

# Implementation Agenda based on Consensus 2005-2010

Basic and strategic information  
for supporting the process of intensive  
management of the project:

BOA VISTA-BONFIM-  
LETHEM-GEORGETOWN  
HIGHWAY  
(1° STAGE: STUDIES)

GUYANA-BRAZIL  
GUAIANESE SHIELD HUB



May 2005

# Boa Vista - Bonfim - Lethem - Linden - Georgetown Road (1° phase: studies)

## General Information

---

### INTEGRATION AND DEVELOPMENT HUB

Guyana Shield Hub

### GROUP

Interconnection Brazil – Guyana (Group 2)

### COUNTRIES

Brazil and Guyana

### OBJECTIVE

To provide a transportation link between Brazil and Guyana to facilitate trade and cultural exchanges between the two countries. The improvement to this road will interconnect and facilitate trade with the state of Roraima in Brazil and will also provide a complete integration of the countries in the Guyana Shield Hub as it intersects with the proposed East West transportation network linking Venezuela with Guyana, Surinam and French Guyana.

### PROPOSED SOLUTION

To pave the existing road between Lethem (Guyana), located at the border of the Brazilian state of Roraima, to Linden. The Implementation Agenda considers only the first phase of this important project, which is limited to the feasibility and environmental studies, and engineering designs.



# Boa Vista-Georgetown Road and Deep-sea Port



## TOTAL INVESTMENT

US\$ 3,3 million for the studies

- Feasibility Study: US\$ 500,000
- Environmental Studies: US\$ 300,000
- Engineering Designs: US\$ 2,500,000
- Construction (Estimates): US\$ 250,000,000

## FINANCING SOURCE

Inter-American Development Bank (IDB) or other international financial organizations



## **EXECUTING ENTITY**

- Works Services Group, Ministry of Public Works & Communication, Government of Guyana

## ***Phases and Deadlines***

---

### **PRE-FEASIBILITY STUDY**

*Concluded*

### **FEASIBILITY STUDY**

*December 2006 (6 months of consulting work)*

### **ENVIRONMENTAL STUDIES**

*December 2006 (6 months of consulting work)*

### **ENGINEERING DESIGNS**

*March 2008 (1 year of engineering work)*

### **CONCLUSION (PHASE 1 OF DTHE PROJECT)**

*March 2008*

## ***Current Situation***

---

### **PHASE**

Feasibility and environmental studies, and engineering designs.

### **GENERAL SITUATION**

The Government of Guyana's National Development Strategy has been formulated after intensive collaboration between the public and private sector and has identified the Linden-Lethem road as the most essential north-south link in the transportation network of Guyana and is in accordance with the overall objectives of the strategic vision of IIRSA.

For the interconnection Boa Vista-Georgetown, the route is comprised of the following sections:

- Georgetown to Linden: This road is already paved to accommodate traffic at international standards.
- Linden to Lethem: 450 Km of gravel surfaced road which will require upgrading and will require the replacement of some 80 drainage structures. Two major river crossings are included in the project, including the bridge across the Demerara River at Linden, which is in reasonable condition, but only capable of accommodating one-lane traffic and will require extension, and the Kurupukari river mid-way on the route from Linden to Lethem.
- Lethem – Bonfim – Boa Vista: This section has already been completed by the Government of Brazil, except for the Bridge across the Takutu River on the border with Brazil, which is being addressed as a separate project by IIRSA.

The existing unpaved road from Linden to Lethem accommodates 2 lanes of traffic with a pontoon ferry crossing at KURUPUKARI RIVER located mid way of the route. The road is maintained by private



investors with logging and mining concessions along the route and cost recovery is sustained by tolls from the ferry crossing.

As a result of bi-lateral agreements between the Governments of Guyana and Brazil for the necessity of improving the road link, a feasibility study was undertaken in 1989 under the funding from the European Union and an Environmental impact assessment was commissioned by the Government of Guyana in 1994. A second feasibility study was also performed in the year 2000.

These studies considered three levels of intervention:

- Low scenario: minimal repairs to critical sections.
- Medium scenario: upgrading to all weather gravel road with new drainage structures.
- High scenario: upgrade to full international standards.

The studies concluded that the medium scenario was feasible and was the recommended option. No unmitigable environmental impacts were foreseen.

The recommendation against the high scenario was based on the lack of institutional capacity and regulations for monitoring the general use or misuse of the area, the lack of sustainable maintenance of the road and the low volume of traffic because of its deteriorated conditions.

Several improvements to the general situation have since eliminated these constraints, including:

- The institutional capacity of the highway authorities has been strengthened.
- An Environmental Protection Agency has been established.
- A sustainable maintenance program has been established with private investors responsible for the maintenance of the road with cost recovery from ferry tolls.
- Regular bus transport systems have been established.
- There have been increases in traffic volumes.
- The road from Bonfim to Boa Vista has been completed, and the bridge over the Takutu River on the border with Brazil is under construction.

The Government of Guyana considers important to have the first phase completed, which consists of the updated feasibility and environmental studies, and the completion of the engineering designs.

## ***Critical Stage for the Implementation of the Project***

---

### ***Critical stage 1: Raising funds for the studies and engineering designs***

#### **SUMMARY DESCRIPTION**

The start of the project is contingent upon the disposal of enough funds to hire consultants and engineers to perform the studies and the designs.

#### **NECESSARY DECISIONS**

To have the approval from international financial organizations or other sources of funds.

#### **MAIN ENTITIES**

- Ministry of Public Works and Communications
- Ministry of Finance
- Inter-American Development Bank (IDB) or another international financial organization



## **INFLUENTIAL ENTITIES**

- Ministry of Amerindian Affairs
- Environmental Protection Agency
- Ministry of Foreign Affairs
- Ministry of Home Affairs

## **PREVIOUS IMPORTANT ACTIONS**

- To identify the source of the funds.
- To apply for the funds required for the feasibility and environmental studies.
- To apply for the funds required for the engineering designs.

## **DEADLINES**

- To identify the source of the funds: *August 2005*.
- To apply for the funds required for the feasibility and environmental studies: *November 2005*.
- Approval of the funds for the Feasibility and Environmental studies: *June 2006*.
- To apply for the funds required for the engineering designs: *September 2006*.
- Approval of the funds for the Engineering designs: *March 2007*.

## **Contacts**

---

### **RESPONSIBLE FOR THE PROJECT**

Rickford Lowe  
Coordinator Work Services Group and National Coordinator IIRSA  
Ministry of Public Works and Communications  
Tel: (592) 226-2718, 226-0650, ext. 108  
[wsg@ewirelessgy.com](mailto:wsg@ewirelessgy.com)

### **IIRSA NATIONAL COORDINATORS**

Ariel Garces Pares (Brasil)  
Secretario de Planeamiento e Inversiones Estratégicas  
Ministerio de Planeamiento, Presupuesto y Gestión  
Tel: (5561) 3429-4080, 3223-3862  
[ariel.pares@planejamento.gov.br](mailto:ariel.pares@planejamento.gov.br)  
[leandro.couto@planejamento.gov.br](mailto:leandro.couto@planejamento.gov.br)

Rickford Lowe (Guyana)  
Coordinator Work Services Group and National Coordinator IIRSA  
Ministry of Public Works and Communications  
Tel: (592) 226-2718, 226-0650, ext. 108  
[wsg@ewirelessgy.com](mailto:wsg@ewirelessgy.com)

### **CCT COORDINATORS**

Carlos Tamayo  
BID  
Tel: (1202) 623-3811  
Fax: (1202) 623-2064  
[carlostm@iadb.org](mailto:carlostm@iadb.org)

Julian Villalba  
CAF  
Tel: (58 212) 209-2256  
[jvillalba@caf.com](mailto:jvillalba@caf.com)



Pablo Pereira  
FONPLATA  
Tel: (5913) 336-6611  
Fax: (5913) 337-1713  
[ppereira@fonplata.org](mailto:ppereira@fonplata.org)

