

Government of Belize

Ministry of Works



George Price Highway Rehabilitation II Project

Resettlement and Livelihood Restoration Plan (RLRP)

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ACRONYMS

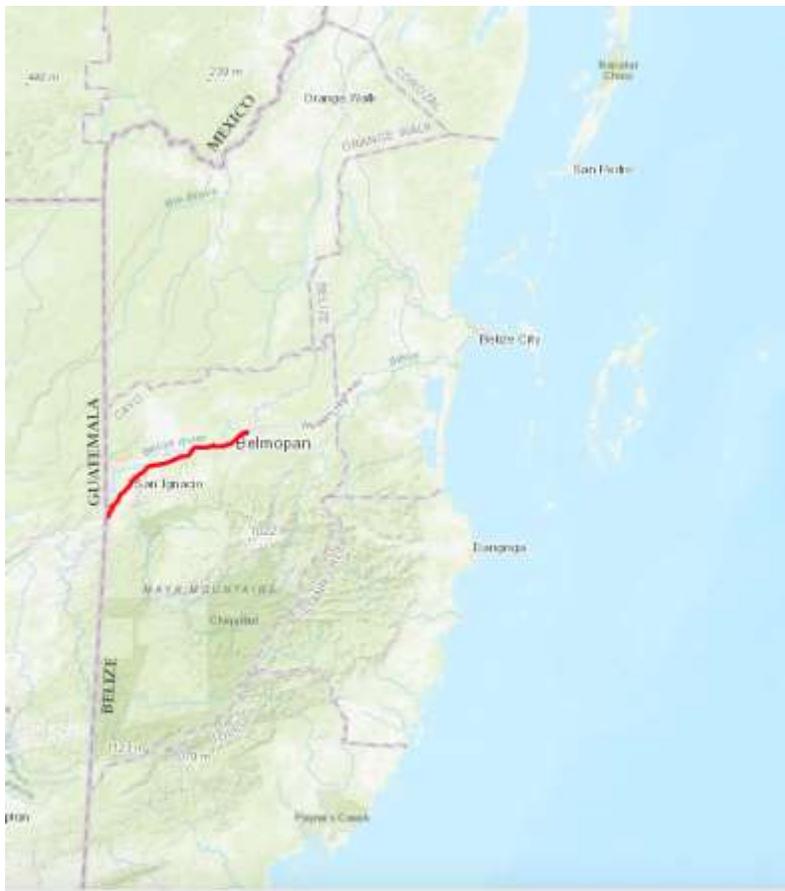
CBA	Central Building Authority
DOE	Department of Environment
GOB	Government of Belize
GPH	George Price Highway
IDB	Inter-American Development Bank
RLRP	Resettlement & Livelihood Restoration Plan
MHDSTPA	Ministry of Human Development, Social Transformation & Poverty Alleviation
MNR	Ministry of Natural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

Introduction

Introduction

This Resettlement and Livelihood Restoration Plan (RLRP), prepared for the Government of Belize (GOB) as part of the loan requirement for Inter-American Development Bank (IDB) funded, Category B designated projects, provides a situational analysis of the livelihood activities to be adversely impacted by various project components of the George Price Highway Rehabilitation II Project. In addition, it 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 program.

Figure 1: Location of George Price Highway Rehabilitation II Project



The proponents of the project, the Government of Belize and the Inter-American Development Bank, have committed to meeting international best practice standards in regard to the assessment, restoration and/or support of the livelihoods of those individuals who will be impacted by the construction and operation of the various aspects of the project. Livelihood

assessment and RLRP best practice standards imply that in the first instance, the need for displacement will be avoided and when absolutely unavoidable, the livelihoods of affected individuals must be restored to the equivalent or a higher level than prior to the project.

This version of the RLRP focuses on segments 1 to 3 of the GPHRP. Accordingly, this document will need to be updated to reflect the impacts and mitigation measures of section 4.

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 II Project:

Institutional Framework

Town Councils (San Ignacio/Santa Elena and Benque Viejo del Carmen)

Town Councils comprise a mayor and six councilors. The council is tasked with the general rule and good governance of the town as accorded in the provisions of the Town Council Act, CAP 87 (Rev. Ed. 2011) and any laws relating to it. General powers include the control, care and management of public streets, coordination of activities of utility agencies, and administration of safety regulations as it applies to fences adjoining public streets. Town Councils also have authority over markets, slaughter-houses, bath-houses and wash-houses; and additionally manages building hazards, the property numbering system, parks, libraries, cemeteries, garbage collection, drain cleaning and ensures the continued maintenance and development of the town's conveniences and amenities.

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

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

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>

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 and Livelihood Restoration (OP-710)

The following are the guiding principles of the George Price Highway Rehabilitation II 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
- 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
- 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 two 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. 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 legislation does not specifically recognize untitled claims, the practice when acquiring land has been to consider tenants and customary users and to make some arrangements for them. It is unclear however, whether there are particular policies that guide this practice. In the absence of any specificity in national legislation, the George Price Highway Rehabilitation II Project will apply the IDB's Policy guidelines as a first step in addressing the involuntary resettlement and livelihood restoration of project affected people.

George Price Highway Rehabilitation II Project

Introduction

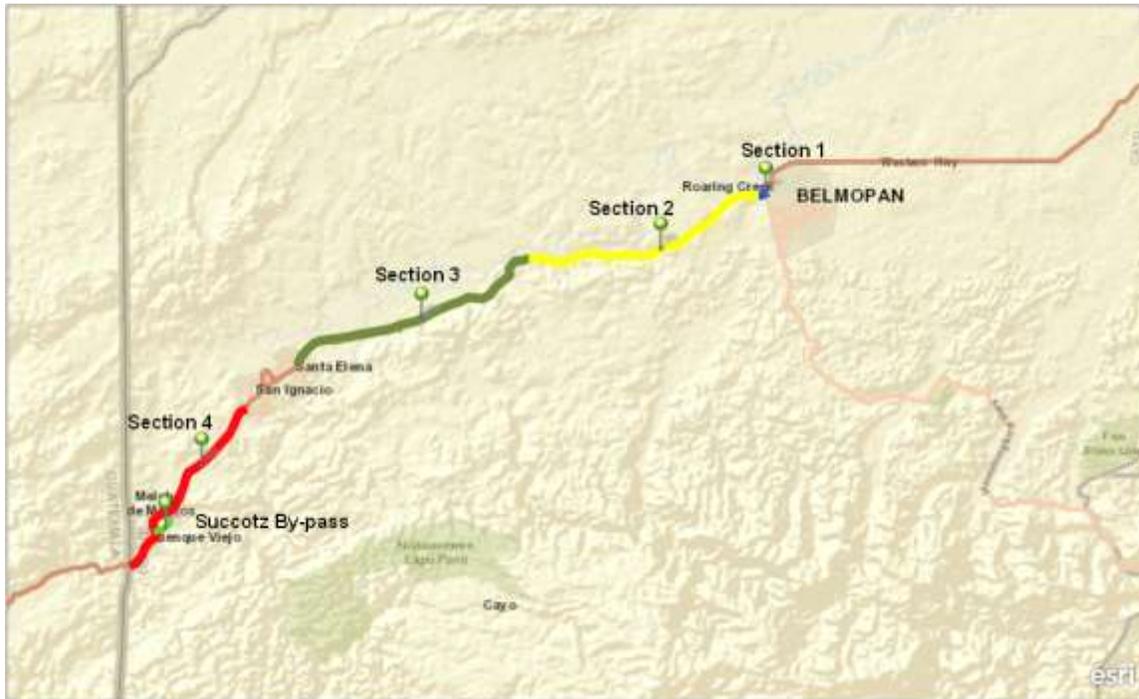
The George Price Highway Rehabilitation II Project covers a distance of some 32 miles, which includes a short by-pass around the village of San Jose Succotz. The rehabilitation project begins at the junction of the George Price Highway with the Hummingbird Highway and ends at the western border of Belize 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 (see Figure 2):

- 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.

Loan arrangements for the construction of section 4 have not been concluded, nonetheless an initial overview of potential involuntary resettlement and livelihood restoration requirements for section 4 will be provided in this document. The overview sets the stage for a subsequent detailed analysis once the processing requirements of the loan have been activated.

Figure 2: Map of George Price Highway Road Sections



Source: ESRI Maps

Objectives of GPH Rehabilitation II Project

The primary objective of the George Price Rehabilitation II Project is to expand and upgrade the existing highway section from Roaring Creek village to the border with Guatemala in the Town of Benque Viejo del Carmen. 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 II 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
 - Construct a new Benque Viejo bridge (proposal being evaluated as part of section 4)
- New designs for major intersections
 - Roaring Creek village
 - Iguana Creek road junction (leading to Spanish Lookout)

- Succotz by-pass junction (Northeast – San Jose Succotz)
- Benque Viejo del Carmen junction (proposal being evaluated as part of section 4)
- Succotz by-pass junction (Southwest – Benque Viejo del Carmen)
- 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) 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.

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 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.

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, the western approach of the intersection with the GPH and Hummingbird Highway, and the entrance to the town of Benque Viejo del Carmen (proposal being evaluated as part of section 4).
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:

- A redesign of the bridge approach and corresponding retaining wall is in progress to allow for more room to construct access roads on either side of the highway.
- 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 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 II 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
3	Unitedville	Private	3063	1002.063
		GOB (Lease)	3062	412.196
Total		11 Properties (9 private & 2 GOB)		7,558.827

In addition, there is the potential that portions of three other properties will need to be acquired in the northwest portion of the Roaring Creek bridge. These properties have been identified as a Police Station and two private residences.

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 done.

Baseline Survey and Assessment

Introduction

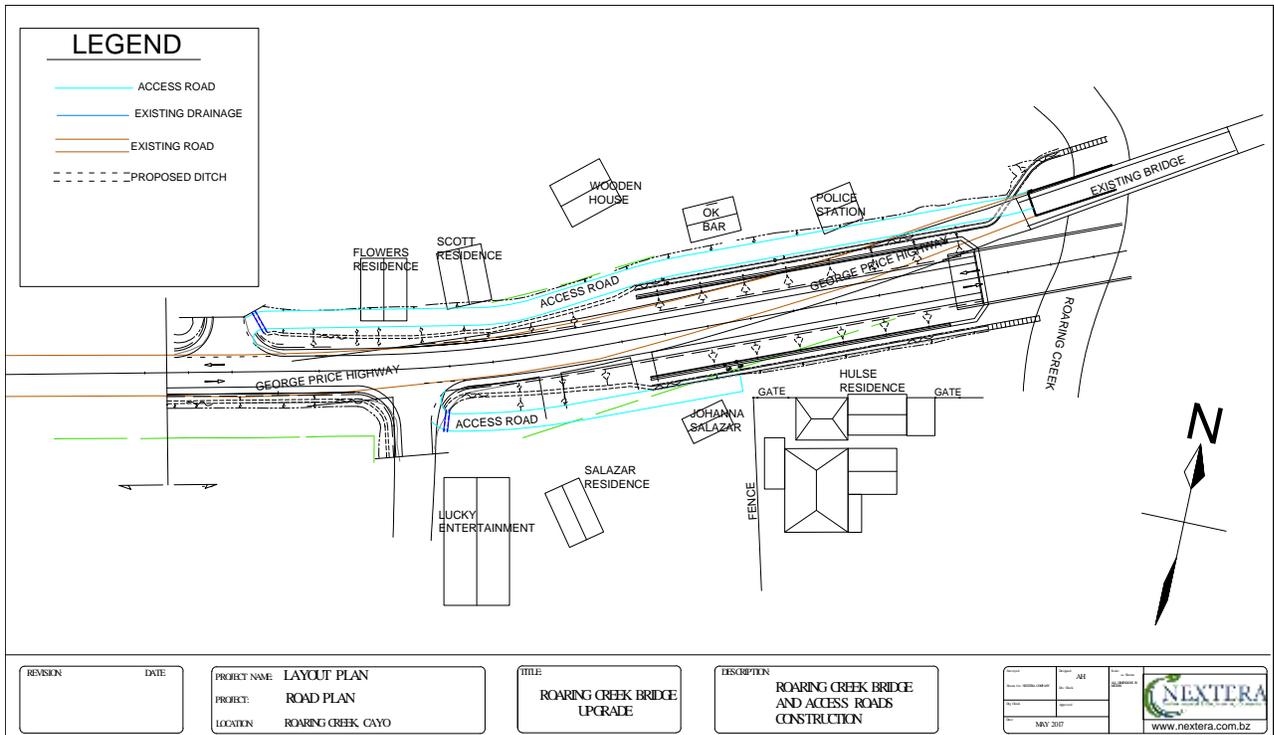
Consultations with the Lands and Surveys Department, survey documents, and site visits, scoping, census and cadastral mapping exercises on the George Price Highway, conducted on in May 2018, revealed the actual and potential displacement to the following groups of people:

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 existing 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 4 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

Cadastral mapping however, now indicate that a planned access road on the northern portion of the highway near the bridge will also affect several properties, including a police station and two residences (see Figure 4). This is due to the fact that some of the properties have encroached on the road reserve, a situation that was not anticipated during the development of the design of the road in that area.

Figure 4: Layout of New Roaring Creek Bridge and Associated Approaches



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 commercial section of their property to be unviable.
- The access road in the southern portion of the highway near the bridge will necessitate the complete removal of a house on the Salazar property.
- The access road in the northern portion of the highway near the bridge will necessitate the removal and subsequent replacement of a stairwell on the property of the Police Station, the possible removal of a section of house on the Scott’s property and the removal of a verandah and a third of the residence on the Flower’s property.

- 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 now insufficient setback of the Hulse residence creates a situation of a very small turning radius in the access road for larger vehicles, such as pickup trucks, to enter and leave the property. Additionally, the space between the property and the proposed retaining wall is narrow and therefore will create difficulties for septic trucks to access the northeastern part of the property to discharge a septic tank located there. A concern is also the accessibility of emergency service providers, such as fire trucks to enter the property. The owners of this property are particularly vulnerable as both of them are elderly.
- 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.

Impacts 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 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 here to fore 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 5). In Blackman Eddy, two land sections have been acquired to realign the existing highway (see Figure 6, B and Figure 7). 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 6, D).

Figure 5: Map of Land Acquisition in Teakettle (Z-curve)



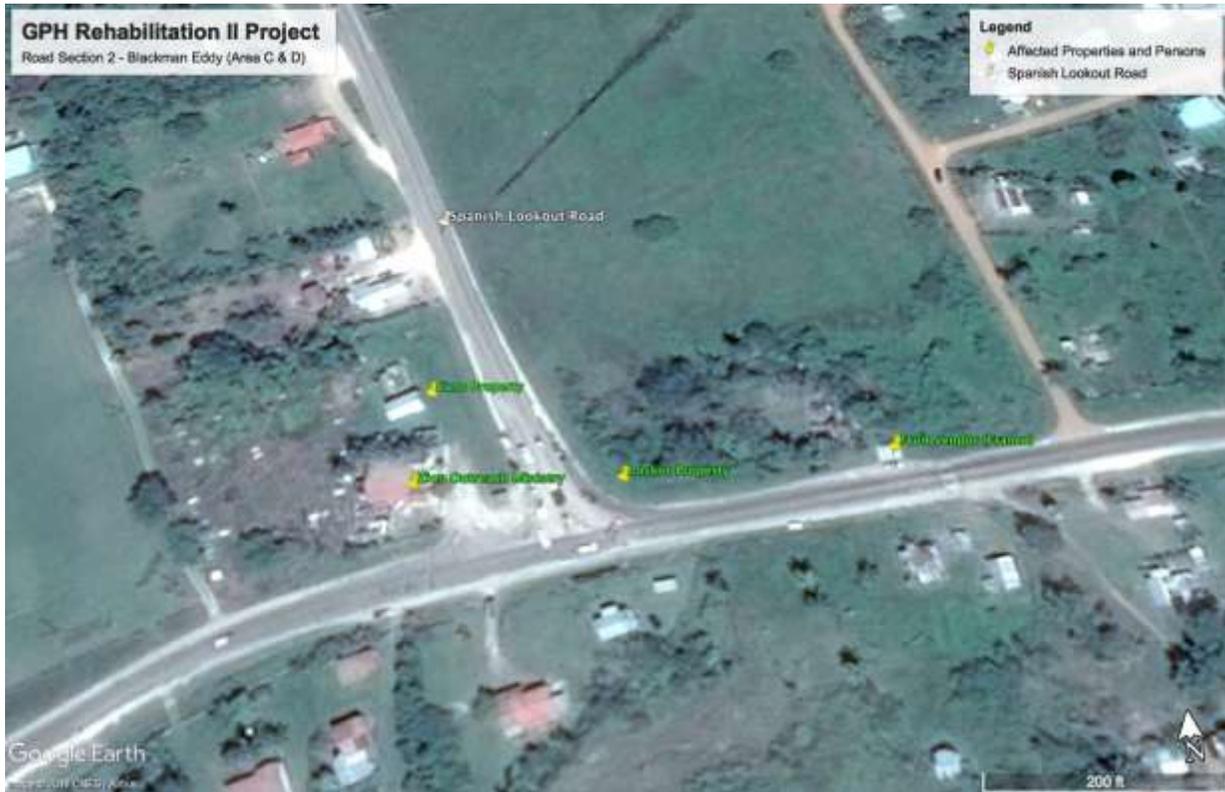
Figure 6: Map of Blackman Eddy Affected Areas



Figure 7: Map of Blackman Eddy Affected Persons and Properties (Area B)



Figure 8: 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 temporary displacement of three fruit vendors, one located in Camalote (see Figure 9) and two in Blackman Eddy (see Figure 10 and Figure 6, 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 8).

Figure 9: Map of Camalote Affected Persons

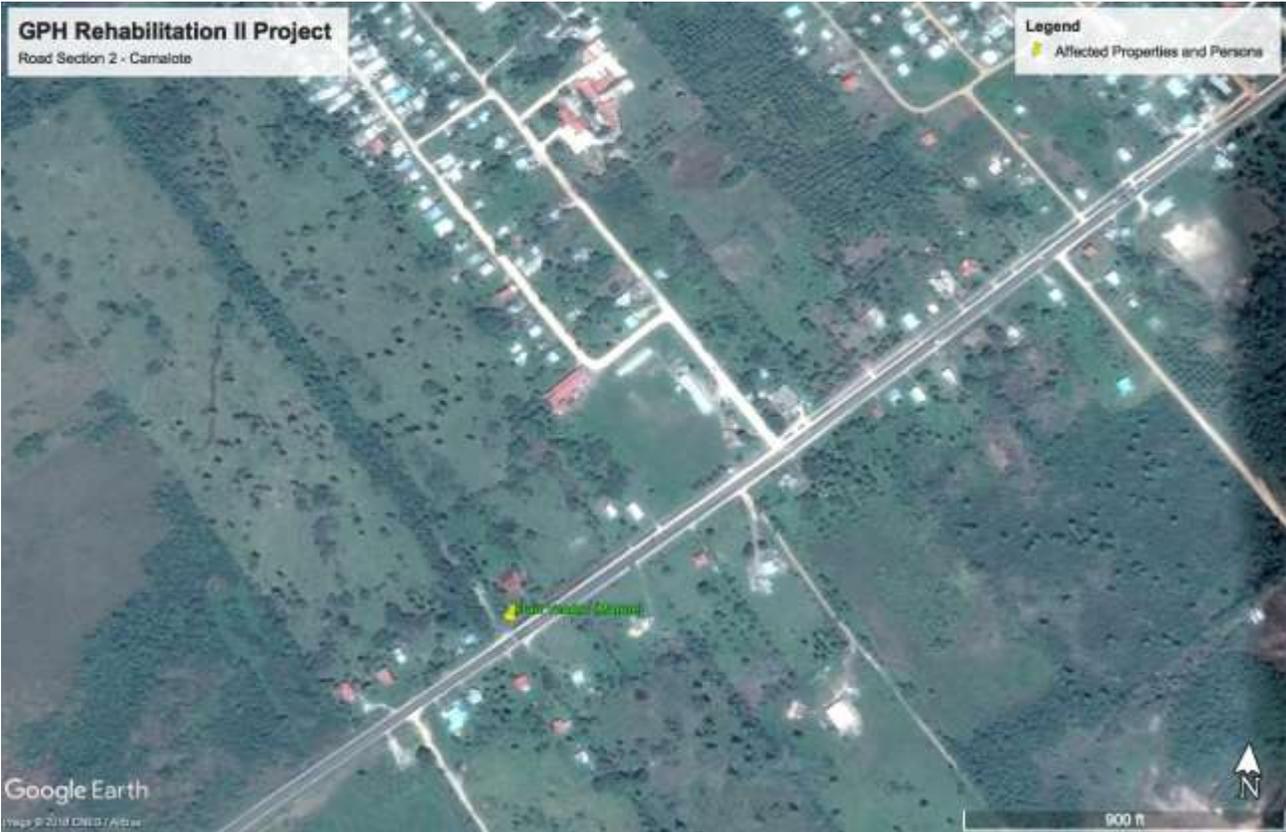


Figure 10: Map of Blackman Eddy Affected Person (Waterfall Area)



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 11).

Figure 11: Map of Unitedville Affected Persons



Road Section 4 – San Ignacio to Benque Viejo del Carmen

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 includes 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, and 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

Impacts to Persons without Legal Property Claims

Individual Living under Bridge

The individual currently living under the existing Roaring Creek bridge will be consulted, along with the Ministry of Human Development, Social Transformation and Poverty Alleviation, about possible solutions with the goal of providing this individual with appropriate living arrangements to restore their living situation to similar or better conditions, and with access to basic services.

Tenant Family

A family is currently residing in the Flowers property. The property will likely be acquired. Since the tenant has no legal claim they could be evicted. This is however, not the policy of the Government of Belize or the IDB. The family therefore will be given assistance to find an alternative location for rent, that is within the family's budget. 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., for a period not exceeding six months.

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 for sections 1 – 3 have been completed or are in the final stages, except for the recently identified properties on the northern portion of the highway near the Roaring Creek bridge. Negotiation has begun for the Flowers property, however this is only in its preliminary stage. Face-to-face discussion was also conducted with the police in charge at the Roaring Creek Station who was apprised of the particulars of the project. He provided preliminary feedback,

however no formal discussion or negotiation has begun with the police department regarding acquiring a portion or all of the property. Currently consideration is being given to redesigning the bridge, in particular to reduce the footprint of the approach, thus continued discussion with property owners on the north side of the highway is contingent on the final designs of the approach.

Land acquisitions for section 4 are pending the final design plans and activation of loan process for that section. Twenty-four property owners on the main George Price Highway and thirteen property owners on the proposed Succotz by-pass have been preliminarily identified for land acquisition. A physical walk-through of the area will be required to determine the status of these properties identified and to verify their ownership.

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 viability 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.	Financial compensation for economic loss. This shall be determined through negotiation with the owners or by a Board of Assessment, appointed by the Minister of Natural Resources.
		Food Vendor (Scott)	Permanent loss in income from sales of food due to proposed northern access road.	Negotiate with vendor and village council a suitable area for relocation. Compensate for relocation cost, reinstallation of shed and temporary loss of income if any.
2	Camalote	Food Vendor (Matute)	Temporary loss in income from fruit sales, due to construction work.	Compensate for lost income. (Vendor is using a mobile shed therefore there will be no requirement for rebuilding.)

	Blackman Eddy	Fruit Vendor (Middleton)	Temporary loss in income from fruit sales, due to construction work.	Compensate for lost income and rebuild shed after the section of road construction is completed.
		Fruit Vendor (Franco)	Temporary loss in income from fruit sales, due to construction work.	Compensate for lost income and rebuild shed after the section of road construction is completed.
4	San Jose Succotz	Artisan Plaza – 26 vendor stalls including a tour guide booth	Temporary loss in income from sales of souvenirs, food and tour guiding, due to construction work.	Compensate for lost income. (It is not anticipated that road construction will require the removal of any stalls in this area.)

Impacts to Physical Assets

Road Section	Location	Affected Person	Loss	Mitigation
1	Roaring Creek	Salazar Residence	Loss of house	The PEU has made arrangements to rebuild a house of comparable size in the village of St. Matthews where a lot with available utilities was located. Project will absorb the cost of house, installing utilities and septic tank, and relocating affect person.
		Police Station	Loss of stairwell Loss of fence Impacts on access Impacts on safety and security	A large gully is located behind the entire length of properties located on the north side of the highway. In times of heavy rain the entire gully fills up and water approaches the immediate rear of all structures along this way. The possibility of sliding structures to the back of properties is therefore not viable.

				As such a new location on the highway, in or near the village, will be found and a new police station be constructed.
		Scotts Residence	Loss of small section of house in the southwest corner	The house is made of wood and therefore easy to manipulate. The impacted section of the house will therefore be redesigned and a new section be built to compensate for the loss of the first section.
		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. Impacts to livelihood of brother and his family who currently occupy the house (see Impacts to Persons for mitigation)	Negotiations with property owner revealed that there is a large gully in the rear of the property that frequently floods. The owner has preliminarily agreed to an exchange of land in equal value and to compensation for structure at present value.
2	Blackman Eddy	Zion Outreach Ministry	Loss of Church building	The PEU has agreed to an exchange of land in equal value and to compensation for the structure at present value.
4	San Ignacio, San Jose Succotz and Benque Viejo del Carmen	To be determined	Possible impacts to structures	To be determined

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
1	Roaring Creek (South access road)	Hulse Residence	Narrow access road and location of retaining wall of bridge approach will limit the turning radius for owners' vehicles, especially pickup trucks, to enter and exit their property. In addition the space between property and retaining wall, which has not yet been ascertained, might be insufficient to allow access to service trucks such as septic pumping trucks or fire trucks.	The PEU along with engineers are currently looking at decreasing the footprint of the approach. This will allow for greater space between the wall and the property.
		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. 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.	A new location on the highway, in or near the village, will be found and a new police station be constructed.
		OK Bar	Current parking lot for the establishment will be entirely consumed by the access road.	A parking lot will be established in the area that is currently occupied by the Police Station.

Impacts to Safety and Security

Impacts to Safety and Security have been identified in road section 1 only and is 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	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	Place barriers on the northeast and southeast property lines near the river side to deter trespassers from properties. Institute a surveillance protocol with the police to patrol the access roads.
		Salazar Residence		
	Roaring Creek (North access road)	Lucky Entertainment	Possible relocation of police will decrease safety and security currently enjoyed by residents.	If feasible, place cameras on bridge and approach to be monitored by the police.

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 relocation, rehabilitation or 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.

Impacts 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 date of contract signing constitutes the cut-off date for entitlements. In the case of tenants, the date of the census will constitute 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. 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.

Impacts 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 value. Finally, the entitlement for vendors, include compensation for lost income and rebuilding of lost sheds, if applicable.

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. These are all within sections 1-3. In section 4, thirty-seven properties have been identified as having the potential to impacted by the project.

Table 5: Estimate of Eligible Project Affected Properties

Type of Impact	Residences
Impacts to Persons	2
Impacts to Land	51
Impacts to Assets	36 (not including potential impacts in road section 4)
Access Impacts	4
Impacts to Safety and Security	7
Total instances of impacts⁴	99

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 for this Project will not need to be consulted here. The Project Execution Unit will be the interface between the Steering Committee, Implementing Agencies, contractors, and affected people.

Cost Estimate

Total Mitigation Costs

Table 6: Total Mitigation Costs

Impact Type	Estimated Costs*
Impact to Persons (residential dwellings)	To be determined
Impacts to land	To be determined
Impact to Assets	To be determined
Access Impacts	To be determined
Impacts to Safety	To be determined
Total Costs	To be determined

Impacts to Persons (residential dwellings) without Legal Property Claims

The following is a cost estimate for mitigating impacts to persons:

⁴ Note that some residences/properties will experience multiple impacts and are therefore counted more than once.

Table 7: Estimated Cost of Mitigating Impacts to Persons without Legal Claims

Affected Person	Situation	Mitigation	Cost (BZ\$/US\$)
Individual living under the bridge (Roaring Creek)	A highly vulnerable individual for whom restoration measure will be needed to avoid the risk of further impoverishment.	Relocate to a house details to be negotiated with the affected individual to find a mutually agreed solution, providing such individual with an alternative living arrangement to mitigate the displacement-related impacts created by the project.	To be determined
Tenant (Roaring Creek)	Economically vulnerable family	Support to find alternative rental properties so that they can relocate to a new home. Provide economic support for six months for their adaptation process.	To be determined ⁵
Total			\$36,500.00/\$18,250.00

Impacts to Land

Costs of acquiring land have been dealt with by the Lands Department of the Ministry of Natural Resources. This process is still ongoing as negotiations for some properties in section 1-3 are not yet completed. Therefore, the information on these 36 cases is pending and will be included in a revised version of this document. For section 4, negotiations have not yet begun, so that segment is not included in the analysis of impacts of the present document. Accordingly, the RLRP will need to be updated to reflect the impacts and mitigation measures for section 4.

Impacts to Assets

The following outlines the costs of compensating for permanent and temporary economic losses as well as physical losses.

Table 8: Estimated Cost of Mitigating Impacts to Assets

Affected Person	Mitigation	Cost (BZ\$/US\$)
Hulse Residence (Section 1)	Compensate for economic loss to commercial property	To be determined
Food/Fruit Vendors – total 4 (Sections 1 & 2)	Compensate for lost income and rebuild shed	To be determined ⁶

⁵ Estimated BZ\$1,200 for relocation expenses and BZ\$1,200/month for 6 months of social support.

⁶ Estimated at \$500.00 for 1 week of income lost

Artisans – total 26 (Section 4)	Compensate for lost income	To be determined ⁷
Salazar Residence (Section 1)	Provide replacement lot and house	To be determined
Police Station (Section 1)	Provide replacement lot and police station	To be determined
Scott Residence (Section 1)	Redesign an restructuring of house	To be determined
Flowers Residence (Section 1)	Provide replacement lot and compensation for structure on property	To be determined
Possible impact to structures in San Ignacio, San Jose Succotz and Benque Viejo del Carmen (Section 4)	To be determined at a later date, as part of the analysis of section 4.	To be determined as part of the analysis of section 4.
Total		To be determined

Impacts to Access

The following is a cost estimate for mitigating access impacts.

Table 9: Estimated Costs of Mitigating Access Impacts

Affected Person	Mitigation	Cost (BZ\$/US\$)
Hulse Residence (Section 1)	Decrease footprint of bridge approach to allow for larger space between property and retaining wall to accommodate turning.	No cost
Lucky Entertainment (Section 1)	Build parking lot on the west side of property	To be determined
Police Station (Section 1)	Move entire station to a new location	Cost accounted for in another section
OK Bar	Build parking lot on the east side of property, where police station currently exists.	To be determined
Total		To be determined

⁷ Estimated at \$700.00 for 1 week of income lost.

Impacts to Safety and Security

The following is a cost estimate for mitigating impacts to safety and security.

Table 10: Estimated Costs of Mitigating Safety and Security

Affected Person	Mitigation	Cost (BZ\$/US\$)
Properties on the north and south of the highway near the Roaring Creek bridge	Provide barrier on the northeast and southeast section of the bridge on the border of properties with river to deter potential trespassers. Institute a surveillance protocol with the police to patrol the access roads. If feasible, place cameras on bridge and approach to be monitored by the police.	To be determined
Total		To be determined

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.

In 2019, the PEU, with the support of the supervision, will conduct monitoring activities to accompany the affected population. Likewise, the PEU will prepare an ex-post report of the resettlement and livelihood restoration process in 2019.

Grievance Redress Mechanism

The Grievance Mechanism for this project is outlined in the Environmental and Social Management Plan of the project, available as a separate document. It will also be introduced to affected persons and stakeholders during consultations.

Monitoring and Evaluation

In order to ensure that interventions are being applied and impacts mitigated, a monitoring system will need to be implemented. The system should include but not be limited to the following:

Table 11: Project Monitoring Indicators

Performance Indicators	Data Source	Frequency
Overall spending against the budget	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 engagements	Information Management System	Monthly
Average time for grievance processing	Grievance register	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 will be responsible to submit monthly reports to the Ministry of Works.

The PEU will also conduct an ex-post evaluation at the end of the process to report on how the resettlement and livelihood restoration was carried out, and the impacts of the process and the mitigation measures on the living conditions of the affected population. This final report will be submitted to the Project Steering Committee and the IDB for comments before it is finalized.

Annex A: 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 along 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 and interview you understand your living conditions and hear any questions of concerns you may have about the process to determine how best to work with you and your property before the commencement of the road works.

The census and interview will be conducted by Christa Hulse, social consultant, accompanied by a representative from the village council, in May 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): _____

George Price Highway Rehabilitation Project (IDB Loan BL-L1029)
 Census (Livelihood Assessment & Restoration Plan)
 May 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	Net income (source & amount) per month
1.	Yolanda Scott	Roaring Creek	Small Food Stall	Informal business	XXXXXX	Owner	Maud Richards Fiona Garbutt Kesha Richards	BZ\$600.00 - \$800.00/week
2.	Aniceto and Sharon Matute	Camalote	Small Fruit Stall	Informal business	XXXXXX	Owner	Kelly Banner	Unknown (owners were not at the stall when social consultants visited)
3.	Edward Middleton	Blackman Eddy	Small Fruit Stall	Informal business	XXXXXX	Owner	Plus 1 person	Unknown (owners were not at the stall when social consultants visited)
4.	Castula del Carmen and Rodolfo Franco	Blackman Eddy	Small Fruit Stall	Informal business	XXXXXX	Owner		BZ\$350.00/week

