMEs and funding are important. The Draft Environmental and Social Impact Assessment's (B, 2020) community profiles reveal the presence of SMEs operating in projects areas and ongoing work on the development of community tourism product at the Great Falls Indigenous Village. This large-scale road infrastructure project will facilitate developmental opportunities to advance sustainable livelihoods of SMEs operating in project areas.

2. OBJECTIVES OF THE ASSIGNMENT

2.01 The objective of the assignment is to conduct gender-responsive and socially-inclusive identification of needs of the Small and Medium Enterprises (SMEs), and provide evidence-based livelihoods programming to two target groups in Project areas:

- (a) SMEs at major communal intersection points of the road corridor; and
- (b) the Great Falls Indigenous Village.

3. METHODOLOGY

3.01 The Consultants will:

- (a) Review available secondary data, including the National Youth Policy, Gender Equality and Social Inclusion Policy, Amerindian and Disability legislation, Indigenous Peoples Plan (IPP) for Great Falls and other secondary data including reports, studies, gender analytical reports, poverty assessments, relevant strategic sector plans, policy and legal documents and data from the census and Labour Force Surveys. The review will include a strengths, weakness, opportunities and threats (SWOT) analysis of GOGY's credit programs targeting various categories of SMEs such as the Women of Worth (WOW) project, the Micro and Small Enterprises Development project, Agricultural Export Diversification (AED) project, and Rural Enterprises and Agricultural Development Project (READ).
- (b) Conduct a thorough stakeholder analysis and collect primary data through participatory consultations with state and non-state stakeholders to inform the assignment and gain buy-in for implementation. Elite interviews, focus groups, site visits, transect walks, and other appropriate participatory methodologies must be employed. Focus groups may be convened separately for males, females, youth, indigenous peoples and PWDs. Those consulted will include, *inter alia*:
 - (i) state agencies including Bureau of Statistics, the Small Business Bureau, Ministry of Business, Ministry of Public Works (MOPW), Ministry of Indigenous Peoples' Affairs; Ministry of Social Protection, Ministry of Finance, Centre for Local Business Development, Regional Democratic Council (RDC), Neighbourhood Democratic Council (NDC), Gender Affairs Bureau, National Commission for Gender Equality, Disability and Indigenous Affairs; and
 - (ii) non-state actors such as The Guyana Chamber of Commerce and Industry, credit unions, community-based organisations (CBOs) faith-based organisations (FBOs) and village councils and other relevant non-governmental organisations (NGOs).

4. SCOPE OF SERVICES

4.01 The services are to be conducted in accordance with generally accepted international standards and professional practices acceptable to GOGY and CDB. The scope of services is understood to cover all activities necessary to accomplish the objectives of the consultancy, whether or not a specific activity is cited in the Terms of Reference. A participatory and consultative approach is to be encouraged in the conduct of the services, and due attention to measures that enhance access to project benefits by men, women and vulnerable groups such as youth, and PWDs.

- (a) **Preparation of Needs Assessment and Profile (NAP) of SMEs.** The NAP shall identify:
- (i) Number, type and scale/scope of SMEs;
 - (ii) SWOT analysis of GOGY's credit programs targeting various categories of SMEs;
 - (iii) The resources available including:
 - (aa) Human capital: certification, skills and knowledge, ownership structure, labour (number of employees/entrepreneurs (including men, women, youth, indigenous peoples, and PWDs));
 - (bb) Natural capital: access to land, water, wildlife, flora, forest;
 - (cc) Psycho-Social capital: psychosocial needs and level of support currently available, as well as formal and informal stocks of social trust, norms and networks that people can draw upon to solve common problems;
 - (dd) Physical capital: houses, vehicles, equipment, livestock, types of products or services, annual quantity and value of output, value of annual sales (local and export), and annual wage/salary disbursements, and levels of investment in innovation, and technology utilisation; and
 - (ee) Financial capital: financial system participation (formal and informal), savings, access to regular income, net access to credit, insurance, payment of income tax/corporate tax, social security, etc.;
 - (iv) Ongoing and planned projects for SMEs operating in priority sectors/sub-sectors being undertaken by Government, NGOs and/or other regional/international development agencies, including any legal and regulatory reforms;
 - (v) Available livelihood support programming as appropriate, to support individuals to adapt and establish livelihoods through the pursuit of income generating activities;
 - (vi) Availability, relevance and adequacy of business development courses;
 - (vii) Specify livelihood issues, opportunities, barriers, strategies and aspirations of the men and women, youth, indigenous peoples and PWDs seeking to establish livelihoods, including an assessment of how traditional gender roles, and the extent to which gender, youth and disability stereotypes and/or bias may further exacerbate these; and
 - (viii) Disaggregation of NAP findings according to sex, age group, disability status, ethnicity and geographical location, where possible.
- (b) **Preparation and delivery of a Capacity-building Plan (CBP)** which identifies capacity-building needs and a costed work plan (human, financial and other resources) for providing relevant training for two target groups (stated under objectives).

- (c) **Definition of a Small Grant Assistance Programme (SGP)** to strengthen SMEs (post-completion of capacity-building training). It must identify:
 - (i) grant components with critical business inputs such as tools of the trade, small equipment, relevant software and other eligible expenditure;
 - (ii) eligibility criteria for participation of SMEs;
 - (iii) institutional arrangements and resources required (human, financial, psychosocial, etc.) to support the programme implementation including ongoing business coaching/mentorship; and
 - (iv) M&E system to measure success of the interventions provided; that is, effectiveness in supporting the sustainable establishment, formalisation and/or expansion of SME livelihoods.
- (d) **Convene Stakeholders' Consultation Workshop(s)** to review draft project deliverables in sections 4.01 (a) to 4.01 (c) above with key stakeholders in the public, private and non-governmental organisations sectors; prepare a Stakeholders' Consultation Evaluation Report to document participants' profile and feedback gleaned; and incorporate feedback into the revised project deliverables.
- (e) **Conduct Capacity-building Training** for:
 - (i) key stakeholders to be involved in the implementation of the Project and SGP; and
 - (ii) two target groups of SME beneficiaries through business development training and coaching including record keeping, establishing market linkages; and strengthen sustainability through establishing, formalising and expanding businesses.
- (f) **Prepare a Capacity-building Training Evaluation Report** of participants' profile and areas of satisfaction and dissatisfaction regarding the training provided.

5. TIMING AND QUALIFICATIONS

5.01 It is expected that the assignment will require a maximum of 90 professional days over 12 months.

5.02 The Consultants should include:

- (a) Key Expert 1 – SME Development Specialist with expertise in Microfinance:
 - (i) post-graduate qualifications in Business Administration, Finance, Accounting, Economics, Business Administration, Development Studies, or related field;
 - (ii) ten years' experience in business development/management, marketing, training and advisory services, including business continuity planning;
 - (iii) five years' experience working with SMEs in the Caribbean and with/for multilateral agencies, and Governments; and

- (iv) two years' experience working with indigenous peoples and SMEs in rural communities.
- (b) Key Expert 2 – Social and Gender Specialist with:
 - (i) post-graduate qualifications in development studies, social policy, or other related field;
 - (ii) eight years' experience in community development, social and gender analysis/development work, conducting quantitative and qualitative research including participatory methodologies, monitoring and evaluation (M&E); development issues associated with gender equality, PWDs, indigenous peoples and youth in the Caribbean, and
 - (iii) three years' experience working with/for multilateral agencies, and governments.

6. REPORTING REQUIREMENTS

6.01 The Technical Proposal of the selected Consultants shall outline a work plan and approach to the assignment, the scope and methodology, the tasks and responsibilities and a time schedule for the completion of the assignment. The Consultants shall report to the project's PC at the MOPW, and work closely with the Small Business Bureau, the Ministry of Business and other GOGY ministries with responsibility for youth, gender equality, and indigenous peoples affairs.

6.02 The following reports in Microsoft Word/Excel which can be edited, two hard copies, along with an electronic copy either by email, on CD ROM or flash drive, shall be submitted to the MOPW at the times indicated below. The reports must incorporate feedback provided by the MOPW.

- (a) Inception Report, within 2 weeks of commencement of the assignment including the work plan, detailed methodology and research instruments for the assignment.
- (b) Interim Report 1, within 2 months of commencement of the assignment including the Draft NAP, Draft CBP and Draft SGP. Interim Report 1 shall be presented at the Stakeholder's Consultation within 2 weeks of submission.
- (c) Interim Report 2, within 3 months of commencement of the assignment including the Revised NAP, Revised CBP, Revised SGP, and Draft Stakeholders' Consultation Evaluation Report.
- (d) Draft Final Report, within 6 months of commencement of the assignment including the Final NAP, Final CBP, Final SGP, Final Stakeholders' Consultation Evaluation Report, and Draft Capacity-building Training Evaluation Report.
- (e) Final Report, within 12 months of commencement of the assignment including Final Draft Capacity-building Training Evaluation Report.

BUDGET

Item	(USD)		
	CDB	GOGY	Total
A. CDB's Contribution:	1,016,800	-	1,016,800
B. Counterpart Contribution:	-	65,000	65,000
Sub total	1,016,800	65,000	1,081,800
Contingency (5%)	50,840	3,250	54,090
Total	1,067,640	68,250	1,135,890
Percentage	94	6	100

DRAFT ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN

Project Aspect	Potential Negative Impact	Mitigation Measures	Responsibility	Cost
Design Phase				
Detailed Design and Preparation of Bid Documents	<ul style="list-style-type: none"> Social and gender vulnerabilities in target communities exacerbated by large-scale economic project 	<ul style="list-style-type: none"> Conduct of social and gender impact assessment (Feasibility Study) Draft ESMP. Ensure the design and construction works incorporate social and gender needs include inter alia universal design criteria to accommodate physical access for PWDs. 	Contractor, MOPW	Project Cost
Pre-construction	<ul style="list-style-type: none"> Land Acquisition 	<ul style="list-style-type: none"> Determine the extent of land acquisition and ensure resettlement procedures are actioned in keeping with national requirements 	MOPW	GOGY and Project Cost
Detailed Design and Preparation of Bid Documents	<ul style="list-style-type: none"> Hazardous road conditions, dust, vehicle emissions during/after construction. 			
Construction Phase				
Provision of Worker Facility	<ul style="list-style-type: none"> Solid waste and sanitary discharges 	<ul style="list-style-type: none"> Collect sanitary waste using portable toilets Solid waste should be collected at waste bins and disposed of properly offsite. Provision of socially inclusive and gender equitable facilities such as separate restrooms for males and females, and physically accessible site for PWDs (as needed). 	Contractor	Part of Contract Cost

Project Aspect	Potential Negative Impact	Mitigation Measures	Responsibility	Cost
Capacity-building, Code of Conduct and Chance Finds	<ul style="list-style-type: none"> • Social and gender-based risks 	<ul style="list-style-type: none"> • Development of Code of Conduct and develop social and gender sensitisation training of contractors and construction workers to address risks such as commercial/ transactional sex, alcohol and drug use, sexually transmitted diseases like HIV/AIDS, human trafficking, gender-based violence, conflict resolution and respect for the rights of person with disabilities and indigenous people and property (as part of contractual requirements). • Develop and implement Chance Finds Policy for the protection and preservation of cultural and indigenous artifacts at project areas 	Contractor	Part of Contract Cost
Site Access	<ul style="list-style-type: none"> • Accident or injury to public. 	<ul style="list-style-type: none"> • Develop and implement public health and safety plan including emergency evacuation • Implement procedures to protect public health and safety 	Contractor (technical coordination with MOPW, police and Ministry of Health)	Part of Contract Cost
Labour Hiring	<ul style="list-style-type: none"> • Unsafe working conditions and injury. 	<ul style="list-style-type: none"> • Basic safety and health plan in place for workers including emergency evacuation plan; personal protective gear; suitable training or experience in the work; emergency care available on call. • contractor to maintain a record of accidents. • Employ Socially inclusive and gender-equitable employment policies (observance of labour laws etc.). 	Contractor (technical coordination with MOPW, police and Ministry of Health)	Part of Contract Cost

Project Aspect	Potential Negative Impact	Mitigation Measures	Responsibility	Cost
		<ul style="list-style-type: none"> Develop a register of persons with the relevant skills to encourage the employment of poor and vulnerable groups and small businesses identified at the community level. Key Vulnerable Actors: women, indigenous peoples, youth, and PWDs. 		
Stakeholder Engagement Plan (SEP)	<ul style="list-style-type: none"> Access to project information and potential impacts on residents and economic/commercial interests near sites including the low participation rates of women in project implementation 	<ul style="list-style-type: none"> Develop, implement and monitor a socially inclusive and gender-responsive SEP with clear gender responsive communication strategies to engage stakeholders including residents living around project sites in advance of construction activities. Establish and coordinate formal Community Participation Groups (CPGs) for each project location/site consisting of representatives of schools, residents, businesses, non-governmental organisations, contractor and include their involvement at all levels, with special regard to involving women and men, as well as non-governmental organisations promoting gender equality. As well as the MOPW to manage information flow between project implementers and communities. CPGs can be incorporated within existing CBO structure(s). Gender is mainstreamed throughout the project design 	Contractor, and MOPW	Project Cost
Site Work	<ul style="list-style-type: none"> Sediment runoff and potential for spills/leaks reaching surface run-off 	Minimise disturbance to areas outside construction zone.	Contractor	Part of contract cost

Project Aspect	Potential Negative Impact	Mitigation Measures	Responsibility	Cost
Construction	<ul style="list-style-type: none"> • Damage to Flora 	<p>Adequate drainage to be in place to avoid flooding within forested area.</p> <p>Soil control measures to be implemented.</p> <p>Vegetation clearance should be limited</p>	Contractor	Project Cost
Construction	<ul style="list-style-type: none"> • Damage to Fauna 	<p>Measures to be implemented to prevent forest fires.</p> <p>Maintain sufficient vegetation to facilitate wildlife movement</p> <p>Animals with reduced movement capabilities should be allowed to escape if encountered by workers.</p>	Contractor	Project Cost
Construction	<ul style="list-style-type: none"> • Accidents/ Hazard impacts 	<p>Emergency Response plan to be prepared to respond to environmental emergencies such as spills, fires, accidents, medical emergencies. Plan to include emergency procedures, list of emergency equipment, incident reporting, emergency contact numbers for response personnel etc.</p>	Contractor	Project Cost
Construction	<ul style="list-style-type: none"> • Traffic Congestion/ Road Safety 	<p>Development of a traffic management plan to manage flow of traffic in the vicinity of works.</p> <p>Traffic controls and signage to be installed in advance of works.</p>	Contractor	Project Cost

GENDER ACTION PLAN

Activities	Targets/Indicators	Responsibility	Timeframe
Cross-cutting Strategies integrated in Project Cycle and Project Management			
Host consultations with men and women, vulnerable groups, and indigenous populations as a project component during preparation, implementation, and completion.	Consultations held with men and women and other vulnerable groups throughout the project. <i>Target for participation- 30% female, 30% youth and 5%PWDs and 50% female facilitators.</i>	PMT- WSG, MOPW	Ongoing
Integrate stakeholder inputs into the design, implementation, and M&E of the project.	The needs of stakeholders are reflected within the project. Project M&E includes GAP indicators	PMT- WSG, MOPW	Ongoing
Collect disaggregated data by sex for gender monitoring across all relevant project components.	Disaggregated data is collected, analysed, and integrated across all relevant project components.	PMT- WSG, MOPW	Ongoing
GAP performance is included in all project reviews and reporting requirements.	GAP implementation included within all project reporting frameworks.	PMT- WSG, MOPW	Ongoing
Monitor the implementation of the ESMP which includes potential impacts and mitigations measures such as social and gender sensitisation training of contractors and construction workers, development of a Stakeholder Engagement Plan, establishment of community participation groups consisting of representatives of residents and businesses along the road to keep communities informed on matters related to implementation; and contractor's requirement to establish a GRM.	ESMP effectively implemented. (yes/no). <i>Target for participation- 30% female, 30% youth and 5%PWDs and 50% female facilitators.</i>	Contractor, Consultant, PMT- WSG, MOPW	TBD
Social and Gender specialist hired as part of the PMT to support the socioeconomic resilience aspects of the Project.	A social and gender specialist recruited and hired as part of the PMT.	PMT- WSG, MOPW	During Construction
PMT within WSG, MOPW participate in gender training.	All PMT staff trained on social and gender issues.	Social and Gender	TBD

Activities	Targets/Indicators	Responsibility	Timeframe
		Specialist Consultant	
Output 1: Project drainage and ancillary infrastructure upgraded consistent with universal design standards, safeguards, and climate change resilience requirements.			
Gender-sensitive, socially inclusive and climate resilience standards design and construction of 121 km of road inclusive of drainage structures and associated ancillary works.	Environmental, Social, Health and Safety Plans effectively implemented. (yes/no)	PMT- WSG, MOPW Contractors, Consultant, CDB	TBD
Encourage contractors to prioritise the use of local materials and the employment of local workers within project communities and to maximise use of women and other vulnerable populations in labor-based work.	<p>Community members employed during the construction phase of the project (disaggregated by sex, age cohort, indigenous identity, and disability status). (#)</p> <p>Employment opportunities announced and recruitment notices widely circulated, targeted at women as well as men and other vulnerable groups.</p> <p>Equal pay for equal work for women and men for all construction and maintenance work.</p> <p>Register of persons with the relevant skills developed to encourage the employment of poor and vulnerable groups and small businesses identified at the community level. Key Vulnerable Actors: women, youth, and PWDs.</p>	PMT- WSG, MOPW Contractors, Consultant, CDB	TBD
Promote safe and inclusive working conditions in contractors' duties and responsibilities through the supervision of construction services.	<p>Basic facilities (separate toilets, clean water) are provided for female as well as male construction workers at construction sites.</p> <p>Supervision of safe conditions during construction for both male and female workers and training orientation sessions on labour</p>	PMT- WSG, MOPW CDB	TBD

Activities	Targets/Indicators	Responsibility	Timeframe
	standards/ equal wages/awareness on STI (incl. HIV) prevention, human trafficking, conflict management, sexual harassment, exploitation, and gender-based violence.		
Incorporate local knowledge for climate change adaptation through community consultations and ensure women's leadership and participation in community-based adaptation programmes and road management and maintenance.	Local including indigenous languages and participated integrated within any climate change adaptation for road works.	PMT- WSG, MOPW Consultants	TBD
Output 2: Action plan for Community Awareness Building around social inclusion, gender equality and road safety			
Incorporate gender-responsive socioeconomic resilience safeguards: Road Safety	Development of Road Safety Education programme: (a) Programme developed and implemented (b) # of beneficiaries: (i) schools;(ii) CBOs; and (iii) individuals (disaggregated by sex, age cohort, indigenous identity and disability status) (c) change in Knowledge, Attitudes and Practices (KAP survey) of beneficiaries (disaggregated by sex, age cohort, indigenous identity and disability status)	PMT- WSG, POPW, Consultant, CDB	TBD
Incorporate gender-responsive socioeconomic resilience safeguards: reduction in social and gender risk management	Development of social resilience programme (TIPs, GBV, rights of indigenous people, PWDs etc): (a) Programme developed and implemented (b) # of beneficiaries: i) schools; ii) CBOs; & iii) individuals (disaggregated by sex, age cohort, indigenous identity and disability status)	PMT- WSG, MOPW, Consultant, CDB	TBD

Activities	Targets/Indicators	Responsibility	Timeframe
	<p>(c) Change in KAP (survey) of beneficiaries (disaggregated by sex, age cohort, indigenous identity and disability status) (# TBD from ESIA)</p> <p>Advocacy tools and prevention materials for prevention of GBV, TIP, HIV/AIDs, and the promotion of the rights of PWDs and indigenous populations developed and disseminated.</p>		
Incorporation of gender-responsive Socioeconomic resilience safeguards: livelihoods	<p>Development of LMH livelihoods programme. and capacity-building:</p> <p>(a) Programme developed and approved</p> <p>(b) # of grants approved and disbursed (disaggregated by sex, age cohort, indigenous identity and disability status) (# TBD from ESIA)</p> <p>(c) # business plans developed (disaggregated by sex, age cohort, indigenous identity and disability status) (#)</p> <p>(d) # business coaching/training sessions delivered (disaggregated by sex, age cohort, indigenous identity and disability status) (#)</p>	<p>PMT- WSG, MOPW,</p> <p>Consultant, CDB</p>	TBD

THE CONSULTANT'S BESPOKE APPROACH AND THE LANAU METHOD EMPLOYED FOR DERIVING GDP AND JOBS ESTIMATES¹

– Consultant's Bespoke Approach

1. The bespoke approach is premised on the expectation that the socio-economic impacts of improving the Linden-Mabura Hill Road would be most strongly expressed in Guyana's tourism sector, as well as in the wider economy of Region 10 once the road upgrade is completed in 2024.
2. The socio-economic impacts have been examined in terms of three key metrics:
 - (a) Jobs (direct, indirect and induced).
 - (b) GDP (direct, indirect and induced).
 - (c) Net Present Value (NPV) of all benefits.
3. How these impacts **might be distributed** across different groups of the population has also been assessed. As shown in the table below, the Consultant's assessment applied the following steps:
 - (a) Estimate the current number of tourists visiting tourist sites in Guyana that are likely to benefit once the Linden-Mabura Hill Road is upgraded, using data from the Visitor Exit Motivation Survey 2017 Report and the 2017 Iwokrama River Lodge Annual Report².
 - (b) Apply an annual uplift assumption on the number of tourists identified once the Linden-Mabura Hill Road has been upgraded and opened in 2024. The uplift assumption is based on the estimated uplift in traffic flows expected to occur once the new road opens as modelled by the Consultant's transport modelling team. It has been assumed that this is a one-off uplift when the road opens, and visitor numbers would then remain at that higher level.

TABLE 1: VISITOR ECONOMY IMPACT CALCULATIONS

Item	Value	Source
Total number of visitors in Guyana	287,000	World Development Indicators, World Bank Data Bank
Percent of visitors going to Kaieteur Falls	43.5%	Visitor Exit Motivation Survey
Percent of visitors going to Other sites accessible using the Linden-Mabura Hill Road	19%	Visitor Exit Motivation Survey
Annual visitors to Iwokrama River Lodge	1,033	Iwokrama Annual Report 2017
Annual visitors to Kaieteur falls	124,845	Calculation
Annual visitors to Other sites (excl Iwokrama River Lodge)	53,497	Calculation
Total number of visitors impacted by new road	179,375	Calculation
Uplift due to road improvements in 2024, based on traffic uplift estimates	35%	Consultant's transport modelling
Uplift in visitor numbers	62,494	Calculation

Source: As indicated in the Table.

¹ Extracted and adapted from Appendix B – Linden to Mabura Hill Road Upgrade - Socio-economic Impact Assessment Report prepared, for CDB, byconsultancy service (2020).

² Visitor Exit Motivation Survey 2017 Report, Surveys Department, Bureau of Statistics, Guyana, <https://statisticsguyana.gov.gy/surveys/>, Iwokrama River Lodge, 2017 Annual Report, <https://iwokrama.org/about-us/>

4. This uplift in tourism numbers is then used to estimate the impact on Guyana's GDP and the associated number of jobs that could be supported through this growth in tourism following the road upgrade:

- (a) Data on the daily average tourist spend in Guyana is used to estimate the GDP impact of the increased number of tourists that the road upgrade could support.
- (b) The number of direct jobs supported is then estimated using the national estimate for GDP per employed person.
- (c) Economic multipliers are then applied to estimate the indirect and induced impacts from this uplift in the tourism sector³.
- (d) GDP impact values are then discounted to present day (2020) to reach a net present value (NPV).

TABLE 2: VISITOR ECONOMY IMPACT FINDINGS

Impact	NPV of GDP (mn)	Jobs
Direct uplift	13.6	1,210
Indirect impact	7.5	670
Indirect impact	15.8	1,400
Total impact, 2021-2024	37.0	3,280

Source: Consultant's Calculations

Gender and Social Inclusion Impact

TABLE 3: EMPLOYMENT IMPACT DISAGGREGATED BY SEX, VISITOR ECONOMY

	Male	Female	Total
Gross Direct Jobs	830	380	1,210
Gross indirect and induced jobs	1,410	660	2,070
Total	2,240	1,040	3,280

Source: Consultant's Calculations

Impacts by Ethnicity

TABLE 4: EMPLOYMENT IMPACT DISAGGREGATED BY ETHNIC GROUP, VISITOR ECONOMY

Ethnic Group	Jobs
African/Black	959
Amerindian	345
East Indian	1,306
Mixed	652
Portuguese	8
White	2
Chinese	6
Others	1

Source: Consultant's Calculations

³ Details of the multipliers used can be found in Appendix A.

Economic Growth in Region 10

5. As shown in Table 5, this assessment followed the following steps:
- Calculate the number of employed persons in Region 10 as of 2019 using latest data estimates for the employment rate and the number of employment persons.
 - Based on a literature review, it is estimated that the road improvements could support an uplift of 15% in the number of employed persons across Region 10. This assumption of 15% is based on empirical work on the regional employment effects of road enhancement in middle-income countries⁴.
 - This 15% uplift is applied to the number of employed persons in Region 10 to estimate the number of jobs that could be supported with the road improvements.
 - Estimate the incremental GDP impact from the newly supported jobs.
 - Apply employment multipliers to estimate the indirect and induced jobs generated by the intervention.
 - Estimate the GDP impact of the indirect and induced employment and adjust for present values.

TABLE 5: ESTIMATING ECONOMIC GROWTH IN REGION 10

Indicator	Value
Employed persons in Region 10 (2019)	11,617
Employment rate uplift due to road improvements %	15%
Jobs uplift due to road improvements	1,742
GDP per employed person, Guyana	17,742
GDP from direct jobs uplift	30.8 mn

Source: Consultant's calculations

Findings

6. The upgrade in the Linden-Mabura Hill Road could support over \$50 mn in GDP and approximately 4,700 jobs, as detailed in the table below. Given there were approximately 11,600 employed people in Region 10 in 2019, this impact would be equivalent to approximately 35% of the local labour market.

TABLE 6: GDP IMPACTS, REGION 10

Impacts, 2021-2040	NPV of GDP (\$mn)	Jobs
Direct Uplift	19.6 mn	1,740
Indirect Impact	10.8 mn	960
Induced Impact	22.8 mn	2,020
Total Impact 2021-2024	53.2 mn	4,720

Source: Consultant's calculation.

⁴ Quium, 2019, Transport Corridor for Wider Socio-economic Impact, <https://www.gov.uk/research-for-development-outputs/transport-corridors-for-wider-socio-economic-development>; and EBRD, 2019, Middle Income Transitions, <https://www.ebrd.com/news/publications/transition-report/ebd-middle-income-transitions-.html>

Gender and Social Inclusion impact

Sex-disaggregated Impacts

7. Region 10 has the second-highest female labour force participation rate of all Regions in Guyana. Nonetheless, the gender composition of the employed population is substantially skewed towards men, as is reflected in the sex-disaggregation of job impacts for Region 10 in the table below.

TABLE 7: GENDER IMPACTS, REGION 10

Item	Male	Female	Total
Gross direct jobs created	1,110	630	1,740
Gross indirect and induced jobs created	1,910	1,070	2,980
Total	3,020	1,700	4,020

Source: Consultant's calculation

Impacts by Ethnic Group

8. Owing to the differences in ethnic composition between Region 10 and the national averages, the disaggregation of the jobs impact shows that the African/Black ethnic group makes up almost half of the population of Region 10, compared to only around 30% for Guyana. By contrast, the East Indian group makes up only 3% of the population of Region 10, compared to 40% for the whole of Guyana. These specificities are reflected in the disaggregation of jobs in the table below.

TABLE 8: EMPLOYMENT IMPACT DISAGGREGATED BY ETHNIC GROUP, REGION 10

Ethnic Group	Jobs
Afro-Guyanese	2,315
Amerindian	378
Indo-Guyanese	133
Mixed	1,871
Portuguese	5
White	4
Chinese	15
Others	1

Source: Consultant's calculation

Benchmark analysis – Lanau Method

9. To ensure the robustness of the estimated GDP and jobs impacts, an alternative method has been employed to estimate economic impacts. This method is based on an empirical relationship between expanding the road network in Latin American countries and GDP growth rates estimated by Lanau in a 2017 paper.⁵ For a 1% increase in the size of the road network in a Latin American country, Lanau estimates an increase in the GDP growth rate of between 0.1% and 0.2%. This range is based on a number of country-specific estimates. The estimate for Costa Rica (0.18% acceleration in GDP growth) has been adopted as the most appropriate comparable country to Guyana in Lanau's paper in terms of geography (the majority of population concentrated along the coastal area, along with the capital), classification as upper-middle-

⁵ Lanau, 2017, The Growth Returns of Infrastructure in Latin America, IMF Working Paper, https://papers.ssrn.com/sol3/papers.cfm?abstract_id=2938333

income economies⁶, and similar ranking in terms of their quality of overall infrastructure (Guyana ranks 94th in the world, whereas Costa Rica ranks 103rd)⁷.

10. It is important to note that the Lanau method identifies the effects of infrastructure through the dependence of sectors on infrastructure but does not account for other channels through which infrastructure may impact growth. For example, the aggregate demand multiplier effect on short-term growth created by the rehabilitation of a road would not be covered by the assumed uplift effect of 0.18% for every 1% increase in the national road network⁸. Therefore, the Lanau method is likely to underestimate total GDP impacts but acts as a useful as a benchmark check on our method.

11. As the Linden-Mabura Hill Road constitutes 12% of the road network of Guyana, the potential incremental increase in GDP growth following the upgrade and rehabilitation of the road has been estimated to be 2.16%. Applying this percentage as a one-off impact on the growth rate of Guyana yields an estimate for the GDP impact and jobs supported by the intervention, as summarised in the table below.

TABLE 9: LANAU METHOD: ESTIMATED IMPACT

	NPV OF GDP IMPACT	JOBS
GDP Uplift	\$58.8 mn	5,211

Source: Consultant's calculation.

11. The table below summarises the disaggregated jobs based on the Lanau method estimate of gross jobs supported by the intervention – 5,211.

TABLE 10: DISAGGREGATED JOBS SUPPORTED - LANAU METHOD

Ethnicity	Number	Gender	Number
African/Black	1,524	Men	3,559
Amerindian	548	Women	1,652
East Indian	2,075		
Mixed	1,036		
Portuguese	13		
White	3		
Chinese	10		
Others	2		

Source: Consultant's calculation.

⁶ World Bank, July 2020, World Bank Country and Lending Groups, <https://datahelpdesk.worldbank.org/knowledgebase/articles/906519-world-bank-country-and-lending-groups>

⁷ World Bank TCdata360, 2015, Quality of overall infrastructure, https://tcdata360.worldbank.org/indicators/h2cf9f9f8?country=BRA&indicator=536&viz=line_chart&years=2007,2017

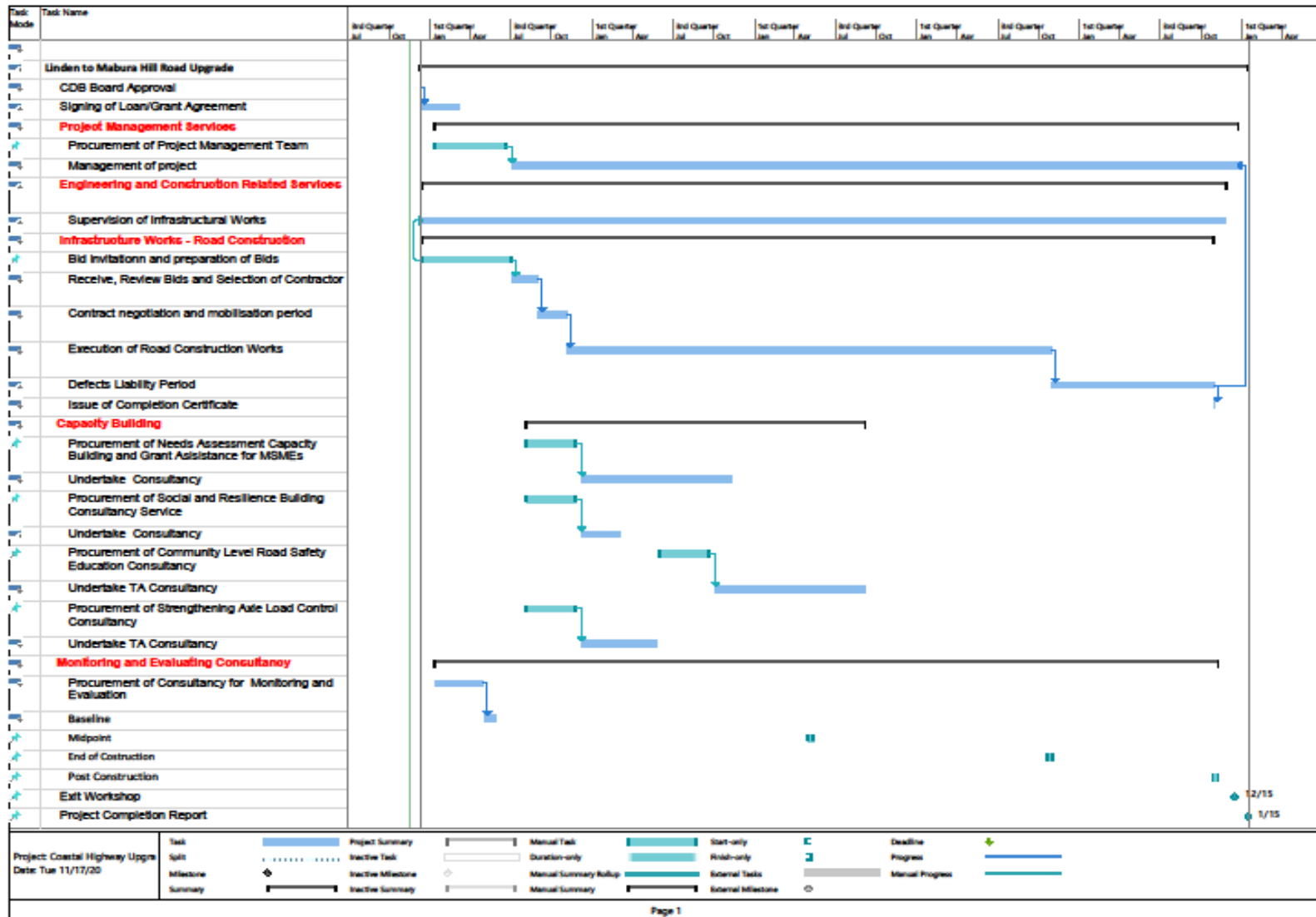
⁸ author explains that “the construction of better infrastructure may have an aggregate demand multiplier effect on short-term growth that in the framework above would be subsumed into the fixed effects”. Lanau, 2017, The Growth Return of Infrastructure in Latin America, https://papers.ssrn.com/sol3/papers.cfm?abstract_id=2938333, p. 5

GENDER MARKER ANALYSIS

Project Cycle Stage	Criteria	Score
Analysis 1	Consultations with relevant categories of males and females and relevant gender-related public/ private sector organisations and Non-Governmental/ Community-Based Organisations will take / have taken place	Yes
Analysis 2	Socioeconomic, Sector and/or Institutional analysis considers gender risks and/or gender disparities that impact the achievement of project outcomes.	Yes
Design 1	Project interventions / policies address existing gender disparities.	Yes
Design 2	Project objective / outcome includes the enhancement of gender equality or the design of gender-responsive policies or guidelines.	Yes
Implementation 1	Implementation arrangements include either: Capacity building initiatives to enhance gender mainstreaming of the executing and/or implementing agency. Or Active participation of representatives of gender-relevant stakeholders in project execution.	Yes
Implementation 2	Terms of Reference of consultancy/project coordinating unit/project management unit includes responsibilities and resources, including budgets for gender mainstreaming.	Yes
Monitoring and Evaluation 1	Sex-disaggregated data included in the baselines, indicators and targets of the RMF. Or Collection of sex-disaggregated data is part of the project.	Yes
Monitoring and Evaluation 2	At least one gender-specific indicator at the outcome and/or output level in the RMF or included in tranche releases of PBLs.	No

Analysis	Design	Implementation	Monitoring & Evaluation	Score	Code
1.0	1.0	1.0	1.0	4.0	Gender Mainstreamed (GM)

PROJECT IMPLEMENTATION SCHEDULE



ESTIMATED QUARTERLY DISBURSEMENT SCHEDULE

Year	Quarter	OCR-USD	OSF-GBP	SDF 9	Finance	Total	Cumulative
2020	2020 - Q4	-			-	-	-
Sub-total		-			-	-	-
2021	2021 - Q1	721,697		44,136	505,110	1,270,943	1,270,943
	2021 - Q2	721,697		44,136	505,110	1,270,943	2,541,886
	2021 - Q3	727,800		44,136	505,110	1,277,046	3,818,932
	2021 - Q4	727,809	658,607	254,136	505,110	2,145,662	5,964,594
Sub-total		2,899,003	658,607	386,544	2,020,440	5,964,594	5,964,594
2022	2022 - Q1	5,543,623	8,289,857	804,136	505,110	15,142,726	21,107,320
	2022 - Q2	5,543,628	8,190,138	804,136	505,110	15,043,012	36,150,332
	2022 - Q3	5,543,628	8,138,337	804,136	505,111	14,991,212	51,141,544
	2022 - Q4	5,543,628	8,229,633	804,136	505,111	15,082,508	66,224,052
Sub-total		22,174,507	32,847,965	3,216,544	2,020,442	60,259,458	66,224,052
2023	2023 - Q1	5,543,628	8,215,431	594,136	505,111	14,858,306	81,082,358
	2023 - Q2	5,543,628	8,215,431	594,136	505,111	14,858,306	95,940,664
	2023 - Q3	5,543,629	8,215,432	594,136	505,111	14,858,308	110,798,972
	2023 - Q4	5,543,629	8,124,134	594,136	505,111	14,767,010	125,565,982
Sub-total		22,174,514	32,770,428	2,376,544	2,020,444	59,341,930	125,565,982
2024	2024 - Q1	5,543,629	-	594,136	505,112	6,642,877	132,208,859
	2024 - Q2	5,543,629	-	594,136	505,112	6,642,877	138,851,736
	2024 - Q3	5,543,629	-	594,136	505,112	6,642,877	145,494,613
	2024 - Q4	5,543,629	-	594,136	505,112	6,642,877	152,137,490
Sub-total		22,174,516	-	2,376,544	2,020,448	26,571,508	152,137,490
2025	2025 - Q1	5,543,629	-	594,136	505,112	6,642,877	158,780,367
	2025 - Q2	5,543,629	-	594,136	505,112	6,642,877	165,423,244
	2025 - Q3	5,543,630	-	594,136	505,112	6,642,878	172,066,122
	2025 - Q4	5,543,630	-	594,136	505,112	6,642,878	178,709,000
Sub-total		22,174,518	-	2,376,544	2,020,448	26,571,510	178,709,000
Total		91,597,058	66,277,000	10,732,720	10,102,222	178,709,000	178,709,000

PROCUREMENT PLAN**All Estimated Costs Are In USD****A. General****1. Project Information**


Country: Guyana

Borrower: Government of Guyana

Project Name: Linden to Mabura Hill Road Upgrade

Implementing Agency: Ministry of Public Works

2. Bank's Approval Date of the Procurement Plan: December 10, 2020**3. This Procurement Plan is valid until:** June 11, 2022**4. Prior Review Thresholds:** Procurement decision subject to prior review by the Bank.

Procurement Method	Prior Review Threshold	Comments
ICB (Works)		
Non-Bank Funded	No review	GOGY procurement procedures apply
Firms/Individuals: Direct Selection	ALL	
QCBS	ALL	

5. Reference to relevant Procurement Guidelines

- Procurement Policy and Procedures for Projects Financed by CDB (2019)

6. Any Other Special Procurement Arrangements

None

7. Procurement Waivers

- No Procurement Waivers were required as part of this Appraisal

B. Goods Works and Non-Consulting Services

Ref No.	Contract (Description)	Estimated Cost	Procurement/ Selection Method	Prequalification (Yes/No)	Review by Bank (Prior/Post)	Expected Bid-Opening Date	Comments
73602-N-2	Linden to Mabura Hill Road Upgrade		ICB	Yes	Prior	July 2021	
73602-W-10	Wismar Bridge to Mile Zero Road Upgrade		NBF	Yes	n/a	May 2021	

C. Consulting Services

Ref No.	Assignment (Description)	Estimated Cost	Selection Method	Review by Bank (Prior/Post)	Expected Proposal Submission Date	Comments
73602-C-3	Supervision Services for the Linden to Mabura Hill Road Upgrade		DS	Prior	December 2020	The DS process represents a natural continuation of the previous work carried out by the firm, who was selected competitively to perform the initial work, under a procurement process satisfactory to CDB.
73602-C-4	Needs Assessment Capacity Building and Grant Assistance for SMEs		QCBS	Prior	October 2021	
73602-C-5	Project Management Services for the Linden to Mabura Hill Road Upgrade		QCBS	Prior	March 2021	
73602-C-7	Social and Gender Resilience Building Consultancy Services		QCBS	Prior	October 2021	
73602-C-8	Community Level Road Safety Education Consultancy		QCBS	Prior	August 2022	
73602-C-9	Consulting Services for Strengthening Axle Load Control		QCBS	Prior	September 2021	

D. Procurement Capacity Building activities for the Implementing/Executing Agency

- A procurement e-learning module has been prepared by CDB's Procurement Unit and is accessible to all BMCs. It will be a requirement that module is completed by the Procurement Specialist who will be a member of the Project Management Team.
- Project launch workshop

E. Summary of Proposed Procurement Arrangement

Project Components / Contracts	CDB ('000)			NBF ('000)		Total Cost ('000)
	DS	ICB	QCBS	Counterpart	Co-Financing	
Infrastructure Works	-		-		-	
Linden to Mabura Hill Road Upgrade	-		-	-	-	
Wismar Bridge to Mile Zero Road Upgrade	-	-	-		-	
Engineering and Construction- related Services		-	-		-	
Supervision Services for the Linden to Mabura Hill Road Upgrade		-	-		-	
Capacity Building	-	-			-	
Needs Assessment Capacity Building and Grant Assistance for SMEs	-	-			-	
Community Level Road Safety Education Consultancy	-	-			-	
Social and Gender Resilience Building Consultancy Services	-	-			-	
Consulting Services for Strengthening Axle Load Control	-	-			-	
Project Management	-	-			-	
Project Management Services for the Linden to Mabura Hill Road Upgrade	-	-			-	
Summary Costs					-	

This information is withheld in accordance with one or more of the exceptions to disclosure under the Bank's Information Disclosure Policy.

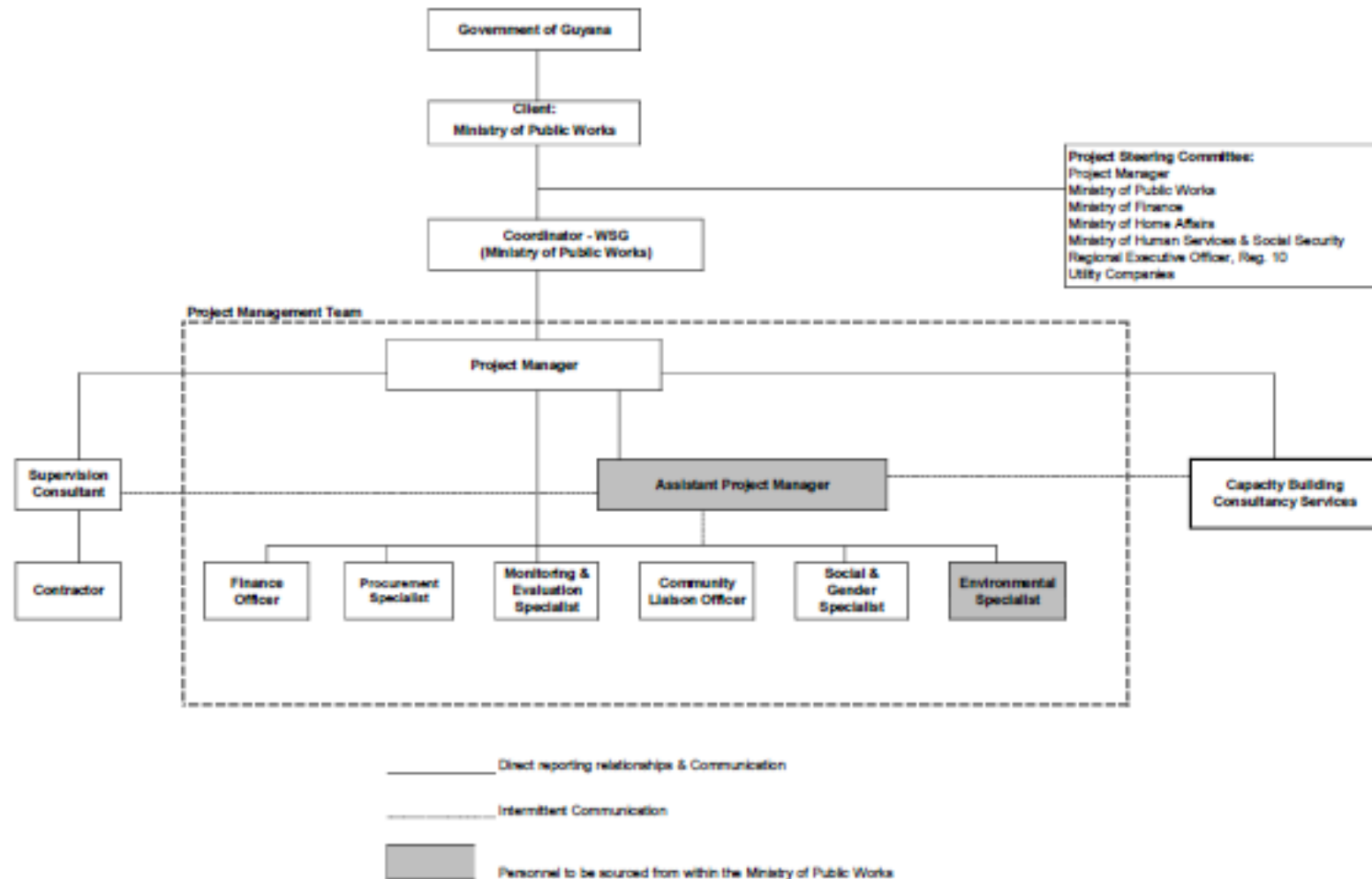
Goods, Works and Non-Consultancy Services:

- NCB - National Competitive Bidding
- ICB - International Competitive Bidding
- RCB - Regional Competitive Bidding
- LB - Limited Bidding
- DS - Direct Selection
- FA - Force Account
- CP - Commercial Practices
- APA - Alternative Procurement Arrangements
- NBF - Non-Bank Financed
- Other

Consultancy Services:

- QCBS - Quality and Cost-Based Selection
- QBS - Quality-Based Selection
- FBS - Fixed Budget Selection
- LCS - Least-Cost Selection
- CQS - Consultants' Qualification Selection
- DS - Direct Selection
- CP - Commercial Practices
- APA - Alternative Procurement Arrangements
- ICS - Individual Consultants Selection
- NBF - Non-Bank Financed
- Other (as above)

PROPOSED PROJECT MANAGEMENT ORGANISATION CHART LINDEN TO MABURA HILL ROAD UPGRADE



REPORTING REQUIREMENTS

Report Implementation		Frequency	Deadline for Submission	Responsibility
1.	Progress Reports on implementation status and performance of the project in relation to planned schedule and objectives (planned versus actual) in the required formats. Minutes of PSC/Technical advisory group and monthly reports from supervising consultant and contractor should be attached.	Monthly/ Quarterly	Within 10 days after the end of each calendar month until Project implementation is completed, commencing one month after the signing of Loan Agreement	PM with input from the M & E Officer
2.	Evaluation Reports on prequalification and tenders for works	-	Within two weeks of the submission deadlines.	PM
3.	Project Investment Cost Reports on the investment costs of the Project. Updated project schedule (Gantt Chart with task dependencies)	Quarterly	Two weeks after the end of each quarter until Project implementation is completed, commencing with the first quarter.	PM
4.	Civil Works Progress Reports for each phase of the Civil Works contracts.	Monthly	Within three weeks after the end of each calendar month until Project implementation is completed.	Construction Supervision Consultant(s).
5.	Consultants' Report on Technical assistance and related components	As applicable	Per applicable Contract. Submitted to CDB within 1 week of receipt from consultant	Technical Assistance Consultant
6.	Completion Report for each Civil Works Contract (including as-built drawings).	-	Within two months of the date of issue of a certificates of practical completion for each Phase of Works Contract.	Construction Supervision Consultant(s)

Report Implementation		Frequency	Deadline for Submission	Responsibility
7.	Annual Work Plan and Budget (AWPB) by project component detailing planned activities associated with costs and timing	Annually	Beginning one quarter after the project is launched	PM
8.	Updated Procurement Plan	Every 12 months or as needed	Always covering the next 12 months period of project implementation	PM
9.	Annual Financial Audit		Within 60 days of the end of each fiscal year	PM
10.	Project Completion Report on the implementation and on the early operation stage of the Project.		Within four months of completion of the Project.	PM

APPENDIX 6.5.2
FORM OF PROJECT COMPLETION REPORT

1. Dispatch of information: designation of the person responsible:

The information below has to be sent to CDB under the responsibility of:

Company	
Contact person	
Title	
Function/Department	
Address	
Phone	
Fax	
Email	

The above-mentioned contact person(s) is (are) the responsible contact(s) for the time being. GOGY shall inform CDB immediately in case of any change.

2. Information on the end of works and first 12 (twelve) months of operation:

GOGY shall deliver to CDB a completion report with the following information on project completion and initial operation after a year of the commissioning of the Project:

- (a) a brief description of the technical characteristics of the Project as completed, explaining the reasons for any significant change;
- (b) the date of completion of each of the main Project's components, explaining the reasons for any possible delay;
- (c) the final cost of the Project, explaining the reasons for any possible cost increases vs. initial budgeted cost;
- (d) the number of new jobs created by the Project: both jobs during implementation and permanent new jobs created;
- (e) description of the social and gender aspects of the project and their implementation and level of success;
- (f) a description of any major issue with impact on the environment;
- (g) description of the Climate Action and/or CC resilience (adaptation) aspects of the Project and their implementation and level of success in operation to date;
- (h) update on the Project's demand or usage and comments;
- (i) any significant issue that has occurred and any significant risk that may affect the Project's operation; and
- (j) any legal action concerning the Project that may be ongoing.

QUARTERLY REPORT ON INVESTMENT COST OF PROJECT

(\$'000)

Elements of Project	Expenditure for this Quarter	Cumulative Expenditure to date	Projected Expenditure for the Quarter			Estimated Expenditure to Complete Project	Latest Estimate of Expenditure	Project Estimate as per Appraisal Report	Variance Favourable/ (Adverse)	Comments/ Reasons for Adverse Variance and Financing Proposal to Meet Cost Overrun
			Ending	Ending	Ending					
(1)	(2)	(3)	(4) ₁	(4) ₂	(4) ₃	(5)	(6)	(7)	(8)	(9)
1. Project Preparation								133,548		
2. Infrastructure Works								6,063		
3. Engineering and Construction Related Services								1,753		
4. Capacity Building								100		
5. Project Management										
Base Cost								141,465		
7. Physical Contingencies								14,059		
8. Price Contingencies								13,083		
Total Project Cost								168,607		
Financing:										
CDB: UKCIF								66,277		
CDB: OCR								101,466		
CDB: SFR								10,966		
GOGY								11,556		

GUIDELINES FOR COMPLETION OF REPORT ON PROGRESS OF INVESTMENT COST

1. Elements of Project - The elements of the Project as outlined in the Appraisal Report must be recorded in this column. If it becomes necessary to further sub-divide the main elements of the project, then the sub-elements should be grouped to facilitate the determination of the expenditure related to the main elements identified in the Appraisal Report.
2. Expenditure for this Quarter - The expenditure incurred in the quarter to which the report relates in respect of each element of the Project must be recorded in this column.
3. Cumulative Expenditure to Date - The expenditure incurred in respect of each element of the Project from the commencement of the Project to the end of the quarter to which the report relates must be recorded in this column.
4. Projected Expenditure for Quarter - An estimate of the expenditure to be incurred in each of the quarters until project completion.
5. Latest Estimate of Expenditure - The amounts to be recorded in this column should be derived by adding columns 3, 4, 23, and 5. The amounts recorded in this column should be the best estimate of expenditure to be incurred in respect of each element of the project. These amounts may be less or greater than the appraised expenditure.
6. Project Estimates as per Appraisal Report - The estimate of expenditure to be incurred in respect of each element of the project, as outlined in the Appraisal Report, must be recorded in this column.
7. Variance - The difference between columns 6 and 7 must be recorded in this column. Where the amount in column 6 is less than that in column 7, a favourable variance results. An adverse variance results where the amount in column 6 is greater than that in column 7.
8. Comments - An explanation should be given for each variance which is more than 10% of the project estimates as per Appraisal Report.

The organizational chart for the Ministry of Public Infrastructure, Works Services Group, as of August 2019, is structured as follows:

- Minister of Public Works**
 - Deputy Minister of Public Works**
 - Planning**
 - Director of Planning
 - Director of Economic Planning
 - Director of Social Planning
 - Director of Environmental Planning
 - Director of Urban Planning
 - Director of Regional Planning
 - Director of Transport Planning
 - Director of Infrastructure Planning
 - Director of Land Use Planning
 - Director of Urban Design
 - Director of Urban Form
 - Director of Urban Structure
 - Director of Urban Design
 - Director of Urban Form
 - Director of Urban Structure
 - Finance**
 - Director of Finance
 - Director of Accounting
 - Director of Treasury
 - Director of Taxation
 - Director of Customs
 - Director of Excise
 - Director of Stamp
 - Director of Lottery
 - Director of Gaming
 - Director of Betting
 - Director of Gambling
 - Director of Casino
 - Director of Hotel
 - Director of Restaurant
 - Director of Bar
 - Director of Club
 - Director of Nightclub
 - Director of Casino
 - Director of Hotel
 - Director of Restaurant
 - Director of Bar
 - Director of Club
 - Director of Nightclub
 - Technical Services**
 - Director of Technical Services
 - Director of Engineering
 - Director of Architecture
 - Director of Surveying
 - Director of Geomatics
 - Director of Environmental Engineering
 - Director of Environmental Planning
 - Director of Environmental Design
 - Director of Environmental Management
 - Director of Environmental Monitoring
 - Director of Environmental Assessment
 - Director of Environmental Impact
 - Director of Environmental Policy
 - Director of Environmental Law
 - Director of Environmental Regulation
 - Director of Environmental Enforcement
 - Director of Environmental Education
 - Director of Environmental Research
 - Director of Environmental Development
 - Director of Environmental Conservation
 - Director of Environmental Protection
 - Director of Environmental Stewardship
 - Director of Environmental Governance
 - Director of Environmental Leadership
 - Director of Environmental Innovation
 - Director of Environmental Entrepreneurship
 - Director of Environmental Social Enterprise
 - Director of Environmental Social Impact
 - Director of Environmental Social Responsibility
 - Director of Environmental Social Accountability
 - Director of Environmental Social Transparency
 - Director of Environmental Social Integrity
 - Director of Environmental Social Trust
 - Director of Environmental Social Credibility
 - Director of Environmental Social Reputability
 - Director of Environmental Social Respectability
 - Director of Environmental Social Dignity
 - Director of Environmental Social Honor
 - Director of Environmental Social Prestige
 - Director of Environmental Social Esteem
 - Director of Environmental Social Regard
 - Director of Environmental Social Esteem
 - Director of Environmental Social Regard
 - Director of Environmental Social Esteem
 - Director of Environmental Social Regard
 - Human Resources**
 - Director of Human Resources
 - Director of Personnel
 - Director of Recruitment
 - Director of Training
 - Director of Development
 - Director of Performance
 - Director of Compensation
 - Director of Benefits
 - Director of Safety
 - Director of Health
 - Director of Welfare
 - Director of Recreation
 - Director of Leisure
 - Director of Entertainment
 - Director of Culture
 - Director of Arts
 - Director of Media
 - Director of Communications
 - Director of Public Relations
 - Director of Corporate Communications
 - Director of Investor Relations
 - Director of Media Relations
 - Director of Community Relations
 - Director of Government Relations
 - Director of Industry Relations
 - Director of Academic Relations
 - Director of Professional Relations
 - Director of Trade Relations
 - Director of Consumer Relations
 - Director of Supplier Relations
 - Director of Partner Relations
 - Director of Client Relations
 - Director of Customer Relations
 - Director of Stakeholder Relations
 - Director of Interest Group Relations
 - Director of Public Opinion
 - Director of Social Media
 - Director of Digital Marketing
 - Director of Content Marketing
 - Director of Search Engine Optimization
 - Director of Social Media Management
 - Director of Digital Advertising
 - Director of Content Creation
 - Director of Content Distribution
 - Director of Content Promotion
 - Director of Content Monetization
 - Director of Content Optimization
 - Director of Content Personalization
 - Director of Content Recommendation
 - Director of Content Discovery
 - Director of Content Engagement
 - Director of Content Retention
 - Director of Content Conversion
 - Director of Content Attribution
 - Director of Content Analytics
 - Director of Content Reporting
 - Director of Content Evaluation
 - Director of Content Improvement
 - Director of Content Innovation
 - Director of Content Experimentation
 - Director of Content Iteration
 - Director of Content Optimization
 - Director of Content Personalization
 - Director of Content Recommendation
 - Director of Content Discovery
 - Director of Content Engagement
 - Director of Content Retention
 - Director of Content Conversion
 - Director of Content Attribution
 - Director of Content Analytics
 - Director of Content Reporting
 - Director of Content Evaluation
 - Director of Content Improvement
 - Director of Content Innovation
 - Director of Content Experimentation
 - Director of Content Iteration

APPENDIX 6.6.2

DUTIES AND COMPOSITION OF PROJECT STEERING COMMITTEE

1. The PSC will monitor the overall implementation of the project and provide guidance to the PMT on high level matters. PSC will be required to meet as required, but not less than once every two months. The duties of the PSC shall be:

- (a) review progress in implementation of the Project on a quarterly basis and meet with PMT if necessary, to address corrective actions;
- (b) provide guidance to the PMT on matters having major implications on project delivery;
- (c) facilitate decision making on policy issues by the relevant authorities to ensure timely fulfillment of loan conditions; and
- (d) review annual work plans and ensure that recommendations with respect to adequate budgetary allocations are made, the selection and release of persons for training are on schedule, and procurement schedules are executed.

2. PSC will be chaired by the Permanent Secretary, MOPW or his/her assignee and will comprise the following members:

- (a) Permanent Secretary, Ministry of Local Government and Regional Development or his/her assignee;
- (b) Head, Project Cycle Management Unit, Ministry of Finance or his/her assignee;
- (c) PM;
- (d) APM;
- (e) Representative from Ministry of Human Services and Social Security;
- (f) Representative from Ministry of Home Affairs/Traffic Head Quarters;
- (g) Regional Executive Officer – Region 10; and
- (h) One representative from each utility company (as required).

FIGURE 1 – SITE LOCATION

