

BELIZE MUNICIPAL DEVELOPMENT PROJECT

Abbreviated Action Plan for the Subproject: The Rehabilitation of a One-Way Street adjacent to the Belmopan Bus Terminal

1. Introduction:

At the completion of the visit of two World Bank Specialists in Environmental and Social Safeguards (Mr. Enos Esikuri and Ms. Csilla Horvath), from the 13 to 16th, June 2011, the Aide Memoire that was released recommended that the Project Implementation Unit (PIU) should execute an evaluation exercise to determine whether the temporary relocation of taxi drivers and food vendors during the implementation phase of a subproject to rehabilitate a one-way street adjacent to the Belmopan Bus Terminal will result in a loss of income to these stakeholders.

An evaluation exercise was conducted by the PIU over the period: 6 to 8th, July and its main findings and conclusions were shared with the key stakeholders including the municipal traffic department; the Belmopan City Council; the Department of Transport in the Ministry of Transport and World Bank Specialists including Ms. Csilla Horvath (Social Specialist), Ms. Kimberly Vilar (Social Specialist); and Ms. Yoonhee Kim (Team Leader).

The general conclusions of the evaluation report were:

- (i) That the temporary relocation of taxi drivers and food vendors during the implementation phase of the civil works on the one-way street adjacent to the Belmopan bus terminal will result in some degree of loss in income to those stakeholders
- (ii) That the level of loss of income will be dependent on the location of the temporary relocation sites. If the sites that were recommended by the taxi drivers and food vendors are accepted by the authorities (i.e.; Belmopan City Council), the level of loss of income should be minimal. However, if the sites are more than one hundred and fifty feet (150') in radius from the bus terminal, then it is anticipated that the level of loss will be greater to both sets of stakeholders.

Based on the findings and conclusions of the evaluation report, the World Bank's Involuntary Resettlement Safeguard was triggered leading to the preparation of the present Abbreviated Resettlement Action Plan. The main objective of the Plan is to provide a road map for all stakeholders in terms of addressing those livelihood issues which will arise as a result of the temporary relocation of the stakeholders (taxi drivers and food vendors), during the implementation phase of the subproject.

2. Description of Specific Activities under the Subproject:

The project proposes to rehabilitate two sections of a one-way street which runs along the northern and eastern perimeter of the Belmopan Bus terminal. The northern section is 111 meters while the eastern section is 197 meters in length. Due to its location (between the bus terminal and business houses), it has been designated

a one-way street with a width of 6.5 meters which is below the standard width for two-way streets (9.5 meters) in the municipalities.

The proposed civil works include a 50mm asphalt concrete pavement ;proper alignment and re-establishment of side drains where necessary; repairs to existing culverts and culvert headwalls and installation of new culverts where necessary. Provisions for the street lane markings including taxi markings, installation of pedestrian crossings and/or markings along with proper street signage in accordance with the regulations of the relevant authorities will be included in the project.

Estimated Cost and Time Frame of the Project

A breakdown of the estimated cost of the implementation phase of the project is outlined in the table below.

Belmopan City Council Counterpart Funding	World Bank Loan	Total Cost
\$3,406.42 (3%)	\$113,854.24	\$117,260.66

The total estimated length of the implementation phase of the subproject is between 4 to 6 weeks. Based on the advice of the engineer at the PIU, and in consultation with the taxi drivers and food vendors, the following system for the relocation of stakeholders during the implementation phase of the rehabilitation works has been agreed to:

-phase 1: the temporary relocation of those taxi drivers who are presently utilizing portions of the one-way street which runs along the northern perimeter of the bus terminal, to a section of the public-parking lot assigned for patrons of the Belmopan market. Once the works are completed, the Council have agreed that a “que” will be organized for those taxis who will be allowed to park along the northern perimeter of the bus terminal. Those taxis who will not be accommodated due to space limitations will be redirected to other taxi-demarcated areas of the city. The first phase is expected to be completed within 2 to 3 weeks.

-phase 2: the temporary relocation of those taxi drivers who are presently utilizing portions of the one-way street which runs along the eastern perimeter of the bus terminal, to the same location where the first group of taxi drivers were placed during the execution of phase 1 works. On completion of the works, a limited number of these taxis will be allowed to park along the eastern perimeter of the terminal with the excess taxis also redirected to other taxi-demarcated areas of the city. In relation to the food vendors, it is being proposed that they be relocated temporarily to an area which have been set aside for Belmopan’s weekly Flee Market, until a more permanent location can be determined. The second phase is expected to be completed within 2 to 3 weeks.

3. Census of Persons Affected by the Relocations:

The main findings of a census conducted on all the taxi drivers and food vendors that will be affected by the relocations(temporarily and permanently) during the implementation phase of the civil works are presented in a bullet-format below. The details can be examined at tables #'s 1,2,3 & 4 attached.

Main Findings:

Taxi Drivers: (61)

- Age range: approximately 61% are in their 30's or 40's
- Sex: All are males with the exception of one(1)female driver
- Nationality: a slight majority are Belizean-born(approx. 57%): the remainder are all Naturalized Belizeans originating from Guatemala or Salvador
- Length of time at present locations: approximately 60% have been at the present locations for an average of 10 years
- None of them are paying parking fee or trade licenses to the Belmopan City Council
- Approximately 70% claims that their weekly income is between Bz\$100 to \$300
- All recommended that the temporary relocation sites should be as close to the bus terminal as possible(e.g.: utilizing public parking spaces set aside for patrons of the Belmopan market)
- Five(5) of the seven taxi unions indicated that the potential loss due to the temporary relocations will be small if the relocation sites are near the bus terminal. The remaining two (2) taxi unions indicated that their members will be experiencing a loss of between BZ\$50 to\$100 per week during the temporary relocations (even if the relocation sites are near to the bus terminal).
- Approximately nine(9)taxi drivers are owners of multiple vehicles which they rent to colleagues at a daily rate of \$30.00
- Approximately four(4) taxi drivers are presently renting vehicles from their colleagues

Food Vendors :(4)

- Age range: Three(3) of the four vendors are either in their 30's or 40's
- Sex: All are females
- Nationality: Two(2) are Naturalized Belizeans, and two(2) are Belizean born
- Length of time at present location: Each of the vendors have been at the present location for an average of 15 years
- Products on Sale: They all sell Belizean fast-foods (tamales, tacos, salbutes etc.)
- They all pay trade licenses to the Belmopan City Council at \$100.00 per annum
- Their weekly average income is between Bz\$80 to \$300.00

- They all indicated that the potential loss of income due to the temporary relocation should be small if the temporary relocation sites are near the bus terminal

The information presented at tables 1,2,3 & 4 is indicating that a total of seven(7) taxi unions with a membership of almost fifty(50) taxi drivers, coupled with approximately eight(8) taxi drivers who are unattached to any union that are based around the perimeter of the bus terminal which have resulted in numerous “ traffic bottle necks” in the area particularly during peak hours(i.e.: 8-9am; 12-1pm; and 5-6pm). Due to the large number of taxis around the bus terminal, it has become a challenge for private vehicle owners to find parking spaces near the terminal since they are usually occupied by the taxi drivers.

According to the stakeholders(taxi drivers and food vendors), their calculation of income loss is based on the distance between the bus terminal and the temporary relocation sites they will be relocated to during the implementation phase of the subproject. For example, most of the taxi drivers who stated that their loss will be relatively small (i.e.; between \$50 to \$80.00 per week), recommended the use of a portion of the public parking-lot designated for the patrons of the Belmopan Market. In relation to the food vendors, they all recommended the temporary use of a location directly opposite the Caladium Restaurant which in their view, should keep their losses to a minimum (i.e.: \$40 to \$50 per week) during the implementation phase of the subproject.

It should be noted however, that the Belmopan City Council and the PIU are not in agreement with the stakeholders in relation to the calculation of potential income loss during the implementation of the subproject. Both the council and the PIU are of the view that in light of the fact that the majority of stakeholder relocations will be executed within the general vicinity of their present locations (i.e. near the bus terminal), the level of income loss will be minimal to negligible during project implementation. In the case of the taxi drivers, all relocations will be executed to nearby locations e.g.: the parking-lot of the municipal market. In addition, the most recent census updating exercise carried out by the PIU has found that approximately nine(9) of the taxi drivers are able to supplement their earnings through the rental of vehicles to their colleagues who do not own a vehicle. In the case of the food vendors, they will be relocated to a demarcated area located next to the municipal market that has been set aside for Belmopan’s weekly Flee Market. In conclusion, the council is of the view that none of the stakeholders will be experiencing income loss during the implementation phase of the project.

In terms of its medium to long-term plans for both sets of stakeholders, the Belmopan City Council intends to put in place a “Queing System” for the taxi drivers which should result in a major reduction in the present high number of taxis utilizing the vicinity adjacent to the bus terminal as their taxi base. The excess taxis will be redirected to other areas of the city where their services will be in great demand e.g.: the complex that houses the Ministry of Natural Resources in the Cohune Walk Area, and the parking-lot of the Immigration Department . The demand for transportation services to and from these two Government Offices is always in great demand from the general public. In the case of the food

vendors, the plan is to find permanent locations in either the bus terminal or at the soon to be constructed new municipal market which is expected to be completed in early 2013.

4. Description of the Compensation and Other Resettlement Assistance:

Below is a description of the assistance that will be made available to the taxi drivers and food vendors who will be relocated(temporarily and permanently) during the implementation phase of the subproject:

(i) Assistance with Temporary Relocations(taxi drivers)

The main objective of this type of assistance is to facilitate the rehabilitation of the northern and eastern portions of the one-way street which runs along the perimeter of the bus terminal. Specifically, the assistance will take the form of:

(a) The temporary relocation of those taxi drivers who uses the northern and eastern perimeters of the bus terminal as their taxi stand, to a portion of the parking-lot assigned for the patrons of the Belmopan municipal market.

(ii) Assistance with Permanent Relocations (taxi drivers):

The main objective of this type of assistance is to assist those taxi drivers (approximately twenty-four(24),who were not selected to remain in the upgraded street by relocating them to new and permanent locations in other sections of the city in an effort to reduce the level of congestion near the bus terminal. A total of twenty-one(21) taxi drivers were selected to remain in the bus terminal area. Specifically, this assistance will take the form of:

(a) The demarcation of new taxi stands for approximately twenty-four(24) taxi drivers (inclusive of proper lane markings and signage) in other commercial areas of the city by the municipal traffic department

(iii) Assistance with Temporary Relocations(food vendors):

The main objective of this type of assistance is to assist the food vendors to find a temporary place for them to carry on their business until a permanent location is found in the new municipal market which is expected to be completed in 2013. Specifically, this assistance will take the following form:

(a) The establishment of temporary stalls on the lower-flat of the bus terminal(in front of the Barber-Shop)to accommodate the food vendors during project implementation

(iv) Assistance with Permanent Relocations(food vendors)

The main objective of this type of assistance is to ensure that the food vendors will be provided with a permanent home for them to conduct their business. Specifically, the assistance will take the form of :

(a) The provision of permanent, secure market stalls for the four(4) food vendors in the new Belmopan municipal market which is expected to be completed in early 2013

5. Description of the Consultations with Affected Persons:

The PIU has been engaged in the following consultations and Public Meetings in consultation with the Belmopan City Council and the main end-users of the subproject: taxi drivers and the food vendors who utilizes the general vicinity around the bus terminal as their base of operations. A summary description of the consultations is outlined below:

Consultation: PIU and Taxi Drivers: 5th, July 2011

Location: Belmopan Civic Center

Objectives of Session:

- For the PIU to explain the rationale for the execution of an evaluation exercise with all stakeholders
- For the PIU to define the scope of the civil works that will be executed on the streets adjacent the bus terminal
- For the PIU to explain the methodology that will be utilized for the collection of relevant data from stakeholders
- For the PIU to accept feedback from all stakeholders on the proposed temporary relocation of taxi drivers during the implementation phase of the project

Participants:

- Municipal Traffic Manager
- Asst. Technical Adviser; Belmopan City Council
- Social Officer(PIU)
- Engineer((PIU)
- Manager: Belmopan Bus Terminal
- Twelve(12) representatives from five(5) taxi unions located near the bus terminal

Decisions/Action taken:

It was agreed that the collection of data will be carried out by the PIU (with support from traffic department personnel), over a three-day period (6-8 July 2011), and that a list of all the relevant taxi unions and their members whose base of operations are near the bus terminal will be shared with the PIU. It was also noted during the meeting that four (4) food vendors who are based in the general vicinity where the civil works are expected to be implemented will be included in the evaluation exercise.

Consultation :Taxi Drivers and Food Vendors: 6-8th, July 2011

Location: At the individual Taxi/Food Stands

Objective of Sessions:

To collect information from the taxi drivers and food vendors via the use of a questionnaire

Participants:

Social Officer(PIU)

Traffic Warden (Municipal Traffic Dept.)

- Forty-five(45) taxi drivers
- Four(4) food vendors

Decisions/Action Taken:

The Social Officer (with the support of the traffic warden), was able to collect the relevant information needed for the drafting of the Evaluation Report which was incorporated into the present Abbreviated Resettlement Plan for the subproject.

Consultation: Belmopan City Council and the PIU: 17th,Jan 2012

Location: The Belmopan City Council Office

Objective of Session:

- To hold discussions in an effort to arrive at a definitive decision in relation to the types of assistance that will be offered by the Bmp CC as compensation to those stakeholders(taxi drivers and food vendors), who will be affected by relocations(both temporarily and permanently)

Participants:

- Town Administrator
- Technical Advisor to the Bmp CC
- Social Officer(PIU)
- Engineer(PIU)

Decisions/Actions Taken:

The following decisions were agreed to by both parties:

1. That the loss of income to taxi drivers and food vendors due to their relocations during the implementation phase of the subproject will be negligible to nil
2. That new taxi stands will be established to accommodate those taxi drivers who will be relocated permanently to other areas of the city at the completion of the subproject
3. That a “queuing system” will be instituted by the municipal Traffic Dept for those taxi drivers who will be allowed to ply their trade in the vicinity of the bus terminal
4. That the short-term plan for the food vendors is to move them temporarily to the Belmopan Flee market, and to the new municipal market in the long term

Consultation between the PIU and the Residents of Belmopan: 16th,Feb 2012

Location: George Price Center(Belmopan)

Objectives of Forum:

- To provide an update to the residents of Belmopan on the BMDP, and specifically on those subprojects for Belmopan under component 1, phase 1
- To solicit feedback from the residents(inclusive of some of the taxi drivers and food vendors who will be affected by relocations)on the subprojects
- To document the entire proceedings via videography for sharing with World Bank and for archival usage.

Participants:

- Representatives of the PIU(PC/SO/EN); the ED and the PR Officer for SIF
- Members of the Belmopan City Council
- Residents of Belmopan(special invitations were issued to taxi drivers and food vendors who will be experiencing relocations during the implementation phase of one of the subprojects)

Outcome of Public Forum:

In a general sense, the public forum held with the residents of Belmopan could be said to have been a success in that the proceedings were executed without any hitch. The one downside however was the relatively poor showing of the residents: the number of attendees was less than forty(40) individuals even though some promotional/advertisements on the forum were done via national radio and newspapers by the Belmopan City Council. It should be noted that the attendees included representatives from the taxi drivers and food vendors who will be affected by relocations during project implementation.

Consultation between the PIU, the Belmopan City Council, and taxi drivers and food vendors:

16th, April 2012

Location: Belmopan Civic Center

Objectives of consultation:

- To provide an update to the main stakeholders of the subproject on the designs and drawings prepared by the Engineering Consultant(Thurton & Associates) for the One-way Street which runs adjacent to the bus terminal
- To seek the signatures of stakeholders for an Agreement document prepared by the PIU which sets out the responsibilities of the main stakeholders in the subproject (the Bmp CC, the taxi drivers and food vendors, and the PIU) in relation to the relocation of end-users as outlined in the Resettlement Plan

Participants:

- Representatives of the PIU(SO and EN)
- Belmopan City Council reps(particularly from the traffic dept)
- Taxi drivers and food vendors whose base of operations are adjacent to the bus terminal

Outcome of consultation:

The turnout of stakeholders was a huge success with a total of approximately sixty(60) taxi drivers affixing their signatures to the Agreement document. The signatures of the food vendors were received a few days later after some negotiation with the management of the bus terminal who eventually agreed to accommodate the three(3) vendors on their premises during project implementation. While the designs and drawings received a satisfactory response from most of the taxi drivers, there were some lengthy discussions in relation to the proposed “queing system” for the taxi. However, there was a general consensus at the end of the consultation that the Bmp CC needs to do whatever it takes to alleviate the traffic congestion around the bus terminal.

Town Meeting held by the Belmopan City Council: 5th, June 2012

Location: Belmopan Civic Center

Objectives of meeting:

- To give residents of the city an update on two(2) major projects for the city including:
 - (i) BMDP
 - (ii) BRDP (new market project)

- To seek feedback from residents on these two projects

Participants:

- Representatives of the PIU(SO and EN)
- Belmopan City Council reps(including the mayor and all six(6) councilors)
- Representatives of the Police Dept(Cayo District Formation)
- Residents of Belmopan

Outcome of meeting:

The turnout was one of the best that the PIU have experienced since the start of the BMDP in Belmopan, with approximately two hundred(200+) residents attending the forum. A presentation was done jointly by the two PIU reps, highlighting the designs and drawings of the four(4) streets that will be upgraded in the capital. In addition, the reps also shared information on the Resettlement Plan for the end-users long with the role/functions of the Project Implementation Committee(PMC). In general, the forum was very participatory with a number of queries being raised by residents attending and answers provided by the presenters (including those representing the PIU).

Consultation between the PMC, the PIU and eight (8) business owners located in bus terminal area: 30th, August 2012

Location: on the project site adjacent to the bus terminal

Objective of the meeting:

- To address the concerns raised by business owners located in the general area where the one-way street is being rehabilitated who claim that the pace of work is too slow, and that the partial closure of the street is having a negative impact on their earnings

Participants:

- Representatives of the PIU(SO and EN)
- Belmopan City Council reps(including the mayor, town administrator, and technical adviser)
- Representatives of the Belmopan PMC including the chairman
- The Contractor and Consultant for the subproject
- Approximately eight(8) reps of businesses located in the general bus terminal area

Outcome of Consultation:

The engineer from the PIU presented the reasons (primarily of a technical nature), for the allegedly “slow pace” of works on the one-way street. Examples include: the PIU having to redo the street designs due to technical inaccuracies; the contractor having to comply with a number of “tests” related to materials that will be used on the street which (in some cases), had to be taken outside the country for testing. In relation to the option of working at nights, the contractor indicated that most of the paving works will be done in late evening and night hours to take advantage of the reduced volume of traffic. Finally, the contractor indicated to the gathering that presently, he was on schedule with his work plan and that he did not anticipate any further delays during the implementation phase of the subproject. The majority of the business owners left the meeting satisfied that their concerns were listened to and addressed.

Consultation between the PIU, Belmopan City Council, and the chairmen of Taxi Associations whose base of operations is adjacent to the Bus Terminal on 21st, November 2012.

Location of meeting: Belmopan City Council

Objectives of the meeting:

- To re-confirm the contents of the Agreement document signed by the taxi drivers whereby they had agreed to comply with the temporary and permanent re-locations prior to and after the completion of the subproject
- To agree on a criteria to determine those taxi operators who will remain in the bus terminal area after subproject completion

Participants:

- Mayor of Belmopan
- City Administrator
- Municipal Traffic Manager
- Chairman: Project Monitoring Committee
- Project Coordinator(PIU)
- Project Engineer(PIU)
- Representatives of six(6) Taxi Associations

Outcomes of Consultation:

The following were agreed to by all parties:

- (i) That SIF/PIU will be handing-over the subproject to the Belmopan City Council once all works are complete
- (ii) That the Belmopan City Council will be responsible for the selection of the twenty-one(21) taxi operators who will be allowed to continue their operations in the bus terminal area
- (iii) Seniority based on ten(10)+ years of active taxi service provision in the bus terminal area will be the criteria to be used for the selection of those taxi drivers that will remain in the area at the completion of the project
- (iv) That the Belmopan City Council will be responsible for the permanent relocation of the remaining taxi operators who will be assigned to other designated parking areas in Belmopan

Consultation between the Belmopan CC/PIU/ and Taxi Drivers on 11th, December 2012

Objectives:

- To disclose the names of the twenty-one(21) taxi drivers that were selected to remain in the bus terminal area after the street rehabilitation works are complete

Participants:

- Mayor of Belmopan
- City Administrator
- Municipal Traffic Manager
- Technical Adviser(Bmp CC)
- Social Officer(PIU)
- Engineer(PIU)

- Project Coordinator(PIU)
- Taxi Drivers(approximately ?)

Decisions/Action Taken:

The names of the twenty-one(21) taxi drivers who were selected to remain in the bus terminal area after the completion of the project were disclosed by Mayor Lopez. The Mayor indicated that newly demarcated taxi-areas will be disclosed at a later date to those taxi drivers who were not selected.

6. Institutional Responsibility for Implementation

The following institutions share the responsibility of planning and implementing the Abbreviated Resettlement Plan for the Belmopan One-Way Street Rehabilitation subproject.

Table: 2 Institutional Arrangements and Sources of Funding

Institution/Group	Responsibilities	Time-Frame	Source of Funding	Costs
Project Implementation Unit	(a) Drafting of Abbreviated Resettlement Plan (b) Submit Plan to WB for review and approval (c) Disclosure of Plan with Belmopan City Council, and representatives of taxi drivers and food vendors (d) Conduct on-going consultations with the Bmp City Council, and reps of taxi drivers and food vendors during the feasibility and implementation phases of the subproject	18 th , July 2011 to Dec 2012 On-Going 18 th , July 2011 to Dec 2012	Earmarked project budget allocation	Costs will be minimal and will be related to the logistics for consultations with stakeholders
Belmopan City Council	(a) To support the PIU in accessing the relevant data needed for drafting the Abbreviated Action Plan	5 th , July 2011 to Dec 2012 “	World Bank funds related to the Rehabilitation of the One-Way Street next to the bus	Costs related to the losses that will be addressed by the Bmp CC under the assistance

	<p>(b) Assist the PIU in mobilizing the main stakeholders for the holding of consultations and providing a venue for same</p> <p>(c) Meet specific demands from the taxi drivers and food vendors via the assistance programs</p>	“	terminal in Belmopan	programs
Project Affected Persons(Taxi Drivers and Food Vendors)	<p>(a) Collaborate with the PIU in the execution of surveys/census and the preparation of Action Plan</p> <p>(b) Participate in stakeholder consultations organized by the PIU/Bmp City Council during the feasibility and implementation phases of the subproject</p>	5 th , July 2011 to Dec 2012 “	_____	_____
World Bank	(a) Provide guidance and training to the PIU regarding the preparation and implementation of the Action Plan	5 th , July 2011 to Dec 2012	WB Funds for BMDP	Costs related to providing training sessions in Social safeguards for PIU staff and members of the Bmp CC

7. Grievance Redress Mechanism:

The grievance redress mechanism that will be utilized for the Abbreviated Action Plan for the Belmopan subproject will be comprised of three (3) tiers:

- (i) The Belmopan City Council in consultation with a local mediation committee
- (ii) The Office of the Ombudsman
- (iii) The Legal Aid Office

It is anticipated that the number of cases which may need to be referred for redress will be relatively small, and that only the first tier of the redress mechanism (the local mediation committee), may need to be activated. A local mediation committee made up of community leaders will be established with the support of the PIU’s Social Officer and the Belmopan City Council.

Table: 3 Grievance Redress Mechanism

Tiers of Grievance Redress Mechanism	Responsible Party	Mechanism	Time-Frame to address Grievance
First Tier	Belmopan City Council in consultation with local mediation committee	Written Grievance	1 week
Second Tier	Ombudsman	Case Submission	4 weeks (approx.)
Third Tier	Legal Aid Office	Low Cost	Lengthy Process and long delays

8. Arrangements for Monitoring and Implementation:

Based on the recommendations of the Social Assessment Consultancy that was executed during the project preparation stage of the BMDP, the PIU has agreed to implement one of the recommendations which dealt with the establishment of multi-sectorial monitoring committees at the municipal level for the BMDP. Each monitoring committee will be composed of seven (7) members, with not more than three (3) coming from the respective town/city councils and the remaining members drawn from civil society. One of the main justifications for the composition of these monitoring committees is to ensure (hopefully), some degree of continuity of its functions and work in the event of political changes at the municipal level following municipal elections which are due in March 2012.

The authority for the selection of members on the monitoring committees rests with the respective Town and City Councils (TCC’s). The criteria for the selection of members include:

- A background in any of the following disciplines: civil engineering, traffic management, public health, education, and tourism.
- The individual has demonstrated in his/her interactions in the community, a willingness to serve their community either through a community-based group or individually
- Not more than three(3) members to be drawn from the Town/City Council
- Not more than four(4) members to be drawn from the community

The potential negative influence of partisan politics in the selection process for membership is of great concern to the PIU. We are fully aware that partisan politics is an integral aspect of the day to day reality of municipal level governance in Belize and as such, the PIU would like to promote the adoption of an “inclusive approach” by all TCC’s in terms of prospective members’ political background and affiliation. In other words, the PIU would like to see “ mixed memberships” in terms of members’ political affiliation with representation from at least the two main political parties in the country (the governing party and the main opposition party).

Although Issues related to the rights of indigenous peoples are deemed to be important in relation to the membership composition of these committees, one of the key recommendations that came out of the Social Assessment Consultancy (Indigenous Peoples Framework) was: “the consultant recommends the consideration of the potential vulnerability of all affected groups. This recommendation is to ensure effective consultations and culturally appropriate benefits for each group, instead of focusing only on groups defined as “Indigenous Peoples. In conclusion, the data available is indicating that more emphasis should be placed on vulnerable groups instead of indigenous groups in the determination of project benefits and negative project impacts.

The district level monitoring committees will be charged with the responsibility of monitoring the day to day project activities on the ground (inclusive of the abbreviated action plan for the Belmopan subproject related to the rehabilitation of the One-Way Street next to the bus terminal),and submit progress reports to the PIU.

Annex #1 Table: 1

MATRIX SHOWING THE FINDINGS OF CENSUS CONDUCTED WITH TAXI DRIVERS

Issues	Taxi Unions/ Membership							Unattached Taxi Drivers(8)
	Garden City Taxi Union(3)	Capital Drivers Taxi Union(10)	Champions Taxi Union(9)	First Choices Taxi Union(9)	Kings Taxi Union(10)	Roots Taxi Union(3)	Capital City Taxi Union(9)	
Age Range	(30's)1; (40's)2	(20's)1;(30's)2;(40's)4 (50's)4;(60's)1	(20's)1;(30's)5;(40's)2 (50's)1	(20's)2;(40's)2;(70's)2	(30's)3;(40's)3;(50's)1 (60's)3	(20's)2;(40)1	(30's)7;(50's)1;(60's)1	(20's)1;(30's)3 (40's)3;(50's)1
Sex	Male:3	Male:10	Male:8 Female:1	Male:9	Male:9	Male:3	Male:8 Female:1	Male; 8
Nationality	Belizean Born:2 Naturalized Belizean:1	Belizean Born:9 Naturalized Belizean:1	Belizean Born:2 Naturalized Belizean:6 Salvadorian:1	Belizean Born:8 Naturalized Belizean:1	Belizean Born:7 Naturalized Belizean:3	Belizean Born:3	Belizean Born:1 Naturalized Belizean:8	Belizean Born: 5 Nat. Belizean: 3
Length of time at present location	(1-5 yrs)2 (6-10yrs)0 (11-15yrs)1 (16-20yrs)0 (20yrs+)0	(1-5 yrs)3 (6-10yrs)2 (11-15yrs)2 (16-20yrs)0 (20yrs+)3	(1-5 yrs)5 (6-10yrs)2 (11-15yrs)1 (16-20yrs)1 (20yrs+)0	(1-5 yrs)6 (6-10yrs)1 (11-15yrs)1 (16-20yrs)0 (20yrs+)1	(1-5 yrs)0 (6-10yrs)5 (11-15yrs)2 (16-20yrs)2 (20yrs+)1	(1-5 yrs)3 (6-10yrs)0 (11-15yrs)0 (16-20yrs)0 (20yrs+)0	(1-5 yrs)3 (6-10yrs)2 (11-15yrs)1 (16-20yrs)1 (20yrs+)2	Less than 1 yr:2 (1-5 yrs)5 (6-10 yrs)1
Payment of Trade License/Parking Fee to Bmp City Council	No Fee is required until completion of works	No Fee is required until completion of works	No Fee is required until completion of works	No Fee is required until completion of works	No Fee is required until completion of works	No Fee is required until completion of works	No Fee is required until completion of works	No Fee is required until completion of works
Weekly Income(range)	(\$100-\$200)0 (\$201-\$300)3 (\$301-\$400)0 (\$401-\$500)0 (\$500-\$600)0	(\$100-\$200)6 (\$201-\$300)3 (\$301-\$400)1 (\$401-\$500)0 (\$500-\$600)0	(\$100-\$200)1 (\$201-\$300)5 (\$301-\$400)1 (\$401-\$500)1 (\$500-\$600)1	(\$100-\$200)5 (\$201-\$300)0 (\$301-\$400)2 (\$401-\$500)2 (\$500-\$600)0	(\$100-\$200)3 (\$201-\$300)5 (\$301-\$400)1 (\$401-\$500)0 (\$500-\$600)1	(\$100-\$200)0 (\$201-\$300)1 (\$301-\$400)1 (\$401-\$500)1 (\$500-\$600)0	(\$100-200)4 (\$201-\$300)5 (\$301-\$400)0 (\$401-\$500)0 (\$500-\$600)0	(\$100-\$200)0 (\$201-\$300)2 (\$301-\$400)3 (\$401-\$500)3
Potential Loss due to temporary relocation of taxi-stands	Loss should be small if temporary taxi-stands are located near bus terminal	Loss should be small if temporary taxi-stands are located near bus terminal	Loss could be in the range of \$50- \$100	Loss should be small if temporary taxi-stands are located near bus terminal	Loss could be in the range of \$50- \$100	Loss should be small if temporary taxi-stands are located near bus terminal	Loss should be small if temporary taxi-stands are located near bus terminal	Loss should be small if temporary taxi stands are located near bus terminal

Table: 2 Data showing length of relocation, current weekly income, valuation of loss, level of vulnerability, and type of Resettlement Assistance to Taxi Drivers and Food

Vendors						
Name/Taxi Union of Stakeholders	Length of Relocation	Current Weekly Income	Valuation of Loss	Level of Vulnerability	Type of Resettlement Assistance	
Taxi Drivers(61)						
<u>Garden City Taxi Union(3)</u>						
<u>Abetgo Larios</u>	4 weeks	\$300.00	No Loss	Low	*Permanent Relocation to other taxi stands for <u>some taxi drivers</u> after rehabilitation works are completed on the One-Way Street bordering the bus terminal	
Douglas Arnold	4 weeks	\$300.00	No Loss	"		
Minor Sagastume	4 weeks	\$250.00	No Loss	"		
<u>Capital Drivers Taxi Union(11)</u>						
Kenrick Arzu	4 weeks	\$400.00	No Loss	"		
Rudolph Pascasio	"	\$300.00	No Loss	"		
George Arthurs	"	\$300.00	No Loss	"		
Glen Jones	"	\$300.00	No Loss	"		
Daniel Davidson	"	\$300.00	No Loss	"		
Edward Russell	"	\$500.00	No Loss	"		
Marciano Bardarlez	"	\$300.00	No Loss	"		
Raymond Torres	"	\$600.00	No Loss	"		
Charles Flowers	"	\$600.00	No Loss	"		
Robert Popper	"	\$600.00	No Loss	"		
Oscar Cordon	"	\$350.00	No Loss	"		
<u>Champions Taxi Union(9)</u>						
Victor Delgado	4 weeks	\$150.00	No Loss	"		
Humberto Navarro	"	\$250.00	No Loss	"		
Solomon Aguirre	"	\$250.00	No Loss	"		
Eva Gomez	"	\$200.00	No Loss	"		
Ernesto De Leon	"	\$200.00	No Loss	"		
Edwin Orellana	"	\$150.00	No Loss	"		
Antonio De Jesus Delgado	"	\$250.00	No Loss	"		
Daniel Aguirre	"	\$200.00	No Loss	"		
Jose Joel Alas	"	\$200.00	No Loss	"		
Enrique Castillo	"	\$200.00	No Loss	"		
<u>First Choices Taxi Union(8)</u>						
Cayetano Nah	"	\$75.00	No Loss	"		
Judencio Zaqui	"	\$125.00	No Loss	"		
Jose Aldana	"	\$200.00	No Loss	"		
Eleodoro Lewis Sr.	"	\$200.00	No Loss	"		
Julio Pop	"	\$500.00	No Loss	"		
Victor Tiel	"	\$500.00	No Loss	"		
Victor Herratez	"	\$160.00	No Loss	"		
Rafael Salazar	"	\$200.00	No Loss	"		
<u>Kings Taxi Union(9)</u>						
Jorge Luis Romero	"	\$150.00	No Loss	"		
Allison Patnett	"	\$300.00	No Loss	"		
Freddy Ayala	"	\$200.00	No Loss	"		
Moises Aguirre	"	\$250.00	No Loss	"		
Max Williams	"	\$300.00	No Loss	"		
Salomon Castillo	"	\$300.00	No Loss	"		

Windell Thomas	“	\$300.00	No Loss	“	
Alfredo Olmedo	“	\$150.00	No Loss	“	
Karl Stamp	“	\$350.00	No Loss	“	
<u>Roots Taxi</u>					
<u>Union(3)</u>					
Ruben De Jesus	“	\$250.00	No Loss	“	
Ruiz	“	\$500.00	No Loss	“	
Elder Paredez	“	\$400.00	No Loss	“	
Orlando Smith					
<u>Capital City Taxi</u>					
<u>Union(10)</u>					
AngelCarranza	4 weeks	\$275.00	No Loss	“	
Rigoberto Garcia	“	\$300.00	No Loss	“	
Humberto Chacon	“	\$200.00	No Loss	“	
Jose Alas	“	\$200.00	No Loss	“	
Jorge Alvarado	“	\$275.00	No Loss	“	
Guillermo Garcia	“	\$150.00	No Loss	“	
Miguel Funes	“	\$125.00	No Loss	“	
Fred Orellana	“	\$250.00	No Loss	“	
Mirna Salazar	“	\$280.00	No Loss	“	
Egbert Popper	“	\$500.00	No Loss		
<u>Unattached Taxi</u>					
<u>Drivers(8)</u>					
Derrick Rudon	“	\$400.00	No Loss	“	
Antonio Ayala	“	\$400.00	“	“	
Dorian Hope	“	\$600.00	“	“	
Vernon Terry	“	\$400.00	“	“	
Carlos Chan	“	\$240.00	“	“	
Jose Bonilla	“	\$500.00	“	“	
Tirco Briceno	“	\$400.00	“	“	
Dale Palacio	“	\$200.00	“	“	
<u>Food Vendors(4)</u>					
Michaela de la Cruz	Permanent	\$200.00	No Loss	“	*Temporary Relocation of <u>all</u> vendors to a location adjacent to the Bus Terminal and then to the Flee Market area after completion of rehabilitation works on One-Way Street. Permanent Relocation to the new municipal market when the latter is completed in 2013.
Maria Beliz	“	\$80.00	No Loss	“	
Margarita Lara	“	\$300.00	No Loss	“	
Martha Lopez	“	\$400.00	No Loss	“	

Table 3: List of Taxi Drivers who are owners of multiple taxis which are rented-out

#	Name of Taxi Drivers(9)	# of Taxis Owned	# of Taxis Presently Operational	Average Weekly earnings from rentals
1	Jose Arnulfo Alas	4	2	\$300.00
2	Miguel Funes	2	2	\$250.00
3	Gabriel Vasquez	6	2	\$400.00
4	Daniel Aguirre	3	2	\$400.00
5	Jorge Alvarado	2	2	\$300.00
6	Orlando Smith	3	1	\$400.00
7	Rudolph Pascasio	2	1	\$400.00
8	Primitivo Cal	1	1	\$400.00
9	Humberto Chacon	2	1	\$300.00

Table 4: List of Taxi Drivers who pay rental for the vehicle they drive

#	Name of Taxi Drivers (4)	Average Weekly earnings	Average daily rental fee
1	Marvin Cante	\$350.00	\$30.00
2	Julio Pop	\$500.00	\$30.00
3	Oscar Cordon	\$350.00	\$30.00
4	Dennis Lopez	\$250.00	\$30.00