

GEORGE PRICE HIGHWAY REHABILITATION PROJECT (GPHRP) ENVIRONMENTAL AND SOCIAL IMPACT ASSESSMENT (ESIA) ADDENDUM



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Mopan River near entrance to Benque Viejo del Carmen (top); Roaring Creek Bridge and Z-Curve construction (center, left to right); Carriage near Iguana Creek Road, schoolchildren crossing Santa Elena roundabout, natural spring near Ontario (bottom, left to right). (All photographs made during April 2018 field visit.)

EXECUTIVE SUMMARY

This Environmental and Social Impact Assessment (ESIA) Addendum has been prepared to support the Inter-American Development Bank's (IDB or Bank) financing and supplemental financing of the rehabilitation of about 40 miles of the George Price Highway (GPH) from Belmopan to the Guatemalan border at Benque Viejo. It is intended to serve as an Addendum to the original ESIA prepared for the project in 2014¹ but includes additional details on the bypass to the south of the town of Succotz (section 4), particularly as regards disaster risk from flooding of the existing highway in that area. This update also includes a new analysis of environmental and social impacts and risks following. A number of new social analyses and plans have also been developed and are integrated herein. Finally, this ESIA Addendum also provides a revised Environmental and Social Management Plan (ESMP) incorporating each of the above elements. This entire package was presented to stakeholders by the Ministry of Works (MOW) through the Project Execution Unit (PEU) in a new round of public consultations with the goal of engaging and informing the public, optimizing project design, and successfully launching the suite of projects for George Price Highway Rehabilitation Project (GPHRP).

Developments since the 2014 include the issuance of Environmental Clearance by the Department of Environment (DOE) along with an Environmental Compliance Plan (ECP). The Plan is being tracked for compliance by DOE and the MOW's Supervision Engineer since construction began late in 2017 (on sections 1 and 2) by weekly site visits and monthly reports. Thus far the construction contractors are largely in compliance with international standards for health and safety aspects, including traffic management and personal protective equipment (hard hats, reflective vests, and protective footwear) for workers. Improvements are needed in dust control, access restriction to work sites, temporary erosion control near streams and rivers, and monitoring for noise and dust. Implementation of social mitigation plans are needed to fully comply with the commitments of the MOW before DOE as well as to comply fully with IDBs safeguard policies. These include a resettlement and livelihoods restoration plan, a consultation plan, a socio-cultural analysis, a communications plan, a community health and safety plan, and a gender action plan. Cooperation with the Institute of Archaeology has resulted in clearing of proposed routing for all Road Sections, but written documentation is pending and additional field verification and/or an on-site archaeologist will be in place prior to clearing or other activities, particularly in the Section 4 bypass.

Options were evaluated to reduce disaster risk on the existing road between Succotz and Benque in Section 4, where the road lies on the floodplain of the Mopan River. The preferred option in the 2014 ESIA was the construction of a bypass road south of the town, along with taking other measures on the existing road to reduce its vulnerability to damage from periodic

¹ <https://www.iadb.org/Document.cfm?id=38969666> and <https://www.iadb.org/Document.cfm?id=38969802>

flooding (e.g., raising its elevation). An updated risk assessment concludes that the highest-risk activities would be the construction of a retaining wall or river defence because of the impacts to recreation, ecology, water quality, access to the archaeological site of Xunantunich and associated vendors and businesses, hydraulic complexities associated with major river defence works, and community impacts. Simple repaving and culvert repairs in this area would also reduce vulnerability to flood damage, but risks can be reduced by minimizing the footprint of the road. One alternate approach that could be explored for feasibility during detailed design is the dedication of a “green space” with a single-lane, one-way access road that would serve for transit but also for open space and recreation. (Should this prove feasible, it could cost less, avoid relocation and resettlement, provide community benefits and jobs for recreation and tourism, and enhance public image, as well as preserve the integrity of the riparian and aquatic ecosystems and address the need for disaster risk reduction in this area.) The opening of the Succotz bypass also presents high levels of risk, because of dust, noise, and vibration, archaeological impacts, road traffic and safety, loss of land or livelihood, and possible effects to community cohesion. Careful design, planning, consultation and coordination are necessary to ensure success of these elements of the works. Activities with substantial risk also include the construction, elevation and alignment of the Roaring Creek Bridge, largely due to erosion/sedimentation, community safety, road hazards, traffic delays and impeded access, as well as loss of land or livelihood; and, works at the Z-curve due to erosion, dust and noise, vibration from blasting, road and traffic safety, and traffic delays.

At this stage the works are just beginning, and adjustments in design can possibly be included as regards locations and configuration of public access points, pedestrian safety measures (guard rails, sidewalks, crossings, speed bumps and/or pedestrian ramps) and traffic control structures (roundabouts). Signage, striping and reflectors are to adhere to safety standards, and allow for safe passage of cyclists and horse-drawn carriages.

The area is not a major wildlife corridor in Belize, but the highway does create a barrier effect for animals passing from the Maya Mountains to the Belize River valley. Three wildlife crossings (one each in Road Sections 2, 3 and 4) will be installed using an oversized box culvert design. At all culverts, outfall protection (e.g. riprap or armouring) must be sufficient to prevent erosion and avoid risk of sedimentation of watercourses, including a number of springs along the highway that are valuable resources.

The ESMP was updated to follow the ECP but also to detail additional actions related to the specifics of the latest status of the GPHRP and the recently developed social plans and programs. Further, the IDB will finance the operation of the first two years of operations of the rehabilitated GPHRP, presenting an ideal window to develop or strengthen elements after construction; accordingly, the development of a MOW Road Safety Program is recommended in

the ESMP, to include monitoring of accidents, definition of critical zones, and prioritization of maintenance budgets accordingly.

The MOW conducted public consultations for the GPHRP as part of the Stakeholder Engagement Plan, which included this ESIA Addendum, in tandem with the finalization of project design and full mobilization for construction activities. The goals of the consultation were to engage and inform the public, to optimize project design, and to improve project performance. The results of the consultations are summarized and documented in this updated and Final version of the ESIA Addendum, which will be published on the MOW and IDB websites.

1. INTRODUCTION AND BACKGROUND

With the support of the IDB, the Government of Belize is undertaking a rehabilitation project for the George Price Highway (Figure 1). In 2016 the IDB approved a loan for US\$20 million to finance almost 20 miles of road works from the western side of Belmopan (Roaring Creek) to the eastern side of Santa Elena Town (Road Sections 1, 2 and 3)². Works began late in November 2017 on Road Sections 1 and 2. In 2018 a supplemental financing for US\$6 million is intended to provide additional finance for Road Sections 1, 2, and 3, and a new loan in 2019 will provide additional finance for about 8 miles of highway from San Ignacio to the Guatemala border at Benque Viejo del Carmen, as well as a 1-½ mile bypass around the town of San Jose Succotz (Road Section 4; see Figure 2 and 3). In addition, the new loan is intended to provide supplemental financing for the rehabilitation of the initial 20 miles of highway and the new Roaring Creek Bridge, as well as a component for Project Management and Institutional Strengthening.

In 2014 an ESIA and ESMP were prepared³. At the time of preparation, however, the final route had not been selected, in particular a short by pass of Succotz. As such, the ESMP lacked a number of social plans, and additional detail in some areas. To that end, in 2018 the IDB engaged a social consultant to prepare a resettlement and livelihoods restoration plan, a consultation plan, a socio-cultural analysis, a communications plan, a community health and safety plan, and a gender action plan; and an environmental consultant to complement specific sections of the existing ESIA, prepare an executive summary of the existing ESIA, and to update the existing ESMP (in form and substance). The two consultants worked closely and collaborated on this ESIA Addendum.

This Addendum to the ESIA/ESMP addresses the following aspects:

- An executive summary of the existing ESIA, summarizing the key environmental and social impacts and risks relevant to section 4 of the GPHRP, using updated matrices following a four-level classification: low, moderate, substantial and high.
- Complements to the analysis of potential adverse impacts and risks, particularly in the analysis of the risk of disasters (particularly in the flood-prone area of the existing segment of the road in Succotz).

² <https://www.iadb.org/en/project/BL-L1019>

³ <https://www.iadb.org/Document.cfm?id=38969666> and <https://www.iadb.org/Document.cfm?id=38969802>

- A revised ESMP updated in both form and substance, providing detail and clarity on the specific measures to be implemented and the responsibilities for undertaking them and monitoring their effectiveness, as well as an updated schedule and budget for Road Section 4, and information on the allocation of personnel, budget and time to facilitate its execution. The following areas in particular were strengthened:
 - Occupational health and safety measures.
 - Disaster risk management mitigation measures, including analysis of the most recent data and project design.
 - Grievance Redress Mechanism including guidance and procedures for the contractors and the executing agency, typology of grievances and channels to receive them, and a review of operational details such as budget allocation, personnel and timeline, monitoring and reporting.
 - Procedures for assessing and protecting physical cultural heritage resources with the Institute of Archaeology, chance find procedures, and monitoring measures, particularly in Section 4 near the Succotz bypass.
 - Incorporation of the measures recommended by the sociocultural analysis, the community health and safety program, the gender plan, and the communications plan.

The Ministry of Works conducted public consultations for the GPHRP as part of the Stakeholder Engagement Plan. This ESIA Addendum was published on the IDBs website, as well as on the MOW website and served as the basis for a round of consultations in June 2018 in tandem with the beginning of project construction activities and the processing of the supplemental financing. The goal of the public consultations was to engage and inform the public, to optimize project design, and to improve project performance. The results of these consultations are documented in this updated and Final ESIA Addendum and will be published on the IDB and MOW websites.

2. LEGAL AND POLICY FRAMEWORK

The 2014 ESIA provided a comprehensive discussion of Belizean legislation and regulations as it applies to environmental and socio-economic matters. National advisory policies, multilateral agreements, and IDB safeguards policies were also discussed in some detail. The interested reader is referred to the previous document for such details, whereas the discussion that follows is specific to the updated project status and this ESIA Addendum.

Environmental Clearance

The DOE reviewed the original ESIA and granted Environmental Clearance for the GPHRP to proceed in November 2016. The authorization included rehabilitation from the capital city Belmopan to the Guatemala border, including the Roaring Creek Bridge, the Z-curve, two roundabouts, widening, resurfacing, drainage, and safety improvements. The Environmental Clearance includes an ECP as a set of conditions for mitigation actions based on the original ESIA and ESMP, adding some additional requirements and modifying others. Works were authorized to commence within a year of issuance of the Environmental Clearance.

The document notes that the MOW and their Contractors are responsible for compliance with the conditions of the ECP, and that compliance will be verified by periodic DOE inspections. It is also noted that the ECP may be modified from time to time as necessary in conjunction with the MOW to ensure that the GPHRP meets the objectives of the Plan. Thus, the ECP is a “living document” which may be adjusted and aligned as specifics become refined “at the detailed engineering stage”. If any substantive design changes are proposed, then DOE advised that an Amendment to the ECP could be an acceptable and expeditious means to update the Environmental Clearance.

The Environmental Clearance further notes that the MOW is charged with communication duties to the public and to its Contractors, and to act as the principal agent in logging and resolving grievances. The MOW is also required to obtain and maintain any required local licenses and permits.

Finally, a post-development review is called for with the continued monitoring of the highway and its improvements, with “a system being put into place for reporting negative impacts as well as a means of continually implementing corrective mitigation measures where the need arises”. This would include additional monitoring by MOW to ensure that the mitigation measures installed during the GPHRP are functioning properly.

The Environmental Clearance included only general requirements for the Succotz bypass, as three different bypass routes were evaluated, as well as raising the existing roadway along the river. The preferred solution is a combination of both, but the details were not known with certainty in 2014 and are still being evaluated as part of final design. As mentioned previously, an Amendment to the ECP and/or Environmental Clearance must be processed with MOW and DOE to incorporate any substantive changes in the proposed solution, especially if any new mitigation measures in the ESMP or ECP are required.

Archaeological Clearance

The National Institute of Culture (NICH) and History Act Chapter 331 established the NICH and vests the state with the ownership of all antiquities and monuments, and provides for legal recourse and penalties for obtaining or destroying same without a Permit which may be granted by the Director of NICH. Section 63-(1) prohibits contractors and workers from disturbing, damaging or destroying ancient monuments, antiquities, etc. and states that:

“The Director may direct any land owner, lessee, concessionaire, contractor or any other person who is about to engage in any operation which in the opinion of the Director is liable to destroy, damage, interfere with or otherwise be to the detriment of any ancient monument or antiquity:- (a) not to proceed with any operation until the Director shall have had an archaeological exploration and survey carried out; and (b) to take or to refrain or desist from taking any such action as part of the operation as the Director may decide to be fair and reasonable for the proper protection of the ancient monument or antiquity.”

In accordance with the Belize Environmental Compliance Protocols and the NICH Act, a complete archaeological assessment was conducted within the Study Area and included in the original ESIA. The extent of archaeological remains within the project area

were identified, all structures were located and recorded, as well as sites and cultural features within the area that could be impacted by the GPHRP (see Figure 2).

The ECP requires that the MOW “consult with and fulfil all necessary requirements of the Institute of Archaeology (IoA) prior to conducting any activity that could negatively impact identified sites” on the highway and at quarries if expanded (particularly Nohoch Ek in Section 4, which is being considered for utilization according to the 2014 ESIA). It is emphasized that careful route selection is paramount to avoid sensitive areas.

The 2014 archaeological assessment was conducted by Dr. Jaime Awe and Mr. Rafael Guerra. The former is a renowned researcher and the latter is a staff member at the IoA (on study leave). The IoA was consulted during the process of preparing the 2014 ESIA through coordination with Mr. Josue Ramos, an Archaeologist in the IoA’s Research and Education division, according to an interview with the Associate Director, Dr. Allan Moore. No permit has been issued because there has been no collection or destruction of resources, and with the proper mitigation measures in place (e.g. optimum routing) there should be no such damage or destruction. In Section 4 along the Succotz bypass, the IoA joined the MOWs Project Execution Unit (PEU) in the field to visit two possible archaeological sites that could be affected by clearing and agreed on route adjustments to minimize the potential for damage.

Additional coordination with IoA will include marking of sensitive areas and establishment of chance-find procedures, as per the ESMP in this ESIA Addendum). During the clearing associated with the Succotz bypass, an Archaeologist approved by IoA will be on-site to examine unearthed materials and provide guidance and direction as to chance find procedures and coordination with IoA.

Any expansion of quarries, particularly near Nohoch Ek in Section 4, will also require inspection by and coordination with IoA representatives.

3. PROJECT ACTIVITIES

The 2014 ESIA provided a comprehensive description of the environmental and social setting of the project, including areas which would be affected by the works in Section 4. This ESIA Addendum does not repeat that information, but rather provides an update of the project status and describes changes in the design and implementation that have occurred since that time. In addition, this ESIA Addendum highlights specific environmental and social aspects that have become important in light of recent project construction advances, adjustments to the design, performance strengths and gaps as observed in field observations, and the introduction of Additional Financing by the IDB.

3.1 Project Description

The project areas (see Figure 1) have been reclassified into four Road Sections⁴, as follows from east to west:

- Section 1. A short section (485 meters, or about ¼-mile) from the Belmopan roundabout to just past the Roaring Creek Bridge.
- Section 2. About 9.4 miles (15.384 km) from Roaring Creek to Iguana Creek Road junction, passing through the towns of Camalote, Teakettle, Ontario, and Blackman Eddy, ending at the Iguana Creek Road junction that leads to Spanish Lookout.
- Section 3: About 10.1 miles (16.629 km) from Iguana Creek Road junction to Santa Elena, passing through the towns of Unitedville, Georgeville, Central Farm, and Esperanza, ending at the east end of Santa Elena at the junction with the new bypass road at that leads to San Ignacio.
- Section 4: About 8.3 miles (13.628 km) from the west side of San Ignacio to the Guatemala Border at Benque Viejo del Carmen, as well as a bypass around San Jose Succotz that spans about 1.5 miles (2.4 km), depending on final routing.

3.2 Project Status

⁴ The original ESIA shows the project split into only three sections, whereas the project's Road Sections have now been reclassified into four sections as shown in Figure 1.

Works are underway at the Roaring Creek Bridge (Section 1), and at the Z-curve in Road Section 2 on the roadway between Belmopan and Spanish Lookout Junction, where surveying is also underway (see Figure 2) and at a quarry near Ontario Village (off the road in Road Section 2). No works are in progress in Road Section 3 (between Spanish Lookout Junction and Santa Elena) or in Road Section 4 (between San Ignacio and Benque) as of the date of this draft ESIA Addendum (May 2018).

Adjustments to the final design are in progress for Road Sections 1, 2, and 3, due to discrepancies in cadastral coordinates vs. survey control points, the need to readjust curve alignments due to changes in design speed from 100 kph to 40 kph in towns and near populated areas, and the need to provide access for affected persons in Section 1 and elsewhere. In addition, the locations and configuration of public access points, pedestrian safety measures (guard rails, sidewalks, crossings, speed bumps and/or pedestrian ramps) and traffic control structures (roundabouts) are not yet established. Culverts were planned to be installed with 36-inch diameter as standard, but three wildlife crossings have been specified (one in each Road Section) using a box culvert design (see Figure 2). Outfall protection (e.g. riprap or armouring) is included in general designs for culverts, but details are not yet specified. Signage, striping and reflectors are to adhere to safety standards but are yet to be detailed. Vertical alignment is also subject to change as the type of base course may also be modified to maximize material reuse and minimize excavation needs. All of these design changes have cost implications, as well as safety and environmental aspects.

The final routing for the Succotz bypass in Section 4 is not yet established, and must be adjusted to avoid an archaeological site and several new houses. In particular, a deep gulley near Mopan Technical School would require a large box culvert, so rerouting could have cost advantages. The existing road is heavily used for recreation for several miles along the river, and could be converted to a single-lane access road and emergency escape route, dually purposed for park or recreation uses; such an approach could have cost savings compared to river defence or flood control works, community benefits in terms of job creation, conservation value, and would play a role in disaster vulnerability reduction by providing green space to mitigate flooding.

3.3 Environmental Aspects

Observations relative to Road Sections 1-3 and Section 4 are provided below, to supplement the 2014 ESIA.

Road Sections 1, 2 and 3

At all culverts, outfall protection (e.g. riprap or armouring) is included in general design drawings, but must be constructed to be sufficiently protective against erosion and avoid risk of sedimentation of watercourses, particularly near a number of springs along the highway that are valuable resources (see photo on cover page). Monitoring for turbidity must be conducted up- and down-stream of these sensitive crossings as needed, to provide evidence that water quality has not been affected by construction works near the springs.

Two wildlife crossings (one in Road Section 2 and another in Road Section 3) will be placed where box culverts are being installed at the locations specified in Figure 2. Locations may be adjusted to ensure that the crossings are placed along corridors of riparian vegetation that connect habitat on either side of the road. The box culverts can be modified or retrofitted to provide passageways beneath the highway for animals; in addition, signs warning of wildlife crossing are also to be installed.

At the Z-curve construction site, slopes are being benched and terraced. Topsoil has been removed, but has not been stockpiled for later re-use. Revegetation and slope stabilization in this area will be difficult, and will require careful planning and consultations with local experts and agronomists. Native plants in the area may be particularly well-adapted to soil and drainage conditions specific to the site, and will be investigated for use in revegetation. If feasible, the old road or un-aligned road area may be left intact to develop a Nature Walk area to complement the nearby wildlife crossing.

At the Roaring Creek stream banks and at the Z-curve, erosion control measures are not in place on the de-vegetated slopes or at the perimeter of work sites. At the Z-curve, silt traps, berms, bunds, and check dams must be built to trap soil and water, which will enhance the success of revegetation efforts. At all locations, vegetation bundles or wattles must be placed parallel to slopes to provide organic material and slow down runoff, decrease erosion, and encourage seed or plantings to flourish. Local community labor or micro-enterprises can be contracted for these efforts.

Road Section 4

The area is not a major wildlife corridor in Belize⁵, but the highway does create a barrier effect for animals passing from the Maya Mountains to the Belize River valley. An additional wildlife crossing is specified in Road Section 4 (along with two others in Road Sections 2 and 3) where a box culvert is to be included in the design.

It was also noted that the floodplain areas on the Mopan River between Succotz and Benque Viejo represent zones of natural habitat. Water quality is sufficiently good to support abundant bird and fish life, as was evident during the site visit (see photo on cover page), as well as recreational use. This area represents significant natural habitat that could be affected by the project, and offers an excellent opportunity for conservation.

The archeological resources of the Succotz bypass have been examined in the field by IoA and the PEU. Final adjustments to the route will be made in the detailed design phase. Cooperation with the Institute of Archaeology has resulted in clearing of proposed routing for all Road Sections, but written documentation is pending and additional field verification and/or an on-site archaeologist will be in place prior to clearing or other activities, particularly in the Section 4 bypass.

3.4 Health and Safety Aspects

At this stage the works are just beginning, and adjustments in design must be evaluated for inclusion in the project as regards locations and configuration of public access points, pedestrian safety measures (guard rails, sidewalks, crossings, speed bumps and/or pedestrian ramps) and traffic control structures (roundabouts). Signage, striping and reflectors are to adhere to safety standards, and allow for safe passage of cyclists and horse-drawn carriages (see photos on cover page).

During construction, traffic management must have an emphasis on public safety for road users, as well as for the nearby communities. Temporary or provisional access and crossings must be provided to ensure safe crossings for pedestrians in the area. Occupational health and safety must have a separate emphasis to protect workers. Accordingly, separate sections for each have been developed in the revised ESMP (see Chapter 5 of this ESIA Addendum).

⁵ Egis, 2017: Preparation of a Comprehensive National Transportation Master Plan for Belize – Baseline Analysis Report.

Relative to the operations phase, the highway has very high accident rates which the GPHRP is meant to improve. There is little safety signage, crosswalks are inadequate, there are no guard rails or pavement markings, and the narrowness and roughness of the road are all conducive to accidents. There is concern that increasing speed will cause increasing accidents.

The GPHRP will fund operations over the first two years of the project, and must include elements to further the development of a formal Road Safety Program including monitoring of accidents, annual evaluations and prioritization of “hot spots” for safety improvements, public outreach and education, and enforcement. The Road Safety Program may consider links with the CDB-funded “Road Safety Project” which included capacity building and infrastructure improvements east of Belmopan, and the World Bank’s Global Road Safety Facility (GRSF). The program is also required to fulfill the ECP’s mandate for a post-development review with “a system being put into place for reporting negative impacts as well as a means of continually implementing corrective mitigation measures where the need arises”. This would include additional monitoring by MOW to ensure that the mitigation measures installed during the GPHRP are functioning properly.

3.5 Social Aspects

Baseline social, demographic, and cultural information was presented and summarized in the 2014 ESIA. Additional social analysis has been undertaken by the Social Safeguards Specialist as part of the effort to prepare this ESIA Addendum. Annexes 2 through 7 contain the results of these efforts.

A Stakeholder Engagement Plan (SEP) was prepared to guide the flow of communication to and from communities, stakeholders, the contractors, and the PEU, and is included in Annex 2. The Stakeholder Engagement Plan maps out the stakeholders, their interests in the GPHRP, and provides strategies and guidelines for outreach actions. A Grievance Mechanism is also integral to stakeholder engagement, and is discussed in the SEP. The 2014 ESIA included elements for a Grievance Mechanism, and has been included in Annex 6 to this ESIA Addendum.

The Communications Plan (Annex 3) sets out the stakeholder communication requirements for the GPHRP and serves as a guide for communicating with community stakeholders throughout the life cycle of the project. The plan outlines, in brief, the social nature of each community, the environmental and social issues to be addressed in each road section, it discusses an appropriate strategy for

communication and sets out the logistics of carrying out the strategy, including identifying and defining the roles of the persons involved in the communication.

An update to the Sociocultural Analysis was prepared and is included in Annex 4 of this ESIA Addendum. The Sociocultural Analysis seeks to illuminate the situation of Indigenous Peoples (IPs), particularly Garifuna and Maya, within the project zone. The project zone includes all communities along the George Price Highway from Roaring Creek Village to the western border with Guatemala. Indigenous peoples live in most of these communities; however, they have mostly integrated into the mainstream and as such have no separate traditional organizational or governance structures. While, it is difficult to make a sociocultural assessment of the indigenous peoples of the project area due to their integration and lack of data, it is possible to make an assessment from the perspective of general vulnerabilities. The assessment concludes that no part of the project is located or will pass in close proximity to any recognized indigenous lands, although the road will pass near to some Maya archaeological features. Safeguards for protecting these cultural heritage sites have been provided for in the project's ESMP. Thus, it is not expected that the project will lead to any direct, indirect or cumulative impacts to indigenous peoples living in the project area.

A Gender Strategy and Action Plan has been developed to ensure that women and girls are not victimized or excluded from the benefits of the project. The strategy and action plan are provided in Annex 5. It forms the basis to understanding how gender equality and women's empowerment will be specifically approached in the GPHRP. In addition, it outlines specific actions to be undertaken and monitoring tools to be applied to ensure that the above-mentioned approach or strategy taken becomes operational and achieves the objectives that have been set out.

Finally, a Resettlement and Livelihoods Restoration Plan has been prepared, and is provided in Annex 7.

4. IMPACTS AND RISKS

Risk can be thought of as the probability of occurrence of an event/incident, and the severity of that impact. Good practice in environmental and social risk management is to weigh potential severity of impact higher than the likelihood of the impact occurring, hence even low probability events that might have severe impacts are considered higher risk. An overall or aggregate risk level for a project as a whole is considered as a useful indicator to guide management of environmental, social, health and safety (ESHS) risks during design and implementation. A terminology of Low, Moderate, Substantial and High (L-M-S-H) is emerging as an accepted standard for the analysis of ESHS risks, as shown below.

- **High (H):** A 'High' risk rating signals that the nature and magnitude of the potential and/or actual ESHS risks and impacts of a project or activity, considered along with the significance of the operational issues and implementation challenges, are such that the delivery of ESHS mitigation measures and overall ESHS management outcomes are at risk or compromised, sometimes with unintended direct and indirect consequences.
- **Substantial (S):** A 'Substantial' risk rating signals that the nature and magnitude of the potential and/or actual ESHS risks and impacts of a project considered along with the significance of the operational issues and implementation challenges are significant and challenging in the context of the executing agency's capacity and track record. While the overall ESHS management outcomes are not yet at risk, the complex implementation situation is a source of performance risk with consequent risks for non-compliance with IDB requirements and the ESMP.
- **Moderate (M):** A 'Moderate' risk rating signals that the nature and magnitude of the potential ESHS risks and impacts of a project are not significant but nevertheless might result in operational issues or challenges that must be managed in accordance with the requirements of IDB and the ESMP.
- **Low (L):** A 'Low' risk rating signals that the nature and magnitude of the potential ESHS risks and impacts of a project are minor and that there are no significant operational issues or challenges that have the potential to undermine ESHS outcomes.

The determination of a risk rating is necessarily somewhat subjective, and relies on experience of different sectors and in different countries, and experiences from similar projects. In order to more clearly define risk factors, the following are considered useful criteria: **cause**; **contribution**; **context**; and **performance**. The scope of these risk factors and definitions are presented below.

- **Cause:** Largely related to direct impacts of project footprint, and inherent sector risks, including contribution to cumulative risks.
- **Contribution:** Largely related to indirect and induced impacts, third party actions, associated facilities, supply chain aspects, and indirect contribution to cumulative impacts.
- **Context:** Largely related to influence and impacts from external operating environment on project setting, including legal framework and practice, vulnerability risks, political and social conflict, cultural context, legacy issues, etc.
- **Performance:** Directly related to borrower capacity and organization, commitment, resources and overall performance during project implementation.

These risk factors are meant to capture the most relevant dimensions of the operational context of the project, including direct, indirect, contextual and performance dimensions.

The GPHRP is considered to have an overall or aggregate risk of Moderate (M). This is based on the limited potential impacts from the footprint of the project itself as most works will take place on the existing roadway in areas which are not highly sensitive, technically challenging or highly complex (M for “cause”); the limited associated and indirect impacts from related activities such as quarrying, materials supply and transport, or changes in traffic and safety patterns (M for “contribution”); the minor possibility of challenges from external sources such as conflicts, pollution, or legal changes (M for “context”); and, the limited size and capacity of the agencies and resources assigned to the project by the Government (S for “performance”). These ratings can and are usually modified periodically throughout the life of the project to better reflect changing situations, events and priorities.

4.1 Environmental and Social Risk factors

In addition to an overall risk rating for an entire project, individual contributors to risk within a single project can also be classified and thus prioritized for attention and management effort. This exercise is described in the following Section of this ESIA Addendum, building on the analysis presented in the 2014 ESIA and updated to reflect the specifics of the project as it has evolved over time.

The matrix below provides the updated assessment of the various risk factors from the environmental, health and safety, and social perspectives. The types of activities (left column) are organized by Road Section, and are cross-reference against the types of potential impacts (top row) organized as environmental, health and safety, or social impacts. Each is assigned an aggregate value of L, M, S, or H based on a subjective discernment of the probability and severity of a negative outcome considering cause, contribution, context, and performance. The column to farthest right gives an overall risk for each of the activities, and the row to farthest bottom gives an overall risk for the types of impacts.

George Price Highway Rehabilitation Project, Belize
ESIA Addendum – July 2018

<div>IMPACTS</div> <div>ACTIVITIES</div>		Environmental Impacts					Safety Impacts			Social Impacts							Overall Risk
		Ecosystems	Archaeology, Cultural Resources	Erosion, Sedimentation	Drainage, Damming,	Dust, Noise, Vibration, Fumes	Contamination, Pollution	Worker Health & Safety	Road & Traffic Safety	Community Safety	Loss of land, assets, or livelihood	Interruption of Utilities	Social Cohesion	Traffic delays, impeded access	Sexual harassment,	Exploitation of Vulnerable Persons	
Road Section 1	Construction of new Roaring Creek Bridge	L	L	H	S	S	S	S	H	H	M	M	M	H	S	M	S
	Road elevation & alignment at Roaring Creek Bridge	L	L	L	M	M	M	M	H	H	H	M	M	H	L	M	S
	Work Camp at Roaring Creek Bridge	S	L	L	L	M	H	H	S	M	L	L	S	L	S	S	M
Road Section 2	Section 2 road construction	M	M	M	S	M	M	S	H	S	M	M	M	H	M	M	M
	Z-curve bypass & realignment	S	L	H	M	H	M	S	H	S	M	L	L	H	L	M	S
	Drainage, culverts, bridges in section 2	L	M	S	H	L	M	M	M	L	L	L	L	M	L	L	M
	Quarry activity near Section 1, 2	M	M	S	M	H	M	S	S	S	L	L	L	L	L	M	M
	Work Camp in Section 2	M	L	L	L	M	S	S	M	L	L	L	S	L	S	S	M
Road Section 3	Section 3 road construction	L	M	M	S	M	M	S	H	S	M	M	M	H	M	M	M
	Roundabout at Iguana Creek Road junction	L	L	M	L	M	M	M	S	S	S	M	M	H	L	L	M
	Drainage, culverts, bridges in section 3	H	M	S	H	L	M	M	M	L	L	L	L	M	L	L	M
	Work Camp in Section 3	M	L	L	L	M	S	S	M	L	L	L	S	L	S	S	M
Road Section 4	Section 4 road construction	M	S	M	H	M	M	S	H	S	M	M	M	H	M	M	M
	Quarry activity near Section 3, 4	M	S	S	M	H	M	S	S	S	L	L	L	L	L	M	M
	Roundabout at entrance to Benque	L	S	M	L	M	M	M	S	S	M	M	M	H	L	L	M
	Opening of Succotz Detour & Bypass	L	H	S	M	H	M	M	H	S	H	S	H	S	L	H	H
	Retaining Wall at Succotz-Benque section of existing road	L	H	H	H	S	M	M	S	S	M	L	H	S	L	S	H
	Repaving at Succotz-Benque section of existing road	L	M	S	S	S	M	M	S	S	M	M	M	S	L	M	S
	Drainage, culverts, bridges in section 4	H	M	S	H	L	M	M	M	L	L	L	L	M	L	L	M
	Work Camp in Section 4	M	L	L	L	M	S	S	M	L	L	L	S	L	S	S	M
Overall Risk		M	M	S	S	S	M	S	H	S	M	M	M	S	M	M	M

Although individual ESHS risk factors vary from L to H, the average of all the risks and impacts results in an overall risk rating of M for the project as a whole, as shown on the lowermost right-hand box. Most of the risks and impacts rated L and M will be addressed using standard mitigation measures, but the risks and impacts rated S and H bear special attention and focus. These include the following with respect to the major activities to be undertaken:

- One of the H-risk activities would be the construction of a retaining wall at the Succotz-Benque section of the road, because of the impacts to the recreation area along the river, the access to the archaeological site of Xunantunich, hydraulic complexities, possible erosion or sedimentation damage to the river, possible effects to community cohesion, and ecological impacts.
- The opening of the Succotz bypass is also considered as an H-risk activity, because of dust, noise, and vibration, archaeological impacts, road traffic and safety, loss of land or livelihood, and possible effects to community cohesion.
- Repaving of the existing road along the river presents S risks due to road traffic and safety, community safety and traffic delays.
- Activities with S risk also include the construction, elevation and alignment of the Roaring Creek Bridge, largely due to erosion/sedimentation, community safety, road hazards, traffic delays and impeded access, as well as loss of land or livelihood.
- Works at the Z-curve present S risks in terms of erosion, dust and noise, vibration from blasting, road and traffic safety, and traffic delays.

In terms of the types of impacts that could occur, the following can be gleaned:

- The main environmental impacts of the project would be due to erosion/sedimentation, hydraulic effects such as damming or altering drainage, and those from dust, noise, vibration and fumes.
- The main safety concerns are from road and traffic issues, followed by impacts to workers and the community.
- The main social impacts would be due to traffic delays and impeded access.

The revised risk assessment can be used to prioritize efforts to address and minimize the identified risks and impacts.

4.2 Disaster Risk

The IDBs Disaster Risk Management Policy (OP704) has as one of its objectives to provide effective and efficient support to borrowing members in reducing disaster risks. The policy is applicable to the GPHRP because of the recurring flood events which impact the communities' safety, health, access, and livelihoods.

The new designs for the Roaring Creek Bridge (Section 1) and the four other bridges and almost 100 culverts along Road Sections 2, 3, and 4 will reduce the vulnerability of the highway to flooding. The Roaring Creek Bridge was designed to withstand a 100-year storm event, and the other bridges and culverts at least a 20-year storm event. Details can be found in the 2014 ESIA and in the hydrologic analyses in the Feasibility Report (Appendix 3).

Frequent flooding occurs in Section 4 over about one mile of highway where the road is very close to the Mopan River. One critical point is the entrance to Benque Viejo, and another is the east side of the town of Succotz near the ferry to the archaeological site of Xunantunich. The river is picturesque and easily accessible in this area and is heavily used by the community and visitors for recreation, bathing, fishing, floating on inner tubes ("tubing"), as well as tourists to cross the ferry to Xunantunich. Vendor kiosks, restaurants, and small businesses provide services to visitors who enjoy this scenic section of the road, park and spend time. The platform of the highway is only a few meters above river low stage, and seasonal floods inundate these areas effectively halting flow of traffic to and from the Guatemala border at Benque Viejo.

One option considered in the 2014 ESIA was raising the platform of the road up to 3.8 m (12.4 feet) to accommodate a 20-year flood, and constructing a river defence system with gabions, concrete walls, dikes, or other hard infrastructure; however, considering the length of the flood-prone area and the height to which it would need to be raised, it would present serious technical challenges and result in very high costs, as well as displace numerous vendors and businesses, impede community access to the river, and potentially affect aquatic and riparian flora and fauna (see photo on cover page of this ESIA Addendum). It was deemed more feasible to construct a 1-km bypass leading away from the river at the entrance to Benque Viejo and returning to the river at Succotz, thereby avoiding the flood-prone areas and reducing the impacts of floods to the traffic and community at large. Nevertheless, the existing road would remain operational and it is recognized that many vehicles would continue to use the existing

roadway (when not flooded), so some type of disaster vulnerability reduction is desired there, for example repaving and culvert replacement, or possibly other measures to mitigate risk.

It is known that land use change in watersheds causes faster accumulation of runoff, larger peak flows, and consequently larger flood events downstream. In addition, climate change is expected to produce extreme precipitation events more frequently. These factors combine to create a higher disaster risk from flooding on the existing road between Benque and Succotz, which essentially lies in the floodplain of the Mopan River. One innovative solution to flood risk reduction that could be explored during the detailed design phase is the use of open space as a buffer zone. Normal floodplain function is preserved by allowing periodic flooding to occur, thereby continuing to use the ecosystem services that floodplains provide by mitigating floods where development or infrastructure is not damaged. Community support is brought in by planning measures to dedicate the at-risk areas as “green space” for recreation areas, trails, enhancing quality of life by prohibiting development in these areas. The road section between Succotz and Benque is already heavily used by residents and tourists for these purposes, with concomitant socioeconomic benefits from small businesses and vendors. In this scenario, the existing road where it is bypassed could be converted to a single-lane, one-way access road and emergency escape route, dually purposed for open space and recreation. Such an approach would have cost savings compared to river defence or flood control works, and could also be less expensive than repaving of both lanes, especially considering that relocation or resettlement could be avoided in some cases by maintaining narrow road widths while adding pedestrian zones and parking. This would also offer community benefits in terms of continued access to the river, jobs for recreation and tourism, and enhancement of public image. Conservation value is also added by preserving the integrity of the riparian habitat and allowing periodic floods to continue to shape its ecosystems and geomorphology, without altering the flow regime or bank characteristics of the river. Finally, this “green space” approach addresses the need for disaster risk reduction by repurposing the road’s uses, integrating community disaster planning, and keeping infrastructure and human development out of harm’s way. This idea is not under formal consideration at this time, but bears mention and could be explored during the feasibility and/or detailed design phase for this part of Road Section 4, if desired.

5. MITIGATION MEASURES

The set of mitigation measures applicable to the GPHRP are expressed in the Environmental and Social Management Plan (ESMP), and in a set of additional related plans and programs with emphasis on social safeguards.

The original 2014 ESIA included an ESMP and subsequently in November 2016 the DOE issued an Environmental Compliance Plan (ECP) for the GPHRP, which set the conditions for mitigation actions based on the original ESIA and ESMP and added some new requirements. Since construction began in late 2017 and financing for the new IDB operation has progressed, additional details have emerged and the ESMP has been updated to integrate and provide clarity for the comprehensive suite of mitigation measures for the GPHRP.

The project began construction in 2017. The Supervision Consultant for MOW has performed weekly site visits and monthly reports to gauge the level of compliance with the ECP. Results show that the contractors are largely in compliance with international standards for health and safety aspects, including traffic management. Hard hats, reflective vests, and protective footwear are available and in use routinely. Survey crews deploy traffic cones, signage is visible, and flagmen are active. Detours at the Z-curve and Roaring Creek are in place, and night lighting has been deployed. Access at Roaring Creek is restricted but must be improved as the river is a popular swimming spot near the Fair Grounds and Guanacaste National Park. Dust control is poor and must be improved with water trucks at the Z-curve and at the quarry near Ontario. Monitoring for dust, noise and water quality has not been performed; hand-held devices for all three are recommended to make the task more simplified and directly useful. Temporary erosion control measures are lacking and must include vegetation wattles, soil bunds or berms, and diversion ditches or check dams. Archaeological clearance for Road Sections 1, 2 and 3 was provided by IoA but written documentation is pending. Four to six sites have been identified and must be marked by the Supervision Consultant prior to clearing or other activities, particularly utility works. Earth-moving activities in the Succotz bypass will require additional field verification with IoA and will employ an on-site archaeologist to coordinate with IoA and directly observe earth-moving activities.

The DOE noted that the ECP is intended to be a “living document” that can be revised from time to time based on specifics of each project. As construction began in late 2017, the PEU’s Supervision Consultant and teams from the IDB have visited the work sites,

reviewed the ECP, and considered the adjustments in final design that are still possible at this stage. In addition, the Supervision Consultant has been visiting the work sites in Road Sections 1 and 2 weekly, either independently or jointly with DOE or IDB, and has generated monthly compliance reports based on the ECP. Accordingly, the ESMP has been updated to include additional measures to strengthen performance based on observations to date, as well as the social mitigation measures from the newly prepared plans. The updated ESMP seeks to reinforce, clarify, and integrate the necessary mitigation measures and compliance requirements for the project.

Annex 1 presents the updated ESMP, which applies to all the road sections and activities associated with the GPHRP. It is organized by 14 major sets of activities to parallel the structure of the ECP, but provides additional actions related to the specifics of the latest project and compliance status of the GPHRP and 4 additional plan elements for the recently developed social plans and programs. Further, the IDB will finance the operation of the first two years of operations of the rehabilitated GPHRP, presenting an ideal window to develop or strengthen these elements as well. Accordingly, the development of a MOW Road Safety Program is recommended, to include monitoring of accidents, definition of critical zones, and prioritization of maintenance budgets accordingly.

Each of the 18 ESMP sections in Annex 1 references the applicable requirements and standards, which in most cases is similar or identical to the 2014 ESMP and the 2016 ECAP. In cases where there has been a change or adjustment to the condition or mitigation measure, it is indicated in the corresponding ESMP and is subject to approval or clearance by the DOE, keeping in mind that the ECAP is a “living document” to be adjusted as project conditions evolve. In other cases there are mitigation actions that provide additional detail on what is considered “best practice” for the industry, and which may be adjusted or improved upon by the MOW or contractors to achieve the desired result of minimizing, avoiding, or mitigating environmental and social impacts.

Annexes 2 through 7 contain copies of the following plans with social safeguards emphasis:

- Stakeholder Engagement Plan
- Communications Plan
- Socio-cultural Analysis
- Gender Strategy and Action Plan
- Grievance Mechanism

- Livelihood Restoration and Resettlement Plan

These social mitigation plans are cross-referenced with ESMP sections 15, 16, and 17 to quick summaries and distillations of action items. Social Safeguards are also provided within the context of the other ESMP sections.

6. PUBLIC CONSULTATIONS

Initial public outreach activities were conducted in 2014 during the preparation of the original ESIA for the GPHRP. Principal among the methods and techniques used were individual interviews, focus group discussions, probability and purposeful surveys, community meetings, and the required public consultation as per the EIA regulations. Details can be found in the original ESIA (chapter 8 and Annexes XIV, XV and XVI). One of the main concerns identified in the 2014 focus group discussions with village chairpersons was the risk from flooding. Another chief concern was for the safety of pedestrians and cyclists. All agreed that upgrades in drainage and safety would help address these concerns. Many ideas were put forth regarding lighting, crossings, speed bumps, widening and resurfacing of the road, traffic signs, sidewalks, and bus stops and shoulders. In addition, dust and noise were cited as a continuing problem during operations, which could be aggravated during the rehabilitation works. Local jobs were mentioned as a strongly desired benefit of the construction works. The idea of a bypass near Benque Viejo was strongly endorsed by the community in light of the recurring flood issues in that area.

In 2018 the MOW conducted a new round of public consultations for the GPHRP as part of the Stakeholder Engagement Plan in tandem with the beginning of project construction activities, with the goal of engaging and informing the public, optimizing project design, and improving project performance. The draft ESIA Addendum was published on the IDB and MOW websites, made available at the MOW PEU office, and sent to key stakeholders with request for input.

Three public consultations were held in Camalote, Georgeville, and Roaring Creek on June 16-18, 2018. Attendance rosters and photos of the events appear in Appendix 8 of this ESIA Addendum. The consultations were done with the goals of informing the public and stakeholders, obtaining input and ideas for improving the project, and incorporating the results into the final version of the ESIA Addendum, which was subsequently published on the MOW and IDB websites.

The public meetings in Camalote (along Road Section 2) and Georgeville (along Road Section 3) were attended by about one dozen persons. The chief concerns expressed were related to the following:

- Adequacy of road crossings, especially during the construction period. Some footpaths near Camalote have been removed due to installation of the water line there, and at present there is only mud on freshly graded surfaces, so access to the highway is difficult. It was noted that no speed bumps or formal crossings have been removed. It was responded that signs would be provided to improve safety at the informal crossings, and that all crossings would be restored or improved upon the finish of construction and final clean-up. It was clarified that the water line installation is under the purview of the MOW and that all strictures of the ESMP apply to the contractor, so that subsequent inspections should address the issue.
- Signage. Questions were also raised about posting of signs on the highway reserve or right-of-way (the response being that MOW standards would apply to signage for safety reasons).
- School safety. It was noted that temporary measures to improve safety would be needed because school is starting in September. It was suggested that school outreach and education for students would be included in the Road Safety Program during the first two years of operations, but that temporary measures would also be recommended within the ESMP.
- Culvert at Ontario. One comment from a landowner near the Ontario Spring was that the existing culvert is located perhaps fifty yards away from the spring, so that during floods the drainage where the spring is located tends to overflow across the road and wash out the hillside downstream, flooding the owner's house. It was responded that the MOW is open to the idea of relocating the drainage closer to the spring, and protecting against erosion downhill of the road. This will be examined and included in the corresponding ESMP.
- Jobs. Questions about jobs were also asked with the response being that this information is to be provided by the MOW Social Specialist who is to be on-board by September 2018.

In Georgeville many of the same questions and concerns were raised, as well as the following:

- Local water systems. In Section 3 most of the communities rely on local water systems, and there is concern that damage may occur during construction. The MOW responded that in some cases the main pipeline is directly within the right-of-way (or highway reserve) so there will be outages and disruptions that will occur. The water lines are often leaking and in poor

condition, and they will be replaced using new standards that should improve the level of service. It was also noted that access to the road may be blocked for a few days at a time when construction works are underway, but that the contractors and MOW will work to keep this to a minimum.

- Spring at Ontario. The importance of the Ontario Spring (or “waterfall”) was noted as a resource for the community and passers-by, and the idea of a pull-out or safety shoulder was mentioned for inclusion in the appropriate ESMP.
- Speed bumps. One attendee suggested that an alternative should be found for speed bumps, and it was suggested that better enforcement of speed limits would be helpful. In response to queries on the locations of speed bumps, crossings, and bus stops, it was stated that the locations are now being finalized and prioritized, and that input from the community would be helpful in this regard. It was noted that any additional input or suggestions could be provided to the Village Chairperson, to the engineers at MOW, or via the IDB or MOW websites.

At the community meeting in Roaring Creek, almost 40 attendees offered insightful observations and questions for discussion, as follows:

- Road Maintenance. The availability of funds for road maintenance was a recurring question, since local communities must currently raise their own funds for such purpose. A toll was suggested but MOW noted that funds for maintenance are part of a national budget and are allocated according to need. The ESMP recommends maintenance by local micro-enterprises to create job opportunities, and notes that funding for the first two years of operations is included in the IDB loan. Another participant suggested that government funding for SME development could be used to assist micro-enterprises for this purpose, and this will be included in the ESMP as a possible outreach concept.
- Local jobs. Questions were raised about quotas for local jobs. It was noted that the Gender Action Plan has set a goal of 30% women on local jobs, but that no local job quota exists; and it was acknowledged that most jobs would be taken by specialized contractors on the bridge works at Roaring Creek, and not local workers. It was also noted that details on mentorship programs for women, local jobs, and other community outreach efforts were pending the staffing of a local Social Specialist by MOW, anticipated in August, who would design the programs and provide details. The interim contact

person for queries is the Village Chairperson; and, the phone and email of the PEU were also provided (which should also be posted on signs announcing the works as part of the Grievance Mechanism). It was suggested that these programs also be built into the budgets for the first two years of operations.

- **Truck loads and noise.** Overloaded, unsafe trucks were identified as a road hazard and source of noise when “jake brakes” are used near communities. Again, stronger enforcement of laws for safety inspections and noise emissions was suggested as a solution, which could be recommended within the relevant ESMP for the Road Safety Program during operations.
- **Cemetery.** One attendee stated that the entrance road to the Cemetery had been graded over and there was concern about the gravesite of a family member (uncle) which could not be found. MOW replied that they would look into it.
- **Water Quality.** A concern was expressed that improved drainage from the 80+ culverts could result in runoff of nutrients and pollutants into the Belize River. The response was that this was not considered a critical issue since the streams would continue to function as filters and that the most extensive agriculture is north of the river.

Finally, one participant suggested that a Belmopan by-pass would help reduce traffic congestion passing through the city. The MOW stated that they would take this under advisement for future works.

Further discussions on the ESIA/ESMP were held with project managers and the Supervision Firm, with the goal of fine-tuning the recommendations and ensuring that the new documents provide clear, consistent and realistic guidance for implementation of the project. The following comments were noted:

- **Wildlife crossings.** The box culvert at Warrie Head (identified as a wildlife crossing in Section 2) is already under construction and as no specific design modifications were proposed the culvert is as per the 2016 design, but after-construction adjustments should be provided as soon as possible. At Floral Park (the identified crossing in Section 3) no box culvert was included in the design, but there is one nearby at Little Barton Creek; accordingly, any design modification should be

provided as soon as possible. Finally, the ESIA and ECP suggested that a howler monkey canopy rope crossing could be installed above the Z-curve, but this would only have applied if the existing road would have been cut deeper; instead, a new route is being constructed. It is not clear if a canopy crossing is warranted but it could be investigated at the Z-curve, at Warrie Head, at Little Barton Creek, and/or at Roaring Creek, as populations of howler monkeys along the Belize River would continue to be separated from any south of the highway.

- Water quality monitoring. The list of parameters in the ESIA was considered too extensive given the potential impacts. It was explained that the use of turbidity meters would likely suffice unless spills or other factors merited the additional parameter analyses.
- Air quality monitoring. Visual monitoring for dust was proposed since the list of parameters in the ESIA was considered too extensive. It was explained that the ESMP will state that visual monitoring is sufficient unless complaints or other factors merited the additional analyses.
- It was noted that the 2014 ESMP was annexed to the contracting documents for sections 1 and 2, and, that any addendum or additions to the ESMP would not necessarily be required by the contract. In response it was explained that the revised ESMP is intended to clarify, not add to, the project requirements. It was agreed that the revised ESMPs would be carefully compared with the original 2014 ESMP to identify if there are any additional items that would affect cost.
- It was clarified that a batch plant will not be constructed for the site, rather a temporary storage area for imported asphalt, and agreed that the language in the ESMP will be adjusted accordingly.
- It was clarified that, unless otherwise instructed, the crossings and other safety features in the 2016 design would be adhered to. It was agreed that flexibility in their final placement is desired to allow input by the local communities. There currently is no roundabout in the design plans at the Iguana Creek Road junction.

- Adjustments to the final plans are being undertaken by the contractors to correct deficiencies in vertical and horizontal alignment from the 2016 plans, which were considered to be at the conceptual level. The revised designs are at the 60% level and should be complete by year's end.
- A Road Safety Audit could be conducted on the 100% design plans to improve and optimize road safety. This could also be done upon completion of construction as part of the Road Safety Program in the first two years of operation, but could yield greater benefits if done before construction is complete.

Additional comments from contractors and other stakeholders were requested by the end of the month of June, 2018 for consideration in the final ESIA/ESMP Addendum. In lieu of formal comments, outreach and training is planned for contractors and stakeholders to raise awareness and improve compliance with the ESMP requirements.

ANNEX 1
ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN (ESMP)



ANNEX 1. ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN (ESMP)

- 1. General Construction Practices**
- 2. Drains and Culverts**
- 3. Excavations and Quarries**
- 4. Materials Storage and Handling**
- 5. Workers Camps**
- 6. Ecological & Biological Resources**
- 7. Vegetation Removal and Re-vegetation**
- 8. Traffic Management**
- 9. Archaeological Resources**
- 10. Utilities Management**
- 11. Community and Worker Welfare, Safety and Health**
- 12. Roaring Creek Bridge**
- 13. Z-Curve**
- 14. Succotz By-pass**
- 15. Grievance Redress Mechanism**
- 16. Gender Safeguards**
- 17. Community Health and Safety**
- 18. Resettlement and Livelihood Restoration**



GPHRP Environmental and Social Management Plan (ESMP)		
Mitigation Measure 1. General Construction Practices		version 2: July 2018
Risk / Impact to be addressed:	Impacts from improper design criteria; typical impacts from civil works, such as dust, noise, solid waste, sanitation, occupational health, community and traffic safety, erosion, pollution, and impacts to sensitive areas.	
Summary of Current Situation:		
<p>Works have begun in Section 1 (the Roaring Creek Bridge) and along Section 2 (Belmopan to Iguana Creek Road); surveying is soon to be underway along Section 3. Road design is currently being revised and finalized for all Sections, and is pending for Section 4. One quarry is in use near Ontario and several others are being evaluated for possible use; major earth works (benching and terracing) are underway at the Z-curve.</p> <p>The Supervision Consultant and DOE have begun conducting site visits and inspections to verify compliance with the Environmental Compliance Plan (ECP) and are finding that 73% of conditions are in full compliance, 21% are in partial compliance, and 6% are in non-compliance, as of the latest evaluation (March 2018).</p> <p>Many of the themes in this Section 1 of the ESMP are expanded upon in other Sections where additional details are provided.</p>		
Description of Measures to be implemented:		
<ul style="list-style-type: none">• In areas where lifting/vertical alignment of road is impractical, use concrete road surfacing to avoid erosion and undermining of the road.• Establish and adhere to the proposed activity implementation schedule and the monitoring plan/strategy to ensure feedback of monitoring information to the Project and DOE to optimize impact management and if necessary adapt to unforeseen circumstances.• Ensure that noise levels from machinery, vehicles, and construction activity are kept at a minimum for the safety, health and protection of workers and the public, especially within villages and near schools, using noise barriers if necessary.• Keep noise levels below 3 dB(A) higher than ambient conditions (per WBG General EHS Guidelines).*• Restrict within demarcated work areas the movement of heavy machinery, so as to minimize soil compaction, traffic disruption and dust.• Install adequate signage in conspicuous areas to alert on-coming vehicles of on-going works so as to reduce speed, increase safety, and control dust.• Develop and implement appropriate human health and worker safety measures during construction (at minimum use of hard hats, construction footwear, gloves, protective eye wear, etc.).• Where significant environmental impacts may occur, document and photograph pre-construction and post-construction conditions.• Set protocols for vehicle maintenance to control contamination by grease, oil and fuels.• Install temporary erosion control and sediment retention measures (check dams and silt curtains) when permanent ones either are not feasible or are delayed.• Cover stockpiled construction materials, as practicable, to avoid erosion and sedimentation of waterways.• Place solvents, lubricants, oils, and other semi-hazardous and hazardous liquids over a lined area with appropriate secondary containment in order to contain spillage at 110% of the tank volume. Test the integrity of bulk storage tanks and drums, and secure valves on oil and fuel supplies.• Build appropriate containment structures around bulk storage tanks and materials stores to prevent spillage entering watercourses and construct oil-water separators at outlets.• Handle, store, use and process branded materials in accordance with manufacturer’s instructions and recommendations.• Prohibit burning of waste materials.• Employ techniques to minimize dust and vapor emissions as practicable (e.g., road speed limits, air extraction equipment, scaffolding covers, spraying of road with water as needed (particularly in dry		

<p>season).</p> <ul style="list-style-type: none">• Build sedimentation ponds or other separators for silt-laden material prior to allowing significant outflow into watercourses.• Build collection channels leading to oil and/or silt traps, particularly around areas used for vehicle washing or fuelling.• Seal or remove abandoned drains to minimize water contamination.• Introduce measures to control and minimize the volume of waste on site. Keep work areas free of litter. All domestic and solid waste must be collected and disposed of at an approved site.• Employ sensitive strategies with regard to trees, watercourses, plant or animal species or habitats, and important historical and archaeological features.• As practicable, landscape construction sites in a way that is appropriate to local conditions.• Do not build structures in sensitive areas such as wetlands and in floodplains.				
Stage of Project to which measure applies	Preconstruction	X	Estimated cost(s):	Some of these measures are relevant to the design phase and may have cost implications. Most of these mitigation measures are typical good practice and are already required through the construction contracts. Cost for supervision, monitoring and reporting is within current scope of Supervision Consultant at one day per week, but time/cost will likely increase as activities ramp up. Requirements ongoing in the operations phase will require resources to be dedicated by MOW and the PEU.
	Construction	X		
	Operation	X		
	Closure	X		
Applicable Requirements and Standards: <ul style="list-style-type: none">• Engineering design criteria and specifications• Best Management Practices (BMPs)• DOE Environmental Compliance Plan (ECP) section 3.1• (2014) ESMP section 1.6.1• * WBG General EHS Guidelines				
Indicators to measure success: <ul style="list-style-type: none">• Compliance level with DOE ECP• Work stoppage, fines or fees from DOE or IoA			Performance goals for Indicators: <ul style="list-style-type: none">• Greater than 95% of conditions in compliance• No work stoppages, fines or fees	
Responsibility for implementation of measure:		Supervision Consultant and PEU to verify that re-design meets ECP requirements. Contractor to abide by ESIA and ESMP requirements. PEU and Supervision Consultant to verify compliance with requirements and report to DOE. MOW and PEU to verify performance during operation phase and report to DOE.		
Frequency of inspection/ compliance verification:		Contractors to inspect daily; Supervision Consultant to inspect weekly; PEU to inspect monthly; DOE, IoA to inspect periodically at will.		
Additional Information / Guidance:		Many of the themes in this Section 1 of the ESMP are expanded upon in other Sections where additional details are provided.		

GPHRP Environmental and Social Management Plan (ESMP)				
Mitigation Measure 2. Drains and Culverts				version 2: July 2018
Risk / Impact to be addressed:		Changes in runoff patterns, damming or diversion of waterways, aggravation of flooding problems, erosion of stream channels.		
Summary of Current Situation:				
<p>The highway project includes 5 bridges and at least 86 culverts, (26 in Road Section 2, 14 in Road Section 3, and 25 in Road Section 4) as well as miles of drains across the 32-mile length of Sections 1, 2, 3 and 4. Most of the smaller culverts are to be cleaned and replaced by 36-inch (900 mm) concrete tubes. Eight of the culverts are in areas known for flooding and must be enlarged, and the inflow and outflow points must be protected against erosion from high flows by riprap or other energy dissipation structures. The final configuration is currently being redesigned and verified; the culvert at Warrie Head is under construction.</p> <p>One culvert near Ontario drains the discharge from a natural spring where travelers and locals often stop to enjoy and utilize, and another area near Blackman Eddy has a shallow water table where landslides, slumps and subsidence occur. Typical culvert design calls for concrete tubes, but wildlife crossings will be accommodated at 3 key locations (one in each of Road Sections 2, 3 and 4 as shown in ESIA Addendum Figure 2).</p>				
Description of Measures to be implemented:				
<ul style="list-style-type: none">• Design, construct, and maintain drains to minimize ponding and overflow onto highway or inundate private property.• Construct drainage along all realigned sections to avoid damming or obstruction of surface runoff on either side of road.• Replace all culverts that are either undersize or compromised according to the recommendations resulting from the culvert assessment.• Ensure culvert dimensions are based on assessment of projected water flows and that they meet at the very least the minimum standard.• Ensure that the drainage improvement recommendations are implemented for the flood prone areas and that proper drainage form part of the overall road design.• Ensure that where there are sections proposed for vertical and horizontal alignments, that these provide proper drainage designs for adjacent properties and landowners.• Install or retrofit three oversize box culverts to accommodate wildlife crossings as per ESIA section 6.7.2 and (2014) ESMP Table 1.12 (17°11'59.60" N 88°57'59.04"W, 17°13'29.82" N 88°52'29.56"W, and 17°07'03.59" N 89°6'17.58"W) or at other agreed-upon locations at culverts or bridges.**• Ensure that outfalls are fitted with riprap, gabions, check dams, or other erosion control measures adequate to prevent erosion and sedimentation, especially where drainage is towards springs.*• Monitor turbidity up- and down-stream of culverts if there is any indication of sedimentation or erosion. <p>**</p>				
Stage of Project to which measure applies	Preconstruction	X	Estimated cost(s):	Drains and culvert costs totaled USD\$1.1M in the 2014 feasibility study, but the total cost will change according to the final design.
	Construction	X		Mitigation measures are standard practice and should be included in Contractor's costs.
	Operation	X		Initial cleaning of USD\$12,000 for Red, Garbutt and Barton bridges, USD\$54,000 for wildlife crossings (2014 ESMP Table 1.12).
	Closure			Maintenance for clearing and cleaning three times per year was estimated for a total of 60

				times at USD\$375,000 in the Feasibility Study.
Applicable Requirements and Standards: <ul style="list-style-type: none">• Engineering Design documents and hydrologic calculations• * Best Management Practices (BMPs) for erosion control• DOE Environmental Compliance Plan (ECP) section 3.2 (** proposed modifications to ECP to be approved by DOE)• (2014) ESMP section 1.6.2 and Table 1.12				
Indicators to measure success: <ul style="list-style-type: none">• Overtopping of culverts in flood events• Number of culvert failures from erosion or undercutting.• Cases of flooding of neighbors’ properties caused by damming or diversion of waterways			Performance goals for Indicators: <ul style="list-style-type: none">• No roadway flooding in up to 20-year storm events• No reconstruction or repairs required in first two years• No grievances from flooding reportedly caused by highway construction	
Responsibility for implementation of measure:		Supervision Consultant and PEU to determine final configuration of crossings including retrofit or relocation of 3 oversize box culverts or bridges at key wildlife crossings. Contractor to build to specifications and implement all BMPs in field. PEU to monitor culvert performance and clear/clean during first two years of operation.		
Frequency of inspection/ compliance verification:		During construction, Contractor to inspect BMPs daily; Supervision Consultant to inspect weekly; DOE, IoA, PEU to inspect periodically at will. During operation, PEU to inspect, clean and maintain three times per year.		
Additional Information / Guidance:		Dec. 2014 Feasibility Study (A. Thurnton & Associates, vol. 5)		

GPHRP Environmental and Social Management Plan (ESMP)				
Mitigation Measure 3. Excavations and Quarries				version 2: July 2018
Risk / Impact to be addressed:		Environmental degradation and/or community safety impacts from blasting; waste, water, traffic safety; noise, dust; loss of biodiversity; potential impacts on archeological resources.		
Summary of Current Situation:				
One quarry has been re-opened near Ontario along Section 2, Considerable dust is generated by the operation at Ontario, and there is no air quality monitoring in place in this existing quarry operated by the MOW. Several others are being evaluated for possible use as listed in the (2014) ESIA, and additional environmental and/or archeological assessments are needed if they are expanded.				
Earth works are also underway at the Z-curve, but are addressed separately in section 13 of this ESMP.				
Description of Measures to be implemented:				
<ul style="list-style-type: none">Obtain appropriate licenses/permits from the Ministry of Natural Resources and Agriculture to operate quarries or borrow pits.***Clearly mark the extraction site boundaries to minimize vegetation clearing. In the case of any expansion, obtain clearance from IoA (see ESMP #9), particularly at the Western Sanitary Pit near Nohoch Ek (see ESIA Addendum Figure 2).*Ensure that the original ESIA siting criteria are met (as listed in 2014 ESIA section 6.3.3), with quarry locations being away from settlement areas, cultural sites, wetlands, or sensitive zones; and, where practical, extract material volumes from different sites to distribute the environmental impact footprint.Remove topsoil under dry (not moist) conditions to reduce compaction, and store topsoil in mounds no higher than 1 to 2 meters in areas protected from erosion by air or water, for later use in phased closure and restoration of the pit when extraction has been completed, as logistically feasible.**Control runoff into and out of quarry pits by providing perimeter drains and internal drains as needed, and ensure that measures are put in place to trap sediments before discharging into the receiving environment (e.g. sediment traps, berms, etc.).Upon completion of extraction, areas should be restored as close to their original states as possible and suitable for sustainable use, leaving sites level and avoiding ponding or pits.Stockpile waste material stripped from the surface of existing roads for use by local communities' street and road works upon request and as available and feasible.**Develop specific procedures for storing topsoil, and for phased closure and reshaping and restoration of the pit when extraction has been completed. Include plans for segregating gravel and quarry materials by quality and grade for possible future uses. Where appropriate, include reseeded or re-vegetation to reduce soil erosion, prevent gullying and minimize visual impacts.Backfill and/or restore borrow areas and quarries before abandonment, if alternative uses for those sites are not planned. Areas should be restored by creating landforms that are suitable for sustainable use after extraction, minimize the long-term visual impact, and compatible with the adjacent landscape. To the extent practicable natural drainage patterns shall be reinstated where they have been altered or impaired.If there is reason to suspect release of wastewater, fuels, or chemicals to the environment, then conduct water quality monitoring as specified in the (2014) ESMP (Table 1.2).**Conduct air quality monitoring at nearby receptors as warranted for dust (PM2.5, PM5, PM10 or SPM) and ensure results meet Belize Pollution Regulations.**				
Stage of Project to which measure applies	Preconstruction	X	Estimated cost(s):	These mitigation measures are typical good practice and are required through the construction contracts. Re-vegetation and
	Construction	X		

	Operation	X		monitoring first two years is typical BMP.
	Closure	X		
Applicable Requirements and Standards: <ul style="list-style-type: none">• Compliance with Quarry permits from Ministry of Natural Resources ***• Best Management Practices (BMPs)• DOE Environmental Compliance Plan (ECP) section 3.3 (** proposed modifications to ECP to be approved by DOE)• Belize Pollution Regulations for air quality (Chapter 328, First Schedule)• (2014) ESMP section 1.6.3• (2014) ESIA*				
Indicators to measure success: <ul style="list-style-type: none">• Number of grievances about dust, noise, vibration, damage from blasts• Work stoppage, fines or fees from DOE or IoA			Performance goals for Indicators: <ul style="list-style-type: none">• No unresolved grievances about dust, noise, vibration, or damage• No work stoppages, fines or fees	
Responsibility for implementation of measure:		MOW and PEU to enforce requirements. Supervision Consultant to verify correct siting and operation of quarries.		
Frequency of inspection/ compliance verification:		MOW and PEU to inspect quarries weekly; Supervision Consultant to inspect weekly; DOE, IoA to inspect periodically at will.		
Additional Information / Guidance:		Measures for blasting, as well as other mitigation measures for works at the Z-curve, are addressed separately in section 13 of the ESMP.		

GPHRP Environmental and Social Management Plan (ESMP)				
Mitigation Measure 4. Materials Storage and Handling				version 2: July 2018
Risk / Impact to be addressed:		Spills and runoff of fuels, soils, and/or contaminants; improper solid waste and debris disposal.		
Summary of Current Situation:				
Solid waste, debris, and other materials are stored at the two work camps, and a fuel tank is present at one of the camps. Earth and excavated materials are stored at work sites near the Z-curve and Roaring Creek, and cleared vegetation is stored along the highway at various locations.				
Description of Measures to be implemented:				
<ul style="list-style-type: none">Identify sites for temporary/permanent storage of excavated material and construction materials, and implement soil erosion control measures to avoid surface runoff and prevent siltation of waterways and drains.Maintain proper storage facilities in all construction camps.Set protocols for vehicle maintenance to control contamination by grease, oil and fuels (e.g. no refueling or oil changes within 100 feet of waterways).Store fuel in appropriate containment structures with impermeable berms with capacity of 110% tank volume to prevent spillage from leaving the site, and install oil and/or silt traps around areas used for vehicle washing or fueling.Maintain spill clean-up kits, prevent any spills from entering waterways, and report spills to DOE immediately.Handle, store, use and process branded materials in accordance with manufacturer’s instructions and recommendations.Construction waste materials shall be transported to appropriate, local disposal areas designated and approved by the relevant authorities.The burning of waste materials is prohibited.**If there is reason to suspect release of wastewater, fuels, or chemicals to the environment, then conduct water quality monitoring as specified in the ESIA (section 7.1.4.1).**				
Stage of Project to which measure applies	Preconstruction		Estimated cost(s):	These mitigation measures are typical good practice and are required through the construction contracts.
	Construction	X		
	Operation			
	Closure			
Applicable Requirements and Standards:				
<ul style="list-style-type: none">Best Management Practices (BMPs)(2014) ESMP section 1.6.4DOE Environmental Compliance Plan (ECP) section 3.4(** proposed modifications to ECP to be approved by DOE)				
Indicators to measure success:			Performance goals for Indicators:	
<ul style="list-style-type: none">Collection of waste oil and hydrocarbon-contaminated soilUse of designated disposal areas for solid waste			<ul style="list-style-type: none">Manifests or tracking as evidence of proper handlingReceipts, haul tickets or manifests from	

and debris		landfills or approved dump sites.
Responsibility for implementation of measure:	Contractor to properly manage fuels, wastes, and materials; Supervision Consultant to verify.	
Frequency of inspection/ compliance verification:	Contractor to inspect materials storage areas daily; Supervision Consultant to inspect weekly; DOE, IoA, PEU to inspect periodically at will.	
Additional Information / Guidance:		

GPHRP Environmental and Social Management Plan (ESMP)				
Mitigation Measure 5. Workers Camps				version 2: July 2018
Risk / Impact to be addressed:		Social disruption from labor influx and in-migration; environmental degradation and/or community safety impacts from waste, water, traffic.		
Summary of Current Situation: Two worker camps have been constructed thus far: one near Roaring Creek Bridge to house ~20 workers and support ~50 local workers for the bridge construction; and, another on Section 2 without dorms that serves as an equipment, storage and work yard. Both are recently constructed and ready to begin works soon.				
Description of Measures to be implemented: <ul style="list-style-type: none">• Ensure that workers’ camps are located away from schools, churches and areas frequented by community members.• Locate camp sites away from waterways and provide amenities and proper sanitation facilities.• Ensure workers’ camps are secure and prevent access to members of general public.• Ensure campground is maintained free of debris and pollution.• Provide acceptable, sanitation facilities for workers including separate facilities for male and female.• Properly containerize and dispose of domestic waste at workers’ camps.• Locate bulk storage of fuel and other hazardous substance away from workers structure and place appropriate signs (no smoking, cell-phones etc. around these areas).• Designate work areas and campsites as “no hunting zones” and educate workers that hunting, collection, capture, or destruction of wildlife or plants is prohibited.• Vegetate and seed disturbed areas of campsites after decommissioning sites.• Monitor the re-vegetation of all affected areas and include results in periodic reports with photographic evidence and estimates of percentage ground cover.*• If there is reason to suspect release of wastewater, fuels, or chemicals to the environment, then conduct water quality monitoring as specified in the (2014) ESMP (Table 1.2).**• Educate workers on HIV/aids, harassment and gender issues (see Gender Strategy and Action Plan).***				
Stage of Project to which measure applies	Preconstruction		Estimated cost(s):	These mitigation measures are typical good practice and are required through the construction contracts. Additional cost of BZ\$1500 for training fees for workers and communities on the mandatory child abuse reporting law. Re-vegetation and monitoring first two years is typical BMP.
	Construction	X		
	Operation	X		
	Closure			
Applicable Requirements and Standards: <ul style="list-style-type: none">• Compliance with labor law and child welfare law• *Best Management Practices (BMPs)• DOE Environmental Compliance Plan (ECP) section 3.5 (** proposed changes to ECP to be approved by DOE)• (2014) ESMP section 1.6.5, Table 1.1(a)• *** (2014) ESMP Table 1.9 and Social Management Plan (section 1.4)• Gender Strategy and Action Plan				
Indicators to measure success: <ul style="list-style-type: none">• Percentage of workers hired from local			Performance goals for Indicators: <ul style="list-style-type: none">• Up to 30% local workers	

<p>communities</p> <ul style="list-style-type: none"> • Number of grievances about worker conduct • Number of sexual exploitation/harassment cases investigated and substantiated • Monitoring of re-vegetation / ground cover of work camps after they are closed 	<ul style="list-style-type: none"> • No unresolved grievances about worker conduct • 100% of sexual exploitation/harassment cases investigated in line with Zero Tolerance Policy • Restoration of ground cover to 100%
<p>Responsibility for implementation of measure:</p>	<p>Contractor to develop and abide by Code of Conduct.</p> <p>PEU's Community Liaison Officer to ensure compliance and manage Grievance Mechanism.</p> <p>Contractor to implement all BMPs in field, and Supervision Consultant to verify correct siting and operation of work camps.</p> <p>PEU to monitor re-vegetation during first two years of operation.</p>
<p>Frequency of inspection/ compliance verification:</p>	<p>Contractor to inspect work camps weekly; Supervision Consultant to inspect weekly; DOE, IoA, PEU to inspect periodically at will.</p> <p>PEU to monitor and update Grievance Mechanism weekly, and report monthly.</p> <p>During operation, PEU to inspect ground cover percentage quarterly.</p>
<p>Additional Information / Guidance:</p>	<p>Workers' Accommodations: processes and standards, a Guidance Note by IFC and the EBRD (September 2009).</p>

GPHRP Environmental and Social Management Plan (ESMP)		
Mitigation Measure 6. Ecological& Biological Resources		version 2: July 2018
Risk / Impact to be addressed:	Pollution, sedimentation, or alteration of watercourses; erosion of hillsides or culverts; loss or destruction of wildlife or plants.	
Summary of Current Situation:		
<p>Clearing of vegetation can create the conditions for erosion of stream banks or hillsides, with movement of silt and sediment that can choke rivers and waterways. Erosion control measures, water quality monitoring, and re-vegetation are necessary but have not been properly implemented in the field at bridges and culverts, and at areas where benching and terracing are underway (e.g. the Z-curve and/or quarries).</p> <p>The GPHRP is not located in a major wildlife corridor as much of the Belize River Valley is dedicated to agriculture, but the existing highway does create a barrier to migration to and from the Maya Mountains. The original ESIA (section 3.10) noted presence of wildlife (howler monkeys, tapirs, and gibnuts) at Guanacaste National Park, the Z-curve, and near Galen University, likely due to their use of riparian habitat as movement corridors. In addition, there is potential for hunting, collection, or destruction of wildlife, either by construction crews during works, or due to increased speeds of travel once the highway is rehabilitated.</p>		
Description of Measures to be implemented:		
<ul style="list-style-type: none">• Prevent siltation of creeks and streams by using Best Management Practices (BMPs) for erosion control such as silt control wattles, silt curtains, bunds, intercepting ditches, check dams, wing dams, by-pass channels, barriers, or settling ponds on unprotected bare slopes and on the perimeters of non-vegetated areas.*• No vehicles or machinery will be washed in rivers or creeks, and any excavated or stored materials, fuels or chemicals near rivers or creeks must be properly contained with berms, bunds, walls or pads.• The natural flow of streams or creeks shall not be prevented or constrained. Any waterway diversion must be restored with adequate hydraulic flow.**• Culverts or drainage works shall be fitted with outfall protection by rip-rap or energy dissipation structures.*• Where culverts or drainage works have been made, the areas shall be re-seeded and re-vegetated.• De-watering activities near streams or watercourses must use intercepting ditches, by-pass channels, barriers, temporary settling ponds, and/or other measures as needed to prevent silt runoff into watercourses.*• Monitor turbidity up- and down-stream of areas where siltation or sedimentation is suspected based on visual observations.**• Install or retrofit three oversize box culverts to accommodate wildlife crossings as per (2014) ESIA section 6.7.2 and (2014) ESMP Table 1.12 (17°11'59.60" N 88°57'59.04"W, 17°13'29.82" N 88°52'29.56"W, and 17°07'03.59" N 89°6'17.58"W) or at other agreed-upon locations at culverts or bridges, and post safety signs for wildlife crossings.**• When clearing, preserve all roadside trees and shrubbery not required to be cleared.• At campsites, re-seed and re-vegetate any disturbed areas once the project is complete.• At the Z-curve and other hillsides cleared during construction, provide erosion control works using BMPs listed above, and upon completion of works perform re-seeding, planting, and re-vegetation.*• Designate work areas and campsites as “no hunting zones” and educate workers that hunting, collection, capture, or destruction of wildlife or plants is prohibited.• Monitor the re-vegetation of all affected areas and include results in periodic reports with photographic evidence and estimates of percentage ground cover.*• During operations, monitor animal road kills as part of Road Safety Program.***• At the Z-curve, leave intact the old road or un-aligned road area to develop a Nature Walk area around this area, if feasible, in concert with the nearby wildlife crossing at 17°13'29.82" N 88°52'29.56"W		

(Warrie Head).**				
Stage of Project to which measure applies	Preconstruction	X	Estimated cost(s):	USD\$54,000 for wildlife crossings (2014 ESMP Table 1.12); BZ\$20,000 for water quality monitoring. Other actions are typical BMPs required of Construction Contractors; Re-vegetation at Z-curve may require purchase of plants, topsoil, and labor; Monitoring first two years is typical BMP required of PEU.
	Construction	X		
	Operation	X		
	Closure	X		
Applicable Requirements and Standards: <ul style="list-style-type: none">• * Best Management Practices (BMPs) for erosion control and re-vegetation• Quarry requirements• DOE Environmental Compliance Plan (ECP) section 3.6 (** proposed modifications to ECP to be approved by DOE)• (2014) ESMP section 1.6.6 and Table 1.12• *** (2014) ESIA				
Indicators to measure success: <ul style="list-style-type: none">• Monitoring of turbidity up- and down-stream of works near rivers and streams• Number of slope failures at Z-curve, culvert outfalls, or river banks.• Monitoring of ground cover percentage during operations• Roadkill frequency during operations			Performance goals for Indicators: <ul style="list-style-type: none">• No increase in turbidity• No slope failures• Restoration of ground cover up to 100%• Infrequent road kills at designated crossings as opposed to other areas	
Responsibility for implementation of measure:		Supervision Consultant and PEU to determine final configuration of crossings, additional retrofit or relocation of 3 oversize box culverts or bridges and signage at key wildlife crossings. Contractor to implement all BMPs in field. PEU to monitor revegetation during first two years of operation.		
Frequency of inspection/ compliance verification:		During construction, Contractor to inspect BMPs daily; Supervision Consultant to inspect weekly; DOE, IoA, PEU to inspect periodically at will. During operation, PEU to inspect ground cover percentage quarterly and monitor roadkill as part of Road Safety Program.		
Additional Information / Guidance:		Wildlife information is provided in the Baseline Analysis Report (Egis, April 2017, chapter 11); see ESMP section 13 for additional information on Z-curve.		

GPHRP Environmental and Social Management Plan (ESMP)				
Mitigation Measure 7. Vegetation Removal and Re-vegetation				version 2: July 2018
Risk / Impact to be addressed:		Pollution, sedimentation, or alteration of watercourses; erosion of hillsides or culverts; visual and aesthetic impacts; clogging of drains with silt.		
Summary of Current Situation:				
Clearing of vegetation can create the conditions for erosion of stream banks or hillsides, with movement of silt and sediment that can choke rivers and waterways. Erosion control measures, soil stockpiling and re-vegetation are necessary but have not been properly implemented in the field at bridges and at areas where benching and terracing are underway (e.g. the Z-curve and/or quarries). Re-vegetation efforts have not yet begun as works are just beginning, but proper planning will facilitate these efforts and reduce costs. Specific types of plants and erosion control measures may also be required to effectively re-vegetate near culverts, along floodplains (e.g. the Mopan River near Succotz and Benque), or in riparian zones.				
Description of Measures to be implemented:				
<ul style="list-style-type: none">Where significant environmental impacts may occur, document and photograph pre-construction and post-construction conditions.If vegetation must be removed during wet periods, it shall be conducted on an as-needed basis (just before actual construction begins) to minimize exposed areas and prevent excessive erosion.Stockpile and store topsoil with adequate measures in place to prevent erosion, and where possible preserve removed plants for later use in re-vegetation (e.g. begonias at the Z-curve).*Re-vegetate on a continuous basis. As soon as works are completed on respective road sections and immediately after equipment is removed, re-vegetate with recovered plants and other appropriate local flora.Stabilize hillsides to avoid slippage or landslide during torrential rain events. Work with agronomists to identify native species with the best erosion control properties, root strength, site adaptability, and other socially useful properties. Do not use non-native plants. Use soil stabilizing chemicals or geo-textiles (fabrics) where feasible and appropriate.All danger trees along the roadway and right-of-way that have the potential to affect road traffic in the event of a natural caused fall (i.e. high vegetation) must be cleared.Support the provision of information from agronomists to promote sustainable land use practices among farmers to reduce siltation and damming of stream channels, to minimize potential of flash floods.**Minimize potential for die back of vegetation areas by not altering the placement of culverts and drainage system, by clearing where necessary at bridges and culverts.**After construction is complete, monitor the re-vegetation of affected areas and include results in periodic reports with photographic evidence and estimates of percentage ground cover.*During operations, periodically clean vegetation and debris from culverts as need to prevent flooding.*				
Stage of Project to which measure applies	Preconstruction		Estimated cost(s):	These actions are typical BMPs required of Construction Contractors.
	Construction	X		Re-vegetation at Z-curve may require purchase of plants, topsoil, and labor unless locally available materials have been stockpiled.
	Operation	X		Initial cleaning of USD\$12,000 for Red, Garbutt and Barton bridges; maintenance for clearing and cleaning three times per year was estimated for a total of 60 times at USD\$375,000 in the Feasibility Study.
	Closure			Monitoring first two years is typical BMP

				required of PEU.
Applicable Requirements and Standards: <ul style="list-style-type: none">• * Best Management Practices (BMPs) for erosion control and re-vegetation• DOE Environmental Compliance Plan (ECP) section 3.7 (** proposed changes to ECP to be cleared by DOE)• (2014) ESMP section 1.6.7 and Table 1.12				
Indicators to measure success: <ul style="list-style-type: none">• Number of slope failures at Z-curve, culvert outfalls, or river banks.• Sediment removal from drains.• Monitoring of ground cover percentage during operations			Performance goals for Indicators: <ul style="list-style-type: none">• No slope failures• Maintenance records show minimal amounts of sediment removal• Restoration of ground cover to 100% as evidenced by photographic records	
Responsibility for implementation of measure:		Contractor to implement all BMPs in field. PEU Community Liaison to provide information from agronomists about soil conservation to farmers near right-of-way. PEU/MOW to monitor re-vegetation and drain maintenance during first two years of operation.		
Frequency of inspection/ compliance verification:		During construction, Contractor to inspect BMPs daily; Supervision Consultant to inspect weekly; DOE, PEU to inspect periodically at will. During operation, PEU to inspect ground cover percentage quarterly, report on drain maintenance		
Additional Information / Guidance:		Agronomists at Galen University or the University of Belize; Dec. 2014 Feasibility Study (A. Thurnton & Associates, vol. 5)		

GPHRP Environmental and Social Management Plan (ESMP)		
Mitigation Measure 8. Traffic Management		version 2: July 2018
Risk / Impact to be addressed:	During construction, traffic patterns change and can become dangerous due to sudden stops, detours, and congestion. Pedestrian crossings and access can be dangerous or blocked. Improper design can lead to permanent obstruction of access or loss of connectivity, or the creation of unsafe zones or conditions. During the operations phase, repeated accidents occur in “hot spots” where design, signage, or other factors present ongoing hazards.	
Summary of Current Situation:		
<p>Design of the highway is undergoing final adjustments, so the placement of signage, crossings, sidewalks, guard rails, roundabouts, traffic calming features, and other road safety measures can be optimized with community input for greater protection for all road users, including motorists, carriages, bicyclists, and pedestrians.</p> <p>For traffic safety during construction, detours are already in place for bridge works at Roaring Creek and the Z-curve. Survey crews in Section 2 are using flagmen, cones, and signage to warn drivers of road hazards. Works for water pipeline replacement in Section 2 are changing access and traffic patterns for pedestrians and businesses, with some informal highway crossings being removed or affected.</p> <p>Relative to the operations phase, the highway has very high accident rates which the GPHRP is meant to improve. There is little safety signage, crosswalks are inadequate, there are no guard rails or pavement markings, and the narrowness and roughness of the road are all conducive to accidents. There is concern that increasing speed will cause increasing accidents. The GPHRP will fund operations over the first two years of the project, and should include elements to further the development of a formal Road Safety Program including monitoring of accidents, annual evaluations and prioritization of “hot spots” for safety improvements, public outreach and education, and enforcement.</p>		
Description of Measures to be incorporated in the design phase:		
<ul style="list-style-type: none">• Reduce congestion on roads through communities and villages, improving pedestrian safety (with reduced impact through traffic conflict) and other adverse social impacts associated with congestion, including traffic noise.• Improve connectivity between residential development and the social infrastructure and services available.• Improve vehicular movement across the road network and vehicular efficiency and provide greater access to alternative routes.• Provide pedestrian and cycle carriageways across communities to enable better traffic safety.• Define the locations of crosswalks, guard rails, sidewalks and other safety measures considering input from the communities.		
Description of Measures to be implemented during the construction phase:		
<ul style="list-style-type: none">• Maintain a minimum road width open for through traffic at all times.• Install signage to direct traffic during construction stating speed, curves, crossings and junctions.• Use proper signage, traffic safety equipment/warning devices and speed indicators when diverting traffic either to an alternate route or reducing to one lane.• Employ traffic wardens at schools and other sensitive areas to control the movement of both the deviated traffic and construction traffic.• Place fencing and safety barriers to separate the construction site from the trafficable areas.• Use adequate night illumination and warning signs and decals to alert and warn motorist and pedestrians.• Reduce pedestrian/vehicle conflict to ensure safety, especially through the communities.• Install pedestrian crossings at key areas including busy trafficking areas, schools and clinics.• Require the contractors to manage construction activities to ensure that traffic can flow in both directions on the highway, especially at night thereby minimizing risks.		

- Maintain access to all properties, including those that are somehow linked. Where access restrictions are required, the land owner should be notified as early as possible and such restrictions should be limited to daylight hours.

Description of Measures to be implemented during the first two years of operations:

- * Develop a formal Road Safety Program including monitoring of accidents, annual evaluations and prioritization of “hot spots” for safety improvements, public outreach and education, and enforcement.
- * Consider links with the CDB-funded “Road Safety Project” which included capacity building and infrastructure improvements east of Belmopan, and the World Bank’s Global Road Safety Facility (GRSF).

Stage of Project to which measure applies	Preconstruction	X	Estimated cost(s):	Some of these measures are relevant to the design phase and may have cost implications. The construction-phase mitigation measures are typical good practice and are already required through the construction contracts. Cost for supervision, monitoring and reporting is within current scope of Supervision Consultant at one day per week, but time/cost will likely increase as activities ramp up. Requirements in the operations phase will require resources to be dedicated by MOW and the PEU.
	Construction	X		
	Operation	X		
	Closure			

Applicable Requirements and Standards:

- MOW Design Criteria
- Engineering design criteria and specifications
- DOE Environmental Compliance Plan (ECP) section 3.3
- (2014) ESMP section 1.6.8, Table 1.1a, and Table 1.9
- * ESIA Addendum (2018)

Indicators to measure success:

- Number of accidents during construction
- Complaints or grievances during construction related to traffic, access, safety
- Accident rates during operations

Performance goals for Indicators:

- No fatalities during construction
- No unresolved complaints regarding traffic, access, safety
- Decreasing accident rates at “hot spots” over first two years

Responsibility for implementation of measure:

Supervision Consultant and PEU to verify that re-design meets road safety requirements.

Contractor to abide by ESMP requirements during construction.

PEU and Supervision Consultant to verify compliance with requirements and report to DOE.

MOW and PEU to develop Road Safety Program during operations phase.

Frequency of inspection/ compliance verification:

During construction, Contractors to inspect daily; Supervision Consultant to inspect weekly; PEU to inspect monthly; DOE to inspect periodically at will. During operations, accident monitoring continuously, analysis in quarterly reporting.

Additional Information / Guidance:

CDB Road Safety Project, WBG Global Road Safety Facility (GRSF).

GPHRP Environmental and Social Management Plan (ESMP)		
Mitigation Measure 9. Archaeological Resources		version 2: July 2018
Risk / Impact to be addressed:	Damage, unearthing, or looting of archaeological structures and artifacts during construction, earth-moving activities or utility works	
Summary of Current Situation:		
<p>The ESIA has identified the following areas where important archaeological or historic physical cultural resources (mounds, plazuelas, patios, or other features) are present near or within the areas that may be affected by project works (GPS coordinates provided where available, and maps are provided in Figures 2 and 3):</p> <ul style="list-style-type: none">• Near the National Agricultural Fairgrounds in Road Section 1, the Rivera Site (E308780, N1908287).• Along Road Section 2 near Camalote, Teakettle, Warrie Head (E300583, N1905461), Ontario (E299385, N1905622; E298502, N1905452; E298190, N1905301), and Blackman Eddy (E296830, N1905387), within the existing carriageway buffer zone or road corridor.• Along Road Section 3 near Lower Dover, Floral Park (E291633, N1903038), Baking Pot and Esperanza, located within the road corridor or study area.• Along Road Section 4 near CahalPech, Buenavista, NohochEk, Actuncan and Xunantunich, which are partially within the road buffer zone or the proposed bypass route, and several mounds near the bypass route (E274592, N1890593; E274542, N17890012; E273947, N1890197; E274096, N1890174; and, E273915, N188968; see Figure 3).• Near the Western Sanitary Pit quarry close to NohochEk. <p>Thus far the site locations have been verified in the field in the ESIA through literature research or LIDAR surveys. Contractors have not yet been fully mobilized, but some clearing and surveying is underway. The routing for the roadway should mostly follow within the existing 42-foot-wide right-of-way, such that clearing of new areas would only be required near curves, re-routes, or bypasses, and excavation would only be required at culverts, near bridges, and for utilities (water lines, power or telephone poles) on the highway right-of-way, and near any expansion of areas quarried.</p>		
Description of Measures to be implemented:		
<ul style="list-style-type: none">• Identify and avoid areas in the project impact zone that may contain important ecological, archeological, historic, religious, or cultural resources (including those listed above from the Archaeological Assessment contained in the 2014 ESIA section 4.16).• The Contractor will provide training and sensitization to ensure that construction crews and supervisors be alert for buried historic, religious, and cultural objects, and provide them with procedures to follow if such objects are discovered.• Develop procedures in case of chance-finds, consistent with the following guidance:* <ul style="list-style-type: none">✓ All construction activity in the vicinity of the find/feature/site will cease immediately and notify the Construction Foreman, Supervision Consultant and PEU.✓ Supervision Consultant and PEU will visit the site immediately, delineate the discovered find/feature/ site with physical markers and GPS recordings, and secure the area to prevent further damage or loss of removable objects.✓ Supervision Consultant and PEU will engage an Archaeologist to assess, record and photograph the find/feature/ site, determining if and where work may proceed, identify alternatives to minimize any impacts, using engineering and archaeological criteria, to arrive at a proposed course of action.✓ The PEU and Archaeologist will contact the IoA and provide find information, proposed course of action, and request clearance to proceed with works. <ul style="list-style-type: none">• The Contractor will provide incentives for recovery of objects and disincentives for their destruction.• For all Road Sections, the Supervision Consultant will coordinate with IoA to erect safety barriers to		

protect the existing mounds, plazuelas and patios that are within the buffer zone or areas potentially affected by project works.						
<ul style="list-style-type: none">During the detailed design phase of Road Section 4 and any other route changes, the PEU will use alternate routes to avoid direct impact to archaeological mounds and plazuelas as indicated in the 2014 ESIA Archaeological Assessment, and will verify in the field with IoA to ensure that potential sites of interest have been adequately identified and avoided in the final routing.**If impact to sensitive areas (e.g. Succotz by-pass) cannot be avoided during road construction, involve ecologists, archeologist sand engineers to evaluate alternatives and minimize impacts, using guidelines from the Archaeological Watching Brief.**Document and photograph any sensitive archaeological areas before, during and after any earth-moving or clearing works, to provide a record of pre- and post-construction condition.Considering the archeological richness of the area, coordinate with IoA and obtain clearance for the re-opening or expansion of any quarry sites, especially the Western Sanitary Pit and any others near Nohoch Ek.**						
Stage of Project to which measure applies	Preconstruction	X	Total estimated cost:	If resources are found, then any additional costs TBD by Construction Contractor	Expected efficacy or effectiveness:	High
	Construction	X				
	Operation					
	Closure					
Applicable Requirements and Standards: <ul style="list-style-type: none">* Best Management PracticeDOE Environmental Compliance Plan (ECP) section 3.9 (** proposed revisions to ECP to be cleared by DOE)(2014) ESMP section 1.6.9 and Table 1.9						
Indicators to measure success: <ul style="list-style-type: none">Number of grievances about destruction of cultural heritageNumber of enforcement actions or halt-work orders by authorities			Performance goals for Indicators: <ul style="list-style-type: none">No unresolved grievancesNo enforcement action or halt-work orders by DOE or IoA			
Responsibility for implementation of measure:		Contractor to implement all protective measures in field; Supervision Consultant & PEU to clear locations with IoA.				
Frequency of inspection/ compliance verification:		Contractor to inspect daily; Supervision Consultant to inspect weekly; DOE, IoA, PEU to inspect periodically at will.				
Additional Information / Guidance:		Archeological Assessment within the (2014) ESIA section 4.16; Standard and Guidance for an archaeological watching brief (CIFA, Chartered Institute for Archaeologists, University of Reading, December 2014).				

GPHRP Environmental and Social Management Plan (ESMP)					
Mitigation Measure 10. Utilities Management					version 2: July 2018
Risk / Impact to be addressed:		Disruption of electricity, telephone, water and/or sewer services; damage to utilities infrastructure; safety issues within work zones; coordination among various utility subcontractors and awareness of environmental and social requirements.			
Summary of Current Situation: Relocation of poles for electricity and telephone service, replacement or relocation of water lines, and/or sewerage lines, will soon begin as works commence. At this time efforts to coordinate works of various utility companies and subcontractors are in early stages.					
Description of Measures to be implemented: <ul style="list-style-type: none">Liaise with BEL prior and during construction to ensure that necessary power poles are relocated prior to road construction commencement.Identify water mains, both rural and governmental pipes, on the road shoulder to ensure that works do not impact these supply pipes.The potential impacts on water supply were considered in determining the preferred widening alternative in order to avoid potential impacts to existing water mains.The location/relocation of the electric poles/lines and water lines will be duly considered and coordinated in a proactive manner with the service providers, including the installation of poles, digging of trenches, and other works related to utilities.During these works, all relevant and applicable requirements of this ESMP shall be adhered to.*In the case of any interruption to services, communicate with local stakeholders, the PEU, the construction contractors and the Supervision Consultant.					
Stage of Project to which measure applies	Preconstruction	X	Estimated cost(s):	Cost of protection/shifting of water lines borne by GOB and village councils; cost of protection/relocation of electric poles and lines borne by BEL.	
	Construction	X			
	Operation	X		Awareness training and coordination with utilities and village councils is within role of PEU.	
	Closure				
Applicable Requirements and Standards: <ul style="list-style-type: none">Access agreements between utilities and MOWDOE Environmental Compliance Plan (ECP) section 3.10(2014) ESMP section 1.6.10, Table 1.9, and Social Management Plan (section 1.4)* Best Management Practices (BMPs)					
Indicators to measure success: <ul style="list-style-type: none">Number of households reporting water and electrical interruptionsAverage length of time of interrupted serviceGrievances reported for loss of service			Performance goals for Indicators: <ul style="list-style-type: none">Uninterrupted water and electric service, or minimal outage timesNo unresolved grievances for loss of service		

Responsibility for implementation of measure:	<p>PEU to coordinate with utilities</p> <p>Supervision Consultant to provide technical and logistic support</p> <p>Utilities to understand and comply with ESMP and advise of any interruptions to service</p>
Frequency of inspection/ compliance verification:	<p>Utilities to inspect daily for compliance; Supervision Consultant to inspect weekly; PEU to inspect monthly; DOE, IoA to inspect periodically at will. Communities and village councils to provide input through coordination meetings.</p>
Additional Information / Guidance:	

GPHRP Environmental and Social Management Plan (ESMP)		
Mitigation Measure 11. Worker Welfare, Safety and Health		version 2: July 2018
Risk / Impact to be addressed:	Construction dust, noise, and traffic can impact the health and safety of the residents and community, especially near schools; landowners or residents fear that they could suffer damage or lose access or lands without fair process or recompense; risk of poor or unsafe worker safety practices, work camp conditions, no hiring of locals or women, and/or accidents and injuries.	
Summary of Current Situation: The project has begun construction and the use of hard hats, boots, and reflective vests is commonly seen, and detours are well marked at the Roaring Creek Bridge and Z-curve; however, dust suppression is lacking, access problems are occurring, and lands are being acquired without established protocols. As construction activities ramp up, concerns exist over community relations, public safety, local hiring practice, and worker safety.		
Description of Measures to be implemented during the construction phase: <ul style="list-style-type: none">• Work during daylight not exceeding 12 hrs.• Ensure workers from local communities are hired with up to 30% quota for women.*• Improve road safety, especially around schools where the movement of heavy equipment and increase in vehicular movement is inevitable.• Maintain and regularly check tools fitted with mufflers where appropriate.• Maintain construction vehicles fitted with mufflers where appropriate; turn off when not in use; avoid reversing.• Provide and ensure workers wear Personnel Protective Equipment.• Have workers use vibration isolation and suspension systems.• Alternate vibration work among workers.• Use vibration isolation and suspension systems.• Assess vibration impacts to property and discontinue where damage/injury imminent.• Use dust suppressant measures.• Shut off equipment when not in use and maintain in good operating condition.• Ensure equipment has emission control devices.• Provide proper sanitation facilities at workers camps.• Ensure fire and medical response for the campsites.• Develop an Emergency Response Plan (or Preparedness Plan) for accidents and injuries.• Develop a Contingency Plan for emergencies and natural disasters, considering the information provided in the (2014) ESMP Table 1.1a.		
Additional occupational health and safety measures should be spelled out in the Workers Code of Conduct to include the following:*		
<ul style="list-style-type: none">• Limit project traffic during peak local highway use, especially around schools, grocery stores and markets• Conduct community traffic safety awareness programs• Ensure that the necessary traffic signs are installed• Maintain all vehicles regularly• Implement speed control measures for project vehicles• Avoid overloading trucks• Prevent the transportation of unauthorized passengers in project vehicles• Provide driver safety training for project vehicle drivers• Ban the consumption of alcohol and drugs and prohibit the use of cell phones while driving• Integrate training on communicable diseases and STDs into worker programs• Encourage the use of condoms and provide access to them		

- Provide for enforcement of rules
- Establish ways to provide basic health services to workers that do not drain the resources from local health service centers

During the first two years of operations, the following measures to be implemented:

- Develop contracts for road maintenance with local small businesses or “micro-companies” including appropriate safety measures for work on and near highway.**
- Perform drills and simulations for the Emergency Response Plan and the Contingency Plan.**

Stage of Project to which measure applies	Preconstruction	X	Estimated cost(s):	Most of the measures specified are standard practice and are already included in Contractor’s requirements. Costs for road maintenance, the Emergency Reponse Plan, and the Contingency Plan should be included in the budget for the first two years of operations.
	Construction	X		
	Operation	X		
	Closure			
Applicable Requirements and Standards: <ul style="list-style-type: none">• * Workers Code of Conduct, Best Management Practice, and Contract requirements• Belizean Labor Law• DOE Environmental Compliance Plan (ECP) sections 3.11 and 3.17• (2014) ESMP section 1.6.11 and Table 1.1a• (2014) ESMP section 1.4 (Social Management Plan) and Table 1.9• * GPHRP Gender Strategy and Gender Action Plan• ** ESIA Addendum (2018)				
Indicators to measure success: <ul style="list-style-type: none">• Worker accidents, incidents, and near-misses Worker training and awareness in community and occupational health and safety			Performance goals for Indicators: <ul style="list-style-type: none">• Tracking and reporting in accordance with the Belizean OSH Bill and SSB Administrative Reports• Number of workers trained	
Responsibility for implementation of measure:		Contractors to carry out most measures as part of standard practice and contract requirements, including Emergency Response Plan during construction. Supervision Consultant and PEU to verify adequate implementation of measures by Contractors.		
Frequency of inspection/ compliance verification:		For items related to construction practices, Contractor to inspect daily; Supervision Consultant to inspect weekly; DOE, PEU to inspect periodically at will. PEU, Supervision Contractor to verify land acquisition process is being conducted according to plan.		
Additional Information / Guidance:		WBG General EHS Guidelines; ESIA (2014) Section 6.8		

GPHRP Environmental and Social Management Plan (ESMP)	
Mitigation Measure 12. Roaring Creek Bridge	
version 2: July 2018	
Risk / Impact to be addressed:	Social disruption from labor influx and in-migration; loss of access to properties and businesses; environmental degradation from runoff of sediments and stored materials; community safety impacts from traffic, noise, dust and vibration.
<p>Summary of Current Situation:</p> <p>Construction of the new bridge is underway. Traffic is being detoured around work zones, and slopes leading to the river have been cleared of vegetation as installation of pilings is in progress. Access to work zones is partly restricted, although visitors to the Fairgrounds were observed bypassing barriers to reach the river for bathing or recreation. Erosion control measures are not in place on the de-vegetated bare soil slope. Residents on the southwest side of the bridge have complained that their access to the road would be blocked by the increased elevation of the abutment, and the same situation may occur for the police station on the northwest side. The final design is being adjusted to allow for these access points, and should include pedestrian use of the old bridge and provisions for the entrance to the Fairgrounds and to Guanacaste National Park.</p>	
<p>Description of Measures to be implemented:</p> <ul style="list-style-type: none"> • Establish and adhere to construction timetables during dry season. • Work during daylight not exceeding 12 hrs. • Construct abutments sequentially to allow unimpeded flow of creek. • Employ best management practices working near waterways. • Divert storm water from construction areas. • Use wing dams made of sand bags or silt curtains. • Store all stripped pavement and excavated soil away from riverbanks and streams. • Construct approaches to bridge and the deck of bridge above the maximum flood stage. • Avoid haulage of materials through village streets and ensure loads are covered. • Ensure no motor vehicle washed in river or stream. • Limit and enforce speed around construction zone. • Shut off equipment when not in use and maintain in good operating condition. • Ensure equipment has emission control devices. • Fit equipment with mufflers and turn off when not in use. • Service and maintain construction heavy-duty equipment. • Make provisions for attaching utility services to the proposed bridge crossing. • Reduce traffic congestion within this zone by the aforementioned construction • Place bollards and barriers to ward off vehicles and others from accessing the old bridge after construction of new bridge is complete • If there is reason to suspect release of wastewater, fuels, or chemicals to the environment, then conduct water quality monitoring as specified in the ESIA.** • Ensure access to/from highway for residents and businesses where the raising of the road elevation could affect them.*** • Install temporary erosion control measures to prevent soil runoff and siltation of the river on the slopes cleared of vegetation.* • Install temporary access control measures to prevent unauthorized entry to work sites near the river.* • Include pedestrian access across the old bridge and at the entry to the Guanacaste National Park and the Fairgrounds in the final design adjustments.**** 	

Stage of Project to which measure applies	Preconstruction	X	Estimated cost(s):	Most of these mitigation measures are already included in other ESMP sections, and are typical good practice as required through the construction contracts. Land acquisition and design changes may have additional cost implications which would be borne by the project through the PEU. Pedestrian use of old bridge during operation could have maintenance costs for MOW.
	Construction	X		
	Operation	X		
	Closure			
Applicable Requirements and Standards: <ul style="list-style-type: none">• Engineering design drawings• * Best Management Practices (BMPs)• DOE Environmental Compliance Plan (ECP) section 3.12 (** modifications to ECP to be approved by DOE)• *** Resettlement and Livelihood Restoration Plan• **** (2014) ESIA• (2014) ESMP section 1.6.12				
Indicators to measure success: <ul style="list-style-type: none">• Same as other ESMP items			Performance goals for Indicators: <ul style="list-style-type: none">• Same as other ESMP items	
Responsibility for implementation of measure:		Construction contractor to implement most requirements, Supervision Contractor and PEU to ensure compliance. Supervision Consultant and PEU to confirm final design addresses requirements. PEU to acquire lands.		
Frequency of inspection/ compliance verification:		MOW and PEU to inspect weekly; Supervision Consultant to inspect weekly; DOE to inspect periodically at will.		
Additional Information / Guidance:				

GPHRP Environmental and Social Management Plan (ESMP)				
Mitigation Measure 13. Z-Curve			version 2: July 2018	
Risk / Impact to be addressed:		Public safety from blasting, traffic detours, and hillside collapse; dust, noise, erosion; visual and aesthetic impacts.		
Summary of Current Situation:				
Construction of the Z-curve is underway. Traffic is being detoured around work zones, and slopes are being benched and terraced to meet the design requirements. Soils have been removed but stockpiles are not in evidence. Dust control is not evident, and erosion control measures are not in place on the de-vegetated bare rock slopes or at the perimeter of work sites.				
Description of Measures to be implemented:				
<ul style="list-style-type: none">• Road side slopes and cuts should have slopes of 1.5:1 ratio.• Use of erosion control blankets or fiber-web geo-synthetics for stabilization of cut slopes; as well as to promote the growth of grass, plants and shrubbery.• Install barriers/curtains to prevent contaminants, debris, and other pollutants entering water bodies.• Stabilize hillsides to avoid slippage or landslide during torrential rain events.• Halt and divert to alternate route all associated traffic and movement of residents within this area.• Put in place with the assistance of the Police Department, all safety measures to ensure no one is in the area except for those authorized.• Warn the general public via radio and television advertisement (see Communications Plan) of such planned activities.• Upgrade alternate roadway to temporarily accommodate traffic within this area.• Put in place all respective dust suppression measures and signage.• Construct drainage along the roadway to divert any water runoff away from the hillside.• Place silt traps and silt curtains at the end of this drainage to prevent siltation and other hydrological impacts.• Leave intact the old road or un-aligned road area to develop a Nature Walk area around this area, if feasible, in concert with the nearby wildlife crossing at 17°13'29.82" N 88°52'29.56"W (Warrie Head).**.• Consider native plants for re-vegetation, and re-use of locally cleared soil as a seed bank.*• Stockpile and store topsoil with adequate measures in place to prevent erosion, and where possible preserve removed plants for later use in re-vegetation (e.g. begonias at the Z-curve).*• After construction is complete, monitor the re-vegetation of affected areas and include results in periodic reports with photographic evidence and estimates of percentage ground cover.*				
Stage of Project to which measure applies	Preconstruction	X	Estimated cost(s):	Most of these mitigation measures are already included in other ESMP sections, and are typical good practice as required through the construction contracts. Geotextile cost estimated at USD\$4,800 in (2014) ESMP Table 1.12. During operations, re-vegetation and monitoring may have additional cost implications which would be borne by the PEU and MOW, but careful oversight of initial slope stabilization and re-vegetation should minimize problems developing in the future.
	Construction	X		
	Operation	X		
	Closure			

Applicable Requirements and Standards: <ul style="list-style-type: none"> • Engineering design drawings • * Best Management Practices (BMPs) for erosion and re-vegetation • DOE Environmental Compliance Plan (ECP) section 3.13 (** proposed revisions to ECP to be approved by DOE) • (2014) ESMP section 1.6.13 and Table 1.12 	
Indicators to measure success: <ul style="list-style-type: none"> • Same as other ESMP items 	Performance goals for Indicators: <ul style="list-style-type: none"> • Same as other ESMP items
Responsibility for implementation of measure:	Construction contractor to implement most requirements, Supervision Contractor and PEU to ensure compliance. MOW and PEU to monitor re-vegetation for first two years of operations.
Frequency of inspection/ compliance verification:	MOW and PEU to inspect weekly; Supervision Consultant to inspect weekly; DOE to inspect periodically at will.
Additional Information / Guidance:	Agronomists at Galen University or the University of Belize

GPHRP Environmental and Social Management Plan (ESMP)				
Mitigation Measure 14. Succotz Bypass				version 2: July 2018
Risk / Impact to be addressed:		Public safety from blasting, traffic detours, and hillside collapse; dust, noise, erosion; visual and aesthetic impacts, impacts to archeological mounds; erosion and sedimentation on stream banks; damage to riparian areas along Mopan River floodplain.		
Summary of Current Situation: Preliminary designs for Section 4 (from San Ignacio to Succotz) and the Succotz Bypass are in progress. In the bypass area, archeological mounds are present in the area which could be damaged by the construction works, and there are numerous plots of private land which require careful routing of the bypass. Technical challenges include a large drainage that must be crossed, and the periodic flooding that occurs at the entrance and exit of the bypass where the road is on the floodplain of the Mopan River. The existing road to be bypassed spans about one mile and is located very close to the river, so it is flooded periodically. The area is heavily visited by tourists to cross the hand-crank ferry to the archeological site of Xunantunich, and all along the river for recreation, fishing, floating (or “tubing”). This reach is being considered for repaving and culvert repairs. Additional works to mitigate disaster risk include construction of river training defenses such as gabions or riprap, to make it safer during floods and to serve as an emergency escape route. During the detailed design phase, use of the area as a “green space” could be considered if feasible to preserve riparian habitat and enhance recreation and tourism.				
Description of Measures to be implemented in the design phase: <ul style="list-style-type: none">• Pave the road to prevent dust formation which would impact the residents.• Construct proper drainage to drain water away from the roadway and residents.• Place traffic signs and speed bumps to control traffic within this alternate route.• Adjust route to avoid archaeological sites identified near the proposed bypass route (E274592, N1890593; E274542, N17890012; E273947, N1890197; E274096, N1890174; and, E273915, N188968; see ESIA Addendum Figure 3).* The design may also consider the following if feasible: <ul style="list-style-type: none">• Consider repaving of the existing road with concrete or other flood-resistant materials.*• Consider designs that include a single-lane access road and emergency escape route, with dual use for parks and recreation, to provide cost savings, community benefits, conservation value, and green space to mitigate flooding effects.** During construction of section 4 and the Succotz bypass, mitigation measures in the other sections of this ESMP would also apply.				
Stage of Project to which measure applies	Preconstruction	X	Estimated cost(s):	There are numerous cost implications in the various designs, which must be weighed in the context of cost vs. benefit. Construction costs for the mitigation measures would be included in contract documents.
	Construction	X		
	Operation	X		
	Closure			

<p>Applicable Requirements and Standards:</p> <ul style="list-style-type: none"> • Engineering design drawings • Best Management Practices (BMPs) • DOE Environmental Compliance Plan (ECP) section 3.14 • (2014) ESMP section 1.6.14 • * (2014) ESIA • ** ESIA Addendum (2018) 		
<p>Indicators to measure success:</p> <ul style="list-style-type: none"> • Same as other ESMP items 		<p>Performance goals for Indicators:</p> <ul style="list-style-type: none"> • Same as other ESMP items
<p>Responsibility for implementation of measure:</p>	<p>PEU to advance design.</p> <p>During construction, Contractor to implement most requirements, Supervision Contractor and PEU to ensure compliance.</p>	
<p>Frequency of inspection/ compliance verification:</p>	<p>During construction, Supervision Consultant to inspect weekly; PEU to inspect monthly; DOE and IoA to inspect periodically at will.</p>	
<p>Additional Information / Guidance:</p>	<p>ESMP section 9 (Archaeological Requirements); consultations with local stakeholders and Village Councils.</p>	

GPHRP Environmental and Social Management Plan (ESMP)				
Mitigation Measure 15. Grievance Redress Mechanism				version 2: July 2018
Risk / Impact to be addressed:		The road project has the potential to positively impact community governance and contribute to public confidence in the project. Conversely, if legitimate grievances are ignored, unattended, or unresolved, then frustration and distrust can grow, and problems can balloon to unmanageable levels that otherwise could be resolved to the satisfaction of all.		
<p>Summary of Current Situation:</p> <p>There is no Grievance Redress Mechanism (GRM) in place for the project, although construction has begun, rights-of-way are being cleared, and lands are already being acquired. At present, community members have no voice to address the project in a productive and reasonable way to address problems that inevitably crop up regardless of the best intentions. Negative media coverage may occur due to perceived access issues at Roaring Creek Bridge and at water pipeline works in Section 2, and without a GRM in place there is no way to address these sorts of issues effectively or proactively. A GRM was developed in the (2014) ESIA and now needs to be initiated.</p>				
<p>Description of Measures to be implemented during construction and the first two years of operation:</p> <ul style="list-style-type: none"> Establish toll-free number to receive calls Create website to receive complaints PEU to staff a Social Specialist to develop, roll out, and manage GRM Specific issues to be addressed during testing and subsequent roll out of the mechanism are: <ul style="list-style-type: none"> The Grievance Mechanism is accessible to potentially affected parties (PAPs) with low levels of formal education; The Grievance Mechanism is publicized using culturally relevant and inclusive media; The Grievance Mechanism is accessible for local, national and international stakeholders; Community members are aware that they can use the Grievance Mechanism without retribution; and Grievances can be lodged without danger of retribution in practice, given that some Project affected stakeholders are reliant on informal livelihoods, and that some grievances may be lodged by workers against contractors who are their employers. Revise Grievance Forms in the ESIA to allow for anonymous lodging of complaints or otherwise remove fear of reprisal. Create database with following criteria: <ul style="list-style-type: none"> Ability to track individual grievances with unique ID number (UIDN) Trigger deadlines for progress on communications and resolution Identify where grievances have been resolved or remain pending Imagery of a statement of satisfaction signed by the complainant. Support third-party monitoring of GRM Summarize monthly, report quarterly and annually 				
Stage of Project to which measure applies	Preconstruction		Estimated cost(s):	<p>The GRM will be operated by PEU and will result in cost for staffing a full-time Social Specialist, a toll-free telephone, a database, and signs to advertise contact information.</p> <p>The (2014) ESIA estimated a cost of BZ\$7000 for GRM design, development and deployment, and BZ\$5000 for GRM training of staff and communities.</p>
	Construction	X		
	Operation	X		
	Closure			

<p>Applicable Requirements and Standards:</p> <ul style="list-style-type: none"> • DOE Environmental Compliance Plan (ECP) section 4.1.3 • (2014) ESMP section 1.5 (Grievance Mechanism) • (2014) ESMP section 1.4 (Social Management Plan) and Table 1.9 • (2014) ESIA section 7.5 (MOWT's Grievance Mechanism) • GPHRP Consultation Plan (2018), "Grievance Mechanism" 	
<p>Indicators to measure success:</p> <ul style="list-style-type: none"> • Number of grievances measured and reported • Community awareness of grievance mechanism • Percentage of grievances resolved within established time frame • Complaintants' satisfaction with resolution 	<p>Performance goals for Indicators:</p> <ul style="list-style-type: none"> • Grievance database in operation and reports provided monthly by the PEU Social Specialist • Majority of community members aware of how to lodge a grievance • All grievances resolved within specified time frame • Performance monitoring survey reveals substantial satisfaction with resolution
<p>Responsibility for implementation of measure:</p>	<p>Contractor and Supervision Consultant to be aware of GRM, refer complaints to appropriate contacts, and report such referrals and complaints.</p> <p>PEU to staff and operate Grievance Mechanism.</p>
<p>Frequency of inspection/ compliance verification:</p>	<p>Contractor to inspect daily; Supervision Consultant to inspect weekly; DOE, PEU to inspect periodically at will.</p> <p>PEU Social Specialist to summarize grievances monthly and report quarterly and annually</p>
<p>Additional Information / Guidance:</p>	<p>IDB Involuntary Resettlement Policy (OP-710) and Environmental Policy (OP-703).</p>

GPHRP Environmental and Social Management Plan (ESMP)		
Mitigation Measure 16. Gender Safeguards		version 2: July 2018
Risk / Impact to be addressed:	Women are usually underrepresented in the construction, engineering and transportation fields. Further, women and girls are the primary victims of sexual harassment, exploitation and domestic violence, which can occur with the influx of construction workers into a community. Females also tend to be more vulnerable to STDs due the nature of their bodies and the circumstances of their gender role within the society. Finally, as a vulnerable group, project impacts may disproportionately fall on them. In addition, grievance mechanisms might lack the gender sensitivity required to address some of these impacts.	
Summary of Current Situation:		
<p>The project has begun construction with two contracting firms hired to construct Sections 1 and 2 of the GPHRP. In addition, the Project Execution Unit (PEU) and a Supervision Firm along with an Engineering firm, acting as its agent, are also operational. Seven women were observed on staff including an Indigenous Woman. All occupy traditional female roles except for the female co-owner of the Engineering firm.</p> <p>Two female cooks on one of the camp-sites were appropriately housed separately in their own dorm with bath and wash facilities. The building was secure and the women indicated that they felt safe. The contracting firm for Section 1 indicated that they will be hiring workers from the local community, however these are mainly for what could be termed menial jobs and the applicants need to apply by email and provide the necessary supporting documentation for employment. These will be barriers for vulnerable groups, which will need to be mitigated.</p> <p>Finally, no grievance mechanism has been operational although the project has started and there have been some concerns from the local community.</p>		
Description of Measures to be implemented during the construction phase:		
<ul style="list-style-type: none">• Conduct consultations in a gender sensitive way, that is, through women’s groups, focus groups, face-to-face, etc.• Develop a mentorship program in which local women from the community can gain employment and learn to work in different aspects of the construction field from a mentor.• Engage female engineering students from the University of Belize to conduct a stipended internship with the various design, engineering and construction aspects of the project.• Through the Cooperative Department of the Ministry of Agriculture, organize for local men and women to develop cooperatives to help with and take ownership of the re-vegetation of the Z-curve, work camps during decommissioning, etc. Associated with this is to help with erosion prevention by building catchments of rock or vegetation – like check dams, berms, bunds, etc. with the idea to catch soil and water, thereby promoting re-vegetation.• A worker code of conduct should be developed.• Workers should be given a training session on sexual harassment and exploitation and safe practices as it relates to the transmission of sexually transmitted diseases.• There should be a zero-tolerance policy for sexual harassment and exploitation. In addition, workers should be apprised of the Protection Against Sexual Harassment Act, CAP. 107, Rev. ed. 1980 – 1990, of the Laws of Belize.• The public should be apprised of the above mentioned sexual harassment legislation.• A gender sensitive grievance mechanism will be developed for use by project workers, communities within the project and stakeholders.• Project workers, local communities and stakeholders will be sensitized to using the grievance mechanism.• Job application forms, recommendation templates, and other job readiness services shall be provided to local communities at public consultations and through Village Councils.		
During the first two years of operations, the following measures to be implemented:		
<ul style="list-style-type: none">• Through the Cooperative Department, Belize Trade and Investment Development Service (Beltraide) and the local Village Councils, encourage the development of micro-companies for road maintenance. These		

crews of 5-6 persons would be contracted by the project and would be in charge of cutting weeds, removing rocks and dirt from drains, culverts, etc. and potentially for other maintenance tasks as well.				
<ul style="list-style-type: none">Engage several local community safety representatives to monitor and report vandalism, unsafe actions, dumping, fires, accidents, breakdowns, abandoned vehicles, etc. along a particular stretch of the road.Operate the Grievance Mechanism execute the Stakeholder Engagement Plan				
Stage of Project to which measure applies	Preconstruction	X	Estimated cost(s):	Costs of building rental, printing of handouts, etc. will be associated with public consultations. Smaller, specialized consultations will also incur travel costs.
	Construction	X		Small costs will be associated with training workers and organizing the logistics of the mentorship program and micro-companies. These should be organized through the PEU.
	Operation	X		While women will access the field through the mentorship program, their labor should be considered part of the regular community labor pool and therefore no additional financing will be required.
	Closure			Stipends for female college interns should be budgeted for within the construction phase. Costs for hiring road maintenance crews and community patrolling representatives should be included in the budget for the first two years of operations.
Applicable Requirements and Standards: <ul style="list-style-type: none">Protection Against Sexual Harassment Act, and Labor Laws of BelizeContractor’s Worker Code of ConductStakeholder Engagement Plan and Grievance Mechanism(2014) ESMP section 1.4 (Social Management Plan) and Table 1.9GPHRP Gender Strategy and Gender Action Plan				
Indicators to measure success: <ul style="list-style-type: none">Number of consultation meetings conducted with women.Distribution and participation rate of consultation meetings with womenNumber of workers trained on sexual harassment, sexual exploitation, domestic violence and safe practices to prevent STDs.Number of grievances about workers’ conduct			Performance goals for Indicators: <ul style="list-style-type: none">Consultation with women done periodically and in a gender sensitive way.All workers trainedNo unresolved grievances	
Responsibility for implementation of measure:		The Contractors and the Supervision Firm will be responsible for preparing and adhering to Codes of Conduct. The PEU will operate the Grievance Mechanism and Stakeholder Engagement Plan and provide training on Gender Safeguards. The PEU and MOW will be responsible for contracting micro-companies during operations.		
Frequency of inspection/ compliance verification:		PEU to verify and report on all activities.		
Additional Information / Guidance:		IDB Gender Policy (OP-761) and Access to Information Policy (OP-102)		

GPHRP Environmental and Social Management Plan (ESMP)		
Mitigation Measure 17. Community Health and Safety		version 2: July 2018
Risk / Impact to be addressed:	The GPHRP project can result in physical injury caused by traffic accidents, and respiratory, hearing and other problems associated with excessive dust and noise. Physical injury can also result from general quarry works in addition to the use of explosives. The project can also indirectly lead to the spread of communicable diseases and STDs as a result of the influx of new workers and service support people in the area. Consequently, these physical injuries as well as the increase in diseases can result in a drain on local health services.	
Summary of Current Situation:		
<p>Project works are still in the preliminary phase and therefore risks of traffic accidents are still low albeit possible, especially in villages like Roaring Creek where the nature of community traffic is varied. So far, several test piles have been driven for the bridge in Roaring Creek, however there were no complaints of noise. Excessive dust however, is a problem especially in the area of the quarry where there are several residences and also through the Z-curve bypass road. A higher level of dust is also associated with the scraping of roadsides in some villages to accommodate the relocation of water pipes as well as survey works.</p> <p>Since full construction works have not yet begun the labor force is minimal and does not pose a serious threat to the spread of diseases or a drain on local health services. Worker camps are relatively small, built away from the project site, and rely on water and electricity from the City of Belmopan rather than the reserves of the smaller project area communities. The worker camps have also implemented waste control mechanisms on site.</p>		
Description of Measures to be incorporated in the design phase:		
<ul style="list-style-type: none">• Reduce congestion on roads through communities and villages, improving pedestrian safety (with reduced impact through traffic conflict) and other adverse social impacts associated with congestion, including traffic noise.• Improve connectivity between residential development and the social infrastructure and services available.• Improve vehicular movement across the road network and vehicular efficiency and provide greater access to alternative routes.• Provide pedestrian and cycle carriageways across communities to enable better traffic safety.• Define the locations of crosswalks, guard rails, sidewalks and other safety measures considering input from the communities.		
Description of Measures to be implemented during the construction phase:		
<ul style="list-style-type: none">• Work during daylight not exceeding 12 hrs.• Ensure workers from local communities are hired with up to 30% quota for women.*• Inform communities of construction activities.• Ensure that the contractor responds appropriately to complaints from communities.• Ensure early discussion and negotiation between land-owners and the Ministry of Works regarding any property acquisition for the alternative routes and road alignment, including acquiring land for the alignment of the Z Curve, new Roaring Creek Bridge and alternate route for the Succotz carriageway.• Improve road safety, especially around schools where the movement of heavy equipment and increase in vehicular movement is inevitable.• Maintain and regularly check tools fitted with mufflers where appropriate.• Construct noise barriers between work sites and communities.• Maintain construction vehicles fitted with mufflers where appropriate; turn off when not in use; avoid reversing.• Use dust suppressant measures.• Shut off equipment when not in use and maintain in good operating condition.		

- Ensure equipment has emission control devices.
- Provide proper sanitation facilities at workers camps.

Other requirements during construction include the following:

- During construction all of the Traffic Management mitigation measures (ESMP section 8) also apply to the aspect of community health and safety, and so are referenced herein.**
- The establishment of a Worker Code of Conduct in accordance with ESMP section 11 requires respect for local communities, appropriate behavior during and outside working hours, prohibitions on carrying firearms, knives, or other weapons, prohibitions on the possession or consumption of alcohol and drugs, prohibitions on the collection of plants or the hunting and collection of animals, and finally the enforcement of penalties in the event of worker-community conflicts, petty crime, etc.**
- Execute the Grievance Mechanism, Stakeholder Engagement and Consultation Plan.**

Description of Measures to be implemented during the first two years of operations:

- Develop a formal Road Safety Program including monitoring of accidents, annual evaluations and prioritization of “hot spots” for safety improvements, public outreach and education, and enforcement.**
- Consider links with the CDB-funded “Road Safety Project” which included capacity building and infrastructure improvements east of Belmopan, and the World Bank’s Global Road Safety Facility (GRSF).**

Stage of Project to which measure applies	Preconstruction	X	Estimated cost(s):	<p>Most of the mitigation requirements are already part of environmental, health and safety best practices and therefore will simply require enforcement.</p> <p>Small costs will be associated with public awareness campaigns, to be organized through the PEU Social Specialist.</p> <p>Small costs will also be associated with induction program, including training on health awareness and code of ethics, for workers, through contractors and the PEU.</p> <p>Enforcement of rules to be carried out by the Environmental and Social Specialists located in the PEU and the Supervision Engineer.</p> <p>The Communications Plan and Grievance Mechanism should be operated by PEU, and will result in cost for staff, a toll-free telephone, and signs to advertise contact information.</p>
	Construction	X		
	Operation	X		
	Closure			

Applicable Requirements and Standards:

- Protection Against Sexual Harassment Act
- Worker Code of Conduct
- DOE Environmental Compliance Plan (ECP) sections 3.8 and 3.11
- (2014) ESMP section 1.6.11 and Table 1.1a
- (2014) ESMP section 1.4 (Social Management Plan) and Table 1.9
- * GPHRP Gender Strategy and Gender Action Plan
- GPHRP Resettlement and Livelihood Restoration Plan
- GPHRP Consultation and Stakeholder Engagement Plan (including Grievance Mechanism)
- GPHRP Communications Plan
- ** ESIA Addendum (2018)
- ESMP (2018) section 8 (Traffic Safety) and section 11 (Worker Welfare, Safety and Health)

<p>Indicators to measure success:</p> <ul style="list-style-type: none"> • Number of worker compliance rules maintained • Number of injuries over time • Number of workers trained in induction program • Number of drivers trained in driver safety • Number of vehicles serviced at regular intervals • Number of grievances about workers' conduct • Number of local residents hired 	<p>Performance goals for Indicators:</p> <ul style="list-style-type: none"> • Increase in rules complied with over time • Number of injuries reduced over time • All workers trained • All drivers trained in driver safety • All vehicles serviced at the required time • A decrease in number of grievances and type of grievances about workers' conduct • Up to 30% local residents hired
<p>Responsibility for implementation of measure:</p>	<p>Contractors to implement measures for road safety, dust and noise control and safety during use of explosives. Contractors to also manage worker compliance.</p> <p>PEU and Supervision Consultant to verify compliance with requirements and report to DOE.</p>
<p>Frequency of inspection/ compliance verification:</p>	<p>During construction, Contractors to inspect daily; Supervision Consultant to inspect weekly; PEU to inspect monthly; DOE to inspect periodically at will. During operations, accident monitoring continuously, analysis in quarterly reporting.</p>
<p>Additional Information / Guidance:</p>	<p>CDB Road Safety Project, WBG Global Road Safety Facility (GRSF).</p>

GPHRP Environmental and Social Management Plan (ESMP)				
Mitigation Measure 18. Resettlement and Livelihood Restoration Plan				version 2: July 2018
Risk / Impact to be addressed:		Physical and/or economic displacement due to components or impacts of the project.		
Summary of Current Situation:				
In Road Sections 1 and 2, resettlement and livelihood restoration for Project Affected Peoples (PAPs) are in various stages including not yet initiated, in process or completed. In Road Section 3, all resettlement and livelihood restoration activities have been completed. In Road Section 4, resettlement and livelihood restoration activities have not yet begun.				
Description of Measures to be implemented:				
Road Section 1				
<ul style="list-style-type: none">Joy Flowers – Acquire land and houseNigel Flowers and family – Relocate and rehabilitate family to a new rental propertyYolanda Scott – Install guardrail between house and access road.Food Vendor (Scott) –Relocate stall to a permanent and sustainable locationOK Bar – Acquire property and compensate or compensate for economic loss and provide a new parking location for customersPolice Station – Acquire property and replace police station at new agreed upon locationAnthony Carcamo – Relocate to small house on land provided by village councilLyle Hulse and family – Compensate for depreciation of value of commercial property due to retaining wall; remove portion of northwest fence to allow for parking; ensure that sufficient space is available for trucks to access and turn in front of property; and ensure that design and signage is available on narrow access road so as to deter vehicles from blocking it.Johanna Salazar – Relocate to new house in St. Matthew’s villageLucky Entertainment – Provide parking area at west side of property. Install proper lighting in parking area. Design access road and install signage in front of Lucky Entertainment to deter the continued parking of vehicles there.				
Road Section 2				
<ul style="list-style-type: none">Fruit Vendor (Matute, Middleton, del Carmen/Franco and Recinos) – Relocate stall to a permanent and sustainable locationCanton – Acquire and compensate for additional acre of landZion Outreach Ministry – Finalize acquisition of exchange property and compensate for church building				
Monitoring and Evaluation				
<ul style="list-style-type: none">Submit monthly progress reports to the Project Steering Committee/IDB Project TeamSubmit ex-post evaluation at the end of the RLRP process and at the end of first two years of operation.				
Stage of Project to which measure applies	Preconstruction	X	Estimated cost(s):	IDB Policy requires that <i>all</i> resettlement and livelihood restoration plans, i.e. compensation and/or resettlement, be completed <i>before</i> any construction in the area of project affected peoples(PAPs) commences. IDB policy and international best practice also requires that an ex-post evaluation is conducted to ensure that the livelihood of PAPs has remained at pre-project level or has improved.
	Construction			
	Operation			
	Closure	X		

				Costs for land acquisition were estimated in the Feasibility Study and the (2014) ESMP and have been updated since that time.
Applicable Requirements and Standards: <ul style="list-style-type: none">• Belize Constitution, CAP 4 (2012)• Land Acquisition (Public Purposes) Act, CAP 184 (Rev. Ed. 2011)• Environmental Protection Act, CAP 328 (Rev. Ed. 2011)• GPHRP Resettlement and Livelihood Restoration Plan (2018)• (2014) ESMP Section 1.4 (Social Management Plan) and Table 1.9				
Indicators to measure success: <ul style="list-style-type: none">• Number of resettlement and livelihood restorations completed before commencement of construction• Number of PAPs satisfied with RLR intervention• Number of grievances about resettlement and livelihood restoration• Number of livelihoods restored at or above pre-project level			Performance goals for Indicators: <ul style="list-style-type: none">• All resettlement and livelihood restorations completed before commencement of construction• At least 75% of PAPs satisfied with RLR intervention• No unresolved grievances about resettlement and livelihood restoration• All livelihoods restored at or above pre-project level	
Responsibility for implementation of measure:			PEU project manager along with Social Specialist will finalize negotiation of all outstanding processes within the RLRP. PEU's Social Specialist will manage process of RLRP as well as the Grievance Mechanism. PEU's Social Specialist will conduct ongoing monitoring and submit monthly evaluations as well as ex-post evaluation reports.	
Frequency of inspection/ compliance verification:			PEU to monitor weekly and submit a monthly report to the project steering committee. PEU to monitor and update Grievance Mechanism weekly, and report monthly. PEU to submit an ex-post evaluation report after completion of process and at the end of first two years of operation.	
Additional Information / Guidance:			IDB Involuntary Resettlement and Livelihood Restoration Policy (OP-710); Feasibility Study (A. Thurnton and Associates, 2014).	

ANNEX 2
CONSULTATION AND STAKEHOLDER ENGAGEMENT PLAN

Government of Belize

Ministry of Works



George Price Highway Rehabilitation (BL-L1019) and Additional
Financing for George Price Highway Rehabilitation (BL-L1029)

Consultation and Stakeholder Engagement Plan

July 2018

This document was prepared by Christa Hulse, Social Consultant
for the Government of Belize, Ministry of Works.
Belmopan, Belize. July 2018.

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Acronyms

BTIA	Belize Tourism Industry Association
CAP	Chapter
CEO	Chief Executive Officer
CSEP	Consultation and Stakeholder Engagement Plan
DOE	Department of the Environment
ESIA	Environmental and Social Impact Assessment
ESMP	Environmental Safety Management Plan
GOB	Government of Belize
GPH	George Price Highway
IA	Institute of Archaeology
IDB	Inter-American Development Bank
ISCR	Institute for Social and Cultural Research
MHDSTPA	Ministry of Human Development, Social Transformation and Poverty Alleviation
MOW	Ministry of Works
NEMO	National Emergency Management Organization
NGC	National Garifuna Council
NGO	Non-Governmental Organization
PAP	Project Affected Person
PEU	Project Execution Unit
RLRP	Rehabilitation and Livelihood Restoration Plan
SS	Social Specialist
TOR	Terms of Reference

Introduction

Background

The Ministry of Works (MOW) of the Government of Belize (GOB), with the support of the Inter-American Development Bank (IDB), is undertaking the rehabilitation of the George Price Highway (GPH) from the junction with the Hummingbird Highway to the Belize – Guatemala Border. This road works has been divided into four sections as follows:

- Section 1 – from KM 0 to KM +485
- Section 2 – from KM +485 to KM 15+720
- Section 3 – from KM 15+720 to KM 32+450
- Section 4 – from KM 0 to KM 13+530

Section 1 involves the installation of a new Roaring Creek Bridge and includes the approaches on either side of the bridge. This is being constructed by M&M Engineering Consultants Ltd. Section 2, from Roaring Creek to the Iguana Creek Road junction, involves mostly highway rehabilitation works as well as the shaving of the hillside at the Z-curve to allow for expansion of the highway at that point. Teichroeb and Sons Ltd are constructing this section of the road. Finally, the construction of Section 3, from Iguana Creek Road junction to Loma Luz Boulevard in Santa Elena Town, which comprises only highway rehabilitation works, is currently out for bid. IMC Worldwide is supervising the civil works, in sections 1 – 3, with the assistance of Chia's Engineering. Sections 1 – 3 is being funded by IDB loan BL-L1019 and supplemental loan BL-L1029.

Section 4 begins at Buena Vista Street in West San Ignacio and ends at the Belize – Guatemala Border near the Town of Benque Viejo del Carmen. It includes a by-pass around the village of San Jose Succotz so as to mitigate for the frequent flooding of the Mopan River. These floods often render a large portion of the GPH, within the village of Succotz, impassable. Funding for section 4 is still in the development and approval phases.

This document hence, is the Consultation and Stakeholder Engagement Plan (CSEP) for the rehabilitation of only Sections 1 – 3 of the George Price Highway (GPH), hereinafter referred to as “the project.” The rehabilitation of Section 4 will require an updated version of this CSEP or an additional annex that will outline the plan to consult and engage stakeholders within that section of the highway.

What is Consultation and Stakeholder Engagement

Consultation and Stakeholder Engagement is an inclusive process in which a project's proponents consult with those individuals and groups who will be

impacted by the project, who have a general interest in the project and who can facilitate the development of the project. Consultation and Engagement begins early and continues throughout the life cycle of the project. The specific aim is to develop meaningful relationships that will support the installation of the project while successfully managing any associated environmental and social risks.

The Consultation and Stakeholder Engagement Plan sets the framework for the consultation and engagement of a project's stakeholders. Within the framework, stakeholders are identified and classified as to their relationship with the project; appropriate methods and frequency of relating with stakeholders are elaborated; a mechanism to attend to grievances developed; and a system of monitoring and reporting ensure that the plan is both flexible and functioning as intended. Additionally, the CSEP works in tandem with other social plans developed as safeguard mechanisms for the project. In this case, the CSEP is informed by the ESIA, ESMP, Gender Action Plan, and RLRP and is made operational through a Communications Plan.

Objectives of the Consultation and Stakeholder Engagement Process

The objectives of the consultation and stakeholder engagement process are as follows:

- To ascertain the views and perceptions of potentially affected persons to inform the project design.
- To serve as a means of triangulating data for greater reliability and validity.
- To provide stakeholders with an overview of their rights and responsibilities as it relates to the project.
- To allow for inclusiveness that will foster greater trust, project acceptance and local ownership, which are necessary components for the sustainability of the project.
- To keep stakeholders apprised of the progress of the project.

Elements of a Meaningful Consultation and Stakeholder Engagement Process¹

1. Identification of priority issues – What are the likely risks and opportunities arising from the project?
2. Stakeholder analysis and consultation plan – Who is affected by the project, and who has an interest that can influence outcomes? How will the project engage with them?
3. Prior information – How will information be provided to stakeholders prior to consultation and consultation events in a meaningful way?

¹ Inter-American Development Bank. (2017). *Meaningful stakeholder consultation: IDB series on environmental and social risk and opportunity*.

4. Appropriate forums and methods for the consultation and engagement process – How should consultation events be organized?
5. Grievance redress mechanisms – How can stakeholders seek remedy if they feel the project is causing harm to them or the environment?
6. Design and implementation decisions considering stakeholder perspectives – How will stakeholder concerns and recommendations be addressed in project decision-making and the overall management system?
7. Feedback to stakeholders and transparency in decision-making – How will the stakeholders be informed about project decisions and how their view and inputs have been incorporated?
8. Baseline data, action plans, and management systems – What are the action plans that the project will implement to reduce risk and enhance benefits for project stakeholders? How will the project establish and maintain a suitable management system to address environmental and social issues?
9. Documentation and public disclosure – What are the mechanisms established to document and disclose relevant project information?
10. On-going stakeholder consultation and engagement during implementation – What are the mechanisms established to ensure that stakeholders are kept informed and involved throughout project implementation?

Relevant Regulations and Requirements

This CSEP is informed by the following legislation and policies:

National Legislation

- Environmental Protection Act, CAP 328 (rev. ed. 2011)
- Environmental Impact Assessment (Amendment) Regulation, 2007

IDB Policies

- OP-102 Access to Information
- OP-703 Environmental and Social Safeguards Compliance
- OP-710 Involuntary Resettlement
- OP-761 Gender Equality in Development
- OP-765 Indigenous Peoples

Stakeholder Identification and Analysis

Methodology

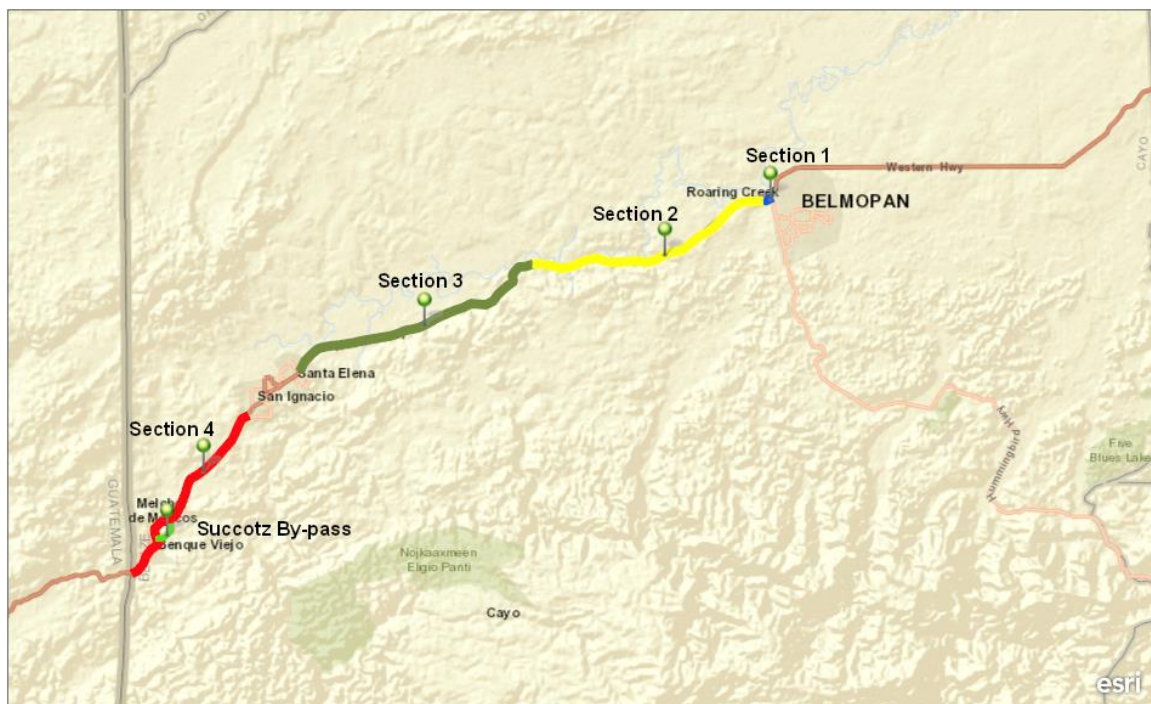
The first step in the consultation and stakeholder engagement process is to identify those individuals and groups who will be impacted by the project, have a stake in the project and/or have an interest in the project. These are the stakeholders who are consulted or will be involved in the project. The initial list of stakeholders for

Sections 1 – 3 of this highway rehabilitation project was developed based on the original ESIA done in 2014, a Terms of Reference (TOR) that highlighted certain IDB policy focus areas for development and an environmental and social scoping exercise conducted from April 24th – 27th, 2018. This list however, is dynamic and may be expanded throughout the project's life cycle.

The stakeholder groups, which currently make up the focus of this consultation and engagement plan include government authorities; the affected communities living within the project area; civil society and development agencies; and commercial organizations. The towns and villages within the project area include:

- Section 1 – Roaring Creek Village
- Section 2 – Camalote Village, Teakettle Village, Ontario Village, and Blackman Eddy Village
- Section 3 – Unitedville, Georgeville, and Esperanza Village.

Figure 1: Map of GPH with road sections



Project Stakeholders

The following table provides a list of stakeholders within the various sectors of society who will be impacted by the project, have an interest in the project or can facilitate the development and implementation of the project.

Table 1: Project Stakeholders

Stakeholder	Summary of Specific Interest/Role in Project	Point of Contact
Government Authorities/Project Facilitators		
Ministry of Works	Executing Unit of the Project	Errol Gentle (CEO) ceo@mow.gov.bz Lennox Bradley (Chief Engineer) chief.engineer@mow.gov.bz
Ministry of Health	Information sharing to coordinate with hospitals, clinics and ambulances. Provision of STDs and HIV/AIDS awareness training for contractors/workers.	Dr. Ramon Figueroa (CEO) 822-2325/2363/0809 seniorsecretary@health.gov.bz
Ministry of Transport and NEMO	Regulate traffic and coordinate public transportation systems. Coordinate emergency preparedness.	Ruth Meighan (CEO) 822-2138 Col. Shelton DeFour (National Emergency Coordinator) 828-4332 defour_shelton@yahoo.com
Ministry of Human Development, Social Transformation and Poverty Alleviation	Provide assistance in the relocation of physically displaced individuals. Sensitizing training for contractors and workers to engage vulnerable persons.	Judith Alpuche (CEO) 822-2248 ceo@humandev.gov.bz
Ministry of Agriculture	Share information as it relates to road works in the vicinity of Central Farm. Ascertain information on the use of the highway within the agricultural sector.	Jose Alpuche (CEO) 822-2241 ceo@agriculture.gov.bz
Project Execution Unit (PEU)		Derick Calles (Project Manager) 822-0100 Zone.Engineer_South@mow.gov.bz Natalie Bucknor (Secretary) 822-0100

		natalie.bucknor@mow.gov.bz
IMC Worldwide	Supervision firm for civil works (Sections 1-3)	Andrew Clough (Team Leader/Sr. Resident Engineer) 802-1749 Andrew.Clough@imcworldwide.com
Chia's Engineering	Primary agent of IMC Worldwide	Julio & Romy Chia (Directors) chias.engineering@gmail.com
M&Ms Engineering Consultants Ltd.	Contractor for Section 1	Roque Matus (Managing Director) Matthew Preston mmengineeringconsultants@gmail.com
Teichroeb & Sons Ltd.	Contractor for Section 2	Peter Teichroeb (Director)
Lands Department	Coordinate land acquisition for road works.	Wilbur Vallejos (Lands Commissioner) commissioner@naturalresources.gov.bz Nicola Cho (Legal Counsel) legal@naturalresources.gov.bz
Mining Unit	Liaise to develop safeguards for mining works including quarry blasting.	Michelle Alvarez (Inspector of Mines) 802-2711
Spatial Data Department	Coordinate land acquisition for road works.	Gina Young (Director) director.spatialdata@naturalresources.gov.bz
Department of Environment (DOE)	Provide GOB environmental and social permitting requirements, enforces these requirements and provides guidance on environmental and social issues.	Martin Alegria (CEO) doe.ceo@environment.gov.bz Leonides Sosa (Environmental Officer) Project Evaluation Unit eiaunit@environment.gov.bz Malik Flores (Environmental Officer) Enforcement Unit 822-2819 enforcement@environment.gov.bz
Institute of Archaeology (IA)	Ascertain protocol for dealing with archaeological mounds/finds, cemeteries and waterfalls in the project area.	Dr. John Morris (Director) 822-2106 ia@nichbelize.org
Institute for Social & Cultural Research (ISCR)	Overview of indigenous cultures in communities of project area. Guidance on policy considerations concerning indigenous peoples and other cultural groups. Provide awareness of cultural heritage points of	Nigel Encalada (Director) 822-3307 iscr@nichbelize.org

	interest within the project area.	
Police Department	Safety at Quarry. Also, should be notified of road closures and diversion routes.	Allen Whyllie (Commissioner of Police) 822-3865, 802-0891 compol@btl.net
Belize National Fire Service	Notify of road closures and diversion routes.	223-1183
Ministry of Economic Development – Belize Road Safety Project	Liaise to develop road safety programs for GPH.	Yvonne Hyde (Chairlady) ceo@med.gov.bz Pamela Scott (Project Manager) 822-3517
Ministry of Agriculture – Cooperatives Department		Gareth Murillo – Registrar of Cooperatives 822-2131 gmurillo.blzcoopsdept@gmail.com
Women’s Department	Consult to gain guidance on sensitizing contractors/workers on sexual harassment and exploitation.	Taheera Usher 227-7397 sec.wd@humandev.gov.bz
National Council on Ageing	Consult to gain guidance on sensitizing contractors/workers on engaging the elderly.	Ix-Chel Poot (Executive Director) 822-1546 info@ncabz.org ncabze@yahoo.com
Belize Social Security Board	Provide guidelines and assistance for job seekers to attain a social security card.	822-2163 info@socialsecurity.org.bz
Commercial banks	Provide guidelines and assistance for job seekers to attain a bank account.	
Town Boards & Village Councils	Liaise with leaders to connect job seekers with contractors, to assist with public consultations and other consultations, to assist with the livelihood restoration of affected people.	See Annex A for list of Chairpersons and contact information.
Government Press Office	Disseminates public advisories in regard to the project	822-0759
Belize Water Services Ltd. (BWSL)	Provide assistance with possible re-routing of utilities to accommodate road works.	Gerardo Castaneda gerardo.castaneda@bwsl.com.bz Jose Alvarez jose.alvarez@bwsl.com.bz
Belize Electricity Ltd. (BEL)		
Belize Telemedia Ltd.		Heidi Cruz

(BTL)		hacruz@belizetelemedia.net Leiber Yah lyah@belizetelemedia.net
Cable		
Affected Communities		
Individuals who will be physically or economically displaced		See RLRP for more information
Representatives of displaced individuals (if any)		
Police Department in Roaring Creek		802-0402
Inhabitants of project area		
Contractors/Workers		
Job seekers		
Schools		See Annex B for list of schools.
Civil Society & Development Agencies		
National Garifuna Council (NGC)	Liaise with council on the status of Garifuna people in the project area.	Dr. Ethel Arzu (Secretary - NGC) nationalgarifunacouncil@gmail.com Cynthia Ellis-Topsey (President – NGC San Ignacio Branch) cellistopsey@gmail.com
Representatives and interested persons of Maya Mopan in Belmopan	Liaise with representatives and interested persons on developing the Indigenous Peoples Plan	Paul Chun Councillor – Belmopan City Council
Belize Tourism Industry Association (BTIA)	Share relevant information of the project's development.	John Burgos (Director) 227-1144 execdirector@btia.org info@btia.org
Media Houses	Keep apprised of project development.	
Commercial Organizations		
Public Transportation Companies	Liaise with busito and bus owners to inform them of highway closure and diversion and to organize suitable and safe bus stops.	See Annex C for list of bus and taxi cooperatives.
Freight companies	Liaise with freight companies to inform them of highway closure and diversions.	
Tour companies	Liaise with tour companies to inform them of highway closure and diversions.	

Businesses within the project area	Liaise with businesses in the project area to inform them of measures to mitigate impacts.	
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Stakeholder Analysis

Stakeholder Analysis Process

Stakeholder analysis is the process of determining the level of interest and influence a stakeholder will have in regard to the project. Stakeholder analyses are done primarily to inform the CSEP of the level and methods of engagement required for each stakeholder. It allows for the efficient use of time and resources to engage each stakeholder or stakeholder group. In any project, stakeholders range from those who are most interested or impacted and have a high degree of influence over the project to those who have very little interest and influence over the project.

Government Authorities

The various government authorities are key stakeholders in the GPH Rehabilitation Project. Most ministries and departments will provide direct support in organizing the events necessary to execute the project, while the remainder provide support to these events. Engaging government authorities also allow for the establishment of a governance framework for the project, as support from the various departments in government will be necessary well into the operational phase of the project.

Affected Communities

The local communities within the project area will have the most interest in the project, as they will be the most directly impacted. The Environmental and Social Impact Assessment identified the following key social issues across the road project cycle:

Table 2: Anticipated Social Impacts

Road Project Phase/Activity	Social Issue
Construction	Noise and Dust
	Impeded Access
	Site Safety
	Physical and Economic Displacement
	Construction Labor Force Disruption
	Employment and Employment Practices
	Community Relations and Cohesion
Operation	Company and Worker Relations with

	Community
	Employment Availability and Employment Practices
	Waste Management

Civil Society and Development Agencies

There are only a few active non-governmental organizations (NGOs) in this area that serve mostly the tourism sector and various cultural groups. Their focus is primarily on providing development opportunities for their stakeholders, thus it is assumed that the rehabilitated highway will be a welcomed improvement to their members' lives. The media houses in the area, on the other hand, are more influential especially where there is even the perception of an injustice. Care will therefore be taken to ensure that the mitigation of impacts and the restoration of livelihood are done in a transparent manner and according to GOB and the Bank's guidelines as outlined in the Environmental and Social Management Plan and other project specific plans.

Commercial Organizations

While it is expected that the commercial organizations will also welcome the improvements to the GPH, they will be interested in the developments during construction that can impact their use of the highway and also impact their economic baseline through delays and diversions. Project proponents will therefore liaise with these organizations to mitigate for the impacts due to construction.

Information Disclosure

In accordance with the Environmental Protection Act of Belize, its various amendments and the IDB's policy on Access to Information (OP-102) all relevant information regarding the project will be provided to the public.

This includes the following reports:

- Environmental and Social Impact Assessment (ESIA) with an Environmental and Social Management Plan (ESMP) included
- Supplemental Appendix to the ESIA
- Updated ESMP
- This Consultation and Stakeholder Engagement Plan (CSEP)
- A Rehabilitation and Livelihood Restoration Plan (RLRP)

Reports are made available through the IDB and DOE's websites² as well as will be available, in hard copy, at the PEU's office.³ These documents will remain in the public domain for the duration of the project.

Previous Stakeholder Engagement

The ESIA and ESMP were developed and written in 2014. There was considerable stakeholder engagement done in order to compile these plans. Over 200 households in the project area were surveyed and focus group discussions were carried out with town and village leaders, various youth organizations and representatives of women in each community. The Lands Department in the Ministry of Natural Resources has also completed most of the voluntary and involuntary land acquisition, through the public purposes provision, required for the project. This involved much consultation with PAPs to negotiate the best way to complete this aspect of the project. Involuntary land acquisition was conducted in those cases where the registered landowner was deceased or was absent and could not be located. The PEU has also consulted with village and town leaders in late 2017 to notify them of the start of pre-construction works. Finally, three public meetings were held from June 16 – 18, within the project area, to inform stakeholders of the updated ESIA and ESMP, as well as associated social plans (See Annex E for Public Consultation Report).

Information Dissemination Methods

Table 3: Information Dissemination Methods

Information Dissemination Method	Application
Correspondence by phone, email and text	<ul style="list-style-type: none"> ▪ Distribute project information to government authorities, essential service providers, civil society and development agencies and commercial organizations.
Print media	<ul style="list-style-type: none"> ▪ Disseminate project information to public stakeholders, using images for the benefit of illiterate stakeholders. ▪ Inform stakeholders about consultation meetings. ▪ Post to community billboards and other areas of social gathering.
Radio and television	<ul style="list-style-type: none"> ▪ Create advertisements/announcements to facilitate the dissemination of information on the project. This could include Q&A material.
Social media	<ul style="list-style-type: none"> ▪ Create a Facebook page with information on the

² IDB websites - <https://www.iadb.org/en/project/BL-L1019> & <https://www.iadb.org/en/project/BL-L1029>; DOE website - <http://www.doe.gov.bz/index.php/eias>

³ PEU office – 4 Lily St., Orchid Garden Area, Belmopan, Belize. Tel: (501) 822-0100

	project.
One-to-one interviews	<ul style="list-style-type: none"> ▪ Solicit views and opinions ▪ Build relationships with stakeholders ▪ Record interviews
Roundtable discussions	<ul style="list-style-type: none"> ▪ Use for the facilitation of group discussion on a particular issue ▪ Each person at the table participates ▪ Record discussion
Formal meetings	<ul style="list-style-type: none"> ▪ Present project information using PowerPoint presentations ▪ Build networking relationship with high level stakeholders ▪ Distribute technical documents ▪ Record discussion, comments and responses
Invitations to people to participate in the consultation events	<ul style="list-style-type: none"> ▪ Basic information about the project (brochure, etc.) ▪ Explanation of the key environmental and social impacts identified ▪ The management plans proposed ▪ The mitigation measures planned ▪ The existence of a grievance mechanism
Public meetings	<ul style="list-style-type: none"> ▪ Present project information to a large audience of stakeholders by various methods including PowerPoint presentations, posters, video or project information documents ▪ Build relationships with local communities ▪ Distribute non-technical project information ▪ Record discussion, comments and responses
Site visit	<ul style="list-style-type: none"> ▪ Gather opinions and views from individual stakeholders through visiting project site

Stakeholder Engagement Activities

Table 4: Stakeholder Engagement Activities

Stakeholder	Engagement Method	Timing
Government Authorities/Project Facilitators		
Ministry of Works	<ul style="list-style-type: none"> ▪ Correspondence by phone, email or text ▪ Formal meetings ▪ Roundtable discussions 	<ul style="list-style-type: none"> ▪ Design Phase ▪ Pre-construction Phase ▪ Construction Phase ▪ Monitoring & Evaluation Phase
Ministry of Health	<ul style="list-style-type: none"> ▪ Correspondence by phone, email or text ▪ Formal meetings 	<ul style="list-style-type: none"> ▪ Construction Phase
Ministry of Transport and NEMO	<ul style="list-style-type: none"> ▪ Correspondence by phone, email or text ▪ Formal meetings ▪ Roundtable discussions 	<ul style="list-style-type: none"> ▪ Construction Phase
Ministry of Human	<ul style="list-style-type: none"> ▪ Correspondence by 	<ul style="list-style-type: none"> ▪ Construction Phase

Development, Social Transformation and Poverty Alleviation	<ul style="list-style-type: none"> phone, email or text One-to-one interviews 	
Ministry of Agriculture	<ul style="list-style-type: none"> Correspondence by phone, email or text One-to-one interviews 	<ul style="list-style-type: none"> Construction Phase
IMC Worldwide	<ul style="list-style-type: none"> Correspondence by phone, email or text One-to-one interviews Formal meetings Roundtable discussions 	<ul style="list-style-type: none"> Design Phase Pre-construction Phase Construction Phase Monitoring & Evaluation Phase
Chia's Engineering	<ul style="list-style-type: none"> Correspondence by phone, email or text One-to-one interviews Formal meetings Roundtable discussions 	<ul style="list-style-type: none"> Design Phase Pre-construction Phase Construction Phase Monitoring & Evaluation Phase
M&Ms Engineering Consultants Ltd.	<ul style="list-style-type: none"> Correspondence by phone, email or text One-to-one interviews Roundtable discussions 	<ul style="list-style-type: none"> Design Phase Pre-construction Phase Construction Phase Monitoring & Evaluation Phase
Teichroeb & Sons Ltd.	<ul style="list-style-type: none"> Correspondence by phone, email or text One-to-one interviews Roundtable discussions 	<ul style="list-style-type: none"> Design Phase Pre-construction Phase Construction Phase Monitoring & Evaluation Phase
Lands Department	<ul style="list-style-type: none"> Correspondence by phone, email or text Formal meetings 	<ul style="list-style-type: none"> Pre-construction Phase
Mining Unit	<ul style="list-style-type: none"> Correspondence by phone, email or text Formal meetings 	<ul style="list-style-type: none"> Construction Phase
Spatial Data Department	<ul style="list-style-type: none"> Correspondence by phone, email or text Formal meetings 	<ul style="list-style-type: none"> Pre-construction Phase
Department of Environment (DOE)	<ul style="list-style-type: none"> Correspondence by phone, email or text Formal meetings 	<ul style="list-style-type: none"> Design Phase Pre-construction Phase Construction Phase Monitoring & Evaluation Phase
Institute of Archaeology (IA)	<ul style="list-style-type: none"> Correspondence by phone, email or text One-to-one interviews Site visits 	<ul style="list-style-type: none"> Design Phase Pre-construction Phase Construction Phase
Institute for Social & Cultural Research (ISCR)	<ul style="list-style-type: none"> Correspondence by phone, email or text One-to-one interviews 	<ul style="list-style-type: none"> Design Phase Pre-construction Phase Construction Phase Monitoring & Evaluation Phase
Police Department	<ul style="list-style-type: none"> Correspondence by phone, email or text One-to-one interviews Formal meetings 	<ul style="list-style-type: none"> Pre-construction Phase Construction Phase
Belize National Fire Service	<ul style="list-style-type: none"> Correspondence by phone, email or text 	<ul style="list-style-type: none"> Construction Phase
Belize Road Safety Project	<ul style="list-style-type: none"> Correspondence by 	<ul style="list-style-type: none"> Design Phase

	<ul style="list-style-type: none"> phone, email or text One-to-one interviews Roundtable discussions 	<ul style="list-style-type: none"> Pre-construction Phase Construction Phase
Women's Department	<ul style="list-style-type: none"> Correspondence by phone, email or text One-to-one interviews Roundtable discussions 	<ul style="list-style-type: none"> Pre-construction Phase Construction Phase
National Council on Ageing	<ul style="list-style-type: none"> Correspondence by phone, email or text One-to-one interviews Roundtable discussions 	<ul style="list-style-type: none"> Pre-construction Phase Construction Phase
Belize Social Security Board	<ul style="list-style-type: none"> Correspondence by phone, email or text One-to-one interviews 	<ul style="list-style-type: none"> Pre-construction Phase Construction Phase
Commercial banks	<ul style="list-style-type: none"> Correspondence by phone, email or text One-to-one interviews 	<ul style="list-style-type: none"> Pre-construction Phase Construction Phase
Town Boards & Village Councils	<ul style="list-style-type: none"> Correspondence by phone, email or text One-to-one interviews Formal meetings Roundtable discussions 	<ul style="list-style-type: none"> Design Phase Pre-construction Phase Construction Phase Monitoring & Evaluation Phase
Government Press Office	<ul style="list-style-type: none"> Correspondence by phone, email or text 	<ul style="list-style-type: none"> Design Phase Pre-construction Phase Construction Phase Monitoring & Evaluation Phase
Belize Water Services Ltd.	<ul style="list-style-type: none"> Correspondence by phone, email or text Formal meetings Roundtable discussions 	<ul style="list-style-type: none"> Design Phase Pre-construction Phase Construction Phase
Belize Electricity Ltd.		
Belize Telecommunications Ltd		
Cable Companies		
Affected Communities and People		
Individuals who will be physically or economically displaced	<ul style="list-style-type: none"> Correspondence by phone, email or text One-to-one interviews Print media Radio and television Social media Public meetings Site visits Grievance redress Personalized invitations to consultation events 	<ul style="list-style-type: none"> Design Phase Pre-construction Phase Construction Phase Monitoring & Evaluation Phase
Vendors located on the side of the road		
People affected by restricted access		
Representatives of displaced individuals		
Police Department in Roaring Creek		
Inhabitants of project area		
Mennonites of Barton Creek		
Contractors/Workers		
Job seekers		
Schools, health centers, and other		
People whose land will be affected		

Civil Society & Development Agencies		
National Garifuna Council	<ul style="list-style-type: none"> Correspondence by phone, email or text One-to-one interviews Personalized invitations to the consultation events 	<ul style="list-style-type: none"> Design Phase Pre-construction Phase Construction Phase Monitoring & Evaluation Phase
Representatives and interested persons of Maya Mopan in Belmopan		
Belize Tourism Industry Association (BTIA)		
Churches and their women's groups		
Media Houses		
Commercial Organizations		
Public Transportation Companies	<ul style="list-style-type: none"> Correspondence by phone, email or text One-to-one interviews Print media Radio and television Social media Public meetings Grievance redress 	<ul style="list-style-type: none"> Design Phase Pre-construction Phase Construction Phase Monitoring & Evaluation Phase
Freight companies		
Tour companies		
Businesses within the project area		

All consultation activities will be recorded and accompanied with supporting documentation. These will be filed at the office of the PEU.

Operational Aspects of the Consultation

Communications Action Plan

In order to achieve the proposed objectives of this CSEP and to ensure that all environmental and social safeguards are complied with, the following programs to engage stakeholders, are considered and can be found in more detail in the Communications Plan⁴:

- A. General Project Communication Program – the purpose of this program is to provide stakeholders with an initial overview of the project, including impacts and mitigation, to keep them apprised of the progress of the project, and to open the line of communication between the project team and stakeholders. The project seeks to continue the negotiations with project affected people, to develop a mentorship and internship program for women, and to develop and work with micro-companies to provide highway maintenance services. These entrepreneurship and working projects will be directed through various civil society groups and will necessitate the assistance of a number of government authorities. Several different forums are envisaged to accomplish the tasks of this program, including public meetings, participatory workshops, face-to-face

⁴ Communications Plan can be found at <https://www.iadb.org/en/project/BL-L1029>

meetings and radio talk-show presentations. This program will be conducted by the Projected Execution Unit (PEU) with the assistance of Engineers/Contractors, Environmental and Social Consultants and other Government Authorities. Estimated budget for this program is \$18,100.00

- B. Safety Awareness Programs – the purpose of these programs are to advise the community of environmental and social safe practices as it relates to potential impacts of the project. This includes such areas as road traffic safety, safety during the use of explosives, and safe practices as it relates to communicable diseases and STDs. All the campaigns within this program will be directed to the general community. Additionally, school children will be specifically targeted for road traffic safety awareness campaigns and women's groups will be targeted for discussions on safety as it relates to their gender. The campaigns will be led by the PEU with the assistance of various relevant government authorities. Estimated budget for this program is \$7,000.00.
- C. Worker Induction Program – the purpose is to train or inform workers on the elements that make up the worker code of conduct including respect for local communities, appropriate behaviour during and outside working hours, prohibitions on carrying firearms, knives or other weapons, prohibitions on the possession or consumption of alcohol and drugs, prohibitions on the collection of plants or the hunting and collection of animals, and the enforcement of penalties in the event of worker-community conflicts, petty crime, etc. Driver safety training will also be implemented through this program. Finally, this program will also provide for training on safe practices in regard to HIV/AIDS, STDs and other health issues and will address the zero-tolerance policy on sexual harassment, exploitation and domestic violence. The various elements of this program will be provided by the contracting firms, through the guidance of the relevant government authorities and overseen by the PEU. This program will take the form of workshops. The estimated budget for this program is \$30,000.00.

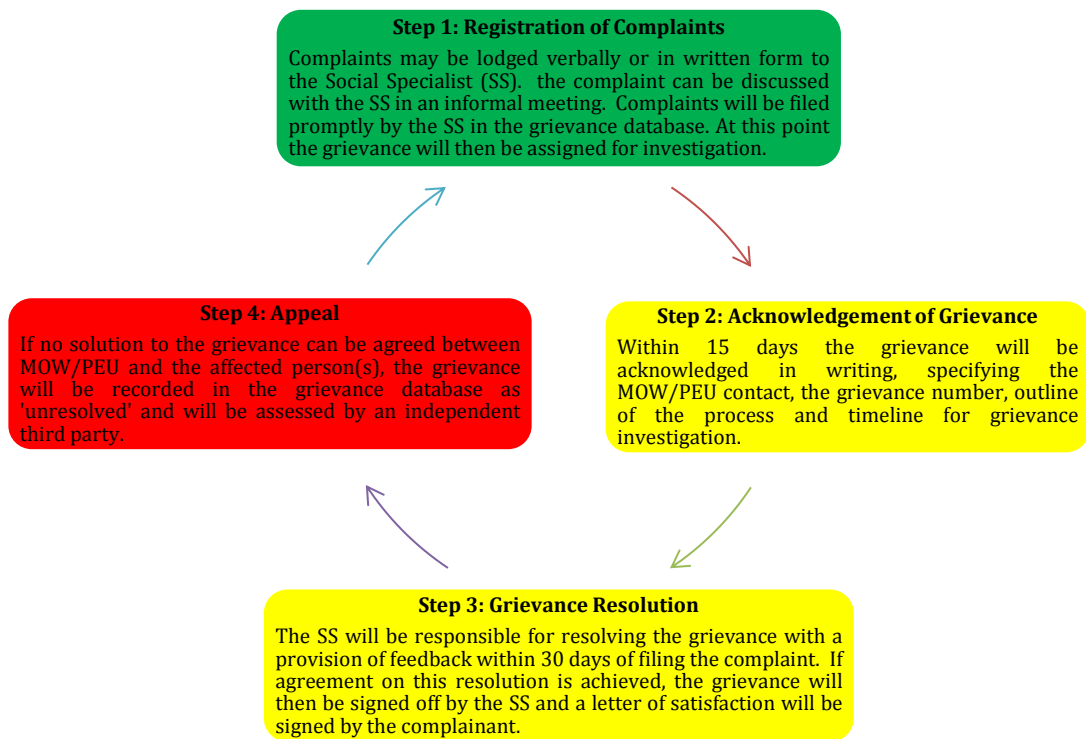
Grievance Mechanism

A grievance can be defined as an actual or perceived problem giving ground for complaint. In line with international standards, projects should provide a Grievance Mechanism, which should address concerns promptly, using an understandable and transparent process that is culturally appropriate and readily accessible to all segments of the affected communities, and at no cost and without retribution.

Ministry of Works (MOW) is proactively seeking to prevent grievances through managing Project impacts and through pre-emptive community liaison activities designed to anticipate and address potential issues before they become grievances.

Notwithstanding, the Grievance Mechanism is the official process by which people affected by the Project can bring their comments, concerns and grievances to a Social Specialist attached with the PEU or to the Ministry of Works' management team. The Grievance Mechanism specifies: the Purpose; Scope and Target Group; Procedure; Management Structure and Tracking; and Monitoring and Reporting. The overall process flow is outlined below.

Figure 2: Process Flow for Grievance Mechanism



Management and Tracking of Grievances

The roll out of the Grievance Mechanism to community members will be the responsibility of the Social Specialist. The SS will provide explanations of the process to community members as well as work with community members to ensure that the process functions as was intended. The SS is expected to make adjustments where needed to achieve efficiency.

The SS will ensure that the Grievance Mechanism adheres to the following principles:

- The Grievance Mechanism is accessible to Project Affected Peoples with low levels of formal education;
- The Grievance Mechanism is publicized using culturally relevant and inclusive media;

- The Grievance Mechanism is accessible for local, national and international stakeholders;
- Community members are aware that they can use the Grievance Mechanism without retribution; and
- Grievances can be lodged without danger of retribution in practice, given that some Project affected stakeholders are reliant on informal livelihoods, and that some grievances may be lodged by workers against contractors who are their employers.

Grievance Database System

A Grievance Database System will be set up by the SS before construction starts. This database will be designed to make it easily possible to track individual grievances, giving each grievance an unique ID number (UIDN), that will trigger deadlines for progress on grievance communications and resolution as specified in the grievance process. The Grievance Database will specify where grievances have been resolved and also where, a statement of satisfaction has been signed by the complainant. Where it has not been possible to resolve grievances to the satisfaction of both parties, this will be specified in the database, and unresolved grievances will be assessed through third party monitoring.

Monitoring and Reporting of Grievances

The implementation of the Grievance Mechanism is subject to third party monitoring (e.g. Department Of The Environment, Ministry of Human Development, Inter-American Development Bank) to ensure that MOW is performing effectively in its commitments to resolving community grievances. Third party monitors of the Grievance Mechanism will be provided with access to the Grievance database to audit performance. MOW through the SS will report on performance in closing out grievances (i.e. the number of grievances resolved within agreed time frames) as part of an annual public report. A Grievance Mechanism Leaflet for MOW is presented in Annex G, while a Grievance Form is presented in Annex F.

Monitoring and Reporting

An important part of stakeholder engagement is the follow-through. Once stakeholders have been consulted they will want to be apprised of various aspects of the project such as how suggestions will be handled, how concerns will be mitigated and a general update on the progress of the project. In this regard, the PEU and its various agents will apply the same methods used in the initial information disclosure, such as community meetings, press releases, brochures and consultative meetings to provide feedback to stakeholders.

Annex A: List of Village Chairpersons in the Project Area

No.	Leader	Project Section	Town/Village	Contact Information
1.	Ryan Garbutt (Chairman)	1	Roaring Creek Village	624-8482
2.	Oliver Wiltshire (Chairman)	2	Camalote Village	666-4243
3.	Howell Hutchinson (Chairman)	2	Teakettle Village	600-0621
4.	Bernard Lemott (Chairman)	2	Ontario Village	624-7538
5.	Emerita Flowers (Chairlady)	2	Blackman Eddy Village	626-2843
6.	Miguel Juan (Chairman)	3	Unitedville	601-4551
7.	Kenroy Myvett (Chairman)	3	Georgeville	635-6487
8.	Ismael Thompson (Chairman)	3	Esperanza Village	664-1317

Annex B: List of Schools in the Project Area


No.	Community	School	Principal/President	Contact Information
1	Roaring Creek Village	Our Lady of Fatima R. C. School	Marlenia Herrera	802-0513 rcfatima52@yahoo.com
2	Camalote Village	St. Jude's R. C. School	Shevon Ramirez	802-3261, 601-9779 stjudercschool@yahoo.com shevonramirez@yahoo.com
3	Teakettle Village	St. Edmund's R. C. School	Carl Cardinez	633-0426 carl_cardinez@yahoo.com
4	Ontario Village	Cayo Christian Academy	Idolly Adolphus	802-2009 ccabelize@gmail.com idollynadolphus@yahoo.com
5	Ontario Village	Ontario Christian School	Abelina Valdez	802-2951, 669-9052 ontariochristianschool92@yahoo.com
6	Blackman Eddy Village	St. Martin de Porres R. C. School	Geraldo Aldana	633-9697 stmartindeporres@yahoo.com aldee_aldee@yahoo.com
7	Unitedville	St. Vincent Pallotti R. C. School	Gilberto Cocom	670-4543 stvincentpallotti@yahoo.com gilbertococom@yahoo.com
8	Georgeville	St. Hilda's Anglican School	Jane Martinez	631-8724 sthildasanglican@gmail.com
9	Central Farm	Galen University	Dr. Eve Aird	824-3226
10	Central Farm	University of Belize	Dr. Clement Sankat	822-1000
11	Central Farm	St. Barnabas Anglican School	Vilma Arnold	607-3883 vilma_arnold@yahoo.com
12	Esperanza Village	St. Francis Xavier R. C. School	Catherine Welch	824-3155 welhcatherine97@yahoo.com
13	Esperanza Village	Esperanza Community Preschool	Criselda Gladden	601-1052, 662-6048 criseldagladden@yahoo.com

Annex C: List of Bus and Taxi Cooperatives in the Project Area


No.	Cooperative Enterprises	Location/Address	Contact Person	Contact Information
1.	Western Mini Bus Cooperative	Belmopan	Selvin Romero	615-0243
2.	Belmopan Taxi Owners Cooperative	Belmopan	Max Ferguson	602-6423
3.	Savannah Taxi Cooperative	San Ignacio Town	Yovanny Valdez	661-8373
4.	Maya Line Taxi Cooperative	Western Border	Marcos de la Rosa	669-6410
5.	Belize Bus Owners Cooperative	Benque Viejo del Carmen Town	Albert Pinkard	615-4655

Annex D: Public Consultation Invitation

Personalized Invitation (Sample)



MINISTRY OF WORKS
POWER LANE, BELMOPAN, BELIZE, C.A.
Tel: 822-2136/2139 Fax: 822-3282



GEORGE PRICE HIGHWAY REHABILITATION PROJECT
#4 Lily Street, Orchid Gardens, Belmopan
Tel: 822-1942/0100 E-mail: gphrp.3344@mow.gov.bz

Ref: DPW/34/1/18 (38) Vol. IV

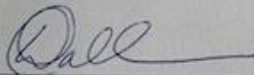
June 13, 2018

Dear Sir/Madam,


The Government of Belize, along with the Inter-American Development Bank, is undertaking the rehabilitation of the George Price Highway from the junction of the Hummingbird Highway to Santa Elena. This work will include upgrading and improving the road system, drainage system, intersections, road safety features and the construction of a new Roaring Creek Bridge.

As you are an important stakeholder, we hereby cordially invite you to attend a public consultation meeting to be held on Monday, June 18th, 2018, at the Roaring Creek Community Center, beginning at 6:30 p.m. More specifically, the meeting is to apprise you of the final designs of the project, to discuss the environmental and social impacts, to inform you of a grievance mechanism and to solicit your feedback.

We hope that you will make every effort to attend this very important public consultation meeting.



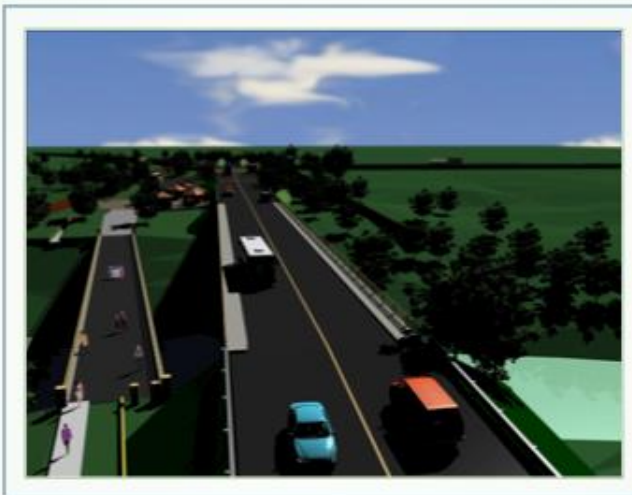
Derick Calles
Project Manager
George Price Highway
Rehabilitation Project



Flyer (Sample)

George Price Highway Rehabilitation Project PUBLIC CONSULTATION MEETING

MONDAY, JUNE 18TH, 2018 (6:30 PM)
ROARING CREEK COMMUNITY CENTER



Come learn about the highway upgrade and ask your questions!



PRESENTATION WILL INCLUDE
INFORMATION ON:

- Final Project Designs
- Mitigation of potential environmental and social impacts
- What to do if you have complaints.
- Job opportunities

Information Sheet

Government of Belize

Ministry of Works



George Price Highway Rehabilitation II Project Information Sheet

The Government of Belize along with the Inter-American Development Bank is undertaking the rehabilitation of the George Price Highway from the junction of the Hummingbird Highway to the Western Border. This work will include upgrading and improving the road system, drainage system, intersections, road safety features and the construction of a new Roaring Creek Bridge.

In 2014, an Environmental and Social Impact Assessment (ESIA) was conducted and several environmental and social risks and impacts were identified. In late 2017, the Government of Belize signed contracts with M&M Engineering Company Ltd. to build the new Roaring Creek bridge and the approaches on either side of the bridge. The Government also signed a contract with Teichgroeb and Sons Ltd. to construct the new road from Roaring Creek to the junction with the Spanish Lookout Road.

As of early 2018, works has begun on the following areas:

- Borehole tests and analysis done at the location of the new Roaring Creek bridge. Test piles have also been driven at this location.
- The z-curve in Teakettle village has been closed and a temporary diversion created for the traffic on the highway.
- Excavation works to install culverts, in the area of Warrie Head, are ongoing.
- Quarry operations in Unitedville are also underway.
- All required land from Roaring Creek to Santa Elena have been acquired.
- Surveys for road alignment are in process.

The Government has also commissioned an updated Environmental and Social Impact Assessment (ESIA), an updated Environmental and Social Management Plan (ESMP) and several Social Plans, including:

- Consultation Plan (CP)
- Gender Strategy and Action Plan (GSAP)
- Community Health and Safety Plan (CHSP)
- Sociocultural Analysis (SCA)
- Livelihood Restoration Plan (LRP)

Agenda (Sample)



Ministry of Works (Project Execution Unit)

George Price Highway Rehabilitation II Project

Public Consultation

Date: Saturday, June 16th, 2018
Time: 10:00am
Venue: Camalote Community Center

Agenda

Moderator: Oliver Wiltshire

No.	Presentation	Time	Presenter
1	Opening	10:00 – 10:05	Oliver Wiltshire
2	Overview of the Project	10:05 – 10:15	Ministry of Works
3	Environmental and Social Impacts & Mitigation (including road traffic safety and	10:15 – 10:30	E&S Consultants
4	Grievance Redress Mechanism	10:30 – 10:35	E&S Consultants
5	Stakeholder Opportunities (Jobs, Women's Mentorship Program, Cooperatives and Micro-Companies)	10:35 – 10:45	E&S Consultants
6	Questions & Answers	10:45 –	

Annex E: Public Consultation Report

Introduction

The stakeholder consultations, at the community level, marked the final step in updating the Environmental and Social Impact Assessment Report for the George Price Highway Rehabilitation Project (BL-L1019).⁵ It was an important opportunity for stakeholders to see the updated designs of the highway, to learn of project developments, to understand how they and their environment might be affected and to provide feedback that will allow for the project to be fine-tuned further.

Specifically, the objectives of the consultation were:

1. Apprise stakeholder of the updated designs of the project.
2. Discuss environmental and social impacts and mitigation.
3. Solicit questions and feedback to guide the progression of the project.

Presentation of Activities

Three public consultations were held in Camalote village, Georgeville, and Roaring Creek village between June 16-18, 2018. They were attended by community members of the various villages along Sections 1-3 of the highway project; local village council members; the project manager representing the Ministry of Works (MOW); the Chief Engineer of the MOW; and the environmental and social consultants tasked with updating the original ESIA and providing specified social plans.

Presentation

All of the three consultations were opened by the Chairmen of the villages in which they were conducted. Project Manager, Derick Calles of the MOW, presented an overview of the George Price Highway Rehabilitation Project along with a synopsis of works currently being conducted. Environmental Consultant, Michael Darr, then presented on the environmental impacts and proposed mitigation, while social consultant Christa Hulse, presented on the social impacts and proposed mitigation for those. (See end of report for Agenda of Meeting and Presentations Shown)

Discussion

⁵ The Environmental and Social Impact Assessment (ESIA) for the George Price Highway Rehabilitation Project was prepared in 2014 by Belize Environmental Technologies Ltd. and can be found on the IDB's website at <https://www.iadb.org/en/project/BL-L1019>. The ESIA and ESMP were updated and additional social plans were developed. These can be found at <https://www.iadb.org/en/project/BL-L1029>

Stakeholder comments and questions were fielded by all presenters. The discussions were very organic and stakeholders asked about the various interventions, voiced their concerns and provided context to a number of these concerns.

Participants

There were a total of 14, 19 and 52 participants at the meetings in Camalote, Georgeville, and Roaring Creek respectively. Following is a demographic breakdown of participants:

Camalote Village

- Community Members – 5 (3 women)
- Village Council - 4
- MOW – 3
- Environmental and Social Specialists – 2 (1 woman)

Georgeville

- Community Members – 11 (5 women)
- Village Council – 4 (1 woman)
- MOW – 2
- Environmental and Social Specialists – 2 (1 woman)

Roaring Creek Village

- Community Members – 38 (22 women)
- Village Council – 3 (1 woman)
- Churches – 1
- Police – 2
- Environmentalist – 1
- Politician – 1
- Social Activist – 1
- Media – 1
- MOW – 2
- Environmental and Social Specialists – 2 (1 woman)

There were no Indigenous persons in attendance although the San Ignacio chapter of the National Garifuna Council and the Maya Peoples of Maya Mopan in the Belmopan area were invited.

Participants at the meetings hailed from the following cities and villages:

- Cotton Tree Village

- City of Belmopan
- Roaring Creek Village
- Camalote Village
- Ontario Village
- Blackman Eddy Village
- Georgeville
- Succotz Village

Stakeholder Feedback

The main concerns at the meeting in Camalote were as follows:

- **Road Crossings.** The adequacy of road crossings, especially during the construction period, was raised. The Ministry of Works informed stakeholders that none of the current speed bumps or formal crossings would be permanently removed. In addition, they stated that signs would be provided to improve safety at informal crossings. Finally, the ministry advised that all crossings would be restored or improved upon at the finish of construction and final clean-up.
- **School Crossings.** The village council asked that a crossing be placed in front of the school so that children who disembark school buses on the south side of the highway can cross to the northside for school. The MOW responded that they would take that request into consideration.
- **Footpaths.** Some established footpaths in Camalote had been dug up for relocation of water lines to accommodate the project. Large boulders were left in the path, from these works. In addition, the rains have rendered the footpaths muddy and a nuisance for pedestrian in the village. It was clarified that the water line installation is under the purview of the MOW and that all strictures of the ESMP apply to the contractor, so that subsequent inspections should address the issue.
- **Signage.** Questions were also raised about posting of signs, by the local village councils, on the highway reserve or right-of-way. The MOW responded that international standards needed to apply to signage. They indicated that this was for safety reasons and therefore councils should consult with the ministry before erecting any signs.
- **School safety.** It was noted that temporary measures to improve safety would be needed because school is starting in September. The consultants informed the community that school outreach and education for students were included in a Road Safety Program to be conducted prior to construction and during the first two years of operations. In addition, temporary measures would also be recommended within the ESMP.

- Culvert at Ontario. One comment from a landowner near the Ontario Spring was that the existing culvert is located perhaps fifty feet away from the spring, so that during floods the drainage where the spring is located tends to overflow across the road and wash out the hillside downstream, flooding the owner's house. It was responded that the MOW is open to the idea of relocating the drainage closer to the spring and protecting against erosion downhill of the road. This will be examined and included in the corresponding ESMP.
- Jobs. Questions about jobs were also asked with the response being that various social plans had accommodated for jobs and that the details of this information along with the logistics would be provided by the MOW's Social Specialist who is to be on-board by August 2018.

In Georgeville many of the same questions and concerns were raised, as well as the following:

- Local water systems. In Section 3 most of the communities rely on local water systems, and there is concern that damage may occur during construction. The MOW responded that in some cases the main pipeline is directly within the highway reserve or right-of-way so there will be outages and disruptions that will occur. The water lines are often leaking and in poor condition, and they will be replaced using new standards that should improve the level of service. It was also noted that access to the road may be limited for a few days at a time when construction works are underway, but that the contractors and MOW will work to keep this to a minimum.
- Spring at Ontario. The importance of the Ontario Spring or "waterfall" was noted as a resource for the community and passers-by, and the idea of a pull-out or safety shoulder was mentioned for inclusion in the appropriate ESMP.
- Speed bumps. One attendee suggested that an alternative should be found for speed bumps, and it was suggested that better enforcement of speed limits would be helpful. In response to queries on the locations of speed bumps, crossings, and bus stops, it was stated that the locations are now being finalized and prioritized, and that input from the community would be helpful in this regard. It was noted that any additional input or suggestions could be provided to the Village Chairperson, to the engineers at MOW, or via a project website to be developed.

At the community meeting in Roaring Creek, attendees offered insightful observations and questions for discussion, as follows:

- **Road Maintenance.** The availability of funds for road maintenance was a recurring question. A toll was suggested but MOW noted that funds for maintenance are part of a national budget and are allocated according to need. The ESMP recommends maintenance by local micro-enterprises to create job opportunities, and notes that funding for the first two years of operations is included in the IDB loan. Another participant suggested that government funding for Small and Medium-sized Enterprise development could be used to assist micro-enterprises for this purpose, and this will be included in the ESMP as a possible outreach concept.
- **Local jobs.** Questions were raised about quotas for local jobs. It was noted that the Environmental and Social Impact Assessment (2014) had set a goal of 30% women working within the project, but that no local job quota exists; and it was acknowledged by a community participant that most jobs would be taken by specialized contractors on the bridge works at Roaring Creek, and not local workers. It was also noted that details on mentorship programs for women, local jobs, and other community outreach efforts were pending the staffing of a local Social Specialist by MOW, anticipated in August, who would work with community members to develop the programs and provide logistics. The interim contact person for queries is the Village Chairperson who would direct these queries to the Project Execution Unit. The phone and email of the PEU were also provided, which should also be posted on signs announcing the works as part of the Grievance Mechanism. It was suggested that these programs also be built into the budgets for the first two years of operations.
- **Truck loads and noise.** Overloaded, unsafe trucks were identified as a road hazard and source of noise when “jake brakes” are used near communities. Again, stronger enforcement of laws for safety inspections and noise emissions was suggested as a solution, which could be recommended within the relevant ESMP.
- **Cemetery.** One attendee stated that the entrance road to the Cemetery had been graded over and there was concern about the gravesite of a family member (uncle) which could not be found. MOW replied that they would look into it.
- **Water Quality.** A concern was expressed that improved drainage from the 80+ culverts could result in runoff of nutrients and pollutants into the Belize River. The response was that this was not considered a critical issue since the streams would continue to function as filters and that the most extensive agriculture is north of the river.

Conclusion

The primary concerns for stakeholders across all meetings were the installation of road safety features, especially near schools, and the availability of much needed jobs within the project. All communities were satisfied that the MOW would be incorporating the suggestions of the community as to locations of safety features such as speed bumps, road crossing and bus stops as the plans were being finalized and prioritized. The proposed designs will be presented to community stakeholders prior to construction.

The issue of job availability was of most concern in the Roaring Creek area. While the project plans seek to mitigate this concern by proposing the creation of jobs via entrepreneurial activities such as cooperatives and micro-companies, the general community was keen on direct jobs with contractors. These direct jobs are in limited supply and therefore the MOW's Social Specialist will liaise closely with community Chairpersons to ensure that community members can access them. In addition, the Specialist will begin the preparatory and logistical work of developing the cooperatives and micro-enterprises within the first few months of her tenure so that community members are primed to take advantage of these opportunities.

In general, there were no objections to the project. Apart from the two concerns above, stakeholders at the meeting primarily asked for clarification and further elaboration on proposed interventions. All questions were answered to their satisfaction.

Presentation by the Ministry of Works



GOVERNMENT OF BELIZE,
INTER-AMERICAN DEVELOPMENT BANK
AND
EUROPEAN UNION (CIF)

***George Price Highway
Rehabilitation Between Mile
47.9 to Mile 67.3
(From Belmopan roundabout to Santa Elena roundabout)***

Date: June, 2018

The project is funded by:

- Loan From IDB,
- Grant from EU, CIF &
- Government of Belize

The Project

Two contracts are being executed

Section 1 : Construction of new Roaring Creek Bridge and approaches, 0.485 Km long.

Section 2 : Rehabilitation of Highway from new Roaring Creek Bridge to the Iguana Creek Junction, 15.325 Km long.

Supervision of Civil Works: IMC Worldwide, UK.
Social Consultant: Christa Hulse
Environmental Consultant: Michael Darr

Section 3 : Rehabilitation of Highway from Iguana Creek Junction to Santa Elena, 17.215 Km (coming soon)

Upon completion the project will enhance mobility by reducing travel time and cost.

The bridge will be a two lane bridge with pedestrian walkways, lighting, line markings, guard rails to enhance road safety.

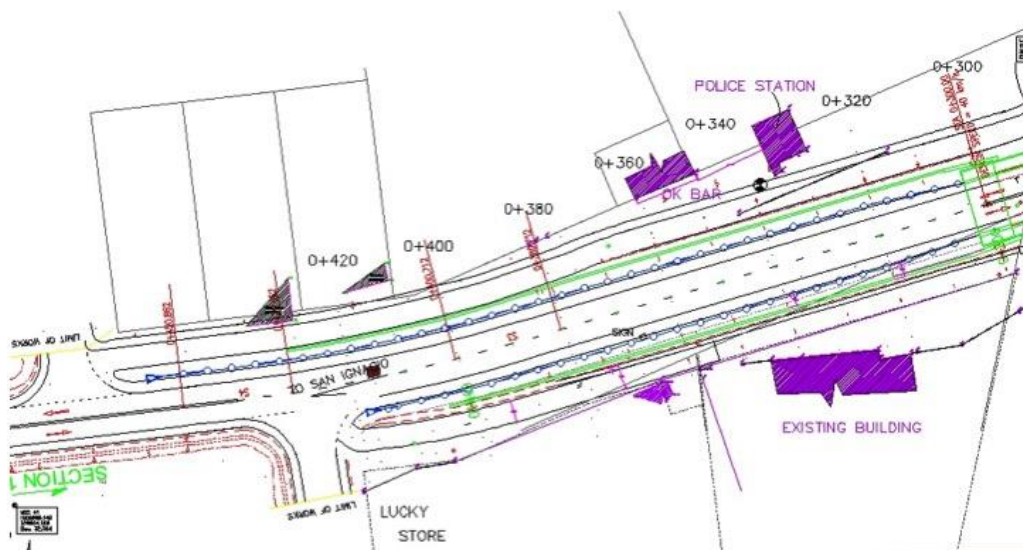
The Highway will also be two lanes with line markings, guard rails, cat eyes, designated bus stops with lights.

Drainage is being enhanced along the entire route to make the project more climate resilient.

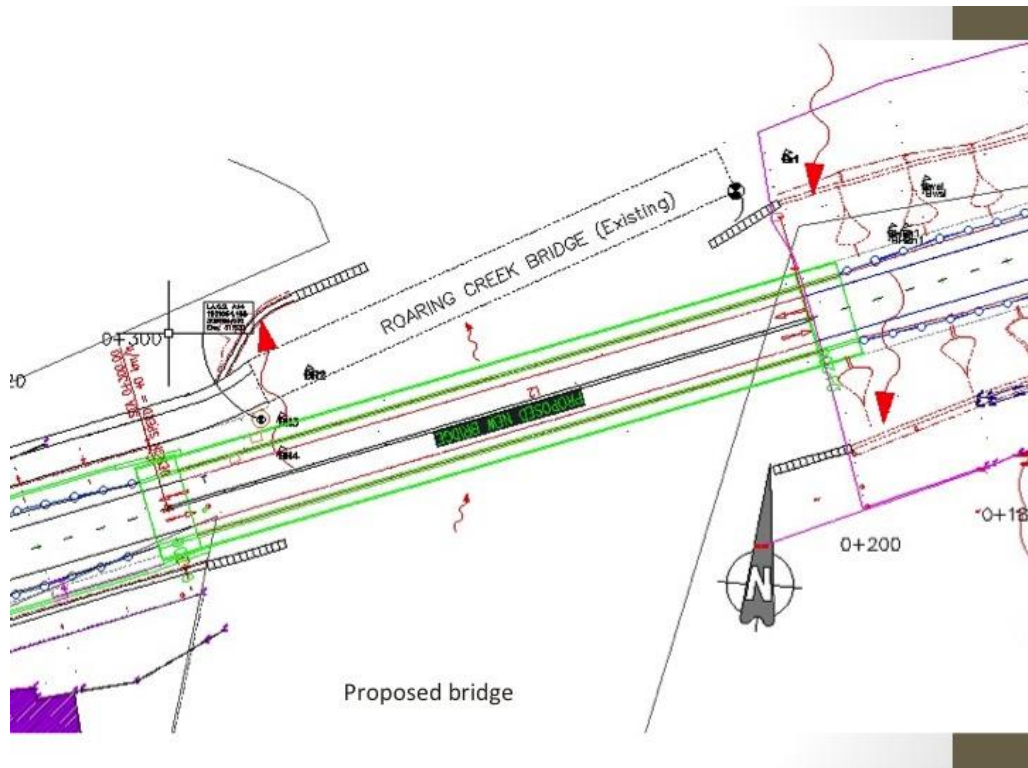
The horizontal and vertical alignment are being addressed to provide a better riding quality while increasing road safety.

SECTION 1

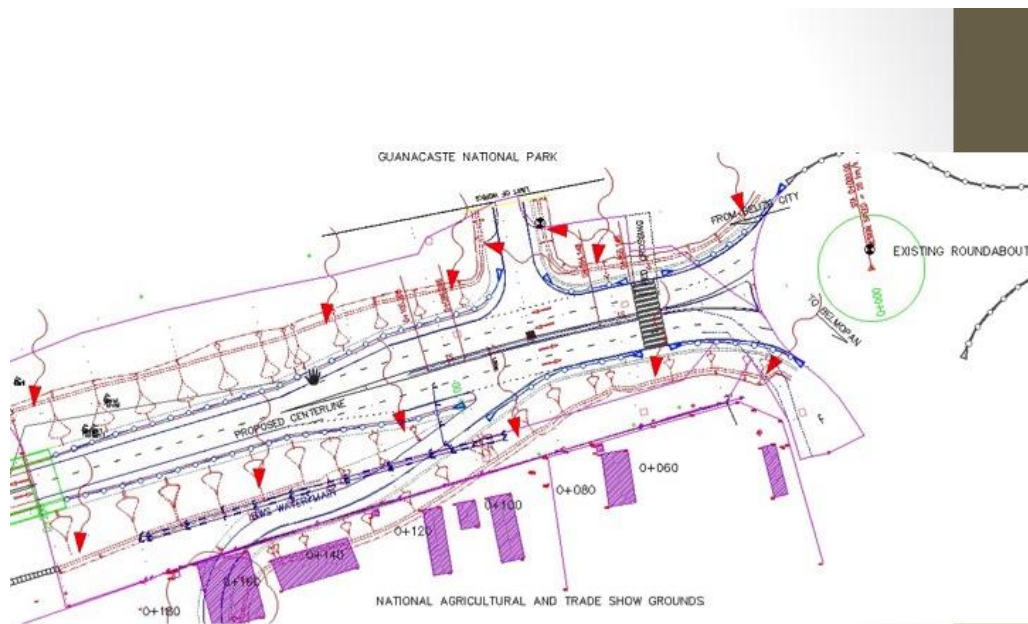
CONTRACTOR: M & M ENGINEERING CONSULTANTS



Western side of Roaring Creek Bridge



Eastern side of Roaring Creek Bridge (Roundabout)



Preliminary works completed/ongoing

- **Setting out Surveys**
- **Rockbed verification**
- **Power line relocation**
- **Pile driving for center piers East side**
- **Making/Transporting Piles**

Work currently ongoing:

- **Platform preparation for abutments on West Side**
- **Constructing Eastern Pier cap**

To be started is a couple of weeks

Utilities relocation:

- **BWSL**
- **BEL**
- **BTL**

Section 1 – Roaring Creek Bridge







SECTION 2

CONTRACTOR: TIECHROEB & SONS

Preliminary works completed/ongoing

- Power line relocation
- Construction of Diversion at 'Z' curve
- Construction of Diversion at Warrie Head Culvert

Work currently ongoing:

- Construction of Warrie Head Culvert
- Cutting of 'Z' Curve/crushing of fill material
- Cutting of hills and shoulder widening along alignment beyond Warrie Head
- Base and Subbase material preparation at Quarry behind Ontario Village
- Relocation of BWSL water mains

To be started is a couple of weeks

Utilities relocation:

Village Water Systems

BEL

BTL

Section 2 – From Roaring Creek Village to Blackman Eddy village



'Z' Curve By-pass



Crushing material at Ontario Quarry





'Z' Curve By-pass



'Z' Curve works





Warrie Head culvert

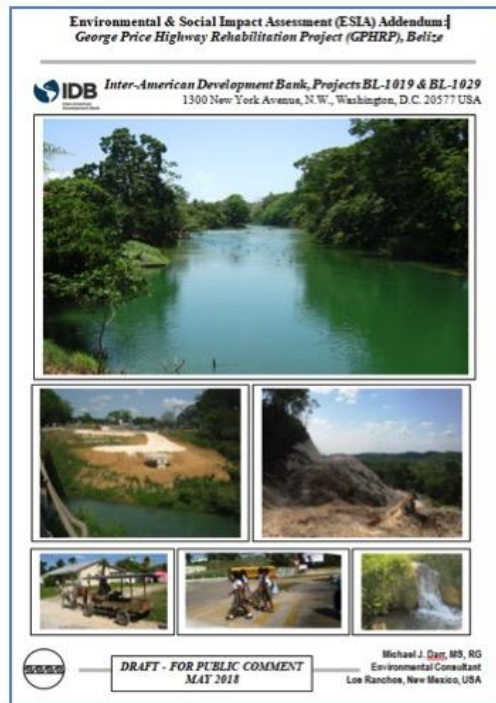


'Z' Curve works



Thank you very much for
your attention

Presentation by the Environmental Consultant



George Price Highway Rehabilitation Project



Environmental & Social Impact Assessment Addendum/Update

PUBLIC INFORMATION & CONSULTATION

**Camalote, Georgeville,
& Roaring Creek, Belize
June 16-18, 2018**

George Price Highway Rehabilitation Project

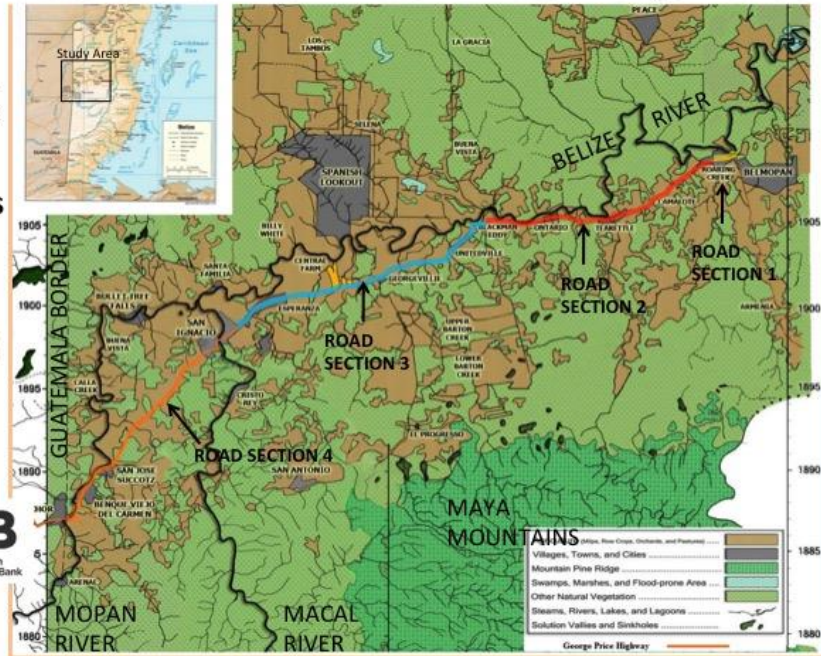
- Original ESIA prepared 2014
- Department of Environment granted Clearance 2016
- Construction began 2017
- Addendum/Update 2018 for additional financing

PURPOSE & OBJECTIVES of PUBLIC INFORMATION & CONSULTATION:

- Inform public & stakeholders of activities
- Obtain input, concerns, & ideas
- Include results in Final ESIA/ESMP document

GEORGE PRICE HIGHWAY: BELMOPAN TO BENQUE VIEJO

- PROCESS BEGUN 2014
- 4 SECTIONS
- 30 MILES
- 5 BRIDGES
- 18 MONTHS
- USD\$32M



PROJECT ACTIVITIES:

- RESURFACING, REPAVING
- STRAIGHTENING & WIDENING (esp. Z-Curve)
- NEW BRIDGES (esp. Roaring Creek)
- NEW DRAINAGE, CULVERTS
- SIGNAGE, MARKINGS
- CROSSWALKS, BUS STOPS
- ROAD SAFETY PROGRAM (2-years)



**Environmental & Social Impact Assessment (ESIA)
contains:**

- EXECUTIVE SUMMARY
- INTRODUCTION AND BACKGROUND
- LEGAL AND POLICY FRAMEWORK
- PROJECT ACTIVITIES
- IMPACTS AND RISKS
- MITIGATION MEASURES
- PUBLIC CONSULTATIONS
- ANNEX 1. ENVIRONMENTAL & SOCIAL MANAGEMENT PLAN (ESMP)
- ANNEX 2. STAKEHOLDER ENGAGEMENT PLAN
- ANNEX 3. COMMUNICATION PLAN
- ANNEX 4. SOCIOCULTURAL ANALYSIS
- ANNEX 5. GENDER STRATEGY AND ACTION PLAN
- ANNEX 6. GRIEVANCE MECHANISM
- ANNEX 7. LIVELIHOOD RESTORATION AND RESETTLEMENT PLAN
- ANNEX 8. PUBLIC CONSULTATION DOCUMENTS

KEY ENVIRONMENTAL IMPACTS & RISKS:

- EROSION, SEDIMENTATION TO STREAMS & RIVERS
- FLOODING, BLOCKAGE, DAMMING
- DUST, NOISE, VIBRATION, FUMES
- DAMAGE TO ARCHEOLOGICAL RESOURCES
- WILDLIFE "BARRIER"

KEY SAFETY IMPACTS & RISKS:

- ROAD SAFETY
- COMMUNITY HEALTH AND SAFETY
- OCCUPATIONAL (WORKER)

KEY SOCIAL IMPACTS & RISKS:

- ACCESS ISSUES, TRAFFIC DELAYS
- LOSS OF LAND, LIVELIHOOD
- SOCIAL COHESION, EXPLOITATION OF VULNERABLE PERSONS
- INTERRUPTION OF UTILITIES SERVICE

IMPACTS ACTIVITIES		Environmental Impacts							Safety Impacts			Social Impacts							Overall Risk
		Ecosystems	Archaeology, Cultural Resources	Erosion, Sedimentation	Drainage, Dewatering	Dust, Noise, Vibration, Fumes	Contamination, Pollution	Water Health & Safety	Road & Traffic Safety	Community Safety	Loss of land, assets, or livelihood	Interruption of Utilities	Social Cohesion	Impeded access	Traffic delays, harassment	Sexual Harassment	Exploitation of Vulnerable Persons		
Road Section 1	Construction of new Roaring Creek Bridge	L	L	H	S	S	S	S	H	H	M	M	M	H	S	M	S		
	Road elevation & alignment at Roaring Creek Bridge	L	L	L	M	M	M	H	H	M	M	M	M	H	L	M	S		
	Work Camp at Roaring Creek Bridge	S	L	L	L	M	M	H	S	M	L	L	S	L	S	S	M		
Road Section 2	Section 2 road construction	M	M	M	S	M	M	S	H	S	M	M	M	H	M	M	M		
	Z-curve bypass & realignment	S	L	H	M	H	M	S	H	S	M	L	L	H	L	M	S		
	Drainage, culverts, bridges in section 2	L	M	S	H	L	M	M	H	L	L	L	L	M	L	L	M		
	Quarry activity near Section 1, 2	M	M	S	M	H	M	S	S	S	L	L	L	L	L	M	M		
	Work Camp in Section 2	M	L	L	L	M	S	S	M	L	L	L	S	L	S	S	M		
Road Section 3	Section 3 road construction	L	M	M	S	M	M	S	H	S	M	M	M	H	M	M	M		
	Roundabout at Iguana Creek Road junction	L	L	M	L	M	M	H	S	S	S	M	M	H	L	L	M		
	Drainage, culverts, bridges in section 3	H	M	S	H	L	M	M	M	L	L	L	M	L	L	L	M		
	Work Camp in Section 3	M	L	L	L	M	S	S	M	L	L	L	S	L	S	S	M		
Road Section 4	Section 4 road construction	M	S	M	H	M	M	S	H	S	M	M	M	H	M	M	M		
	Quarry activity near Section 3, 4	M	S	S	M	H	M	S	S	S	L	L	L	L	L	M	M		
	Roundabout at entrance to Benque	L	S	M	L	M	M	S	S	M	M	M	H	L	L	L	M		
	Opening of Succotz Detour & Bypass	L	H	S	M	H	M	M	H	S	H	S	H	S	L	H	H		
	Retaining Wall at Succotz-Benque section of existing road	L	H	H	H	S	M	M	S	S	M	L	M	L	S	S	H		
	Repaving at Succotz-Benque section of existing road	L	M	S	S	S	H	M	S	S	M	M	M	S	L	M	S		
	Drainage, culverts, bridges in section 4	H	M	S	H	L	M	M	M	L	L	L	M	L	L	L	M		
	Work Camp in Section 4	M	L	L	L	M	S	S	M	L	L	L	S	L	S	S	M		
	Overall Risk	M	M	S	S	S	M	S	H	S	M	M	M	S	S	M	M		

**Overall Risk:
Medium**

**Highest Risk
Activities:**

- Bypass
- Bridge

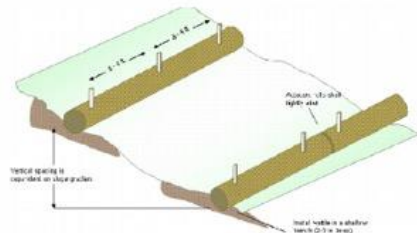
Most Impacts:

- Traffic delays
- Safety
- Dust, Noise
- Erosion
- Access

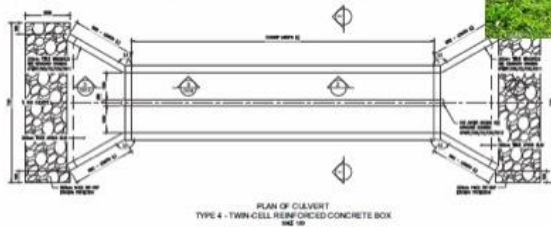
Environmental & Social Management Plan (ESMP) contains plans to avoid, reduce, or compensate for impacts:

1. General Construction Practices
2. Drains and Culverts
3. Excavations and Quarries
4. Materials Storage and Handling
5. Workers Camps
6. Ecological & Biological Resources
7. Vegetation Removal and Re-vegetation
8. Traffic Management
9. Archaeological Resources
10. Utilities Management
11. Community and Worker Welfare, Safety and Health
12. Roaring Creek Bridge
13. Z-Curve
14. Succotz Bypass
15. Grievance Redress Mechanism
16. Gender Safeguards
17. Community Health and Safety

ESMP for culverts, drains, and water crossings:



- 20-year storm design
- Temporary Erosion Control
- Rip-rap (permanent)
- Turbidity monitoring



ESMP for bypass, Z-curve, quarries:



- Dust Control
- Re-vegetation
- Air Quality monitoring as needed





Archaeological Sites cleared by the Institute of Archaeology (IoA)



Wildlife crossings (oversize box culverts)

ESMP for Roaring Creek Bridge:

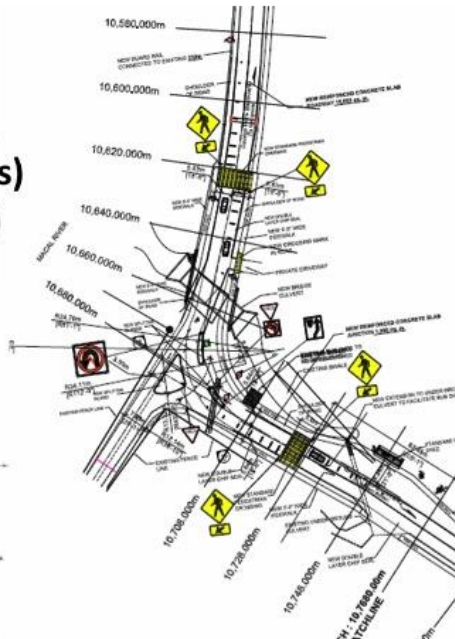
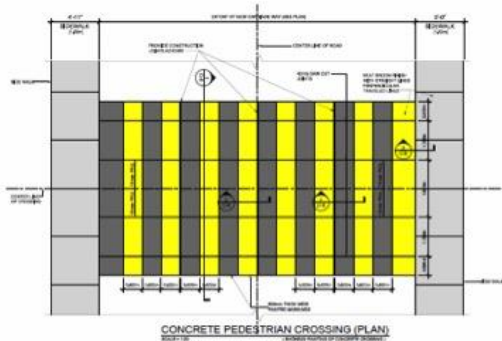


- 100-year storm design
- Erosion control
- Traffic safety signage
- Pedestrian walkway
- Access



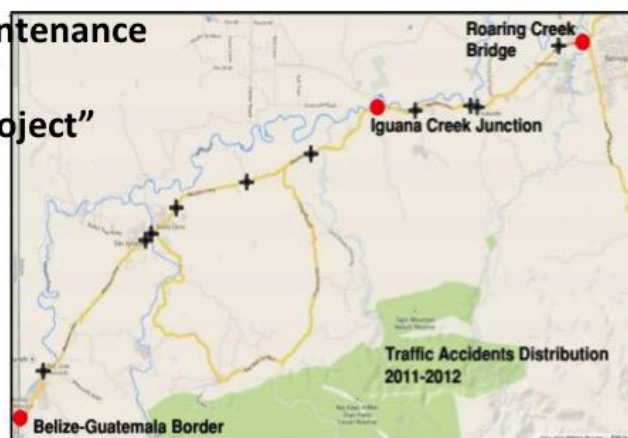
ESMP for community health and safety:

- Traffic calming features
- Crosswalks, speed bumps
- Signage, striping, reflectors
- Widening (cyclists, carriages)
- Smoothing (road condition)



ESMP for road safety:

- Road Safety Program (first 2-years of Operations)
 - accident monitoring
 - "critical zones"
 - annual evaluations
 - prioritize maintenance
- Links to national "Road Safety Project"
- Links to WBG GRSF (Global Road Safety Facility)



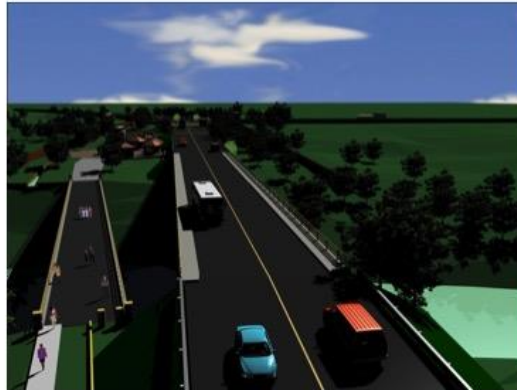
Thanks for your kind attention!

- **Questions**
- **Comments**
- **Clarifications**
- **Next Steps**

Presentation by the Social Consultant



George Price Highway Rehabilitation Project Social Plans



Christa Hulse, MEd, Doctoral Candidate
Social Consultant
Belmopan, Belize

George Price Highway Rehabilitation Project Social Plans

- Outline of Presentation:
 - Gender Strategy and Action Plan
 - Resettlement and Livelihood Restoration Plan
 - Grievance Redress Mechanism

Gender Strategy and Action Plan

- Gender Equality in Development (OP-761)
 - Strategy:
 - Proactive Action – Actively promoting gender equality, eg. seeking to empower women economically, reduce violence against women, improve sexual and reproductive health, increase women’s participation in decision-making, etc.
 - Preventative Action – Ensuring safeguards in areas such as economic opportunities, property rights and gender-based violence
 - Monitoring Mechanisms

Gender Strategy and Action Plan

- Belize Gender Policy
 - Vision:
 - “A society in which all men and women, boys and girls are able to achieve their full potential through the enjoyment of their human rights; live together in mutual respect, dignity and harmony; and are equal partners as they participate in services and resources for realizing and sustaining their economic, social, political, and cultural development for equal enjoyment of all.”

Gender Strategy and Action Plan

- Belize Gender Policy (Framework)
 - Priority Areas
 - Health
 - Education and Skills Training
 - Wealth and Employment Generation
 - Violence Producing Conditions
 - Power and Decision Making

Gender Strategy and Action Plan

George Price Highway Project – Gender Strategy and Action Plan	
Strategic Gender Objectives	Action Plan
Empower Women and Men Economically	<ul style="list-style-type: none"> • Mentorship program for local women • Cooperatives: <ul style="list-style-type: none"> • Revegetation of Z-curve • Decommissioning of work camps • Erosion prevention – check dams, berms, bunds, etc. • Micro-enterprises – road maintenance • Community safety reps
Reduce Violence Against Women	<ul style="list-style-type: none"> • Worker ethical code of conduct • Worker training – sexual harassment and exploitation • Safeguards for female employees
Improve Sexual and Reproductive Health	<ul style="list-style-type: none"> • Safe Practices Training – workers and interested community organizations/members • Availability of condoms at worker camps • Portable male/female restrooms at worksite
Education and Skills Training	<ul style="list-style-type: none"> • Internships for female engineering students • Facilitation of jobs through Social Specialist housed at PEU
Increase Women's Participation in Decision-making	<ul style="list-style-type: none"> • Gender sensitive consultations – women's groups, focus groups, face-to-face • Public apprised of sexual harassment legislation • Gender sensitive grievance mechanism (GRM) • Informational sessions on use of GRM

Gender Strategy and Action Plan

- Monitoring Mechanisms – consistent follow up using specific indicators to ascertain how well each strategic objective is performing
- Execution Agent:

Social Specialist

GPH Rehabilitation Project

#4 Lily Street, Orchid Garden, Belmopan

Tel: 822-1942/0100

Email: gphrp.3344@mow.gov.bz

Resettlement and Livelihood Restoration Plan



Resettlement and Livelihood Restoration Plan

- Legal Framework
 - IDB's Compliance Policy on Involuntary Resettlement and Livelihood Restoration (OP-710)
 - National Legislation
 - Environmental Protection Act, CAP 328 (Rev. Ed. 2011)
 - Land Acquisition (Public Purposes) Act, CAP 184 (Rev. Ed. 2011)
 - Crown Land Rules, SI 60/1939
 - Constitutional rights
 - Relevant Institutions
 - Town Councils
 - Village Councils
 - Ministry of Natural Resources (Lands and Surveys Department)
 - Ministry of Human Development, Social Transformation and Poverty Alleviation
 - Central Building Authority
 - Department of Environment

Resettlement and Livelihood Restoration Plan

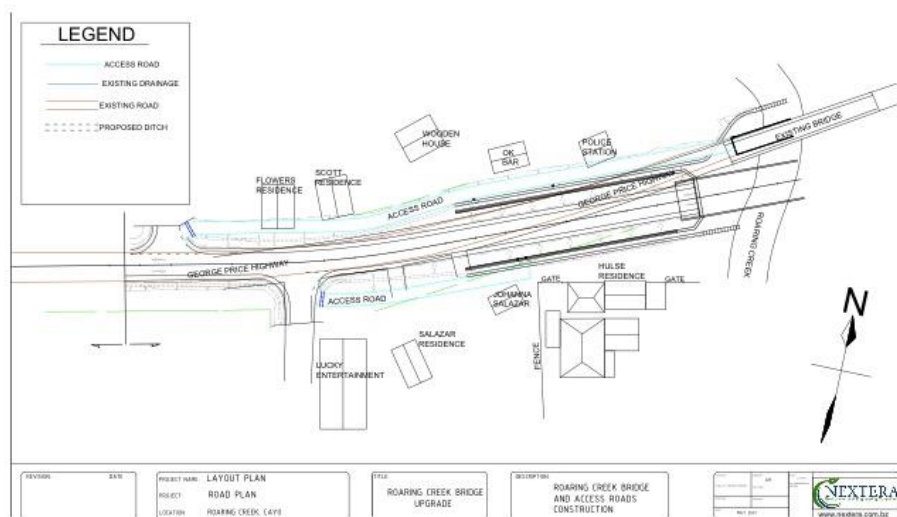
- Objectives:
 - To avoid or minimize involuntary resettlement, by
 - Designing the project to avoid physical displacement
 - Locating interventions on uninhabited land
 - To mitigate unavoidable adverse social and economic impacts from land acquisition or restrictions on land use, by
 - Providing timely compensation for loss of assets
 - Assisting displaced persons to improve or at least restore their livelihoods and living standards

Section 1 – Roaring Creek Village

- Impacts to persons without legal property claims
 - Person living under bridge
 - Tenants
- Impacts to Land
 - 2 parcels sections acquired
 - 2 parcels sections acquisition in process
- Impacts to Assets (physical and economic)
 - Physical loss – 1 house, 1 police station (portions), 1 house portion
 - Economic loss – potential value in property, 1 food vendor
- Impacts to Access
 - All properties on north and south access roads
- Impacts to Security and Safety
 - All properties on north and south access roads
 - Limited setbacks



Roaring Creek Cadastral



Section 2 – Roaring Creek to Blackman Eddy

- Impacts to Land
 - Teakettle/Z-Curve (2 parcels)
 - Blackman Eddy (5 parcels)
- Impacts to Assets
 - Camalote, Blackman Eddy (2) – fruit vendors
 - Blackman Eddy - church



Section 3 – Unitedville to Santa Elena

- Impacts to Land
 - 2 parcels



Mitigation

Section 1 – Roaring Creek Village

- Impacts to persons without legal property claims
 - Person living under bridge
 - Tenants
- Impacts to Land
 - Land acquired or in acquisition
- Impacts to Assets (physical and economic)
 - Physical loss – 1 house, 1 police station (portions), 1 house portion
 - Economic loss – potential value in property, 1 food vendor
- Impacts to Access
 - All properties on north and south access roads
- Impacts to Security and Safety
 - All properties on north and south access roads
 - Limited setbacks

Mitigation

- Impacts to persons
 - Consult, seek alternative, rehabilitate
- Impacts to Land
 - Financial compensation or exchange
- Impacts to Assets
 - Physical – replace properties
 - Economic – compensate for loss (Only those included in May 2018 census)
- Impacts to Access
 - Decrease footprint of bridge approach, alternate parking
- Impacts to Security and Safety
 - Plan for police presence to remain in the area.
 - Safety guards

Mitigation

Section 2 – Roaring Creek to Blackman Eddy

- Impacts to Land
 - Teakettle/Z-Curve (2 parcels)
 - Blackman Eddy (5 parcels)
- Impacts to Assets
 - Blackman Eddy – church
 - Camalote, Blackman Eddy (2) fruit vendors

Mitigation

- Impacts to Land
 - Financial compensation or exchange
- Impacts to Assets
 - Physical – compensate for property
 - Economic – compensate for loss (Only those included in May 2018 census)

Mitigation

Section 3 – Unitedville to Santa Elena

- Impacts to Land
 - 2 parcels

Mitigation

- Impacts to Land
 - Financial compensation

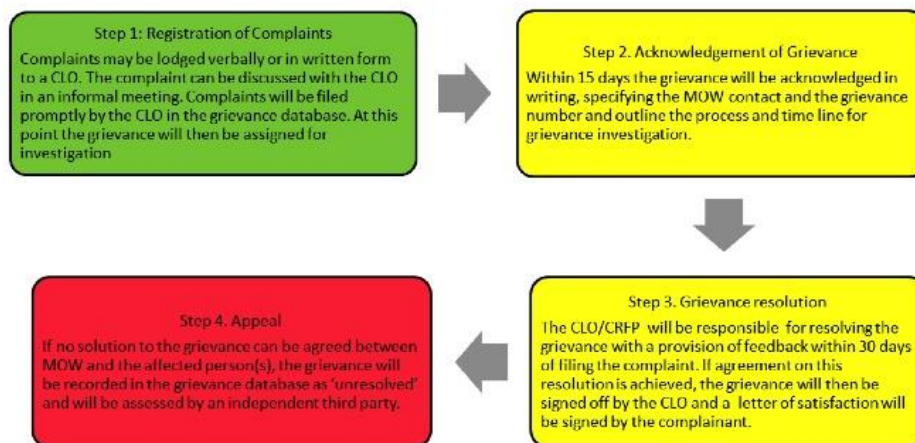
Grievance Redress Mechanism



Grievance Redress Mechanism

- A grievance can be defined as an actual or perceived problem giving ground for complaint.
- MOW is proactively seeking to prevent grievances through managing Project impacts and through pre-emptive community liaison activities designed to anticipate and address potential issues before they become grievances.

Grievance Redress Mechanism



Grievance Process

INFORMATION ON MOWT'S GRIEVANCE PROCESS

The Government of Belize through the Ministry of Works and with loan facility from the IDB is preparing to undertake rehabilitation of the OPH from its junction with the Humberstone Highway extending to the Benque Guatemala border.

The purpose of this Grievance Mechanism is to ensure that anyone with a grievance or concern about the Project can communicate it to MOWT and get feedback from MOWT on how they will address this concern.

WHAT KINDS OF GRIEVANCES CAN I RAISE?

Anyone, including both community members and staff of contractors or contractors themselves can raise a grievance with MOWT if they believe that the Project is having a negative effect on their community, nation, the environment or their quality of life. Examples of grievances could include, but are not limited to:

- ✓ Concerns about the environmental impact of the Project;
- ✓ Project impacts on your quality of life, such as traffic problems, dust and noise;
- ✓ Project impacts on your livelihood and employment activities;
- ✓ Health and safety problems related to the Project;
- ✓ Failure to comply with standards or legal obligations;
- ✓ Improper behaviour by Project staff;
- ✓ Financial misdeeds, impropriety or fraud.

MOWT through its PUL will investigate all grievances that are submitted.

HOW TO REPORT A GRIEVANCE

MOWT has a number of ways of receiving your grievance. You can:

- Complete the attached Grievance Form and send it to the address on the form or drop off at any MOWT Office;
- Contact the Community Liaison Office in person via phone to lodge a verbal grievance; the CLIO will then fill out a form for you to ensure that your grievance is tracked;
- Communicate a Grievance through the MOWT website.

FOLLOW UP (Case Management)

Unless a CLIO is able to deal with your grievance immediately, MOWT will go through the following steps to deal with it:

When MOWT gets your grievance form or an notified verbally of your grievance, a member of staff will be assigned to investigate. MOWT will acknowledge your grievance by letter (signed, stamped) or by person by a CLIO within 15 days of receiving the grievance or by email if appropriate. The letter will acknowledge your concern person at MOWT, and give a reference number for your grievance. MOWT will then investigate your grievance and may need to contact you in order to do this. When MOWT has completed its investigation, you will be contacted with the findings of the investigation and proposed response within 30 days of you lodging your grievance.

If you are satisfied with the investigation and the proposed response MOWT will ask you to sign a statement to this effect.

If you are unsatisfied with the investigation and/or response MOWT will discuss with you other options for dealing with the grievance and attempt to agree to a response. If parties are unable to agree to a response, the grievance will be assessed by an independent third party.

CONFIDENTIALITY AND ANONYMITY

If you ask MOWT to keep your identity confidential in relation to your grievance, we will ensure that your name and details are known only to the grievance investigator and are not shared with other MOWT employees/managers, Contractors, or people or organisations outside MOWT. If it is not possible for MOWT to resolve the grievance without revealing your identity, MOWT will contact you to ask how you prefer to address this situation. If you wish to raise a grievance anonymously you may do so, and MOWT will investigate the grievance. However, in this case MOWT will not be able to contact you to discuss the results of our investigation and the proposed mitigation measures.

Grievance Form

MOW Grievance Form (Sample)		Contact Information	
Full Name:		<input type="radio"/>	<input type="radio"/>
	(first)	(last)	Male Female
Address:			
Phone:			
e-mail:			
Location of Complaint (Description of Road Section, Town, or nearby Feature of Interest):			
CTVC:			
Complainant Category:	<input type="radio"/> Resident	<input type="radio"/> Local Business	<input type="radio"/> Village Chairperson
	<input type="radio"/> Contractor	<input type="radio"/> Contractor Employee	<input type="radio"/> Contractor <input type="radio"/> NGO
If with an Agency:			
	Name of Agency		Position with Agency
Description of Grievance (when relevant, please provide specific names, dates and locations of incidents):			
Recommendation for resolving the grievance?			
Signature		Date	

Questions and Suggestions?



Attendance List – Camalote Village

Date: Saturday, June 16th, 2018

Public Consultation Meeting
George Price Highway Rehabilitation Project
(Camalote Community Center)

No.	Stakeholder's Name	Address	Phone #	Email	Signature
	Nuri Lopez	Blackman Eddy Village			
	Carmen Tortillo	Blackman Eddy Village			
	Brenda Recinos	Blackman Eddy Village			
	Rolando E. Chen	Succo's Village			
	Lemmy Bradley	Belmopan			
	Derrick Callis + Michael Darr	Belmopan		mjdarr@gmail.com	
	M. Caary	Camalote Villa			
	Joe Linares	Camalote Vg.			
	Isidoro Ho	Camalote Village			
	Olivera Martinic	Camalote Village		oliveramartinic@gmail.com	
	Juan Escobar	Ontario			
	Southern Middleton	Ontario Village		southernmiddleton@gmail.com	

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Attendance List - Georgeville

Date: Saturday, June 16th, 2018

Public Consultation Meeting George Price Highway Rehabilitation Project (Georgeville Community Center)

No.	Stakeholder's Name	Address	Phone #	Email	Signature
	Rahick m/ky	Georgeville			
	Anthony Ricketts	Carl Shale			
	K. Mykelt	Cheshire			
	Susan Wright	Georgeville Village			
	Ann Gentle	Georgeville Village			
	Jessy Bradley	Belmont			
	Derrick Calles	Belmont			
	Emerita Flowers	Blackman Ethly Village			
	Michael J. Par	IDB			
	George Lopez	Georgeville			
	Butterfly	Georgeville			
	Leonardo Sorado				
	Kiene Chavarrin				
	Earl Vasquez				
	JAMES WEBSTER	Georgeville			

Date: Saturday, June 16th, 2018

Public Consultation Meeting
George Price Highway Rehabilitation Project
(Georgeville Community Center)

No.	Stakeholder's Name	Address	Phone #	Email	Signature
	Charles Marshall Marion H. Harris	Georgeville		marion.harris@georgeville.org	
	Eusebia Ruiz	Georgeville Wagway New Site			

Attendance List - Roaring Creek Village

Date: Monday, June 18th, 2018

Public Consultation Meeting George Price Highway Rehabilitation Project (Roaring Creek Community Center)

No.	Stakeholder's Name	Address	Phone #	Email	Signature
	Tracy Garbutt	Roaring Creek #54 young street		davis@2k@gmail.com	
	Daniel Cayetano	Roaring Creek Village		ulm@studies@gmail.com	
	Kenzel Nicholas JR.	Roaring Creek Village		131am2@gmail.com	
	Shadalee the	Roaring Creek Village		shantae_shure@gmail.com	
	Lisa Garbutt	Roaring Creek			
	Shahera Mackey	Roaring Creek			
	Rosa Maria Chon	Roaring Creek			
	Malvalve Swarey	Roaring Creek			
	Scott Stipan	Roaring Creek		scottstirnbe@gmail.com	
	Toshana Swift	Roaring Creek			
	Monica Gay	Roaring Creek			
	Fuel Nichols	Roaring Creek			
	Vanessa Walker	Roaring Creek			
	Robert Gonzalez	Roaring Creek			
	Amorina Braver	Roaring Creek			
















Date: Monday, June 18th, 2018

Public Consultation Meeting
George Price Highway Rehabilitation Project
(Roaring Creek Community Center)

No.	Stakeholder's Name	Address	Phone #	Email	Signature
	RAYMOND GARZUT	ROARING CREEK VILLAGE			
	CHARLES GARZUT	ROARING CREEK VILLAGE			
	Dennis Reagans	Roaring Creek Village			
	Alex Rottwell	Roaring Creek Village			
	DEEY KAREER	Rock Creek Roaring Creek			
	Janette Rist	Roaring Creek			
	Wendy Stuart	Roaring Creek Village			
	Telford Gorman	Roaring Creek Village			
	Maryam Banner	Roaring Creek Village			
	Frederick Banner	Roaring Creek Village			
	Andrea Banner-Lacey	Nellis Haven Ave. R.C.			
	Peter Lacey Jr.	New Haven Ave. R.C.			
	Ka-Pa-Fuang	United Village			
	Theresa Rudner	Blackman Elderly			
	Malinda Molini	Blackman Elderly			

Date: Monday, June 18th, 2018

Public Consultation Meeting
George Price Highway Rehabilitation Project
(Roaring Creek Community Center)

No.	Stakeholder's Name	Address	Phone #	Email	Signature
	Sylvia Neal	Another World Area		nsylvia@yahoe.com	
	Isidro Placido Ed	Roaring Creek Village		placidalgare@yahoo.com	
	John Banner	Roaring Creek		john052002@gmail.com	
	Kimberly Banner	Roaring Creek			
	Michael Steen	Roaring Creek			
	Dominica Paizar	Roaring Creek			
	Yolanda Young	Roaring Creek			
	Christine Hyde	Roaring Creek			
	Mark O'Neale (1011)	Roaring Creek			
	Lenora Bradley	Bulwagum		lenorabradley@gmail.com	
	Al Budna	Roaring Creek			
	Guenda Komro	Roaring Creek		guendakomro@gmail.com	
	Derick Miller	Roaring Creek			
	Fern Cruz	Roaring Creek			
	Yanuki Mendez	Roaring Creek			

Public Consultation Meeting
George Price Highway Rehabilitation Project
(Roaring Creek Community Center)

No.	Stakeholder's Name	Address	Phone #	Email	Signature
	Cynthia Garbutt	Roaring Creek Village			
	Reshia Twist	Roaring Creek V.			
	Melvin Garbutt	Roaring Creek V			
	Ryan Garbutt	" (Nanman)			
	Devrik Oalles				

Pictures of Public Consultation Meetings







Annex F: Grievance Form

MOW Grievance Form (Sample)				Contact Information	
Full Name:				<input type="radio"/>	<input type="radio"/>
	(first)	(last)		Male	Female
Address:					
Phone:					
e-mail:					
Road Section:	<input type="radio"/> RS I (Roaring Creek)	<input type="radio"/> RS II (Camalote to Blackman Eddy)	<input type="radio"/> RS III (Unitedville to Santa Elena)	Other: _____	
Community Relations Focal Point:					
Complainant Category:	<input type="radio"/> Resident	<input type="radio"/> Local Business	<input type="radio"/> Village Chairperson	<input type="radio"/> Councilor	<input type="radio"/> NGO
	<input type="radio"/> Contractor	<input type="radio"/> Contractor Employee		Other: _____	
If with an Agency:					
	Name of Agency			Position with Agency	
Description of Grievance (when relevant, please provide specific names, dates and locations of incidents):					
Recommendation for resolving the grievance?					
Signature			Date		

Annex G: Grievance Information Leaflet

INFORMATION ON MINISTRY OF WORKS GRIEVANCE PROCESS

The Government of Belize (GOB), through the Ministry of Works (MOW), and with loan facility from the Inter-American Bank (IDB) is undertaking the rehabilitation of the George Price Highway (GPH) from its junction with the Hummingbird Highway extending to the Belize – Guatemala Border, near the Town of Benque Viejo del Carmen.

The purpose of this Grievance Mechanism is to ensure that anyone with a grievance or concern about the Project can communicate it to the MOW and get feedback on how their concern will be addressed.

WHAT KINDS OF GRIEVANCES CAN I RAISE?

Anyone, including both community members and staff of contractors or contractors themselves, can raise a grievance with MOW if they believe that the Project is having a negative effect on their community, nation, the environment or their quality of life. Examples of grievances could include, but is not limited to:

- ✓ Concerns about the environmental impact of the Project;
- ✓ Project impacts on your quality of life, such as traffic problems, dust or noise;
- ✓ Project impacts on your livelihood and employment activities;
- ✓ Health and safety problems related to the Project;
- ✓ Failure to comply with standards or legal obligations;
- ✓ Improper behaviour by Project staff;
- ✓ Financial malpractice, impropriety or fraud.

MOW, through its Project Execution Unit (PEU), will investigate all grievances that are submitted.

HOW TO REPORT A GRIEVANCE

MOW has a number of ways of receiving your grievances. You can:

- ✓ Complete the attached Grievance Form and send it to the address on the form or drop off at any MOW Office.
- ✓ Contact the Social Specialist (SS), located within the PEU, in person, via phone or email to lodge a verbal grievance. The SS will then fill out a form for you to ensure that your grievance is tracked.
- ✓ Inform your Village Chairperson, who will forward your information to the SS.

FOLLOW UP (Case Management)

Unless the SS is able to deal with your grievance immediately, MOW will go through the following steps to deal with it:

1. When MOW gets your grievance form or is notified verbally of your grievance, a member of staff will be assigned to investigate.

2. MOW will then acknowledge your grievance by letter (delivered in person, by regular mail or email) within 15 days of receiving the grievance. The letter will provide you with the contact information of the person handling your case, as well as provide a reference number for your grievance.
3. MOW will then investigate your grievance and may need to contact you in order to do this. When MOW has completed its investigation, you will be contacted with the findings of the investigation and proposed response. This will be done within 30 days of receipt of your grievance.
4. If you are satisfied with the investigation and the proposed response, MOW will ask you to sign a statement to this effect.
5. If you are unsatisfied with the investigation and/or response, MOW will discuss with you other options for dealing with the grievance and attempt to agree to a response. If both parties are still unable to agree to a response, the grievance will be assessed by an independent third party.

CONFIDENTIALITY AND ANONYMITY

If you ask MOW to keep your identity confidential in relation to your grievance, we will ensure that your name and details are known only to the grievance investigator(s) and is not shared with other MOW employees, management, contractors or people and organizations outside the MOW. If it is not possible for MOW to resolve the grievance without revealing your identity, MOW will contact you to ask how you prefer to address this situation. If you wish to raise a grievance anonymously you may do so, and MOW will investigate the grievance. However, in this case, MOW will not be able to contact you to discuss the results of our investigation and the proposed mitigation measures.

Annex H: Stakeholder Engagement List

No.	Stakeholder	Contact Person	Contact Information	Comments
1.	PEU	Derick Calles	822-0100	Meeting held April 24, 2018.
2.	BET – Hydrology Consultant	Ramon Frutos	ecosolrf@gmail.com	Meeting held April 25, 2018.
3.	IMC Worldwide/Chia's Engineering	Andrew Clough Julio Chia	802-1749 Andrew.Clough@imcworldwide.com	Meeting held April 25, 2018.
4.	IMC Worldwide - Environmental Specialist	Michael Somerville	micfransom@yahoo.com	Meeting held April 27, 2018.
5.	M&M Engineering Ltd.	Matthew Preston Rurico Alvarado	mmengineeringconsultants@gmail.com	Meeting held April 27, 2018.
6.	Cooperatives Department – Ministry of Agriculture	Gareth Murillo - Registrar	822-2131 gmurillo.blzcoopsdept@gmail.com	Telephone conversation held May 3, 2018.
7.	Lands Department – Ministry of Natural Resources	Wilbert Vallejos Nicola Cho Gina Young Derick Calles	commissioner@naturalresources.gov.bz legal@naturalresources.gov.bz director.spatialdata@naturalresources.gov.bz	Meeting held May 4, 2018.
8.	Esperanza Village Council	Ismael Thompson - Chairman	664-1317	Meeting held May 5, 2018.
9.	Women and Family Support – MHDSTPA	Ana Williams - Director Taheera Usher	227-3888/7397 director.wd@humandev.gov.bz hdc.wd@humandev.gov.bz	Meeting held May 7, 2018 at Women's Department, Belize City.
10.	Project Affected Person	Joy Flowers		Meeting held May 10, 2018.
11.	National Garifuna Council – San Ignacio Branch	Cynthia Ellis-Topsey - President	cellistopsey@gmail.com	Telephone conversation held May 11, 2018.
12.	Roaring Creek Village Council	Ryan Garbutt - Chairman	624-8482	Meeting held May 12, 2018.
13.	Roaring Creek Police	Trevor Lopez – Police Corporal	802-0402	Consultation May 12, 2018 at Roaring Creek Police Station.
14.	Institute of Social and Cultural Research (NICH)	Nigel Encalada-Director	822-3307 iscr@nichbelize.org	Telephone conversation held May 15, 2018.
15.	Maya Peoples Representative – Belmopan Area	Paul Chun – Councilor, Belmopan City Council		Meeting held June 8, 2018.
16.	MHDSTPA	LaToya Meighan – Social	615-5457 socmobcayo@humandev.gov.bz	Telephone discussion on

		Mobilizer/Family Support Officer		June 5, 2018. Meeting held on June 8, 2018.
17.	Marion Anderson – relative to project affected person		Residence – Roaring Creek Village	Meeting held on June 8, 2018.
18.	Attorney General's Ministry	Nigel Hawke – Solicitor General	Nigel.Hawke@agm.gov.bz	Email exchange – July 9, 2018. Meeting held on July 13, 2018.

Government of Belize

Ministry of Works



George Price Highway Rehabilitation II Project

Annex 3

Communications Plan

This document was prepared by Christa Hulse, Social Consultant
for the Government of Belize, Ministry of Works.
Belmopan, Belize.

2018

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Introduction

This Communications Plan sets out the stakeholder communication requirements for the George Price Highway Rehabilitation II Project. It will serve as a guide for communicating with community stakeholders throughout the life cycle of the project and will be updated as communication needs change. This plan outlines, in brief, the social nature of each community, the environmental and social issues to be addressed in each road section, it discusses an appropriate strategy for communication and sets out the logistics of carrying out the strategy, including identifying and defining the roles of the persons involved in the communication.

Project Overview

The George Price Highway Rehabilitation Project covers a distance of some 32 miles, which includes a short by-pass around the village of San Jose Succotz. The rehabilitation project begins at the junction of the George Price Highway with the Hummingbird Highway and ends at the western border of Belize in the town of Benque Viejo del Carmen. The highway passes through several communities including Roaring Creek Village, Camalote Village, Teakettle Village, Ontario Village, Blackman Eddy Village, Unitedville, Georgeville, Central Farm, Esperanza Village, Santa Elena Town, San Ignacio Town, San Jose Succotz and Benque Viejo del Carmen. Rehabilitation of the highway in the towns of Santa Elena and San Ignacio has been provided for by another project and thus the treatment of stakeholders in these communities will be limited to essential service providers and interested persons only, within the framework of this plan.

For technical purposes the project has been divided into four sections:

- Section 1 – A short section (485 meters, or about ¼-mile) from the Belmopan roundabout to just past the Roaring Creek Bridge.
- Section 2 – About 9.4 miles (15.384 km) from Roaring Creek to Iguana Creek Road junction, passing through the villages of Camalote, Teakettle, Ontario, and Blackman Eddy, ending at the Iguana Creek Road junction that leads to Spanish Lookout.
- Section 3 – About 10.1 miles (16.629 km) from Iguana Creek Road junction to Santa Elena, passing through the villages of Unitedville, Georgeville, Central Farm, and Esperanza, ending at the east end of Santa Elena at the junction with the new bypass road that leads to San Ignacio.
- Section 4 – About 8.3 miles (13.628 km) from the west side of San Ignacio to the Guatemala Border at Benque Viejo del Carmen, as well as a bypass around San Jose Succotz village that spans about 1.5 miles (2.4 km), depending on the final routing.

Current Situation

Road works contracts were signed in late 2017 and preliminary works began in January 2018. So far there has been borehole tests and analysis done at the location of the new Roaring Creek bridge. Test piles have also been driven at this location. The z-curve in Teakettle village has been closed and a temporary diversion created for the traffic on the highway. Excavation works to install culverts, in the area of Warrie Head, are ongoing. Quarry operations in Unitedville are also underway. Finally, all required land in road sections 1-3 have been acquired and surveys for road alignment are in process as well.

There has been very limited communication with the public so far. The Project Execution Unit has issued several press releases through the Government Press Office to inform the general public of the above works. The Chief Executive Office of the Ministry of Works has also given an interview on the particulars of the Roaring Creek bridge.

General Objectives

The goal of communicating is to ensure that all stakeholders are informed of the project in a transparent and timely manner, that they have sufficient time to provide feedback and that the feedback can be managed appropriately. Stakeholder feedback is vital to informing the project design, the day-to-day execution of the project and to providing the necessary safeguards for stakeholders. It is also important that the project fosters mutual trust, respect and understanding among its proponents, the workers and communities. As beneficiaries, community members must take ownership of the project rather than feel that the project has been imposed on them. Effective and timely communication is key in developing this atmosphere.

Specific Objectives

- Provide stakeholders with a comprehensive overview of the project, including an explanation of the potential impacts and plans for mitigation, an elaboration of the grievance mechanism and how to use it, and a discussion on opportunities for stakeholders to engage and take ownership of the project.
- Identify additional stakeholders and verify the status of existing stakeholders, to strengthen guidelines and procedures aimed at promoting timely and relevant communication between project proponents and communities.
- Address project related issues in the area of influence, in accordance with the procedures and indicators assigned for that purpose. Listen and respond to requests from the communities.
- Incorporate the authorities and organizations of the community in the activities of coordinating, monitoring and surveillance.
- Provide community education and public awareness on road safety practices.
- Provide training to personnel of contracting firms on the worker code of conduct.
- Coordinate with local public health officials to develop an HIV/AIDS and STD prevention and education strategy that includes the workforce as well as local communities.

Target Audience

Primary Target Audience

The following section describes direct stakeholders and the economic and social issues affecting those stakeholders, which will need to be addressed via this communication plan:

Communities of Road Section 1 – This section includes the village of Roaring Creek only. Roaring Creek has approximately 2,000 residents, half of who identify as Belizean Kriol, while only 6% identify as Maya and 2% as Garifuna. It is one of the more dynamic villages in the project area with a very active street life, particularly on the weekends, beginning on Friday nights. Food vendors occupy the roadsides and residents can be seen traversing the highway on foot, motorcycle and even horses. Several gaming shops, located right off the highway, are focal points for community socializing.

Because of the construction of a new Roaring Creek bridge within this section, this community will experience a higher level of physical and economic displacement albeit concentrated near the bridge. Some of the residents living in the bridge area are not pleased with the height of the new bridge and the associated approach, which will result in a wall, ten feet at its highest point, in front of their properties. The bridge approach will directly result in access issues for these residents, in addition to other indirect impacts, particularly due to the extent and nature of the use of the highway in this village. The negotiation to mitigate these impacts and issues are on going and form part of this communication plan. Particularly, the alignment of the access road on the northern side of the bridge approach has not been finalized and as such, negotiations with the residents have not been finalized.

In regard to project activities in general that will affect this community, the residents have been described as reasonable however, becoming hostile when they are left in the dark with the perception that they are being taken advantage of. Nonetheless, the community is looking forward to the upgrade of the highway, as it is a central area for commerce and socialization.

Communities of Road Section 2 – This section comprises the villages of Camalote, Teakettle, Ontario and Blackman Eddy. Camalote and Teakettle are the larger villages in this section with approximately 2,500 and 1,750 residents respectively. One third of the residents in both villages identify as Belizean Kriol, while the remainder identify as Mestizo. The Maya and Garifuna populations are very small, not exceeding that of Roaring Creek. The residents of Camalote and Teakettle are less active users of the highway as compared to Roaring Creek village, however there are still some activities concentrated around the community center in Camalote and a larger grocery store in Teakettle. Camalote has a short pedestrian footpath running parallel to the highway, which serves as a safe space for residents and children in particular, to move back and forth.

The communities of Ontario and Blackman Eddy are relatively small with approximately 800 and 500 residents respectively and with a similar ethnic composition to the other villages in this section. Residents in these two villages appear not to use the highway for socialization. While businesses in Ontario are sparse and fairly evenly distributed along the highway, there

is a small concentration of vendors located near the junction of the George Price Highway with the Iguana Creek Road in Blackman Eddy. Here, the traditional Mennonites of Barton Creek, also have a storage facility and depot from which they organize their transactions outside of their community. This intersection is fairly busy as it leads to the Spanish Lookout community, which has the largest concentration of agricultural enterprises and agricultural services providers in the country.

A number of land acquisitions were necessary in Teakettle, however these were uninhabited lands and so the procedure to reacquire was straightforward. Land acquisition in the small business area of Blackman Eddy was also necessary however these were seamlessly negotiated. Two fruit vendor businesses have been identified for temporary relocation in the Blackman Eddy area once construction begins. One vendor is located opposite a small but very famous waterfall, which will require preservation, while the other vendor is located in the area of the intersection.

Consultations with community leaders and vendors indicate that there are no real concerns with the highway project in this section and that the residents are looking forward to the upgrading of the highway.

Communities of Road Section 3—This section comprises the villages of Unitedville, Georgeville, Central Farm and Esperanza. Unitedville and Georgeville both have a little under 1,000 residents, while Central Farm has 200 residents and Esperanza, a little over 1,200 residents. Unitedville, Georgeville and Esperanza have an ethnic composition of almost 50% Belizean Kriol and 50% Mestizo. The Indigenous Maya and Garifuna make up less than 1% of these communities. Central Farm is an agricultural research area comprising various departments of the Ministry of Agriculture, the Caribbean Agriculture Research and Development Institute (CARDI), the University of Belize Agriculture Campus, Galen University main campus, a small primary school and several residences for staff of these various institutions. Residents of Central Farm are predominantly Mestizo.

The residents of both Unitedville and Georgeville also frequently use small sections of the highway to move back and forth to various grocery stores and for socialization. Both villages however, have small and interspersed footpaths running parallel to the highway, which assist in providing safer access to key points located just off the highway. The villagers of Georgeville are also known to socialize at a few business establishments, the community center and a ball field located at or near the intersection of the George Price Highway with the Caracol Road. It must be noted here that the paving of the Caracol Road will also begin in 2018 and so this intersection is flagged as a hotspot for the consideration of community health and safety issues.

In Esperanza village particularly, the highway is currently experiencing significant erosion along the edges. This has led to a situation of narrower roads and sharp and steep embankments which make it difficult for vehicles to exit the highway onto the shoulders. The shoulders themselves are very rugged, thus pedestrians and bicyclists tend to squeeze on the narrow highway with the vehicles. It is an untenable situation, which needs to be carefully monitored during the construction phase especially, to avoid any accidents. Finally, a sliver of

land was acquired in Unitedville, around a curve at Little Barton Creek, and this was negotiated without any delays or issues.

Communities of Road Section 4 – This section comprises a small area of the western portion of San Ignacio, the village of San Jose Succotz, and the town of Benque Viejo del Carmen. San Ignacio Town has approximately 10,500 residents, of which the majority identify as Mestizo. Here, the Belizean Kriol population make up 10%, while the Maya and Garifuna populations make up 2.5% and less than 1% respectively. San Jose Succotz has approximately 2,300 residents. This village is less diverse with most of the residents identifying as Mestizo, while only 6% identifying as Maya. The town of Benque Viejo del Carmen also has a majority Mestizo population with only 1.5% identifying as Belizean Kriol. The other ethnic groups make up less than 2% combined.

The proposal for road section 4 will see the rehabilitation of the main highway as well as a new bypass around the village of San Jose Succotz to provide for access when the main highway is inundated with floodwaters. This section is currently considered to have the highest risks because of the intended construction of a retaining wall or river defense on the Mopan River floodplain directly in the village of Succotz, the number of properties identified for acquisition, and the upgrade of the entrance to Benque Viejo del Carmen. From a social perspective, the retaining wall will potentially impact recreation, traditional use of the river, community events, and access to the archaeological site of Xunantunich and to associated vendors and businesses. From an environmental perspective the retaining wall would affect ecology and water quality, and may also lead to additional hydraulic complexities.¹

The Succotz bypass will effectively mitigate disaster risk by diverting traffic away from danger zones during flood events; in addition, as the existing road would still be in use when not flooded, it would also be repaved and culverts repaired. An alternative approach in which the area is designated "...a "green space" with a single-lane, one-way access road and emergency escape route, dually purposed for open space and recreation, which would cost less, avoid relocation and resettlement, provide community benefits and jobs for recreation and tourism, and enhance public image, as well as preserve the integrity of the riparian and aquatic ecosystems and address the need for disaster risk reduction in this area. Repaving works in this area also present substantial risks, which can be reduced by minimizing the footprint of the road."² This approach would require extensive consultation with stakeholders, if considered feasible.

Additionally, as mentioned above, this section of the road will require a larger number of land acquisitions than the other sections. Currently, 24 properties on the main highway before the village of San Jose Succotz and 13 on the proposed bypass have been identified for partial land acquisition. Continued on-going design modifications however, have already resulted in a drastic reduction of acquisition needs from the originally identified 123 properties required for land acquisition. Negotiations to acquire portions of the 37 properties will commence shortly and form part of this consultation plan.

¹Darr, M. (2018). *George Price Highway rehabilitation II project, ESIA addendum*. Inter-American Development Bank.

²Darr, M. (2018) p 3

Finally, the narrow entrance to the town of Benque Viejo del Carmen will also see considerable impact with the current design proposal as it will require several land acquisitions, including that of a historical abattoir used as a community center. In addition, the upgrading of a small bridge to the entrance is a consideration. Because this area is heavily trafficked, especially by large freight trucks, a decision on the final design plan must be made early and construction works must be coordinated carefully so as not to hinder the flow of traffic to and from the border.

Secondary Target Audience

The following organizations and community groups form stakeholders who will facilitate the project, those who are users of the highway, however not necessarily resident in the zone of influence and also other interested persons.

Government authorities – these are departments and bodies that facilitate certain activities in order to support the project. For example, the Lands Department facilitates the acquisition of land, the Ministry of Transport and NEMO assist in coordinating traffic during construction and they also advise on the protocol for responding to accidents.

Civil Society and Development Agencies – these include associations that represent Indigenous People such as the National Garifuna Council, cycling associations, women's associations, the churches, the Belize Tourism Industry Association and various media houses.

Commercial Organizations – this includes public transportation companies, freight companies, tour companies and businesses within the project area.

Communications Action Plan

In order to achieve the proposed objectives, the following programs are considered:

- A. General Project Communication Program–the purpose of this program is to provide stakeholders with an initial overview of the project, including impacts and mitigation, to keep them apprised of the progress of the project, and to open the line of communication between the project team and stakeholders. The project seeks to continue the negotiations with project affected people, to develop a mentorship and internship program for women, and to develop and work with micro-companies to provide highway maintenance services. These entrepreneurship and working projects will be directed through various civil society groups and will necessitate the assistance of a number of government authorities. Several different forums are envisaged to accomplish the tasks of this program, including public meetings, participatory workshops, face-to-face meetings and radio talk-show presentations.
- B. Safety Awareness Programs –the purpose of these programs are to advise the community of environmental and social safe practices as it relates to potential impacts of the project. This includes such areas as road traffic safety, safety during the use of explosives, and safe

practices as it relates to communicable diseases and STDs. All the campaigns within this program will be directed to the general community. Additionally, school children will be specifically targeted for road traffic safety awareness campaigns and women's groups will be targeted for discussions on safety as it relates to their gender. The campaigns will be led by the PEU with the assistance of various relevant government authorities.

- C. Worker Induction Program – the purpose is to train or inform workers on the elements that make up the worker code of conduct including respect for local communities, appropriate behaviour during and outside working hours, prohibitions on carrying firearms, knives or other weapons, prohibitions on the possession or consumption of alcohol and drugs, prohibitions on the collection of plants or the hunting and collection of animals, and the enforcement of penalties in the event of worker-community conflicts, petty crime, etc. Driver safety training will also be implemented through this program. Finally, this program will also provide for training on safe practices in regard to HIV/AIDS, STDs and other health issues and will address the zero-tolerance policy on sexual harassment, exploitation and domestic violence. The various elements of this program will be provided by the contracting firms, through the guidance of the relevant government authorities and overseen by the PEU. This program will take the form of workshops.

Communication Matrix

Project Communication Action Plan (Matrix)						
Stakeholder	Message	Communicator	Schedule	Delivery Method	Budget	Logistics
<ul style="list-style-type: none"> Communities in Project Area 	Overview of the project	<ul style="list-style-type: none"> PEU Engineers/Contractors E&S Consultants 	<ul style="list-style-type: none"> June 2018 	<ul style="list-style-type: none"> Public meeting (village community centers – Roaring Creek, Camalote, Georgeville, Succotz/Benque) 	<ul style="list-style-type: none"> Sum required for Spanish translator, design and printing of brochures and projector rental (\$1000.00) 	<ul style="list-style-type: none"> Powerpoint presentation to be used English/Spanish brochure of project required as handouts Spanish translator required for Section 4 Pictures of meeting to be taken by PEU and E&S Consultants Consultation report to be completed by E&S Consultants
<ul style="list-style-type: none"> Communities in Project Area 	Project updates	<ul style="list-style-type: none"> PEU Engineers/Contractors 	<ul style="list-style-type: none"> Every 6 months 	<ul style="list-style-type: none"> Public meeting (village community centers – Roaring Creek, Camalote, Georgeville, Succotz/Benque) 	<ul style="list-style-type: none"> Sum required for Spanish translator and projector rental (\$700.00 x 3 times = \$2100.00) 	<ul style="list-style-type: none"> Powerpoint presentation to be used Spanish translator required for Section 4 Pictures of meeting to be taken by PEU Consultation report to be completed by PEU
<ul style="list-style-type: none"> Communities in Project Area General Public 	Notifications (of impending road and quarry works which will result in noise and dust, traffic diversions, etc.)	<ul style="list-style-type: none"> PEU 	<ul style="list-style-type: none"> When necessary 	<ul style="list-style-type: none"> On radio Through Government Press Office On Ministry of Works website On Project's Facebook page 	<ul style="list-style-type: none"> (\$2000.00) 	<ul style="list-style-type: none"> Timely submission of notification/announcement to various radio stations (Love FM, Wave Radio Station, Plus TV) Timely submission of notification/announcement to Government Press Office Copy of notifications to be archived at the PEU
<ul style="list-style-type: none"> Communities in Project Area Schools in Project Area General Public 	Road safety	<ul style="list-style-type: none"> PEU Transport Department Belize Road Safety Project 	<ul style="list-style-type: none"> At the start of construction 	<ul style="list-style-type: none"> During Public meetings School visits Through Government Press Office On radio talk-show On Ministry of Works website On Project's Facebook page 	<ul style="list-style-type: none"> Sum required for promotional items, infographic, travel to schools, etc, and for talk-show space (\$7,000.00) 	<ul style="list-style-type: none"> PEU works with the Transport Department and Belize Road Safety Project to develop road safety strategy to introduce to a) school children and b) adults Purchase promotional items that advocate the project's policy on road safety for handout at schools and public meetings. Items can include stickers, pens/pencil, water bottles, etc.

						<ul style="list-style-type: none"> • PEU develops an infographic, which can be printed in poster form and attached to walls in strategic locations such as high trafficked grocery stores and schools. • PEU posts infographic on MOW website and Project's Facebook page • Report of stakeholder consultation in regard to this project to be completed by PEU
<ul style="list-style-type: none"> • Contractors and their employees 	Personnel training	<ul style="list-style-type: none"> • Contracting Firms • PEU • Women's Department • Belize Family Life Association • Ministry of Health 	<ul style="list-style-type: none"> • June 2018 	<ul style="list-style-type: none"> • Informational Workshops 	<ul style="list-style-type: none"> • Sums required for workshop materials and driver training (\$30,000.00) 	<ul style="list-style-type: none"> • ESMP training requirements for PEU/contractors • Contracting Firms in consultation with PEU to develop worker code of conduct. • Driver training to be provided by Contracting Firms • Health Safety Practices workshop to be provided by the Contracting Firms but delivered by the Belize Family Life Association and the Ministry of Health • Gender Safety (including issues of sexual harassment, exploitation and domestic violence) workshop to be provided by the Contracting Firms but delivered by the Women's Department. • Report of status of personnel training to be completed by PEU
<ul style="list-style-type: none"> • Interested Women in Communities of Project Area • Women's Groups in Project Area • Village & Town Councils of Project Area 	Mentorship program for women	<ul style="list-style-type: none"> • PEU • Women's Department • Engineers/Contractors 	<ul style="list-style-type: none"> • Prior to the start of construction 	<ul style="list-style-type: none"> • Participatory workshop 	<ul style="list-style-type: none"> • Since the policy is for this project to be considered as part of the project proper and not as a separate add-on, the salaries of these women will be provided for by the contractors' budget for employees. • Sums required for the administration of this project (\$3000.00) 	<ul style="list-style-type: none"> • PEU, Engineers/Contractors, Women's Department and interested stakeholders discuss possible non-stereotypical female roles that women from the community can occupy as mentees within the project. • Interested women are assisted to apply for and fulfil these roles. • PEU, Engineers/Contractors, Women's Department and Village/Town Councils provide a supporting role to mentees throughout the course of their mentorship. • The Grievance Mechanism and use of such is introduced to mentees. • Report of gender program which includes this mentorship program to be completed by PEU

<ul style="list-style-type: none"> Female engineering students for the University of Belize 	<p>Internship program for female engineering students</p>	<ul style="list-style-type: none"> PEU Women's Department Engineers/Contractors University of Belize (Engineering Department) 	<ul style="list-style-type: none"> Prior to the start of construction 	<ul style="list-style-type: none"> Participatory workshop 	<ul style="list-style-type: none"> Sums required for stipend to interns (\$2000.00) Sums required for the administration of this project (\$500.00) 	<ul style="list-style-type: none"> PEU, Engineers/Contractors, Women's Department, University of Belize and female engineering students discuss engineering internship positions within the project that students can occupy. Interested women are assisted to apply for and fulfil these roles. PEU, Engineers/Contractors, Women's Department and University of Belize provide a supporting role to interns throughout the course of their internship. The Grievance Mechanism and use of such is introduced to interns. Report of gender program, which includes this internship program to be completed by PEU.
<ul style="list-style-type: none"> Interested Women in Communities of Project Area Women's Groups in Project Area Village & Town Councils of Project Area 	<p>Development of women's cooperative</p>	<ul style="list-style-type: none"> PEU Engineers/Contractors Women's Department Cooperative Department Ministry of Agriculture Beltraide 	<ul style="list-style-type: none"> 3 months prior to the start of these works 	<ul style="list-style-type: none"> Participatory workshop 	<ul style="list-style-type: none"> Sums required for the payment to cooperatives for the work completed will be provided for in the maintenance budget for the highway. Sums required for the administration of this project, including field trips, hosting workshops, and maintaining records (\$5000.00) 	<ul style="list-style-type: none"> PEU, Engineers/Contractors, Women's Department, Cooperative Department, Ministry of Agriculture, Beltraide and interested stakeholders discuss possibilities for the development of women's cooperatives to support the project. Possibilities include the growing of plants and replanting of embankments, beautification of medians, building of water catchments to aid revegetation, etc. Interested women are assisted to form cooperatives with the assistance of the Cooperatives Department. The PEU organizes for women to receive technical training and support from the Ministry of Agriculture, and business organizational and financial training from Beltraide. The PEU organizes for women to meet with other cooperatives to gain a better understanding of this type of organization and how to best manage it. PEU, Engineers/Contractors, Women's Department, Cooperative Department, Ministry of Agriculture and Beltraide provide

						a supporting role to women throughout their tenure with the project. <ul style="list-style-type: none"> Report of gender program, which includes this women's cooperative program to be completed by PEU.
<ul style="list-style-type: none"> Interested Persons in Communities of Project Area Village & Town Councils of Project Area 	Development of micro-companies	<ul style="list-style-type: none"> PEU Engineers/Contractors Cooperative Department Beltraide Ministry of Works 	<ul style="list-style-type: none"> 3 months prior to the start of these works 	<ul style="list-style-type: none"> Participatory workshop 	<ul style="list-style-type: none"> Sums required for the payment to cooperatives for the work completed will be provided for in the maintenance budget for the highway. Sums required for the administration of this project, including hosting workshops and maintaining records (\$2500.00) 	<ul style="list-style-type: none"> PEU, Engineers/Contractors, Cooperative Department, Beltraide, Ministry of Works and interested stakeholders discuss possibilities for the development of micro-companies to support the project. Possibilities include collecting garbage, keeping drains clear of mud and rocks, using weed-whackers to clear vegetation for a certain distance, and basically maintaining the right of way. Interested stakeholders are assisted to form micro-companies with the assistance of the Cooperatives Department and Beltraide. The PEU organizes for stakeholders to receive technical training and support from the Ministry of Works. PEU, Engineers/Contractors, Cooperative Department, Beltraide and Ministry of Works provide a supporting role to stakeholders throughout their tenure with the project. Report of the micro-companies project to be completed by PEU.
Total Budget					\$55,100.00	

Annex A: Directory to Accompany Communications Matrix

The following table presents contact information for all persons identified in this communications plan. The email addresses and phone numbers in this table will be used to communicate with these people.

Role	Name	Organization/Department	Email	Phone
Project Manager	Derick Calles	Ministry of Works, Project Execution Unit (PEU)	Zone.Engineer_South@mow.gov.bz	822-0100
Supervision Engineer	Andrew Clough	IMC Worldwide	Andrew.Clough@imcworldwide.com	802-1749
Engineers	Julio & Romy Chia	Chia's Engineering	chias.engineering@gmail.com	
Contractor for Section 1	Roque Matus	M&Ms Engineering Consultants Ltd.	mmengineeringconsultants@gmail.com	
Contractor for Section 2	Peter Teichroeb	Teichroeb and Sons Ltd.	info@teichroebandsons.com	225-2395
Road Safety	Ruth Meighan (CEO)	Transport Department		822-2138
Road Safety	Pamela Scott-Bradley	Belize Road Safety Project		
Gender Specialist	Taheera Usher	Women's Department	hdc.wd@humandev.gov.bz	227-7397
Sexual and Reproductive Health		Belize Family Life Association	info@blfabelize.org	203-1018 824-2648
Communicable Diseases	Dr. Ramon Figueroa (CEO)	Ministry of Health	seniorsecretary@health.gov.bz	822-2325/2363/0809
Female Engineering Intern		University of Belize (Engineering Department)		822-1000
Cooperative Development	Gareth Murillo (Registrar)	Cooperative Department	gmurillo.bzecoopsdept@gmail.com	822-2131
Technical Assistance for women's cooperative	Jose Alpuche (CEO)	Ministry of Agriculture		
Administrative and Financial Assistance for micro-companies		Beltraide – Small Business Development Centre	SBDCBelize@belizeinvest.org.bz	822-3737 223-3195
	Errol Gentle (CEO)	Ministry of Works	ceo@mow.gov.bz	822-2138/2136
Notifications		Government Press Office		822-0759/0094
Notifications and Talk-Show Presentations		Love FM		203-2098
Notifications and Talk-Show Presentations		Wave Radio Station		202-5360
Notifications and Talk-Show Presentations		Plus TV	plustvbelize@gmail.com	822-2536

Graphic Designer	DalheartMcFadzean	Independent Designer	dalsheart@gmail.com	615-8636
Promotional Items		Creative Graphic Impressions	cgi@btl.net	322-2282

Government of Belize

Ministry of Works



George Price Highway Rehabilitation II Project

Annex 4

Socio Cultural Analysis

This section was prepared by Christa Hulse, Social Consultant
for the Government of Belize, Ministry of Works.
Belmopan, Belize.

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Introduction

This Socio-cultural analysis seeks to illuminate the situation of Indigenous Peoples (IPs), particularly Garifuna and Maya, within the project zone. The project zone includes all communities along the George Price Highway from Roaring Creek Village to the western border with Guatemala. Indigenous peoples live in most of these communities however, they have integrated into the mainstream and as such have no separate traditional organizational or governance structures. Accordingly, this assessment was conducted from the perspective of their general vulnerabilities. This assessment also includes recommendations for culturally sensitive consultation with these groups.

Background

Who are the Indigenous Peoples of Belize

The Inter-American Development Bank (IDB) define indigenous peoples using the following criteria:

- They are descendants from populations inhabiting Latin America and the Caribbean at the time of conquest or colonization
- Irrespective of their legal status or current residence, they retain some or all of their own social, economic, political, linguistic and cultural institutions and practices; and
- They recognize themselves as belonging to indigenous or pre-colonial cultures or peoples

In Belize, two groups fit that criteria. They are the indigenous Garifuna and Maya peoples.

The Garifuna are a people of African, Arawak and Taino ancestry who were exiled by the British from the island of St. Vincent to the Island of Roatan in Honduras. From Roatan, the Garifuna immigrated to Belize around the 1800s and settled in Dangriga in the Stann Creek district.

The Mayas traditionally inhabited Toledo in southern Belize. The first inhabitants were the Manche Chol Maya¹, whose historical occupation can still be evidenced through the numerous Maya heritage sites, such as Lubaantun and Nim Li Punit, left scattered throughout the district. Today however, the district is inhabited by the Mopan and Queq'chi Mayas who immigrated to Belize, from Guatemala, in the late 19th and early 20th centuries.

¹ <http://www.southernbelize.com/history.html>

Regulatory Framework

National Legislation

Belize does not have any legislation specific to the protection or any other kind of treatment of indigenous peoples. The preamble of the Constitution of Belize, however does make mention of indigenous peoples in requiring that “policies of state protect the identity, dignity and social and cultural values of Belizeans, including Belize’s indigenous peoples.”² Further to this, indigenous peoples in Belize do not enjoy any separate legal rights and protections outside of the traditional fundamental rights and freedoms of the individual (section 3) and protection from discrimination (section 16) on the grounds of race, place of origin, political opinion, colour, creed or sex, which every Belizean enjoys.³

International Treaties, Declarations and Conventions

Belize has not signed nor ratified the landmark International Labour Organization (ILO) Convention No. 169, which specifically recognizes and provides substantial protections for indigenous peoples. It has however, signed but not ratified the United Nations Declaration on the Rights of Indigenous Peoples. While the country seem to have taken a very cautious stance towards defining indigenous peoples and singling them out for special treatment, perhaps because of the very multi-ethnic, multicultural nature of the country, the State has nonetheless demonstrated its commitment to the indigenous Garifuna and Maya peoples by promoting initiatives that respect their distinct rights.

Rights Recognized by the Courts

In April 2015, the Caribbean Court of Justice (CCJ), Belize’s highest appellate court, recognized the customary land rights of some 38 Queq’chi and Mopan Maya indigenous communities of southern Belize. The court indicated that the lands that the Maya peoples had customarily used and occupied in southern Belize constituted property equal in legitimacy to any other form of property under the laws of Belize.⁴ The CCJ further, required that the Government of Belize, demarcate and register Maya village lands and also issued an order that it cease and desist from any further interference, destruction or use of the land without the Maya peoples Free, Prior and Informed Consent (FPIC).

The government had in 1997 declared a large area of Maya ancestral lands in southern Belize, the Sarstoon-Temash National Park, and had subsequently used its authority over the park to grant concessions for logging, oil exploration and other developments, without the consultation and approval of the Maya peoples.

² Government of Belize. (2012). Belize Constitution chapter 4, preamble

³ Belize Constitution 2012, s 3, s 16

⁴ Howard, S. (2015). *IPLP wins landmark human rights case in Belize*. Retrieved from <https://law.arizona.edu/iplp-wins-landmark-human-rights-case-belize>

IDB Policies

Indigenous Peoples Policy (OP-765)

The IDB developed the Indigenous Peoples Policy (IPP) with the goal of “contributing to the development of indigenous peoples.”⁵ The objectives to achieving these goals include a) Supporting the development with identity of indigenous peoples which, simply put, means fostering the development of indigenous peoples with their identity in tact, and b) Safeguarding indigenous peoples and their rights.

Development with Identity

In promoting development with identity, the bank seeks to:

1. Mainstream specifically indigenous issues in development agendas through independent operations
2. Mainstream indigenous specificity in projects with a general approach. Adjustments in the project that the bank initiates to support this approach, includes
 - a. Identifying and targeting indigenous peoples that could potentially benefit
 - b. Implementing socio culturally appropriate and effective consultation processes with these peoples
 - c. Respecting the traditional knowledge, cultural heritage, natural assets, social capital, and the systems specific to indigenous people with respect to social, economic, linguistic, spiritual and legal systems
 - d. Adapting services and other activities to facilitate access to them by indigenous beneficiaries, including equitable treatment and, whenever feasible, adequate procedure and criteria, and programs for capacity-building and compensation of exclusion factors
 - e. Designing complementary measures and activities through a process of good faith negotiation with affected indigenous communities.

The bank has selected ten specific activities to promote development with identity. These include:

1. Improving the visibility and understanding of challenges to indigenous development, in rural and urban contexts.
2. Developing socio culturally appropriate solutions to increase the availability and quality of social services, particularly health and education.
3. Recognizing, articulating and implementing indigenous rights in accordance with the applicable legal norms.
4. Supporting the indigenous culture, identity, language, traditional arts and techniques, cultural resources, and the intellectual property of indigenous peoples.
5. Strengthening of titling and physical management processes for territories, lands, and natural resources traditionally occupied or used by indigenous peoples, in

⁵ Inter-American Development Bank. (2006). *Operational policy on indigenous peoples and strategy for indigenous development*. Washington, DC: Inter-American Development Bank.

accordance with applicable legal norms, and with environmental protection objectives.

6. Promoting mechanisms for appropriate consultation, participation in natural resources management, and benefit sharing.
7. Developing specific initiatives to implement socio culturally appropriate project alternatives for better access by indigenous peoples to labor, production and financial markets, technical assistance and information technology.
8. Supporting indigenous peoples governance.
9. Supporting the participation and leadership by, and protection of women, the elderly, youth and children.
10. Strengthening the institutional capacity of indigenous peoples, government entities, the private sector, civil society and the Bank itself to address indigenous issues in all areas.

Indigenous Peoples Safeguards

The IDB addresses seven areas in its framework to safeguard indigenous peoples in all its financing operations. These include

1. The prevention and mitigation of *adverse impacts*
2. Respect for indigenous peoples rights to their ancestral *territories, land, and natural resources*
3. Respect for *indigenous rights*
4. *Prevention of ethnically based discrimination*
5. Protection of *indigenous culture, identity, language, and traditional knowledge*
6. Real consideration of *transborder indigenous peoples*
7. Respecting the rights of *uncontacted indigenous peoples* to remain in isolation

Sociocultural Context of Indigenous Peoples

Demographics

The indigenous peoples of Belize make up 14.24% of the population. Of the 45,906 indigenous peoples, 32% are Garifuna, 40% Queq'chi Maya, 23% Mopan Maya and 5% Yucatec Maya (see Table 1). Historically the Garifuna peoples had occupied Stann Creek in southern Belize, the Queq'chi and Mopan Mayas occupied Toledo, also in southern Belize, and the Yucatec Maya occupied Corozal and Orange Walk in northern Belize. Today however, many of these indigenous peoples are scattered throughout the country after having migrated from their traditional lands in search of better economic opportunities.

Table 1: Belize's Indigenous Population

	Indigenous Population	Male	Female
Garifuna	15,082	7,238	7,844

Queq'chi Maya	18,510	9,311	9,199
Mopan Maya	10,938	5,398	5,540
Yucatec Maya	2,196	1,150	1,046

Source: Belize Population and Housing Census 2010

Geographical Distribution in the Project Area

Garifuna and Maya peoples can be found in all of the villages within the project area. Their numbers are relatively few however with the majority Maya (6%) and Garifuna (2%) living in Roaring Creek village. Mayas living in San Jose Succotz village also make up 6%.

Table 2: Project Area Demographics

	Total Population	Male	Female	Garifuna	Maya
Roaring Creek	1,974	965	1,009	42	126
Camalote	2,562	1,276	1,286	27	96
Teakettle	1,746	886	860	19	102
Ontario	775	394	381	2	4
Blackman Eddy	533	287	247	2	8
Unitedville	971	476	495	8	4
Georgeville	922	464	458	14	8
Central Farm	205	99	106	15	-
Esperanza	1,262	641	621	17	14
Santa Elena	7,389	3,622	3,767	64	93
San Ignacio	10,490	5,129	5,360	127	272
San Jose Succotz	2,343	1,151	1,192	8	146
Benque Viejo del Carmen	6,148	3,057	3,091	31	39

Source: Belize Population and Housing Census 2010

Language

The Garifuna and Maya peoples have to a large extent tried to maintain their linguistic heritage. There has nonetheless still been some erosion, which both groups have tried to counter by developing schools and introducing curriculum that focus on their indigenous language. Below, shows the status of the various indigenous languages in Belize:

- Garifuna – spoken by 56% of the Garifuna population
- Queq'chi Maya – spoken by 96% of Queq'chi Maya population
- Mopan Maya – spoken by 86% of Mopan Maya population
- Yucatec Maya – being displaced by Spanish

Economic Activities

The indigenous peoples of Belize have all been traditional agriculturalists. The Garifuna, for example, are known for cultivating tubers such as cassava and yams, as well as other

starchy crops such as plantains. Garifuna men and women have also been avid fisherfolks. In later times however, many Garifuna people moved into the field of teaching and dedicated their lives to educating Belizeans throughout the country.⁶

The Queq'chi and Mopan Mayas economic activity is also situated around agriculture. Today in the rural area most families reside on 3-4 acres plots, which they farm using the traditional slash and burn method. Crops grown include rice, beans, corn and cocoa. Hunting also remains an integral part of the Queq'chi and Mopan Mayas way of life.

The Yucatec Maya in the north of Belize traditionally and still to this day grow sugar cane for the sugar export market. Sugar remains one of Belize's bigger foreign exchange earner.

Poverty

At the last country poverty assessment carried out in 2009, it was found that 41.3% of Belize's population or 31% of households were living below the poverty line. Of this, 15.8% of the population or 10.4% of households were considered indigent and 25.5% of the population or 20.6% of households were considered poor/not indigent.⁷ Poverty, in this instance, is defined "as not having the per capita income to afford a market basket of basic food," whereas indigence means "falling short of being able to afford even food."⁸ The market basket (MFB) is determined by calculating the minimum cost of a balanced diet, within a particular community, for an adult male consuming 2,400 calories/day. The table below shows the daily and annual MFB cost for an adult male, for each district of Belize, in 2009.

Table 3: District Minimum Food Basket Costs for an Adult Male

District	Daily Cost	Annual Cost
Corozal	\$5.35	\$1,953.00
Orange Walk	\$5.32	\$1,942.00
Belize	\$5.36	\$1,958.00
Cayo	\$4.91	\$1,791.00
Stann Creek	\$5.99	\$2,186.00
Toledo	\$6.12	\$2,234.00
Country	\$5.50	\$2,005.00

Source: Country Poverty Assessment, Final Report 2010

⁶ Enriquez, J. (2017). *To educate a nation: Autobiography of Andres P. and Jane V. Enriquez*. Belize: Producciones de la Hamaca.

⁷ Government of Belize and the Caribbean Development Bank. (2010, August). *Country poverty assessment, Final report, vol. 1, Main report*. London: Halcrow Group Ltd.

⁸ Close, D. (2017). *Latin American politics: An introduction*. (2nd ed.). Ontario, Canada: University of Toronto Press. (p. 276).

An additional 13.8% of the population or 12.9% of households, while not poor, were considered vulnerable to poverty. When individual or household expenditure is less than or equal to 25% above the General Poverty Line (GPL) of the community, then this individual or household is thought to be vulnerable to poverty. The General Poverty Line is derived from determining the average food share (of total expenses) of the poorest 40% of the community and then accounting for the difference (MFB x reciprocal of food share) in expenses.

The GPL also tells a story of the cost of living within particular areas of Belize. As shown in Table 4, the cost of living in Belmopan and surrounding areas, as well as San Ignacio/Santa Elena and surrounding areas (the site of the road rehabilitation project) is above the national average. The food share expenses however, is around 50% meaning that residents of the project area spend about 50% of their income on food. The annual market food basket cost in the area of San Ignacio/Santa Elena is the lowest in the country, while the cost in Belmopan and surrounding areas is a little above the national average. This is not surprising since the Cayo district is the largest agriculture-producing district in the country.

Table 4: District General Poverty Line

District	MFB Annual	Food Share	Annual General Poverty Line
Corozal	\$1,952.00	64%	\$3,041.00
Orange Walk	\$1,941.00	59%	\$3,308.00
Belize City & surrounding	\$1,920.00	50%	\$3,810.00
San Pedro Town	\$2,354.00	45%	\$5,279.00
Belmopan & surrounding	\$2,088.00	56%	\$3,730.00
San Ignacio/Santa Elena & surrounding	\$1,621.00	54%	\$3,537.00
Stann Creek	\$2,186.00	56%	\$3,906.00
Toledo	\$2,233.00	81%	\$2,753.00
Country	\$2,005.00	58%	\$3,429.00

Source: Country Poverty Assessment, Final Report 2010

Finally, Belize's not poor population constitutes 44.9%. These individuals have an expenditure that is more than 25% above the General Poverty Line.

While the poverty situation in Belize might look dismal, it must be remembered that the actual "not poor" figure for households is 69%, which takes into account those who are vulnerable but not poor. The Country Poverty Assessment Report also did indicate that there were several external impacts that created this picture of poverty in Belize, including but not limited to, a sluggish economy due to a global recession, setbacks in several of the agricultural industries, a hurricane in 2007, and major floods in 2008.

Table 5: Extent of Poverty in Belize

Category	Indigent	Poor/Not Indigent	Total Poor	Vulnerable	Not Poor	Total Not Poor	Grand Total
Households	8,539	16,852	25,390	10,583	45,927	56,510	81,900
	10.4%	20.6%	31%	12.9%	56.1%	69%	100%
Population	52,185	84,455	136,640	45,614	148,460	194,074	330,715
	15.8%	25.5%	41.3%	13.8%	44.9%	58.7%	100%

Source: Country Poverty Assessment, Final Report 2010

Poverty Level among Indigenous Peoples

Table 6 below, shows a disturbing picture of poverty among the indigenous Queq'chi and Mopan Maya population. This however, is indicative of the situation in the Toledo district mostly. As can be seen in Table 4, the Toledo District is the least expensive place in the country to live. However, the food share expenses in Toledo is an alarming 81% indicating that residents of Toledo spend almost all of their monies on food. In addition, Toledo has the second highest MFB (after San Pedro Town) in the entire country.

This detail would seem surprising as the Toledo District is home to one of the most fertile agricultural lands in the country. The situation however, is an amalgam of different issues. First of all, the Maya in the Toledo district engage in subsistence farming and not commercial farming, therefore there is no revenue coming in except for the occasional sale on the market which is done on a need-by-need basis. Secondly, the diet considered in the market basket equation is not case specific and would not have considered that the Mayas would have adjusted their diet to take into account the foods that are available as well as their disposable incomes. Indeed, the Ministry of Agriculture research station in Jalacte, Toledo has indicated that the Mayas in Toledo are reluctant to grow non-traditional crops, even those that would provide for better sources in a balanced diet.⁹ Finally, the Toledo district is very sparsely populated and has only recently been the focus of infrastructure development. The lack of proper roads has made the distribution of food between villages in the Toledo district and from outside the district very costly.

The Garifuna, Yucatec Maya and Queq'chi and Mopan Mayas living outside of the Toledo district would not have this same experience of poverty. However, those assimilated indigenous peoples might still experience poverty as many times they live on the fringes of society due to social discrimination and barriers to full assimilation.

Table 6: Poverty Level among Indigenous Peoples

	Indigent	Poor	Not Poor
Garifuna	12.9%	25.4%	61.7%
Queq'chi Maya	60.8%	23%	16.3%

⁹ Personal communication (2017, January).

Mopan Maya	49.1%	21%	29.8%
Yucatec Maya	16.8%	26.7%	56.5%

Source: National Poverty Elimination Strategy and Action Plan 2006-2010

Labor Force

There are 60,650 people who comprise the working age population of the Cayo district. Of this, 519 people are Garifuna and 5,227 are Maya. Four hundred and eighty three people make up the Garifuna labor force in the Cayo district, while 2,839 people make up the Maya labour force in the Cayo district. The remaining 7% of Garifuna and 46% Maya do not comprise the labor force because they are not available or not able to work. This includes students, housewives, disabled, retired persons or persons who are simply not looking for work.

The unemployment rate of the Garifuna in the Cayo district is rather large at 25%, while the unemployment rate of the Maya in the Cayo district is little under the average for the district at 9%.

The majority of the Cayo district's unemployed has only a primary school education (47.9%), followed by those with no education (24.3%), while 16.3% and 9.9% have a secondary or tertiary education respectively. The unemployment rate in the Cayo district is 13%. Similar to elsewhere in the country, the bulk of the unemployed in the Cayo district are more interested in the service industry (69.7%), followed by the secondary (22.2%) and primary industries (8.1%).¹⁰ Of note is that the educational level of the unemployed would not be considered sufficient to access the jobs in the service industries that the unemployed are primarily seeking.

Table 7: Indigenous Labor Figures in the Cayo District

	Total Population	Working Age Population	Labor Force	Employed	Percentage Unemployed
Cayo	93,938	60,650	38,297	33,303	13%
Garifuna	865	519	483	361	25%
Maya	8330	5,227	2,839	2,582	9%

Source: Labour Force Survey (2017, September)

Organization and Political Participation

The Mayas in southern Belize still have an alcade system, as a sort of governance structure that operates in tandem with the village council system. The village council system however, supersedes the alcade system.

¹⁰ Statistical Institute of Belize. (2017, September). *Labour force survey*. Belize: Statistical Institute of Belize

Elsewhere, the Westernized council system is the only recognized governance or representative system operating. Integrated indigenous Garifuna and Maya peoples must therefore rely on this system for representation. Indeed, throughout the country, Garifuna and Mayas have many times also become politically active in this system offering themselves up as councillor candidates.

There are also a number of indigenous organizations that have been created to foster the continued development of their groups and to lobby for the rights of indigenous peoples. Two of the larger organizations include the National Garifuna Council and the Maya Leaders of Southern Belize. The National Garifuna Council (NGC) has a chapter in San Ignacio, however the Mayas living in the project area have no known indigenous representation. In speaking with the President of the NGC (San Ignacio Chapter), Cynthia Ellis-Topsey, she indicated that many of the Garifuna peoples living in the area may not be a part of the Council, however when a need arises they will operate collectively as families.¹¹

Cultural, Material and Intangible Heritage

The Mayas locate most of their cultural practices in milpa farming. In addition, they are very knowledgeable of the jungle and the many resources it provides, such as medicinal plants, building material, and foods. Maya women also engage in art and craftwork, making such items as embroidered clothing, pottery, and small figurines from a number of raw materials. The Maya people living in the village of San Jose Succotz have been able to draw on these skills to develop enterprises in the tourism industry. Many occupy vendor booths in the artisanal market place of the historical Xunantunich Maya site.

The Cayo district, and the project area itself, is home to many Maya archaeological features, including mounds, plazuelas and patios. The following features are located in or near the project site:

- Near the National Agricultural Fairgrounds in Road Section I, the Rivera Site (E308780, N1908287).
- Along Road Section II near Camalote, Teakettle, Warrie Head (E300583, N1905461), Ontario (E299385, N1905622; E298502, N1905452; E298190, N1905301), and Blackman Eddy (E296830, N1905387), within the existing carriageway buffer zone or road corridor.
- Along Road Section III near Lower Dover, Floral Park (E291633, N1903038), Baking Pot and Esperanza, located within the road corridor or study area.
- Along Road Section IV, the sites of Cahal Pech, Buenavista, Nohoch Ek, Actuncan and Xunantunich, which are partially within the road buffer zone or the proposed by-pass route.
- Near the quarry at Nohoch Ek.

¹¹ Personal communication (May 9, 2018)

The Garifuna within the project area have mostly assimilated and therefore they have no distinct cultural heritage that will require specific safeguards.

Main Sociocultural Risks and Impacts

Impacts to Indigenous Lands/Territories

The George Price Rehabilitation II Project, as the name implies is the rehabilitation of an existing highway. The only new features to the highway include substantial widening of the road as compared to the current highway, changes in alignment of the road in a few sections, a new Roaring Creek bridge with a new alignment and a new bypass in the village of San Jose Succotz.

No part of the project is located or will pass in close proximity to any recognized indigenous lands, although the road will pass near to some Maya archaeological features. These features are either on State protected lands, administered by the National Institute of Culture and History (NICH) or they are on private lands but also protected under the protocols of NICH. Safeguards for protecting these cultural heritage sites have been provided for in the project's Environmental and Social Management Plan (ESMP).

Impacts to Indigenous Peoples Private Properties

In road sections 1 -3, there are no indigenous person's property that will be affected. However, it is estimated that several properties of indigenous peoples will be affected in section 4. This is particularly so in the area of an Artisanal Plaza near the entrance of the Xunantunich Maya Site in San Jose Succotz. This Artisanal Plaza houses several Maya artisans and their art and craft ware. Additionally, properties to be acquired on the existing George Price Highway and the proposed route of the new Succotz by-pass have not yet been surveyed and therefore their status as indigenous people's property has not yet been verified.

Since there is a likelihood that indigenous peoples will be affected by the project in section 4, it is recommended that an indigenous peoples plan be developed for this section.

Other Impacts

It is not expected that the project will lead to any direct, indirect or cumulative impacts to indigenous peoples living in the project area, except for those mentioned above.

Indigenous Peoples Plan

This project will not require a specific indigenous peoples plan since it is not operating near any traditional indigenous land or territory nor are there any distinct indigenous

communities within any of the villages of the project area. Indigenous peoples living within the project area have integrated in the mainstream and will require no specific safeguards as outlined in the IDB's Indigenous Peoples Policy.

Consultation and Participation of Indigenous Peoples

The following general recommendations are made for the consultation and participation of Indigenous Peoples:

- Verify how many indigenous peoples will be affected by the project
- Provide invitations to these individuals or their representatives to participate in discussions about the project, its potential affect on them and their recommendations for mitigation.
- Conduct culturally sensitive consultations, including considerations for language to be used in meetings, whether interpreters will be required, type of participation procedures preferred and any other cultural aspect that needs to be taken into account.
- Determine appropriate nature of agreements, whether there must be community consent, etc. to any agreements. Further, consideration should be given to who is allowed to make agreements.

Monitoring and Evaluation

All consultations with indigenous people along with the nature of their participation in the consultation should be fully documented. This includes the number of consultations held, participants, logistics and all arrangements and agreements made. Picture evidence must be included with all documentation. All these provisions are explained in greater detail in the consultation plan.

An evaluation of each consultation should be made with a view to implementing lessons learned in subsequent consultations. Evaluations and the particulars of such evaluations must also be documented.

Government of Belize

Ministry of Works



George Price Highway Rehabilitation II Project

Gender Strategy and Gender Action Plan

2018

This document was prepared by Christa Hulse, Social Consultant
for the Government of Belize, Ministry of Works.
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Introduction

This Gender Strategy and Action Plan form the basis to understanding how gender equality and women's empowerment will be specifically approached in the George Price Highway Rehabilitation Project II (BL-L1029). In addition, it outlines specific actions to be undertaken and monitoring tools to be applied to ensure that the above-mentioned approach or strategy taken becomes operational and achieves the objectives that have been set out.

IDB Operational Policy on Gender Equality in Development¹

Background

The world has long recognized that gender equality contributes to a myriad of benefits and advancement on both a macro and micro level. When there is equality in the household, in the labor market, in access to financial services and technology, and in civic and political participation, a society's efforts in development increases. Gender equality also has the effect of improving quality of life for individuals and their families. It is with this understanding that the IDB has taken a bold step through its Operational Policy on Gender Equality in Development (OP-761) to support the Bank's member countries to reach their goals and commitments for gender equality and women's empowerment.

Member countries of the IDB within the region have all signed and ratified the following agreements which make gender equality a priority:

- Universal Declaration of Human Rights (1948)
- Convention on the Elimination of All Forms of Discrimination against Women or CEDAW (1979)
- Inter-American Convention on the Prevention, Punishment, and Eradication of Violence against Women (1994)
- Programme of Action of the International Conference on Population and Development (1994)
- Platform for Action of the Fourth World Conference on Women (1995)
- Millennium Development Goals (2000)

Through policy directives that promote proactive and preventative actions, as well as various monitoring mechanisms, that are incorporated in numerous investment and initiative schemes, the Bank ensures that it supports the integration of women as leaders, participants, and beneficiaries in development and that it integrates a gender perspective that seeks equal conditions and opportunities for women and

¹ Inter-American Development Bank. (2010, November). *Operational policy on gender equality in development*. Inter-American Development Bank.

men to reach their social, economic, political, and cultural potential that is in keeping with the goals and commitments of each member country.

Directives of the IDB Gender Policy²

The IDB's Operational Policy on Gender Equality in Development sets out two lines of action that incorporate three broad policy directives. These are as follows:

1. Proactive Action – actions, which actively promote gender equality or women's empowerment.
 - a. Direct Investment – financial operations whose primary objectives are to address strategic gender issues, generate knowledge to enhance value added in this area, and build institutional capacity.
 - b. Gender mainstreaming – is the process that seeks to identify and address gender equality issues, including the differential needs of women and men, in the design, implementation, monitoring, and evaluation of the Bank's interventions.
2. Preventative Action (Gender Safeguards) – this is the process through which the Bank identifies and addresses potential adverse impacts for women and men and risks of exclusion based on gender.

Consistency with Other Safeguard Policies

The IDB's Operational Policy on Gender Equality in Development (OP-761) is consistent with the following IDB policies:

- Disclosure of Information Policy (OP-102)
- Environment and Safeguards Compliance Policy (OP-703)
- Operational Policy on Involuntary Resettlement (OP-710)
- Operational Policy on Indigenous Peoples (OP-765)

IDB's Strategic Gender Objectives (Proactive Action)³

In working to achieve greater gender equality and women's empowerment in the Latin American and Caribbean region the IDB has elected to focus on six strategic gender objectives that encompass a number of sub-objectives (see Table 1).

² Inter-American Development Bank. (2010, November). *Operational policy on gender equality in development*. Inter-American Development Bank.

³ Inter-American Development Bank. Gender and Diversity Division. (2013, September). *Implementation guidelines for the operational policy on gender equality in development*. Inter-American Development Bank

Table 1: IDB Strategic Gender Objectives

Strategic Gender Objectives	
Objectives	Outcomes
Empower women economically	<ul style="list-style-type: none"> • Increase women's access to quality jobs and economic opportunities • Support the growth of women-owned businesses and female entrepreneurs
Reduce violence against women	<ul style="list-style-type: none"> • Prevent violence against women (including sexual violence, physical violence and femicide) • Improve law enforcement's capacity to manage VAW cases • Expand access to VAW support and services
Improve sexual and reproductive health	<ul style="list-style-type: none"> • Increase accessibility of gender-sensitive, culturally appropriate, and quality sexual and reproductive health services (including maternal health) • Improve young men and women's ability to make informed decisions about their sexual and reproductive health
Reduce gender inequalities in education	<ul style="list-style-type: none"> • Increase gender-sensitivity in school teaching strategies and curricula • Increase gender equality in school attendance for boys and girls (particularly for indigenous girls and boys in Central America and the Caribbean) in primary, secondary, and tertiary education
Increase women's participation in decision-making	<ul style="list-style-type: none"> • Increase women's participation in public and private sector leadership • Improve women's participation in consultation and decision-making at multiple levels
Reduce the burden of caring on women	<ul style="list-style-type: none"> • Improve individual care systems for children and seniors/adults • Support the equal distribution of household and child care duties between men and women

IDB's Gender Safeguards (Preventative Action)⁴

The IDB's Gender Safeguards Directive requires project teams to identify the potential for gender-based risks and adverse impacts and mitigate for these throughout the project life cycle. This is particularly important in the design stage where potential risks and impact can be avoided completely or substantially reduced.

The IDB's Operational Policy on Gender Equality in Development has delineated three key areas for potential gender risks and safeguards (see Table 2).

Table 2: IDB Gender Safeguards

IDB Gender Safeguards	
Key Area	Description
Economic	<ul style="list-style-type: none"> • Introducing unequal requirements for access to project-derived economic

⁴ Inter-American Development Bank. (2010, November). *Operational policy on gender equality in development*. Inter-American Development Bank.

Opportunities	opportunities and benefits, including paid work, training, credit, or business opportunities. Includes introducing unpaid work unevenly, and introducing requirements that restrict the participation of women or men in project activities and benefits based on pregnancy, maternity/paternity leave, or marital status.
Property Rights	<ul style="list-style-type: none"> Disregarding the right of women to inherit and own land, homes, and other assets or natural resources.
Gender-based Violence	<ul style="list-style-type: none"> Increasing the risk of gender-based violence, including sexual exploitation, human trafficking, or sexually transmitted diseases, including HIV/AIDS.

The Belize Gender Policy

Background

Belizean women have a history of fighting for greater political, social and economic rights. However, while there have been many gains, the particular situation of women in Belize have been mostly disregarded by the general public and subsumed under the rhetoric of an already existing gender equality. This is particularly so since women in Belize appear to have equal opportunities as men and in fact, contradictory data that speaks to underlying gender issues and that is at the same time sex-disaggregated is non-existent. The narrative then, and lack of critical data has made it difficult to table women's issues, especially those that are beneath the surface level.

In an effort to nonetheless put women's issues on the forefront and to ensure Belize's compliance with CEDAW, the National Women's Commission (NWC), through the Government of Belize, has endeavoured to articulate a Gender Policy which acts as a framework to understanding the nature of gender in Belize and also to provide specificity to areas that need immediate attention.

The Constitution of Belize and several other International Conventions, to which Belize is a signatory, undergird the Belize Gender Policy. The Constitution of Belize guarantees gender equality for all its citizens and provides them protection from discrimination on the grounds of race, place of origin, political opinion, colour, creed or sex.⁵ These Constitutional provisions along with those from the International Conventions provide a number of key guiding principles that ultimately are enshrined in the below Gender Policy Vision.

Vision of the Belize Gender Policy⁶

⁵ Belize Constitution 2012, preamble, s 3, s 16

⁶ The National Women's Commission. (2013). *Part 2, The revised national gender policy* (Updated Version 2013). The National Women's Commission

Table 3: Vision for Belize's Gender Policy

Belize Gender Policy Vision
<p>“A society in which all men and women, boys and girls are able to achieve their full potential through the enjoyment of their human rights; live together in mutual respect, dignity and harmony; and are equal partners as they participate in services and resources for realizing and sustaining their economic, social, political, and cultural development for equal enjoyment of all.”</p>

Belize Gender Policy Framework⁷

There are currently five priority areas in the Gender Policy framework of Belize. Further, there are special areas under each priority which need immediate attention and for which the Government of Belize has committed to direct its focus (see ???).

Table 4: Belize Gender Policy

Belize Gender Policy	
Policy Priorities	Special Areas of Attention
Health	<ul style="list-style-type: none"> • Investing in primary health care programs • Integrating sexual and reproductive health as a national development priority • Expanding injury prevention and treatment services geared to the special needs of women, men and children • Strengthening of the comprehensive mental health package of services delivered at the local level • Expanding preventive health education services • Sustaining the increased access to health care for rural communities • Increasing male access to sexual and productive health and primary health care services
Education and Skills Training	<ul style="list-style-type: none"> • Elimination of gender based discrimination at all levels of the education system • Building opportunities for lifelong learning that is holistic, gender responsive, integrated and geared towards sustainable national development • Increasing support for “second chance” programs for boys and girls who drop out of school and developing incentives for them to stay in school • Using formal and informal education to transform gender relation with the family and the community and in society
Wealth and Employment Generation	<ul style="list-style-type: none"> • Eliminating discrimination against women and men workers, including workers in the informal sectors • Expanding social safety nets for vulnerable women, men and children • Creating greater equity in child maintenance provisions • Increasing women’s access to land, credit and business development • Creating gender equity in labor force participation and employment

⁷ The National Women’s Commission. (2013). *Part 2, The revised national gender policy* (Updated Version 2013). The National Women’s Commission

	<ul style="list-style-type: none"> • Mainstreaming gender into disaster management programs
Violence Producing Conditions	<ul style="list-style-type: none"> • Establishing family support systems that transform gender relations • Expanding and strengthening child protection programs • Creating psycho-social support mechanisms and resources for survivors of gender-based violence • Building institutional capacity to address gender based violence, crime and guarantee access to justice
Power and Decision-Making	<ul style="list-style-type: none"> • Increasing women's participation in decision-making positions • Build institutional capacity for gender mainstreaming of all relevant policies, strategies and plans of action • Implement gender budgeting across the public sector and across civil society organizations

Gap Analysis

The Strategic Gender Objectives of the IDB and the Priority Areas of the Belize Gender Policy are similarly aligned. The IDB however, has one additional objective, which is not elaborated in the Policy of Belize, that is, to “Reduce the burden of caring on women.”

George Price Highway Rehabilitation II Project – Gender Strategy and Action Plan

The Gender Strategy and Action Plan for the George Price Highway Rehabilitation II Project is guided by the following IDB Strategic Gender Objectives, which include a number of specific actions executable throughout various phases of the project's life cycle (see Table 5). Also reflected in the plan are mitigation measures for the three key areas of potential risks identified by OP-761, that is, Economic rights, Property rights and Gender-based violence.

Table 5: George Price Highway Gender Strategy and Action Plan

Gender Strategy and Action Plan (GPH Rehab II Project)	
Strategic Gender Objectives	Action Plan
Empower women and men economically	<ul style="list-style-type: none"> • Develop a mentorship program in which local women from the community can gain employment and learn to work in different aspects of the construction field from a mentor. • Through the Cooperative Department of the Ministry of Agriculture, organize for local men and women to develop cooperatives to help with and take ownership of the re-vegetation of the Z-curve, work camps during decommissioning, etc. Associated with this is to help with erosion prevention by building catchments of rock or vegetation – like check dams, berms, bunds, etc. with the idea to catch soil and water, thereby promoting re-vegetation. • Through the Cooperative Department, Belize Trade and Investment

	<p>Development Service (Beltraide) and the local Village Councils, encourage the development of micro-companies for road maintenance. These crews of 5-6 who would be contracted with the project and would be in charge of cutting weeds, removing rocks and dirt from drains, culverts, etc.</p> <ul style="list-style-type: none"> Engage several local community safety representatives to monitor and report vandalism, unsafe actions, dumping, fires, accidents, breakdowns, abandoned vehicles, etc. along a particular stretch of the road.
Reduce violence against women	<ul style="list-style-type: none"> A worker ethical code of conduct shall be developed. Non-employees shall not be allowed in the dorms. Workers shall be given a training session on sexual harassment and exploitation. There should be a zero-tolerance policy for sexual harassment and exploitation. In addition, workers should be apprised of the Protection Against Sexual Harassment Act, CAP. 107, Rev. ed. 1980 – 1990, of the Laws of Belize. A telephone hotline shall be provided to workers and their partners to seek counselling and guidance so that work related stress may not trigger domestic violence. All restrooms at work camps and work sites shall be outfitted with proper door locks, hooks for securing handbags and carrying bags, and privacy curtains. Female dorms shall be separate from male dorms and equipped with their own secured restroom facilities. Dorm areas shall be adequately lit.
Improve sexual and reproductive health	<ul style="list-style-type: none"> Workers and communities should be given a training session on safe practices as it relates to the transmission of sexually transmitted diseases. Condoms should be made accessible to workers. Portable restrooms shall be provided for both male and female employees at each work site.
Education and skills training	<ul style="list-style-type: none"> Engage female engineering students from the University of Belize to conduct a stipended internship with the various design, engineering and construction aspects of the project. Job application forms, recommendation templates, and other job readiness services shall be provided to local communities at public consultations and through Village Councils.
Increase women's participation in decision-making	<ul style="list-style-type: none"> Conduct consultations in a gender sensitive way, that is, through women's groups, focus groups, face-to-face, etc. The public should be apprised of sexual harassment legislation. A gender sensitive grievance mechanism will be developed for use by project workers, communities within the project and stakeholders. Project workers, local communities and stakeholders will be sensitized to using the grievance mechanism.

Monitoring the Gender Strategy and Action Plan

The following matrix provides the expected outcomes for each objective of the strategy proposed for the George Price Highway Rehabilitation II Project, as well as indicators to measure the level of success.

Table 6: Monitoring Framework

Empower Women and Men Economically		
Strategic Objective	Expected outcomes	Indicators
Increase women's access to quality jobs and economic opportunities	Increase women's participation in the design, engineering and construction sector.	# of women from the community in mentorship program
		Role of women in mentorship program
Increase vulnerable men's access to quality jobs and economic opportunities	Increase men's participation in the construction sector	# of men from the community hired
Support the growth of women-owned businesses and female entrepreneurs	Increased number of women-owned businesses	# of new and functioning women cooperatives and micro-companies working with the project
Support the growth of vulnerable men-owned businesses and male entrepreneurs	Increased number of vulnerable men-owned businesses	# of new and functioning men cooperatives and micro-companies working with the project
Reduce Violence Against Women (VAW)		
Strategic Objective	Expected outcomes	Indicators
Prevent violence against women (including sexual violence, physical violence and femicide)	Increased number of safe spaces for women	# of secured dorm rooms and restrooms
	Decreased number of sexual harassment and exploitation cases	# of grievances related to sexual harassment and exploitation
	Decreased number of VAW cases	# of workers who took training on VAW
		# of community women and female workers who underwent VAW rights training
		# of grievances related to VAW
Expand access to VAW support and services	Decreased number of VAW cases	# of worker or their partners who access the counselling hotline.
Improve Sexual and Reproductive Health		
Strategic Objective	Expected outcomes	Indicators
Increase accessibility of gender-sensitive, culturally appropriate, and quality sexual and reproductive health services (including maternal health)	Increased accessibility of sexual and reproductive health services	# of men and women employed and in communities who underwent training in sexual and reproductive health
		# of condoms distributed
Improve young men and women's ability to make informed decisions about their sexual and reproductive health	Improved men and women's sexual and reproductive health knowledge	# of men and women employed and in communities who underwent training in sexual and reproductive health
Education and Skills Training		
Strategic Objective	Expected outcomes	Indicators

Build opportunities for lifelong learning that is holistic, gender responsive, integrated and geared towards sustainable national development	Increased number of women entering the engineering fields	# of female University interns
Increase support for “second chance” programs for boys and girls who drop out of school and developing incentives for them to stay in school	Increased number of vulnerable men and women accessing jobs in the project	# of vulnerable men and women who have been employed by the project
	Increased number of vulnerable men and women engaging in cooperatives and entrepreneurial endeavours that support the project	# of vulnerable men and women who have formed cooperatives or micro-companies to support the project
Increase Women’s Participation in Decision-making		
Strategic Objective	Expected outcomes	Indicators
Increased women’s participation in consultation and decision-making	Improved women’s decision making power in their lives and households	# of community women who participate in consultation meetings
		# of women who use the grievance mechanism to advance their concerns

ANNEX 6
GRIEVANCE MECHANISM

George Price Highway Rehabilitation Project Belize
Grievance Mechanism - 2018

ANNEX 6. GRIEVANCE MECHANISM¹

A grievance can be defined as an actual or perceived problem giving ground for complaint. In line with international standards, projects should provide a Grievance Mechanism which should address concerns promptly, using an understandable and transparent process that is culturally appropriate and readily accessible to all segments of the affected communities, and at no cost and without retribution.

MOW is proactively seeking to prevent grievances through managing Project impacts and through pre-emptive community liaison activities designed to anticipate and address potential issues before they become grievances.

Notwithstanding, the Grievance Mechanism is the official process by which people affected by the Project can bring their comments, concerns and grievances to the Community Liaison Officer (CLO) and the MOW management team. The Grievance Mechanism specifies: the Purpose; Scope and Target Group; Procedure; Management Structure and Tracking; and Monitoring and Reporting. The overall process flow is outlined in Figure 6-1.

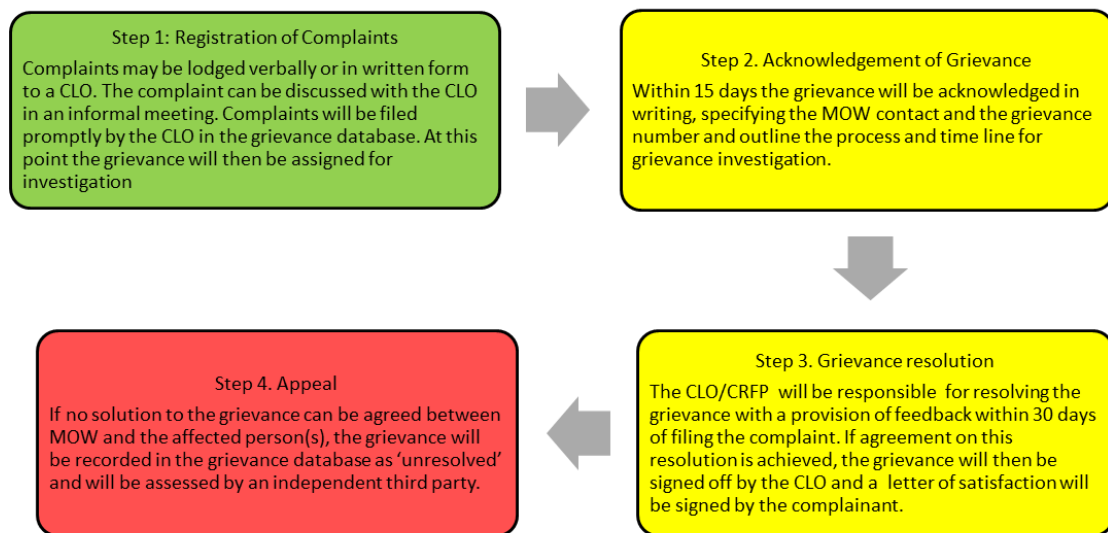


Figure 6-1: Grievance Mechanism Process Flow

¹ Reproduced from the 2014 ESIA: <https://www.iadb.org/Document.cfm?id=38969666>

Management and Tracking of Grievances: The roll out of the Grievance Mechanism to community members will be the responsibility of the CLO. Explanations of the process to community members will be led by the CLO.

Specific issues to be addressed during testing and subsequent roll out of the mechanism are:

- The Grievance Mechanism is accessible to Potentially Affected Parties (PAPs) with low levels of formal education;
- The Grievance Mechanism is publicized using culturally relevant and inclusive media;
- The Grievance Mechanism is accessible for local, national and international stakeholders;
- Community members are aware that they can use the Grievance Mechanism without retribution; and
- Grievances can be lodged without danger of retribution in practice, given that some Project affected stakeholders are reliant on informal livelihoods, and that some grievances may be lodged by workers against contractors who are their employers.

A Grievance Database System will be set up by the CLO before construction starts. This database will be designed to make it easily possible to track individual grievances, giving each grievance a unique ID number (UIDN), trigger deadlines for progress on grievance communications and resolution as specified in the grievance process. The Grievance Database should specify where grievances have been resolved and a statement of satisfaction has been signed by the complainant. Where it has not been possible to resolve grievances to the satisfaction of both parties, this should be specified in the database, and unresolved grievances should be assessed during third party monitoring.

Monitoring and Reporting of Grievances: The implementation of the Grievance Mechanism is subject to third party monitoring (e.g. Department of Environment, Ministry of Human Development, Inter-American Development Bank) to ensure that MOW is performing effectively in its commitments to resolving community grievances. Third party monitors of the Grievance Mechanism will be provided with access to the Grievance database to audit performance. MOW through the CLO will report on performance in closing out grievances (i.e. the number of grievances resolved within agreed time frames) as part of an annual public report. A sample Grievance Mechanism Leaflet for MOW is presented in Figure 6-2, and a draft Grievance Form in Figure 6-3.

Figure 6-2: MOW Sample Grievance Mechanism Information Leaflet

INFORMATION ON MOWT'S GRIEVANCE PROCESS

The Government of Belize through the Ministry of Works and with loan facility from the IDB is proposing to undertake rehabilitation of the GPH from its junction with the Hummingbird Highway extending to the Benque-Guatemalan border.

The purpose of this Grievance Mechanism is to ensure that anyone with a grievance or concern about the Project can communicate it to MOWT and get feedback from MOWT on how they will address this concern.

WHAT KINDS OF GRIEVANCES CAN I RAISE?

Anyone, including both community members and staff of contractors or contractors themselves can raise a grievance with MOWT if they believe that the Project is having a negative effect on their community, nation, the environment or their quality of life. Examples of grievances could include, but not limited to:

- ✓ Concerns about the environmental impact of the Project;
- ✓ Project impacts on your quality of life, such as traffic problems, dust and noise;
- ✓ Project impacts on your livelihood and employment activities;
- ✓ Health and safety problems related to the Project;
- ✓ Failure to comply with standards or legal obligations;
- ✓ Improper behaviour by Project staff;
- ✓ Financial malpractice, impropriety or fraud;

MOWT through its PEU will investigate all grievances that are submitted.

HOW TO REPORT A GRIEVANCE

MOWT has a number of ways of receiving your grievances. You can:

Complete the attached Grievance Form and send it to the address on the form or drop off at any MOWT Office;

Contact the Community Liaison Officer in person/via phone to lodge a verbal grievance; the CLO will then fill out a form for you to ensure that your grievance is tracked.

Communicate a Grievance through the MOWT website.

FOLLOW UP (Case Management)

Unless a CLO is able to deal with your grievance immediately, MOWT will go through the following steps to deal with it:

When MOWT get your grievance form or are notified verbally of your grievance, a member of staff will be assigned to investigate;

MOWT will acknowledge your grievance by letter (posted, dropped off in person by a CLO) within 15 days of receiving the grievance or by email if appropriate. This letter will acknowledge your contact person at MOWT, and give a reference number for your grievance;

MOWT will then investigate your grievance and may need to contact you in order to do this. When MOWT has completed its investigation, you will be contacted with the findings of the investigation and proposed response within 30 days of you lodging your grievance.

If you are satisfied with the investigation and the proposed response MOWT will ask you to sign a statement to this effect.

If you are unsatisfied with the investigation and/or response MOWT will discuss with you other options for dealing with the grievance and attempt to agree to a response. If parties are unable to agree to a response, the grievance will be assessed by an independent third party.

CONFIDENTIALITY AND ANONYMITY

If you ask MOWT to keep your identity confidential in relation to your grievance, we will ensure that your name and details are known only to the grievance investigator/s and are not shared with other MOWT employees/management, Contractors, or people or organisations outside MOWT. If it is not possible for MOWT to resolve the grievance without revealing your identity, MOWT will contact you to ask how you prefer to address this situation. If you wish to raise a grievance anonymously you may do so, and MOWT will investigate the grievance. However, in this case MOWT will not be able to contact you to discuss the results of our investigation and the proposed mitigation measure/s.

**George Price Highway Rehabilitation Project,
Belize Grievance Mechanism – 2018**

Figure 6-3: Draft MOW Grievance Form

MOW Grievance Form (Sample)		Contact Information	
Full Name:		<input type="radio"/>	<input type="radio"/>
	(first) (last)	Male	Female
Address:			
Phone:			
e-mail:			
Location of Complaint (Description of Road Section, Town, or nearby Feature of Interest):			
CTVC:			
Complainant Category:	<input type="radio"/> Resident	<input type="radio"/> Local Business	<input type="radio"/> Village Chairperson
	<input type="radio"/> Contractor	<input type="radio"/> Contractor Employee	<input type="radio"/> Councilor <input type="radio"/> NGO
			Other: _____
If with an Agency:			
	Name of Agency		Position with Agency
Description of Grievance (when relevant, please provide specific names, dates and locations of incidents):			
Recommendation for resolving the grievance?			
Signature		Date	

ANNEX 7
RESETTLEMENT AND LIVELIHOOD RESTORATION PLAN

Government of Belize

Ministry of Works



George Price Highway Rehabilitation (BL-L1019) and Additional Financing
for George Price Highway Rehabilitation (BL-L1029)

Resettlement and Livelihood Restoration Plan (RLRP)

August 2018

This document was prepared by Christa Hulse, Social Consultant
for the Government of Belize, Ministry of Works
Belmopan, Belize. August 2018.

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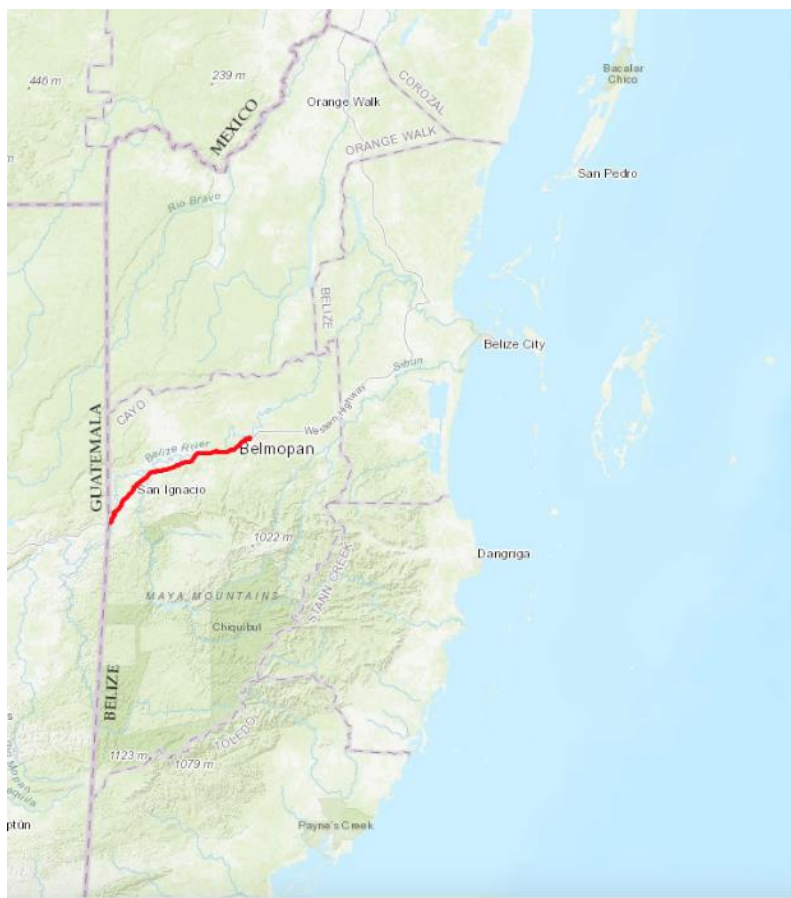
ACRONYMS

CAP	Chapter
CBA	Central Building Authority
DOE	Department of Environment
GOB	Government of Belize
GPH	George Price Highway
IDB	Inter-American Development Bank
RLRP	Resettlement & Livelihood Restoration Plan
MHDSTPA	Ministry of Human Development, Social Transformation & Poverty Alleviation
MNR	Ministry of Natural Resources
PAP	Project Affected Persons
PEU	Project Executing Unit
SS	Social Specialist

Introduction

This Resettlement and Livelihood Restoration Plan (RLRP), prepared by an independent consultant for the Government of Belize (GOB) as part of the loan requirement for Inter-American Development Bank (IDB) funded, Category B designated projects, provides an analysis of the resettlement and livelihood activities to be variously impacted by different project components of the George Price Highway Rehabilitation Project. It also details the measures to be put in place, where necessary, to compensate and/or support the resettlement and livelihoods of the persons affected by the project. Finally, the plan provides a brief overview of the potential impacts to livelihood anticipated by the George Price Highway Rehabilitation Project.

Figure 1: Location of GPH Rehabilitation Project and GPH Rehabilitation II Project



Background

The Ministry of Works (MOW) of the Government of Belize (GOB), with the support of the Inter-American Development Bank (IDB), is undertaking the rehabilitation of the George Price Highway (GPH) from the junction with the Hummingbird Highway to the Belize – Guatemala Border. This road works has been divided into four sections as follows:

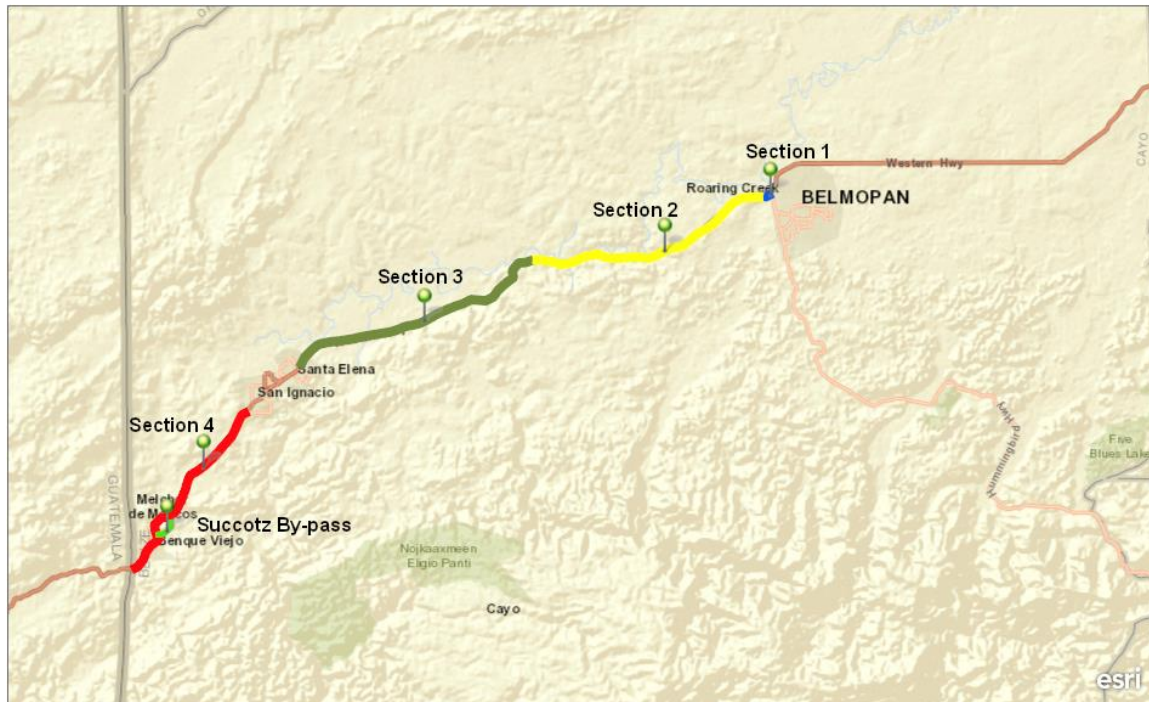
- Section 1 – from KM 0 to KM +485 (includes Roaring Creek Village only)
- Section 2 – from KM +485 to KM 15+720 (includes Camalote Village, Teakettle Village, Ontario Village, and Blackman Eddy Village)
- Section 3 – from KM 15+720 to KM 32+450 (includes Unitedville, Georgeville, and Esperanza Village)
- Section 4 – from KM 0 to KM 13+530 (includes a portion of San Ignacio, Succotz Village and Benque Viejo del Carmen)

The George Price Highway Rehabilitation Project comprises Sections 1 – 3. Section 1 involves the installation of a new Roaring Creek Bridge and includes the approaches on either side of the bridge. This is being constructed by M&M Engineering Consultants Ltd. Section 2, from Roaring Creek to the Iguana Creek Road junction, involves mostly highway rehabilitation works as well as the shaving of the hillside at the Z-curve to allow for expansion of the highway at that point. Teichroeb and Sons Ltd are constructing this section of the road. Finally, the construction of Section 3, from Iguana Creek Road junction to Loma Luz Boulevard in Santa Elena Town, which comprises only highway rehabilitation works, is currently out for bid. IMC Worldwide is supervising the civil works, in sections 1 – 3, with the assistance of Chia's Engineering. The George Price Highway Rehabilitation Project is being funded by IDB loan BL-L1019 as well as supplemental loan BL-L1029.

Section 4 of the George Price Highway, not covered by the present RLRP, begins at Buena Vista Street in West San Ignacio and ends at the Belize – Guatemala Border near the Town of Benque Viejo del Carmen. It includes a by-pass around the village of San Jose Succotz so as to mitigate for the frequent flooding of the Mopan River. These floods often render a large portion of the GPH, within the village of Succotz, impassable. Funding for section 4 is still in the development and approval phases, however it is expected that the loan agreement will be finalized in 2019 when construction can begin.

This document deals with the Resettlement and Livelihood Restoration of Project Affected Persons (PAPs) in Sections 1 – 3 of the highway only. The Resettlement and Livelihood Restoration of PAPs in Section 4 will be addressed only in so far as to provide a brief overview of the potential impacts to livelihood anticipated in that section. Thus, if a new loan is proposed to the IDB to finance Section 4, an updated version of this RLRP or an additional annex outlining the Resettlement and Livelihood Restoration plan will be required.

Figure 2: Map showing 4 Road Sections of GPH



Objectives of the Resettlement and Livelihood Restoration Plan

This RLRP has been developed to respond to the following objectives:

- To avoid involuntary resettlement or, when unavoidable, minimize involuntary resettlement, by
 - Designing the project to avoid physical displacement.
 - Locating interventions on uninhabited land.
- To mitigate unavoidable adverse social and economic impacts from land acquisition or restrictions on land use, by
 - Providing timely compensation for loss of assets.
 - Assisting displaced persons to improve or at least restore their livelihoods and living standards.

Institutional and Legal Framework

The following outlines the institutional and legal framework providing guidance for George Price Highway Rehabilitation Project:

Institutional Framework

Village Councils

Village Councils comprises a chairperson and six councilors. The council is tasked with the good governance and improvement of the village and the enforcement of the provisions of the Belize Village Councils Act, CAP 88 (Rev. Ed. 2011) and any laws relating to it. Duties include the registration of births and deaths, recommendations for the appointment of Justices of the Peace and the care and maintenance of public property as well as the property of the council.

Ministry of Natural Resources (Lands and Surveys Department)

The MNR is the governing body in charge of the coordination, protection and sustainable management of the natural resources of Belize. The Lands and Surveys department of the Ministry of Natural Resources is responsible for the management and allocation of national lands, registration of land tenure, authentication of plans for all legal surveys, sub-division of lands, valuation of lands, land use planning and land information management.¹

Ministry of Human Development, Social Transformation and Poverty Alleviation

The MHDSTPA is responsible for the development of the Belizean people, enabling them to realize their full potential and play meaningful roles in their communities. Two departments within the Ministry that are of significance to the project are the Department of Human Services and the Women and Family Support Department (Women's Department). The Department of Human Services promotes, develops and coordinates programs that will help citizens to become self-sufficient. The Women and Family Support Department's goal is to promote gender equality and equity by facilitating economic development and empowerment of women, minimizing the incidence of gender violence and advocating for gender sensitive policies, plans, programs and projects.²

Central Building Authority

The CBA was established under the Belize Building Act, CAP 131 (Rev. Ed. 2011) and is responsible for the administration of the Act. The CBA has primary responsibilities over building permits and control, which includes permits to erect or demolish structures, approval or rejection of plans, the power to require removal or alteration of work, issuance of occupancy certificates, and control over moveable dwellings, public buildings, dangerous buildings and hurricane precautions.

Department of the Environment

The DOE was first established in 1989 but became a statutory body through the Environmental Protection Act, CAP 328, 1992. The DOE falls under the Ministry of Agriculture, Fisheries, Forestry, the Environment, Sustainable Development, Climate Change and Immigration. Its mission is to ensure the effective management of the environment leading to sustainable development of the country.

Legal Framework

¹ Ministry of Natural Resources - <http://mnra.gov.bz/natural-resources/lands-surveys/>

² Ministry of Human Development, Social Transformation and Poverty Alleviation - <http://humandevlopment.gov.bz>

Environmental Protection Act, CAP 328 (Rev. Ed. 2011)

The Environmental Protection Act, Part V, section 20 (2) requires that a developer conduct an impact assessment to identify and evaluate the effects of the development on human beings. The assessment must also provide mitigating actions for potential risks and impacts. The aim is to protect and improve human health and living conditions. The final assessment is evaluated by the DOE and then forms part of the Environmental Compliance Plan, which the developer is required to follow.

Land Acquisition (Public Purposes) Act, CAP 184 (Rev. Ed. 2011)

This Act allows for the Minister of Natural Resources to acquire lands for public purposes only.

Crown Land Rules, Statutory Instrument 60/1939

Under Crown Land Rules (Statutory Rules and Orders 66 of 1939), a 66 feet wide strip of land along all water frontages, measured from the high water mark, is designated as public easement, but land titles prior to 1930 included the land to the high water mark and in some cases, below the high water mark.

IDB Policy on Involuntary Resettlement (OP-710)

The following are the guiding principles of the George Price Highway Rehabilitation Project's, Involuntary Resettlement and Livelihood Restoration Program:

- Avoid or Minimize Population Displacement – close consultations with the Lands and Survey Department, a census, consultations, cadastral surveys and site visits were conducted to provide mitigation on a case-by-case basis.
- Ensure Community Participation – several site visits and various means of consultations were conducted to include all stakeholders.
- Regard Resettlement as an Opportunity for Sustainable Development – the project is ensuring that all displaced people will be located to areas where their continued development is ensured. It also is ensuring that those people who are economically displaced are being adequately compensated as outlined by national legislation. In addition, priority for employment in the project will be given to project affected community members.
- Define Criteria for Compensation, including transitional costs.
- Provide an Acceptable Level of Housing and Services – the provision of replacement housing is being done in consultation with the community, taking into account the particularities of each residence.
- Provide Compensation at Replacement Cost, so that affected people can restore their dwellings and livelihoods.

- Compensate the Loss of Customary Rights.
- Address Security Issues.
- Consider Host Populations in Resettlement Plans.
- Obtain Accurate Information – several survey visits were conducted and a wide cross-section of stakeholders consulted to provide for accuracy and qualitative depth.
- Include Resettlement Costs in Overall Project Costs.
- Consider Appropriate Institutional Framework.
- Establish Independent Monitoring and Arbitration Procedures.

Gap Analysis

The following is an outline of the gaps identified between the national regulatory and institutional framework and the guiding principles of the IDB's Policy on Involuntary Resettlement and Livelihood Restoration, as it applies to the program:

There are three areas for consideration. These are (following the structure of the IDB principles):

1. Avoid or Minimize Population Displacement – this IDB guiding principle is based on a social justice philosophy and makes up one of the core values of the organization. As such, it is a central piece of the Policy on Involuntary Resettlement and Livelihood Restoration. In contrast, Population Displacement, in the regulatory framework of Belize is addressed through the Land Acquisition (Public Purposes) Act, CAP 184 and the Land Acquisition (Promoters) Act, CAP 183 which both stipulate that land can only be acquired for a public purpose. The amount of compensation is agreed between the authorizing officer (Chief Valuer of the Lands and Surveys Department or the Lands Commissioner) and the person(s) claiming compensation. Where there is disagreement between the parties, the case is put to a Board of Assessment to determine compensation, which is usually based on the market value of the property. It is important to understand, in this instance, that only legal title-holders have a right to claim compensation.
2. Regard Resettlement as an Opportunity for Sustainable Development – in this instance IDB policy ensures that the continued development of displaced persons is secured. There is no national legislation that directly or expressly does this.
3. Compensate the Loss of Customary Rights – as was elaborated in #1 above, compensation in the Belize context is tied to ownership of land through the Minister's Fiat Grant or a leasehold interest by way of the Minister's Fiat Lease. The only recognized customary right is that of the Maya customary land tenure. In contrast the

IDB's involuntary resettlement and livelihood restoration policy recognizes all traditional/customary users of land/space.

While the public land acquisition legislation does not specifically recognize untitled claims, the IDB's Policy on involuntary resettlement requires that the affected people receive a fair treatment independently of their tenure situation. Accordingly, the MOW will implement the George Price Highway Rehabilitation Project applying the principles and provisions of IDB's Policy OP-710 to mitigate the impacts of involuntary resettlement and livelihood restoration, as operationalized in the present RLRP.

George Price Highway Rehabilitation Project

Objectives of GPH Rehabilitation Project

The primary objective of the George Price Rehabilitation Project is to expand and upgrade the existing highway section from Roaring Creek village to Santa Elena Town. This rehabilitation seeks to minimize vehicular and pedestrian accidents, facilitate the continued development of local and trans-border trade and to ensure uninterrupted access on the highway regardless of weather conditions.

Components of the GPH Rehabilitation Project

The main components of the GPH Rehabilitation are as follows:

- Upgrade and improve the road pavement
- Improve the drainage system
 - Construct a new Roaring Creek bridge
 - Rehabilitate existing culverts
 - Install new culverts
- New designs for major intersections
 - Roaring Creek village
 - Iguana Creek road junction (leading to Spanish Lookout)
- Improve road safety features especially in communities

Purpose and Overview of Rehabilitation Works

The George Price Highway is vital to the country's social and economic fabric, as it links three western towns (San Ignacio, Santa Elena and Benque Viejo del Carmen) and surrounding villages to the administrative capital in Belmopan and to the country's commercial center in Belize City. The section of the highway within the project area is also crucial to the country's agricultural sector in which is located some of the country's most important agricultural lands, farms, businesses and industries. Additionally, the highway services the economically important tourism sector in the West, which boasts many inland tourism resorts and some of the more prominent archaeological sites. Of equal importance is the fact that this highway is a part of the Pan American Highway, linking the rest of Central America and Mexico with Belize.

The George Price Highway includes a total of approximately 127.8 km of two lane surfaced (chip seal) road, which was originally built in the 1930s. Since that time the highway has deteriorated significantly, exhibiting the characteristic edge cracking, shoulder drop-offs, depression, weathering and raveling. The last major rehabilitation in the project area was undertaken in the mid-1980s. Consequently, this section of the George Price Highway has contributed its fair share of road traffic fatalities, near mishaps, vehicle maintenance expenses, delays, access issues and a general reduction in quality of life.

Parts of the highway in the Project Area are also prone to flooding. Floodwaters have also risen just below the deck or washed over the Roaring Creek Bridge at least twice in the last ten years, possibly undermining its structural integrity.³ This is of serious concern, as the Roaring Creek Bridge is a crucial link in the evacuation route from east to west during the hurricane season and a crucial link in the commercial and tourism route in conducting trade with Guatemala and providing access to archaeological, cultural and adventure sites in the western part of the country. Hence, the Belize National Evacuation Plan identifies these issues associated with the GPH as critical and in need of urgent attention.

Figure 3: A Flooded Roaring Creek Bridge



³ The Roaring Creek bridge was flooded in 2008 during Tropical Storm 16, and waters came just below the deck during Hurricane Richard in 2010 and Hurricane Earl in 2016.

The Project has five main outputs that are expected to address several of the critical issues outlined above. These include:

1. Improve the vertical and horizontal alignment of the road system including areas of serious concerns such as the horizontal curve at the existing Roaring Creek bridge and the Z-curve in Road Section 2.
2. Improve the drainage system considering the effects of climate change, with design allowance for a 20-year flood event for the road system and a 100-year flood for the Roaring Creek bridge.
3. Upgrade the existing road system to new profile standards approved by the Ministry of Works (MOW) including 3.5m (11.5 feet) wide lanes, 1.5m surfaced shoulders and a design life of 20 years.
4. Conduct new designs for major intersections, particularly the Iguana Creek Road and the western approach of the intersection with the GPH and Hummingbird Highway.
5. Improve road safety features primarily through villages and other communities.

Evaluation of Alternatives

In an effort to alleviate the need for resettlement or other forms of displacement there have been several design changes from the initially proposed road works. Following is a synopsis of these changes:

- The Roaring Creek bridge approach and corresponding retaining wall has been redesigned to allow for more room to construct access roads on either side of the highway. This has avoided impacts to two residences. In the first instance the corner of a house would be jutting into the access road and in the second instance a family would not have been able to access the front of their property. With the reduced footprint of the bridge approach, these impacts have been avoided.
- The highway alignment has been modified further to decrease the amount of land acquisitions required.

Legal Status of Property in Project Area

The George Price Highway and all bridges, culverts, etc., associated with the highway are the property of the Government of Belize. The rehabilitation however, requires additional lands in some areas to adjust alignment or to widen curves. These additional lands are all private lands or leasehold properties and as such they have been, are in the process of being or will have to be acquired (in the case of section 4) through the provisions of the Land Acquisition (Public Purposes) Act, CAP 184 (Rev. Ed. 2011). The acquisition of land is done by the Lands and

Surveys Department of the Ministry of Natural Resources. Once acquired, the land becomes the property of the Government of Belize.

Land Acquisitions (Sections 1-3)

The following lands, in sections 1-3, have been acquired for the GPH Rehabilitation Project:

Table 1: Land Acquired in Sections 1-3

Section	Location	Legal Status	Parcel	Amount (square meters)
1	Roaring Creek	Private	813	400.282
		Private	814	72.095
2	Teakettle	Private	189	3884.982
		Private	3376	607.0285
	Blackman Eddy	Private	51	260.030
		Private	52	92.228
		Private	30	160.606
		Private	1763	45.446
		GOB (Lease)	2675	620.870
		Private	3063	1002.063
3	Unitedville	GOB (Lease)	3062	412.196
Total		11 Properties (9 private & 2 GOB)		7,558.827

In addition, four other properties are in the process of being acquired in the northwest portion of the Roaring Creek Bridge. These properties have been identified as a Police Station and three private properties. Finally, an additional portion of land will be acquired at the Z-curve.

Land Acquisitions (Section 4)

Preliminary road designs for section 4 indicate the need to acquire portions of land from 24 properties located on the existing George Price Highway and another 13 properties in the proposed Succotz by-pass.

Once a final design determination has been made for section 4 and the loan process has been activated, an updated involuntary resettlement and livelihood restoration plan will be carried out to mitigate for impacts to property owners/occupiers.

Baseline Survey and Assessment (GPH Rehabilitation Project)

Introduction

Consultations with the Lands and Surveys Department; survey documents; site visits and; scoping, census and cadastral mapping exercises on the George Price Highway, were conducted to determine the actual and potential displacement to individuals within the project area.⁴ For the purposes of this report, impacts were classified as follows:

1. Impacts affecting individuals without legal property rights
2. Impacts to land
3. Impacts to assets (physical and economic)
4. Impacts to access
5. Risks to security and safety

Road Section 1 – Roaring Creek Village

Project works in this section include the construction of a new bridge, realignment of the bridge approach on both sides and the construction of two access roads to run parallel the new rehabilitated highway. The new bridge, which will run almost parallel to the old bridge, was designed to have an elevation of some 10 feet higher than the deck of the existing bridge. As such, the approaches will be longer and higher as they near the bridge. This new approach will essentially block the residents on the northwest and southwest area of the bridge from accessing the highway directly in front of their properties. Therefore, access roads will be provided that will run a few yards parallel to the new highway until it is safe for these residents to access the highway (see Figure 6 for location of access roads). Although this is intended to mitigate the effects of the new design of the bridge, it will create new impacts for the residents and businesses near the bridge that also need to be mitigated (see

Figure 5 for map of affected people).

⁴ Survey and assessment works were done in May 2018.

Figure 4: Proposed Design of New Roaring Creek Bridge

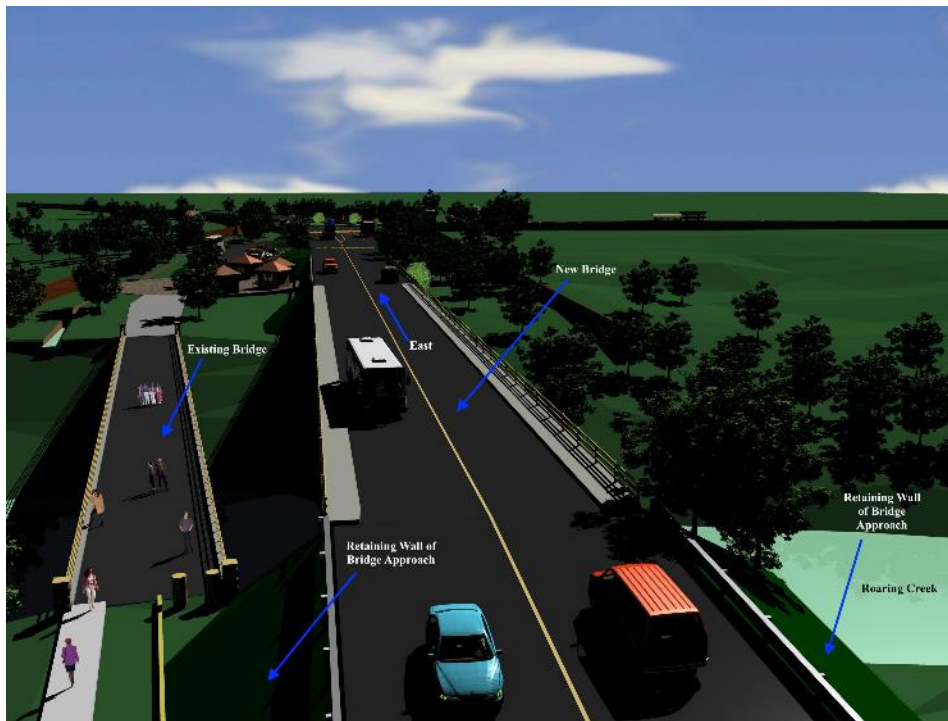


Figure 5: Map of Roaring Creek Affected People



Impacts to Persons without Legal Property Claims

Individual Living under Bridge – The social consulting team was alerted to the fact that there is a person, Mr. Carcamo, living under the existing Roaring Creek Bridge. As mentioned above, the bridge and the land it is situated on is the property of the Government of Belize. In addition, all waterways and adjacent lands, up to sixty-six feet from the high water mark are also property of the state. Mr. Carcamo cannot therefore make a legal property claim, however, he will need to be relocated and rehabilitated as he is resident in a construction zone and therefore at risk of injury, besides being at risk of being further impoverished as a result of his displacement.

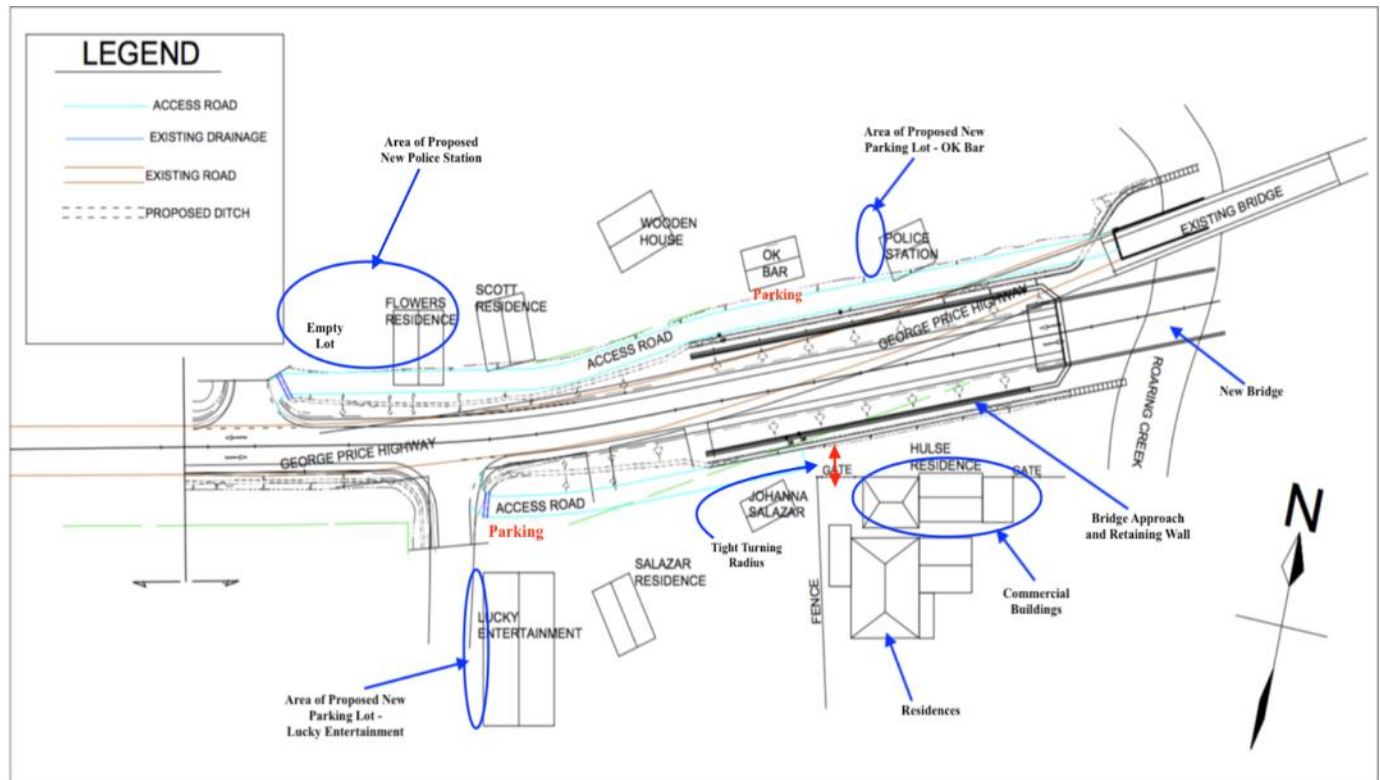
Tenants – Tenants who occupy but do not own houses/properties that will be acquired are also persons without legal property claims, nonetheless they too need to be provided support for their relocation and socioeconomic rehabilitation. Tenants are currently occupying the Flower's residence, the Ok Bar and the Salazar's residence (Johanna Salazar's house).

Impacts to Land

Land has been acquired from two properties in Roaring Creek, Hulse and Salazar residences, to accommodate the new Roaring Creek Bridge, the realignment of the approach, and an access road on the southern portion of the highway near the bridge. In total 742.377 square meters have already been acquired.

An additional four properties will be acquired on the northern portion of the highway near the bridge to accommodate an access road there. These properties include a police station, the OK Bar (if owner chooses this option), the Flowers residence and an empty lot (see Figure 6). This second round of land acquisition is necessary because some of the properties have encroached on the road reserve being used for the access road, a situation that was not anticipated during the development of the design of the road in that area.

Figure 6: Project Affected Persons in Road Section 1



Impacts to Assets (physical and economic)

Impacts to assets within this road section are as follows:

- The 10 feet high retaining wall of the bridge approach, which runs directly in front of the Hulse's property will cause the depreciation in value of the commercial section of their property, that is, the use of the buildings for business purposes has been diminished as they are now no longer visible or easily accessible from the highway.
- The access road in the southern portion of the highway near the bridge will necessitate the complete removal of Johanna Salazar's house.
- The retaining wall of the bridge approach will cause the depreciation in value of the OK Bar property.
- The access road in the northern portion of the highway near the bridge will necessitate the relocation of the Police Station and the acquisition of the Flower's property, as structures on both properties encroach on the ROW being utilized for the access road.
- The northern access road and inclined bridge approach will also cause an obstruction to a small food vendor family who has their stall at the southwestern corner of the Scott's residence.

Impacts to Access

The proposed access roads and retaining walls of the approach will also precipitate access issues for a number of the residents and businesses in the area. These issues are as follows:

- The southern access road will run directly in front of the Lucky Entertainment business. This area is currently used as parking for the business. Because the proposed access road is very narrow cars will no longer be able to park there. If they do, they will obstruct the traffic to and from the Hulse and Salazar properties.
- The northern access road will run directly in front of OK Bar taking up what is currently being used as a parking area for the bar.
- The access to the Police Station is of critical concern. As an essential service provider it is imperative that the police is able to go back and forth unhindered. Since the police station is the last property served by the access road the ability for the police to do this easily will be severely compromised. In addition, there is the threat that vehicular traffic from properties west of the police station will block the access of the police.

Risks to Security and Safety

The police in Roaring Creek play a critical role in maintaining law and order within the village of Roaring Creek as well as several other neighboring villages. Additionally, they hold random weekly traffic checks in front of the police station to ensure compliance with state vehicular regulations, to get a rapid access to the road, and to demonstrate their presence and intended vigilance in controlling drug related, firearms, kidnapping and other crimes that make their way along the highway. The police station itself has to be situated in an area where there is a clear and open visual field. The high approach in front of the police station therefore will make it untenable for the police to carry out their current duties and to abide by their safety requirements.

Security and Safety is also a concern for the elderly residents on the Hulse property and the Salazar property who heretofore lived in the comfortable reassurance that the police had a clear line of view of their property and could reach them within a few seconds should the need arise. Although not elderly, the Lucky Entertainment business also enjoyed this sense of added security.

Road Section 2 – Roaring Creek to Blackman Eddy

This section of the road comprises the western portion of Roaring Creek, Camalote, Teakettle, Ontario and Blackman Eddy villages. Project works in this section includes the expansion and rehabilitation of the existing highway, realignment in some areas, rehabilitation or replacement of several culverts, the shaving of the Z-curve hillside and the reinstallation of two temporary by-passes.

Impacts to Land

Land has been acquired from a number of properties in section 2. Portions of two parcels of land have been acquired in Teakettle to widen the Z-curve area for better alignment and improved safety, as well as to accommodate a temporary bypass (see Figure 7). In Blackman Eddy, two land sections have been acquired to realign the existing highway (see Figure 8, B and Figure 9). While, an additional three land sections have also been acquired in Blackman Eddy to provide

for a better design of the Iguana Creek road junction that leads to Spanish Lookout (see Figure 8, D).

An additional portion of land will be acquired from the Canton property in Teakettle. This has become necessary to lessen the steep incline of the slope at the Z-curve and increase the road traffic safety in that area.

Figure 7: Map of Land Acquisition in Teakettle (Z-curve)

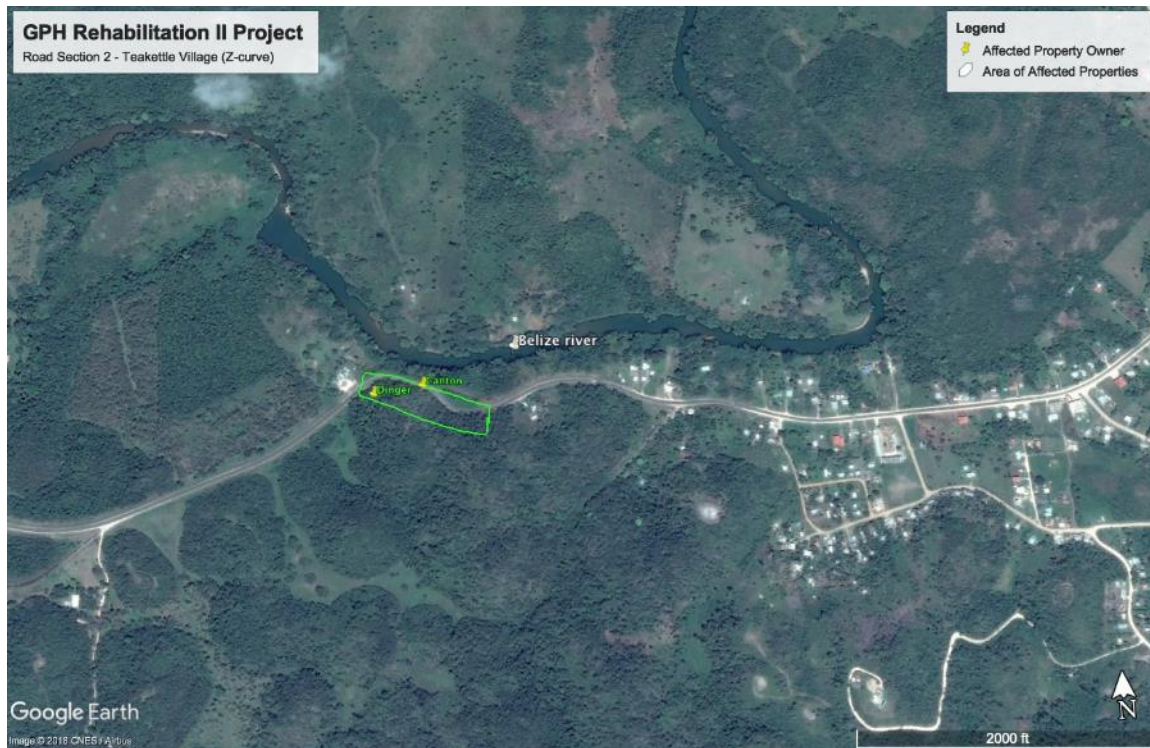


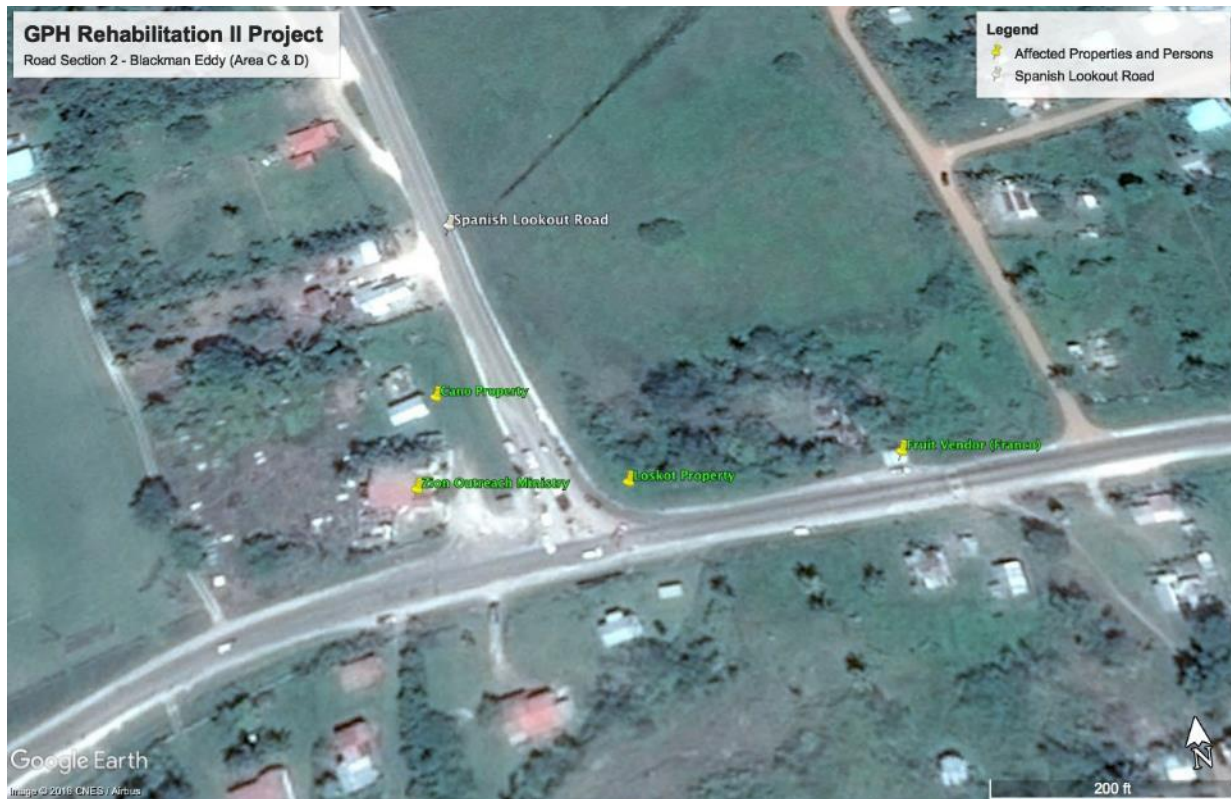
Figure 8: Map of Blackman Eddy Affected Areas



Figure 9: Map of Blackman Eddy Affected Persons and Properties (Area B)



Figure 10: Map of Blackman Eddy Affected Persons and Properties (Area C & D)



Impacts to Assets (physical and economic)

Road works in section 2 will cause the displacement of four fruit vendors, one located in Camalote (see Figure 11) and three in Blackman Eddy (see Figure 12 and Figure 8, C). In addition, the improvement of the junction at Iguana Creek will necessitate the acquisition and removal of the Zion Outreach Ministry church (see Figure 10). In the case of this church, an agreement has been reached with the representatives to provide them with a new plot of land bigger than the original one, and economic compensation for the existing structure, so that the church can be relocated in a nearby location, in the same village.

Figure 11: Map of Camalote Affected Persons

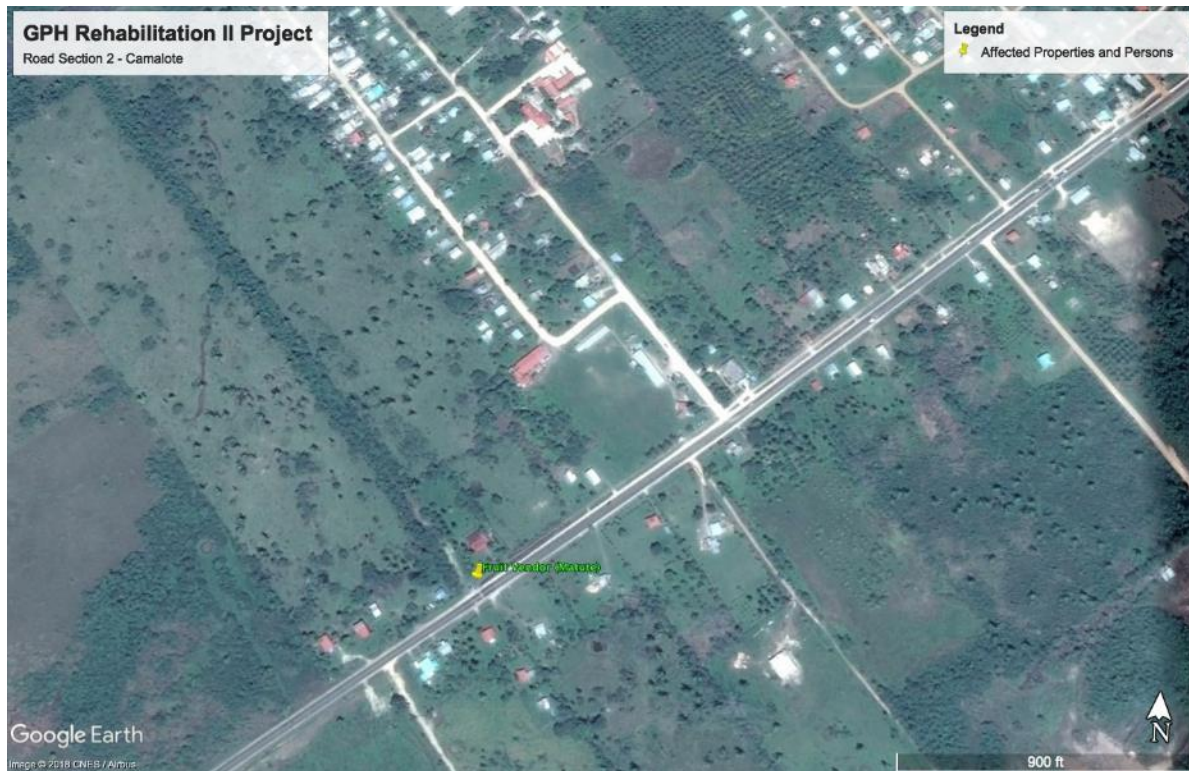


Figure 12: Map of Blackman Eddy Affected Person (Waterfall Area)



Road Section 3 – Unitedville to Santa Elena

This section of the road comprises Unitedville, Georgeville, Central Farm, Esperanza and stops at the eastern border of Santa Elena. Project works in this section includes the expansion and rehabilitation of the existing highway, realignment of certain sections of the existing highway and rehabilitation or replacement of several culverts.

Impacts to Land

Land has been acquired from two properties in Unitedville for the purpose of realigning the existing highway (see Figure 13).

Figure 13: Map of Unitedville Affected Persons



Baseline Overview (GPH Rehabilitation II Project)

This section provides a preliminary overview of the anticipated impacts of the George Price Highway Rehabilitation II Project.

Road Section 4 – San Ignacio to Belize – Guatemala Border

This section of the road comprises the western portion of San Ignacio, San Jose Succotz and Benque Viejo del Carmen. Project works in this section will include the expansion and rehabilitation of the existing highway, realignment in some areas, rehabilitation or replacement of several culverts, the construction of a permanent by-pass around Succotz and the improvement of the entrance to Benque Viejo del Carmen.

Impacts to Land

With the current road design it is estimated that the project will need to acquire sections of twenty-four parcels of land on the existing George Price Highway. In addition, an estimated 13 parcels of land will be affected in the proposed Succotz by-pass road.

Impacts to Assets (physical and economic)

A preliminary survey of the area indicates that there will be temporary disruption of business at the Artisan Plaza located at the entrance of the Xunantunich Maya Site. In addition, there are several buildings that can be affected by the road works, at the entrance of Benque Viejo del Carmen. Ultimately however, site visits, scoping and cadastral surveys will be required to determine all the buildings that may be affected on the main highway and the proposed by-pass.

Mitigating Options and Assessment of Alternatives (GPH Rehabilitation Project)

Impacts to Persons without Legal Property Claims

Individual Living under Bridge

Mr. Carcamo was visited on numerous occasions by a Social Worker from the Ministry of Human Development, Social Transformation and Poverty Alleviation (MHDSTPA) to try to ascertain his mental status and to discuss possible solutions to his living arrangements (See Annex A). In this regard, the MHDSTPA indicated that they could not have a formal mental assessment of Mr. Carcamo conducted or sequester his medical records without his consent or a court order. They could however, provide an assessment of his status based on interviews with him and third parties who knew him. In one such interview, Mr. Carcamo indicated that he has chosen to live under the bridge and that he has been there for 29 years and would rather not move. Community members substantiated the information received from Mr. Carcamo. However, while Mr. Carcamo appeared rational to the social worker, some community members asserted that he also has a history of violence against people and property.

Although Mr. Carcamo would prefer to remain under the bridge, he will need to be moved for several reasons. First of all, Mr. Carcamo is trespassing on public property and therefore he has no tenure there and thus can be forcibly moved by the state⁵; secondly Mr. Carcamo faces risks

⁵ GOB policy is that dwelling on public land, including under bridges, will not be encouraged because of the harm it poses to those individuals. In addition, this practice can have negative legal implications for the government.

to injury as the area is a construction zone; and finally, as per IDB policy the project must ensure that a solution is found for Mr. Carcamo that will prevent his risk of further impoverishment, in his case this implies providing him with a housing solution with a basic means of livelihood.

The social worker made several subsequent visits to Mr. Carcamo to impress on him the need for a safer and more sustainable living arrangement. Mr. Carcamo eventually agreed to moving, on condition that he could go to an area, about the size of an acre, where he could plant his fruit trees and carry on his herbal medicine business. He indicated that his priority was his business and that a simplistic shelter would be sufficient for him. Therefore, the project provide Mr. Carcamo with a parcel of land no less that 100'x100' with a small one bedroom wooden house. Mr. Carcamo's tenure of this property will be secured with a formal land title. The project will also coordinate with the Ministry of Agriculture the provision of technical assistance to Mr. Carcamo, to grow his herbs and trees on his parcel of land, as a means of basic livelihood to prevent his further impoverishment.

Tenants

Tenants who occupy but do not own houses/properties that will be acquired are also, for the purposes of this report, classified as persons without legal property claims who need transitional support to restore their living conditions after their relocation. There are three tenants requiring consideration in Section 1 of the project: the Flowers family, the OK Bar, and Johanna Salazar.

The Flowers Family

The first is the Flowers family who resides in the sisters', Joy and Rose Flowers, property. The property is in the process of being acquired and the house on that property will be demolished to make way for the construction of the north access road. As such the tenants will be displaced.

The project is committing to providing the tenant with assistance to find an alternative location for rent that is within the family's budget. Rent will be provided for the first six months. In addition, they will be assisted with relocation costs and be compensated for temporary loss of social support structures, including new costs associated with travelling to school, etc., all for a period of six months.

The OK Bar

Scoping exercises conducted in May indicate that the occupiers of the OK Bar are tenants of that property separate from the owners. The project engineers have been working to readjust the alignment of the previously designed bridge approach to allow for greater space of both access roads and to potentially avoid some of the identified impacts to the properties on the north side of the highway near the bridge.

The OK Bar has several issues affecting it. The first is that the structure on the property has been built exactly in line with the boundary of the highway's right of way. In addition, the right of way is being used as a parking lot for the property and there is no space on the property itself to

relocate the parking lot. Finally, the design of the bridge approach will create a wall in front of the property.

To mitigate the impacts described above, the owners of the property will have two options. The first option is for the owners to completely relocate, in which case the project will acquire the entire property. This will also necessitate the need to provide transitional assistance to the tenant by the project. The second option is for the owners to remain at the current location and the project negotiates compensation for the nuisance of the wall and also negotiates a parking area within the nearby Police Station property. This second option will not require any mitigation measure for the tenants, but at this point it is not guaranteed that this option will be viable, since the acquisition of the property of the Police Station will need inter institutional agreements and commitments that have not yet been reached.

If the owner of the property is compensated with option one, the mitigation for the tenant will include assistance to relocate to a new property, compensation for income lost during the time that a similar place and situation is found, and rent of new property for six months.

Johanna Salazar

The last tenant being affected by the project is Johanna Salazar, a single mother who lives with her three children in a derelict wooden house on the family's property. The wooden house has been acquired by the project and will be demolished to make way for the southern access road.

The project has made arrangements to rebuild a two-bedroom, wooden house of comparable size in the village of St. Matthews where a lot with available utilities was located. The project will absorb the cost of the house, installing utilities and septic tank, and relocating the family. In addition, the family will be provided with social support for a period of 6 months to assist with the transition to a new village, including registering one child to attend the village school and assisting another child to commute to their previous high school.

Impacts to Land

Impacts to land within the scope of this project refers to the acquisition of sections of parcels belonging to private individuals or being leased from the Government of Belize. Provisions for acquiring land for any public purpose, such as the rehabilitation of the George Price Highway, are outlined in the Land Acquisition (Public Purposes) Act, CAP 184 (Rev. Ed. 2011). Land acquisitions are strictly carried out by the Lands and Surveys Department of the Ministry of Natural Resources. Authorized Lands Officers carry out all negotiations, filings and contractual arrangements in regard to the acquisition and compensation for land. Acquisitions may be on a voluntary basis or they may be compulsory. In the case of this project, land was only compulsorily acquired where the owner was deceased or could not be located. Finally, the project will ensure that all negotiations are finalized and compensation and/or relocation have been completed before construction can begin in regard to that property. Where the property owner is deceased or absent the project executing unit will ensure that compensation is paid to an escrow account, on behalf of the property owner, before construction begins.

Land acquisitions that do not involve displacement or affect the functionality of the remaining lot for sections 1 – 3 have been completed or are in the final stages, except for the four properties located on the northern portion of the highway near the Roaring Creek Bridge. These properties include the police station, possibly the OK Bar⁶, the Flowers residence and an empty lot on the west of the Flowers residence. Negotiations have begun for the Flowers property and also with the police, however these are only in their preliminary stages as continued discussion with property owners on the north side of the highway was contingent on the final redesigns of the bridge approach.⁷

Impacts to Assets

The acquisition of land, the construction works or various components of the project can all lead to impacts on physical assets or to value in property. The following are the impacts to assets that have been identified:

Temporary or Permanent Economic Loss

Table 2: Matrix of Impacts to Assets

Road Section	Location	Affected Person	Loss	Mitigation
1	Roaring Creek	Hulse Residence	Permanent loss in economic value of commercial property (previously a gas and service station with convenience store) due to proposed 10 feet retaining wall immediately in front of property boundary.	A financial compensation agreement has been reached.
		OK Bar	Permanent loss in economic value of commercial property due to proposed 10 feet retaining wall immediately in front of property boundary.	Potential financial compensation for economic loss, if depreciation affectation is confirmed. If so, the exact amount shall be determined by a licensed valuator
		Food Vendor (Scott)	Permanent loss in income from sales of food due to proposed northern access road. In addition, vendors	Vendors will be compensated for 6 months of income lost to be able to transition out of the ROW.

⁶ Reference page 28 for an elaboration of the land issue affecting the OK Bar.

⁷ The MOW had undertaken in early 2018 the redesign of the bridge, in particular to reduce the footprint of the approach.

			will be discouraged from vending in the ROW as this is a traffic safety hazard.	
2	Camalote	Fruit Vendor (Matute)	Loss in income from sales of food due to proposed northern access road. In addition, vendors will be discouraged from vending in the ROW as this is a traffic safety hazard.	Vendors will be compensated for 6 months of income lost to be able to transition out of the ROW.
	Blackman Eddy	Fruit Juice Vendor (Middleton)	Loss in income from sales of fruit juice due to road construction and expansion. In addition, vendors will be discouraged from vending in the ROW as this is a traffic safety hazard.	Vendors will be compensated for 6 months of income lost to be able to transition out of the ROW.
		Fruit Vendor (del Carmen)	Loss in income from sales of food due to construction and expansion. In addition, vendors will be discouraged from vending in the ROW as this is a traffic safety hazard.	Vendors will be compensated for 6 months of income lost to be able to transition out of the ROW.
		Food Vendor (Recinos)	Loss in income from sales of food due to construction and expansion. In addition, vendors will be discouraged from vending in the ROW as this is a traffic safety hazard.	Vendors will be compensated for 6 months of income lost to be able to transition out of the ROW.

Impacts to Physical Assets

Road Section	Location	Affected Person	Loss	Mitigation
1	Roaring Creek	Salazar Residence	Acquisition of derelict wooden house	Compensate for house acquired.
		Police Station	Loss of stairwell Loss of fence Impacts on access Impacts on safety and security	Relocate Police Station to the area of the Flowers Property and the

				empty lot (see Figure 6)
		Flowers Residence	Loss of an entire verandah on the front facing section of the house. Also loss of another 1/3 of the house in the front section.	Exchange of land in equal value and economic compensation for existing structure at present value.
2	Blackman Eddy	Zion Outreach Ministry	Loss of Church building	Exchange of a bigger piece of land in equal value in a nearby location in the same village and economic compensation for the existing structure at present value to allow the restoration of current activities

Impacts to Access

Access impacts have been identified in road section 1 only and are primarily associated with the inclined approach to the ramp and accompanying access roads. The following is an overview of the issues identified:

Table 3: Matrix of Impacts to Access

Road Section	Location	Affected Person	Issue	Mitigation
	Roaring Creek (South access road)	Lucky Entertainment	Current parking lot for the establishment will be entirely consumed by the access road. Should vehicles continue to park there it will obstruct the residents east of this establishment from accessing their property.	An alternative parking lot will be constructed on the western side of the business establishment (See Figure 14). Parking deterrents, including but not limited to signs, will be installed on the access road in the area of the business.
	Roaring Creek (North access road)	Police Station	Delay in quick access to the highway. Impact to conducting checkpoints on the highway.	Relocate Police Station to the area of the Flowers Property and the empty lot.

		OK Bar	Current parking lot for the establishment will be entirely consumed by the access road (See Figure 15).	A parking lot will be established in the area that is currently occupied by the Police Station.
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Figure 14: Area of Proposed New Parking Lot - Lucky Entertainment



Figure 15: Existing Parking Lot - OK Bar



Risks to Safety and Security

Risks to Safety and Security have been identified in road section 1 only and are brought about by an obstruction in the field of view caused by the inclined approach to the Roaring Creek Bridge. The following persons and properties will be impacted:

Table 4: Matrix of Impacts to Safety and Security

Road Section	Location	Affected Person	Issue	Mitigation
1	Roaring Creek (South access road)	Hulse Residence Salazar Residence	Retaining wall to cause obstruction in the field of view of Police across the street. Potential criminals can access the property from the riverside without anyone seeing.	Residents will be encouraged to keep the area near their property cleared so as to maintain a good line of sight around properties. The relocation of the police to the area of the Flowers property will allow for safety and security in the area to be maintained.
		Lucky Entertainment		
	Roaring Creek (North access road)	Residents of north access road	Possible relocation of police will decrease safety and security currently enjoyed by residents.	

Restoration Framework

The restoration framework provides the basis for restoration or compensation based on loss.

Eligibility

This section outlines the eligibility criteria and the measures that have already been undertaken or are yet to be undertaken to determine eligibility.

Eligibility Policy

Impacts to Persons without Legal Property Claims – In the case of this project, only the individual living under the bridge and tenants of affected properties (not including owners) will be eligible to rehabilitation or compensation.

Impacts to Land – only owners of land, executors and beneficiary of land named in wills and administrators of estate will be eligible to compensation for any land acquired.

Impacts to Assets – where there is economic loss or displacement due to impacts on assets, such as the case of fruit vendors, eligibility to compensation is confined to the owner only.

Impacts to Access - In the case of displacement due to restriction of access, eligibility to relocation, rehabilitation or compensation will be made available to owners of property only.

Risks to Safety and Security – where safety and security is compromised eligibility to mitigation actions will be available to residents of property affected.

Establishment of Entitlement Cut-off Date

Impacts to Persons without Legal Property Claims – In the case of the individual living under the bridge and tenants, the date of contract signing constitutes the cut-off date for entitlements.

Impacts to Land – the date the land has been identified and ownership verified by the PEU and Lands Department will constitute the cut-off date for entitlement.

Impacts to Assets – in the case of vendors, cut-off date for entitlement will be the date of the census (May 12, 2018). In the case of permanent economic loss or physical impact to property, the cut-off date for entitlement will be the date of official assessment of property.

Impacts to Access – impacts were determined by cadastral survey and will not require compensation but rather a general mitigation strategy.

Risks to Safety and Security – impacts were determined by cadastral survey and will not require compensation but rather a general mitigation strategy.

Those persons who believe they will be or were displaced by the project but were not included in the census may submit a grievance through the grievance mechanism discussed below.

Entitlements

In regard to impacts to persons, entitlement will be confined to rehabilitation of the affected person's current living arrangement. However, with regard to the person living under the bridge, GOB and IDB policies provide for a minimum standard of living, which includes an acceptable shelter with basic amenities. The entitlement for the acquisition of land is either cash compensation or exchange of land at equal or higher value, in addition to transactional costs. Finally, the entitlement for vendors, include compensation for lost income for a period of 6 months to allow them to transition out of the ROW.

Estimation of Eligible Project Affected People

There are eight residences/properties in Roaring Creek that will be variously impacted by the project, one in Camalote, two in Teakettle, seven in Blackman Eddy and two in Unitedville.

Institutional Arrangements

The Project Steering Committee will serve as a regulatory and strategic board with oversight and policy development responsibilities. The Project Execution Unit will work directly with the implementing agencies to execute the Resettlement and Livelihood Restoration Plan using this document. As no project affected person in sections 1-3 are indigenous, the Indigenous Peoples Plan that forms part of the Environmental and Social Management Plan of the GPH will not need to be applied in this case. The Project Execution Unit will be the interface between the Steering Committee, Implementing Agencies, contractors, and affected people.

Cost Estimate

Project Affected Persons		Project Impacts		Land Acquired	Estimated Budget (BZ\$)	Status of Expenses (BZ\$)				
		Situation/Issues	Mitigation	Parcel #/Area		Paid	Ongoing	Pending (in escrow)	Proposed	Estimated Cost ⁸
Road Section 1										
1.	Anthony Carcamo	PAP lives under the existing RC Bridge. <ul style="list-style-type: none">• Risk of injury in construction zone• Trespassing on public property• At risk of further impoverishment	PAP will be resettled on small plot of land and assistance provided for him to provide him with a housing solution and a basic means of livelihood		Parcel of land (100'x100') - \$35,000.00 ⁹ Small house - \$15,000.00 ¹⁰ Herb garden supplies - \$500.00 Total - \$50,500.00				\$50,500.00	\$50,500.00
2.	Police Station	<ul style="list-style-type: none">• Part of Police Station is located on the ROW required for an access road• High approach to new bridge will limit the police access to highway, delaying quick access in an emergency and obstructing their	Police Station and parking lot will be relocated to the area of the Flower's Residence and neighboring empty lot.		Purchase of empty lot - \$40,000.00 ¹¹ Filling of Flowers and empty lots - \$50,000.00 Building of police station - \$200,000.00 ¹² Total - \$290,000				\$290,000.00	\$290,000.00

⁸ The actual cost may be different; the amounts included here are mostly for budgeting purposes.

⁹ Estimated cost of a lot within the inner area and outskirts of Roaring Creek village.

¹⁰ Cost of small, 1 bedroom, wooden Mennonite house (finished), with base, stairs and utility connections.

¹¹ Cost of empty lot based on valuation provided for neighboring Flowers lot.

¹² Cost of a 1,600 sq. ft. building (40' x 40') at \$125.00/sq. ft. Based on housing construction costs in the nearby Belmopan area that ranges from \$75 - \$125/sq. ft.

		ability to conduct routine checkpoints • Limited access to highway and limited field of view reduces safety at the police station and security provided on the highway and to neighboring residents.								
3.	OK Bar (Owner)	• Parking lot of bar is located on the ROW which is required for an access road • High approach to new bridge will pose a nuisance to owners as it will cause a depreciation in commercial property value.	Scenario 1: • Exchange land and structure for a property of equal value or compensate for cost price. Scenario 2: • After Police Station property has been acquired by the project, relocate the parking lot to a portion of that property • Compensate for depreciation in property value		Scenario 1: Purchase of lot - \$15,000.00 ¹³ Purchase of structure - \$93,750.00 ¹⁴ Total - \$108,750.00 Scenario 2: Re-establishment of paved parking lot - \$18,000.00 ¹⁵ Determine the potential need for compensation for depreciation in property value – based on a determination by a licensed valuator Total - unknown				\$108,750.00	\$108,750.00

¹³ Lot is approximately 1/3 the size of neighboring Flowers lot.

¹⁴ Cost of 750 sq. ft. building (30' x 25') at \$125/sq. ft.

¹⁵ Cost estimated for 240 sq. ft. parking lot (30' x 8') at \$75/sq. ft.

4.	OK Bar (Tenant)	Tenant will be displaced when OK Bar is acquired	Resettle and rehabilitate tenant		Relocation expenses - \$1,500.00 Rental of commercial property (\$1500 x 6 months) - \$9,000.00 Income loss during transition (\$3000 x 2 months) - \$6,000.00 Total - \$16,500.00				\$16,500.00	\$16,500.00
5.	Scott's Food Stall	<ul style="list-style-type: none"> • Loss in income from sales of food. • Vendors will be discouraged from vending in the ROW as this is a traffic safety hazard. 	Vendors will be compensated for 6 months of income lost to be able to transition out of the ROW.		Loss of income (\$2,800 ¹⁶ x 6 months) - \$16,800.00 Total - \$16,800.00				\$16,800.00	\$16,800.00
6.	Joy Flowers & Rose Flowers	Portion of the house is located on the ROW which is required for an access road	Exchange land and structure for a property of equal value.	Parcel 988 (687.959 s. m.)	Value of lot - \$40,000.00 Value of structure - \$70,000.00 Total - \$110,000.00¹⁷				\$110,000.00	\$110,000.00
7.	Flower's Residence (Tenant)	Tenant will be displaced when Flower's Residence is acquired	Resettle and rehabilitate tenant		Relocation expense - \$1,200.00 Rental of house (\$500 x 6 months) - \$3,000.00				\$7,200.00	\$7,200.00

¹⁶ Vendors sell on Saturdays only and make a gross income of approximately \$600-\$800/day. Figure is estimated at \$700/day for 6 months.

¹⁷ Appraisal for land and property done by a PEU commissioned valuator.

					Social Support (\$500 x 6 months) - \$3,000.00 ¹⁸ Total - \$7,200.00					
8.	Empty Lot (Unknown Owner)	Acquire lot for police station	Compensate for land		Cost of land - \$40,000.00 (accounted for in #2 above)					\$0.00
9.	Lyle Hulse, Vanessa Cleland & Matthew Hulse	<ul style="list-style-type: none"> • Portion of property and fence acquired for installation of new RC Bridge. • Access road too narrow and space insufficient to allow for ease of turning of vehicles into existing parking lot • Space between existing structure on property and bridge approach insufficient to allow larger trucks to access entire front of property. • High approach to new bridge will pose a nuisance to owners as it will cause a depreciation in commercial property value/loss in range of 	<ul style="list-style-type: none"> • Compensate for land and fence acquired. • Footprint of bridge approach has been narrowed and the proposed access road has been widened from 8 feet to 13 feet. This will allow for a greater turning radius and sufficient space for larger trucks to access the entire front of property. • Police station will be relocated within a few feet of where it currently exists to an area with a greater field of view. 	Parcel 813 (400.282 s.m.)	Cost of land acquired and fence - \$45,000.00 Compensation for depreciation in property value – pending determination by a licensed valuator ¹⁹ Total - unknown	\$45,000.00			Amount already paid	\$45,000.00

¹⁸ Relocation will require that several small children now commute to school by bus/taxi and buy lunch at school. Home was previously directly across from the school.

¹⁹ Licensed valuers include Alexis Fairweather, David Aguilar and Clinton Gardiner. Ministry of Natural Resources in house valuator is Antonio Cawich.

		use previously enjoyed. • Diminished sense of security due to relocation of police station.								
10.	Pedro Salazar (deceased) Recognizable Claim - Louis Salazar, Inezita Patnett, Teresita Salazar & Ramon Salazar Occupiers/Users with no claim – Johanna Salazar	Portion of land and derelict wooden house acquired for access road.	• Compensate for land and derelict wooden house acquired.	Parcel 814 (72.095 s.m.)	Cost of land acquired - \$3,000.00 Cost of derelict wooden house - \$30,000.00 Total - \$33,000.00			\$33,000.00		\$33,000.00
11.	Salazar Residence (Tenant)	Tenant will be displaced when wooden house in Salazar Residence is acquired.	Resettle and rehabilitate tenant to St. Matthew's village.		Replacement house - \$40,000.00 ²⁰ Social Support (\$400 x 6 months) - \$2,400.00 ²¹ Total - \$42,400.00		\$40,000.00		\$2,400.00	\$42,400.00
12.	Lucky Entertainment	Parking lot of establishment is located on the ROW which is required for an access road	• Relocate the parking lot to the west side of the property. • Install parking deterrents in front of business.		Construction of paved parking lot - \$48,000.00 ²² Parking deterrents - \$1,500.00 ²³ Total - \$49,500.00				\$49,500.00	\$49,500.00
Road Section 2										

²⁰ Cost of medium-sized, 2 bedroom, wooden Mennonite house (finished), with base, stairs and utility connections.

²¹ PAP is a single mother with no job and no support structure in resettlement village. One child will need to be registered in new school and the other child will need to commute to Belmopan for school.

²² Cost estimated for 640 sq. ft. parking lot (80' x 8') at \$75/sq. ft.

²³ Eight cement posts @ \$200.00/each, and various signs for a total of \$700.00.

13.	Matute (Camalote Fruit Vendor)	<ul style="list-style-type: none"> • Loss in income from sales of fruit. • Vendors will be discouraged from vending in the ROW as this is a traffic safety hazard. 	Vendors will be compensated for 6 months of income lost to be able to transition out of the ROW.		Loss of income (\$800 ²⁴ x 6 months) - \$4,800.00 Total - \$4,800.00				\$4,800.00	\$4,800.00
14.	Judith Dinger (deceased) John Roberson Jr. (Applicant for Letters of Administration) Gilbert Canton (Claim as Purchaser)	Portion of land acquired for road alignment and temporary by-pass.	Compensate for land acquired	Parcel 3376 (0.15 acres)	Cost of land acquired - \$11,024.39 Total - \$11,024.39	\$11,024.39				\$11,024.39
15.	Gilbert Canton	Portion of land acquired for expansion of Z-curve.	Compensate for land acquired	Parcel 189 (0.96 acres) and additional land required (unspecified amount)	Cost of 0.96 acre acquired - \$25,000.00 Cost of additional land - \$40,000.00 Total - \$65,000.00	\$25,000.00			\$40,000.00	\$65,000.00
16.	Middleton (Blackman Eddy Fruit Vendor)	<ul style="list-style-type: none"> • Loss in income from sales of fruit. • Vendors will be discouraged from vending in the ROW as this is a traffic safety hazard. 	Vendors will be compensated for 6 months of income lost to be able to transition out of the ROW.		Loss of income (\$4,400 ²⁵ x 6 months) - \$26,640.00 Total - \$26,640.00				\$26,640.00	\$26,640.00
17.	Jane Harris (deceased) Adelita Belle - Executor and	Portion of land acquired for road alignment	Compensate for land acquired	Parcel 51 (260.030 s.m.)	Cost of land acquired - \$5,757.57	\$5,757.57				\$5,757.57

²⁴ Vendors sell fruits, five days a week and make a gross income of approximately \$40/day.

²⁵ Vendors sell mostly fresh juices by the gallon, six days a week and make a gross income of approximately \$185/day.

	beneficiary of land named in will				Total - \$5,757.57					
18.	Camille Cole (absentee landowner)	Portion of land acquired for road alignment	Compensate for land acquired	Parcel 52 (92.228 s.m.)	Cost of land acquired - \$2,000.00 Total - \$2,000.00			\$2,000.00		\$2,000.00
19.	Del Carmen (Blackman Eddy Fruit Vendor)	<ul style="list-style-type: none"> • Loss in income from sales of fruit. • Vendors will be discouraged from vending in the ROW as this is a traffic safety hazard. 	Vendors will be compensated for 6 months of income lost to be able to transition out of the ROW.		Loss of income (\$2,450 ²⁶ x 6 months) - \$14,700.00 Total - \$14,700.00				\$14,700.00	\$14,700.00
20.	Recinos (Blackman Eddy Food Vendor)	<ul style="list-style-type: none"> • Loss in income from sales of food. • Vendors will be discouraged from vending in the ROW as this is a traffic safety hazard. 	Vendors will be compensated for 6 months of income lost to be able to transition out of the ROW.		Loss of income (\$1,750 ²⁷ x 6 months) - \$10,500.00 Total - \$10,500.00				\$10,500.00	\$10,500.00
21.	John Loskot	Portion of land acquired for Iguana Creek Road intersection	Compensate for land acquired	Parcel 30 (160.605 s.m.)	Cost of land acquired - \$3,945.00 Total - \$3,945.00	\$3,945.00				\$3,945.00
22.	Dilma Cano	Portion of land acquired for Iguana Creek Road intersection	Compensate for land acquired	Parcel 1763 (45.446 s.m.)	Cost of land acquired - \$1,000.00 Total - \$1,000.00	\$1,000.00				\$1,000.00
23.	Government of Belize Recognizable Claims - Zion	Portion of land and church with fence acquired for Iguana Creek Road intersection	<ul style="list-style-type: none"> • Compensate for land and structure acquired 	Parcel 2675 (620.870 s.m.)	Cost of land acquired - \$40,000.00		\$241,350.00			\$241,350.00

²⁶ Vendor sells everyday and makes a gross income of approximately \$75-\$100/day. Figure is estimated at \$87.50/day for 6 months.

²⁷ Vendor sells everyday and makes a gross income of approximately \$50-\$75/day. Figure is estimated at \$62.50/day for 6 months.

	Outreach Ministry & Irma Molina (Lessee)		<ul style="list-style-type: none"> Land title secured for Irma Molina (Lessee) for remainder of land not acquired. 		Cost of structure acquired - \$200,000.00 Cost of fence acquired - \$1,350.00 Total - \$241,350.00					
Road Section 3										
24.	Cayo United Investment Co. Ltd. Recognizable Claims - Atlantic Bank Ltd. Occupiers/Users with no claim - Dominga Perez & Rogelio Perez	Portion of land acquired for road alignment	<ul style="list-style-type: none"> Compensate for land acquired Compensate Dominga Perez & Rogelio Perez for coconut trees planted on land acquired. 	Parcel 3063 (1,002.063 s. m.)	Cost of land acquired - \$17,400.00 Cost of coconut trees - \$1,000.00 Total - \$18,400.00	\$18,400.00				\$18,400.00
25.	Government of Belize Recognizable Claims - Dominga Perez (Lessee)	Portion of land acquired for road alignment	<ul style="list-style-type: none"> Compensate for land acquired Land title secured for Dominga Perez (Lessee) for remainder of land not acquired. 	Parcel 3062 (412.196 s.m.)	Cost of land acquired - \$7,000.00 Total - \$7,000.00	\$7,000.00				\$7,000.00
Total						\$117,126.96	\$281,350.00	\$35,000.00	\$748,290.00 ²⁸	\$1,181,766.96²⁹

A social specialist will be also required to be part of the PEU to support the implementation of the RLRP.

²⁸ Total does not include economic compensation to be determined for #10 above.

²⁹ Total does not include economic compensation to be determined for #10 above.

Estimated Calendar of Activities

IDB's OP-710 policy requires that all livelihood restoration activities be completed before the commencement of project construction. Negotiations for land acquisition begun in late 2017 and are ongoing. Compensation for all acquired properties has been completed or is near completion. It is expected that final negotiations and compensation will be completed by the third quarter of 2018. All relocation and rehabilitation will be completed by the last quarter of 2018.

Grievance Redress Mechanism

The Grievance Mechanism for this project is outlined in the Environmental and Social Management Plan (ESMP) and Consultation and Stakeholder Engagement Plan (CSEP) of the project, available as separate documents. It will also be introduced to affected persons and stakeholders during consultations and a Social Specialist (SS) attached to the PEU will conduct a roll out of the mechanism and its subsequent management.

Monitoring and Evaluation

In order to ensure that interventions are being applied and impacts mitigated, a monitoring system will be implemented. The system will include the following:

Table 5: Project Monitoring Indicators

Performance Indicators	Data Source	Frequency
Spending of the budget of the RLRP	Financial Statements	Monthly
Detailed inputs against RLRP procurement	Information Management System	Monthly
Detailed outputs against RLRP deliverables	Information Management System	Monthly
Number of residences benefitting from intervention	Information Management System	Monthly
Number of public meetings or engagements conducted	Information Management System	Monthly
Number of stakeholder engagement events	Information Management System	Monthly
Average time for grievance processing	Grievance register (database)	Monthly
Number of open grievances	Grievance register	Monthly
Number of closed grievances	Grievance register	Monthly

Monitoring of the Resettlement and Livelihood Restoration Plan will be carried out by the Ministry of Works. The PEU/SS will be responsible to submit monthly reports to the MOW. The MOW will include a status report of the implementation of the RLRP as an annex to the semester execution reports to the IDB.

Evaluation Report

The MOW/PEU will conduct an ex-post evaluation at the end of the implementation of the resettlement process to report on how the resettlement and livelihood restoration was carried out, including a comparison of the living conditions of the affected population before and after the project impacts, including supporting documentary evidence (pictures, signed agreements, etc.), as well as identifying lessons learned in this project that would be helpful for similar projects in the future executed with IDB financing. The draft version of this report will be submitted to the Project Steering Committee and to the IDB for review before it is completed.

Annex A: Report of Social Worker (Reference Mr. Carcamo)



Ministry of Human Development, Social Transformation and Poverty Alleviation

*Tel: (501) -227-0841/0840
Fax: (501) -227-0844
E-mail address: secretary.ppu@humandev.gov.bz*

*Policy and Planning Unit
110 Cemetery Road
Belize City, Belize
Central America*

Ref: Mr. Anthony Carcamo

June 6th - Upon receiving email from the Social Consultant; Ms. Hulse, Social worker along with two Police Corporals visited Mr. Carcamo who was found sleeping under the Roaring Creek Bridge. Social worker introduced herself and explained to him the nature of the project and expressed her concern about his safety living under the bridge whilst there is major construction taking place. He explained to officer that that he understands the risk. However, that has been his home since 1989. Mr. Carcamo further explained that to many his living conditions may deemed unfit or even inhumane, but it is a choice he has made. He chooses to live a simple life. His daily routine includes looking for herbs in the bushes and making herbal drinks and medicine to sell in the nearby villages and Belmopan. He expressed that he interferes with no one and completely understands that he does have to move. He will be more than willing to, but he will be waiting to hear what we have to offer; as he will want a parcel of land where he can plant his herbs so that he may be able to expand his business. Social Worker informed him that she cannot promise him such but can liaise with the Chairman and Ms. Hulse to see what can be done to facilitate him. Social worker asked if he had family members in the village. He gave the name; Ms. Marion Anderson and gave directions to her home.

June 8th 2018 – Social worker along with Ms. Christa Hulse met with client's sister; Marion to see if she would be willing to house him and/or to seek permission to place a structure in her yard for him. She informed us that she once lived with Mr. Carcamo. However, there are times when he would get violent. On one occasion he tried killing her by attempting to chop her with a machete. Fortunately her son came to her aid.

To prevent future incidents she left the home and decided to rent a house. She later learnt that Anthony intentionally caught the home he was living in on fire. The then Chairman of Roaring Creek village cleared a property in Another World area and built a small home for him equipped with the basic necessities. However, he later burnt that home down as well. Family in the US had offered to re-build a home and have him move there but he refused. Sister says he seems to be a hopeless case. Family members including her had offered for him to see a doctor to see if he is suffering from some mental health issues, but he only got

defensive and aggressive towards them. She advised both Ms. Hulse and Social worker to not approach him in that manner as he may become violent.

Sister is of the belief that Mr. Carcamo does suffer from some Mental Illness. She claims he was not always that way. She sensed a changed in his behavior in the late 80's.

June 14th, 2018 – Social worker contacted the Chairperson of Roaring Creek, Mr. Ryan Garbutt where a discussion was held in regards to the relocation of Mr. Carcamo to the Community Centre or the Another World area. He suggested building a structure in the yard of the Community Centre. However, officer brought to his attention that events and a large amount of people may set off Mr. Carcamo. He agrees and stated that the only option then would be to see if he as well as officer can speak with the Commissioner of Lands in giving him permission to clear a piece of property where a structure can be built to house Mr. Carcamo.

Officer and Mr. Garbutt had scheduled to meet with Mr. Carcamo Friday June 15th.

June 19th, 2018 - Due to reasons beyond our control Social worker and Mr. Garbutt was unable to meet with Mr. Carcamo June 15th as previously stated. Social worker as well as the Chairman of Roaring Creek met Mr. Carcamo on the streets coming from cutting his herbs. The Chairman approached him and informed him that there may be some change in location as it relates to housing him in the same compound as the center. Mr. Garbutt then explained to him that perhaps he can advocate to see if there is some property available in the Another World area close to the river, where he will be able to re-locate. Mr. Carcamo stated that whilst that sounds good he would much rather be placed in the Tropical Hill area and given a piece of property where he will be able to plant Sour sop trees and expand his small business. He claims in the past he had planted crops in the area and also applied for squatter's right but upon him being arrested it was taken away from him. He made mentioned that whilst he is grateful that he is being offered a structure to be housed, he could care less about a home but wishes to simply have a piece of property (preferably and acre to plant on) and perhaps a tiny structure that he can at least lay in.



Ms. LaToya Meighan
Social Mobilizer/Family Support Officer
Ministry of Human Development
615-5457

Annex B: Example of Census Notification Letter



George Price Highway Rehabilitation Project
Ministry of Works (Project Execution Unit)
4 Lily St.
Belmopan, Belize
Tel: 822-0100
Email: Zone.Engineer_South@mow.gov.bz

May 11th, 2018

Dear Sir/Madam,

The Government of Belize, with funds from the Inter-American Development Bank, is undertaking the rehabilitation of the George Price Highway from the junction of the Hummingbird Highway to the Western Border. This work will include upgrading and improving the road system, drainage system, intersections, road safety features and the construction of a new Roaring Creek Bridge.

Your property has been identified as having the potential to be affected by the project. As such, we would like to conduct a census of your property in order to determine how best to work with you and your property before the commencement of the road works, and get your opinion on the potential relocation process.

The census will be conducted by Christa Hulse, social consultant, accompanied by a representative from the village council, on May 14th, 2018. Your kind cooperation in the census will be greatly appreciated.

Sincerely,

Derick Calles
Project Manager, GPH Rehabilitation Project

For official use only

Name of Property Owner or Representative: _____

Signature of Property Owner or Representative: _____

Date (of notification): _____

Annex C: Census

George Price Highway Rehabilitation Project (IDB Loan BL-L1029)
Census (Livelihood Assessment & Restoration Plan)
May 12, 2018

No.	Owner of Property	Village	Type of Business/ Description of Property	Status of property/ ownership (leased/ owned; formal/ informal business)	Contact Information	Status of Affected Persons (owner, employee, etc.)	Names of Affected Persons	Gross income (source & amount) per month BZ\$
1.	Yolanda Scott	Roaring Creek	Small Food Stall	Informal business	XXXXXX	Owner	<ul style="list-style-type: none"> • Maud Richards • Fiona Garbutt • Kesha Richards 	Sale of food – Saturdays only \$600.00 - \$800.00/week
2.	Aniceto and Sharon Matute	Camalote	Small Fruit Stall	Informal business	XXXXXX	Owner	Kelly Banner	Sale of fruits – 5 days/week (Income per month unknown as owners were not at the stall when social consultants visited and attempts to reach them by telephone were unsuccessful.)
3.	Joseph Middleton	Blackman Eddy	Small Juice Stall	Informal business	XXXXXX	Owner	Jovaun Middleton	Sale of Fresh Juices (wholesale and retail), Fruits and Snacks – Monday thru Saturday \$185.00/day
4.	Castula del Carmen	Blackman Eddy	Small Fruit Stall	Informal business	XXXXXX	Owner	<ul style="list-style-type: none"> • Rodolfo Franco • 2 assistants 	Sale of fruits – 7 days/week \$75.00 - \$100.00/day
5.	Brenda Recinos	Blackman Eddy	Small Food Stall	Informal business	XXXXXX	Owner		Sale of food – 7 days/week \$50.00 - \$75.00/day

Annex D: Pictures of Affected Properties in the Project Area

