

**Ministry of Works,  
Government of Belize**

**Consultancy Service for the Updating of a Feasibility Study and the  
preparation of the Detailed Designs for the Upgrading of the  
Coastal Highway**  
Belize

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# **Upgrading of the Coastal Highway**

## **Stann Creek District, Belize**

### **Social Impact Assessment**

### **Volume III – Appendix 14**

# Social Impact Assessment

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UPDATING OF A FEASIBILITY STUDY AND PREPARATION OF  
DETAILED DESIGNS FOR THE UPGRADING OF THE COASTAL  
HIGHWAY

**PREPARED BY: VALENTINO SHAL**  
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# TABLE OF CONTENTS

<b>TABLE OF CONTENTS.....</b>	<b>2</b>
<b>LIST OF ACRONYMS .....</b>	<b>5</b>
<b>1 EXECUTIVE SUMMARY .....</b>	<b>6</b>
<b>2 INTRODUCTION .....</b>	<b>8</b>
2.1 PROJECT DESCRIPTION .....	8
2.2 SCOPE OF SIA.....	8
2.3 ARRANGEMENT OF SECTIONS.....	8
<b>3 METHODOLOGY.....</b>	<b>9</b>
3.1 DESK REVIEW.....	9
3.2 INITIAL COMMUNITY CONSULTATIONS.....	9
3.3 STAKEHOLDER CONSULTATION .....	10
3.4 POPULATION HOUSEHOLD SURVEY .....	11
3.5 FOCUS GROUP DISCUSSIONS .....	12
3.6 KEY INFORMANT INTERVIEWS .....	13
3.7 VALIDATION SESSIONS.....	13
<b>4 LEGAL AND INSTITUTIONAL FRAMEWORK.....</b>	<b>14</b>
4.1 NATIONAL DEVELOPMENT FRAMEWORK .....	14
4.2 LEGAL FRAMEWORK.....	16
<b>5 SOCIO-ECONOMIC PROFILE OF LOCAL COMMUNITIES .....</b>	<b>19</b>
5.1 HISTORY AND DEMOGRAPHICS.....	19
5.2 ECONOMY AND LIVELIHOODS.....	23
5.3 SOCIO-CULTURAL CHARACTERISTICS.....	30
5.4 SOCIAL DEVELOPMENT AND SOCIAL INFRASTRUCTURE .....	31
5.5 INSTITUTIONAL AND POLITICAL CHARACTERISTICS .....	42
5.6 MAJOR SOCIAL ISSUES AND CONCERNS.....	43
<b>6 STAKEHOLDER CONCERNS AND INTERESTS.....</b>	<b>45</b>
6.1 OUTCOME OF CONSULTATIONS .....	45
<b>7 SOCIAL DIMENSIONS AND POTENTIAL SOCIAL IMPACT .....</b>	<b>53</b>
7.1 DIMENSION 1 - POPULATION CHARACTERISTICS .....	53
7.2 DIMENSION 2 - INDIVIDUAL AND HOUSEHOLD .....	54
7.3 DIMENSION 3 - LIFESTYLE AND WELL-BEING .....	57
7.4 DIMENSION 4 - POLITICAL AND INSTITUTIONAL RESOURCES.....	59
7.5 DIMENSION 5 - COMMUNITY RESOURCES .....	60
<b>8 SOCIAL MANAGEMENT PLAN.....</b>	<b>66</b>
8.1 DIMENSION 1 - POPULATION CHARACTERISTICS .....	66
8.2 DIMENSION 2 - INDIVIDUAL AND HOUSEHOLD .....	67
8.3 DIMENSION 3 - LIFESTYLE AND WELL-BEING .....	69
8.4 DIMENSION 4 - POLITICAL AND INSTITUTIONAL RESOURCES.....	71
8.5 DIMENSION 5 - COMMUNITY RESOURCES .....	72
<b>9 MONITORING AND EVALUATION.....</b>	<b>75</b>
9.1 DIMENSION 1 – POPULATION CHARACTERISTICS.....	75
9.2 DIMENSION 2 – INDIVIDUAL AND HOUSEHOLD.....	76
9.3 DIMENSION 3 – LIFESTYLE AND WELL-BEING .....	79
9.4 DIMENSION 4 – POLITICAL AND INSTITUTIONAL RESOURCES .....	84

9.5	DIMENSION 5 – COMMUNITY RESOURCES .....	85
<b>10</b>	<b>GRIEVANCE REDRESS MECHANISM .....</b>	<b>88</b>
10.1	PURPOSE .....	88
10.2	PRINCIPLES OF THE GRM .....	89
10.3	GRM ADMINISTRATION PROCEDURES .....	89
10.4	GRM IMPLEMENTATION .....	93
<b>11</b>	<b>ANNEXES: .....</b>	<b>97</b>
	ANNEX 1: LIST OF PARTICIPANTS - STAKEHOLDER CONSULTATIONS .....	97
	ANNEX 2: INITIAL CONSULTATION OF VILLAGE COUNCILS .....	99
	ANNEX 3: MEETING MINUTES - COMMUNITY CONSULTATIONS .....	100
	ANNEX 3: FOCUS GROUP DISCUSSION RESULTS .....	116
	ANNEX 4: POPULATION HOUSEHOLD SURVEY INSTRUMENT .....	143
	ANNEX 5: WATER TRANSMISSION LINES LAYOUT- GALES POINT .....	148
	ANNEX 6: WATER TRANSMISSION LINES LAYOUT- HOPE CREEK .....	150
	ANNEX 7: WATER TRANSMISSION LINES LAYOUT- LA DEMOCRACIA .....	151
	ANNEX 8: STAKEHOLDERS MINI-SURVEY .....	153

## List of Tables

TABLE 1: STAKEHOLDER CONSULTATIONS .....	10
TABLE 2: COMMUNITY SURVEY SAMPLE .....	11
TABLE 3: FOCUS GROUP SESSIONS .....	13
TABLE 4: COMMUNITY POPULATION TRENDS .....	20
TABLE 5: MALE/FEMALE POPULATION TREND .....	20
TABLE 6: MOST RECENT COMMUNITY DEMOGRAPHICS .....	22
TABLE 7 UNEMPLOYMENT BY COMMUNITY AND SEX .....	23
TABLE 8: EMPLOYMENT AND INCOME BY COMMUNITY .....	25
TABLE 9: SELF-EMPLOYMENT IN COMMUNITIES .....	26
TABLE 10: LAND OWNERSHIP ACROSS COMMUNITIES .....	28
TABLE 11: LAND OWNERSHIP ACROSS COMMUNITIES .....	29
TABLE 12 SOCIO-CULTURAL CHARACTERISTICS OF COMMUNITIES .....	30
TABLE 13: ACCESS TO HEALTH CARE SERVICES IN COMMUNITIES .....	31
TABLE 14: ACCESS TO EDUCATION SERVICES BY COMMUNITIES .....	32
TABLE 15: EDUCATIONAL ATTAINMENT BY COMMUNITY .....	33
TABLE 16: UTILITIES IN COMMUNITIES .....	35
TABLE 17 SOCIAL DEVELOPMENT AND INFRASTRUCTURE: TRANSPORTATION .....	36
TABLE 18: PRIVATE AND PUBLIC INFRASTRUCTURE .....	37
TABLE 19: DRAINAGE AND ROADS .....	38
TABLE 20: SECURITY AND SOCIAL COHESION .....	39
TABLE 21: GROUP MEMBERSHIP BY COMMUNITY .....	41
TABLE 22: PSYCHOSOCIAL WELLBEING .....	41
TABLE 23: POLITICAL PARTICIPATION BY COMMUNITY AND SEX .....	43
TABLE 24: YOUTH UNEMPLOYMENT .....	44
TABLE 25: LIST OF GRM POINT PERSONS .....	89
TABLE 26: SAMPLE GRIEVANCE LOG .....	90
TABLE 27: GRM MONITORING FRAMEWORK .....	94

## List of Figures

FIGURE 1: LOCATION OF THE COASTAL ROAD .....	19
FIGURE 2: POPULATION TRENDS 1980-2010 .....	20
FIGURE 3: WEEKLY EARNINGS BY SEX FOR ALL COMMUNITIES .....	25
FIGURE 4: JOBS AND EMPLOYMENT ACTIVITIES OF COMMUNITY RESIDENTS .....	26
FIGURE 5: SELF-EMPLOYMENT BY SEX .....	27
FIGURE 6: AGRICULTURE AND LIVESTOCK PRODUCTS OF COMMUNITIES .....	27

FIGURE 7: TECHNICAL AND VOCATIONAL SKILLS OF COMMUNITIES.....	28
FIGURE 8: EDUCATIONAL ATTAINMENT BY SEX.....	34
FIGURE 9: TRUST FAMILY TO HELP IN TIMES OF NEED.....	40
FIGURE 10: TRUST COMMUNITY TO HELP IN TIMES OF NEED.....	40
FIGURE 11: PERCEPTION OF PREVALENCE OF DRUG OR ALCOHOL USE.....	42
FIGURE 12: GRM FRAMEWORK.....	88
FIGURE 13: GRM PROCEDURES.....	91

## List of Acronyms

ANRI	Agriculture and Natural Resource Institute
CDB	Caribbean Development Bank
CTMP	Comprehensive Transportation Master Plan
DOE	Department of the Environment
DOT	Department of Transport
DRD	Department of Rural Development
EIA	Environmental Impact Assessment
GDP	Gross Domestic Product
GSDS	Growth and Sustainable Development Strategy
HH	Household
ITVET	Institute for Technical and Vocational Training
MHD	Ministry of Human Development, Poverty Reduction and Social Transformation
MOEYSC	Ministry of Education, Youth, Sports and Culture
MOW	Ministry of Works
NGO	Non-Governmental Organization
NICH	National Institute of Culture and History
NSTMP	National Sustainable Tourism Master Plan
NTMP	National Transportation Master Plan
PPP	Public Private Partnership
PRA	Public Roads Act
RTA	Road Traffic Accidents
SIA	Social Impact Assessment

# 1 Executive Summary

The Coastal Road (also known as the Manatee Road) is a 36-mile road that connects the north of Belize beginning at La Democracia at its junction with the George Price Highway to Hope Creek at its junction with the Hummingbird Highway to the south. The four (4) communities of La Democracia, Gales Point, Mullins River and Hope Creek are adjacent to the Coastal Road and as such are considered project affected communities. This Social Impact Assessment and Gender Analysis (SIA) investigates the potential impacts of the upgrade of the Coastal Road on the human environment. While significant benefits are expected from the upgrading of the Coastal Highway, there are also potential negative externalities associated with the upgrade. The negative impacts were not only identified and measured but also were highlighted in such a way that they can be minimized and mitigated.

While there are recognized areas of similarities of the four communities, there are also recognized areas of variances in their perceptions, profiles, needs and challenges. Therefore, the impact analysis points to instances where impact may particularly affect a community and therefore that community will be specifically highlighted. In other instances, the SIA amalgamates the impact where it is estimated that all communities may be impacted in a similar way. The levels of isolation are a noteworthy difference for communities along the Coastal Road. Isolation in this instance refers to challenges of mobility to the rest of Belize. The communities on either ends of the Coastal Road (Hope Creek and La Democracia), both have easier access to services and economic opportunities than do the communities of Gales Point and Mullins River who do not have access to public transportation and are locked in when the road floods. Social cohesion, ethnic make-up and development challenges of the communities therefore differ based on this noticeable difference in isolation. It is further recognized that the communities of Hope Creek and La Democracia have had increases in their population albeit a larger increase in Hope Creek, while Gales Point and Mullins River have seen a reduction in their populations over time.

Therefore, it is anticipated that the positive impacts to be derived from this road infrastructure upgrade may be felt more intensely for the communities of Gales Point and Mullins River who are currently isolated from the rest of Belize. On the other hand, negative impacts associated with population growth and population shift, displacement, and changes in traditional practices may also be more strongly experienced in these communities as well.

The project is considered feasible under the social conditions examined and measures proposed.

The road upgrade is aligned to the country's medium-term development plan<sup>1</sup>, and contributes to both the National Sustainable Tourism Master Plan and the National Transportation Master Plan<sup>2</sup>. It is anticipated that this contribution will yield economic benefits by reducing the cost of doing business and opening up new development potential for Belize's most productive sectors including tourism and agri-business development. In addition, the improvement of the road network is anticipated to improve the lives of the residents of communities adjacent to it. Increased access to services, increased avenues for economic participation and a reduction in

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<sup>1</sup> Government of Belize, Growth and Sustainable Development Strategy, 2016

<sup>2</sup> National Sustainable Tourism Master Plan.

<http://cdn.gov.bz/tourism/National%20Sustainable%20Tourism%20Master%20Plan.pdf> , date accessed: February 26, 2018

isolation are some identified benefits of the upgrade for these communities. On the other hand, the road upgrade also poses challenges to these communities. Chief of the indirect negative impacts identified is due to the irregular landholdings of community members, since a large percentage of all four communities live and work on lands that they do not technically or legally own. It is anticipated the land values and attraction will increase once the road is upgraded and demand for purchase may negatively impact those who do not own the lands that they have occupied for many years and in some instances generations. Another potential negative impact relates to safety and security of relatively peaceful communities. Security risks in this instance are related to both increases in road traffic accidents (RTAs) and potential increases in crime and violence.

Therefore, the SIA puts forward recommended mitigation measures in a social management plan addressing critical issues including the need for the regularization of land for community members; road safety designs and furniture to reduce potential road fatalities; enhancement of the capacity of village leaders to manage new developments that may result from the improved road and provision of training to advance equal opportunities for men and women to benefit from economic opportunities that may come from the intervention of the project.



## **2 Introduction**

### **2.1 Project Description**

The Coastal Road (also known as the Manatee Road) is a 36-mile road that connects the south of Belize beginning at La Democracia at its junction with the George Price Highway to Hope Creek at its junction with the Hummingbird Highway to the south. The upgrading of the Coastal Road will entail the construction of 49 km of all-weather, bitumen surfaced highway and will incorporate climate change, gender and safety considerations. The key aspects to be addressed in upgrading the Coastal Highway include the following:

- Providing safe and aesthetic road geometry;
- Raising the road alignment above the maximum level of floods;
- Providing adequate drainage system;
- Providing a paved two lanes road; and
- Upgrading of existing bridges.

The upgrading of the Coastal Road will directly impact four communities that are located along the current road. The project affected communities of La Democracia and Gales Point Manatee are located in the Belize District while Mullins River and Hope Creek are in the Stann Creek Districts. There is also economic activity along the coastal road where citrus farms, shrimp farms, mango orchards and tourism including lodges and an air strip are located.

The final output of this Social Assessment and Gender Analysis (SIA) will highlight risks related to the execution of a road construction project and inform possible mitigating measures to safeguard against social and gender risks. This was done by analyzing socio-economic, socio-political and socio-cultural factors with a strong gender focus to assess possible differences in the impacts to men and women of the Coastal Highway Upgrade Project.

### **2.2 Scope of SIA**

This Social Impact Assessment addresses both the requirements of the Belize Department of the Environment (DOE) under the Environmental Protection Act (EPA) regulations and the Terms of Reference for social assessment provided by the project funder, the Caribbean Development Bank (CDB)

The scope of this SIA includes providing a sex-disaggregated demographic profile of communities along the coastal road including socio-economic, individual and community characteristics. This also includes identifying key employers and livelihood activities in the communities. It also is intended to identify risks and vulnerabilities of communities during implementation and operation, including those linked to projected climate change, and other socio-cultural impacts. These risks and vulnerabilities are also gender-specific. It also provides an analysis of potential socio-economic benefits of the highway upgrade along various social dimensions.

### **2.3 Arrangement of Sections**

The document will start by providing an overview of this assignment in sections one (Executive Summary) and two (Introduction). In section three, the document will then proceed to outline

the methodology that was used in undertaking this research. Section four will detail the national development and legislative and frameworks which guided the development of this SIA. Community Profiles including baseline data on the four assessed villages will be fleshed out in section five of the document. Section six will consolidate the feedback received from stakeholder meetings and section seven assesses potential impacts of the Highway upgrade based on five Areas of Variable. The impact assessment will be followed by the mitigation measures and plans to address adverse impacts in sections eight. The SIA flesh out a Monitoring plan for tracking of progress of SIA mitigating measures in section nine and then terminate with the identification of procedures and processes of a grievance mechanism for complaints.

### **3 Methodology**

The SIA provides a baseline of social assets and vulnerabilities for four (4) communities directly impacted by the upgrade of Belize's Coastal Highway using a mix of data collection tools highlighted below in this methodological note. Additionally, a demographic and social snap shot of the communities at the time of the assessment is provided. The assessment however goes further to also focus on social dimensions and variables of potential social impact of the highway upgrade from a gendered perspective. In assessing the impacts of upgrading the Coastal Highway, the SIA applied primary and secondary data collection tools to determine possible project impact. It is important to note that site visits were conducted to verify, update and fill gaps as well as to gather photographic documentation where necessary in order to aid the methods used in conducting this assessment.

The following subsections detail the steps involved in collecting data to inform the SIA.

#### **3.1 Desk review**

An examination of literature where available, on the Communities of La Democracia, Gales Point, Mullins River and Hope Creek was conducted. Literature provided information on the demographics of the respective communities, some historical information and district level socio-economic performance which were used to make inferences of the studied communities. National and local level literature also were consulted to acquire information on the Belize and Stann Creek Districts. Information consulted included:

#### **3.2 Initial Community Consultations**

Initial meetings were held with the Village Council of each of the four project affected villages. This meeting was used to arrange for a larger meeting with residents in each of the four villages. The purpose of these meetings was to share information on the project and to allow community members the space to provide feedback and perspectives on the project and were held during the weeks of December 1<sup>st</sup>, 2017 and December 12<sup>th</sup>, 2017. Consultation sessions were carried out using a two-pronged approach. Firstly, the concept of the project and feasibility study activities were presented followed by the activities to be undertaken in the communities as part of the SIA process. Secondly, the four communities and their village councils were afforded the space to highlight potential impacts of the road upgrade, ask questions or provide comments on what was presented.



*Image: La Democracia Community Consultation  
Consultation  
December 12<sup>th</sup>, 2017*



*Image: Gales Point Community  
December 13<sup>th</sup>, 2017*

### 3.3 Stakeholder Consultation

This SIA classified a stakeholder not only the residents of project affected communities but also any person or entity with a declared or conceivable stake in the Coastal Road Highway Upgrade, but who may not be a resident of the communities directly affected on way or the other. Therefore, two other stakeholder meetings were held on February 1<sup>st</sup>, 2018 and February 8<sup>th</sup>, 2018 to engage these persons and entities.

*Table 1: Stakeholder Consultations*

Location	Date	Venue	Number of Participants
Belmopan	February 1st, 2018	George Price Center	8
Dangriga	February 8th, 2018	Red Cross Building	20

The consultation sessions included presenting key information on the project to the stakeholders while also providing them with an opportunity to share their views on its potential impact thus facilitating feedback, and gauging perception of the project in order to gain and/or strengthen buy-in. stakeholders were also provided with an opportunity to fill out a specific stakeholder survey form found in annex 8 to solicit their feedback. One stakeholder who was not present at the consultation (Santander) submitted feedback via this mechanism. Key stakeholders from the following sectors were consulted in the process of developing the SIA as follows<sup>3</sup>:

- School Bus Operators
- Truck and Heavy Equipment Operators
- Hotel/Guest House Operators
- Agriculture Industry Personnel
- Tourism Industry Personnel
- Community-Based Organizations
- Non-Governmental Organizations
- Educational Personnel
- Rural and Human Development Personnel
- Private Sector developers
- Other Private Sector entities accessing the Coastal Road

<sup>3</sup> Annex 1 contains the consultations' attendance sheets

1) National Institute of Culture and History



*Image: Stakeholder Consultation- Dangriga  
February 8<sup>th</sup>, 2018*

*Image: Stakeholder Consultation- Belmopan  
February 1<sup>st</sup>, 2018*

### 3.4 Population Household Survey

Field research was facilitated within communities by designing a population household survey instrument with predominantly close ended ordinal questions and a few open-ended questions to take into consideration the recommendations for project improvement and risk mitigation provided by community members. Administration of survey questionnaires was done by drawing a representative sample of the four communities being assessed. Based on the number of household of the four communities, a sample of the communities were drawn using a 95% confidence level which is standard for these types of surveys. The sample number for Mullins River was higher given the given the small population size of the community.

*Table 2: Community Survey Sample*

Community	No. of HH <sup>4</sup>	Sex		Sample Size
		Female	Male	
La Democracia	109	16	15	31
Gales Point	72	13	15	27
Mullins River <sup>5</sup>	15	8	9	15
Hope Creek	278	19	18	37

The administration of the survey instrument was done using purposive sampling where controls were placed on the number of male and female respondents. Surveys were administered to household members above the age of 18, not solely to the household head. A small team of enumerators were identified to administer survey instrument in the respective communities over a one-week period from December 20<sup>th</sup> to December 23<sup>rd</sup>, 2017. Enumerators were trained to administer the instruments and to improve their capacity to motivate respondents to give complete and accurate answers. The survey instrument was also tested in the San Martin community of Belmopan. The household survey analysis was done using Microsoft Excel and

<sup>4</sup> Statistical Institute of Belize, Population and Housing Census, 2010

<sup>5</sup> Families who live along the Coastal Road near Mullins River were included in the household survey.



JASP statistical software. Families along the road who are not considered a part of Mullins River village boundaries were also included in the administration of the survey.



*Image: HH Survey Gales Point  
December 21<sup>st</sup>, 2017*

*Image: HH Survey Mullins River  
December 21<sup>st</sup>, 2017*

### **3.5 Focus Group Discussions**

Eight (8) focus group sessions were conducted over the period January 7<sup>th</sup>, 2018 to February 4<sup>th</sup>, 2018 with men and women separately in order to gain insight into their perceptions and experiences in identifying outstanding social issues and concerns in the respective communities. Two (2) focus group sessions in each community; one male and one female were conducted. The sessions were used to validate some of the findings of the household survey administered in December 2017 as well as explore additional issues affected the community from a gendered perspective. The sessions also highlighted current deficiencies in the transport arrangements, whether with respect to public transportation systems, or to the design of the infrastructure that may hinder women, children and the elderly from fully access services and markets. Though groups were primarily set up to account for men/women separation, efforts were additionally made to ensure that the groups were diverse in age, (youth and elderly) and economic activities and livelihoods. Where possible, in each community a diverse ethnic mix was encouraged in each focus group discussion. Information gathered at these sessions provided a wealth of insight into communities' perception on the potential highway upgrade's impact on their lives, historical information on access to and from these communities to the

rest of Belize, specific risks to vulnerable women and men in accessing public services and the beneficial impacts of transportation to accessing public services.

*Table 3: Focus Group Sessions*

Community	Session Date	Number of Males	Number of Females
La Democracia	January 7 <sup>th</sup> , 2018	19	6
Gales Point	January 10 <sup>th</sup> 2018	6	13
Mullins River	February 4 <sup>th</sup> , 2018	13	10
Hope Creek	January 14 <sup>th</sup> , 2018	9	5
Total		47	34



*Image: Focus Group- Hope Creek (F)  
January 14<sup>th</sup>, 2018*



*Image: Focus Group- Mullins River (M)  
February 4<sup>th</sup>, 2018*

### 3.6 Key Informant Interviews

In addition to the community meetings, household surveys and focus group discussions, key informants were identified by snowballing as the SIA team visited the communities. A selected number of men and women in each community with historical information were consulted to gauge the level of change that the communities have experience over time. This method was also used to acquire historical information on transportation modes and patterns from the communities prior to and after the Manatee Road establishment. The perceptions of key informants regarding the potential impacts of the road upgrade on their communities was also vital. This method of investigation allowed engagement with primarily elderly community members who may have been excluded from community meetings or group sessions.

### 3.7 Validation Sessions

All project affected communities were presented with the findings of the SIA to ensure that the draft finding and recommendations were in line with the results coming from the communities over the assessment period. Consensus and clarification on issues from participants for incorporation in the draft final and final reports were obtained.

## 4 Legal and Institutional Framework

### 4.1 National Development Framework

#### 4.1.1 Horizon 2030

The Government of Belize has developed a long-term development strategy called the Horizon 2030 which outlines broad goals for the future of Belizean society. These have a bearing on rural and indigenous communities and can be seen as a way of ensuring democratic participation and social sustainability of the country's development trajectory. The Strategies under the Horizon 2030 Framework are grouped under four thematic areas. These are:

- 1) Democratic Governance for Effective Public Administration and Sustainable Development;
- 2) Education for Development - Education for Life;
- 3) Economic Resilience: Generating Resources for Long Term Development; and
- 4) The Bricks and the Mortar - Healthy Citizens and A Healthy Environment.

Horizon 2030 reflects a shared national long-term vision for Belize and was the outcome of a long participatory process that engaged a wide cross-section of society and institutions in its development. One of the core values identified is people-participation in the economic, social and political development process. The Framework seeks “to focus on the community by anchoring development planning in the communities to promote relevance, ownership by beneficiaries and long-term sustainability of results.”

#### 4.1.2 Growth and Sustainable Develop Strategy

The vision established in Horizon 2030 is made operational through the Country's Growth and Sustainable Development Strategy (GSDS) 2016-2019. The GSDS mainstreams sustainable development, reflecting a whole-system approach to the country's development based on three drivers: a proactive role for the state, tapping into global markets, and innovative social policy<sup>6</sup>. The GSDS puts forward that improving design specifications for new road construction and major road upgrades will reduce future maintenance costs, increase asset life, and reduce environmental impact, subject to overall economic and cost benefit analysis. The strategy highlights the Government's need to make concerted efforts to improve economic infrastructure as a fundamental basis on which to expand the production of goods and services. High priority is given to the integration of environmental quality, resource conservation, and ecosystem health considerations into infrastructure development strategies and programs. Infrastructure development planning should also take into consideration sector development needs (especially tourism and agriculture) as well as social inclusion. Improvement in infrastructure, including those necessary for the export of agriculture is seen as a driver towards developing vertical linkages for the agricultural industry. The Basic infrastructure called for by the GSDS also includes climate resilient roads to key tourism sites and destinations, air and seaports, and water and sanitation services.

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<sup>6</sup> Government of Belize, 2016, Growth and Sustainable Development Strategy 2016-2019

#### 4.1.3 The National Transportation Master Plan and Comprehensive Transportation Master Plan (Short Term Action Plan 2017)

Optimizing national income and investment is seen as a critical feature in enhancing Belize's growth. One flagship action to this end is the improvement of the country's road network based on the National Transportation Master Plan (NTMP). This includes the maintenance of existing primary and secondary road networks, but also plans as a national priority, the enhancement and upgrade of the road network based on the recommendations of the NTMP and subject to appropriate feasibility studies. In doing so, critical considerations for road network upgrade include 1.) Reducing the economic cost of road transportation; 2.) Facilitating trade with the rest of Central America; and 3.) Improving road safety.

The investments necessary for adequate infrastructure (roads, ports, energy, water, telecommunication and transport) is linked to ensuring increased productivity within the country's main economic sectors. As a result, the role of updated and expanded infrastructure is further highlighted by the Comprehensive National Transportation Master Plan (CNTMP) which aims to: a) promote economic growth by reducing costs to market for the private-sector thus facilitating domestic and international trade; b) improve public mobility, access to markets, employment and social, health and leisure facilities; c) contribute to climate change mitigation and adaptation; and d) ensure the financial, environmental and institutional sustainability of transport services.<sup>7</sup> The CNTMP once completed is intended to serve as a holistic reference guide for: policy design, short, medium and long-term investments on infrastructure, institutional strengthening and private-sector engagement on opportunities related to the promotion of a Belizean transport sector that contributes to sustainable economic and social development. Currently the document provides short term action plan for the Belizean transportation sector. As one key artery, the CNTMP posits that the Coastal road is expected to receive significant traffic once upgraded, as it will reduce the time from both Belize City and Belmopan to Dangriga, Placencia and Big Creek. The use of the road will therefore support both tourism and agro products transportation.

#### 4.1.4 National Sustainable Tourism Master Plan

The service sector, in particular tourism, makes up 70% of Belize's GDP, while the primary sector, in particular agriculture products for export (sugar, citrus and banana), and the secondary sector (manufacturing, electricity, water supply and construction) account for 14% and 16%, respectively.<sup>8</sup> In both sectors, the need for improvement to the national transportation network is identified<sup>9</sup>.

In order to enhance positive sustainable impacts from tourism, The National Sustainable Tourism Master Plan (NSTMP) identifies that Belize as a destination, must be fully equipped with basic infrastructure, transportation infrastructure, tourism supply and facilities and skilled human resources. With regards to transportation infrastructural needs the plan highlights the develop national connectivity by enhancing highways and road conditions, regional and international airport safety and capacity, sea port and pier facilities development as essential to improved Belize's tourism product. The NSTMP also emphasizes that Belize's road

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<sup>7</sup> Economic Development Council, <http://edc.gov.bz/governmentpolicies/projects/cntmp/>, 2018, Date Accessed: February 26<sup>th</sup>, 2018

<sup>8</sup> Egis, Preparation of a Comprehensive National Transportation Master Plan for Belize: A Baseline Report; 2017

<sup>9</sup> Ibid



infrastructure is insufficient for quality and safety required by international tourist and therefore improvement in the transportation standards through the country is critical.<sup>10</sup>

## 4.2 Legal Framework

### 4.2.1 Environmental Protection Act, Chapter 328 of the Revised Laws of Belize (2000)

This act requires that every project, programme or activity be assessed with a view to protect and improve human health and living conditions and the need to preserve the reproductive capacity of ecosystems as well as the diversity of species<sup>11</sup>. It is therefore necessary to consult with public and other interested bodies or organizations when conducting developments of this nature. In accordance with the Environmental Impact Assessment (Amendment) Regulations of 2007, an Environmental Impact Assessment (EIA) is needed when there is proposed construction of a new national highways, and other roads of more than 10 miles in length this qualifies under Schedule I projects which requires a full EIA without question. Among other considerations, the EIA must identify, predict, evaluate, and mitigate and manage the environmental, and key social and economic impacts of development projects, undertakings, programmes, policies or activities<sup>12</sup>.

### 4.2.2 Public Roads Act, Chapter 232 of the revised Laws of Belize (2000)

The Public Roads Act (PRA), Chapter 232 provides the mandate for the Minister and the Chief Engineer to build and improve all public roads. In pursuit of these objectives the Act gives certain powers to the Minister and Chief Engineer in terms of land acquisition. Under Section 9 Powers over Adjacent Land when Executing Road Works, it states:

*All lands not built upon or cultivated which may be required for the purpose of opening any new public road or for diverting, turning, widening or enlarging any existing public road in the execution of any such Order of the Minister as provided for in section 7 may be absolutely taken and appropriated without tender or payment by way of compensation and shall vest in the Government without any formal transfer thereof.*

Where there are built up areas and areas under the cultivation, the Act empowers the Chief Engineer to enter into negotiations regarding compensation. The Act further addresses the issue of encroachment public roads. The Act allows the Chief Engineer to issues notices to any person obstructing or encroaching any public road and after giving reasonable time and after following the required process, the Chief Engineer, or any person duly authorized by him, may proceed to remove such obstruction or encroachment. The Act allows for the Chief Engineer to recover the cost of removal from the person causing the obstruction or encroachment.

This Act further provides for the description and rules of operating public roads and highways. To this end, it makes general provisions for the regulation of the size of tires and wheels of any cart, carriage, motor vehicle, or any other conveyance, using any public road, for the transport

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<sup>10</sup> National Tourism Sustainable Master Plan,

<http://cdn.gov.bz/tourism/National%20Sustainable%20Tourism%20Master%20Plan.pdf> , date accessed: February 26, 2018

<sup>11</sup> Environmental Protection Act, Chapter 328. <http://www.belize-law.org/web/lawadmin/PDF%20files/cap328.pdf> , date accessed: February 26<sup>th</sup>, 2018

<sup>12</sup> EIA Regulations, 2007. <http://extwprlegs1.fao.org/docs/pdf/blz129032.pdf> , date accessed: February 26<sup>th</sup>, 2018

of passengers, goods, wares and materials of any kind. The act allows for defining the general control, use, management, survey, construction and repair of all public roads, bridges and ferries, and the prevention of obstruction thereto. It covers the lighting of public roads and it also defines the government power to impose, levy and collect from any person using any bridge or ferry dues, tolls and fees as may be decided upon.

The road management regime, including the decision develop a pilot Public Private Partnership (PPP) for operations and maintenance of the road as prescribe in the preparation of a Comprehensive Transportation Master Plan for Belize, Short term Action Plan, 2017 is to be considered in line with this act. The ability to impose tolls and weight restrictions for vehicles accessing the road is also provided for in this legislation.

#### 4.2.3 Land Acquisition (Public Purposes) Act, Chapter 184 of the Laws of Belize

The two main laws dealing with the compulsory taking of land are the Land Acquisition (Public Purposes) Act, Chapter 184 of the Laws of Belize and the second is the Land Acquisition (Promoters) Act, Chapter 183 of the Laws of Belize. The Land Acquisition (Public Purposes) Act, Chapter 184 of the Laws of Belize is the principal legislation governing compulsory land acquisition.

Land can only be acquired for a public purpose and there is the right of access to the courts to determine whether the acquisition was for a public purpose and lawfully executed. Under the provisions of this Act, where the Minister responsible for lands considers that any land should be acquired for a public purpose, he causes a notice of declaration of acquisition to be published in the Gazette. Two notices are required to be published and are to be at an interval of not less than six weeks between each publication. The publication sets out the particulars relating to the land and the public purpose for which the land is required. Upon the second publication of the declaration, the land vests absolutely in the Crown and the authorized officer, and his agents, assistants and workmen may enter and take possession of the land accordingly.

As soon as the declaration has been published, the person referred to in the Land Acquisition Act as “the authorized officer” (who is usually the Chief Valuer of the Lands and Surveys Department – but may also be the Lands Commissioner) is required to issue a notice of acquisition, which among other things, requires all persons having any interest in the acquired land to appear, either personally or by attorney or agent, before the said authorized officer and state the nature of their interest in the land and the full particulars of their claim to compensation. Where the authorized officer and the person(s) claiming compensation cannot agree on the amount of compensation, the law sets out the procedure and the rules for determining compensation.

The Land Acquisition (Promoters) Act similarly makes provision for any promoter (which can be a corporation, a company or a person), to acquire land compulsorily for a public purpose upon making an application to the Minister responsible for lands. The minister appoints a person to hold an inquiry and the findings are then submitted to the National Assembly for approval of the acquisition. After the acquisition is approved, a notice of the acquisition is published in the Gazette. However, the notice is not to be published unless and until the promoter has given security to meet the acquisition costs and compensation payable. The promoter is also required to enter into an agreement regarding the terms on which he is to hold the land and the conditions with respect to the works to be done on the acquired land.

According to the Land Acquisition Act, all questions and claims relating to payment of compensation shall be submitted to a Board of Assessment which is to comprise: (i) the Chief Justice or a judge of the Supreme Court who shall be the Chairman of the Board; (ii) a member (other than a public officer) appointed by the minister responsible for lands; and (iii) a member nominated by the landowner. The Board holds a public inquiry and follows the civil procedure rules of the Supreme Court with respect to the conduct of the inquiry. At the conclusion of the inquiry, the Board decides on the amount of compensation and the apportionment. The decision is a majority decision. In the event the decision of the members differs regarding compensation, the mean between the amount decided upon by the Chairman and that one of the amounts decided upon by the other two members which approximates most nearly the amount decided by the Chairman, shall be deemed to be compensation awarded by the Board. In awarding compensation, the Board may add interest to the compensation and is to be guided by the rates payable by the commercial banks on fixed deposits. An award of the Board is enforced in the same manner as a judgment of the Supreme Court and either party is entitled to appeal the Board's decision to the Belize Court of Appeal.

Section 19 of the Land Acquisition (Public Purposes) Act spells out the rules for assessment of compensation when land is acquired under the Act. The standard practice is to use the market value of the land at the date of acquisition in the determining the value of compensation. The current practice of arriving at what is the market value, is the comparative approach – what similar lands in the vicinity sell for. Affected persons have 12 months in which to make a claim for compensation.

#### 4.2.4 Motor Vehicles and Road Traffic Act, Chapter 230 of the Laws of Belize (2000)

This Act provides for the registration, licensing and control of all vehicles in Belize, as well as for driving and other offences and general conditions related to the use of the road. This act establishes and provides the mandate for the Department of Transport (DOT) and the National Transport Board, referred to in the Act as the "Transport Advisory Council" **Error! Bookmark not defined.** the Act does not explicitly impose speed limits but makes reference to the order of the Minister to specify in the order as the maximum speed in relation to a vehicle of that class or description and on a road described in the order.

Considerations for safety of villagers, and other road users in terms of speed limits within village boundaries and enforcement for other traffic offenses that may occur both during and after construction of the Coastal Road is provided for by chapter 230 of the laws of Belize.

#### 4.2.5 Village Council Act, Chapter 88 of the Laws of Belize (Revised Edition 2000)

The act provides certain privileges, duties and responsibilities to village councils with respect to lands within the village. Therefore, village councils should be afforded a map or maps showing the lands in the village and their distribution shall be delivered to the council by the Ministry responsible for lands. Under this Act, the council may constitute itself a Lots Committee or may appoint a Lots Committee to make recommendations to the Ministry with regard to the distribution of lots and lands within or affecting the boundaries of the village. The council must be consulted by the Ministry responsible for lands before dealing with any lands in the village, and its views should be taken into account. The council cannot act unilaterally when implementing any of its plans or proposals. It must take into consideration the views and opinions of villagers and of government and non-government agencies. Similarly, any Ministry

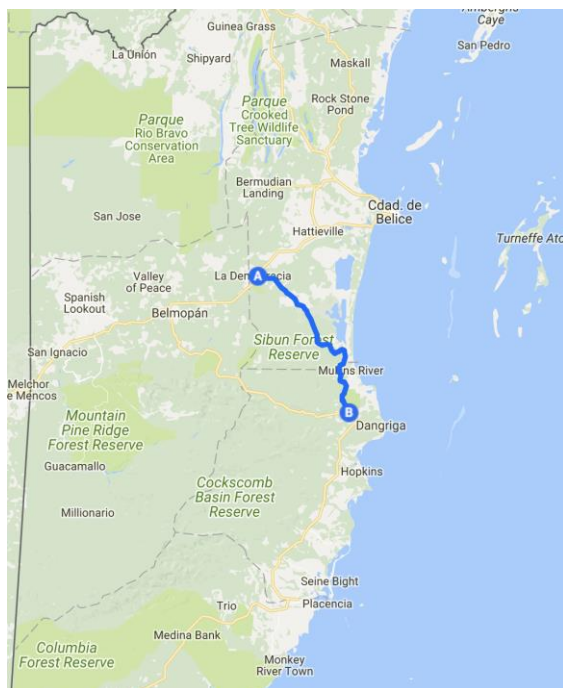
or Department of Government intending to make any decision or policy or to carry out any act affecting a village shall consult with the council before doing so and, as far as practicable, take the views of the council into account. As it relates to developments having to do with lands and land use, either during or after the construction of the Coastal Highway, the council and by extension the community must be consulted in accordance with Chapter 88 of the Laws of Belize.

## 5 Socio-economic Profile of Local Communities

### 5.1 History and Demographics

Demographically, the four project affected communities have noteworthy areas of similarity. With the exception of Hope Creek, all the communities have relatively small populations of under three hundred and fifty (350) people and a small number of households. In the communities of Gales Point, La Democracia and Mullins River, the populations are predominantly ethnically homogenous. And in Hope Creek, there is ethnic diversity including creole, mestizo and Hispanic populations.

*Figure 1: Location of the Coastal Road*



All communities, with the exception of Gales Point have seen increases in their population between the period 1980 to 2010 albeit an exponential increase in Hope Creek. It is worthy to note that 2000 population census reported a dip in population in La Democracia and a subsequent sizeable increase in the 2010 census period<sup>13</sup>. Gales Point is the only community that demonstrated a decrease in population according to 30 years of census data. Also, during the process of this SIA, the population of Mullins River was identified to now be below 100 people and highlights a significant decrease in population over the recent past.

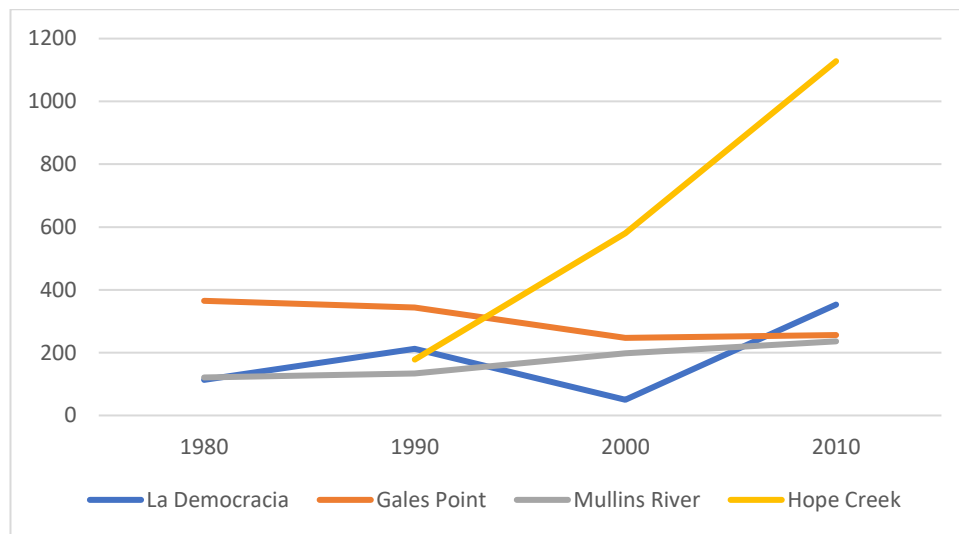
<sup>13</sup> It is possible that this population count is an error as community members did not report any drastic decrease in population which this seems to represent.

*Table 4: Community Population Trends*

Community	1980	1990	2000	2010
<b>La Democracia</b>	113	212	50	353
<b>Gales Point</b>	365	344	247	256
<b>Mullins River</b>	121	134	198	236
<b>Hope Creek</b>	N/A	178	580	1128

*Source: SIB 2001 and 2007 Abstract of Statistics; 2010 Housing and Population Census Data*

*Figure 2: Population Trends 1980-2010*



*Source: SIB 2001 and 2007 Abstract of Statistics; 2010 Housing and Population Census Data*

The male/female population ratio are similar in all communities with the exception of Mullins River. In the three communities (La Democracia, Hope Creek and Gales Point), the communities have had male female variances of no more than +/- 4%. This has remained consistent over the 30-year period studied. Mullins River has had a significantly higher male population than it has females.

*Table 5: Male/Female Population Trend*

	1980	1990	2000	2010
<b>La Democracia</b>	51% (M)/49% (F)	54%(M)/46%(F)	50% (M)/50% (F)	54% (M)/46% (F)
<b>Gales Point</b>	49% (M)/51% (F)	54%(M)/46%(F)	56% (M)/44% (F)	51% (M)/49% (F)
<b>Mullins River</b>	57%(M)/43%(F)	61%M)/39%(F)	65%(M)/35%(F)	66%(M)/34% (F)
<b>Hope Creek</b>	-	48%(M)/52%(F)	53% (M)/47% (F)	52%(M)/ 48%(F)

*Source: SIB 2001 and 2007 Abstract of Statistics; 2010 Housing and Population Census Date*

The village of La Democracia is situated on the Western Highway thirty (30) miles west of Belize City, in the Belize administrative district. La Democracia was founded in 1940 when Mr. Homack Leslie established a sawmill and employed people from Belize City<sup>14</sup>. In 1961, after Hurricane Hattie damaged Gracie Rock, people from that community also migrated to La Democracia.

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<sup>14</sup> Belize Social Investment Fund, Community Needs Assessment La Democracia, 2007



*Table 6: Most Recent Community Demographics*

Community	Population 2010	Number of Households	Male/Female Population	Average years living in community <sup>15</sup>
La Democracia	353	109	54% (M)/46% (F)	30 years
Gales Point	256	72	51% (M)/49% (F)	21 years
Mullins River	236	102	66%(M)/34% (F)	28 years
Hope Creek	1128	278	52%(M)/ 48%(F)	15 years

*Source: 2010 Housing Population Census*

The total number of households according to the last census was 109 with a total population size of 353 people (SIB, 2010). At last census, the population profile by sex was (54%) male and (46%) female. Based on the HH survey carried out in the community, most community members have resided in La Democracia for an average of 30 years, indicating a level of permanency and stability of residence in the community.

Gales Point, also commonly referred to as Gales Point Manatee, is situated 54 miles south of Belize City, at the tip of the Southern Lagoon in the Belize District. Based on literature and oral history, Gales point was a secondary settlement established by maroon African slaves and their descendants who escaped from Belize City, from as early as the late 1700s<sup>16</sup>. At the 2010 census Gales Point's household count was 72 with a total population size of 256<sup>17</sup>. At last census, the male/female population distribution was close to parity (51%) male and (49%) female. Based on HH survey carried out in the community, most community members have resided in the community for over 25 years, indicating a level of permanency of residence in the community

Mullins River is located at the mouth of the Mullins River on the coast of the Caribbean Sea, north of Dangriga. The community was the locus of early missionary activity in 19<sup>th</sup> century Belize. Mullins River is said to have once been a town with infrastructure including roadway, court houses and schools to meet the needs of its large 19<sup>th</sup> century population. Following devastation by Hurricane Hattie in 1961, the residents of Mullins River were moved further inland by the State and away from the beach where they lived. Several residents died as a result of the hurricane and most of the population have since migrated out of the community. At the 2010 census Mullins River household count was 102 with a total population size of 236<sup>18</sup>. Based on this study, the population count in Mullins River is now at 60 persons with 15 households. At last census, the male/female population distribution was 66% male and 34% female. Currently, the male to female population ratio is starkly at 75% male and 25% female. There are several possible reasons for this imbalance in the male/female ratio in the community. There is simply a lack of economic opportunities for girls in the village especially those who have been to high school and so they migrate out. Boys are able to make a living doing subsistence farming so it is much easier for them to remain as compared to girls. As the population dwindled, young persons have not been able to find spouses inside the community

<sup>15</sup> Average years residing in the communities is based on information acquired from the Politecnica HH Survey responses

<sup>16</sup> Hyde (2012) as cited in Manzanares and Cocom, 2015, Cultural Change in Gales Point Manatee: Auto-Ethno-Graphic Reflections from a Community Member.

<sup>17</sup> Statistical Institute of Belize, 2010, Population Census

<sup>18</sup> Ibid.

and it is the female who often leaves to find a spouse elsewhere. This pressure on girls to find a spouse outside the communities and relocate is exacerbated by the fact that most community members are relatives. Most residents of the currently living in the village have lived in the community for over 28 years indicating a level of permanency of residence in the community.

Hope Creek is approximately eight (8) miles west of Dangriga Town, in the Stann Creek administrative district. First established as a forestry post at Melinda, the community has grown over the past 50 years. The total number of households according to the last census was 278 with a total population of 1,128 people (SIB, 2010). At last national census, the male/female population distribution was close to parity (52%) male and (48%) female. Most community members have resided in the community for between fifteen for an average of 15 years. There is a level of permanency in the community though there is constant migration especially by immigrants from Central America into the community to work in the nearby agriculture, citrus and aquaculture industries.

## 5.2 Economy and Livelihoods

### 5.2.1 Income and Unemployment

There is high unemployment in the project affected communities especially among the youth and women. Employment in this instance refers to paid employment as other community members are self-employed or work as domestics at home. Many families are dependent on varied and sporadic income derived from subsistence farming to hunting down to wage labour. Based on the household survey carried out, Mullins River has the highest rate of unemployment while Hope Creek. Has the lowest.

Unemployment is highest in La Democracia at 26%. The community with the second highest unemployment rate is Mullins River at 24% followed by Gales Point at 14%. Of the four communities, Hope Creeks has the lowest unemployment rate at 11%.

*Table 7 Unemployment by Community and Sex*

Indicator	Community			
	La Democracia	Gales Point	Mullins River	Hope Creek
Unemployed (Total)	26%	14%	24%	11%
Unemployed (Female)	31%	8%	38%	16%
Unemployed (Male)	20%	20%	11%	6%

*Source: Politecnica Household Survey 2017*

In La Democracia, Mullins River and Hope Creek, female unemployment is higher than the levels of unemployment for men. Female unemployment was as high as 38% in Mullins River to 8% in Gales Point. La Democracia. For Hope Creek the rate of female unemployment is 16%. In all these communities, most women predominantly classified themselves as domestics as they work mainly as home-makers. Where women have an income, it is substantially lower than their male counterparts and, in many instances, women have no independent source of income.

In Mullins River and La Democracia, women share that their unemployment is not due to cultural norms preventing them from working but simply due to the lack of available job opportunities. Men take up most of the available jobs in nearby farms or in construction due to perceived physical demands of that type of work. Unemployment among younger women is



also attributed to their leanings towards taking up only certain jobs because of their higher education levels. In Hope Creek, women's unemployment is partially attributed to cultural expectation that women should be home-makers and caregivers for children. Though female unemployment is substantially high in Mullins River, a significant number of women also engaged in self-employment activities. Women in Mullins River, while not having paid employment, fish and farm along with their husbands and family members and produce coconut oil and wine.

Gales Point is the anomaly of the communities along the Coastal Road as it relates to female unemployment vis-à-vis male unemployment. In this community females are the breadwinners while men particularly, younger men are unemployed. Male unemployment (20%) was substantially higher than female unemployment (8%). Women predominantly work in the tourism and hospitality industry taking up employment as cooks, servers and cleaners at the Gales Point Lodge. While male unemployment is high in Gales Point, of the economically active men, more are self-employed (47%) as compared to women (31%).

With the exception of Mullins River, unemployment among youth between the ages of 18-28 in the other communities is particularly high. There are several factors that account for the high levels of unemployment observed among the population between 18-28 years old. There is a clear lack of employment opportunities for youth. On the other, hand a waning interest in farm work has added to preferring not to take on farming as a form of livelihood. The youth also feel a level of marginalization and limitation in their ability to secure jobs in nearby farms and industries. They may also prefer to not accept jobs at low wage rates because according to them, the cost/benefit of taking some jobs, due to distance and travel, is not sufficiently gainful. This is discussed further in Section 5.6 below.

Of the four project affected communities, Hope Creek has the largest share of employed populations. In that community, 46% of the population surveyed are employed full time. In La Democracia, 27.6% of the population surveyed were employed. Only 21.4% of those surveyed in Gales Point reported being employed while Mullins River had the lowest level of employment of all four communities at 18%. There is a noticeable difference in the economic activity of women and men and correspondingly wage gaps of men and women.

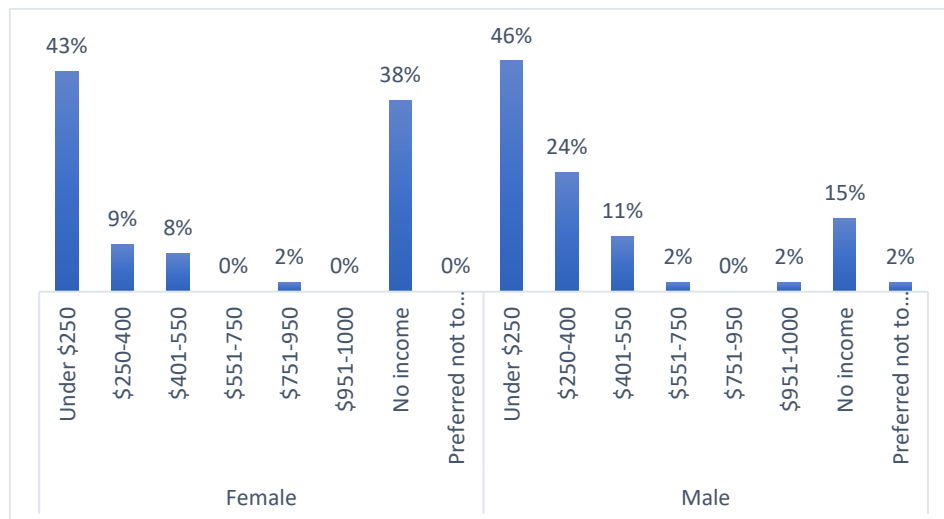
*Table 8: Employment and Income by Community*

Indicator	Community			
	La Democracia	Gales Point	Mullins River	Hope Creek
Employed	26%	21%	18%	46%
Predominant locations of Employment <sup>19</sup>	Belmopan, Belize City, Neighboring farms (La Democracia)	Gales Point Neighboring Farms	Neighboring Farms Mullins River	Neighboring farms Hope Creek Dangriga
Average weekly income	Less than \$250.00	Less than \$250.00	Less than \$250.00	Less than \$250.00

*Source: Politecnica Household Survey 2017*

The majority of the residents surveyed who classified themselves as employed reported having incomes of less than \$250 income per week for both males and females. Females have lower earnings than their male counterparts in all income brackets. Overall, there are very few residents in the higher income brackets.

*Figure 3: Weekly Earnings by Sex for All Communities*



*Source: Politecnica Household Survey, 2018*

In general, community residents of the four communities engage in varied the economic activities and in several types of work. Figure 3 below provides a list of jobs that community residents engage in.

<sup>19</sup> Information acquired from Focus Group Discussions

*Figure 4: Jobs and Employment Activities of Community Residents*

Babysitter	Landscaping
Baker	Loan officer
Bus operator	Mason
CPBL (Citrus factory)	Own business (entrepreneur)
Carpenter	Hardware and lumber yard owner
Chef	Post Office Attendant
Carpenter	Programmer
Computer specialist	Researcher and tour guide
Construction worker	Sales manager
Cook	Security
Dive master	Security/Maintenance man
Driver/mechanic	Sells coconut oil
Farmer	Shop attendant
Farming	Shopkeeper
Office clerk	Taxi
Fishing, diving	Teacher
Food vendor	Tour guide
Housekeeping	Used clothes vendor
Heavy equipment driver	Waitress and housekeeping
Office Janitor	Welding

*Source: Politecnica Household Survey, 2018*

### 5.2.2 Subsistence and Self-Employment

In all communities, self-employment is relatively high and also generally operate based on a subsistence economy. This is out of necessity as there are limited full time employment opportunities. The highest level of self-employment is observed in Mullins River at 47.1% following by Gales Point at 39.3%. Incidentally, both communities are the most isolated. Hope Creek has the lowest level of self-employment among the project affected communities but it also has the highest level of formal employment. In La Democracia, 26.7% of the population reported being self-employed.

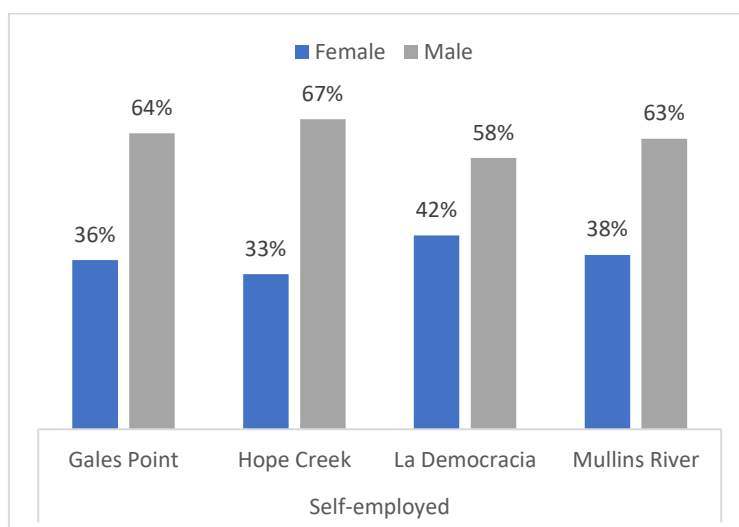
*Table 9: Self-employment in Communities*

Indicator	Community			
	La Democracia	Gales Point	Mullins River	Hope Creek
Self-employed	26.7%	39.3%	47.1%	24.3%

*Source: Politecnica Household Survey 2017*

It is more common in the four communities for men to be self-employed as compared to women. The primary reason for this is that women work at home as home-makers or domestics. Nonetheless, there are a few women who contribute to the household income through some form of self-employment. The most common types of self-employment activities include, fishing, farming, cooking food, and construction. Women are the ones who generally cook food for sale.

Figure 5: Self-employment by Sex



Source: Politecnica Household Survey, 2018

For those community residents who are involved in farming activities, they do produce a variety of agricultural products and livestock. The most commonly produced are fruits and vegetables and ‘ground food’ such as cassava and coco. La Democracia and Hope Creek are the only two communities involved in livestock production. Figure 3 below provides a detailed list of agricultural and livestock products by community.

Figure 6: Agriculture and Livestock Products of Communities

<b>Gales Point</b>	<b>La Democracia</b>
Banana	Cassava
Cashew	Cattle
Cassava	Coconut
Coco	Coconut
Coconut	Fruits
Mango	Horse
Peppers	Plantain
Plantain	Sheep
Soursop	Vegetables
Vegetables	
<b>Hope Creek</b>	<b>Mullins River</b>
Banana	Cassava
Cassava	Citrus
Cattle	Coco
Coconut	Coconut
Corn	Fruits
Fruits	Plantain
Plantain	Soursop

Source: Politecnica Household Survey, 2018

Aside from agricultural production activities, there is a range of technical and vocational skills that can be found within the communities. Interestingly, most of the skilled persons are men as compared to women. Men either develop skills and become employed or because they are more

likely to become employed, develop various skills in the process. Figure 3 below provides a list of technical and vocational skills identified by survey respondents in all the project affected communities combined.

*Figure 7: Technical and Vocational Skills of Communities*

Women	Men
Accountant	Blacksmith
Baker	Building Construction
Computer technician	Carpentry
Cook	Chef/Cook
Esthetician	Computer technician
First Aid	Diving
Tour guide	Driving/Operator
	Electrician
	First aid
	Gardener
	Heavy equipment operator
	Information Technology
	Landscaping
	Logging
	Mechanic
	Nursery management
	Painter
	Plumbing
	Tour guide
	Welding

*Source: Politecnica Household Survey, 2018*

### 5.2.3 Land Tenure

While community residents live and work on land with within their respective villages, a significant number do not have proper and legal of ownership of the land that they use and occupy. The highest level of ownership of land where households live on was observed in Hope Creek at 54.1% followed by Gales Point at 53.6%. Land ownership in Mullins River is less than half at 35.3% followed by La Democracia at 32.3%.

*Table 10: Land Ownership Across Communities*

Community	Do you own the land you live on?	Percent
Gales Point	No	46.4
	Yes	53.6
	Total	100.0
Hope Creek	No	45.9
	Yes	54.1
	Total	100.0
La Democracia	No	67.7
	Yes	32.3
	Total	100.0
Mullins River	No	64.7
	Yes	35.3
	Total	100.0

*Source: Politecnica Household Survey 2018*

For those community residents who have some form of formal or legal documentation, the most common is lease holding. The highest level of lease holding was observed in Gales Point at 66.7% and the lowest in Mullins River at 17%. However, Mullins River also shows the highest level of persons holding private titles at 66.7% followed by Hope Creek at 50%. Both Gales Point and La Democracia show low levels of persons holding private titles. While leases can be converted into private title, many of the leases held by community residents have actually expired.

While not a formal or legal form of land ownership, it is very common to find residents living on land they consider to be ‘family land.’ This means that the property has been in the family for generations but they are often unable to show documentary proof. Those living on the land are simply aware that at some point, their progenitors had some type of formal ownership over the land. In many instances, there are more than one household on the same plot of land and ownership is simply assumed.

*Table 11: Land Ownership Across Communities*

<b>Community</b>	<b>What type of ownership is the land under?</b>	<b>Percent</b>
Gales Point	Family land	20.0
	Lease	66.7
	No title	6.7
	Private title	6.7
	Total	100.0
Hope Creek	Family land	15.0
	Lease	35.0
	No title	0.0
	Private title	50.0
	Total	100.0
La Democracia	Family land	27.3
	Lease	54.5
	No title	0.0
	Private title	18.2
	Total	100.0
Mullins River	Family land	16.7
	Lease	16.7
	No title	0.0
	Private title	66.7
	Total	100.0

*Source: Politecnica Household Survey*

The low level and lack of clear ownership of land and properties by communities could mean that even though property values are likely to increase after the construction of the highway, they may not necessarily be able to benefit if they are unable to provide proof of ownership for the land they use and occupy. Most residents cite the time consuming and costly application process at the Lands Department as the reason for not following up on obtaining private titles to their properties.

### 5.3 Socio-cultural Characteristics

Overall, the predominant ethnic groups in the project affected communities are Belizean Kriol and Hispanic. La Democracia, Gales Point and Mullins River are predominantly made up of Belizean Kriols. Kriols are regarded as the descendants of white British slave masters and African slaves who made up the majority of Belize City's population during the colonial period. On the other hand, the population of Hope Creek is predominantly Hispanic or Mestizo. The Hispanic population however is made up of various nationalities including Salvadorans, Hondurans and Guatemalans each with their own cultural characteristics. This however represents a demographic shift for Hope Creek which was started by Kriols who worked in forestry sector at the time.

The community with the strongest demonstration and observance of cultural tradition and practices is Gales Point. It appears that the longstanding geographic isolation of both Gales Point Manatee and Mullins River from the rest of the country may help to explain why some traditional West African practices continue to be observable more so in Gales Point<sup>20</sup>. This is demonstrated in the food that is eaten, locally planted crops for subsistence such as ground food and fishing and hunting as a source of food. Similarly, homemade wines from local berries and cashews, amongst others fruits is also a manifestation of strong cultural traditions. Due to the diversity of the ethnic make-up of Hope Creek, traditional cultural practices were less observed.

Gales Point is well known for their cultural dances such as the Sambai and Christmas Bram. Sambai refers to the rhythmic style of the Goombay drum and was initially practiced as an African fertility dance. It is theorized that since the escaped slaves, or maroons who settled in Gales Point were likely first-generation slaves, they probably remembered rituals and rhythms from their home country in Africa. In recent times the dance has developed into more of a community social event and is no more a fertility ritual. It is done along with most other nighttime activities involving other dances.

The community also continues to celebrate the Christmas Bram. "The Bram is a spree traditionally done during the Christmas season. It is like an exodus of people dancing in the streets from one house to the next, the goal of which is to spread the merrymaking by singing, dancing and playing music at each house as a sign of good cheer. Traditionally, bramming also occurred in Belize City (old Belize Town) and in the villages along the Belize River Valley; and other creole communities in Belize"<sup>21</sup>.

*Table 12 Socio-cultural Characteristics of Communities*

Indicator	Community
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<sup>20</sup> [http://www.self.gutenberg.org/articles/eng/Gales\\_Point?View=embedded%27](http://www.self.gutenberg.org/articles/eng/Gales_Point?View=embedded%27), accessed: March 5, 2018

<sup>21</sup> <http://www.belizeanjourneys.com/features/brokdong/newsletter.html>, accessed March 5, 2018

	<b>La Democracia</b>	<b>Gales Point</b>	<b>Mullins River</b>	<b>Hope Creek</b>
Predominant ethnic groups	Creole	Creole	Creole	Hispanic
Evidence of traditional cultural practices	Yes- traditional Kriol Practices- Subsistence Crops Food Hunting	Yes- traditional Kriol practices- Sambai Christmas Bram Subsistence Crops Food Wines Fishing Hunting	Yes- traditional Kriol practices- Subsistence Crops Food Wines Fishing Hunting	No

*Source: Politecnica Household Survey 2017*

## 5.4 Social Development and Social Infrastructure

### 5.4.1 Health Care

Access to health care services is limited in all of the project affected communities. Gales Point has a health center and a doctor who visits the community only once a month. None of the other communities along the Coastal Road have public health facilities. Their accessibility to health care facilities is contingent on the proximity of their communities to the nearest facilities, the availability of public transportation which is practically non-existent currently. The community of La Democracia accesses the regional hospitals in Belize City and Belmopan and the Health Center in nearby Hattieville Village. For Gales Point, and Mullins River, the nearest hospital is in Dangriga Town at the Southern Regional Hospital and accessing health care services is severely restricted due to the lack of public transportation. All four communities have a Community Health Workers while Hope Creek has two. Community health workers provide very basic services and do not sufficiently meet the health service needs of the communities.

*Table 13: Access to Health Care Services in Communities*

<b>Dimension</b>	<b>Community</b>			
	<b>La Democracia</b>	<b>Gales Point</b>	<b>Mullins River</b>	<b>Hope Creek</b>
Health Facility	No Health Facility	1 Health Center	No Health Facility	No Health Facility
Community Health Worker	1 Community Health Worker	1 Doctor (once a month) 1 Community Health Worker	1 Community Health Worker	2 Community Health Workers

*Source: Politecnica Household Survey 2017*

Access to healthcare services is seen as a costly endeavor in most communities and there are mixed impressions about the ease of access to health care. Due to their proximity to major highways, is it much easier for residents of La Democracia and Hope Creek to access services in nearby urban areas. For the residents of Gales Point and Mullins River access to health care services is much more difficult due to the lack of public transportation.



### 5.4.2 Education Services

All of the project affected communities have primary schools with the exception of Mullins River. All communities also have access to post-primary education with varying degrees of ease of access. The primary school in La Democracia also serves the neighboring community of Mahogany Heights which is located along the George Price Highway. Students from the lower division (Preschool to Standard II) attend classes in La Democracia while the upper division (Standard III to Standard VI) students attend classes at Mahogany Heights.

Similarly, Gales Point has a primary school in the community which also includes a pre-school. This school also serves Mullins River as there is no primary school there. The Ministry of Education provides transportation for students from Mullins River to attend the Gales Point Primary School.

*Table 14: Access to Education Services by Communities*

Indicator	Community			
	La Democracia	Gales Point	Mullins River	Hope Creek
Preschool	Annexed to Primary School	Annexed to primary School	None	Annexed to Primary School
Primary Schools	1 Primary School	1 Primary School	None - nearest school at Gales Point	1 Primary school
Secondary Schools	None - Nearest Schools at Belmopan and Belize City	None - Nearest Schools at Hope Creek (vocational) and Dangriga	None - Nearest Schools at Hope Creek (vocational) and Dangriga	Two Vocational Schools (ANRI and ITVET) and Dangriga

*Source: Politecnica, 2017*

Hope Creek has one primary school with a pre-school attached. Unlike the other three communities, there are two post-primary institutions in the village. One is the Agriculture and Natural Resources Institute (ANRI) and the other the Institute of Technical and Vocational Education (ITVET). There are students from the community who also go to secondary school in the nearest town of Dangriga. The Ministry of Education provides transportation for high school students to attend school in Dangriga.

For secondary school, students from La Democracia go to high school in either of the nearest cities of Belmopan and Belize City via public transportation. Meanwhile, students from Gales Point and Mullins River go to secondary school in Dangriga. The Ministry of Education similarly provides transportation for students for both primary school and high school students.

The highest level of educational attainment for all four communities is primary education. In Mullins River 76.5% have attained this level of education. In Gales Point the figure is 57.1%, 54.8% in La Democracia and 43.5% in Hope Creek.

*Table 15: Educational Attainment by Community*

<b>Village</b>	<b>Which is the last educational institution you attended?</b>	<b>Percent</b>
Gales Point	None	3.6
	Primary	57.1
	Secondary	32.1
	Tertiary (College/University)	7.1
Hope Creek	None	2.7
	Primary	43.2
	Secondary	32.4
	Tertiary (College/University)	21.6
La Democracia	None	6.5
	Primary	54.8
	Secondary	35.5
	Tertiary (College/University)	3.2
Mullins River	None	0
	Primary	76.5
	Secondary	17.6
	Tertiary (College/University)	5.9

*Source: Politecnica Household Survey 2017*

There appears to be a lack of parity between male and female in education attainment in all four communities at the secondary and higher levels. All communities are faced with emergent issue of lower numbers of male completion of secondary education. In La Democracia, more women (44%) are educated at the secondary level as opposed to men (25%). Although, young men in the community start high school, their commencement often does not translate to completion.

On the other hand, in Gales Point, of those surveyed, more men (40%) are educated at the secondary level than women (23.1%). This was attributed to the need in the past for children of secondary school age to attend school in Belize City which means having to stay at the homes of relatives and only returning home during holidays<sup>22</sup>. As a result, people were more comfortable sending their sons rather than their daughters to school, putting the males at an advantage. Currently, both young men and women in Gales Point go to secondary school in Dangriga however, while many young men start high school, many do not complete their high school education. Given their geographic isolation, this is the same experience for Mullins River where men (22%) have higher rates of secondary education than women (13%). This again, was attributed to the need in the past for children of secondary school age to attend school outside of the village. People were more comfortable sending their sons to school than

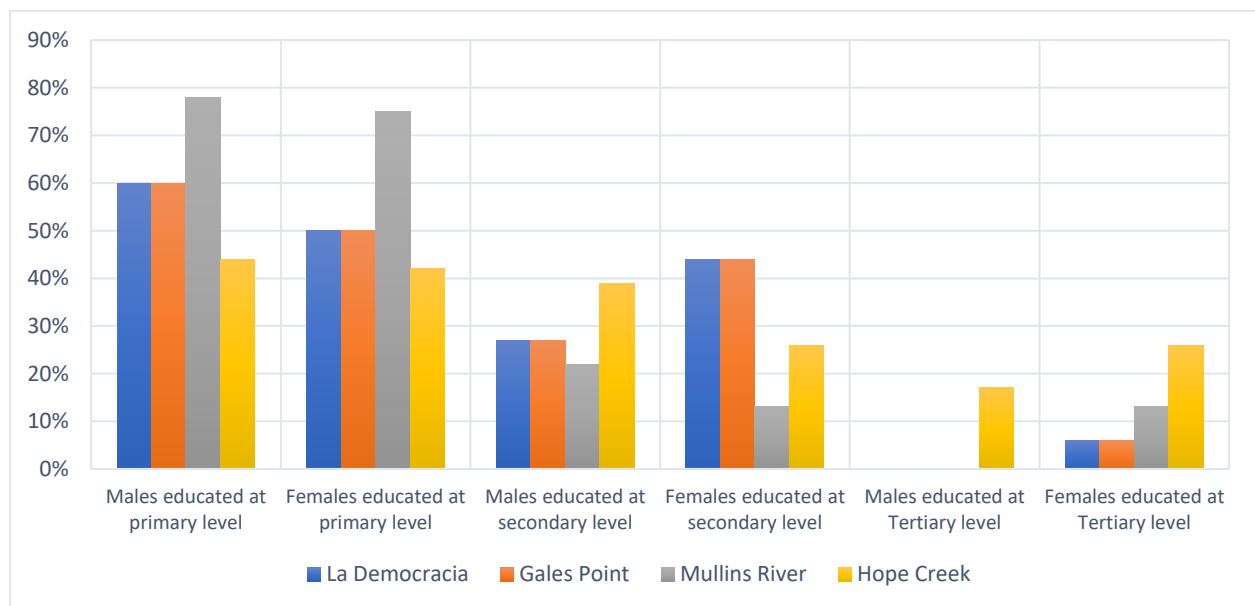
<sup>22</sup> Hyde (2012) as cited in Manzanares and Cocom, 2015, Cultural Change in Gales Point Manatee: Auto-Ethno-Graphic Reflections from a Community Member.

they were their daughters. High school completion is also higher among girls than boys. Currently, there is only one student attending high school from Mullins River.

In Hope Creek, more men (39%) are also educated at the secondary level than women (26%). On the other hand, according to the HH survey, more women are educated at the tertiary level. As with the other three communities, young men start attending high school but their commencement often does not translate to completion.

There are several possible causes for the low completion of secondary education among males in the target communities. These include a general lack of interest in education as it does not often translate to employment, the pressing need to find employment, a fear of gangs in Belize City (for La Democracia) and involvement in anti-social behavior including drug use at school, which results in their expulsion. Young men in Mullins River reported that they prefer to drop out of school to work and let their sisters attend school instead as men are able to handle physical labour required on the farm at home. At the same time many high school graduates from Mullins River simply do not return to home but find jobs and take up residence in other parts of the country. A barrier for the completion of secondary school for the female population in Hope Creek is rising rates adolescent pregnancy.

*Figure 8: Educational Attainment by Sex*



*Source: Politecnica Household Survey 2017*

### 5.4.3 Utilities

All of the project affected communities are connected to the national electricity grid. La Democracia is connected to the electricity grid and has mobile telephone service from both major telecommunication companies, Speednet Communications (Smart) Limited and Belize Telemedia Limited. The community has a village water system managed by a village Water Board. There are 3 grocery shops in the village which sells retail grocery supplies.

*Table 16: Utilities in Communities*

Indicator	Community			
	La Democracia	Gales Point	Mullins River	Hope Creek
Telephone (Mobile)	Yes (Smart/Digicell)	Yes (Smart)	Yes (Smart)	(Smart/Digicell)
Electricity	Yes	Yes	Yes	Yes
Water System	1 RWS	1 RWS	1 RWS	1 RWS
Grocery Shops	2	3	1	5
Cooking Fuel (LPG)	83.9%	75%	70.6%	89.2%

*Source: Politecnica Household Survey 2017*

Gales Point is similarly connected to the electricity grid and but has mobile telephone service only from Smart. The community also has a village water system managed by a Village Water Board. There are 4 grocery shops in the village. Like Gales Point, Mullins River is connected to the electricity grid and has mobile telephone service but only from Smart as well. The community has a village water system managed by a Village Water Board. However, residents have been expressed concerns with the quality and frequency of availability of piped water in the community. While the system is still functional, it is not well maintained. Community members prefer to use rain water for drinking and often don't pay their user fees as required. There is one grocery shop in the village.

Hope Creek too is connected to the national electricity grid and has telephone service from both major telecommunication companies, Speednet Communications (Smart) Belize Limited and Belize Telemedia Limited. The community has a village water system managed by a Village Water Board. There are five shops in the village which sells retail grocery supplies. While all communities have access small grocery shops, residents of Mullins River and Gales Point are not able to purchase all necessary food and hygiene supplies within the village.

Most households in all communities use liquefied petroleum gas (LPG) which is either butane or propane as cooking fuel with highest rate of use being in the largest village of Hope Creek at almost 90%. While LPG is the most common cooking fuel, a significant portion of households also primarily use firewood as their source of cooking fuel. Also, it is not unusual to have a combination of LPG and firewood to save on costs for households.

#### 5.4.4 Public Transportation

The communities of Gales Point and Mullins River are essentially isolated due to the absence of public transportation. This isolation is compounded by the frequent flooding that occurs along the Coastal Road making it impassable during the rainy season. The communities on either ends of the Coastal Road (Hope Creek and La Democracia), have easier access to services and economic opportunities as they have direct access to public transportation to the main urban centers of the Stann Creek, Cayo and Belize Districts and beyond. Children from La Democracia who attend school in Belize City and Belmopan utilize these bus services. It is important to note, the all communities had access to public transportation over ten (10) years ago. However, threats of flash floods, poor conditions of the road and a perception of insecurity as a result of criminal incidents resulted in public buses no longer going through the Coastal Road.

For the communities of Gales Point and Mullins River, travel to urban centers is done only when it is absolutely necessary. Community members travel to seek health services, to purchase groceries, butane and other household needs. Men from Mullins River occasionally travel to Dangriga and Hope Creek to sell plantains and fish as part of their livelihoods. Pensioners in Gales Point charter a church bus once every month which takes them to Belize City to collect their pensions. The cost of this service is BZD\$25.00 per person round trip, which is very costly for them. On the other hand, community members of Hope Creek and La Democracia travel more regularly; some on a daily basis for work and school. Those who work outside of their communities, travel by public and private transportation for work at least five days a week. Other members of the community travel to access public services and to purchase household items when needed.

The residents of Gales Point and Mullins River rely on the school bus to get them in and out of the community when the school year is in session. The school buses take them as far as Dangriga and for communities wanting to head to the north or west of the Country, they alight at the Hope Creek Junction and then take a bus bound for Belmopan or Belize City. When there is no school bus operating, residents rely on the goodwill of fellow villagers who have private vehicles available. In Gales Point and Mullins River only a few households own private vehicles. Therefore, in cases of emergency, residents would pay for charters to get them to their destination. Alternatively, community members also use motorcycles, bicycles, or walk and hitchhike to the nearest highway to access public transportation to get to their destination.

*Table 17 Social Development and Infrastructure: Transportation*

Indicator	Community			
	La Democracia	Gales Point	Mullins River	Hope Creek
Access to Public transportation	Yes	No	No	Yes
Other Means of Transportation	Private, Motorcycles, Bicycles	Private, Motorcycles, Bicycles, School Buses, Chartered Church Bus	Private, Motorcycles, Bicycles, School Buses	Private, Motorcycles, Bicycles

*Source: Politecnica Household Survey 2017*

The lack of transportation for Mullins River and Gales point, presents a security risk in particular for women and children who have no option but to walk or hitchhike along this relatively isolated road. This is also a particular challenge for medical emergencies including those times when women go into labour. For these communities with no access to public transportation, the cost and time of travelling to other parts of the country is relatively high. For the residents of Mullins River and Gales Point travelling to Belize City often means taking an entire day starting very early in the morning and often being required to stay overnight in the city.

#### 5.4.5 Baseline of Private and Public Infrastructure

It is anticipated that few private and public infrastructures will be impacted by the upgrade of the road during both the construction and operational phases. The infrastructure which is most

likely to be impacted by the upgrade of the Coastal Road is transmission lines of village water systems. Table 18 below highlights the infrastructure to be considered during the upgrade of the Coastal Road. Maps of the transmission line networks are found in annexes 5,6 and 7.

*Table 18: Private and Public Infrastructure*

<b>Infrastructure</b>	<b>Organization Responsible</b>	<b>Project Relevant Considerations</b>	<b>Phase</b>
<b>Water</b>	Belize Water Services Limited	<ul style="list-style-type: none"> <li>No Infrastructure in the Project's Corridor and no plans to install infrastructure in the next 5 years. However, project design should include an adequate shoulder space for utility corridor in order for BWSL to install infrastructure in the future if it becomes necessary.</li> <li>For major roads/highways BWSL typically requests the MoW to install transmission mains approximately 10 feet from edge of pavement.</li> </ul>	Operational
<b>Water</b>	Gales Point Water Board	<ul style="list-style-type: none"> <li>The pump house is located near the coastal road and sources water from the Quamina Creek which runs across the Coastal Road.<sup>23</sup></li> </ul>	Construction
<b>Water</b>	Hope Creek Water Board	<ul style="list-style-type: none"> <li>Transmission lines run parallel to the Coastal Road.<sup>24</sup></li> </ul>	Construction
<b>Water</b>	La Democracia Water Board	<ul style="list-style-type: none"> <li>Transmission lines run perpendicular and parallel to the Coastal Road from the well site and tank site which then feeds into the village.<sup>25</sup></li> </ul>	Construction
<b>Electricity</b>	Belize Electricity Limited	<ul style="list-style-type: none"> <li>Transmission lines and utilities poles might be affected in areas where the horizontal alignment of the upgraded road might</li> </ul>	Construction

<sup>23</sup> Please reference Transmission Layout Gales Point, sourced from the Social Investment Fund, April 25<sup>th</sup>, 2018 in Annex 5.

<sup>24</sup> Please reference Transmission Layout Hope Creek, sourced from the Social Investment Fund, April 25<sup>th</sup>, 2018 in Annex 6.

<sup>25</sup> Please reference La Democracia Rudimentary Water System Design, sourced from the Social Investment Fund, April 25<sup>th</sup>, 2018 in Annex 7.

		deviate from existing alignment.	
<b>Primary School</b>	St. Agnes La Democracia Primary School	<ul style="list-style-type: none"> <li>Sole entrance to/exit from school is located off the Coastal Road. Student safety and the condition of the entrance should be taken into account.</li> </ul>	Construction/Operational
	Hope Creek Government School	<ul style="list-style-type: none"> <li>One of the main entrances to school is located off the Coastal Road. Student safety and the condition of the entrance should be taken into account.</li> </ul>	Construction/Operational
<b>Community Center</b>	La Democracia Village Council	<ul style="list-style-type: none"> <li>Entrance to the community center is located off the Coastal Road. The Center needs to be accessible at all times.</li> </ul>	Construction/Operational

#### 5.4.6 Drainage and Road Conditions

The street conditions in all of the project affected villages are poor. The communities of Gales Point and Mullins River which are off the main road are also challenged by poor access road leading to the village. The streets in Hope Creek and La Democracia are also in poor conditions even though there are not many. In the cases of Mullins River and Hope Creek, drainage is an issue of concern because of periodic flooding which occurs during the rainy season or after excessive rains. The Arthurville and Old Hope Creek areas in Hope Creek often experience widespread flooding which often recedes slowly. Although there are drains in Hope Creek, after the 2008 floods these drains were never cleaned and therefore the drains within the community are not functioning optimally. In Mullins River, the southern section of the village, towards the river, also experiences periodic flooding, though the water recedes relatively quickly. Homes in Hope Creek and Mullins River have been affected by flooding in the past.

*Table 19: Drainage and Roads*

Indicator	Community			
	La Democracia	Gales Point	Mullins River	Hope Creek
Drainage (within community)	None	None	None	Yes
Village Streets	Unpaved	Unpaved	Unpaved	Unpaved
Access Road	None	Unpaved	Unpaved	None

*Source: Politecnica Household Survey 2017*



#### 5.4.7 Crime, Security and Social Cohesion

Perceptions of safety by residents vary between the communities. As perceptions of safety is strongly correlated with social cohesion, it provides an insight into the bonds, networks, social relationships and most importantly trust, which currently exist in the affected communities.

Mullins River is perceived by its residents as the safest and Hope Creek as least safe. In general, the affected communities are relatively peaceful with low incidence of crime. The residents' perception of safety was tested by using the proxies, 'feeling of safety when walking in the community at night' as well as 'confidence in leaving a bicycle out at night'. Major crimes are rare and most incidents have to do with theft and other petty crimes. With the exception of Gales Point, the other three communities do not have a continuous police presence. There are police patrols that come through the villages but they are seldom.

*Table 20: Security and Social Cohesion*

Indicator	Community			
	La Democracia	Gales Point	Mullins River	Hope Creek
Perception of Safety	Very Safe	Safe	Very Safe	Growing Insecurity
Social cohesion	Very Cohesive	Cohesive	Very Cohesive	Lack of cohesion
Police Station	None	One	None	None

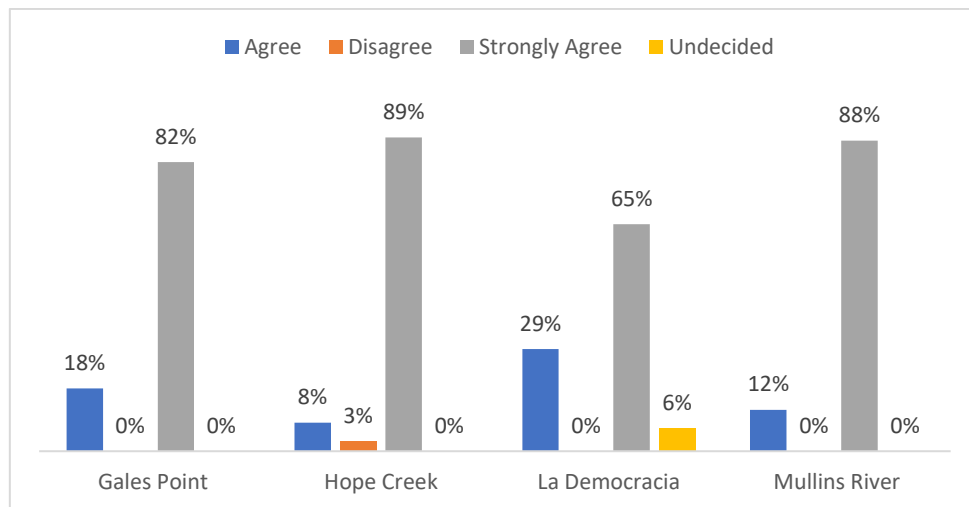
*Source: Politecnica Household Survey 2017*

Residents of Hope Creek have reported growing insecurity in the community. The sale of drugs, theft, fights and assaults among the community's youth was reported by residents. There is a weak demonstration of social cohesion and members of the community highlight this as a challenge facing the community. There is a strong perception of insecurity and fear of reporting crime and deviance to the authorities.

Overall, there is strong social cohesion within the project affected communities with some variation. This was examined by looking at the strength of networks and solidarity at the family and community levels. When asked if they trust their family to help them in times of need, most of the respondents to the survey strongly agreed or agreed. Mullins River shows the strongest level of social cohesion. This likely has to do with the small population and the fact that most residents share familial relations. While there is very positive response by residents of Hope Creek, it was also the only community where some respondents disagreed with the statement. This is consistent with other social indicators shown by residents of Hope Creek providing additional evidence of fragmentation. Furthermore, there appears to be a higher degree of partisan political polarization in Hope Creek.



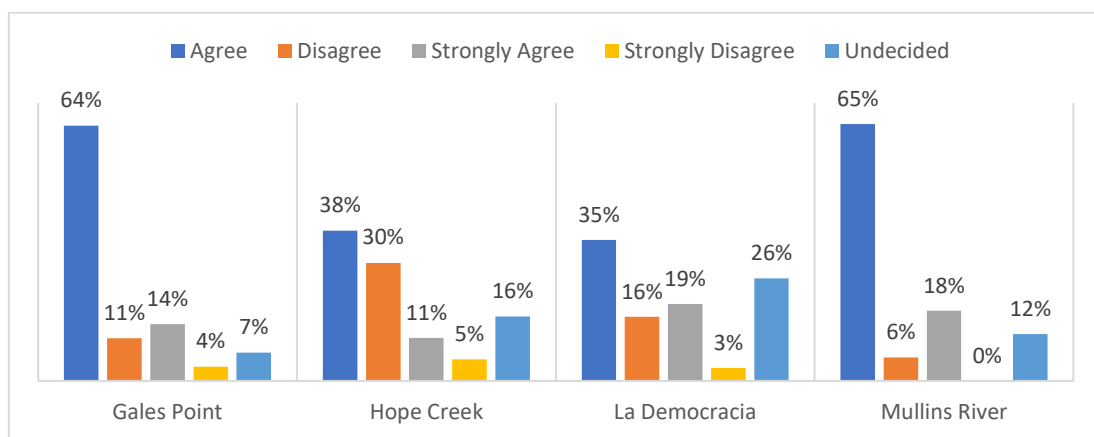
*Figure 9: Trust Family to Help in Times of Need*



*Source: Politecnica Household Survey, 2018*

Expectedly, when asked whether residents trust that community members would help them in times of need, it was slightly weaker than when measured at the family level and this was more pronounced again in Hope Creek. Also, when compared to the family level, there were more respondents who disagreed when it came to the community level. The strongest responses came from Gales Point and Mullins River. This is perhaps the results of the need to maintain to wider community social cohesion to overcome the negatives effects of their longstanding isolation.

*Figure 10: Trust Community to Help in Times of Need*



*Source: Politecnica Household Survey, 2018*

In terms of membership in community-based groups, unsurprisingly, both Gales and Point and Mullins River have the highest rate of membership and Hope Creek having the lowest. Nonetheless, overall, most residents of the affected communities do not belong to a community-based group.

*Table 21: Group Membership by Community*

Community	Do you belong to a community-based group?	Percent
Gales Point	No	75.0
	Yes	25.0
	Total	100.0
Hope Creek	No	91.9
	Yes	8.1
	Total	100.0
La Democracia	No	83.9
	Yes	16.1
	Total	100.0
Mullins River	No	82.4
	Yes	17.6
	Total	100.0

*Source: Politecnica Household Survey, 2018*

#### 5.4.8 Psychosocial Well-being

The status of the psychosocial wellbeing of the project's affected communities is critical but also one of the most difficult to measure as there is still a general taboo in discussing mental health topics. Nonetheless, residents of La Democracia did not report that there were many complaints of stress or anxiety within the community. In Gales Point and Mullins River, on the other hand, half of the community reported that people complained of feeling anxious or stressed. This feeling was linked to unemployment, lack of resources to provide adequately for children's wellbeing, and isolation as a result of not being able to travel out of the village when needed. Residents of Hope Creek expressed the highest perception (62.2%) of anxiety and stress. This feeling was similarly linked to unemployment, lack of resources to provide adequately for children's wellbeing, and anti-social behavior of young people and declining safety in the community.

*Table 22: Psychosocial Wellbeing.*

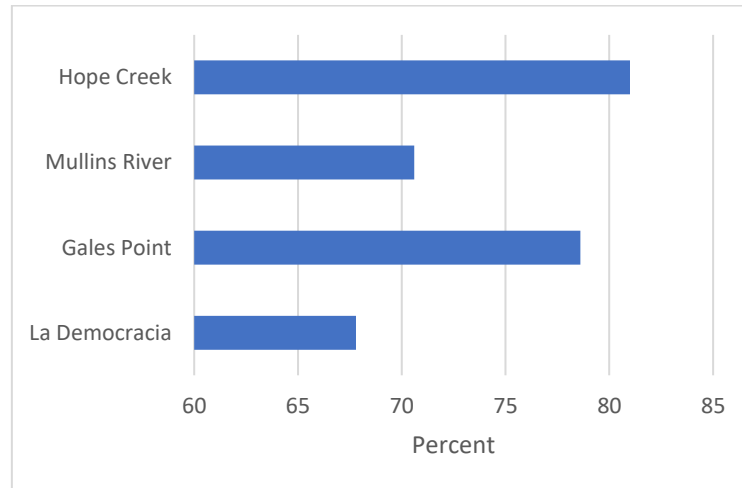
Indicator	Community			
	La Democracia	Gales Point	Mullins River	Hope Creek
Perception of prevalence mental health issues	Low	Medium	Medium	High
Perception of Drug or Alcohol Use or Abuse	Marijuana - High Alcohol - Low Other Drugs - Low	Marijuana - High Alcohol - Low Other Drugs - Low	Marijuana - Medium Alcohol - High Other Drugs - Low	Marijuana - High Alcohol- High Other Drugs (crack cocaine) - Medium

*Source: Politecnica Household Survey 2017*

The use of drugs (alcohol and marijuana) is quite common and prevalent in the project affected communities. The degree of usage of course varies among communities. In some communities such as Gales Point, the substance of choice is marijuana as it is cheaper and easier to access than alcohol. In Mullins River, there is use of marijuana but many families produce local wine for local consumption. While the use of alcohol and marijuana is quite common, most

community residents do not view the prevalent use of drugs and alcohol as a serious social issue. It does not appear that use is a result of addiction but mostly for recreational purposes. Hope Creek is the exception where increasing rates of youth involved physical violence is thought by residents to be a consequence of high alcohol consumption.

*Figure 11: Perception of prevalence of drug or alcohol use*



*Source: Politecnica Household Survey, 2018*

The use of alcohol and marijuana is most prevalent among male youth. There is minimal reported use of marijuana among women. However, in Mullins River, it is the women who produce the wine for local sale and consumption. They use it as a form of income generation and it appears to be a community tradition. The community also views the consumption of wine as a bonding activity as there are few entertainment activities outside of socializing and drinking wine together.

In Hope Creek, the use and abuse of drugs and alcohol is identified as a developmental challenge for the community. Anti-social manifestations of the use of drugs and alcohol were highlighted. The community has five (5) active bars as well as stores that sell alcohol.

## 5.5 Institutional and Political Characteristics

All communities along the Coastal Road are governed by a village council in accordance with the Village Council Act, Chapter 88, Laws of Belize, Revised Edition 2000. Each community also has a legally mandated Village Water Board that manages the village water system. Levels of confidence in political institutions and political participation vary between the communities. Though not as strongly correlated to social cohesion as the link with safety and security, political trust and participation supports the degree of social cohesion found within the communities.

Communities show a high rate of political participation in the electoral process. A high number of residents in all villages, except Hope Creek voted in the last village council elections. Hope Creek showed a rate of 59.5% participation compared to Mullins River which had a rate of 88.2%. There was also a high rate of participation in general elections across all communities. Again, Hope Creek showed the lowest rate with 67.7% compared to Mullins River which had a rate of 88.2%.

In the last village council election, female participation was higher than males in Gales Point and Hope Creek. Inversely, there was higher male participation in Mullins River and La Democracia. There was very low male participation in Hope Creek at only 44%.

In the last general election, female participation was high than males in Gales Point and Hope Creek. Similar to the village council elections, there was higher male participation in and La Democracia. Male participation was higher in Hope Creek for general elections than village council elections. Nonetheless, male participation in Hope Creek was the lowest for all communities at 61%.

*Table 23: Political Participation by Community and Sex*

Indicator	Community			
	La Democracia	Gales Point	Mullins River	Hope Creek
Confidence in village council's capacity to represent interest of community	Moderate	Strong	Strong	Moderate
Voted in last village elections (Total)	74.2%	78.6%	88.2%	59.5%
Female	69%	85%	88%	74%
Male	80%	73%	89%	44%
Voted in last general elections (Total)	87.1%	85.7%	88.2%	67.7%
Female	81%	92%	88%	74%
Male	93%	80%	89%	61%

*Source: Politecnica Household Survey, 2018*

The surveyed population in Gales Point are confident (71.4%) in the capacity of their village council to represent the interest of their community. Gales Point is closely followed by Mullins River where 64.7% the members of the community expressed similar confidence. In La Democracia, residents have moderate confidence (42%) in their village council and its ability to represent the interest of the community. Lastly, residents of Hope Creek expressed a similar confidence (43.2%) as La Democracia in their village council's ability to represent the interest of their community.

## 5.6 Major Social Issues and Concerns

### 5.6.1 Youth Unemployment

Data generated from the HH surveys conducted in communities show that unemployment rates are above the national average of 9.7%<sup>26</sup> in all four project affected communities. Rates of youth unemployment in Gales Point, La Democracia and Mullins River are worryingly high and can contribute to increases in crime and anti-social activities especially among young males. Unemployment among male youth between the ages 18-28 years old ranges from 18% in Hope Creek to 60% in Gales Point and La Democracia. Residents expressed several reasons for the high rates of unemployment including, lack of access to job markets, lack of education by male youth, an unwillingness to take on certain jobs and the inability to secure jobs in nearby industries such as shrimp and citrus farms.

<sup>26</sup> Statistical Institute of Belize, Labour Force Survey, 2017.

*Table 24: Youth Unemployment*

<b>Community</b>	<b>Not employed</b>
<b>Gales Point</b>	
18-28	60%
<b>Hope Creek</b>	
18-28	18%
<b>La Democracia</b>	
18-28	60%
<b>Mullins River</b>	
18-28	50%

*Source: Politecnica Household Survey 2017*

### 5.6.2 Youth Delinquency and Anti-social Behaviour

An increase in insecurity in Hope Creek is an area of concern because of its potential further erosion of a sense of community with a context of weak social cohesion. Anti-social manifestations of the use of drugs and alcohol have translated to growing sense of insecurity in this community. Youth involved violence and crime can also be attributed to a lack of pro-social activities and life skills opportunities for young men of the community as opposed to the availability of anti-social activities. Additionally, increases in youth involved violence is conceived to be a result of inadequate parenting and a culture of impunity from fear of reporting crime is growing within the community.

### 5.6.3 Land Tenure

The low level of land ownership essentially means that many villagers from project affected communities are technically squatting on national lands. This also means that it is technically possible for the Lands Department to dispose of these national lands as the legal owner even though villagers have occupied community lands for decades. While such a disposal would not be in the best interest of the villagers, neither is it a politically desirable situation for the government. Nonetheless, if any such sale or disposal is carried out, it will likely lead to further marginalization of those who do not own land and especially for women who are by and large earn low to no incomes.

Generally, the biggest assets of rural households are land and labour. Not being able to gain from any appreciation in the value of their lands will likely represent a significant loss to them and be further side-lined from the mainstream economy.

### 5.6.4 Imbalance of population sex ratio in Mullins River

Mullins River is severely challenge by a dwindling population and an imbalance of male to female ratio within the community. As there are few women of reproductive age within the community, as well as predominantly family connections, the ability for the community to grow or even remain a community over time will strain the population's ability to replace itself.

While it is statistically acceptable for the males to be slightly higher in a population sex ratio<sup>27</sup>, the sex ratio for Belize in 2010 was 100:100<sup>28</sup>. The population sex ratio depends on three factors<sup>29</sup>:

- a) the sex ratio at birth,
- b) differential mortality rates between the sexes at different ages,
- c) and losses and gains through migration.

The decrease in population and imbalance in the sex ratio Mullins River is most likely the result of losses through migration. This sex ratio imbalance will likely have consequences for the community of Mullins River. Firstly, it will likely lead to an even more extreme reduction in the birth rate. Secondly, young men in rural communities often end up becoming marginalized due to the lack of lack of family prospects. Thirdly, not having an outlet for sexual energy could mean sexual coercion or increase in the use of commercial sex workers. Also, such a situation could lead to increased anti-social behavior. It is well established across cultures that an overwhelming percentage of violent crime is perpetrated by young, unmarried, low-status males. Lastly, this could have effects on girls as well. The few girls could theoretically become highly valued which should be a positive outcome. However, given the social position of girls, it is possible that her social value may not be controlled by herself but by the males around her.

## 6 Stakeholder Concerns and Interests

Stakeholder consultations were held in both Belmopan (February 1<sup>st</sup>, 2018) and Dangriga Town (February 8<sup>th</sup>, 2018) with those persons and entities who are not necessarily resident in the local communities. These two main consultation events were instrumental in identifying potential impacts to various sectors of society. Chief of those are the tourism sector and the agriculture sectors. Stakeholders from the tourism sector, aquaculture, transport, and agriculture more particularly citrus were represented at the consultations. The response and feedback provided by the affected communities situated near the Coastal Road have been incorporated throughout the report. The main findings of the consultations are summarized below.

### 6.1 Outcome of consultations

The table below summarizes the various feedback, view and perspectives provided by the persons and entities who were consulted both in Belmopan and Dangriga Town.

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<sup>27</sup> The “population sex ratio” refers to the total number of males for every 100 females in the population

<sup>28</sup> Statistical Institute of Belize, 2010 Population and Housing Census

<sup>29</sup> Therese Hesketh and Zhu Wei Xing (2006): Abnormal sex ratios in human populations: Causes and consequences



### 6.1.1 Current condition of the Coastal Road

<b>Belmopan</b>	<b>Dangriga</b>
It is unusable	Road is impassable
There is a lot of flooding	It is difficult to reach people in time of need
Large section out of cell phone range	Costly to respond
Rental companies do not allow their vehicles to be used on the road	High wear and tear on vehicles
Damage to vehicle (high wear and tear)	Rentals Companies do not want their vehicles to travel on the Coastal Road
Bridge is impassible when it rains (stranded)	There are single lane bridges with poor sight lines (high risk for accidents)
More time and money required to drive through the road because of its current state	Garbage is dumped on the road, which causes health issues
Lack of timely maintenance	Lagoon is affected when the road is scrapped for maintenance and since it is a reserve for endangered species, this impacts the animals
There is lack of proper drainage	Teachers and students need to travel early to get to school on time and there are only 2 buses
No public transportation	Village is underpopulated and there are not enough kids to fill the schools

### 6.1.2 Current benefits of the Coastal Road

<b>Belmopan</b>	<b>Dangriga</b>
Minimum poachers (illegal logging, hunting)	There is access to farms.
Preservation of cultural traditions –crafts, songs, historical knowledge, Christmas Bram (mainly people from Belize City) – can see it being a tourism opportunity, cuisine, Sambai done on a regular basis when tourist and groups visit.	
With the roads current state, archeological sites in the area are not easily accessible, so it is easier to manage and preserve	
There is low traffic and therefore less accidents	
Major benefit is the maintenance of wilderness	

### 6.1.3 Potential impact on sectors during construction

<b>Belmopan</b>	<b>Dangriga</b>
Increased ability of the developers to use the construction of the road as publicity for Commerce Bight Port.	<p>Impact the flow of fruits into the plant coming from the farms from the coastal. Access to farms will be restricted, which directly impacts the processing operations if the fruits do not flow on time.</p> <p>Finished goods, accessing the port- getting to the port on time. Approach to bridges on Hummingbird are bad so truckers are considering resorting to Coastal. Once construction starts that will impact the time to get to the Port.</p> <p>It takes 2 ½ hours from hummingbird to the port. Through coastal it is 3 ½ hours. (Approach to bridges to Hummingbird may need to be maintained periodically while construction is happening).</p> <p>Slower transfer of goods to ports of export. Trucks from Mexico prefer to use the coastal, when they are empty they revert to the Hummingbird. Refrigerated containers need to get to Mexico before the ice melts. In the case of shrimps.</p>

### 6.1.4 Design Considerations

<b>Belmopan</b>	<b>Dangriga</b>
Round-about at the Democracia Junction- particularly for large vehicle and heavier equipment with cargo	Upgrade Bridges- Big Creek area there is poor sight lines. A lot of accidents happen there.
Round- about at the Hummingbird Junction	Consider the drainage at the Big Creek Bridge/ Rosela Farm area (extreme flooding occurs there)
Monitoring the movement of heavy vehicles at both intersections during construction.	Install Truck Resting Stops along the highway (to check the trucks if there are issues with the vehicle without obstructing the flow of vehicles)
Ensure that the wheels of the trucks leaving the query and construction sites are cleaned before going onto the existing highway	Upgrade the 5 single-lane bridges (Gales Points (2), White Ridge Farm, Mullins River Junction, Rosela Farm (culvert might be considered)
Department of Transport needs to ensure that truckers need to have proper covering from trucks who are taking materials into the construction site.	Curve at Paradise Shrimp Farm needs to be widened.
	Curve at Mullins River needs to be redesigned

<p>Signage and speed arresting infrastructure within the village boundaries will be necessary</p> <p>For large vehicles speed bumps may not be appropriate</p> <p>Install Rumble Strips</p> <p>The road needs to be able to withstand flash flooding and to have drainage (e.g. Undermining of George price Highway carriage way due to water)</p> <p>Road needs to be sufficiently widen to accommodate large vehicles</p> <p>Ensure that there are reflectors along the road</p> <p>Ensure that there are 30 Ft paved shoulders in addition to carriage ways and pedestrians</p> <p>Install Weigh Station near the entrance of the highway</p> <p>Ensure there are Bus stops with lay-bys</p> <p>Enforcement along the highway- area to control traffic going in and out of the Coastal highway</p> <p>Enforce weight maximum limits that trucks can carry before entering the coastal road</p> <p>Ensure that access farm roads are kept clear during construction</p> <p>Ensure that sites can allow for vendors to sell to those working on the site.</p> <p>Reflective signage ahead on-site road for truckers to be informed</p> <p>Reflective signage on packed heavy equipment so that people do not crash into heavy vehicles.</p>	<p>Open intersections at Hope Creek and Democracia</p> <p>Roundabouts create issues trucks hauling double containers for loading</p> <p>Round-about designs should take into consideration double 40ft containers being transportation</p> <p>If roundabouts are included, the design should accommodate trucks (Preference in design is for a roundabout similar to the Hummingbird Highway/ Belmopan first Intersection. Poorly design- round-about is the at the intersection of Forest Drive and Hummingbird Highway).</p> <p>Ensure Lighting for the road- fear of breaking-down</p> <p>Ensure that are Reflectors on the road.</p> <p>Police Booth or check point stops should be installed</p> <p>Pedestrian ramps at reasonable height at the Gales Point Junction, Democracia and Hope Creek Junction</p> <p>Issue with the road being tolled. Increase cost of operations for CPBL. Fear that tolls will not be reinvested in the road.</p> <p>Install Tolls however ensure that toll is used for maintenance of the road only.</p> <p>Bus stops and potential bus stops placement should be considered.</p> <p>Farms along the road, cater for the farmer who take their produce to market along the road sides.</p> <p>Road should be built to last, considering the volume and types of vehicles along the road.</p> <p>Road needs to be raised and widened at some spots. Consider the load of the vehicles using the road- incorporate the weight restrictions to use the road (weigh stations)</p>
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### 6.1.5 Anticipated Positive Impacts

<b>Belmopan</b>	<b>Dangriga</b>
<p>Foster Local Economic Development</p> <p>Relocation to communities and development of communities by those who may have left</p>	<p>Creation of jobs by developers in the area</p> <p>Ease of access to investment areas</p>

<p>Increase in population of communities along the highway</p> <p>Reducing the road travel time from PGIA to the south creates an alternative to flying and creates greater efficiencies. Increase in viability to transport southern hotel guests to their accommodation.</p> <p>Stimulate economic activity (tourism) in the south vs. other destinations</p> <p>New destination for tourists</p> <p>Employment opportunities</p> <p>Public transportation access</p>	<p>Ease of access to provide social services (high cost)</p> <p>Ease of access to education and training opportunities at lower costs</p> <p>Better able to access social services, medical services, police, Courts (justice)</p> <p>Reduce rural-to-urban migration (people end up in poor conditions in urban areas)</p> <p>Expand skills training services to communities (ease of transport for students, materials &amp; supplies for training, more training time)</p> <p>Easier to evacuate people from hurricane and flood prone zones</p> <p>Easier to access areas by first responders</p> <p>Expansion of tourism products for Stann Creek region</p> <p>Easier access to southern destinations from International Airport</p> <p>Reduce transportation (fuel) costs for tourism operators</p> <p>New business opportunities (gas station?)</p> <p>Easier to transport cargo to and from seaport</p> <p>Reduction in wear and tear cost for truckers</p> <p>New agriculture development and production (peppers, plantain, etc.)</p> <p>Easier to provide agricultural support services from the Ministry of Agriculture.</p> <p>Easier access to freshwater from rivers</p> <p>Time cuts to Belize City. For the shrimp farm it takes 5 hours to Belize City. Therefore, increased efficiency in transportation of shrimps for export.</p>
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### 6.1.6 Anticipated Negative Impacts

<b>Belmopan</b>	<b>Dangriga</b>
<p>Increase in Road Traffic Accidents</p> <p>Minimal control of the development along the road since most lands are privately owned (uncertainty)</p> <p>Easy escape route for criminals</p> <p>Illegal activities (Installation of police substation in LD community)</p> <p>Increase in illegal hunting</p> <p>Increase in population may affect the wildlife in the area and ultimately lead Wild Cats to then look for food (domesticated animals).</p>	<p>May not be able to maintain the social ambience (authenticity) of the country</p> <p>Irregular and unplanned land use activities and practices</p> <p>Inability of traditional users to access areas</p> <p>Increase in larceny for farmers in the area</p> <p>Increase in traffic accidents</p> <p>Extremely busy intersection at Hope Creek especially with opening of Melinda airstrip</p> <p>Increase in security risks and criminal activities</p> <p>Increase in pollution of rivers along the highway</p> <p>Increase in impact to Gales Point Wildlife Sanctuary</p> <p>Trampling of the coastline by increase in human traffic</p>

### 6.1.7 Other discussion points

<b>Belmopan</b>	<b>Dangriga</b>
<p>When the road is improved demand to buy land will increase and it will be difficult for villagers to resist the offers</p> <p>With the selling of their lands, locals will move out of the villages and traditions/culture will be lost</p> <p>For BTB, the upgraded road can stimulate tourism in the area - Cruise tourist in the area</p> <p>For conservation, once the road is upgraded, there will be an increased need to have Park Rangers patrolling the area</p> <p>The road may impact the migration patterns of wild animals. What can be done to minimize risk to wildlife is to place underpasses/overpasses and decide where to construct them; also place traffic signs for wildlife crossing</p>	<p>Flooding happens near the first bridge after leaving hope creek</p> <p>Flooding happens near the mango orchard before Gales Point</p> <p>Once there is water on the road, the school bus turns back and Ministry of Education is informed.</p> <p>Better cell phone service is needed through the road</p> <p>A gas station is a good investment opportunity once the road is opened.</p> <p>Everyone will benefit when road is finished (villagers, teachers, students, tourism)</p> <p>The Coastal Road was better 20 years ago than it is today.</p>

	<p>How will they dispose of water? – Proper drainage? Where will the water go?</p> <p>Employ people from the villages when construction starts</p> <p>When finished it will provide a feasible means for people to travel</p> <p>People who have left the village to work will return</p> <p>Consider social outreach when work starts so that villagers learn to keep their jobs</p> <p>In 2000 and 2001 there was a feasibility on the road.</p> <p>As a user on the road since 1990s Coastal Road Upgrade is well overdue.</p> <p>Land owners in the area are just waiting for the road upgrade develop their lands.</p> <p>The coastal areas are an area ripe for Agricultural and tourism investment.</p> <p>The upgraded road will decrease the cost of doing business by 25-40%.</p> <p>You won't have a Hummingbird highway if you do not have a Coastal Road as the wear and tear on the Hummingbird highway is great.</p> <p>ITVET will be able to take training into the communities.</p> <p>Melinda airstrip opening needs to be considered.</p> <p>Increase in property values.</p> <p>Will the final report be given to all to see?</p> <p>We want to know that the effort being put in here will not be ignored at the time of construction.</p> <p>How can the road be maintained in the interim to ensure that people do not suffer until 2021?</p>
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## 7 Social Dimensions and Potential Social Impact

Social impacts can be defined as the consequences to people of any proposed action that changes the way they live, work, relate to one another, organize themselves and function as individuals and members of society. This definition includes social-psychological changes, for example to people's values, attitudes and perceptions of themselves and their community and environment. Social impacts are the 'people impacts' of development actions. Social impact assessments focus on the human dimension of environments and seek to identify the impacts on people who benefits and who loses. A social impact assessment can help to ensure that the needs and voices of diverse groups and people in a community are taken into account.

### 7.1 Dimension 1 - Population Characteristics

Social Variable	Potential Impact	
	Positive	Negative
Population Change	<b>Increase in population size.</b> It is likely that the project will affect the current structure, and small size of the current population of the affected communities through a gradual increase. There will likely be new developments along the new highway as well as persons returning to invest in the affected communities. Increase in population may result in an improvement in the imbalance of male to female sex ration in Mullins River.	<b>No effect anticipated.</b>
Ethnic and Racial Distribution	<b>Increased cultural diversity of existing communities from population increase.</b> The increase in cultural diversity can lead to cross cultural understanding and increase intercultural learning which can facilitate the development of affected communities.	<b>Loss of traditional culture.</b> There could be changes in the traditions of Creole communities (Gales Point, Mullins River) which have enriched their lives for generations. Current cultural practices may be affected and lost if they are not actively upheld and observed.

Influx/Outflows of temporary workers	<b>Influx of temporary workers from construction activities.</b> It is likely that the project will create an influx of temporary workers during the construction period of the highway. This can lead to demand for goods and services from the target communities.	<b>Tension with influx of temporary workers.</b> Increase of outsiders can create tension with local villagers over job opportunities which will be created during the period of highway construction.
Seasonal Residents/Visitors	<b>Increase in tourists and visitors to local communities.</b> An increase in eco-cultural tourism can be expected given the highly attractive natural and cultural features of the region, especially in Gales Point. Tourism operators and stakeholders are always looking for new visitor destinations and features. This increase in visitation may translate into new employment and economic opportunities for the affected communities.	<b>Increase in visitors can put pressure on local resources, environment and local culture.</b> Increase in visitation can put pressure on local resources including food, water, sanitation, security. Added challenges could include increase in garbage produced to solid waste disposal. In order to meet the demands of visitors, communities may also end up changing local cultural practices including modifying their diets. Local residents could be relying more on unhealthy packaged and processed goods which could lead to a decline in nutrition. For this to occur however there has to be a large influx of visitors and will likely occur over a longer period of time. Additionally, while this may increase opportunities for both men and women of the communities it is possible to have exploitation of women and children if not properly managed.

## 7.2 Dimension 2 - Individual and Household

	Potential Impact	
Social Variable	Positive	Negative
Residential Stability	<b>Increased residential stability.</b> The upgraded road may make commute easier and thus reduce the outmigration of those of employment age to other parts of the country in order to work. This may have positive impacts for families because the bread winner(s), male or female is able to return home at the end of a working day. Better local economic opportunities mean that families will not have to relocate to other parts of the country in order to improve their quality of life.	<b>No effect anticipated.</b> While there may be some individuals who move into the communities to work on the road construction, it is unlikely that the project will alter residences or create significant residential instability.

Displacement and Relocation	<b>No effect anticipated.</b> Given that the Coastal Road is already in place, there is no need for any displacement or relocation of families or communities to accommodate the project.	<b>No effect anticipated.</b> Given that the Coastal Road is already in place, there is no need for any displacement or relocation of families or communities to accommodate the project.
Income and Livelihood	<b>Increase economic opportunities.</b> The new highway will create better access to new investment areas. The opportunities for investment in new business ventures and the cost of doing business should be reduced for those who are entrepreneurial and see opportunities to provide goods or services to budding industries that the road upgrade will foster. This may improve the ability of more women to earn an income within their communities.	<b>Denial of job opportunities for women.</b> Most affected communities are plagued with high rates of unemployment, specifically among women and youth. Road construction works can exclude these populations if members of each community are not given an opportunity to find employment during the road construction due to gender bias in employment practices.
	<b>Increase in employment opportunities for men and women outside of their communities.</b> A lack of public transportation and poor conditions of the road, make it difficult to commute for work. The ability to commute expands the opportunities of men and women to take up employment outside of their communities. It also reduces the levels of insecurity for women who are able to get jobs outside of their communities but currently are unable to do so because of fear of hitchhiking on an isolated road to and from work.	<b>Disruption of livelihoods due to displacement of farms.</b> There are a few community members who farm on lands that belong to an absent owner. In this case, their livelihoods may be affected if the actual owners disallow them from continuing their farming activities. Since the majority of farmers are men (often main bread winner), who are sometimes supported by their wives, they will be disproportionately impacted by any such loss of access.
	<b>Diversification and stimulation of local economy.</b> The upgrade of the road is likely to foster and stimulate economic activity by reducing transportation costs, increase efficiency of transporting goods to markets, improve access to farms and increase property values. Local livelihoods can be diversified to take advantage of increasing tourism, agriculture and development activities. Both women and men can be able to find jobs in budding industries such as tourism or other development along the highway including during road construction.	

Land and other Properties	<b>Increase in use and value of available real estate.</b> Capital investments on and easier access to currently idle land in the vicinity of the new highway will likely increase property values in the area. For example, investments in tourism guesthouses, hotels or resorts can increase the value of existing properties. Those community members who currently hold such properties can benefit significantly from new opportunities through greater market incentives. These could include families whose limited properties actually includes land that was previously underutilized due to lack of market incentives.	<b>Loss of access to current lands farmed.</b> Survey results indicate that in all four communities, a significant percentage of residents do not own the land that they live and farm on due to irregular land holdings. Of those who do have legal documentation for property that they live or farm, a large number hold leases which may have expired. Technically, it is possible that those lands could be acquired by new owners which could result in loss of access to current land if the situation is not addressed by government authorities. In such a case, women may be disproportionately impacted as in the majority of communities, women tend to have low or no income.
		<b>Long term marginalization of communities.</b> Community marginalization can occur if residents who own prime real estate sell those properties to developers while moving to less optimal and smaller properties. This can result in marginalization of existing members of communities over the long term and benefit less over the long term.
		<b>Land expropriation.</b> It is possible that some lands may be expropriated for the purpose of proper horizontal alignment of the highway.
Traditional Use Areas	<b>No Impact Identified.</b> Communities are generally land-locked, surrounded by private properties.	<b>Loss of access to traditional farming and hunting areas.</b> Household have been farming and hunting along the coastal road for generations. It is possible that they may lose access to farming and hunting areas through sale of available land or development of private lands by their owners.
Gender Relations	<b>Economic empowerment for women.</b> The ability to work outside of communities and return home at the end of the work day provides an incentive for women to engage in employment outside of their communities. Additionally, in Mullins River, Gales Point and La Democracia, a number of women are self-employed, the upgrade of the Coastal Highway will expand their job market and may increase their income earnings. As jobs become available in some of these communities due to future development, opportunities for women to work are also likely to be expanded.	<b>Increased work burden for women.</b> While women in the majority of the communities are domestics or self-employed, taking on full time jobs will pose a double burden on work on them, in addition to the various roles they play within the household and community.

	<b>Improved access to reproductive health services.</b> For isolated communities, the ability for women to get easier access to sexual and reproductive health care will improve and may reduce the high incidence of adolescent pregnancies.	<b>Change in perception of the role of women.</b> Women in most communities along the Coastal Road feel empowered albeit lacking in economic resources. A change in ethnic distribution or economic empowerment for women may alter the dynamics of power and control within households, and may lead to intra-household power tensions.
	<b>Access to training opportunities for young men.</b> In most of the communities, young men are dropping out of school or not accessing secondary education. One stated reason is the perception of a lack of translation of education to economic opportunities. Vocational training may be an option and more young men can access ITVET services in Hope Creek to increase their employability.	

### 7.3 Dimension 3 - Lifestyle and Well-being

Social Variable	Potential Impact	
	Positive	Negative
Acquaintanceship and Interpersonal Networks	<b>Strengthen community networks.</b> The road upgrade can indirectly strengthen community networks specifically in the most isolated communities of Mullins River and Gales Point. The increase in interpersonal networks and social capital is likely to be beneficial to their sense of community and their individual sense of well-being.	<b>Increase in inequality and loss of social bond.</b> It is possible that community members who are in a position of economic or political power can use their position or capacity to take full advantage of the resources and opportunities provided by the project to the detriment of the least capable and least organized. This could skew the distribution of benefits in one direction and further reinforce or widen the gap between the elite and the poorer members of the communities or cause a breakdown of social relationships.



Risk, Safety and Security	<b>Increased ability to police communities along coastal road.</b> The current condition of the existing road makes it difficult for police to respond to crime or to implement effective community policing strategies. Ease of access to the community can facilitate police response to the main drivers or insecurity and crime.	<b>Increase in crime.</b> With the exception of Hope Creek, perception of safety is high in the communities along the coastal road. Major crime is minimal in all communities. Expanding populations, investments, developments may contribute to an increase in criminal activities and challenge the relatively peaceful status of the communities along the coastal road.
	<b>Ease of access of safety service providers.</b> Agencies like the fire department, ambulances will be able to access the more isolated communities of Gales Point and Mullins River. Additionally, in times of national emergencies, hurricanes, floods, etc. communities can be able to easily evacuate or receive disaster response by land.	<b>Increase in Road Traffic Accidents (RTAs).</b> Belize has relatively high accident rates. This high death rate in Belize is a public health concern with significant social and economic repercussions. Fatalities associated with the newly upgraded road can impact both drivers and pedestrians using the road. Whereas both Gales Point and Mullins River are off the proposed highway, La Democracia and Hope Creek currently have residents living near the proposed highway. These communities will need to adjust from experiencing limited to an increased number of traffic and heavier vehicles along the road. Additionally, there is a potential for accidents where school children get off school buses along the road and walk into their school compound. There are increased risks for RTAs at the intersections of the Coastal Highway and George Price and Hummingbird Highways.
	<b>Enhanced safety for travelers.</b> The Highway provides opportunities to improve the safety specifically of women and children who currently have to walk or hitchhike along the currently isolated coastal road due to a lack of public transportation. It is likely that after the highway is constructed, public transportation will resume service in the area.	

Psycho-social well-being	<b>Reduction in stress and anxiety.</b> The major stressors identified by community members is the lack of employment opportunities and difficulty in travelling outside of the communities. Increasing livelihood and job opportunities and ease of travel may reduce stress related to these factors.	<b>Loss of independence and traditional way of life.</b> Some of the communities along the road cite their closeness with nature and their rural way of life as a benefit of living in the communities. Infrastructural upgrade may impact the traditional way of life through gradual changes resulting from development activities in the area. Additionally, the bonds of cohesion due to smallness may be affected by an increased or diversified population. Mental wellbeing can be affected if there is a feeling of exclusion and alienation or if long established social networks are eroded.
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## 7.4 Dimension 4 - Political and Institutional Resources

	Potential Impact	
Social Variable	Positive	Negative
Trust in political and social institutions	<b>Increased trust in government institutions.</b> Access to Government offices and increase access to the communities by Government agencies may remove the perception by community members that the entities do not care about them. Currently agencies may not visit the communities as may be required partly because of the poor conditions of the road. A better road will mean improved access to all public services by community members.	<b>Reinforced negative attitudes towards the political institutions.</b> If community members are personally affected and sense a huge loss to their income without due consideration as a result of the road upgrade, negative attitudes of political and social institutions who are to ensure their inclusion will be reinforced. This could also happen if lands are not regularized and existing community members are not given the opportunity to own the land that they currently live on but see developers' interests being facilitated.
	<b>Improved perception and attitudes towards government institutions.</b> Communities and stakeholders who live and work along the Coastal road have been disillusioned with the promise of road upgrades for over 20 years. Communities have expressed their lack of trust and feeling of exclusion of government institutions. Their trust in the commitments of government institutions are therefore low and the construction of the road may rebuild their hesitation to engage with and trust commitments made by the state and political institutions.	

Voluntary Associations	<b>Re-establishment of industry associations.</b> Dormant community associations in the community of Gales Point in particular, like the Bed and Breakfast Association may be revamped to support new initiatives in eco-tourism in the area.	<b>No effect anticipated</b>
Local/National Linkages	<b>Improved local, regional and national linkages-</b> Mobility and ease of access to other parts of the country, will facilitate local/national linkages. This includes but is not limited to participation in national activities and access to services. On the other hand, the road access also provides opportunities to local and international tourists to visit and participate in events that may be held, such as the Cultural Bram events. Local/National Linkages are also facilitated in the area of business development opportunities and opens markets for the existing communities along the highway.	<b>No effect anticipated</b>
Distribution of Power and Authority	<b>Improvement in socio-economic position and advocacy power of communities.</b> Improvements in the social and economic conditions of the communities will affect the power/dependency relationships and give them an increased opportunity to advocate for their own interest at the individual and community levels.	<b>No effect anticipated</b>
Leadership Capability and Characteristics	<b>Increase in community development opportunities.</b> Local village councils will likely have greater opportunities to represent the interest of their communities to various entities. The ease of access will provide new community development opportunities which can strengthen the role and position of village councils in promoting community development.	<b>Failure of community leaders to manage change.</b> Current village councils may not be able to manage changes within their communities that may result from the upgrading of the Coastal highway. New investments, changes in land ownerships, and changing culture and practices will require proper management to ensure that communities existing members are not marginalized or disadvantaged as a result of changes.

## 7.5 Dimension 5 - Community Resources

	Potential Impact	
Social Variable	Positive	Negative

Cultural, Historical and Archeological	<b>Greater accessibility to cultural goods and resources.</b> Remote communities such as Gales Point have a wealth of living cultural assets that are underutilized because of the difficulty in access to the community. These cultural assets range from traditional crafts, cultural performing groups, music and dance, traditional medicinal knowledge, and local cuisine, among others. With an improved Coastal Road, it will be easier to bring these assets (whether for commercial, educational, or tourism opportunities) to other parts of the country, as well bring traffic into the community.	<b>Erosion of local cultures and traditions.</b> It is possible that infrastructural upgrade will affect the demographic profile of the communities along the coastal road. This change may impact cultural traditions and practices of these communities. If not preserved, the local Kriol cultural heritage and practice can be eroded.
	<b>Development of heritage tourism projects/products.</b> There is minimal tourism traffic in Gales Point at this time and current tourism activities mainly center on eco-tourism. An increase in traffic may result in opportunities to combine ecotourism with cultural and heritage tourism. For example, the community once had a Maroon Creole Drumming School which did not survive due the small number of participants in the village.	<b>No impact on archeological sites expected.</b> The new highway will be aligned for the most part within the existing road reserve. There are no known archeological sites adjacent to the road or within the road reserve.
Water and Sanitation	<b>No effect anticipated.</b>	<b>Impact on Water System.</b> The Gales Point Water System sources water from a creek that runs across the Coastal road. This water can be contaminated (sediments and turbidity) by road works upstream. In such an event, a suitable water source which is not affected by salt water intrusion (brackish water) will need to be identified given the proximity of the village to the coastline.  The Hope Creek and La Democracia Water Systems may be affected as the transmission and distributions lines are next to the Coastal Road.
		<b>Increase pressure on water resource and need for safe disposal of waste.</b> The villages along the coastal road are small in population and therefore their water systems were built to adequately supply their needs based on size. A growth in investment including tourist arrivals and population size will put pressure on the existing water systems. In addition, growing populations will require solutions for safe and proper disposal of waste water, sewage and solid waste.

Health Services	<b>Easier access to Regional Hospital for Gales Point and Mullins River.</b> Gales Point and Mullins River were the communities that highlighted the challenges of inaccessibility of health care. This is because without public transportation, the condition of their road and with few private vehicles, accessing health facilities (nearest in Dangriga) is costly and difficult. The upgraded road will allow of easier access to health services in nearby urban areas.	<b>Increase in sexually transmitted infections.</b> Having an influx of temporary workers can result in increases in the incidence of sexually transmitted infections in the area.
	<b>Easier access to the communities for health and emergency service providers.</b> Health service providers do not visit the villages frequently, in the case of Mullins River, there are no visits currently. Upgrading the road will make it easier for health workers including emergency services to access these rural communities.	
	<b>Easier Access to sexual and reproductive health services-</b> For isolated communities, the ability for women to get easier access to sexual and reproductive health care thorough the Regional Hospital and the Belize Family Life Association's Clinic in Dangriga will improve. This may reduce the high incidence of adolescent pregnancies and improve the general wellbeing of women and children.	
Education Services	<b>Decrease in disruption of school when it rains.</b> When it rains, bus taking high school children to school cannot access the communities and therefore the students at the secondary high school do not go to school from Gales Point and Mullins River. Likewise, teachers who teach at the Gales Point Primary School and who do not reside in the village cannot go to teach and therefore the primary school is also closed when it rains. If the road is free of water during periods of rain, educational services will face fewer interruptions.	

	<b>Better access to vocational training.</b> Access to the ITVET and ANRI Located in Hope Creek will be made easier to the communities along the coastal road who may not be able to access it due to lack of public transportation and the time and cost of getting there. Technical and vocational programmes may fill the gap of low secondary education among male youth in all four communities as well as for females who are interested in developing their skills.	
	<b>Access to other post-secondary education.</b> Given the reduction in travel time as a result of the upgraded road, traditional areas of attending secondary school may shift. For example, Dangriga opens up as a possible school area for youth from La Democracia who have stated that they are afraid of going to school in certain areas of Belize City due to high gang violence.	
Other Social Services	<b>Improved access to public services.</b> Improvement in access and public transportation will mean improvement in access to social services for isolated communities. There will be better access to police, social services, and justice for communities. Additionally, an improvement in the road conditions will make it easier for social workers from the Ministry of Human Development and Rural Development Officers to visit the communities to support their various needs.	<b>No effect anticipated.</b>
Transportation Services	<b>Reestablishment of public transportation services through the Coastal Road.</b> The positive impacts in the reestablishment of transportation services will be most impactful for the communities of Gales Point and Mullins River. This will allow for easier commute to work and school. Additionally, re-established bus runs will make the rest of the country more readily accessible to these communities, with the opposite also holding true.	<b>Reduction in public transportation runs for Hummingbird Highway commuters.</b> Public transportation will likely begin to go through the Coastal Highway which means that that fewer buses may end up going through the Hummingbird Highway affecting the mobility of communities along that route.

	<p><b>Shorter travel time for commuters between Southern and Northern Belize.</b> Commuters travelling to and from the south of Belize from Northern Belize and vice versa, will have shorter travel times and do not have to contend with the hills along the Hummingbird Highway.</p>	<p><b>Reduction in public transportation runs for Belmopan commuters.</b> If public transportation runs are diverted to the Coastal Highway, to and from Belize City to the south of Belize, this may result in challenges with servicing the number of commuters who utilize Southern buses between the cities of Belmopan and Belize City.</p>
	<p><b>Facilitate quicker transportation to the country's southernmost tourist destinations from the international airport.</b> Quicker access to hotels, accommodation and destinations in the south of the country from the International Airport and Cruise Ports can be achieved as a result of reduction in transportation time which in turn can lead to improved business for southern destinations.</p>	
	<p><b>Increase efficiency in transportation of goods for the productive sector to ports.</b> The flat topography of the Coastal Highway vis-a-vis the mountainous terrain of the Hummingbird highway will provide for shorter travel time trucks carrying cargo for export to the port in Mango Creek or towards the border with Mexico in the north. This will likely provide economic benefits for the productive sector in terms of cost savings.</p>	
	<p><b>Increase safety for travel sector.</b> Stakeholders and communities identified the fear of breaking down along the Coastal road as a reason that they do not currently utilize the road. There is a risk to becoming a victim of a crime because of the isolation the road specifically at night. Increase in traffic, the possibility of additional cell phone service and increase in light along the highway may make it safer to transport goods and people along the road and reduce the perceived insecurity for the transportation sector.</p>	



Drainage	<b>Reduction in incidence of flooding.</b> The design of the road, taking into consideration hydrology and hydraulic conditions of the area will like manage the water flow which will help to alleviate the flooding currently experienced in Mullins River and Hope Creek during rainy periods.	<b>Diversion of excess water into residential areas.</b> If water that is being drained from the highway is not properly directed there may be unintended consequences of increasing flooding within adjacent communities and farmlands.
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## 8 Social Management Plan

The following table lists recommended measures to avoid and mitigate the potential project impacts. It includes measures to address the main and most likely adverse impacts identified in Section 6 of this report. The impacts are shown by social dimensions are further broken down into several variables. The potential adverse impacts are also analysed by type and phase. Type in this instance refers to whether the impact is expected to be Direct, Indirect or Cumulative. The phase refers to the phase of the project in which it is likely to occur is also shown. These phases are Planning, Implementation, and Operational.

### 8.1 Dimension 1 - Population Characteristics

Social Variable	Impact	Type	Phase	Mitigating Measure
Ethnic and Racial Distribution	<b>Loss of traditional culture.</b> There could be changes in the traditions of Kriol communities (Gales Point, Mullins River) which have enriched their lives for generations. Current cultural practices may be affected and lost if they are not actively upheld and observed.	<b>Cumulative</b>	<b>Operational</b>	Engage the Institute of Cultural and Social Research of the National Institute of Culture and History to continue their support of cultural preservation of the Kriol culture in Gales Point and Mullins River.  Integrate the cultural practices of local communities when developing tourism destinations in the area to encourage cultural preservation.
Influx/Outflows of temporary workers	<b>Tension with influx of temporary workers.</b> Increase of outsiders can create tension with local villagers over job opportunities which will be created by the highway construction.	<b>Direct</b>	<b>Construction</b>	While not legally obligatory, encourage highway contractors to hire local residents in consultation with village councils especially in unskilled and semi-skilled work.  Ensure that local communities are aware of the grievance mechanism and how to use it.
Seasonal Residents/Visitors	<b>Increase in visitors can put pressure on local resources, environment and local culture.</b> Increase in visitation can put pressure on local resources including food, water, sanitation, security. Added challenges could include increase in garbage produced to solid waste disposal. In order to meet the demands of visitors, communities may also end up	<b>Cumulative</b>	<b>Operational</b>	Increase capacity of village leaders to plan, fundraise, maintain and expand infrastructure to meet potential growth in their villages.  Ensure that new developments in the vicinity of the affected communities have EIAs conducted and are done to minimize impact on natural and cultural environment of communities.

	changing local cultural practices including modifying their diets. Local residents could be relying more on unhealthy packaged and processed goods which could lead to a decline in nutrition. For this to occur however there has to be a large influx of visitors and will likely occur over a longer period of time. Additionally, while this may increase opportunities for both men and women of the communities it is possible to have exploitation of women and children if not properly managed.			
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## 8.2 Dimension 2 - Individual and Household

Social Variable	Negative	Type	Phase	Mitigating Measure
Income and Livelihood	<b>Denial of job opportunities for women.</b> Most affected communities are plagued with high rates of unemployment, specifically among women and youth. Road construction works can exclude these populations if members of each community are not given an opportunity to find employment during the road construction due to gender bias in employment practices.	Direct	Construction	Encourage contractors to ensure gender equity in hiring practices and to make job opportunities available to youth from local communities.
	<b>Disruption of livelihoods due to displacement of farms.</b> There are a few community members who farm on lands that belong to an absent owner. In this case, their livelihoods may be affected if the actual owners disallow them from continuing their farming activities. Since the majority of farmers	Cumulative	Operational	Support the regularization of land tenure for those who use lands for farming but are without clear lease or titles.  Support affected individuals with training and alternative livelihood opportunities within the communities. Ensure equal opportunities for men and women to benefit from support to livelihoods.

	are men (often main bread winner), who are sometimes supported by their wives, they will be disproportionately impacted by any such loss of access.			
Land and other Properties	<b>Loss of access to current lands held.</b> Survey results indicate that in all four communities, a significant percentage of residents do not own the land that they live and farm on due to irregular land holdings. Of those who do have legal documentation for property that they live or farm, a large number hold leases which may have expired. Technically, it is possible that those lands could be acquired by new owners which could result in loss of access to current land if the situation is not addressed by government authorities. In such a case, women may be disproportionately impacted as in the majority of communities, women tend to have low or no income.	Cumulative	Operational	Support the regularization of land tenure to allow current community residents the opportunity to update or obtain proper lease and titles to the properties they occupy. Any regularization programme has to ensure that women are able to obtain lands and not inhibited by economic disadvantage.
	<b>Long term marginalization of communities.</b> Community marginalization can occur if residents who own prime real estate sell those properties to developers while moving to less optimal and smaller properties. This can result in marginalization of existing members of communities over the long term and benefit less over the long term.	Cumulative	Operational	Encourage local residents to hold on to and invest in their properties as they are likely to increase in value over time.
	<b>Land expropriation.</b> It is possible that some lands may be expropriated for the purpose of proper horizontal alignment of the highway.	Direct	Construction	Any lands to be expropriated will be in in full compliance with the laws of Belize and will follow all due process. Property owners will be compensated for lands expropriated as allowed for in law.

Traditional Use Areas	<b>Loss of access to hunting areas.</b> Household have been and hunting along the coastal road for generations. It is possible that they may lose access to hunting areas through sale of available land or development of private lands by their owners.	Cumulative	Operational	Support affected individuals with training and alternative livelihood opportunities within the communities. Ensure equal opportunities for men and women to benefit from support to livelihoods.
Gender Relations	<b>Increased work burden for women.</b> While women in the majority of the communities are domestics or self-employed, taking on full time jobs will pose a double burden on work on them, in addition to the various roles they play within the household and community.	Cumulative	Operational	Support community empowerment officers from the Ministry of Human Development to work with community members to address gender norms and stereotypes about domestic work. The aim of these dialogues would be to shift the gender division of labor toward more equitable sharing of tasks by all household members.
	<b>Change in perception of the role of women.</b> Women in most communities along the Coastal Road feel empowered albeit lacking in economic resources. A change in ethnic distribution or economic empowerment for women may alter the dynamics of power and control within households, and may lead to intra-household power tensions.	Cumulative	Operational	Support community empowerment officers from the Ministry of Human Development to work with community members to address gender norms and stereotypes about domestic work. The aim of these dialogues would be to shift the gender division of labor toward more equitable sharing of tasks by all household members.

### 8.3 Dimension 3 - Lifestyle and Well-being

Social Variable	Negative	Type	Phase	Mitigating Measure
Acquaintanceship and Interpersonal Networks	<b>Increase in inequality and loss of social bond.</b> It is possible that community members who are in a position of economic or political power can use their position or capacity to take full advantage of the resources and opportunities provided by the project to the detriment of the least capable and least organized. This	Cumulative	Operational	<p>Ensure there is widespread communication of opportunities throughout the communities. This is to ensure that all community members are given an equal chance to apply for available resources and positions.</p> <p>Ensure that contractors provide equal opportunities for men and women to benefit from the benefits of the Road Upgrade ensuring to the extent possible, parity in hiring and when communicating with community members.</p>

	could skew the distribution of benefits in one direction and further reinforce or widen the gap between the elite and the poorer members of the communities or cause a breakdown of social relationships.			
Risk, Safety and Security	<b>Increase in crime.</b> With the exception of Hope Creek, perception of safety is high in the communities along the coastal road. Major crime is minimal in all communities. However, expanding populations, investments, and developments may attract criminal activities and challenge the relatively peaceful status of communities along the coastal road.	Cumulative	Operational	<p>Use the upgraded highway as an opportunity to increase law enforcement patrols along the road. Patrols should promote both preventative and proactive policing approaches including community-based policing to strengthen the relationships between the communities and law enforcement officials.</p> <p>Provide opportunities for skills building for communities' youth to increase their chances of being employed to reduce their attraction to delinquent behaviour.</p> <p>Enhance the operational capacity of the police station in Gales but providing additional staff and vehicle for mobility.</p>
	<b>Increase in Road Traffic Accidents (RTAs).</b> Belize has relatively high accident rates. This high death rate in Belize is a public health concern with significant social and economic repercussions. Fatalities associated with the newly upgraded road can impact both drivers and pedestrians using the road. Whereas both Gales Point and Mullins River are off the proposed highway, La Democracia and Hope Creek currently have residents living near the proposed highway. These communities will need to adjust from experiencing limited to an increased number of traffic and heavier vehicles along the road. Additionally, there is a potential for accidents where school children get off school buses along the road and	Direct	Operational	<p>Use the upgraded highway as an opportunity to increase law enforcement patrols along the road.</p> <p>Ensure that there is adequate lighting at all bus stops to reduce the risk of robberies and other crimes.</p> <p>Install reflectors on the road to aid with visibility when driving at night.</p> <p>Install pedestrian ramps of reasonable height at the approach of communities along the road especially in La Democracia and Hope Creek.</p> <p>Ensure that there is adequate sight line at all bridges along the road.</p> <p>Install truck rest/check stops (wider shoulders) along the highway so that heavy vehicles operators can conduct vehicle checks and do repairs, while not obstructing the free flow of traffic.</p> <p>Ensure that the design of the road includes speed arresting infrastructure and signage and road furniture specifically within village boundaries.</p>

	walk into their school compound. There are increased risks for RTAs at the intersections of the Coastal Highway and George Price and Hummingbird Highways.			Ensure careful design considerations for the intersections between the Coastal Highway and the Hummingbird and George Price Highway respectively.
Psycho-social well-being	<b>Loss of independence and traditional way of life.</b> Some of the communities along the road cite their closeness with nature and their way of life as a benefit of living in the communities. Infrastructural upgrade may impact the traditional way of life through gradual changes resulting from development activities in the area. Additionally, the bonds of cohesion due to smallness may be affected by an increased or diversified population. Mental wellbeing can be affected if there is a feeling of exclusion and alienation or if long established social networks are eroded.	Cumulative	Operational	<p>Support rural governance training for existing village leaders and councils along the Coastal Road so that they are better able to manage change associated with the road infrastructure. Capacity building should include the applicability of local laws and conflict management.</p> <p>Support the continued practice of traditional and cultural activities including sports within and among communities to maintain and strengthen social cohesion.</p>

## 8.4 Dimension 4 - Political and Institutional Resources

Social Variable	Impact	Type	Phase	Mitigating Measure
Trust in political and social institutions	<b>Reinforced negative attitudes towards the political institutions.</b> If community members are personally affected and sense a huge loss to their income without due consideration as a result of the road upgrade, negative attitudes of political and social institutions who are to ensure their inclusion will be reinforced. This could also happen if lands are not regularized and existing community members are not given the opportunity to own the	Cumulative	Operational	<p>Ensure that communities are consulted on any matter that may affect them and respond promptly to grievances brought forward by community members.</p> <p>Ensure that due process is followed in addressing matters of land acquisition.</p> <p>Ensure that Village Councils are informed and kept up to date on project implementation.</p>



	land that they currently live on but see developers' interests being facilitated.			
Leadership Capability and Characteristics	<b>Failure of community leaders to manage change.</b> Current village councils may not be able to manage changes within their communities that may result from the upgrading of the Coastal highway. New investments, changes in land ownerships, and changing culture and practices will require proper management to ensure that communities existing members are not marginalized or disadvantaged as a result of changes.	Cumulative	Operational	Support rural governance training for existing village leaders and councils along the Coastal Road so that they are better able to manage change associated with the road infrastructure. Capacity building should include the applicability of local laws and conflict management.

## 8.5 Dimension 5 - Community Resources

Social Variable	Impact	Type	Phase	Mitigating Measure
Cultural, Historical and Archeological	<b>Erosion of local cultures and traditions.</b> It is possible that infrastructural upgrade will affect the demographic profile of the communities along the coastal road. This change may impact cultural traditions and practices of these communities. If not preserved, the local Kriol cultural heritage and practice can be eroded.	Cumulative	Operational	Engage the National Institute of Culture and History to continue their support of cultural preservation of the Kriol culture in Gales Point and Mullins River.  Integrate the cultural practices of local communities when developing tourism destinations in the area to encourage cultural preservation.
Water and Sanitation	<b>Impact on Water System.</b> The Gales Point Water System sources water from a creek that runs across the Coastal road. This water can be contaminated (sediments and turbidity) by road works. In such an event, a suitable water source which is not affected by salt water intrusion (brackish water) will need to be identified given the proximity of the village to the coastline.	Direct	Construction	Determine during design whether the Pump House in Gales Point requires relocation and identify a new water source prior to construction.  Ensure that water lines are identified during construction and relocated if necessary. Any damages to the water lines during construction must be rectified immediately.

	The Hope Creek and La Democracia Water Systems may be affected as the transmission and distributions lines are next to the Coastal Road.			
	<b>Increase pressure on water resource and need for safe disposal of waste.</b> The villages along the coastal road are small in population and therefore their water systems were built to adequately supply their needs based on size. A growth in investment including tourist arrivals and population size will put pressure on the existing water systems. In addition, growing populations will require solutions for safe and proper disposal of waste water, sewage and solid waste.	Cumulative	Operational	Increase capacity of village leaders and water boards to plan, to collect revenue and to maintain and expand infrastructure to meet potential growth in activities in the villages.
Health Services	<b>Increase in sexually transmitted infections.</b> Having an influx of temporary workers can result in increases in the incidence of sexually transmitted infections in the area.	Direct	Construction	Ensure that contractors work with local health authorities in providing health promotion information especially relating to sexually transmitted infections and in the provision of condoms in appropriate locations for workers.
Transportation Services	<b>Reduction in public transportation runs for Hummingbird Highway commuters.</b> Public transportation will likely begin to go through the Coastal Highway which means that that fewer buses may end up going through the Hummingbird Highway affecting the mobility of communities along that route.	Cumulative	Operational	The Department of Transport will need to review transportation options and ensure that there are continued and sufficient public transportation runs to the communities along the Hummingbird Highway.
	<b>Reduction in public transportation runs for Belmopan commuters.</b> If public transportation runs are diverted to the Coastal Highway, to and from Belize City to the south of Belize, this may result in challenges with servicing the number of commuters who utilize Southern buses between the cities of Belmopan and Belize City.			The Department of Transport will review and ensure that there are continued and sufficient public transportation runs to service populations who may be affected by redirected bus routes from Belmopan to Belize route.

Drainage	<b>Diversion of excess water into residential areas.</b> If water that is being drained from the highway is not properly directed there may be unintended consequences of increasing flooding within adjacent communities and farmlands.	Direct	Construction	Hydrological, environmental and climate change studies and topographical surveys will inform the design of the Highway to ensure that water flow does not negatively affect the communities. It is therefore not anticipated that drainage of the road will cause flooding to the communities or impact the Gales Point Lagoon and its Manatees and other wild life.
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## 9 Monitoring and Evaluation

This section outlines the mitigation measures, means of monitoring and verifying their completion. It also identifies the responsible agency.

### 9.1 Dimension 1 – Population Characteristics

Impact	Mitigating Measure	Indicator	Means of Verification	Responsible
<b>Ethnic and Racial Distribution</b>				
<b>Loss of traditional culture.</b> There could be changes in the traditions of Kriol communities (Gales Point, Mullins River) which have enriched their lives for generations. Current cultural practices may be affected and lost if they are not actively upheld and observed.	Engage the Institute of Cultural and Social Research of the National Institute of Culture and History to continue their support of cultural preservation of the Kriol culture in Gales Point and Mullins River.	Number of meetings held	Field Reports	Institute of Cultural and Social Research
	Integrate the cultural practices of local communities when developing tourism destinations in the area to encourage cultural preservation.	Heritage excursions established	Tourism promotional materials	Tour operators Belize Tourism Board
<b>Tension with influx of temporary workers.</b> Increase of outsiders can create tension with local villagers over job opportunities which will be created by the highway construction.	While not legally obligatory, encourage highway contractors to hire local residents in consultation with village councils	Number of local workers hired by contractors	Contractor reports	Contractors

	especially in unskilled and semi-skilled work.			
	Ensure that local communities are aware of the grievance mechanism and how to use it.	Grievance redress mechanism promotional materials	Staff reports	Ministry of Works
<b>Increase in visitors can put pressure on local resources, environment and local culture.</b> Increase in visitation can put pressure on local resources including food, water, sanitation, security. Added challenges could include increase in garbage produced to solid waste disposal. In order to meet the demands of visitors, communities may also end up changing local cultural practices including modifying their diets. For this to occur however there has to be a large influx of visitors and will likely occur over a longer period of time.	Increase capacity of village leaders to plan, fundraise, maintain and expand infrastructure to meet potential growth in their villages.	Number of workshops held	Staff reports	Rural Development Officers
	Ensure that new developments in the vicinity of the affected communities have EIAs conducted and are done to minimize impact on natural and cultural environment of communities.	Number of EIAs lodged with the Department of the Environment.	EIA reports	Developers

## 9.2 Dimension 2 – Individual and Household

Impact	Mitigating Measure	Indicator	Means of Verification	Responsible
<b>Income and Livelihood</b>				
<b>Denial of job opportunities for women.</b> Most affected communities are plagued with high rates of unemployment, specifically among women and youth. Road construction works can exclude these populations if members of	Encourage contractors to ensure gender equity in hiring practices and to	Ratio of women to men hired by contractors	Contractor reports	Contractor

each community are not given an opportunity to find employment during the road construction due to gender bias in employment practices.	make job opportunities available to youth from local communities.	Number of youth hired by contractors		
<b>Disruption of livelihoods due to displacement of farms.</b> There are a few community members who farm on lands that belong to an absent owner. In this case, their livelihoods may be affected if the actual owners disallow them from continuing their farming activities. Since the majority of farmers are men (often main bread winner), who are sometimes supported by their wives, they will be disproportionately impacted by any such loss of access.	Support the regularization of land tenure for those who use lands for farming but are without clear lease or titles.	Increase of land tenureship among community residents	Official lease or land titles	Village Councils  Rural Development Officers  Lands Department
	Support affected individuals with training and alternative livelihood opportunities within the communities. Ensure equal opportunities for men and women to benefit from support to livelihoods.	Number of training courses provided	Attendance registers	Village Councils  Rural Development Officers  Training institutions
<b>Loss of access to current lands held.</b> Survey results indicate that in all four communities, a significant percentage of residents do not own the land that they live and farm on due to irregular land holdings. Of those who do have legal documentation for property that they live or farm, a large number hold leases which may have expired. Technically, it is possible that those lands could be acquired by new owners which could result in loss of access to current land if the situation is not addressed by government authorities. In such a case, women may be disproportionately impacted as in the majority of communities, women tend to have low or no income.	Support the regularization of land tenure to allow current community residents the opportunity to update or obtain proper lease and titles to the properties they occupy. Any regularization programme has to ensure that women are able to obtain lands	Increase of land ownership among community residents	Official lease or land titles	Village Councils  Rural Development Officers  Lands Department

	and no inhibited by economic disadvantage.			
<b>Long term marginalization of communities.</b> Community marginalization can occur if residents who own prime real estate sell those properties to developers while moving to less optimal and smaller properties. This can result in marginalization of existing members of communities over the long term and benefit less over the long term.	Encourage local residents to hold on to and invest in their properties as they are likely to increase in value over time.	Number of households in village	Village census	Statistical Institute of Belize  Village Councils
<b>Land expropriation.</b> It is possible that some lands may be expropriated for the purpose of proper horizontal alignment of the highway.	Any lands to be expropriated will be in full compliance with the laws of Belize and will follow all due process. Property owners will be compensated for lands expropriated as allowed for in law.	Formal Notice given to landowners	Copies of letters. Compensation amounts provided.	MOW Lands Department
<b>Traditional Use Areas</b>				
<b>Loss of access to hunting areas.</b> Household have been and hunting along the coastal road for generations. It is possible that they may lose access to hunting areas through sale of available land or development of private lands by their owners.	Support affected individuals with training and alternative livelihood opportunities within the communities. Ensure equal opportunities for men and women to benefit from support to livelihoods.	Number of training courses provided	Attendance registers	Village Councils  Rural Development Officers  Training institutions
<b>Gender Relations</b>				
<b>Increased work burden for women.</b> While women in the majority of the communities are domestics or self-employed, taking on full time jobs will pose a double burden on work on them, in addition to the various roles they play within the household and community.	Support community empowerment officers from the Ministry of Human Development to work with community	Number of meetings held	Staff reports	Women's Department



	members to address gender norms and stereotypes about domestic work. The aim of these dialogues would be to shift the gender division of labor toward more equitable sharing of tasks by all household members.			
<b>Change in perception of the role of women.</b> Women in most communities along the Coastal Road feel empowered albeit lacking in economic resources. A change in ethnic distribution or economic empowerment for women may alter the dynamics of power and control within households, and may lead to intra-household power tensions.	Support community empowerment officers from the Ministry of Human Development to work with community members to address gender norms and stereotypes about domestic work. The aim of these dialogues would be to shift the gender division of labor toward more equitable sharing of tasks by all household members.	Number of meetings held	Staff reports	Women's Department

### 9.3 Dimension 3 – Lifestyle and Well-being

Impact	Mitigating Measure	Indicator	Means of Verification	Responsible
Acquaintanceship and Interpersonal Networks				

<b>Increase in inequality and loss of social bond.</b> It is possible that community members who are in a position of economic or political power can use their position or capacity to take full advantage of the resources and opportunities provided by the project to the detriment of the least capable and least organized. This could skew the distribution of benefits in one direction and further reinforce or widen the gap between the elite and the poorer members of the communities or cause a breakdown of social relationships.	Ensure there is widespread communication of opportunities throughout the communities. This is to ensure that all community members are given an equal chance to apply for available resources and positions.	Number of meetings held	Contractor reports	Contractor
	Ensure that contractors provide equal opportunities for men and women to benefit from the benefits of the Road Upgrade ensuring to the extent possible, parity in hiring and when communicating with community members.	Ratio of women to men hired by contractors	Contractor reports	Contractor
<b>Risk, Safety and Security</b>				
<b>Increase in crime.</b> With the exception of Hope Creek, perception of safety is high in the communities along the coastal road. Major crime is minimal in all communities. However, expanding populations, investments, and developments may attract criminal activities and challenge the relatively peaceful status of communities along the coastal road.	Use the upgraded highway as an opportunity to increase law enforcement patrols along the road. Patrols should promote both preventative and proactive policing approaches including community-based policing to strengthen the relationships between the communities and law enforcement officials.	Increase number of police patrols	Police reports	Police Department

	Provide opportunities for skills building for communities' youth to increase their chances of being employed to reduce their attraction to delinquent behaviour.	Number of training courses provided	Attendance registers	Village Councils  Rural Development Officers  Training institutions
	Enhance the operational capacity of the police station in Gales but providing additional staff and vehicle for mobility.	Number of officers at police station	Police reports	Police Department
<b>Increase in Road Traffic Accidents (RTAs).</b> Belize has relatively high accident rates. This high death rate in Belize is a public health concern with significant social and economic repercussions. Fatalities associated with the newly upgrade road can impact both drivers and pedestrians using the road. Whereas both Gales Point and Mullins River are off the proposed highway, La Democracia and Hope Creek currently have residents living near the proposed highway. These communities will need to adjust from experiencing limited to an increased number of traffic and heavier vehicles along the road. Additionally, there is a potential for accidents where school children get off school buses along the road and walk into their school compound. There are increased risks for RTAs at the intersections of the Coastal Highway and George Price and Hummingbird Highways.	Use the upgraded highway as an opportunity to increase law enforcement patrols along the road.	Increase number of police patrols	Police reports	Police Department
	Ensure that there is adequate lighting at all bus stops to reduce the risk of robberies and other crimes.	Bus stops with lights	Contractor reports	Ministry of Works
	Install reflectors on the road to aid with visibility when driving at night.	Road reflectors installed	Contractor reports	Ministry of Works
	Install pedestrian ramps of reasonable height at the approach of communities along the road especially in La Democracia and Hope Creek.	Pedestrian ramps installed	Contractor reports	Ministry of Works
	Ensure that there is adequate sight line at all bridges along the road.	Design of bridges	Contractor reports	Ministry of Works

	Install truck rest/check stops (wider shoulders) along the highway so that heavy vehicles operators can conduct vehicle checks and do repairs, while not obstructing the free flow of traffic.	Number of truck rest stops installed	Contractor reports	Ministry of Works
	Ensure that the design of the road includes speed arresting infrastructure and signage and road furniture specifically within village boundaries.	Number of speed arresting road furniture installed	Contractor reports	Ministry of Works
	Ensure careful design considerations for the intersections between the Coastal Highway and the Hummingbird and George Price Highway respectively.	Intersection designs installed	Contractor reports	Ministry of Works
<b>Psycho-social well-being</b>				
<b>Loss of independence and traditional way of life.</b> Some of the communities along the road cite their closeness with nature and their way of life as a benefit of living in the communities. Infrastructural upgrade may impact the traditional way of life through gradual changes resulting from development activities in the area. Additionally, the bonds of cohesion due to smallness may be affected by an increased or diversified population. Mental wellbeing can be affected if there is a feeling of exclusion and alienation or if long established social networks are eroded.	Support rural governance training for existing village leaders and councils along the Coastal Road so that they are better able to manage change associated with the road infrastructure. Capacity building should include the applicability of local laws and conflict management.	Number of workshops held	Staff reports	Rural Development Officers

	Support the continued practice of traditional and cultural activities including sports within and among communities to maintain and strengthen social cohesion.	Number of meetings held Number of sporting events held	Field Reports Village Council reports	Institute of Cultural and Social Research Village Councils
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## 9.4 Dimension 4 – Political and Institutional Resources

Impact	Mitigating Measure	Indicator	Means of Verification	Responsible
<b>Trust in political and social institutions</b>				
<b>Reinforced negative attitudes towards the political institutions.</b> If community members are personally affected and sense a huge loss to their income without due consideration as a result of the road upgrade, negative attitudes of political and social institutions who are to ensure their inclusion will be reinforced. This could also happen if lands are not regularized and existing community members are not given the opportunity to own the land that they currently live on but see developers' interests being facilitated.	Ensure that communities are consulted on any matter that may affect them and respond promptly to grievances brought forward by community members.	Number of meetings held  Grievance redress mechanism promotional materials	Staff reports	Ministry of Works
	Ensure that due process is followed in addressing matters of land acquisition.	Formal communication materials	Staff reports	Ministry of Works
	Ensure that Village Councils are informed and kept up to date on project implementation.	Formal communication materials	Staff reports	Ministry of Works
<b>Leadership Capability and Characteristics</b>				
<b>Failure of community leaders to manage change.</b> Current village councils may not be able to manage changes within their communities that may result from the upgrading of the Coastal highway. New investments, changes in land ownerships, and changing culture and practices will require proper management to ensure that communities existing members are not marginalized or disadvantaged as a result of changes.	Support rural governance training for existing village leaders and councils along the Coastal Road so that they are better able to manage change associated with the road infrastructure. Capacity building should include the applicability of local laws and conflict management.	Number of workshops held	Staff reports	Rural Development Officers

## 9.5 Dimension 5 – Community Resources

Impact	Mitigating Measure	Indicator	Means of Verification	Responsible
<b>Cultural, Historical and Archeological</b>				
<b>Erosion of local cultures and traditions.</b> It is possible that infrastructural upgrade will affect the demographic profile of the communities along the coastal road. This change may impact cultural traditions and practices of these communities. If not preserved, the local Kriol cultural heritage and practice can be eroded.	Engage the National Institute of Culture and History to continue their support of cultural preservation of the Kriol culture in Gales Point and Mullins River.	Number of meetings held	Field Reports	Institute of Cultural and Social Research
	Integrate the cultural practices of local communities when developing tourism destinations in the area to encourage cultural preservation.	Heritage excursions established	Tourism promotional materials	Tour operators Belize Tourism Board
<b>Water and Sanitation</b>				
<b>Impact on Water System.</b> The Gales Point Water System sources water from a creek that runs across the Coastal road. This water can be contaminated (sediments and turbidity) by road works. In such an event, a suitable water source which is not affected by salt water intrusion (brackish water) will need to be identified given the proximity of the village to the coastline.  The Hope Creek and La Democracia Water Systems may be affected as the transmission and distributions lines are next to the Coastal Road.	Determine during design whether the Pump House in Gales Point requires relocation and identify a new water source prior to construction.	Adequate water source for Gales Point water system	Water output log	Ministry of Local Government  Contractor
	Ensure that water lines are identified during construction and relocated if necessary. Any damages to the water lines during construction must be rectified immediately.	Uninterrupted services in Hope Creek and La Democracia	Water Boards Reports	Ministry of Works
<b>Increase pressure on water resource and need for safe disposal of waste.</b> The villages along the coastal road are small in population and therefore their water systems were built to adequately supply their needs based on size. A growth in	Increase capacity of village leaders and water boards to plan, to collect	Number of workshops held	Staff reports	Rural Development Officers



investment including tourist arrivals and population size will put pressure on the existing water systems. In addition, growing populations will require solutions for safe and proper disposal of waste water, sewage and solid waste.	revenue and to maintain and expand infrastructure to meet potential growth in activities in the villages.			
<b>Health Services</b>				
<b>Increase in sexually transmitted infections.</b> Having an influx of temporary workers can result in increases in the incidence of sexually transmitted infections in the area.	Ensure that contractors work with local health authorities in providing health promotion information especially relating to sexually transmitted infections and in the provision of condoms in appropriate locations for workers.	Number of educational sessions held	Staff reports	Ministry of Health  Contractors
<b>Transportation Services</b>				
<b>Reduction in public transportation runs for Hummingbird Highway commuters.</b> Public transportation will likely begin to go through the Coastal Highway which means that that fewer buses may end up going through the Hummingbird Highway affecting the mobility of communities along that route.	The Department of Transport will need to review transportation options and ensure that there are continued and sufficient public transportation runs to the communities along the Hummingbird Highway.	Number of bus runs along the Hummingbird Highway	Staff reports	Department of Transport
<b>Reduction in public transportation runs for Belmopan commuters.</b> If public transportation runs are diverted to the Coastal Highway, to and from Belize City to the south of Belize, this may result in challenges with servicing the number of commuters who utilize Southern buses between the cities of Belmopan and Belize City.	The Department of Transport will review and ensure that there are continued and sufficient public transportation runs to service populations who may be affected by redirected bus routes from Belmopan to Belize route.	Number of bus runs along the Hummingbird Highway	Staff reports	Department of Transport
<b>Drainage</b>				
<b>Diversion of excess water into residential areas.</b> If water that is being drained from the highway is not properly directed there may be unintended consequences of increasing flooding within adjacent communities and farmlands.	Hydrological, environmental and climate change studies and	Number of homes affected by flooding	Village Council reports	Ministry of Works

	<p>topographical surveys will inform the design of the Highway to ensure that water flow does not negatively affect the communities. It is therefore not anticipated that drainage of the road will cause flooding to the communities or impact the Gales Point Lagoon and its Manatees and other wild life.</p>			
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## 10 Grievance Redress Mechanism

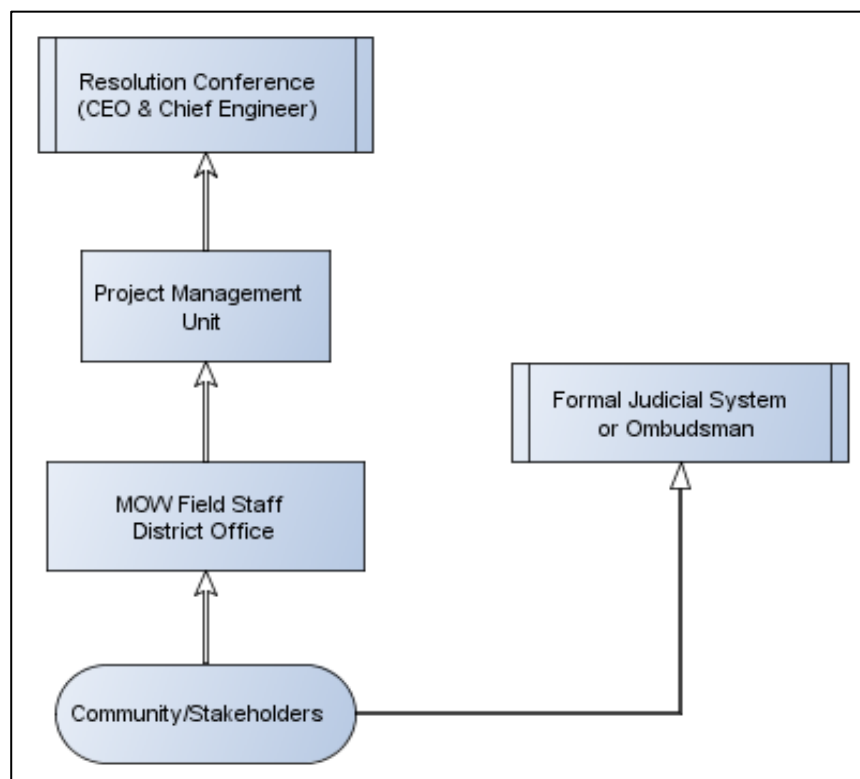
### 10.1 Purpose

The Grievance Redress Mechanism (GRM) is being put in place to help project management significantly enhance operational efficiency in a variety of ways, including generating public awareness about the project and its objectives; deterring fraud and corruption; mitigating risk; providing project staff with practical suggestions/feedback that allows them to be more accountable, transparent, and responsive to beneficiaries; assessing the effectiveness of internal organizational processes; and increasing stakeholder involvement in the project.

Project management, staff and contractors must recognize and value the grievance process as a means of strengthening public administration, improving public relations, and enhancing accountability and transparency. Grievance redress will be integrated into the project's core activities. This will be done by integrating grievance redress functions into project staffs' job descriptions and regularly review grievances data and trends at project management meetings.

A grievance is defined for the purpose of this mechanism as an issue, concern, problem, claim (perceived or actual) or complaint that an individual or group wants the project to address and resolve.

*Figure 12: GRM Framework*



## 10.2 Principles of the GRM

The GRM will respond and address public concerns based on the following six core principles:

- a) **Fairness:** Grievances are treated confidentially, assessed impartially, and handled transparently.
- b) **Objectiveness:** The GRM is to operate in a fair, objective manner and give impartial treatment to each case.
- c) **Simplicity and accessibility:** Procedures to file grievances and seek action are simple enough that community members can easily understand them. Community members will also have a range of contact options including, at a minimum, a telephone number, an e-mail address, and a postal address. The GRM will not use complex processes that create confusion or anxiety.
- d) **Responsiveness and efficiency:** The GRM will be responsive to the needs of all complainants. Accordingly, officials handling grievances should be trained to take effective action upon and respond quickly to grievances and suggestions.
- e) **Speed and proportionality:** All grievances, simple or complex, will be addressed and resolved as quickly as possible. The action taken on the grievance or suggestion is swift, decisive, and constructive.
- f) **Participatory and socially inclusive:** A wide range of stakeholders (community members, members of vulnerable groups, civil society, and the media) are encouraged to bring grievances and comments to the attention of project authorities. Special attention is given to ensure that the poor and marginalized groups, including those with special needs, are able to access the GRM. The GRM will be accessible to all stakeholders, irrespective of the remoteness of the area they live in, the language they speak, and any other characteristics. There is to be no retribution for using the GRM.

## 10.3 GRM Administration Procedures

### 10.3.1 Registration

Receiving and registering complaints will be a simple process where members of the public can inform the Contractor, MOW Project Staff or personnel at any of the MOW offices in the districts. Respective Chairpersons of the various Village Councils may also make a report on behalf of a villager. Although grievance can be received from respective point persons as identified in the table below, the responsibility for consolidation and formal logging of grievances will be that of the MOW project Manager.

Registration of grievances will be made to the following contacts as may be deemed most convenient to the complainant:

*Table 25: List of GRM Point Persons*

Name	Organization	Position	Contact Number	Contact Email Address
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Mr. Michelan Gilharry	MOW	Project Manager		<a href="mailto:michelan.gilharry@mow.gov.bz">michelan.gilharry@mow.gov.bz</a>
Mr. Lindsay Wade	MOW	District Technical Supervisor-Belize City	(501)-223-1999	
Mr. Leonardo Cuevas	MOW	District Technical Supervisor-Dangriga	(501)-522-2139	
Mr. Paul Smith	La Democracia Village Council	Chairperson	501-602-6428	
Ms. Sherry Fuller	Gales Point Village Council	Chairperson	501-663-3058	
Mr. Edward Flowers	Mullins River Village Council	Chairperson	501-652-2745	
Mr. Elroy Wade	Hope Creek Village Council	Chairperson	501-665-6245	

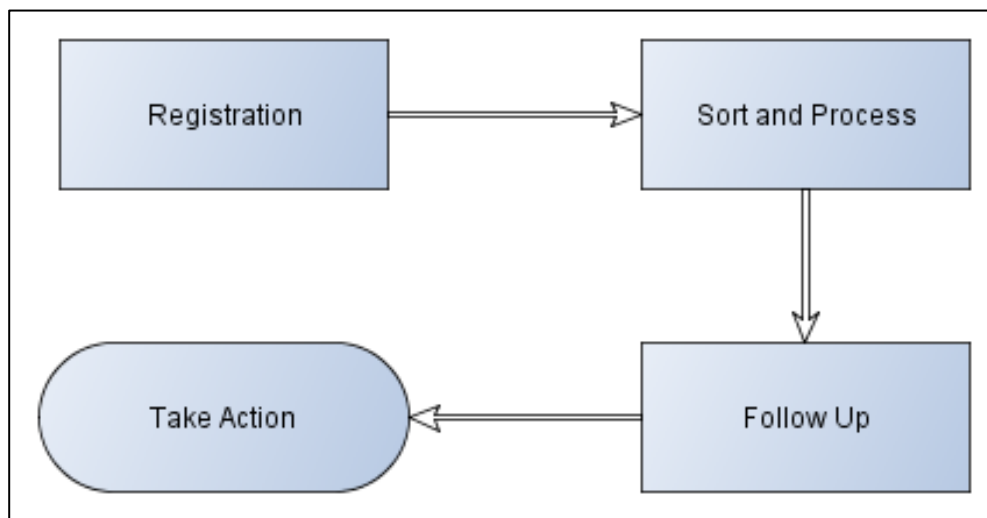
Once a complaint has been received, it will be recorded in the complaints log or data system which will be established by the MOW. A log can be developed based on the example provided in table 26. The log can be kept in hardcopy or electronic form. Various types of grievances typically require different follow-up actions—for example, some grievances can be resolved by means of a simple explanation or apology, while others may require more extensive investigations. Therefore, grievances will be categorized, assigned priority, and routed as appropriate.

*Table 26: Sample Grievance Log*

Grievance #:	
Date:	
Recorded by:	
Means of recording (check one):	<input type="checkbox"/> Phone Line (MOW) <input type="checkbox"/> Village Chairperson <input type="checkbox"/> Community Information Meetings <input type="checkbox"/> Mail <input type="checkbox"/> Informal <input type="checkbox"/> Other (explain)
Name of complainant	
Address:	
Telephone:	
Signature:	
Nature of grievance:	
Eligibility of Complaint:	<input type="checkbox"/> Eligible (Proceed to Prioritize) <input type="checkbox"/> Ineligible (Terminate Reporting and inform complainant of reason for rejection).
Priority	<input type="checkbox"/> Low

	<input type="checkbox"/> Medium <input type="checkbox"/> High
Proposed solution:	
Steps taken:	
Status of response (to be updated monthly):	<input type="checkbox"/> Open <input type="checkbox"/> Action in Progress <input type="checkbox"/> Closed

Figure 13: GRM Procedures



### 10.3.2 Sort and Process Complaints

This step determines whether a complaint is eligible for the grievance mechanism, its seriousness and complexity. The complaint will be screened however this will not involve judging the substantive merit of the complaint. The following is a guide to determine whether or not a complaint is eligible or not:

**Eligible complaints** may include those where:

- The complaint pertains to the project.
- The issues raised in the complaint fall within the scope of issues the grievance mechanism is authorized to address.
- The complainant has standing (direct stake or interest) to file.

**Ineligible complaints** may include those where:

- The complaint is clearly not project-related.
- The nature of the issue or complaint is outside the mandate of the grievance mechanism.

- c) Other project procedures, organization or agencies are more appropriate to address the issue.

If the complaint is rejected at this stage, the complainant will be informed of the decision and the reasons for the rejection. It is advisable to give complainants the benefit of the doubt and engage in a conversation before deciding to reject a complaint. Complainants often provide incomplete information. Project staff will make an effort to truly understand the nature of the grievance before responding. All complaints whether eligible or not, will be logged for reference.

When evaluating and investigating complaints the parties, issues, views, and options will be clarified:

- a) Clearly identify the parties involved.
- b) Clarify issues and concerns raised by the complaint.
- c) Gather views of other stakeholders, including those of project staff.
- d) Classify the complaint in terms of its seriousness (high, medium, or low). Seriousness includes the potential to impact both the project and the community. Issues to consider include the gravity of the allegation, the potential impact on an individual's or a group's welfare and safety, or the public profile of the issue. A complaint's seriousness is linked to who in the project's management needs to know about it and whether the PSC is advised of the matter.

### 10.3.3 Acknowledge and Follow Up

When a complaint is registered, the Project Manager or appropriate MOW personnel will acknowledge its receipt in a correspondence that outlines the grievance process and provides contact details for the responding officer. The MOWT will formally respond and acknowledging the issue within 7 working days; by email if appropriate. Complainants will then receive periodic updates on the status of their grievances.

### 10.3.4 Evaluate, Investigate and Take Action

This step involves gathering information about the grievance to determine its validity and resolving the grievance. The merit of grievances will be judged objectively against clearly defined standards such as relevant environmental and social safeguards, legal requirements and the Project Operations Manual, if available. Grievances that are straightforward (such as queries and suggestions) can often be resolved quickly by contacting the complainant and providing an appropriate response. Every effort will be made to resolve a grievance within 30 days of receipt. If this is not possible, clear steps being taken to address the grievance will be communicated to the complainant.

Grievances that cannot be resolved by the GRM at the Project Management level will be referred to a Resolution Conference between the Chief Engineer and Chief Executive Officer of the MOW or the Project Steering Committee, as appropriate.



Complainants are free at any time to seek redress through the national judicial system or the Office of the Ombudsman. However, the MOW will encourage complainants to first seek to exhaust the project GRM before undertaking costly legal proceedings.

## **10.4 GRM Implementation**

### **10.4.1 Build awareness of GRM**

The MOW will publicize the GRM, including contact persons to project affected communities using the following methods:

- a) Simple, visually engaging marketing materials will be developed. These materials will describe the GRM procedures and its purpose. The materials will also inform the local communities about where to go and who to contact if they have a complaint.
- b) Face-to-face, formal and informal meetings in local communities will be used as a means for building awareness about the GRM.
- c) GRM information will be made available on the MOW website and social media platforms.
- d) The GRM will be updated as community risks or fears about using the system, or any other information is identified. This is to ensure that communities are able to register their complaints and use the GRM effectively.

### **10.4.2 Training for staff on GRM**

Project staff will be trained on the GRM. This is to ensure that other staff members are able to handle complaints, or to participate in on-the-spot resolution of minor problems. The following will be considered when preparing training sessions for project staff:

- Sessions will focus on why the grievance mechanism is in place, its goals, benefits, and how it operates.
- Roles and expectations of project staff including what to do if a member of the community approaches them with a grievance, how best to respond to aggrieved stakeholders and the importance of listening, remaining objective, and taking stakeholder concerns seriously.
- The constructive role of community dissent in project operations, by encouraging the view that complaints and opposition are a source of valuable information that can lead to improved operations, reduce risk, and develop a supportive relationship with the community.
- Emphasize that there must be absolutely no reprisals and the participation of community members in the GRM does not diminish their rights or entitlement to benefit from the project in any way. The same information can be shared with local communities.

### 10.4.3 GRM Monitoring and Reporting

The monitoring of and reporting on the implementation of the GRM will be led by the project management unit in the MOW. The objective of monitoring is to determine the extent to which actions to address grievances are being carried out effectively and will help to identify areas that need improvement or require adjustment. The implementation will be monitored on a regular basis and a monitoring report will be provided to the Chief Engineer or the project steering committee at regular meetings by the project manager.

The GRM will be monitored independently by funders or donors during supervision visits. Indirectly, affected persons or communities will have an opportunity to review the effectiveness of the mechanism through updates and reports provided by the MOW through publicly available materials on their website or social media platforms.

The following indicators will be used to monitor the implementation of the GRM:

*Table 27: GRM Monitoring Framework*

<b>Actions</b>	<b>Indicators</b>	<b>Means of verification</b>	<b>Frequency</b>	<b>Responsible</b>
GRM system and procedures established.	<ul style="list-style-type: none"> <li>• Reports to Chief Engineer or PSC on GRM by project manager.</li> <li>• GRM responsibilities are incorporated into staff TORs.</li> </ul>	<ul style="list-style-type: none"> <li>• Copies of reports submitted</li> <li>• Staff TORs</li> </ul>	<ul style="list-style-type: none"> <li>• Quarterly</li> <li>• Annually</li> </ul>	<ul style="list-style-type: none"> <li>• Project Manager</li> <li>• Chief Engineer</li> </ul>
Staff and communities are aware of and are able to use the GRM	<ul style="list-style-type: none"> <li>• Training sessions with staff held</li> <li>• Community consultations held on GRM</li> <li>• Marketing materials on GRM developed</li> </ul>	<ul style="list-style-type: none"> <li>• List of participants</li> <li>• Staff Field Reports</li> <li>• Promotional literature available</li> </ul>	<ul style="list-style-type: none"> <li>• Per session</li> <li>• Quarterly</li> <li>• Annually</li> </ul>	<ul style="list-style-type: none"> <li>• Project Manager</li> <li>• Chief Engineer</li> </ul>
GRM is implemented and utilized by the general public	<ul style="list-style-type: none"> <li>• Number of complaints/grievances registered</li> <li>• Percentage of grievances resolved/unresolved</li> <li>• Time required to resolve complaints (disaggregated by</li> </ul>	<ul style="list-style-type: none"> <li>• Grievance Log/Database</li> <li>• Correspondence to aggrieved parties</li> <li>• Grievance Summary Sheet</li> </ul>	<ul style="list-style-type: none"> <li>• Monthly</li> <li>• Per Case</li> <li>• Per quarter</li> </ul>	<ul style="list-style-type: none"> <li>• Project Manager</li> <li>• Chief Engineer</li> </ul>

	different types of grievances) <ul style="list-style-type: none"> <li>Percentage of complainants satisfied with outcome of complaints</li> </ul>			
Regular reports of GRM regularly provided	<ul style="list-style-type: none"> <li>GRM reports submitted to the PSC or Chief Engineer</li> <li>Results and status of cases</li> </ul>	<ul style="list-style-type: none"> <li>GRM reports</li> <li>Project website or social media platform</li> </ul>	<ul style="list-style-type: none"> <li>Quarterly</li> </ul>	<ul style="list-style-type: none"> <li>Project Manager</li> <li>Chief Engineer</li> </ul>

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## 11 Annexes:

### Annex 1: List of Participants - Stakeholder Consultations



**Feasibility Study and Detailed Designs Coastal Highway Upgrade**  
**Sign-up Sheet**  
 Belmopan  
 February 1<sup>st</sup>, 2018

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**Feasibility Study and Detailed Designs Coastal Highway Upgrade**  
**Sign-up Sheet**  
 Dangriga  
 February 8<sup>th</sup>, 2018

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Nancy Hines Bailey	Manatee Lodge & Gales Point Wildlife Sanctuary	Owner/board	532-2400 663-8870	<a href="mailto:manateelodgebelize@yahoo.com">manateelodgebelize@yahoo.com</a>
Name	Organisation	Position	Contact Number	Contact Email
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Shamar Samuels	Gales Point	Bus Driver	661-0490	<a href="mailto:shamarsamuels28@gmail.com">shamarsamuels28@gmail.com</a>
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## Annex 2: Initial Consultation of Village Councils<sup>30</sup>

### La Democracia – December 1<sup>st</sup>, 2017

Name	Contact
Jamie Smith	629-0167
Paul Smith	602-6428
Neeka Jones	635-1515
Becky Estrada	653-7276

### Gales Point - December 1<sup>st</sup>, 2017

Name	Contact	Email
Amelia Requeña	650-1317	<a href="mailto:buarequena@yahoo.com">buarequena@yahoo.com</a>
Grace Welch	661-1000	
Shyrl Fuller	663-3058	
Dorita Usher	668-9257	<a href="mailto:doritausher@yahoo.com">doritausher@yahoo.com</a>
Leon Dwehene		leondwehene@gmail.com

### Mullins River - December 1<sup>st</sup>, 2017

Name	Contact
Edward Flowers	652-2745
Sandra Flowers	653-4660

### Hope Creek – December 12<sup>th</sup>, 2017

Name	Contact
Elroy Wade	665-6245

<sup>30</sup> The initial meetings were done to introduce the SIA team, introduce the project and to seek permission to conduct study within the community.

## Annex 3: Meeting Minutes - Community Consultations

### PARTICIPANTS

	NAME	ROLE
Ministry of Works	Michelan Gilharry	Project Coordinator, MOW
La Democracia Village Council	Paul Smith	Chairperson
Community Members of La Democracia	Attendance Sheet	

### NOTE:

The SIA team attempted to manage the expectations at the community meeting that the road construction was imminent. Therefore, it was clarified that the community meeting and feasibility study and design of the road, is a part of step one of the Project which is a 10-month process.

The focus of feasibility study and the time framework for the road design was highlighted.

### Initial Potential impacts identified by Community Members:

1. Noise (result of construction)
2. Dust (result of construction)
3. Traffic accidents (after construction)

### Suggestions for survey questions coming out of meeting:

1. How many people from the community have farms along the road, or possess property along the road and may be impacted by diversion of water or road construction?
2. What skills do members of the community possess which may be useful in the road construction process?

### General Community Feedback:

1. Often during road construction projects, there are no jobs for community members and often villagers do not have the skills necessary to secure employment with the



project. It is the hope of the community that some employment is derived from the Coastal Highway Upgrade.

2. One community Member expressed that there may be positive impacts on the village as it relates to development. For the most part, the village has not seen new residents and the highway may result in an increase of the village's population.
3. Most of the participants in the community meeting came to the meeting with anticipation that jobs will be provided during construction.
4. There was an expression of concern with flooding and the flow of water into farm lands and property once the road is elevated. Therefore, there were requests to consider the farms along the road and the impacts of the diversion of water as a result of the road construction.
5. Representation of Hummingbird Citrus Farm also echoed the sentiment of not wanting to be impacted by a diversion of water into their over 6000-acre citrus farm, but also anticipated potential benefits of being able to access their farms during periods of rain, if water is diverted and the road is upgraded.

**NEXT MEETING SCHEDULED:**

December 19<sup>th</sup> Scheduled as community survey day for the village. With possible return on a future Sunday if sufficient responses are not gathered.

**ATTACHMENT LIST:**

Meeting Attendance List

**Attendance Sheet**  
**Community Sensitization Meeting**  
**La Democracia Village**  
Project Title: Upgrading of Coastal Road  
12<sup>th</sup> December, 2017

Name	Contact
✓ 1. Paul Smith - Chairman	602 6428
✓ 2. <del>Paul Smith</del>	669 2276
3. Nelson Maskell	653 5471
4. Gray Costa	605 3697
5. Oliver Hyde	625 2998
6. TYRON Godoy	652-7686
7. Leroy Estrada	620-2850
8. Randy Cherrington	667-1775
9. Henry Tuccer	651-7919
10. Emerson Esquivel	633-9174
11. <del>Emerson Esquivel</del>	
✓ 12. Pablo Brown	684 5353
13. <del>Desmond BREAEMON</del>	
✓ 14. Jordan Williams	654-7634
15. Luvell Young	624-8315
16. Dennis Young	
✓ 17. Leroy Young	605-3336
18. ORVIN Haylock	622-1232
19. Leanny Jeffords	608-6207
20. Gabriel Guzman	629-5974
21. RICK JONES	

22.	Jerome - Young	6257217
23.	Marcia Martinez	-637-6662
24.	Dagita Bandalez	601-3456
25.	Michelle Gilharry	
26.	Therese Webb	6275114
27.	Brian Henriquez	615-3799
28.	Ashton Hyde	630-5173
29.	CHRISTOPHER Williams	669-4903
30.	Jose Baki	653-0958
31.	Radiance Ramos	651-5041
32.	Aaron Cassanova	669-2438
33.	Perry Ramos	634-7019
34.		
35.		
36.		
37.		

Date of meeting: 13/12/17

Place of meeting: Gales Point Community Centre

## PARTICIPANTS

	NAME	ROLE
Ministry of Works	Michelan Gilharry	Project Coordinator, MOW
Gales Point Village Council	Sherry Fuller	Chairperson
Community Members Gales Point	Attendance Sheet	

## NOTE:

The SIA team attempted to manage the expectations at the community meeting that the road construction was imminent. Therefore, it was clarified that the community meeting and feasibility study and design of the road, is a part of step one of the Project which is a 10-month process.

The focus of feasibility study and the time framework for the road design was highlighted.

## Initial Potential impacts identified by Community Members:

1. Access to Public Transportation
2. Services will be available again to the community
3. Increase in employment opportunities (during and after construction)
4. Better police protection
5. Loss of land by community members who do not hold title to their land (household and farming lots)
6. Expanded opportunities for entrepreneurship and skills building
7. Flooding in the community if the water is redirected and moves towards the lagoon
8. Increase in cultural and other forms of tourism opportunities
9. Increase investment in the community
10. Population who have left to find work may return to the community
11. Water system will be affected by the construction as the water source is an open creek and the water pump is located in that creek near the proposed highway.

## Suggestions for Survey Questions:

1. Are community members prepared to deal with the potential benefits and risks that will come along with the highway upgrade?

**Suggestions for Key Information Interview Question:**

1. Is the land in the community eroding? Where was land in the past which no longer exists today?

**General Community Feedback:**

1. There is high unemployment in the community. Male youth were particularly highlighted as being affected by a lack of employment.
2. The highway upgrade provides an opportunity for employment for community members during and after construction, however the community needs to be ready for this.
3. Several community members have monitored the flooding situation when it rains and identify that the road resembles a river when it starts raining. The concern is that when drainage is installed and the water is diverted that the run off does not flow into the community to the basin and lagoon.
4. High School students often are unable to go to school when it rains and the road becomes flooded. At times the bus is unable to come into the village and students are let off the bus and walk home in flood waters.
5. One student identified that they experience crocodiles when they are walking home in flood waters.
6. There is recognizable erosion in the village and also concerns for the preservation of the biodiversity and wildlife of the community and lagoon.
7. It is important to provide all possible information that needs to be considered to the team in the design of the road. This is because once construction begins, it will be difficult to then incorporate the feedback on the community.
8. The upgrade of the road may now grant Government entities easy access to the community, who may have chosen to not access the communities in the past because of the state of the road. However, there is a concern that when the Government visits, these agencies may negatively impact the communities by enforcing certain rules or standards and most importantly by identifying their land and taking it away.
9. The Council should work with the Area Representative to ensure that community members without land title received their titles. The recent resurveying exercise should help with this.

**Questions from the community:**

1. At the commencement of construction will the contractor and team meet with the communities?

2. Will community members be afforded the opportunity to work during the construction phase of the highway upgrade?
3. Will the water system be upgraded during the highway upgrade? Will the rehabilitation affect the water pump and the creek?
4. Will the upgrade continue into the village or will the MOW at least consider resurfacing the streets in the village?
5. How can community members provide information to the team on the areas of concern for the road (flooding etc.)?

### **Identified Potential Key Informants**

1. Mr. Kevin Andrewin (18 years of environmental data)
2. Mr. Leroy Andrewin (Experience with flooding and points of flooding)
3. Resort owner at the extreme point of the village (transports tourists into the village)

### **NEXT MEETING SCHEDULED:**

December 20<sup>th</sup> Scheduled as community survey day for the village.

### **ATTACHMENT LIST:**

Meeting Attendance List

## **Community Sensitization Meeting**

### **Attendance Sheet**

### **Community Sensitization Meeting**

### **Gales Point**

**Project title:** Upgrading of Coastal Road

**13<sup>th</sup> December, 2017**

<b>Name</b>	<b>Community/Organization</b>	<b>Contact</b>
1. Grace Welch	Councillor (V Council)	661-1000
2. Amelia Requeña	Secretary (Village Council)	650-1317
3. Michelle Tillett	V. Treasure (Village Council)	650-8931
4. Camron Tillett		
5. Heloise Welch		663-5251
6. Hannah Welch		652-3610
7. Leroy Martinez		666-9702

8. Teri Andrewin	Community	663-9094
9. Leroy Andrewin	Community	663-9094
10. Herbert		
11. Tifornah Myers	Community	662-0407
12. Austin Myers		631-8881
13. Shannon Welch		634-6400
14. Amanda Welch		634-6400
15. Jahyra Samuels		651-5168
16. Denika Bowen		661-6098
17. Shanequa Welch		663-5251
18. Shaquiel Welch		661-4295
19. Karl Tillet		
20. Keisha Arnold		661-6098
21. Denfield Bowen		651-3393
22. Ione Slusher		651-3393
23. Anton Andrewin Jr		667-9074
24. Steven Requeña		663-3998
25. Akeem Tillet		
26. Osmond Moore		626-0840
27. Darren Usher		
28. Keyon Moore		
29. Godfrey Goff		
30. Cory Welch		
31. Mervin McDonald		653-4738
32. Jerome Welch		

33. Desmond Goff		
34. Justin Bowen		
35. Lloyd Andrewin		662-8800
36. Dorita Usher	Treasurer	668-9257
37. Threnton Welch		668-9257/660-1639
38. Leon Dwehene	Secretary	<a href="mailto:leondwehene@gmail.com">leondwehene@gmail.com</a>
39. Kevin Andrewin	Wildlife Sanctuary Chairperson	662-1440
40. Justin Usher		
41. Mark Usher		
42. Robert Bailey		
43. Lincoln Dwehene		667-9203
44. Shyril Fuller	Chairlady	663-3058

Date of meeting: 14/12/17

Place of meeting: Mullins River Community Church

## PARTICIPANTS

	NAME	ROLE
Ministry of Works	Michelan Gilharry	Project Coordinator, MOW
Gales Point Village Council	Edward Flowers	Chairperson
	Attendance Sheet	



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Community  
Members Gales  
Point

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**NOTE:**

The SIA team attempted to manage the expectations at the community meeting that the road construction was imminent. Therefore, it was clarified that the community meeting and feasibility study and design of the road, is a part of step one of the Project which is a 10-month process.

The focus of feasibility study and the time framework for the road design was highlighted.

**Initial Potential impacts identified by Community Members:**

1. Access to Public Transportation
2. Services will be available again to the community
3. Access to the beach might increase tourism.
4. More communities might open along the coastal road
5. Decreased time to Belize City through La Democracia.
6. Increase in crime, currently the village is very safe.
7. Increase in employment opportunities (during and after construction)
8. Better or improved police protection combined with community policing.
9. Grocery may come to the community
10. Increase in traffic accidents
11. Increase in towheads.
12. Expanded opportunities for entrepreneurship and skills building
13. Flooding in the community if the water is redirected and moves towards the river
14. Increase investment in the community

**Suggestions for Key Information Interview Question:**

1. What is the experience with flooding in the community in your lifetime?

**General Feedback from the Community:**

1. There is high unemployment in the community.
2. The community experiences issue with flooding and vehicles sometimes get trapped on the road. Water rises quickly and therefore vehicles are stuck somewhere along the road.
3. School buses often get trapped.
4. Although water rises quickly it also recedes quickly.

5. 2008 flooding most major flood that the villagers remember
6. The most recent major flood was in 2012
7. The 2<sup>nd</sup> block is the highest part of the village.
8. There might be a need install drainage in the community if the water is diverted from the road.
9. The river has gotten a lot shallower in the past 25 years.
10. The beach front is 3 ½ miles from the junction into the village
11. Most of the community land is foreign owned.
12. Some Community members have access to their land.
13. Investors own most of the land and the villagers may be locked out when the road is upgraded and these investors begin to use their property.
14. Livelihood with fishing is increasingly precarious since the fish stock is low and can barely provide for the homes of the fishers on a subsistence basis.
15. The village was a town before Dangriga with population around 2000 people. The village had two schools and a dancehall. This village lost most of its residence after hurricane Hattie and primary school children now go to school in Gales Point Village.
16. Many original members of the community reside in Belize City.
17. Skills training to learn to do things the right way in preparation for the positive benefits that may be derived from the road upgrade is critical for the population.
18. There is an uneven balance of men to women in the community (approximately 15 women, 45 men).
19. It is speculated that women leave to find spouses and then reside outside of the village with their spouses.
20. Women are encouraged to go to school and when they are done with school they get jobs outside of the community.
21. Men can stay behind to work the land and often do not leave the community.
22. The village is considered to be an extended family village because of relations and size of the village.
23. Women can cook during the construction of the road upgrade and be flag raisers
24. Water system is not purified; leachate runs into the water. Tractors with fertilizers and pesticides are washed off into the river. Therefore, access to potable or safe water is an issue for the community.
25. Cement Trucks comes from Belize City and Cayo through the Coastal road to supply hardware stores in the South.
26. Community members believed that jobs on the highway upgrade would commence shortly
27. There are a few people who do commercial citrus farming, hunting, most people do fishing and small-scale farming. However, the fish reserve is depleting.
28. Majority of the village are youth (30 and below).
29. The village has one high school student (13 years old) and approximately 10 primary school students who attend school in Gales Point.
30. Wages at the nearby farms are low and therefore community members do not work at the farms.

31. The highway upgrade provides an opportunity for employment for community members during and after construction, however the community needs to be ready for this.

#### **Questions from the community:**

1. Will the highways be lit? What sort of road furniture be installed?
2. Will the highway be two lanes or four lanes?
3. Will community members be afforded the opportunity to work during the construction phase of the highway upgrade?
4. What will happen to our property if the road comes into the village? Will we lose land?
5. Will the upgrade continue into the village or will the MOW at least consider resurfacing the streets in the village?
6. How can community members provide information to the team on the areas of concern for the road (flooding etc.)?

#### **Identified Potential Key Informants**

1. Ms. Matilda Pandy (historical information)
2. Mr. Gilbert Bernard (historical information)
3. Ms. Valan Flowers (historical information)
4. Ms. Earlyn Bernard (historical information)
5. Mr. Lismour Flowers (knowledgeable about the community and road)

#### **NEXT MEETING SCHEDULED:**

December 20<sup>th</sup>, 2017 Scheduled as community survey day for the village.

#### **ATTACHMENT LIST:**

Meeting Attendance List

**Attendance Sheet**  
**Community Sensitization Meeting**  
**Mullins River**  
**Project title: Upgrading of Coastal Road**

<b>Name</b>	<b>Contact</b>
1. Akeem Flowers	
2. Sherwin Flowers	623-9533
3. Edward Flowers	652-2745
4. Sandra Flowers	653-4660
5. Lismour Flowers Jr.	663-5326
6. Brandon Flowers	632-0864
7. Cheryl Evelyn	650-5902
8. Christal Flowers	665-7876
9. Andrew Vasquez	664-5266

10. Kareem King	652-7281
11. Claude Martinez #558	
12. Marlene Gonzalez WPC #172	
13. Scott Henry PC #1284	
14. Lionel Waight #1035	

Date of meeting: 17/12/17

Place of meeting: Hope Creek Community Centre

## PARTICIPANTS

	NAME	ROLE
Ministry of Works	Michelan Gilharry	Project Coordinator
Hope Creek Village Council	Elroy Wade	Chairperson
Community Members Hope Creek	Attendance Sheet	

## NOTE:

The SIA team attempted to manage the expectations at the community meeting that the road construction was imminent. Therefore, it was clarified that the community meeting and feasibility study and design of the road, is a part of step one of the Project which is a 10-month process.

The focus of feasibility study and the time framework for the road design was highlighted.

## Initial Potential impacts identified by Community Members:

1. Quicker access to Belize City
2. Increase access to medical and telephone services
3. Increase in crime, currently the village is very safe.
4. Increase risk of traffic accidents within the village, if the village is used as a by-pass.
5. Increased risk of accidents for the ITVET students who cross at the intersection of the Hummingbird Highway and the Coastal Road.
6. Increased economic opportunity during construction of the road.

## General Feedback from the Community:

1. Official name is the Manatee Road. Is it a highway?
2. The Coastal Road is very unsafe at certain times; the Police Department will need increase the number of patrols on the highway or place a substation along the highway.
3. One Community member has lost a friend to an armed robbery on the road in the past.
4. Recommendation for a substation in Hope Creek as the 2<sup>nd</sup> biggest village in Stann Creek. This is because there is a potential to have easier access by criminals and the road upgrade may create a threat to businesses along the Coastal road by making it easier for criminals to access these businesses.

5. A good assessment of the junction to the first curve is necessary because of the excess water that accumulates there and the need for drainage as a result.
6. The village can only expand along the coastal highway and therefore the upgrade of the road may result in a quicker expansion of the village.
7. Water flows heavily into the first curve of the village.
8. Speed bumps do not help to stop the speeding on the road, while the community is not advocating for no speed bumps, alternative speed arresting methods need to be considered.
9. A toll is important to ensure that maintenance of the road.
10. Coastal road construction needs to have high guarantees for standards to ensure value for money. This is a major concern of the community, especially since this road is vulnerable to climate risks.
11. Designs for a road are normally projected for 20 years into the future. Maintenance is often not done within the necessary time frame and thus the road often does not satisfy its possible life. The lack of maintenance of the road gives credence to establishing a toll to support the maintenance of the road.
12. The village roads are aligned east west, most lead into the coastal road. There is already experience of people exiting the highway through the village. This de facto by-pass through the village poses risks to the safety of villagers.
13. There should be economic benefit derived from the construction of the road (both during and after)

#### **Questions from the community:**

1. Can the study be done during the wet season and the dry season?
2. Will the highway be lit? What sort of road furniture be installed?
3. Will a toll be installed on the highway?
4. What connection infrastructure will be installed between the Coastal Highway and the Hummingbird highway?
5. Is the money a loan or a grant?
6. How will the Government guarantee the quality of the construction?
7. Will the contractor guarantee adequate payment to the workers when they work?
8. Will Politecnica monitor the execution of the design that they provided to the MOW during construction?
9. Is there a retention or a liability timeframe on the contract?
10. How do we control de-facto by-pass into the community roads?
11. Will people receive jobs during the construction period?

#### **Identified Potential Key Informants**

1. Denfield Garcia (Long-time resident)
2. Faustino Senteno (worked on the coastal road when it was being constructed)
3. Ms. Aimee Williams (Long-time resident)

4. Ms. Sonia Roberts (Long-time resident)
5. Ms. Elma Kerr (Long-time resident)

**NEXT MEETING SCHEDULED:**

December 21<sup>st</sup>, 2017 Scheduled as community survey day for the village.

**ATTACHMENT LIST:**

Meeting Attendance List

**Attendance Sheet**  
**Community Sensitization Meeting**  
**Hope Creek**  
**Project Title: Upgrading of Coastal Road**  
**17<sup>th</sup> December, 2017**

<b>Name</b>	<b>Contact</b>
1. Edgardo Pineda	633-9148
2. Erica Wade	622-0179
3. Anna Guerra	629-2178
4. Lorenza Trejo	669-7697
5. Elisa Wade	669-7697
6. Escobar	663-5260
7. Marco Yescel	653-5534
8. Charles Rivas	622-0425
9. Celine Guerra	602-2670
10. Mary Villafranco	
11. Raylene Young	650-9174
12. Elroy Wade	665-6245
13. Darfield Guzman	675-6814
14. Gilbert Parham Jr	650-0533
15. Barrington Young	660-3850
16. Rene Salguero Sr.	665-7692
17. Quincy Coleman Sr.	669-0449
18. Kimberly Juarez	
19. Ricardo Pineda	650-3316
20. Laura Acosta	635-7936
21. Julia Castillo	651-8930
22. Rigoberto Rodriguez	668-9676
23. Pedro Fuentes	651-4899
24. Lilly Puc	654-9106
25. Silvia Cortes	
26. Deysi Bermudez	667-2527
27. Juan Yascal	
28. Hilberto Saravia	652-7645
29. Karl Borland – Police	
30. Kaden Morgan – Police	
31. Francisco Linarez	

32. Carlos Fuentes	660-6880
33. Kent Diaz	635-6367
34. Rene Muschamp	636-5235
35. Pedro Fuentes Jr	660-6880
36. Joel Baide	650-3808
37. Ilene Kerr	623-7802
38. Gideon Giovanni	
39. Gladys Jackson	607-7759
40. Alex	
41. Mr. Hynes	
42. Francisco Garcia	661-6312
43. Mr. Serafin	

## **Annex 3: Focus Group Discussion Results**

### **Focus Group Results La Democracia Village Sunday January 7<sup>th</sup>, 2018**

#### **Benefits of Living in the Community:**



**Issues faced by people in the village:**

<b>Female</b>	<b>Male</b>
Family- Most people in the community are related. The bond and support of family is appreciated. Small Village, with family ties.	Low level of crime (very peaceful).
Space to Plant	Ability to walk around freely.
There is a high level of freedom, safety and peace of mind	Quiet.
If something happens, it is easy to pinpoint the issue.	Most people in the community are related to one another.
Low level of crime (Disagreement among the youth, but has not gotten out of hand compared to communities that has developed after La Democracia)	
Kids are able to freely move around the village and enjoy the natural resources.	
<b>Female</b>	<b>Male</b>
Lack of jobs. High unemployment which results in the poverty experienced.	Limited employment (most males even after high school are constrained to working in the orchard).
Youth inability to start or continue tertiary education because of lack of money.  Youth who are unattached even when they have finished high school or sixth form.	Poor road quality and cleanliness of the village.
Limited or no land ownership in the village.  Multigenerational households because there is no space for parents to pass on land to several children.	Limited support from National Political Representative (Council does not get support because they are independent).

Lack of housing projects which may be a result of restricted land space in the community due to extensive large scale private land ownership.	Poorly lit infrastructure and sporting facility.
No public Cemetery. People bury their dead on their own land (which is contrary to the law).	Perception of discrimination against most in the community by organizations within the village limits based on their skin color.
Limited infrastructural upgrades since the 1990s (electricity in 1994, water in 1998).	Cost of getting to the jobsite is too high vis a vis the pay that people receive.
Poor street quality within the village.	Poor condition of the school and overcrowded classrooms.
Concerns raised are not implemented by state. Village is not sufficiently organized to elevate the issues to political leadership.	
Political decisions of the community may have contributed to the lack of infrastructural upgrade.	

#### What do you use the Coastal Road the most for?

Female	Male
To visit the river (mostly for recreation).	To work at the citrus farm.
Currently the road is barely used (When one needs to go to the South, they do not go through the coastal road. This is because of a lack of cell service, isolation and a fear to travel on the road). The road was once heavily trafficked when used were going through, however buses stopped when a flash flood swept away a bus and resulted in the death of a baby.	To go hunting/fishing.
People who do logging, some tourists, people who work on the farms use the road.	It is used to go south, however this is not done often. At this time, the preference is to go through the Hummingbird Highway. This is because the road is risky especially if one has car issues along the road. Someone was recently found dead on the side of the road.

#### Why don't more people own the land they live on?

Female	Male
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Most people's lands were leased, and most leases are already expired.	Many years ago, villagers were promised that those who paid the leases on their land for 25 years would eventually get their titles, however after multiple Government Administration changes, the agreement was not honored.
Administrative/legal issues with acquiring land. Cost of acquiring the land. There is a barrier with accessibility of the Lands Department and the resultant turn-around that those applying for land face.	Villagers have experienced too much administrative hurdles at the Land's Department when they have tried to convert their lands to titled land.
Reapplication for land is time consuming and frustrating.	Opportunity cost of following up on the land because of the time-consuming nature of the process versus going to work is too high.
People believe that lease holding is the same as land ownership	Exposure to the village, Government may want to reclaim land that people don't have title to.
No money to purchase the land	
People don't want to bring attention to the fact that their land is not owned	
Political barriers to getting their land	

### Why does it seem that women are being more educated than men?

Female	Male
Boys begin high school however they drop out. There is a high dropout rate because boys begin to be pulled by the influences of drugs and negative peer pressure.	Males do not complete because they get into trouble at school
Young men who go to school in Belize City are afraid of crime and gang life in Belize City.	Some stop to work (play the role of absent father)
Boys are sometimes bullied in high schools because they come from a small village.	No finance to keep males in school. Girls should be given the opportunity to remain in school because boys can do hard work and manual labour.
Girls may love going to school because they have relationships in school.	No inspiration to go to school when the only job opportunity is part time orchard work.
Available jobs mostly cater to males rather than females.	Girl should return home to take care of the family whereas a man can take his wife and move away.
Those who are educated do not want to do manual labour, which is most available. In the past young ladies used to go to work at orchard,	Men can do manual labour

now they do not want jobs that they consider to be menial.	
Limited opportunities for people to work in the village. The Few businesses in the area prefer external workers (assumption of racism and discrimination).	

### Why is there high unemployment among youth (18-28)?

Females	Males
There is unwillingness to work and the people are sometimes hard to work with.	Lack of experience, (Young people often don't hold licenses and other skills necessary to get a job)
People can work, but they do not have the qualifications. People from La Democracia are running away from Belize City. They are afraid of going for vocational education in Belize City. If the road is improved, perhaps Stann Creek ITVET would be an option to get qualified.	Inability to speak Spanish and stereotyping of young black people. E.g. Citrus company not willing to hire villagers.
Money is a barrier to get trained to be qualified for a job.	Competition with foreign workers, cost of living does not support the wage being offered to young people. (Low wages, high cost of living, so the preference is to not work)

### Why is their high incidence of drug abuse in the village?

Females	Males
It is not seen as a problem. It has not hampered the functioning of the people.	People use alcohol and marijuana. However, they are functional users.
There is high use but not abuse.	Marijuana is used more than alcohol and there is no bar in the community.
In general, men use more than women.	

### What are some barriers that can prevent you from fully benefiting from the upgraded highway?

Females	Males
Speeding is a concern. There is a need for speed arresting infrastructure.	Not having the skills to work on the road
Men and women work equally in the community. Both should be considered during construction.	

**What kind of help do you need to ensure you benefit from the road upgrade?**

<b>Females</b>	<b>Males</b>
Ensure that the people who have been active in the development of the project, benefit during the construction.	Upgrade the street within the village
Men and women work equally in the community. Both should be considered during construction.	Ensure that speed arresting infrastructure is installed and help to open businesses near bumps.
Support with selling food to the public. Customer service training, food prep training, microfinance opportunities.	Upgrade entrance to the school as there is an identified risk with the offloading of students from school bus since the bus is not able to access the school from the road due to the narrow pathway to the school.

**Other notes:**

- La Democracia extends from mile 25 to 34 on the George Price Highway and to Mile 19 on the Coastal Road.
- Mosquito Indians from Nicaragua and Honduras are the first people who settled in Democracia.
- One side of the river is owned solely by companies (large land holdings).

**Attendance:**

***Coastal Highway Feasibility Study and Detailed Design Social Impact Assessment  
Focus Group  
La Democracia***

**Female**

<b><i>No.</i></b>	<b><i>Name</i></b>	<b><i>Age</i></b>	<b><i>Ethnicity</i></b>	<b><i>Number of Years in Community</i></b>
<b><i>1</i></b>	<b><i>Radiance Ramos</i></b>	<b><i>41</i></b>	<b><i>Belizean</i></b>	<b><i>41</i></b>
<b><i>2</i></b>	<b><i>Kimberly Nado</i></b>	<b><i>36</i></b>	<b><i>Belizean</i></b>	<b><i>36</i></b>
<b><i>3</i></b>	<b><i>Sheryl Coote</i></b>	<b><i>38</i></b>	<b><i>Belizean</i></b>	<b><i>38</i></b>
<b><i>4</i></b>	<b><i>Dorita Bardalez</i></b>	<b><i>51</i></b>	<b><i>Belizean</i></b>	<b><i>12</i></b>
<b><i>5</i></b>	<b><i>Melonie Coote</i></b>	<b><i>35</i></b>	<b><i>Belizean</i></b>	<b><i>35</i></b>
<b><i>6</i></b>	<b><i>Neeka Jones</i></b>	<b><i>29</i></b>	<b><i>Belizean</i></b>	<b><i>19</i></b>

***Coastal Highway Feasibility Study and Detailed Design Social Impact Assessment***  
***Focus Group***  
***La Democracia***

**Male**

<b><i>No.</i></b>	<b><i>Name</i></b>	<b><i>Age</i></b>	<b><i>Ethnicity</i></b>	<b><i>Number of Years in Community</i></b>
<b><i>1</i></b>	<i>Mandini Martinez</i>	<i>23</i>	<i>Creole</i>	<i>16</i>
<b><i>2</i></b>	<i>Jerom Young</i>	<i>20</i>	<i>Creole</i>	<i>20</i>
<b><i>3</i></b>	<i>Joel Cardinez</i>	<i>28</i>	<i>Creole</i>	<i>10</i>
<b><i>4</i></b>	<i>Akeem Ramos</i>			
<b><i>5</i></b>	<i>Christopher Williams</i>	<i>58</i>	<i>Creole</i>	<i>44</i>
<b><i>6</i></b>	<i>Desmond Brekman</i>	<i>60</i>	<i>Garifuna</i>	<i>40</i>
<b><i>7</i></b>	<i>Leroy Young</i>	<i>53</i>	<i>Creole</i>	<i>35</i>
<b><i>8</i></b>	<i>Roberto Gibson</i>	<i>40</i>	<i>Creole</i>	<i>20</i>
<b><i>9</i></b>	<i>Benyahti Brandon</i>	<i>19</i>	<i>Creole</i>	
<b><i>10</i></b>	<i>Emerson Esquivel</i>	<i>24</i>	<i>Spanish</i>	<i>16</i>
<b><i>11</i></b>	<i>Marlon Wade</i>	<i>39</i>		
<b><i>12</i></b>	<i>Tyrese Smith</i>	<i>18</i>	<i>Creole</i>	
<b><i>13</i></b>	<i>Devon Hyde</i>	<i>23</i>	<i>Creole</i>	
<b><i>14</i></b>	<i>Desmond Brea Emon</i>	<i>60</i>	<i>Creole</i>	
<b><i>15</i></b>	<i>Marvin Smith</i>	<i>36</i>	<i>Creole</i>	
<b><i>16</i></b>	<i>Zian Brandon</i>	<i>21</i>	<i>Creole</i>	<i>21</i>
<b><i>17</i></b>	<i>Adrian Chavez</i>	<i>20</i>	<i>Creole</i>	<i>20</i>
<b><i>18</i></b>	<i>Ashton Hyde</i>	<i>20</i>	<i>Creole</i>	<i>20</i>
<b><i>19</i></b>	<i>Isaiah Martinez</i>	<i>20</i>	<i>Creole</i>	<i>16</i>

**Focus Group Results**

**Gales Point Village**  
**Wednesday January 10<sup>th</sup>, 2018**

**Benefits of Living in the Community:**

<b>Female</b>	<b>Male</b>
It's a beautiful village	The environment and access to natural resources
Slow pace of living	The opportunities for work in conservation, which supports livelihood
The calm and peaceful scenery	Peaceful
Love from family/Surrounded by family	Sense of community
Being able to farm and fish	No fear of insecurity, freedom from harassment.
Kids are able to grow in a calm and peaceful environment	Ability to farm and hunt
	Hopeful about the opportunity of the village, the potential is there.
	Cultural village (oldest creole village in Belize)
	A lot of biodiversity
	Ability to live off the land.

**Issues faced by people in the village:**

<b>Female</b>	<b>Male</b>
Tough to live here with no jobs	Lack of employment and Jobs
Hard to make a living	People do not work together.
Need to depend more on each other just to survive	Lack of cooperation. Lack of cohesion.
Lack of Transportation	Farming is gone (every family had a farm) The few people who continued farming had their produce stolen. The farms were given up and the lands are now being sold to people outside of the village. Younger generation do not like to farm and there is no vehicle to transport produce.
Road damages vehicles	No Financial back-up.
Elderly who collect their pensions have to go in an overcrowded van to Belize City Social Security	Pressure on fishing and haunting stock.
No real way how to make money	Politics has divided members of the community.
Going to Belize City means going through the Hummingbird highway and sometimes having to stay overnight which is costly.	Petty Crimes
No nurse in the village, only one health worker. Villagers do not have anywhere to go for health emergencies	Lack of transportation
Villagers are unable to access medication in the village.	Erosion of the village and less mangroves

Teachers who do not live in Gales Point are unable come into the village during heavy rains, so children don't go to school. (Flooded road)	No nurse assigned to the village- someone has to take people out of
Students who commute to school in Dangriga cannot go to school during heavy rains.	

**Why is there a high feeling of stress, anxiousness, or tension in the village?**

Female	Male
No job Lack of food – because of unemployment it is hard to make a living and people are sometimes hungry Children have to go to school but you have no money to give them Sometimes no water – sometimes water pump burns out Lack of transportation Stealing of coconuts – constant state of tension looking out for your coconuts Insecurity of land tenure	Unemployment- responsibilities that cannot be met Hungry children Insecurity of owning land and home No money to send children to school Children stressing out their parents Children can't eat at school

**What makes it so difficult to travel outside of the village?**

Female	Male
Finance – having to borrow to travel and the need to find the money to pay back	Road condition
Cost to travel to Belize City \$50 - \$100	No bus service and people are required to hitchhike
Bad condition of road	Change of mindset out of the community. People are afraid of being confronted with different environment.
When it rains it floods for several days	
Always ends up being an overnight trip	
Having to bother neighbor with a vehicle in times of emergency	
No transportation	
Cost of fuel	

**Why is the reaction to the safety of leaving your bicycle outside at night, so mixed?**

Female	Male
Bikes are stolen and are taken apart for parts, or sold	Bicycle is sold



Axe, machete left outside but not touched – house not even locked – but has dogs	People do not want to face reality
It depends on the area in which you live – front part of the village is safer?	Dogs in the area

### Why is the land holding of most people leasehold land only?

Female	Male
<p>When you go to Land's Department there is too much trouble getting your land documents.</p> <p>Living on land for 40 years and have not been able to get land documents.</p> <p>Most of the land in the village is un-surveyed (it is expensive to pay a private surveyor).</p> <p>Sometimes not having land ownership causes problems even among families.</p> <p>In some instances, some are living on land owned by other people as they are currently absent from the village.</p> <p>Children are squatting on land once owned by their parents and elders.</p> <p>Farmlands are also occupied and no one is sure who owns the land.</p> <p>Property owners have started to fence their properties along the coastal road in an apparent move to prevent squatters from moving in once construction has started.</p> <p>Last land distribution in the village occurred about 22 years ago. Those who applied for leases have still not been able to acquire leases.</p> <p><b><i>Suggestion: Have Lands have a meeting with villagers</i></b></p>	<p>No money to convert lease into title.</p> <p>Political interference- Change of Governments.</p> <p>Funds of hiring private surveyors (cost of surveying)</p> <p>Lack of knowledge about the changes of policies of the land department.</p> <p>Inability to find files.</p> <p>No knowledge of who owns lands in the community. No map of the community demonstrating land ownership.</p> <p>Older part of the village, issues with lands inherited and determination of who owns the land and who will pay for the land taxes.</p> <p>A lot of land in the oldest part of the village are owned by absent land owners who live abroad.</p> <p>Price of land in village will increase when the road is constructed and absent land owners begin to sell their property.</p> <p>Landholders who are hearing that the coastal road is about to be paved are getting ready to sell. The selling prices will be unaffordable to villagers.</p> <p>White Ridge Farm owns approximately 5 square miles of land from the Bridge at Soda Creek</p>

### Why is it that most people only go to primary school?

Female	Male
<p>Lack of finance – affordability</p> <p>In the past, high school entrance exams cost was \$43 and this was prohibitive.</p> <p>Back then there was no transportation</p> <p>In the past children had to lodge with someone in Belize City.</p> <p>In the past, most students who would go to high school were those fortunate to get scholarships.</p> <p>There was no way to get out of the village – had to use boat to get to Belize – from 3am – 11am</p> <p>Some students were mistreated by those who they lodged with in Belize City and dropped out of school to returned home.</p> <p>Majority of young people now go to high school</p>	<p>In the past, one would have to live outside of the village to go to school. Now children will have the opportunity to go to school because the bus comes in.</p> <p>Lack of finance</p> <p>Now there is Government subside so more young people go to high school.</p>

#### Why do more males go to high school compared to females?

Female	Male
<p>Girls are more interested in education than boys</p> <p>Boys are watching their friends and don't end up continuing – peer pressure</p> <p>There are mostly girls graduating</p> <p>Back then it was easier to send males to Belize City to school than females. Families were more reluctant to send females.</p>	<p>Families did not want to send girls to stay in Belize because of fear of getting pregnant.</p> <p>People did not trust sending their girls to live with anyone.</p> <p>Mentality that women could not do anything but stay at home.</p> <p>Now more females going to school. Boys give trouble at school and then they are expelled or dropped out. Boys follow bad company and fail or get into trouble.</p> <p>Some parents do not discipline their kids.</p>

#### Why is there higher unemployment among men than women?

Female	Male
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Women really try harder than men to provide for their children in the circumstances – women are more proactive in seeking employment.	Jobs available in the area are available to women and the skills they possess. Right now, the type of job caters to females.
Jobs available in the area are more accessible to women	Men are idle and do not want to work.
Women are Self-employed– fishing, farming, coconut oil, craft making.	

### Why is there high unemployment among youth (18-28)?

Females	Males
<p>Some can't get a job</p> <p>Some don't have responsibilities.</p> <p>Some are just not interested.</p> <p>Most young girls are in high school – so they don't have much time to idle.</p> <p>The more educated that people become, they do not want to do certain jobs.</p>	<p>Some young people work seasonally (orchard/fishing). At the time of the survey both seasons were not yet opened.</p> <p>Both males and females participate in seasonal work.</p> <p>Do not want to farm- No adult owners of farms to take the young people on the farm with them</p> <p>Young people are wasting time and energy by being idle.</p> <p>Young men from GP are labelled and cannot leave the village to go to find work in other parts of the country.</p> <p>Stereotype of being thieves and being involved in gangs.</p> <p>Gang affiliation- Gaza Man (George street and Plues street links)</p>

### Why is the high incidence of drug abuse in the village?

Females	Males
<p>More drugs (marijuana) than alcohol</p> <p>Marijuana Opens the appetite</p> <p>Marijuana is cheaper than alcohol – there is money left over to purchase other items when one purchases marijuana.</p> <p>Drinking is only done on special occasion</p> <p>More males smoke but a handful of females do</p> <p>Some say it calms their nerves, deal with their stress,</p> <p>Pass time</p> <p>Alcohol is not readily available and more expensive</p>	<p>Most use marijuana</p> <p>Alcohol is expensive</p> <p>No bar in the village</p> <p>Alcohol is not readily available</p> <p>Mostly men smoke, marijuana is a part of the culture</p> <p>Young and old smoke</p> <p>Gives energy to work</p> <p>Opens appetite</p> <p>People have been smoking for a long time and have never gone to jail.</p>

Older men drink and younger men smoke	
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**What are some barriers that can prevent you from fully benefiting from the upgraded highway?**

<b>Females</b>	<b>Males</b>
Land issue – not having title to land Only Smart mobile phones have service. If people want to come into the community as tourists, phones may not have service Speeding on the road and traffic accidents Culture is open to women working outside the home (not a barrier)	Political interference. Company employed does not hire people from the community. Land insecurity People do not have certification to work on the road Lack of transportation to the job-site, if villagers are employed to work during construction.

**What kind of help do you need to ensure you benefit from the road upgrade?**

<b>Females</b>	<b>Males</b>
Ensure that a bus service come into the village as it is a long way to the junction with Coastal Road.  Junie Ritchie – Ritchie’s Bus Line has already said that the buses would come into the village if bus runs are provided through the Coastal Highway.  There used to be a B&B in the village in 90s. A lot of tourist use to come in – develop businesses suited for this area. Hospitality training – certification Bird watching, canoeing, crocodile, turtle nesting Lodge would help with increased tourism.	Government to help people with getting their land titles.  Help with licenses (boat and fishers, B&B)  Help with using fruits of community to make end products  Provide villages with Information and requirements to do certain things such as setting up B&B, getting land etc.  Life skills and team building training (specifically for young men).  Entrepreneurship training.  Youth employment- apprenticeship training.  Leadership training  Access to micro-finance programmes,  Surveying of Community lands.

**Other notes:**

- There are about 15 vehicles in the village
- Highway brings opportunities for progress. However, the potential is lost due to limited cooperation.
- The first village council in Belize was formed in Gales Point.
- Gales Point Restoration Committee is a committee formed out of the need to improve the aesthetics of the village for Christmas 2017. Young men will be responsible for cleaning the village from front to back to allow people to see the scenery in exchange they are fed by community. They have created their own employment scheme. (Founder is Nigel)
- There was once a thriving Gales Point Bed and Breakfast Association

**Other Contacts/Source Documents:**

- Nancy Heinz- Lodge Owner- 663-8870
- Wildtracks-Gales Point Wildlife Sanctuary Management Plan
- Gales Point- Past, Present and Future (Book)

**Attendance:**

***Coastal Highway Feasibility Study and Detailed Design Social Impact Assessment  
Focus Group  
Gales Point***

***Female***

<b><i>No.</i></b>	<b><i>Name</i></b>	<b><i>Age</i></b>	<b><i>Ethnicity</i></b>	<b><i>Number of Years in Community</i></b>
<b><i>1</i></b>	<b><i>Teri Andrewin</i></b>	<b><i>64</i></b>	<b><i>White</i></b>	<b><i>On &amp; off 1997</i></b>
<b><i>2</i></b>	<b><i>Tifornah Myers</i></b>	<b><i>33</i></b>		<b><i>1984</i></b>
<b><i>3</i></b>	<b><i>Michelle Tillet</i></b>	<b><i>44</i></b>		<b><i>1973</i></b>
<b><i>4</i></b>	<b><i>Amanda Welch</i></b>	<b><i>23</i></b>		<b><i>1994</i></b>
<b><i>5</i></b>	<b><i>Denika Bowen</i></b>	<b><i>15</i></b>	<b><i>Creole</i></b>	
<b><i>6</i></b>	<b><i>Heloise Welch</i></b>	<b><i>54</i></b>	<b><i>Creole</i></b>	<b><i>1963</i></b>
<b><i>7</i></b>	<b><i>Dorita Usher</i></b>	<b><i>35</i></b>	<b><i>Creole</i></b>	<b><i>1993</i></b>

<b>8</b>	<i>Vilma Usher</i>	<i>29</i>	<i>Creole</i>	<i>1993</i>
<b>9</b>	<i>Julie Baizar</i>	<i>26</i>	<i>Creole</i>	<i>About 10</i>
<b>10</b>	<i>Keisha Arnold</i>	<i>20</i>	<i>Creole</i>	
<b>11</b>	<i>Shyril Fuller</i>	<i>39</i>	<i>Creole</i>	<i>Over 20</i>
<b>12</b>	<i>Amelia Requeña</i>	<i>33</i>	<i>Creole</i>	
<b>13</b>	<i>Ione Slusher</i>	<i>46</i>	<i>Creole</i>	<i>46</i>

***Coastal Highway Feasibility Study and Detailed Design Social Impact Assessment***  
***Focus Group***  
***Gales Point***

***Male***

<b><i>No.</i></b>	<b><i>Name</i></b>	<b><i>Age</i></b>	<b><i>Ethnicity</i></b>	<b><i>Number of Years in Community</i></b>
<b><i>1</i></b>	<i>Leroy Andrewin</i>	<i>68</i>	<i>Creole</i>	
<b><i>2</i></b>	<i>Alphen Smith</i>	<i>61</i>	<i>Creole</i>	<i>35</i>
<b><i>3</i></b>	<i>Elsworth Welch</i>	<i>72</i>	<i>Creole</i>	<i>72</i>
<b><i>4</i></b>	<i>Shannon Welch</i>	<i>30</i>	<i>Creole</i>	<i>30</i>
<b><i>5</i></b>	<i>Darrel Usher</i>	<i>32</i>	<i>Creole</i>	<i>?</i>
<b><i>6</i></b>	<i>Kevin Andrewin</i>	<i>43</i>	<i>Creole</i>	<i>25</i>

**Focus Group Results**  
**Hope Creek Village**  
**Sunday January 14<sup>h</sup>, 2018**

**Benefits of living in the Community:**
**Issues faced by people in the village:**

<b>Female</b>	<b>Male</b>
Very spacious	Nice and Peaceful
People are hospitable	Low crime (people rarely tamper with your property)
Quiet place and get along with people	Own my home and have an income
Easy access to school – very close	Peaceful in comparison to other villages in the Valley
Space for farming	Strategically located, junction with two roads
Close to jobs in citrus industry and close to where they work. Can get to work easily	Many opportunities
Peace, flat rate of water. River near is nearby. School is in the center of the village. ITVET is nearby for young people. Location is ideal as it is on the main roads. Local stores, both local and Chinese. Marie Sharp provides jobs. CPBL factories close by. Space farming. Not living congested. Block factory, wood workshops in the village.	Best of both worlds, the village has access to forest, rivers and the highways to get to town.
Dangriga town is nearby	Live in the citrus belt
Peaceful	Airstrip to assist the Stann Creek District
River water is nearby.	A lot of people do subsistence farming
Benefits from being close to Hummingbird Highway	Good Water System
<b>Female</b>	<b>Male</b>
Youth get into fights with each other. There are instances of stabbing that require the Police to come in to patrol.	Too much politics in the village and interferes with the development of the village
Political division is extreme. It is like a gang. People stop talking to each other, threaten each other if one gets involved in politics. They become enemies over politics.	People do not work together.
There is Flooding when it rains. Water settles for weeks.	Lack of cooperation. Lack of cohesion.
Lack of activities to keep young people occupied.	Youth do not want to work
Young people don't cooperate with each other – children don't have sufficient structured supervision	Lack of sufficient drainage

The school is vandalized often, graffiti, and damage to the school	Not sufficient financing to run the village, limited resources
Not very peaceful and too many bars and busy.	A lack of leadership and community governance
Lack of support from authorities to fill up school yard. Not enough support from community towards school, work and attendance.	Increasing use and sale of hard drugs
	Poor condition of the street and overgrown areas outside of people property
	Crime on the rise

### Why is there a high feeling of stress, anxiousness, or tension in the village?

Female	Male
	Unemployment- responsibilities that cannot be met Hungry children Insecurity of owning land and home No money to send children to school Children stressing out their parents Children can't eat at school

### Why is it hard to depend on other community members for help?

Female	Male
Some needs are easier fulfilled than others.	Pride- people do not want to ask for help
Community-wise there is not good cooperation.	Fear of reprisal
Community members don't think about each other and support each other.	In times of sickness and death the community helps. On the other hand, where it comes to crime, people do not want to help or speak up.
Families are supporting and endorse deviant behavior among youth	People will help when there is no risk to them, but when there is risk involved with helping, people will not help
Politics	People do not want to interfere in concerns that they feel is not their business.
People are afraid for their life if they speak up to help a neighbor who was affected by crime.	Immigrant culture of not talking and no interest in speaking if a crime is committed.

### Why do most people feel unsafe leaving their bicycle outside at night?

Female	Male
A lot of thieves are around the village	Suspicious that people outside of the village come in and steal items
Years ago people were able to leave their property outside	Issues with motorcycle theft
Seems like there is a lot of youth delinquency	No neighborhood watch system



Suspicious that people outside of the village come in and steal items	Times are changing. Gradual Change and increase in crime.
	Breakdown in family structure
	Community members bring foreigners to steal people's property.

### Why don't more people own the land they live on?

Female	Male
<p>Leasing is more affordable than by purchasing.</p> <p>Once people build they feel they don't really need to get title because they won't be moved.</p> <p>There are many renters living in the village so they won't own the land they live in.</p> <p>People claim ownership even if it just a lease.</p> <p>Some people buy from others and build houses to rent to those who are coming in.</p>	<p>Lands department frustrates you.</p> <p>Corruption at the Lands Department.</p> <p>No confidence in land ownership with lands that people own being sold without their knowledge.</p> <p>Seasonal workers rent.</p> <p>Some people do rent.</p> <p>You have to wait for your turn come. (If your political party is in power, it will increase your chances of getting a piece of land)</p>

### Why is it that most people only go to primary school?

Female	Male
<p>It was not affordable to go school</p> <p>Education was not mandatory</p> <p>Some parents don't believe in educating their children further</p> <p>Some parents do not want to send their girls to school in Dangriga</p> <p>Some girls get pregnant in high school</p> <p>Some young men follow peer pressure.</p>	<p>People cannot afford people to go to school.</p> <p>People make a lot of children. They cannot afford to send all their kids to school and those who struggle in school are sent to work in the citrus belt.</p> <p>Pregnancy at a young age.</p>

### Why do more males go to high school compared to females?

Female	Male
<p>Females may get pregnant and leave school or may start family earlier (can use intervention?)</p> <p>Generally, more boys go to high school now</p> <p>Higher rate of boys in primary school in general so may be reflected in high school stats.</p>	<p>Cultural and gender norms. Females are homemakers, males are supposed to go to school and then find a job</p> <p>Girls get pregnant at a young age.</p>

	<p>Generally, more girls go to high school now</p> <p>Young boys are now more required to help on farm etc. now.</p> <p>Females have more drive to go to school and apply for scholarships</p> <p>Peer pressure</p> <p>Females are going back to school and attending night classes.</p>
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**Why is there higher unemployment among women?**

<b>Female</b>	<b>Male</b>
Women generally want to stay home to take care of their own kids	Men have more strength and ability to work
Women can work if they want to but prefer to stay on	Women have job opportunities in various sector
Some women work or prefer to work seasonally	Some men don't want their wives to work

**Why is there high unemployment among youth (18-28)?**

<b>Females</b>	<b>Males</b>
<p>Young people in this age range still live with their parents and without responsibility</p> <p>They often choose not to work</p> <p>Use time to walk about, go to friends' house, catch iguanas,</p> <p>We get immigrants and they will do whatever – young people from village don't want to do hard work.</p>	<p>Lack of opportunities</p> <p>A percentage of drop-outs who are not employable</p> <p>Lack of initiative</p> <p>Lack of presentation to work</p> <p>High teenage pregnancy which affect the young women from working</p>

**Why does it seem like many people are addicted to drugs and alcohol?**

<b>Females</b>	<b>Males</b>
<p>There are many bars in the village</p> <p>Mostly marijuana use is common</p> <p>A lot of drinking happens in the village</p> <p>There are approximately 5 bars are in the village plus grocers who sell alcohol.</p> <p>Alcohol and marijuana use is mostly among males</p> <p>There is easy access.</p> <p>People don't stick to rules of liquor licenses and sell to minors.</p>	<p>There is sale of crack cocaine in village</p> <p>No one wants to tackle the crack sale situation</p> <p>No confidence in reporting to the police</p> <p>Alcohol and Marijuana most used drug</p> <p>Rampant among young people</p> <p>Primo- Marijuana laced with crack is sometimes used and is sold</p> <p>Bars and Churches are in direct competition in terms of the numbers.</p> <p>There are too many bars</p>

<p>Drinking sometimes leads to misbehavior at home</p> <p>Drinking sometimes affects children going to school – attendance and resources</p> <p>Some prefer not to work but to stay home and drink</p> <p>Domestic violence as a result</p>	<p>Enforcement of laws against selling minors alcohol is non-existent</p> <p>Youth pass their time drinking since they do not have jobs readily available</p> <p>Sale of drugs is a business</p> <p>Not a high percentage of people who drink and get into Domestic violence situation.</p>
---	---

**What are some barriers that can prevent you from fully benefiting from the upgraded highway?**

<b>Females</b>	<b>Males</b>
<p>Will likely be safer as there will be more traffic</p> <p>Will there be more lighting?</p> <p>Should include sidewalk, stop signs, bumps</p> <p>Currently lots of dust</p> <p>Travel will be more time efficient</p>	<p>Lack of social cohesion</p> <p>Environmental barriers for gas station</p> <p>Property will be sold to foreigners who may be trying to not pay as much taxes as they do in town</p> <p>Risk of diseases</p>

**What kind of help do you need to ensure you benefit from the road upgrade?**

<b>Females</b>	<b>Males</b>
<p>More villagers may be able to go to work in shrimp farms</p> <p>Women will have less cleaning to do with dust</p> <p>Some more patrol from the police</p> <p>Ensure that the junction near primary school is considered for the safety of children.</p> <p>A police booth should be installed in Hope Creek.</p> <p>Kids connect provides many programs for the community – sewing, gym, etc.</p> <p>ITVET provides some training free of cost for community members</p>	<p>Create jobs</p> <p>Shorter distance to Belize City</p> <p>Health improvement, faster access to Belize City</p> <p>Provide training in tourism to the youth in the community</p> <p>Access to Caves, river tubing, horseback riding along the coastal road, young people offer package along the highway</p> <p>Dried fruits sale</p> <p>Training is important for entrepreneurship</p> <p>Access to the farmland when the road is paved and thus ability to find market for produce.</p>

**Other notes:**

- Ministry of Health burns medical waste along the coastal road (unverified).
- Flooding often occurs in Arthurville and Old Hope Creek.

**Attendance:**

***Coastal Highway Feasibility Study and Detailed Design Social Impact Assessment  
Focus Group  
Hope Creek***

***Female***

<b><i>No.</i></b>	<b><i>Name</i></b>	<b><i>Age</i></b>	<b><i>Ethnicity</i></b>	<b><i>Number of Years in Community</i></b>
<b><i>1</i></b>	<i>Anna Guerra</i>	-	-	-
<b><i>2</i></b>	<i>Lily Pook</i>	-	-	-
<b><i>3</i></b>	<i>Laura Acosta</i>	-	-	-
<b><i>4</i></b>	<i>Erica Wade</i>	-	-	-
<b><i>5</i></b>	<i>Lorenza Trejo</i>	-	-	-

***Coastal Highway Feasibility Study and Detailed Design Social Impact Assessment  
Focus Group  
Hope Creek***

***Male***

<b><i>No.</i></b>	<b><i>Name</i></b>	<b><i>Age</i></b>	<b><i>Ethnicity</i></b>	<b><i>Number of Years in Community</i></b>
<b><i>1</i></b>	<i>Kent Diaz</i>	-	-	-
<b><i>2</i></b>	<i>Elroy Wade</i>	-	-	-
<b><i>3</i></b>	<i>Quincy Coleman</i>	-	-	-
<b><i>4</i></b>	<i>Hilberto Saravia</i>	-	-	-
<b><i>5</i></b>	<i>Charles Terry</i>	-	-	-
<b><i>6</i></b>	<i>Francisco Garcia</i>	-	-	-
<b><i>7</i></b>	<i>Barrington Young</i>	-	-	-
<b><i>8</i></b>	<i>Gilbert Parham</i>	-	-	-
<b><i>9</i></b>	<i>Ricardo Pineda</i>	-	-	-

**Focus Group Results**  
**Mullins River Village**  
**Sunday February 4<sup>th</sup>, 2018**

**Benefits of living in the Community:**

<b>Female</b>	<b>Male</b>
It is affordable. People make a living off the land and sea (although it is subsistence)	Freedom to grow our own meal
Can survive based on the subsistence livelihoods. People can maintain themselves by relying on the sea.	It's home
Village is peaceful	There is not a lot of crime
	Clean air
	Cost of living is lower than other places
	Small village with family ties
	Not a lot of garbage because of reliance on the land.

**Issues faced by people in the village:**

<b>Female</b>	<b>Male</b>
Relying on the land and sea is precarious.	Lack of transportation
There is no water at times.	Difficulties to own lands (administration and political connection to getting lands)
People in the villages do not pay their water bills.	Issues with renewal of leases. People had lease for their land, but after a while there was no renewal
Lack of Jobs. Both men and women.	Loss of Land
People have left the village because of no jobs.	Lack of Drainage and water remaining in low lands causes mosquitos
No grocery shops.	Lack of employment- shrimp farm does not hire people from the community.
Lack of employment	

**Why don't more people own the land they live on?**

<b>Female</b>	<b>Male</b>
Most People only have lease Elderly people own their land Turn around at Land Department	Lands Department frustrates you.  Political issues at the Lands Department.

Some land was purchased on auction There are a lot of empty lots where people have not been able to get leases for Some land is too close to the river Some land is privately owned by Americans and Guatemalans. There is a village reserve, however no one owns land there.	Corruption at Lands Department
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### Why don't people find it easy to travel outside of their village?

Female	Male
It is difficult. A lot of people walk.	It is not easy. Road is flooded
People rely on the school bus. If the one student in the village who goes to High School cannot go to school, then you may miss the bus.	Condition is rough
For women walking is dangerous	People carry their fish on their bicycle to Dangriga and the South. 150lbs on a bicycle
	No public transportation
	Not a lot of private vehicles

### Why is there a high feeling of stress, anxiousness, or tension in the village?

Female	Male
People may be anxious about not having jobs Finance is an issue	Stress of not being able to earn and income Stress of traveling in and out of the community Lack of money to purchase what is needed Inability to get stuff in and out of the village Cost of living is high and increasing.

### Why is it that most people only go to primary school?

Female	Male
People could not afford to go to school	About 4-5 years after the hurricane there was no access to school in the village. It is expensive to go to school Back then, people went to school in Belize City and a few in Dangriga. It was not easy to get to high school. Before Hattie there were two primary school, each with approximately 600 children. Only 1 high school student now People who went to high school no longer live in the village.

### Why do more males go to high school compared to females?

Female	Male
A lot of women have left the village once they have completed high school. Women have high school education.	The educated females are no longer in Mullins River Females should have a nice education whereas men can do high work. It is expensive to go to tertiary institutions because of boarding and lodging.

#### Why is there higher unemployment among women?

Female	Male
Women are housewives	Ladies stay home and are housewives
Currently, no woman in the village has a full-time job but some are self-employed.	Men can do the harder work

#### Why is there high unemployment among those 40-50?

Females	Males
There are no jobs	Only 3 people in the village are employed full time.

#### Why does it seem like many people are addicted to drugs and alcohol?

Females	Males
Men drink wine Ladies make the wine to sell wine but men drink it. Men are functional drug users It is possible to use wine and make it into a big business. Find market. Find products. People use alcohol and marijuana. Some women do use marijuana at night or at special occasions.	This is the wine capital Liquor is not used everyday No bars in the village Majority of youth smoke marijuana Since the community is small, the men gather around and drink berries wine.

#### Issues with Health Care

Females	Males
Transportation to get to the closet clinic in Dangriga is an issue Sometimes you get no ticket at the poly clinic Sometimes you have to make an appointment If you miss your appointment you can't see a doctor	Nearest health facility is Dangriga People have to wait to see Doctor If you get on the school bus, you get to the health center it is full. By the time numbers are being given out again, it's time to get back to get the bus to come in.

Getting an appointment takes time You have to pretend that you are worse than you are to get medical attention. Hospital does not have medication. We become our own doctors. Use herbs and bush medicine Major illnesses- diabetes, hypertension, fever, cold	People only use private doctors when it can be afforded Major illnesses-are diabetes and hypertension, flu. Health nurses do not come in because there are few children in the village.
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### Why are more people not using piped water?

Females	Males
People do not pay their bills Do not pump daily because electricity is increasing The structure that is holding up the tank is rusting and tank cannot be full to capacity Water is not good for drinking because it is not chlorinated System was not functioning for a long time. Lack of proper and consistent pumping of water. When it does not rain, people use creek water with Clorox	Water in from the pipe is salty, it is not chlorinated (chlorinator was never used) Water system is used to wash and bathe Pipe water is heavy People prefer to drink rain water Most people use creek People use river when their drums are dry

### What are some barriers that can prevent you from fully benefiting from the upgraded highway?

Females	Males
There are some skills that people are missing.	Not paving the entrance of the community to attract tourist. Threats of theft from the villagers' farms along the highway

### What kind of help do you need to ensure you benefit from the road upgrade?

Females	Males
Help to Market and sell more wine Use ITVET to get certified in certain skills Support to go to ITVET Training in business	Support to micro-financing to help with agriculture and fishing. Collateral and the type of crops that people plant Support with identifying market and marketing Current crops that provide crops quickly, water melon, beans, rice, yams, cassava Land regularization programmes

### Which part of the village floods?



<b>Females</b>	<b>Males</b>
The lowest part of the village gets swampy The east of the village and the river side floods Those with homes in the lowest part of the village constantly have to contend with bailing mud and water out of their homes.	East side of the village is most affected by flooding People who live on the edge of the village The Erosion has made the distance from the river to sea travel shorter River is shallow and floods

**Attendance:**

***Coastal Highway Feasibility Study and Detailed Design Social Impact Assessment  
 Focus Group  
 Mullins River***

***Female***

<b><i>No.</i></b>	<b><i>Name</i></b>	<b><i>Age</i></b>	<b><i>Ethnicity</i></b>	<b><i>Number of Years in Community</i></b>
<b><i>1</i></b>	<b><i>Lauren Arnold</i></b>	<b><i>-</i></b>	<b><i>-</i></b>	<b><i>-</i></b>
<b><i>2</i></b>	<b><i>Erlyn Arnold</i></b>	<b><i>-</i></b>	<b><i>-</i></b>	<b><i>-</i></b>
<b><i>3</i></b>	<b><i>Sandra Flowers</i></b>	<b><i>-</i></b>	<b><i>-</i></b>	<b><i>-</i></b>
<b><i>4</i></b>	<b><i>Matilda Pandy</i></b>	<b><i>-</i></b>	<b><i>-</i></b>	<b><i>-</i></b>
<b><i>5</i></b>	<b><i>Barbara Bernard</i></b>	<b><i>-</i></b>	<b><i>-</i></b>	<b><i>-</i></b>
<b><i>6</i></b>	<b><i>Bibiana Bol</i></b>	<b><i>-</i></b>	<b><i>-</i></b>	<b><i>-</i></b>
<b><i>7</i></b>	<b><i>Sherlyn Evelyn</i></b>	<b><i>-</i></b>	<b><i>-</i></b>	<b><i>-</i></b>
<b><i>8</i></b>	<b><i>Christal Flowers</i></b>	<b><i>-</i></b>	<b><i>-</i></b>	<b><i>-</i></b>
<b><i>9</i></b>	<b><i>Lupita Belisle</i></b>	<b><i>-</i></b>	<b><i>-</i></b>	<b><i>-</i></b>
<b><i>10</i></b>	<b><i>Janet Young</i></b>	<b><i>-</i></b>	<b><i>-</i></b>	<b><i>-</i></b>

***Coastal Highway Feasibility Study and Detailed Design Social Impact Assessment  
 Focus Group  
 Mullins River***

***Male***

<b>No.</b>	<b>Name</b>	<b>Age</b>	<b>Ethnicity</b>	<b>Number of Years in Community</b>
<b>1</b>	<i>Joseph Russel</i>	-	-	-
<b>2</b>	<i>Edward Flowers</i>	-	-	-
<b>3</b>	<i>Rizden Flowers</i>	-	-	-
<b>4</b>	<i>Percy Petzold</i>	-	-	-
<b>5</b>	<i>Ernest Flowers</i>	-	-	-
<b>6</b>	<i>Brian Pandy</i>	-	-	-
<b>7</b>	<i>Andrew Vasquez</i>	-	-	-
<b>8</b>	<i>Lismour Flowers</i>	-	-	-
<b>9</b>	<i>Brandon Flowers</i>	-	-	-
<b>10</b>	<i>Edney Andrews</i>	-	-	-
<b>11</b>	<i>Harold Flowers</i>	-	-	-
<b>12</b>	<i>Harisford Flowers</i>	-	-	-
<b>13</b>	<i>Sherwin Flowers</i>	-	-	-

## Annex 4: Population Household Survey Instrument

No: \_\_\_\_\_

### UPDATING OF A FEASIBILITY STUDY AND THE PREPARATION OF DETAILED DESIGNS FOR THE UPGRADING OF THE COASTAL HIGHWAY

#### INTRODUCTION AND CONSENT

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*Before the beginning of the interview read out the following paragraph and ensure that the respondent understands before asking for consent.*

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*“Good morning/afternoon. I am here on Behalf of POLITECNICA with permission from the Village Chairperson. POLITECNICA is an Italian Firm who was hired to do a feasibility study and design of the Coastal Highway Upgrade on behalf of the Ministry of Works. We are conducting a survey to establish a community profile as part of the social impact assessment.*

*We would like to ask you some questions that should take about 20 minutes of your time. Your name will not appear in any data. The information you provide will be confidential and be used purely for assessment purposes. Do you consent to be part of this study? You may withdraw from the study at any time and if there are questions that you would prefer not to answer then we respect your right not to answer them.”*

---

**Date of Survey:** \_\_\_\_\_

**Village:** \_\_\_\_\_

**Name of Enumerator:** \_\_\_\_\_

**Signature of Supervisor:** \_\_\_\_\_

**Picture of home taken<sup>31</sup>:** \_\_\_\_\_

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#### AREA 1- POPULATION CHARACTERISTICS

1. What is your age?

☐18-28      ☐29-39      ☐40-50      ☐51-60      ☐Over 60

2. What is your ethnicity?

---

<sup>31</sup> Ensure your phone's geotagging feature is turned on.

☐ Creole ☐ Garifuna ☐ Maya ☐ Mestizo ☐ East Indian ☐ Other  
\_\_\_\_\_ (specify) ☐ Don't know

## **AREA 2- INDIVIDUAL AND HOUSEHOLD**

---

3. Sex ☐ Male ☐ Female

4. How long have you lived in this community? \_\_\_\_\_ (Years)

5. How many people live in this household? \_\_\_\_\_ (Insert number)

6. How many are males \_\_\_\_\_ and females \_\_\_\_\_

7. How many are:

Over 29 years \_\_\_\_\_ (adults)

Between 15-29 years \_\_\_\_\_ (youth)

14 years and below \_\_\_\_\_ (children)

8. Which was the last educational institution you attended?

☐ Primary ☐ Secondary ☐ Tertiary (College/ University) ☐ None

9. Are you currently employed or self-employed?

☐ Employed ☐ Not Employed ☐ Retired ☐ Domestic ☐ Self-employed

10. If employed or self-employed, what do you do?

\_\_\_\_\_

11. Does your income come solely from your employment? Yes \_\_\_\_ No \_\_\_\_

12. What is your approximate weekly income?

☐ Under \$250

☐ \$250-400

☐ \$401-550

☐ \$551-750

☐ \$751-950

☐ \$951-1000

☐ Over \$1000

☐ No Income

13. What vocational and technical knowledge or skill do members of your household have?

List:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

14. Do you own the land you live on? ☐ Yes ☐ No

If Yes, what ownership is the land under?

☐ Private title ☐ Lease ☐ Village land ☐ No title ☐ Family land

15. Do you own farmland in the village or along the coastal road? ☐ Yes ☐ No

16. If Yes, what ownership is the land under?

☐ Private title ☐ Lease ☐ Village land ☐ No title ☐ Family land

17. If you own farmland, what crops/livestock do you grow?

\_\_\_\_\_

### **AREA 3- LIFESTYLE AND WELL-BEING**

Please let us know what your opinion is on the following statements:

18. I trust members of my **community** to help me in times of need.

☐ Strongly Agree ☐ Agree ☐ Undecided ☐ Disagree ☐ Strongly Disagree

19. I trust my **family** to help me in times of need.

☐ Strongly Agree ☐ Agree ☐ Undecided ☐ Disagree ☐ Strongly Disagree

20. Do you belong to a community-based group? Yes \_\_\_\_ No \_\_\_\_

If Yes, what type of community group(s)?

☐ Women's Group

☐ Youth group

☐ Farmers group

☐ Other (Specify) \_\_\_\_\_

21. I can leave a bicycle outside at night and it will still be there in the morning.

☐ Strongly Agree ☐ Agree ☐ Undecided ☐ Disagree ☐ Strongly Disagree

22. How safe do you feel walking in your community at night?

☐ Very secure ☐ Secure ☐ Unsure ☐ Insecure ☐ Very Insecure

23. Many people in the village are addicted to alcohol or drugs?

☐ Strongly Agree ☐ Agree ☐ Undecided ☐ Disagree ☐ Strongly Disagree

24. Within the last 30 days, have you heard anyone in your village complain of feeling anxious, stressed or tense?

☐ Yes ☐ No

#### AREA 4- POLITICAL AND INSTITUTIONAL RESOURCES

---

25. The Village Council has the capacity to represent the interest of my community to outside bodies.

☐ Strongly Agree ☐ Agree ☐ Undecided ☐ Disagree ☐ Strongly Disagree

26. Did you vote in the last village council elections?

☐ Yes ☐ No ☐ No response

27. Did you vote in the last general elections?

☐ Yes ☐ No ☐ No response

28. How much influence do you feel that you have on decision-making in your community?

☐ High ☐ Medium ☐ Low ☐ None

#### AREA 5- ACCESS TO SERVICES

---

29. What is your opinion on the following statement?

***People in my community have easy access to health care***

☐ Strongly Agree ☐ Agree ☐ Undecided ☐ Disagree ☐ Strongly Disagree

30. Are there any members of your household who are disabled or chronically ill (Chronic illness can be any major or lifelong illness)?

☐ Yes ☐ No ☐ No response

31. What is your opinion on the following statement?

***Children in my community can attend school easily and with little cost. (A school is either primary, secondary or tertiary institution)***

☐ Strongly Agree ☐ Agree ☐ Undecided ☐ Disagree ☐ Strongly Disagree

32. What is your main source of water?

☐ Water system/Piped water ☐ Rainwater ☐ Creek/River ☐ Well

☐ Other: \_\_\_\_\_

33. What are your main sources of fuel for cooking?

☐ Firewood

☐ Butane/propane

☐ Electricity

☐ Solar

☐ Other \_\_\_\_\_ (specify)

34. Do you have electricity in your home? ☐Yes ☐No

35. Do you or any one in your household own a cell phone or telephone? ☐Yes ☐No

36. Has your home ever been affected by flooding?

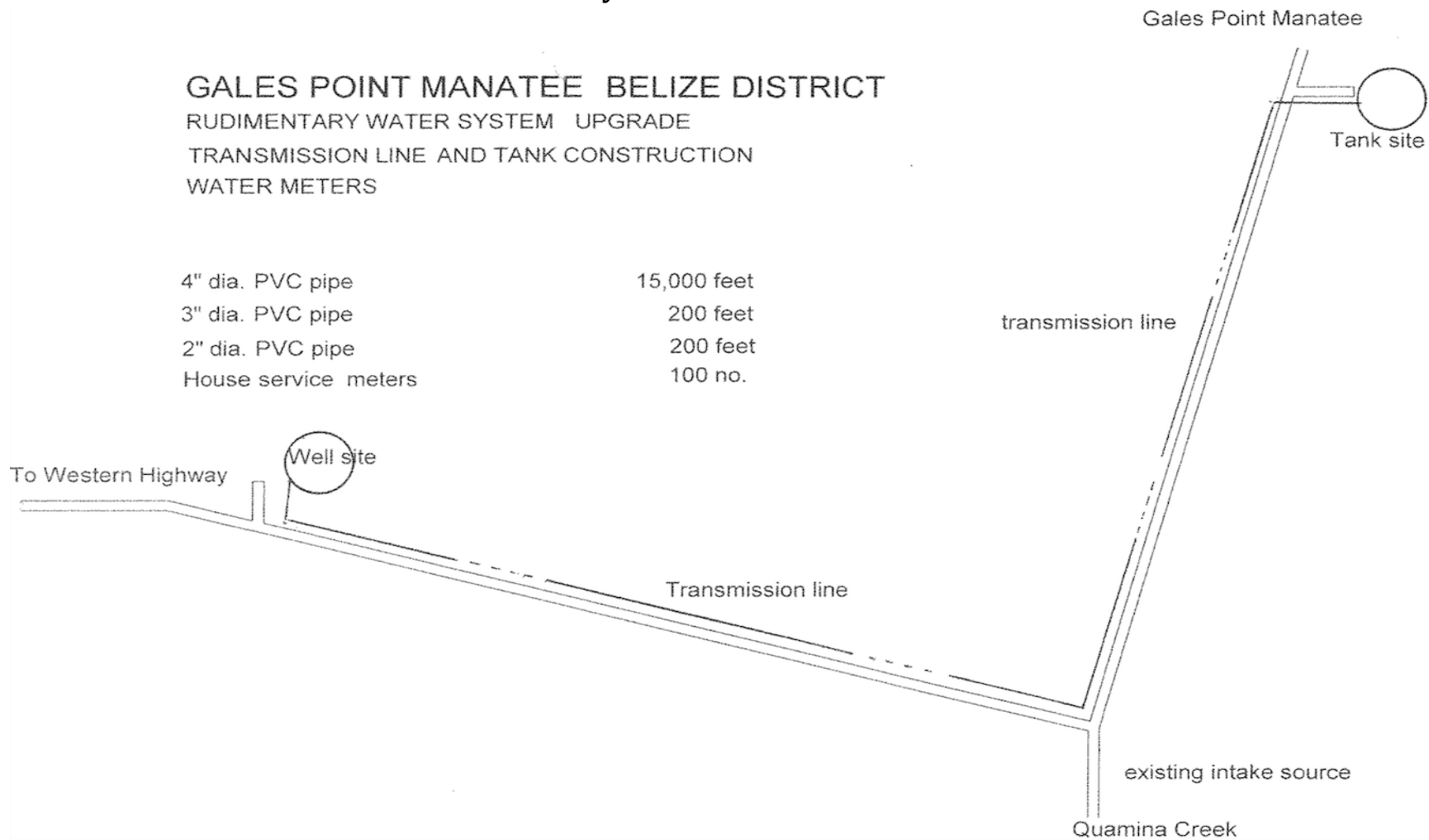
☐ Yes ☐ No ☐ No response

37. What is your opinion on the following statement?

**It is easy for me to travel outside of my village to access public services or to visit family and friends. (A public service is any Government Service)**

☐ Strongly Agree ☐ Agree ☐ Undecided ☐ Disagree ☐ Strongly Disagree

## Annex 5: Water Transmission Lines Layout- Gales Point<sup>32</sup>



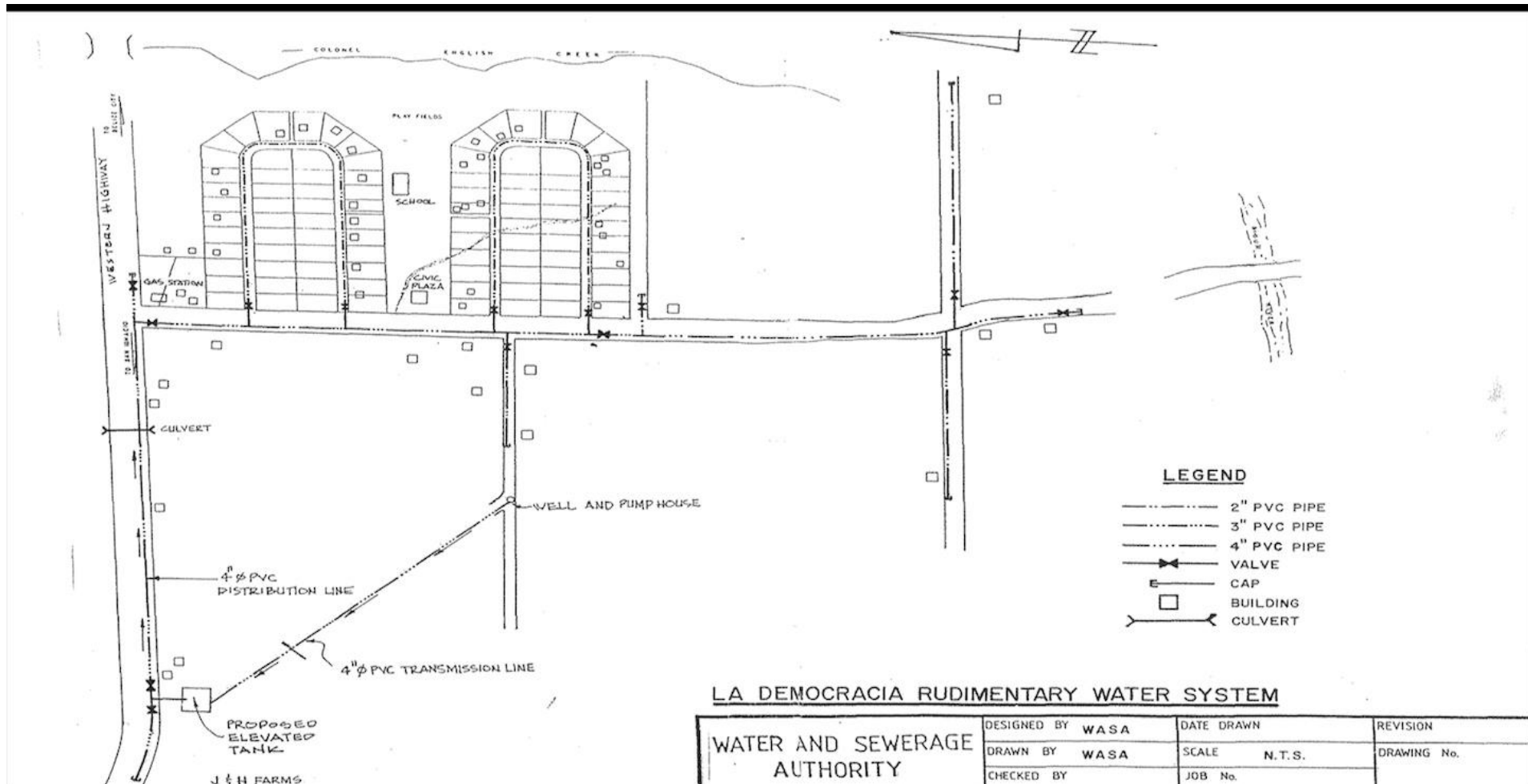
<sup>32</sup> The Gales Point Water Board appears to have abandoned the well site and have reverted to the old intake source at Quamina Creek.



*Source: Social Investment Fund, Accessed April 2018*



## Annex 7: Water Transmission Lines Layout- La Democracia



*Source: Social Investment Fund, Accessed: April 2018*

## Annex 8: Stakeholders Mini-Survey



### Feasibility Study and Detailed Designs Coastal Highway Upgrade Stakeholder Survey

Dear Partner,

Thanks for you for providing feedback on the potential impacts of the Coastal Highway Upgrade on your organization and sector. In order to ensure that all views are recorded, please take a few minutes to answer the following questions. Please note that your responses will be kept confidential and that the information gathered here will be used solely for the purpose of the Social Impact Assessment and no information made public will be identifiable.

---

Name: \_\_\_\_\_

Company/Organization: \_\_\_\_\_

- 
- 1. What are the potential benefits of upgrading the Coastal Road for your company, organization or sector?**

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- 2. What are the potential negative impacts of upgrading the Coastal Road for your company, organization or sector?**

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- 3. What does the highway design need to take into consideration for your sector?**

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