**Document of the Inter-American Development Bank**



**Belize**

**Additional Financing for George Price Highway Rehabilitation**

**BL-L1029**

**Environmental and Social MANAGEMENT REPORT**

**(ESMR)**

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| **ENVIRONMENTAL AND SOCIAL MANAGEMENT REPORT (ESMR)** | |
| **Operation Name:** | Additional Financing for George Price Highway Rehabilitation |
| **Operation Number:** | BL-L1029 |
| 1. **Operation Details** | |
| **IDB Sector** | Transport |
| **Type of Operation** | Investment Loan – Specific investment Operation (ESP) |
| **Environmental and Social Impact Categorization** | B |
| **Disaster Risk Rating** | Moderate |
| **Borrower** | Government of Belize |
| **Executing Agency** | Ministry of Works (MOW) |
| **IDB Loan US$ (and total project cost)** | US$7 million (this is an additional loan to the US$27 BL-L1019 million project already approved) |
| **Applicable Policies/Directives** | OP-102; OP-704; OP-761; OP-710, OP-703 (B1. B2, B3, B4, B5, B6, B7, B.9, B10, B11, B12, B17) |
| 1. **Executive Summary** | |
| This operation will provide additional financing for the rehabilitation of the George Price Highway (GPH) in Belize, specifically the sector Belmopan-Santa Elena (miles 47.9 to 67.3) of the GPH –subdivided in three sections– financed with operation BL-L1019, whose construction started in April 2018. This is an existing paved road and the works are expected to be done mainly within the existing right of way, with the exception of the area near a bridge in Section 1 that needs widening. For additional details, see Annex D (Maps).  In accordance with the Environment and Safeguards Compliance Policy (OP-703), this operation has been classified as "Category B". The key environmental and social impacts identified are: (i) the involuntary displacement of two residential dwellings (one individual and one tenant family), and the partial affectation of parcels of land along the right of way, impacts to assets, and accessibility ; (ii) risks associated to occupational and community health and safety, which includes labor relations and the interactions of workers with the local population, which involve the risk of potential sexual harassment, as well as road safety; and (iii) construction impacts typical of road rehabilitation in rural areas (noise, dust, erosion, waste management, etc.). These are considered mostly local and short-term impacts and for which effective mitigation measures are readily available.  An Environmental and Social Impact Assessment (ESIA) and Environmental and Social Management Plan (ESMP) were prepared in 2014 for the entire length of the GPH Rehabilitation (four sections), including the sections to be financed in this additional loan (sections I to III). However, since this time decisions related to the route have been taken, and final designs prepared. As a result, additional environmental and social management instruments have been prepared: (i) an addendum to the ESIA; (ii) an updated ESMP; (iii) a resettlement and livelihoods restoration plan, (ii) a consultation and stakeholder engagement plan; (iv) a sociocultural analysis of the local population; (v) a gender strategy and action plan; (vi) a communications plan; and (vii) an updated Grievance Redress Mechanism. The updated ESIA and plans were published on the IDBs website before the analysis mission. Consultations were undertaken in 2014 during the preparation of BL-L1019 (3344/OC-BL), and a new round of meaningful, gender-sensitive and socio-culturally appropriate consultations were held during the second half of June 2018. These consultations have been completed and comply with the Bank’s consultation requirements established it its safeguard policies applicable to this project. The addendum to the ESIA, ESMP, and the other plans referenced above were also updated and published in accordance with OP-703 and OP-102.  While the original loan BL-L1019 included financial provisions for the implementation of the identified environmental and social measures, the Project Executing Unit (PEU) of the Ministry of Works (MOW) has not shown adequate socio-environmental capacity, and as such, as part of the legal requirements for this additional loan, the Borrower will be required to hire environmental and social specialists to support the operation, and to ensure the implementation of the updated ESMP and the new social plans listed above. Likewise, sections I and II of the road are already in construction, and these works require the implementation of a Corrective Action Plan (CAP) for BL-L1019, which was signed by the MOW and included as Annex E of this ESMR. | |
| 1. **Operation Description** | |
| The project objective is to improve the road connectivity within Belize and with Central America through the rehabilitation of the GPH road infrastructure, a paved road in Western Belize that has been in operation since the 1930s. This operation (BL-L1029) will provide additional financing for the rehabilitation of the GPH in Belize, specifically the sector from Roaring Creek to the Santa Elena Roundabout (19.4 miles, from mile 47.9 to 67.3) of the GPH –subdivided into three sections– financed with operation BL-L1019. Sections I and II of the road are already in construction, and based on the information gathered as part of the environmental and social studies conducted by the Bank, BL-L1019 requires the implementation of a Corrective Action Plan, which is included as Annex E of this ESMR.  The works are expected to be carried out mainly within the existing right of way, with the exception of the area near the Roaring Creek bridge in section one that needs widening, and an area known as the Z-Curve. Construction of segment one of the project—replacement of the Roaring Creek bridge, retaining walls, service road, and transition area—started in April 2018 (site installation and preparation began in February). The contract for section two—from Roaring Creek to Iguana Creek Junction—was awarded in early 2018, and construction began in May 2018. Section three—15.8 kilometers from Iguana Creek Junction to Santa Elena Roundabout—has been tendered and technical and financial proposals are currently under review by the Ministry of Works (MOW) and the IDB.  This project experienced modifications during its preparation stage. It initially included Section 4 of the GPH, where other types of impacts and risks were identified (such as the need for a sociocultural analysis of the Maya and Garifuna populations in that sector), but then Section 4 was not included as part of this operation. It should be also noted that a second loan is being considered for the second half of 2018 for approval in 2019 for the financing of section 4 of the GPH, however, this is not yet confirmed. For additional details, see the maps included at the end of this document.  This additional financing operation will provide US$7 million to cover the funding gap resulting from the additional costs of completing the project which included three components: (1) Civil Works and Maintenance; (2) Institutional Strengthening; and (3) Engineering and Administration. The additional funds will predominantly finance the following: U$1.15 million for Section 3, US$0.65 million for Construction Supervision; US$2.78 million for additional quantities; U$1.65 million for utility relocation that are within the right of way of the works; US$0.25 million for environmental and social mitigation, and US$0.4 million for administration and evaluations. The timeline for the implementation of the construction works that are part of this operation is expected to be between the second quarter of 2018 and the end of 2019. | |
| 1. **Key Impacts, Risks, and Mitigation Measures** | |
| **Assessment Requirements**  OP-703 (Environment and Safeguards Compliance Policy): B.3 (Screening and Classification), B.4 (Other Risk Factors), B.5 (Environmental Assessment and Plans Requirements), and Assessment requirements of OP-710 (Involuntary Resettlement Policy), OP-765 (Indigenous Peoples Policy), OP-761 (Gender Equality in Development Policy), and OP-704 (Disaster Risk Management Policy) as applicable | |
| As part of the preparation of the original operation ([BL-L1019](https://www.iadb.org/en/project/BL-L1019)), the MOW prepared an Environmental and Social Impact Assessment (ESIA), and Environmental and Social Management Plan (ESMP) which was made publicly available prior to approval in 2014 on the [Bank’s website](https://www.iadb.org/Document.cfm?id=38969666;%20https://www.iadb.org/Document.cfm?id=38969802). This ESIA was prepared in 2014 for the entire length of the GPH (sections one to four), including the sections to be financed by this operation. This ESIA included an environmental and social-economic setting and baseline, detailed the institutional framework, assessed the environmental and social impacts and risks, including the disaster risk and climate change impacts, and established an ESMP. The ESIA also detailed the participation efforts undertaken during preparation. From an environmental perspective, the ESIA was as comprehensive as it could be based on the then preliminary bridge and road designs. However, the ESMP lacked some level of specificity in terms of responsibilities and indicators. A number of social plans—most importantly a Resettlement and Livelihoods Plan—were absent. The ESMP was included into the contracts of the construction contractor firms for Section 1 and 2. However, many of the mitigation measures contemplated have not yet been fully implemented because the works on the first two sections of the project only started in the second quarter of 2018, and also due to the lack of experience and capacity of the contractors with best management practices for environmental and social mitigation. Additionally, the PEU has yet to put in place environmental and social specialists to improve its capacity. The Supervision Consultant does have a part-time environmental office.  Since the original ESIA was prepared, the engineering designs for the bridge and the road have undergone significant changes and updates. Accordingly, the Bank identified the need to strengthen the ESIA and update the ESMP, making it more specific and more operational. This involved undertaking an addendum to the original ESIA, including the following additional analysis: (i) a socio-cultural analysis (SCA) of the population living in the area of influence of the project, which was undertaken because of the presence of Maya and Garifuna populations in Section 4, which eventually was taken out of the scope of this operation, but was left in place to confirm the lack of presence in the area of influence of segments 1-3 of the project; and (ii) a strengthened analysis of road safety issues. The ESMP was updated, and a number of new plans were prepared: a Gender Strategy and Action Plan, a Consultation and Stakeholder Engagement Plan, and a Resettlement and Livelihoods Restoration Plan. These plans are explained in the following sections.  The environmental and social risk of the project has been deemed as moderate due to the combination of impacts caused by the project, in particular the limited scope of the physical displacement and economic impacts, and the limited capacity of the Executing Agency and the Contractors to implement and monitor the execution of the environmental and social management plans. | |
| **Consultation**  OP-703 (Environment and Safeguards Compliance Policy): B.6 (Consultation); and Consultation requirements of OP-710 (Involuntary Resettlement Policy), OP-765 (Indigenous Peoples Policy), OP-761 (Gender Equality in Development Policy), and OP-704 (Disaster Risk Management Policy) as applicable | |
| Consultations were undertaken in 2014 as part of the preparation for the ESIA and ESMP for the original project (BL-L1019). The population was overall in favor of the project, particularly because of the anticipated local economic development benefits as a result of the road rehabilitation, local employment, improved design and road safety measures especially for pedestrians (school children), and relief from long-standing flooding due to poor/non-existent drainage/culverts.  The key issues and concerns of the population were a potential increase in traffic flow and reckless driving, speeding, and noise pollution as a result of improved road conditions, along with a potential disruption to community cohesion created by the influx of workers. A critical concern among educators and women was the risk of sexual exploitation of adolescent girls and sexual harassment of women in the communities as a result of an influx of a predominantly male workforce. These concerns were taken into account in the due diligence process conducted for this project, strengthening of the ESIA and mitigation measures in the ESMP, along with the addition of new specific instruments, in particular the Gender Strategy and Action Plan.  Additionally, in the preparation of the Additional Financing the Bank and the MOW identified short fallings in the designs related to road safety measures, in particular some of those identified in prior consultations, and as such the additional loan includes resources dedicated to ensuring appropriate design of sidewalks, crosswalks, and road safety measures such as speed bumps, relative to location of schools and bus stops.  Given the length of time elapsed since 2014, the IDB considered it necessary for the MOW to provide an update to the relevant stakeholders (potentially affected and interested parties) on the changes and advances in the project over the last four years, including information from the ESIA Addendum and the updated ESMP, as well as strengthened measures to address concerns expressed earlier in the project design. The Bank also required that a consultation plan be prepared before carrying out this new round of consultations, to ensure that this is done in a gender-sensitive, socioculturally appropriate, and meaningful way.  As a result, a Consultation and Stakeholder Engagement Plan, which includes a grievance redress mechanism, was prepared to guide the new round of consultations to be carried out by the MOW, with the support of a social consultant. This plan addresses the different elements needed for the consultations to be meaningful, including a stakeholders’ map and analysis of their relationship with the project; the need to share prior information about the project and its key social and environmental impacts, risks, and mitigation measures in an appropriate language, format, timing, and venues; provides information so that the different interest groups are properly represented, in a gender- and culturally-sensitive way; includes an explanation of the mechanisms and channels for grievances, and also provides guidance on the stakeholder engagement and communications activities expected during the project’s construction and operation stages.  This new round of consultations was held during the second half of June 2018. The primary concerns for stakeholders across all meetings were (i) the installation of road safety features, especially near schools, and (ii) the availability of jobs within the project for the local population. Participants were satisfied to hear that the MOW would be incorporating the suggestions of the community as to locations of safety features such as speed bumps, road crossing and bus stops as the plans were being finalized and prioritized. All participants’ questions were answered to their satisfaction, and in general there were no objections to the project.  The consultation requirements for this operation were completed prior to OPC and comply with the Bank’s consultation requirements established it its safeguard policies applicable to this project. More information on the consultations related to the resettlement activities is included in the section “Livelihoods and Resettlement.” The inclusion of women in the consultation process is also explained in the section “Gender Equality.” | |
| **Information Disclosure**  OP-703 (Environment and Safeguards Compliance Policy): B.5 (Environmental Assessment and Plan Requirements) and Information Disclosure requirements of OP-710 (Involuntary Resettlement Policy), OP-765 (Indigenous Peoples Policy), OP-761 (Gender Equality in Development Policy), and OP-704 (Disaster Risk Management Policy) as applicable;  OP-102 (Access to Information Policy) | |
| The original ESIA (2014), along with the ESIA Addendum (including updated ESMP), and the fit-for-disclosure Resettlement and Livelihoods Restoration Plan was disclosed in English, on the Bank’s website on May 22, 23 and 25th, 2018, respectively, ahead of the Analysis Mission (May 29, 2018). A summary of the project has been prepared as part of the Consultation and Stakeholder Plan and will be distributed as part of the invitation to stakeholders to the consultation meetings to be held in June. Copies of the ESIA Addendum will also be shared by MOW with the Construction Contractors for Sections 1 and 2, the Supervision Consultant, and with the Department of Environment.   * [Final version of the original ESIA (2014](https://www.iadb.org/Document.cfm?id=EZSHARE-1793277437-14)) * [Fit-for-disclosure version of the Addendum to the original ESIA](https://www.iadb.org/Document.cfm?id=EZSHARE-1793277437-15) (2018)   This document includes the following:   * + Updated ESMP   + Sociocultural Analysis   + Consultation and Stakeholder Engagement Plan   + Gender Strategy and Action Plan   + Communications Plan * [Fit-for-disclosure version of the Resettlement and Livelihood Restoration Plan](https://www.iadb.org/Document.cfm?id=EZSHARE-1793277437-17) (2018)   In accordance with the provisions of the IDB's Access to Information policy (OP-102), the Bank, along with the MOW, also published the final versions of the following documents before the Loan Proposal of this operation was distributed to the Bank’s operations Committee (OPC): (i) The ESIA Addendum (including all items listed above); (ii) Resettlement and Livelihoods Restoration Plan; and (iii) An updated version of the Consultation and Stakeholder Engagement Plan, with an annex reporting the consultations carried out. These documents are available at the following link: <https://www.iadb.org/en/project/BL-L1029> | |
| **Environmental and Social Impacts and Risks and Mitigation Measures**  OP-703 (Environment and Safeguards Compliance Policy): B5 (Environmental Assessment Requirements), B8 (Transboundary Impacts), B9 (Natural Habitats and Cultural Sites), B10 (Hazardous Materials), B11 (Pollution Prevention and Abatement), and B12 (Projects Under Construction)  OP-710 (Involuntary Resettlement Policy)  OP-765 (Indigenous Peoples Policy)  OP-704 (Disaster Risk Management Policy)  OP-761 (Gender Equality in Development Policy) | |
| The key social and environmental impacts and risks preliminarily identified are the following ones:  **Involuntary resettlement and affectation of land:** This project will involve: (i) the involuntary displacement of 2 residential dwellings of vulnerable people; (ii) the partial affectation of the land of 13 parcels located along the right of way; (iii) impacts to assets in 8 cases; (iv) impacts to safety and security in 7 cases; and (v) the restrictions to accessibility imposed by the construction works on 4 establishments, which will need alternate means of access to restore their functionality and minimize the disruptions on their livelihoods. These cases have been identified in the Resettlement and Livelihoods Restoration Plan, with measures for each of them.  **Community health and safety, particularly labor relations:** The project poses a risk with relation to the interactions of workers with the local population, which could lead to potential sexual exploitation and sexual harassment from male workers towards local women and adolescent girls. This issue was identified in the original ESIA and in the consultations conducted in 2014. As a result, the updated ESMP includes a Gender Strategy and Action Plan, with mitigation measures, as well as provisions to implement a Workers’ Code of Conduct and corresponding monitoring measures to ensure that these provisions are complied with. Stakeholders will also have the opportunity to report their concerns via the Grievance Redress Mechanism. These measures are further explained in the section “Gender Equality.” During construction noise, dust, and vibration levels will be higher than normal for residents living and working in proximity to the road. The ESMP includes a series of general Construction Practices Mitigation Measures, including permissible levels for noise. Monitoring has not yet begun on the sections in construction, so this is something highlighted in the Corrective Action Plan issued under BL-L1019.  **Road safety:** Belize has one of the highest road fatality rates in the LAC region. The project is expected to increase traffic flow speeds. As such the project poses a risk, if drivers do not adhere to safety standards, in particular speeding, leading to an increase in traffic accidents and incidents with the local population, including pedestrians, bicyclists, and motorcycle users, particularly if appropriate road safety measures are not in place. The current designs lack sidewalks (particularly important in towns and villages by schools and bus stops), and lack detail, especially with respect to the final location of bus stops and crosswalks. In particular, the designs will require revision to address road safety measures (including but not limited to sidewalks, crosswalks, speed reduction measures) relative to schools and bus stops. During the analysis mission, it was agreed that the Ministry of Works will convene a meeting to discuss the location of the bus stops and would review the designs to ensure that appropriate road safety measures are included. Measures to address road safety are part of both the Corrective Action Plan for BL-L1019 (Annex E) and the ESMP for BL-L1029. The ESMR will be updated to reflect this point before the distribution of the Loan Proposal to OPC. The Bank will also follow up this issue during project execution to ensure thar proper mitigation measures are implemented.  **Impacts to receiving environment**: Given the nature of the works, there will be standard construction impacts typical of road rehabilitation in rural areas (noise, dust, erosion, waste management, etc.). While these are considered mostly local and short-term negative impacts and for which effective mitigation measures are readily available, to date a number of these measures, included in the original ESMP, and the Environmental Compliance Plan (issued by the Department of Environment), have not yet been implemented in Section I or II by the Construction contractors. These are requirements under the original loan (BL-L1019) and constitute non-compliances. In addition, the original ESIA identified the potential risks posed by the project with respect to ongoing fragmentation of wildlife corridors in Belize, proposing 3 locations for wildlife crossings. Following the IDB’s analysis mission, the Bank issued a Corrective Action Plan to the MOW for BL-L1019 (See Annex E). No transboundary impacts were identified as part of the socioenvironmental studies.  **Disaster Risk**: In terms of disaster risk management (type 1, those related to the risks posed to the project by natural disasters), due to the frequency of tropical storms which cause frequent flooding in the project area, the disaster risk is considered moderate. The project itself is not expected to exacerbate these risks), rather reduce these, through the mitigation measures have been already included in the design of the road (i.e. raised elevation of the bridge, improved drainage). See section below “Disaster Risk Management”  **Environmental and Social Risk.** The overall social and environmental risk of this project has been assessed as moderate, due to (i) the limited scope of the impacts, particularly the low number of cases of physical and economic displacement, and the partial affectation of properties along the right of way; and (ii) risks related to community health and safety, including potential sexual harassment, which are expected to be reduced by the appropriate implementation and monitoring of the mitigation measures. These issues were analyzed, and strengthened measures were included in the updated ESMP, and more specifically in the Resettlement and Livelihoods Plan and the Gender Action Plan. The contextual risk in which the project will operate is low because it is a road that has been in operation since the 1930s, and where the rehabilitation works planned have the support of the local population. In terms of institutional capacity, the executing unit does not have in-house social or environmental specialists (relying on the enforcement by the Belize Department of Environment- DOE), and the supervision contractor for the project includes one day a week of environmental monitoring (to date based on the requirements in the DOE Environmental Compliance Report, rather than the ESMP) and no social monitoring. Accordingly, this project will include contractual provisions to ensure that the Executing Agency presents evidence that it has put in place the ESHS governance structure and has the resources to implement the ESHS requirements, including the environmental and social specialists needed to implement, oversee, and report on the implementation of the ESHS requirements, and plans, both within the MOW and the project’s supervision. The project includes a grievance redress mechanism as part of the ESMP.  The following instruments will be used to manage the socioenvironmental impacts of this operation:   * The **Environmental and Social Impact Assessment** (ESIA), prepared in 2014. * The **ESIA Addendum**, prepared in 2018: Since 2014, final designs of the road have been completed, and decisions based on those designs have been taken. As a result, the ESIA was complemented with the following additional analyses: * A sociocultural analysis (SCA) of the populations in the area of influence of the project * A strengthened analysis of road safety * The updated **Environmental and Social Management Plan (ESMP):** Based on the existing and new data, the ESMP was updated, with an emphasis on these areas: * Updated matrix of environmental and social impacts and risks * Measures intended for road safety * Strengthened occupational and community health and safety measures * Expanded Disaster Risk Management mitigation measures * A gender strategy and action plan * Strengthened measures on labor practices (with a gender, youth, and rights perspective) * A grievance redress mechanism (strengthening the guidelines for the contractors, and identifying mechanisms to promote its practical adoption by the Executing Agency) * Measures to monitor potential impacts on archaeological heritage * The **Consultation and Stakeholder Engagement Plan**. The scope and details of this plan are explained in the section on “Consultation.” * The **Resettlement and Livelihoods Restoration Plan**. The scope and details of this plan are explained in the section on “Livelihoods and Resettlement.” | |
| **Livelihoods and Resettlement**  OP-710 (Involuntary Resettlement Policy) | |
| This project will involve: (i) the involuntary displacement of 2 residential dwellings of vulnerable people , including one family of renters and one individual; (ii) the partial affectation of the land of 13 parcels located along the right of way; (iii) impacts to assets in 8 cases, which includes temporary impacts on 5 cases of fruit and food vendors; (iv) potential impacts to safety and security in 7 cases; and (v) the restrictions to accessibility imposed by the construction works on 4 establishments, which will need alternate means of access to restore their functionality and minimize the disruptions on their livelihoods.  A Resettlement and Livelihoods Restoration Plan (RLRP) was developed during the preparation of this additional financing operation. This plan includes measures for each of them. A preliminary version of the Resettlement and Livelihoods Restoration Plan was initially prepared and published, but some of the mitigation measures still needed further adjustments, based on final adjustments to the road designs by the MOW. Once the adjustments were completed and more information was gathered, the RLRP was updated and published before this operation was distributed to the Bank’s Operations Committee (OPC).  The two cases of resettlement included in the RLRP refer to (i) a vulnerable individual living under a bridge for whom restoration measures will be needed to avoid the risk of further impoverishment, and where relocation to a house with a plot of land were discussed with the affected individual to find a mutually agreed solution, providing such individual with an alternative living arrangement; and (ii) an economically vulnerable tenant family of 7 persons that will need support to find alternative rental properties so that they can relocate to a new home, for which the RLRP includes measures to provide economic support for a period of six months to support their adaptation process, so that the affected family can find an alternative home in the nearby area from the current rental house with similar rental alternatives in price, acceptable quality, and distance to the tenant’s social support network (school, jobs, etc.), minimizing the potential loss of their social support network, monitoring the process with the ability to implement additional support the measures to support the restoration of their quality of life, as needed, with the support of a social specialist that will be hired to support the implementation of the Resettlement and Livelihood Restoration Plan.  Other 8 cases of impacts to assets include the displacement of a church, in relation to which there has been an agreement that will provide a plot of land in the same village and economic compensation so that they can rebuild the affected structure; temporary impacts on the economic activities of the owners of 5 small food and fruit stands; and impacts on assets such as a shed and fences. Restricted accessibility has been also identified as an impact in 4 cases, which includes the restricted access to a police station, and restriction to the parking lots of some commercial establishments. In the case of the church, there have been previous negotiations and a preliminary agreement, based on the assignment of a bigger piece of land in a nearby area than the one it currently has, and economic compensation that will allow the rebuilding of the affected structure. Consultations with the affected people were carried out by the MOW in a personalized way with each affected party, exploring options and reaching agreements on the forms of compensation according to each case. | |
| **Indigenous Peoples**  OP-765 (Indigenous Peoples Policy) | |
| A sociocultural analysis was conducted to determine the presence of potential indigenous peoples and Garifuna populations in the area of influence of the project. While this study was originally requested when the project was expected to intervene in Section 4 of the GPH, where Maya and Garifuna populations are present. When the scope of the project changed, and Section 4 was left out of the scope of this operation, the sociocultural analysis was left in place to confirm their lack of presence in Sections 1-3. The sociocultural analysis of sections 1-3 indicated that no part of the project is located or will pass in close proximity to any recognized indigenous lands. Likewise, this analysis indicates that there are no indigenous persons’ property that will be affected by the project in segments 1-3.  Outside of the direct area of influence of the project, however, are two places where indigenous peoples are present. The first one is located East of the city of Belmopan, where an indigenous community of mostly Mayan population is located. However, this community is located more than four miles away from the closest point where the project begins, on the opposite side of the city of Belmopan, the capital of Belize. The second place is in Section 4 of the GPH, particularly in the area in the area of an Artisanal Plaza near the entrance of the Xunantunich Maya Site in San Jose Succotz, which houses several Maya artisans and their art and craft ware. It is also estimated that several properties of indigenous peoples will be affected in section 4, but that section of the road is not part of the present operation. | |
| **Gender Equality**  OP-761 (Gender Equality in Development Policy) | |
| This project prepared a Gender Strategy and Action Plan, which identified that IDB’s gender policy and the requirement of Belizean laws are fundamentally consistent. To comply with both, the gender action plan included a series of measures based on the following five pillars: empower women economically, reduce violence against women, improve sexual and reproductive health, education and skills training, and increase women’s participation in decision-making. These measures address the risk of potential sexual harassment but cover a broader range of women’s empowerment as well.  In addition to the Gender Strategy and Action Plan, to prevent the risk of sexual harassment the ESMP includes to implement a Workers’ Code of Conduct and monitoring measures to verify that these provisions are complied with. The local population will also have the opportunity to report their concerns regarding potential harassment via the Grievance Redress Mechanism.  The consultations to be carried out will also include a gender perspective to ensure that women’s voices are properly represented and have the opportunity to participate in the process. | |
| **Disaster Risk Management**  OP-704 (Disaster Risk Management Policy) | |
| In terms of disaster risk management (type 1, those related to the risks posed to the project by natural disasters), the existing network of roads and bridges is severely impacted by frequent flooding. In recent years, tropical storms and hurricanes have affected the country recurrently, and the project area is susceptible to moderate inland riverine flooding. One of the most critical risks identified in the area of the project is the existing bridge at Roaring Creek, where there is frequent flooding. However, this project involves the construction of a new bridge at a higher elevation, which will reduce this risk. Additionally, the design includes improved drainage (in particular, the inclusion of several oversized box culverts) which will further reduce flooding risk. Notwithstanding this, the disaster risk level of this operation has been deemed as moderate, since the area is still prone to tropical storms and hurricanes which will also impact during construction. The project itself is not expected to exacerbate these risks (type 2 disaster risk), rather reduce these, through the mitigation measures have been already included in the design of the road (i.e. bridge, drainage, and culverts), there was no need for a specialized instrument such as a separate disaster risk management plan. | |
| **Supervision**  OP-703 (Environment and Safeguards Compliance Policy): B.5 (Environmental Assessment and Plans Requirements) and B.7 (Supervision and Compliance)  OP-710 (Involuntary Resettlement Policy)  OP-765 (Indigenous Peoples Policy)  OP-704 (Disaster Risk Management Policy)  OP-761 (Gender Equality in Development Policy) | |
| During project execution, the Bank will carry out periodic environmental and social supervision to verify the execution of the environmental and social management plans agreed with the borrower, and to periodically asses the project’s compliance with the IDB's safeguard policies. This supervision will include field supervision missions, the review of the semi-annual progress reports, and follow up activities related to the environmental and social action plans developed as part of each mission. In this respect, the Operations Manual of the project will indicate that the Executing Agency shall prepare and present to the Bank’s satisfaction, an ESHS Compliance Report (ESCR), in the form and content agreed upon with the Bank, as presented in Annex C, as part of the semester progress report, until two years after construction is completed. The Bank will determine the format and frequency of its supervision activities according to the specific needs of the project.  The supervision of the project on behalf of the MOW will be carried out by the firm AMC WorldWide, which has already been contracted for sections I-III. AMC has a part-time environmental specialist who spends approximately 1 day a week undertaking site inspections to verify the contractors implementation, and compliance with, both the Environmental Compliance Certificate issued by the Department of Environment, and the environmental and social management plans and mitigation measures of the project, including the project’s Environmental and Social Management Plan (ESMP), which form part of the Construction Contractor’s contract, as well as the activities of the consultation plan for the project’s execution stage. | |
| 1. **Environmental and Social Requirements** | |
| In order to meet the requirements of the Bank’s Environmental and Social Safeguard Policies, the Government of Belize/Ministry of Works will comply to the satisfaction of the Bank with the ESHS contractual terms and conditions set forth in Annex B. These terms and conditions can only be modified with the prior written consent of the Bank, including clearance by ESG. These include: (i) special conditions for implementation of the ESHS Plans and measures as well as reporting and supervision requirements (standard in all IDB loans); (ii) special conditions addressing the specific mitigation plans and measures to address key environmental and social risks and impacts of this operation, prior to first disbursement and during execution; and (iii) conditions (and definitions) to be included in the Operating Manual. These conditions and definitions will be incorporated into the Loan Agreement and as such the Borrower is legally bound to comply with these conditions.  Additionally, the following conditions were required, and were satisfied prior to OPC:   * 1. Conduct community consultation meetings for each section of the road;   2. Publish the following documents:      1. Addendum to the ESIA, including the Socio Cultural Analysis, Gender Strategy and Action Plan, Communications Plan, and an updated version of the ESMP;      2. Resettlement and Livelihoods Restoration Plan;      3. Consultations and Stakeholder Engagement Plan and Consultation Summary Report.   3. Corrective Action Plan for BL-1019, which can be found at [EZSHARE-1448911133-10](https://idbg.sharepoint.com/teams/EZ-BL-LON/BL-L1019/_layouts/15/DocIdRedir.aspx?ID=EZSHARE-1448911133-10)   The final version of the documents is available at: <https://www.iadb.org/en/project/BL-L1029>  The ESMR was updated before the distribution of the Loan Proposal to OPC, to reflect key pending changes such as the resettlement and compensation measures, and information on the consultations carried out. | |
| 1. **Summary of Compliance with IDB Safeguard Policies** | |
| See Annex A for a summary of the safeguard policies and directives applicable to this operation. | |

**Annex A. Summary of Compliance with IDB Safeguard Policies[[1]](#footnote-1)**

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| Policies / Directives | **Applicable Policy / Directive Aspect** | **Compliance Status and Rationale with Policy / Directive Requirements** | **Requirements / Actions / Plans** |
| OP-703 Environment and Safeguards Compliance Policy | | | |
| B.2 Country Laws and Regulations | Belize norms | The Department of Environment issued an Environmental Compliance Plan (ECP) for the project in November 2016. The DOE monitors enforcement of any stipulations in the ECP. | Receive confirmation of legal width of right of way  Monitor the implementation of the Environmental Compliance Plan (ECP). |
| B.3 Screening and Classification | Screening (safeguard filters) and classification (impact and risk) | Full compliance achieved. The program has been classified as Category “B”. | No Action required. |
| B.4 Other Risk Factors | Capacity of Executing Agency | Compliance achievable through specific conditions established in legal documentation for actions over a defined period of time. Currently there is no dedicated environmental and social capacity. | Prior to First Disbursement: As part of the execution structure, one environmental specialist, and one social specialist will be appointed to address the socio-environmental requirements of the project as a condition precedent to the first disbursement of financing resources. |
| Impacts from associated facilities (particularly quarries) | Compliance achievable through specific conditions established in legal documentation for actions over a defined period of time. | Condition of Execution: The Borrower will ensure that each Contractor implement the ESMP, which includes a set of mitigation measures for Excavation and Quarries (particularly dust management). |
| B.5 Environmental Assessment and Plans Requirements | ESIA and ESMP | Compliance achieved (an ESIA/ESMP was developed in 2014, and updated in 2018).  The mitigation of temporary economic impacts on vendors is included as part of the Resettlement and Livelihoods restoration plan. | Special Conditions of Execution: The Borrower will comply with the ESIA, ESMP and its Addendum (and other plans), as well as a CAP issued under BL-L1019 (see Annex E). |
| B.5 Social  Assessment and Plans Requirements | Socio Cultural Analysis | Needed to assess the potential presence of Mayas and Garifuna populations.  A Socio Cultural Analysis was prepared and included as part of the Addendum to ESIA, indicating that no indigenous peoples or Garifuna populations are present in the area of the project.  The sociocultural analysis was prepared because there were Maya and Garifuna populations in Section 4 of the GPH, but that section is no longer part of the project. | No additional actions needed. |
| B.6 Consultation (including consultation with affected women, indigenous persons, and/or minority groups) | One round of consultations | Compliance achieved prior to OPC: Consultations were undertaken in 2014, and a new round of meaningful consultations took place in the second half of June 2018, in accordance with the Consultations and Stakeholder Engagement Plan.  The final version of the Consultation and and Stakeholder Engagement Plan, including a report of the consultations carried out, was published before OPC. | No additional actions needed. |
| B.7 Supervision and Compliance | Supervision provisions | Compliance achievable through specific conditions established in legal documentation for actions over a defined period of time. | The Borrower will be required to submit a summary on the environmental and social performance of the Program (including of the individual works), in form and substance satisfactory to the IDB, in its semi-annual reports to the IDB. |
| B.8 Transboundary Impacts | Potential transboundary socioeconomic impacts | No transboundary impacts were identified as part of the socioenvironmental studies. | No additional actions needed. |
| B.9 Natural Habitats | Habitat fragmentation/ barrier effect of road | Compliance achievable through specific conditions established in legal documentation for actions over a defined period of time. | Condition of Execution: The Borrower will ensure that each Contractor implement the ESMP, which includes a set of mitigation measures for Ecological and Biological Resources, and Vegetation Removal and Re-vegetation. |
| B.9 Invasive Species | N/A | N/A | N/A |
| B.9 Cultural Sites | Risks related to unearthed cultural artifact in points of archaeological interest in the Succotz bypass | Risks minimized by moving the alignment of the road (following a recommendation from the Department of Archaeology of Belize). | Condition of Execution: The Borrower will ensure that each Contractor implement the ESMP, which includes a set of mitigation measures for Archeological Resources. |
| B.10 Hazardous Materials | Potentially hazardous materials used in road construction | Compliance achievable through specific conditions established in legal documentation for actions over a defined period of time. | Condition of Execution: The Borrower will ensure that each Contractor implement the ESMP, which includes a set of mitigation measures for General Construction Practices and Materials Storage and Handling. |
| B.11 Pollution Prevention & Abatement | Pollution prevention | Minor GHG emissions and other construction waste/effluent. Compliance achievable through specific conditions established in legal documentation for actions over a defined period of time. | Condition of Execution: The Borrower will ensure that each Contractor implement the ESMP, which includes a set of mitigation measures for General Construction Practices. |
| B.12 Projects under Construction | Construction activities have begun on Section I and II under Loan BL-L1019. | Compliance achievable through specific conditions established in legal documentation for actions over a defined period of time.  The Corrective Action Plan for BL-L1019, was signed by MOW prior to distribution to OPC. | Condition of Execution: The Borrower will comply with the Corrective Action Plan issued for BL-L1019. |
| B.13 Noninvestment Lending and Flexible Lending Instruments | N/A | N/A | N/A |
| B.14 Multiple Phase and Repeat Loans | N/A | N/A | N/A |
| B.15 Co-financing Operations | N/A | N/A | N/A |
| B.16 In-Country Systems | N/A | N/A | N/A |
| B.17 Procurement | Contractors Management | Compliance achievable through specific conditions established in legal documentation for actions over a defined period of time. | Condition of Execution: The Borrower will ensure that each Contractor implement the ESMP (condition of Construction contract). |
| **OP-704 Natural Disaster Risk Management Policy** | | | |
| A.2 Analysis and management of Type 2 risk scenario | N/A | N/A | N/A |
| A.2 Contingency planning (Emergency response plan, Community health and safety plan, Occupational health and safety plan) | Contingency plans | Compliance achievable through specific conditions established in legal documentation for actions over a defined period of time. | Condition of Execution: The Borrower will ensure that each Contractor implement the ESMP, which includes a set of mitigation measures for Community Health and Safety. |
| **OP-710 Operational Policy on Involuntary Resettlement** | | | |
| Resettlement Minimization | Analysis of alternatives | The project performed adjustment to the road alignment to minimize the need for involuntary resettlement. | N/A |
| Resettlement Plan Consultations | Resettlement consultations | Consultations with project affected persons currently undergoing and expected to be completed before OPC.  Personalized consultations for compensation options were carried with the affected parties to be resettled on the resettlement compensation measures that each affected party may receive according to their specific circumstances; results are included in the final version of the Resettlement and Livelihoods Restoration Plan. | Additional dialog with the affected parties on the implementation of the resettlement and compensation measures, as needed. |
| Impoverishment Risk Analysis | Risk of impoverishment | Requirement of OP-710 | Included as part of the Resettlement and Livelihoods Restoration Plan. |
| Resettlement Plan and/or Resettlement Framework Requirement | Resettlement plan | Requirement of OP-710 | Included as part of the Resettlement and Livelihoods Restoration Plan. |
| Livelihood Restoration Program Requirement | Livelihood Restoration plan | Requirement of OP-703 | Included as part of the Resettlement and Livelihoods Restoration Plan. |
| Consent (Indigenous Peoples and other Rural Ethnic Minorities) | Indigenous peoples consent | No indigenous peoples identified among the resettled population, as confirmed by the Socio Cultural Analysis. | N/A |
| **OP-765 Operational Policy on Indigenous Peoples** | | | |
| Sociocultural Evaluation Requirement | Sociocultural analysis of Maya and Garifuna population potentially present in the area | A Socio Cultural Analysis was prepared and included as part of the Addendum to ESIA, indicating that no indigenous peoples or Garifuna populations are present in the area of the project. | N/A |
| Good-faith Negotiations and proper documentation | N/A | No adverse impacts on indigenous peoples were identified in the Socio Cultural Analysis. | N/A |
| Agreement with Affected Indigenous Peoples | N/A | No adverse impacts on indigenous peoples were identified in the Socio Cultural Analysis. |  |
| Indigenous Peoples Compensation, and Development Plan or Framework requirement | Mitigation measures as part of the Socio Cultural Analysis | No adverse impacts on indigenous peoples were identified in the Socio Cultural Analysis. | N/A |
| Discrimination Issues | Discrimination of Maya or Garifuna population | Not identified as part of the social studies. | N/A |
| Transborder Impacts | Potential transborder socioeconomic impacts | Not identified as part of the socioenvironmental studies. | N/A |
| Impacts on Isolated Indigenous Peoples | N/A | N/A | N/A |
| **OP-761 Operational Policy on Gender Equality in Development** | | | |
| Consultation and effective participation of women and men | Consultations | Ensure women are properly represented in consultations, stipulated in the Consultation and Stakeholder Engagement Plan.  The final version of the Consultation and Stakeholder Engagement Plan was published before OPC. | Condition of Execution: The Borrower will ensure that the ESMP is implemented. |
| Application of safeguard and risk analysis | Gender strategy and action plan | A Gender strategy and action plan was prepared to address the gender risks, as stipulated on OP-761.  The final version of the Gender Strategy and Action Plan was published before OPC, as part of the addenda to the ESIA/updated ESMP. | Condition of Execution: The Borrower will ensure that the ESMP is implemented. |
| **OP-102 Access to Information Policy** | | | |
| Disclosure of relevant Environmental and Social Assessments Prior to Analysis Mission, QRR, OPC and submission of the operation for Board consideration | Project’s ESHS documents  (ESIA Addendum /updated ESMP, Resettlement and Livelihoods Restoration Plan, and Consultation and Stakeholder Engagement Plan and report of consultations carried out | Full compliance achieved prior to analysis mission (Fit for disclosure ESIA/ESMP and RLP was disclosed on the IDB website on May 23 and 25, 2018).  Full compliance also achieved prior to OPC (Final versions of ESHS documents were disclosed prior to OPC). | Condition of Execution: The Borrower will ensure that the ESHS plans are implemented. |
| Provisions for Disclosure of Environmental and Social Documents during Project Implementation | Ongoing disclosure and communications) | Compliance achievable through specific conditions established in legal documentation for actions over a defined period of time. | Condition of execution:  Implementation of the ESIA/ESMP Addendum which includes the Communications Plan. |

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| **Annex B. ESHS Legal Requirements** |
| **ESHS Conditions of the Loan Agreement**  The following ESHS conditions are required to be fulfilled to the satisfaction of the Bank and will be included in the Loan Agreement in order to comply with the Bank’s ESHS Safeguard Policies: |
| **A. Clauses to be Incorporated in the Special Conditions** |
| **(1) Conditions for First Disbursement of the Loan**  (a) As part of the execution structure, one environmental specialist, and one social specialist will be appointed to address the socio-environmental requirements of the project as a condition precedent to the first disbursement of financing resources.  *Justification: The executing agency does not have a governance structure nor adequate staff in place to ensure the adequate implementation of the ESHS requirements of the Bank*  (b) The Executing Agency shall present evidence that it has (i) adopted the grievance redress mechanism; (ii) implemented the measures of the Resettlement and Livelihoods Restoration Plan, for Sections I (Roaring Creek Bridge) and Section II (Roaring Creek to Iguana Creek Junction) of the Project.  *Justification: (i) A functioning grievance redress mechanism is necessary to ensure that people have the means to express their concerns or complaints against any area of the project; (ii) since Sections I and II of the road are already in construction, the resettlement and compensation measures must be implemented before the construction works.* |
| **(2) Special Conditions of Execution**  (a) The Borrower agrees to design, build, operate, maintain, and monitor the Project and manage the ESHS risks of the Project’s Associated Facilities directly or through the Executing Agency or through every other contractor, operator or any other person performing Project related activities in accordance with the environmental, social, occupational health provisions provided for in the Operation Manual, the Environmental and Social Impact Assessment and the Environmental and Social Management Plan and its Addendum, the Resettlement and Livelihoods Restoration Plan and other environmental, social and occupational health plans and requirements included in the Corrective Action Plan.  ***Justification:*** *This obligation is required based on the ESG classification of the Project as Category B in order to ensure fulfillment of the requirements included in all the analysis, plans and documents related to the management of the socio-environmental issues in the Project by the Executing Agency and also by any contractor, operator, or any person who implements project activities. More specifically this clause enforces and operationalizes Article 6.06, paragraph a) of the General Conditions.*  (b) Prior to the start of construction for Section III of the Project, the Executing Agency shall present evidence to the satisfaction of the Bank that it has fully implemented the Resettlement and Livelihoods Restoration Plan for Section III.  *Justification: The physical resettlement needs to happen before construction works start to avoid risks to the physical integrity, accessibility and livelihoods of the affected parties.* |
| **B. Provisions to be included in the Operational Manual (“ROP”)** |
| (1) The MOW will present evidence to the Bank’s satisfaction that it has secured the necessary ESHS permits, releases and authorizations required by the Project prior to beginning construction works applicable to that road segment, including but not limited to the ones issued by the Department of Environment and the Institute of Archaeology.  (2) Any substantive changes to the ESHS Plans shall be in writing and approved by the Bank in a manner consistent with the Bank's environmental and social safeguards policies.  (3) With respect to the Project and its Associated Facilities, the Executing Agency shall notify the Bank in writing within ten (10) days of any (i) potential or actual material noncompliance with the environmental and social requirements; (ii) accidents, incidents or other significant events (such as spills, fires, discharges of hazardous substances); (iii) significant actual or imminent social conflicts; (iv) ESHS regulatory action (such as government inspections, reports, and actions, significant changes, judicial and arbitral claims, etc.); or (v) any newly identified environmental and social risks and impacts, that may affect the environmental and social aspects of the Project and of its Associated Facilities. In each case such notice shall include reports and actions taken, or proposed, with respect to such events.  (4) The Executing Agency shall prepare and present to the Bank’s satisfaction, an ESHS Compliance Report (ESCR), in the form and content agreed upon with the Bank as presented in Annex C, as part of the semester progress report, and until two years after construction is completed.”  (5) The Executing Agency shall implement participatory processes with the projects stakeholders regarding the project works and its environmental and social aspects before and during the construction works, to ensure that the people and communities involved be informed about the project actual or planned developments, and to have the opportunity to have their socioenvironmental concerns addressed.  (6) The Executing Agency shall publicly disseminate the ESHS documents, including studies, management plans, and other documents prepared both during the construction and operation of the project, including the documentation that the contractor will prepare to manage environmental and social aspects.  (7) Definitions. In relation to the Project and its environmental and social management, the following definitions shall apply:   * **Environmental Officer.** The Environmental, Health and Safety Officer’s role will be to (i) review tender documents and contracts to ensure inclusion of environmental and social requirements; (ii) meet with contractors to discuss requirements; (iii) develop inspection schedules and reporting and corrective action mechanisms; (iv) supervise compliance in the field; (v) liaise with Ministry of Environment and facilitate inspections and monitoring, (vi) report to the PEU on environmental and social compliance; (vii) prepare a semi-annual environmental and social compliance report to be submitted to the IDB. * **Social Specialist.** The main tasks of this professional will be to (i) review project documents and contracts to ensure inclusion of the social requirements established in the ESMP and other social management plans; (ii) conduct inspections to supervise compliance in the field and request corrective actions as needed; (iv) ensure that the Grievance Redress Mechanism is fully operational; (v) liaise with other government agencies to ensure the implementation of the social management plans; (vi) report to the PEU on social compliance; and (vii) prepare the social section of the semi-annual compliance report to be submitted to the IDB. * **The Environmental and Social Impact Assessment (ESIA), Environmental and Social Management Plan (ESMP) and Addendum** refers to the [ESIA and ESMP](https://www.iadb.org/Document.cfm?id=EZSHARE-1793277437-14) published on the Bank’s website dated July, 2014, and its [Addendum](https://www.iadb.org/Document.cfm?id=EZSHARE-1793277437-15), published on the Banks website dated June, 2018. * **Resettlement and Livelihoods Plan** refers to the Plan published on the Banks website dated June, 2018. * **Grievance Redress Mechanism (GRM).** The GRM is a mechanism to receive and act on complaints and grievances reported by customers of a private organization or public citizens accessing a government service. Grievance Redressal may be handled directly by organizations through their own websites or through call centers. |

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| **Annex C: Content of the ESHS Compliance Report (ESCR)** |
| The Executing Agency shall prepare and present to the Bank’s satisfaction, an ESHS Compliance Report (ESCR), including the topics presented in this annex, as part of the semester progress report. This report must be presented during the execution stage of the project, until two years after construction is completed.  **TABLE OF CONTENTS**  1. EXECUTIVE SUMMARY  [Brief summary of the Environmental, Social, Health and Safety (ESHS) status of the project]  2. INTRODUCTION  [Objective and Purpose of Report]  3. STATUS OF PROJECT CONSTRUCTION ACTIVITIES  [Areas cleared and readied, quantities of earth and gravel moved and installed, culverts and bridges prepared or in progress, etc. Describe any changes to project design or implementation schedule]  4. Permitting status  [Notifications, communication with any relevant ESHS Authorities, inspections, submittals, renewals of permits, fees or fines; follow-up on past notifications or close-out; summary of Supervision Consultant report on the ECP]  5. STATUS OF THE ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN (ESMP)  [Listing of individual Mitigation Measures 1-17 and actions to implement them; results of monitoring according to each ESMP]  6. STATUS OF ReSETTLEMENT AND Livelihood Restoration Plan  [Parcels acquired, leased, or affected by design changes; valuation and payment actions]  7. STATUS OF THE ESHS LOAN AGREEMENT REQUIREMENTS  [Overall Status of all the requirements; Compliance (previous, current); Compliance Action Plan (CAP) item status, completion or close-out; notifications of accidents or other Loan Conditions]  8. ROAD SAFETY PROGRAM  [Accident monitoring data; “critical zones” added or removed; actions taken to improve safety at “critical zones” and elsewhere; links to other Programs]  9. NEW ISSUES, RISKS, OR ADVANCES  [Describe any new problems or situations requiring focus and effort; any achievements, advances, or significant progress]  10. Annexes  [Include copy of any relevant documentation; record of grievances, photographs, etc.] |

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| **Annex D: Maps of the Area** |
| The project is located in sections I and II (now reclassified as sections I, II and III) of the road  C:\RODOLFO\PROJECTS\Belize\BL-L1029\Protected Areas Map.JPG  Protected areas in the region where the project is located |

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| **Annex E. Corrective Action Plan BL-L1019** |
| The following actions will be implemented in the short-term to ensure that construction activities underway in Sections 1 and 2 of the GPHR Project comply with the IDB’s environmental and social requirements, and those detailed in the Environmental and Social Management Plan (ESMP) prepared for BL-L1019, and included in the Special Conditions of Contract (GCC 2.3 – ref Annex XI) of the contracts with M&M Engineering Limited (Construction Contractor Section 1) and Teichroeb & Sons Limited (Construction Contractor Section 2), supervised by IMC Worldwide (the Supervision Engineer). This is an update of the CAP signed in July 18, 2018 which contained an additional 12 items that have subsequently been closed out. |

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|  | Action | Risk/ Impact | Evidence | Responsible | New Date |
| 1 | Commence daily monitoring of dust and noise at Roaring Creek Bridge (Section 1) and at key points in Section 2 (near communities or receptors) | Community health and safety | Equipment purchase, weekly reports | M&M Engineering Limited and IMC Worldwide | Nov 30, 2018 |
| 2 | Commence daily monitoring of turbidity at Roaring Creek up- and down-stream of bridge | Water quality degradation | Equipment purchase, weekly reports | M&M Engineering and IMC Worldwide | Visual monitoring: immediately.  Equipment by Nov 30, 2018 |
| 3 | Conclude pending negotiations with affected parties in Section 1, as per the Resettlement and Livelihoods Rehabilitation Plan, or agree with the IDB, and implement alternative solutions for particular cases (update to the Resettlement Plan) (section 1) | Involuntary resettlement and impacts on livelihoods | Signed agreements with each party | PEU | Nov 30, 2018 |
| 4 | Conclude pending negotiations with affected parties in Section 2, as per the Resettlement and Livelihoods Rehabilitation Plan (section 2) | Involuntary resettlement and impacts on livelihoods | Signed agreements with each party | PEU | Nov 30, 2018 |
| 5 | Hire a Social Specialist at MOW | Managing the social impacts of project | CV | PEU | Oct 31, 2018 |

1. Please note that ESG is working on preparing a compliance checklist. [↑](#footnote-ref-1)