

# **Zona Franca Multimodal Caucedo SA**

## **PUERTO CAUCEDO MULTIMODAL TERMINAL PROGRAM MANAGEMENT CONSULTANCY**

### **Resettlement Action Plan**

**48557/D071 – rev02  
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**Puerto Caucedo Multimodal Terminal**  
**Resettlement Action Plan**

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## **1 INTRODUCTION**

### **1.1 Need for a Resettlement Action Plan**

The Environmental Impact Statement (EIS) for the Puerto Caucedo Multimodal Terminal identified a number of measures to mitigate the negative impacts of the proposed project. One of the negative impacts relates to the need for resettlement of up to 75 houses along the access road that leads to the site. This figure has been updated and the current estimate is that no more than 44 residential properties and 6 businesses will need to relocate (see table 2). In order to mitigate this impact, the EIS proposed that a Resettlement Action Plan (RAP) be developed to implement and manage the proposed resettlement.

The EIS also noted that the upgrading of the access road to the quarry had the potential of displacing additional dwellings. Refinement of the methodology to be used to supply materials to the site has led to the selection of a different source of materials, which are accessible via major highways. Extension of the RAP to cover this element of the project is therefore not needed and the RAP will concentrate on the resettlement required along the access road to the site from Autopista Las Americas.

### **1.2 Description of the Project**

Caucedo Investments Inc. (CII) proposes to develop a container terminal at Cabo Caucedo in the Dominican Republic. The location of the site is shown in Figure 1 in Appendix A. The project, located 25km east of Santo Domingo, comprises the construction of a breakwater some 950m in length, 600m of quay wall with berthing facilities, 1,350,000m<sup>3</sup> of dredging, a container yard and associated buildings.

The development will take place in two phases.

Phase 1 of the project involves:

- All necessary baseline surveys and investigations
- Design and construction of marine works including:
  - Dredging
  - Reclamation
  - 600m length of container berth protected by a new breakwater and reclamation
  - 460m of multi-purpose quay
- Design and construction of Terminal works including:
  - Container yard
  - Circulation and parking areas
  - Buildings
  - Mechanical and Electrical services
  - Lighting
- Design and construction of the access road to the site and utility connections external to site
- Procurement, fabrication, installation and commissioning of four to five shore container cranes and yard equipment

Phase 1 of the project will be implemented to allow operations to commence in the first quarter of 2003.

Phase 2 of the project involves:

- Design and construction of marine works including:
  - Dredging
  - Extension of container berth by 400m
  - Extension of the breakwater
- Procurement and commissioning of three to four container cranes and associated yard equipment

Figure 2 shows the general layout of the port and identifies items constructed in Phase 1 and in Phase 2. Phase 2 will be implemented when the terminal has been operational for some time. The expansion will depend on the success of the terminal in attracting business and the operational efficiencies that are achieved.

To the west of the port an area of some 27.7Ha will be developed as a commercial zone for light industry and manufacturing services. Both the port and the commercial zone have been granted Free Trade Status by Presidential Decree.

Access to the port will be via an access road. The access road will be constructed within a land corridor provided by Government through the Executive Power Decree No. 29-98 dated January 28, 1998 (Appendix D), and will follow the alignment of the existing dirt road which runs from Autopista Las Americas to the north western boundary of the site. Due to the nature of the traffic that will utilize the port, the dirt road needs to be widened to a dual carriageway.

Construction of the access road will start in April 2002 at the earliest, with the earth-formation works. Subgrade and paving of the road will begin in January 2003. The access road will be a public road and will be utilized by the port, the Free Trade Zone, the AES power plant on Caucedo Point (now under construction), and other businesses in the Caucedo peninsula. Local authorities will maintain the road and will be responsible for safety policing.

Along the alignment of the access road there are sections where squatters have occupied the road corridor. The entire length of this road corridor lies on land owned by the State Sugar Company (Consejo Estatal del Azúcar—CEA).

The container port will be constructed on land owned by the developers and there are no persons occupying this land.

### 1.3 Project Impacts

In the development of the EIS a number of socio-economic impacts were determined. These impacts are summarised in Table 1, for reference, along with the key mitigation measures proposed in the EIS.

Issue	Key Potential Impacts	Key Mitigation Measures
<b>Socio-economic issues</b>		
Resettlement	<ul style="list-style-type: none"> <li>• Resettlement of up to 75 houses along the access road.</li> <li>• Potential relocation of houses along access road to quarry if applicable.</li> </ul>	<p>A resettlement plan will be developed, which will include:</p> <ul style="list-style-type: none"> <li>• A census survey of displaced persons and valuation of assets.</li> <li>• Description resettlement assistance to be provided.</li> <li>• Consultations with displaced people about acceptable alternatives.</li> </ul>

Issue	Key Potential Impacts	Key Mitigation Measures
		<ul style="list-style-type: none"> <li>• Institutional responsibility for implementation and procedures for grievance redress.</li> <li>• Arrangements for monitoring and implementation.</li> <li>• A timetable and budget.</li> </ul>
Traffic	<ul style="list-style-type: none"> <li>• Air quality / noise impacts from access road traffic</li> </ul>	<ul style="list-style-type: none"> <li>• Resettlement will be carried out where necessary for the protection of health / well-being.</li> <li>• Earth mounds, fencing or vegetation are well recognized as a screen to reduce noise transmissions / migration of air quality pollutants</li> </ul>
	<ul style="list-style-type: none"> <li>• General impacts caused by construction vehicles / operational traffic</li> </ul>	<ul style="list-style-type: none"> <li>• No traffic will be allowed through Boca Chica or through the central and residential part of Andrés.</li> <li>• Access routes making use of the roads presently serving the port and sugar cane factory or the road to the west of the village of Andrés will be used.</li> <li>• Vehicle speeds will be maintained at a level appropriate to the local conditions for pedestrian safety.</li> <li>• Use of horns will be restricted to emergency situations.</li> <li>• Close liaison and consultation with SEOPC will be maintained to ensure minimal disruption.</li> <li>• As far as practicable, materials will be brought to the site by shipment through the port of Andrés</li> </ul>
Potential for uncontrolled development similar to that at Haina	<ul style="list-style-type: none"> <li>• Low quality development will degrade the area generally</li> </ul>	<ul style="list-style-type: none"> <li>• Cafeteria and other facilities will be provided within terminal.</li> <li>• Workers will be drawn primarily from local community, thereby minimising the likelihood of undesirables travelling to the area to service the needs of non-resident workers.</li> </ul>
Effect on local economy	<ul style="list-style-type: none"> <li>• The proposed project (the port and the associated Free Trade Zone) will create 1,000 jobs during the construction phase and 5,000 to 8,000 direct jobs during operation with a further 15,000 indirect jobs and will provide jobs for a significant percentage of the population who are currently unemployed / extremely poor</li> <li>• Lack of training may preclude</li> </ul>	<ul style="list-style-type: none"> <li>• Basic skills training will be offered where appropriate in advance of start up of operations.</li> <li>• Priority will be given to the employment of local labour.</li> </ul>

Issue	Key Potential Impacts	Key Mitigation Measures
	local people from taking higher paid, skilled jobs.	

**Table 1. Key Potential Impacts and Mitigation Measures (Selected Items from the Environmental Impact Statement).**

It is anticipated that approximately 90% of the jobs created by the Free Trade Zone and the Port will be filled by persons living in the surrounding communities. As part of the detailed survey on the occupants of property along the access road corridor the age and education level of all family members will be documented, as well as their level of interest in working for jobs to be generated by the project. This information will serve to ensure that all displaced people that express an interest in working for the project during construction or operation have priority in obtaining adequate training and opportunities of employment. Once the interested people have been through the appropriate training, or have demonstrated their ability to perform a given job the sponsors will take positive action to ensure that displaced people are given priority to be employed in the project.

The location of the port is such that, in terms of the need for resettlement, only the access road will directly impact on people residing in the area. Drawing 48557/C/001 (see Figure 2, Appendix A) shows the proposed preliminary alignment of the access road and indicates those properties that may be affected. The numbering of the properties relates to a housing survey undertaken by Dr. Rafaelito Lluberes<sup>1</sup> and which is included here in Appendix B. Whilst this survey provides baseline data on the maximum number and type of properties along the access road, the actual number of properties to be affected by the development will not be known until September 30, 2001.

The access road is being designed in coordination with AES, which is planning to build a transmission line that will closely follow the route of the existing dirt road. Coordination between the two projects is necessary in order to avoid multiple impacts to affected people.

The preliminary layout of the road has been designed so as to minimize the number of properties affected. Accordingly, the alignment shown on drawing 48557/C/001 limits the impact of road construction to properties along the eastern side of the road corridor, where preliminary surveys have shown the land to be predominantly owned by the Government, and where a smaller number of affected properties would lie.

A preliminary assessment has been carried out to assess the number of properties that may be affected by the access road. These are summarised by type in Table 2.

Type of Property	Number Affected
Residential	44
Industrial or Other Places of Employment	2
Schools	1
Properties under construction	10
<b>Total</b>	<b>57</b>

**Table 2. Preliminary Assessment of Affected Properties**

As noted, the figures given in Table 2 are preliminary. The actual number could be lower but not higher, because all potentially affected properties lie on the eastern side of the road corridor

<sup>1</sup> Dr. Rafaelito Lluberes is employed as a consultant in local affairs by the Caucedo Development Corporation (CDC).

and have been surveyed. Properties on the western side will not be affected in order to minimize resettlement and reduce compensation costs; however if the analysis on the alignment of the road currently being conducted indicates that by affecting the Western side for a certain length results in fewer resettlements, then these persons will be included in the consultation and survey process.

Further information is being collected as part of the preparation of this RAP. Appendix E presents the template being used to gather basic socio-economic data for the people that will be affected along the access road corridor. Such information will refer to the impacts of the project on:

- Current land use and land tenure (number of residents that will have to relocate, number of dwellings affected, economic activities that will be disrupted permanently or temporarily, etc.);
- Income of displaced families; and
- Vulnerable people (e.g., female-headed households with low income, disabled people without families, the elderly, etc.).

Preliminary data indicates that all properties are illegally occupied since the land surrounding access road corridor belongs to the State Sugar Counsel. Most of the properties are only partially affected given that the large majority (80+%) of the dwellings and structures are built on the back of the land plots. The profile of the families along the corridor is similar to that indicated in the socio-economic study. Vulnerable people will be identified through the detailed socio-economic survey of the population living or conducting business along the access road. This survey is currently being carried out and its results will be submitted to IFC as part of the RAP Supplement I on or before October 15, 2001 (see section 7.1). The RAP Supplement I will also include measures to address the needs of vulnerable people displaced by the project.

The above impacts depend to some degree on the final design of the access road. Currently, the project is carrying out a land survey to quantify the amount of land to be taken and has also contracted a community relations consultant to assess the economic and social profile of affected families and their preferences in terms of compensation and relocation. Based on the final design and the preferences of affected families, the relocation site or sites will be chosen in the vicinity of Andres, Las Brisas de Caucedo and El Brisal. There are new subdivisions being developed by local real estate companies that might be used to build housing for people that select this alternative. These new subdivisions are located on the North side of Las Americas Avenue but are within a three km radius of the affected wards. With the development of the FTZ, there will be transportation available between the project site and several points in the general area of Andres – Boca Chica

#### **1.4 Objectives of the Resettlement Action Plan (RAP)**

The main objectives of the Resettlement Action Plan are to:

- Ensure that land acquisition for the access road is undertaken in compliance with Dominican legislation and World Bank Group's policy on involuntary resettlement;
- Develop procedures for meaningful consultation with the affected people;
- Establish compensation measures for each category of affected people;



- Develop a program to address any loss of income as well as any increased expenditures that occur as a result of land acquisition for the project;
- Identify vulnerable segments of the population and design procedures to mitigate adverse project impacts on vulnerable groups;
- Put in place a system to monitor the implementation of the plan and the situation of the resettled families.

The means by which these objectives are to be achieved are set out in this RAP.

## **2 CENSUS SURVEY OF DISPLACED PERSONS AND VALUATION OF ASSETS**

### **2.1 Baseline Information**

#### **2.1.1 Socio-economic Study**

A socio-economic study was undertaken by a local Dominican specialist consultancy, Indotec, as part of the EIS. The socio-economic study included reconnaissance visits, interviews with ward leaders and Government officials, focus group meetings with key community sectors and a survey of 793 people in the four wards affected by the project; Miramar, Brisas de Caucedo, El Brisal and Bella Vista. The wards of Las Brisas de Caucedo and El Brisal are located along the access road. The Neighborhood Association of El Brisal estimated that there are 400 dwellings in the ward; the ward of Brisas Caucedo has about 600 dwellings built on land that is property of the State Sugar Council. The questionnaire used in the survey included questions related to the:

- Nature of the property; construction materials, owned/rented etc.
- Provision of sanitation and facilities for potable water
- Age, number, health and education level of family members
- Employment history and income
- Knowledge of and views on the proposed project

There is a small community of approximately 120 properties and a school along the existing dirt road from Autopista Las Américas to the site. Of these 120, approximately 57 dwellings will be affected by the construction of the access road, either by loss of land, loss of housing or loss of business. The socio-economic study was undertaken for the Andrés Boca Chica area and is representative of the whole area including that along the proposed access road.

The key results of the survey are summarised briefly below.

- **Housing**

92% of those surveyed live in detached houses. This high percentage is attributed to the fact that 85% of the interviewees have built their house either legally or illegally; on land owned by the State Sugar Council, and no multifamily developments have been carried out. The housing occupied by the majority of those interviewed is considered good or acceptable, which is defined by the construction materials used for the walls, roof, and floor. 17% of houses are constructed of materials such as royal palm or waste materials, which is considered very poor condition housing.

- **Sanitation and water supply**

Only 17% of interviewees had a water supply within their house. 46% obtained their water from wells, rainwater or water collected in cisterns. 45% of those without a water supply stated that the average distance of the water supply from their house was approximately 500 m.

Andrés does not have a sewerage system and only 10% of interviewees disposed of their sewage through a septic system, whilst 15% of households have no sanitary facilities whatsoever.

- Health

75% of those interviewed thought that dust was the key contaminant in their neighbourhood; in the wards surveyed there are no asphalt roads, 25% of interviewees attributed the dust problem to road traffic.

95% of those interviewed had heard of an AIDS problem in Boca Chica and 30% knew people in their ward who were infected. 54% considered that the prostitution prevalent in Boca Chica was the principal cause of the problem.

- Education

52% had completed elementary education, 21% had reached high school, 12% were illiterate, and 3% had reached university level.

- Household size

The majority of households interviewed were relatively small; 87% had less than eight members and 89% had no extended family members living in the household. This can be attributed to the high levels of unemployment in the four wards studied. The lack of resources prevents them from welcoming other relatives of minor incoming revenues, generally from the rural zone.

- Employment

Some 54% of the heads of family interviewed were unemployed at the time the interview took place. Five percent of those who were employed worked in the hotels in Boca Chica, whilst 20% of interviewees stated that they had a relative employed by the hotels in Boca Chica. However the relationships, if any, between interviewees is not known and so this 20% figure should be treated with caution, as it is possible that there is some double counting.

A number of interviewees expressed the view that the percentage of local residents employed by the hotels is very low and that the hoteliers prefer to use workers from other areas, particularly Santo Domingo; data was not obtained to substantiate this opinion.

Previous surveys indicate that almost half of those households classified as living in extreme poverty in Andrés and Boca Chica have head of household that are unemployed (46% and 44.7% respectively). In the non-extreme poverty group, these fractions fall slightly to 37.3% and 36.2% respectively.

### **2.1.2 Informal Census**

In addition to the survey undertaken by Indotec, an informal census of residents along the dirt road has been carried out by Dr. Rafaelito Lluberés to determine current owners and users of the land, the materials used in construction of the houses and the legal characteristics of the households. The results of this survey are contained here in Appendix B and summarised in Table 3.

Boundary	Type of Property	Total Number
East	1 story residential properties	42
	2 story residential properties	2
	Industrial or Other Places of Employment	2
	Schools	1
	Properties being built	10
	Open or Empty Lots	22
West	1 story residential properties	50
	2 story residential properties	6
	Industrial or Other Places of Employment	5
	Properties being built	14
	Open or Empty Lots	16

**Table 3: Summary of Properties Along the Access Road**

For the purposes of this preliminary assessment it has been assumed that all of the properties along the East boundary of the road will be affected. In practice it is possible that some of these may not be affected. The numbers given in the upper part of Table 3 are therefore to be taken as a maximum. In principle, the properties along the West boundary will not be affected.

Of the properties along the eastern boundary 70% have zinc roofs and are therefore considered of low value.

Those properties along the eastern boundary categorised under ‘Industrial or Other Places of Employment’ are as follows:

- 1 colmado (grocery shop)
- 1 haircut salon
- 1 small public school

## **2.2 Detailed Socio-economic Survey along the Access Road**

The informal census is being complemented by a more specific socio-economic survey along the access road such that a full set of data is obtained. The template of this survey is presented in Appendix E and includes queries on the following:

- current owners and/or users of the land to be affected along the access road;
- families and/or individuals that will be forced to relocate;
- families and/or individuals that will lose access to land with an economic use (agricultural, commercial or industrial);
- information on family income derived from both formal and informal economic activity by families that will be forced to relocate outside of the Right of Way;
- information on vulnerable groups or persons for whom special provisions may have to be made; and
- an inventory of individual losses (land, dwellings, crops, etc.) which specifies whether the loss is total or partial.

### **3 INSTITUTIONAL RESPONSIBILITY FOR IMPLEMENTATION AND PROCEDURES FOR GRIEVANCE REDRESS**

#### **3.1 Legal and Policy Framework**

The basic principles associated with land ownership in the Dominican Republic were established in preparation of the EIS. These are summarized below.

##### **3.1.1 Background**

In the Dominican Republic the rights of land ownership are set out in Law No. 1542 on Land Registration, dated October 11, 1947, and which dictates that such rights are wholly dependent upon whether the land in question has been officially registered. Such registration requires that the land is cadastrally measured and the Land Court issues a Certificate of Title.

If the land is registered, ownership of it resides in the holders of the Certificates of Title. Persons illegally residing on the land ('squatters') are not able, at any time, to claim ownership of it or have any right to compensation.

If the land is unregistered, articles 2229 and 2262 from the Civil Code of the Dominican Republic provides that the land may be claimed by the persons residing so long as they can prove that they have had a continuous, peaceful and uninterrupted possession of the land for a 20-year period.

It is understood that in the vicinity of the development at Punta Caucedo, all land has been cadastrally measured and registered and so in affect is 'owned'.

##### **3.1.2 Acquisition of land from Legal Owners**

Article 194 of Law No. 1542 covers the transfer of title between the seller and the purchaser of land. This article provides that in order for the purchaser to obtain the registration of the land he must present to the Office of the Register of Title the document of purchase and the Certificate of Title of the Land, in order for the Register to issue a new Certificate of Title with the name of the new owner.

The nature of compensation associated with acquisition of land from legal but displaced owners is not determined by any legislation. However, the parties could use the valuation of the "Dirección General de Impuestos Internos", or could agree to use a private company for such valuation. Under normal circumstances those purchasing the land are required to make payment to the owners within the term they have agreed. There is not term required for the new owner to register the land with the Register of Land.

Once the acquisition takes place if the displaced owners dispute the acquisition there is no such thing as re-evaluation recourse because of article 1134 of the Civil Code. Under normal circumstances the body assembled to consider the matter is the local trial courts.

##### **3.1.3 Acquisition of Land from Illegal Residents**

Acquisition of land from illegal residents or 'squatters' is covered by Article 260 of Law No. 1542. To evict squatters from the land requires application of the law through the State Attorney's Office ("Oficina del Abogado del Estado") who act upon receipt of a written request from the landowners. Such written request must include copies of the Certificates of Titles.

In accordance with the procedure the State Attorney's Office notifies the illegal residents via bailiff acts and requires them to voluntarily abandon the land. A 15-day term is usually granted to the squatters for them to leave. Should the squatters ignore such request, the State Attorney is authorized to request the use of public force, via the Police and sometimes members of the armed forces, to forcefully evict them.

However, because of the large numbers of squatters in the Dominican Republic and the social sensitivities surrounding this problem, the authorities are usually reluctant to resort to forceful evictions. It is noted however that in cases where the State has a special interest in evicting squatters from a given piece of land it is authorized by law to act quite rapidly.

As noted earlier, squatters have no rights to compensation for eviction from land that they have no legal right to be residing upon. Should the squatters dispute the move to resettle them they have no right to take any action. If they initiate any action they must address to the State Attorney's Office whom will not be able to determine a course of action since they have no right to be in the Land.

### **3.2 Requirements of the International Finance Corporation (IFC)**

IFC's Policy on Involuntary Resettlement covers direct economic and social impacts under IFC-financed projects caused by the involuntary taking of land resulting in (i) relocation or loss of shelter; (ii) loss of assets or access to assets; or (iii) loss of income sources or means of livelihood, whether or not the affected persons must move to another location. According to the policy, displaced persons must be:

- informed about their options and rights pertaining to compensation and resettlement; and
- provided prompt and effective compensation at full replacement cost for losses of assets attributable to the project.

In cases where relocation is necessary, displaced persons must be:

- consulted, offered choices, and provided with technically and economically feasible resettlement alternatives;
- provided assistance (such as moving allowances) during relocation;
- provided with residential housing, or housing sites, or as required, agricultural sites for which a combination of productive potential, locational advantages and other factors is at least equivalent to the advantages of the old site; and
- offered support during the transition period and provided with development assistance.

In addition, special attention is to be paid to the needs of vulnerable groups among those displaced, including the very poor, the elderly, and women and children.

Preference should be given to land-based resettlement options for displaced persons whose livelihoods are land-based. These options may include resettlement on public land, or on private land acquired or purchased for resettlement. Whenever replacement land is offered, resettlers are provided with land for which a combination of productive potential, locational advantages, and other factors is at least equivalent to the advantages of the old site.

Payment of cash compensation for lost assets may be appropriate where (i) livelihoods are land-based but the land taken for the project is a small fraction of the affected asset and the residual land is economically viable; (ii) active markets for land, housing and labor exist, and there is sufficient supply of land and housing; or (iii) livelihoods are not land-based. Cash

compensation levels should be sufficient to replace the lost land and other assets at full replacement cost in local markets.

### **3.3 Responsibilities for Implementation**

Whilst CII will maintain ultimate responsibility for implementation of this RAP and the procedures set out herein, it will look to its Dominican partner, Caucedo Development Corporation (CDC), to assist it.

CDC will maintain responsibility for arranging the resettlement of any displaced parties and for the provision of suitable alternative accommodation and associated facilities as set out in Section 3 of this RAP. CDC will call upon local utility providers to assist in the provision of some of the facilities listed. Such relationships and the scope of services to be provided by each party are still being developed.

CDC together with CII will be jointly responsible for implementing the mitigation and compensation measures described in this document, such as the payment of cash compensation.

CII's Program Manager for the development, Mouchel Consulting Limited, will assist both CDC and CII throughout the design and administration of the process.

### **3.4 Grievance Procedures**

In order to ensure that resettlement is carried out in accordance with the standards and procedures set out herein, CII will arrange for the setting up of a committee to oversee implementation and take actions in response to grievances. The members and specific functions of this committee will be defined in Supplement I of the RAP. This Supplement will also describe the step-by-step process for registering and addressing grievances and provide specific details regarding a cost-free process for registering complaints.

## **4 COMPENSATION AND RESETTLEMENT ASSISTANCE**

### **4.1 Compensation Measures**

In the large majority of projects that require the expropriation or acquisition of land, the government is charged with the task of vacating and resettling dwellers of properties affected by the project. This approach however can create some animosity on the local population towards the project. The fact of the matter is that most people are squatters without legal rights to the land they occupy. If an official commission is sent, the people affected get close to nothing based on official valuations of their property and rights. The sponsors propose a better compensation scheme without having to involve government officials so that good community relationships are maintained.

In the proposed approach an independent appraiser acceptable to IFC will estimate the replacement cost of lost assets, and a series of resettlement options will be provided to the displaced people. A Compensation Matrix was developed to define the entitlements for each category of affected people (see Appendix C). The results of the independent appraisal of affected properties will be submitted to IFC as RAP Supplement II on or before October 29, 2001.

A summary of the types of property found along the access road is presented in Table 4 below. The table in Appendix C details specific compensation based on ownership, economic use, and amount of property affected:

<b>Category of Affected Lot</b>	<b>Approx. No.</b>
Lots with no dwellings or other structures	22
Lots with structures occupied by small businesses	2
Lots with dwellings.	~54
Public School	1

**Table 4 Summary of Affected Lots**

The compensation rates will be determined on the basis of the independent appraisal. However, the compensation rates may be modified on the basis of negotiations conducted on a case-by-case basis to ensure an amiable and expeditious settlement. The rates to be paid as compensation to the two local businesses will be based on the appraised value of the structures they occupy and the appraised value of the business.

Once the valuation of lost assets has been conducted, the affected occupants will be offered a variety of alternatives and will select the form of compensation that best fits their needs and desires. There will be three major alternatives offered to the affected families:

- Monetary compensation for loss of assets at replacement cost;
- In cases where relocation is necessary, displaced persons will be offered an existing property of their choice of similar value.
- In cases where relocation is necessary, displaced persons will be offered a property of similar standards, purposely built for the displaced family.



Once preferences of displaced families are known, the availability of comparable housing in the local market will be assessed. It is anticipated that the resettlement site will be located in a close-by land plot within the wards of El Brisal and Brisas de Caucedo to be acquired either from private owners or from the Sugar Council through the corresponding governmental process. Alternatively, the displaced families that find a property of similar conditions that could then be acquired for them as part of the resettlement agreement will be assisted in the acquisition and moving process. The final approach will be defined in consultation with the affected families. In addition to the housing, the following facilities will also be provided:

- Potable water to a central and conveniently located stand point
- Electric power
- Access to education
- Sewerage and solid waste disposal facilities

The school that is currently located along the access road may be relocated if the final alignment of the road overlaps the property of the school or if the proximity of the road creates an unsafe situation for children attending school. If relocation of the school is necessary, it will be rebuilt on the same site where the new housing is to be provided.

Conversations are being held with the local head of the school to ensure that the site of the new structure is accessible to all children that attend. This consultation will also help guide the design of the new facilities.

#### **4.2 Resettlement Assistance**

All families and business owners who must relocate will receive a moving allowance that will cover the full cost of the move. Business owners will also receive a transitional allowance to cover the income loss during the period in which the business is interrupted (see Appendix C). The displaced families that choose compensation in the form of relocation to a property of similar condition will be assisted in the acquisition and moving process.

## **5 CONSULTATIONS WITH DISPLACED PEOPLE ABOUT ACCEPTABLE ALTERNATIVES**

A number of consultations with the local community were held during the environmental impact assessment process. These are summarised below.

### **5.1 Socio-economic Consultations with Focus Groups**

Semi-structured interviews were applied to key representatives of the Ward and focus groups were formed with the purpose of determining the opinion of several sectors of the ward upon the project. The results of these interviews are presented in Appendix O of the EIS. The following Key Community Sectors were consulted during the socio-economic study undertaken in preparation of the EIS:

- Small merchants
- Tourist guides
- Media
- Fishermen's co-operative
- Ward organisations
- Beach merchantman's syndicate
- Construction worker's syndicate
- Port syndicate
- Hotel sector

During the semi-structured interviews, representatives of the different economic sectors explained their interactions with the tourist sector and identified social and cultural conflicts. These conflicts have arisen from the lack of a coherent master plan for the development of the area and can be summarised as follows:

- All-inclusive holidays mean that tourists do not tend to leave the hotel and local merchants suffer as a consequence.
- Privatisation of beach prevents access by residents.
- Increase in adult and child prostitution caused by certain categories of tourism.
- Privatisation / destruction of historic houses / artefacts.

### **5.2 Public Meetings**

A Public Meeting was held on 2 March 2001 in the Hotel Hamaca in Boca Chica to provide members of the public with an opportunity to learn about the project and to ask questions. Approximately 600 people attended. The meeting commenced with a general introduction by Indotec and then included an overview of the project including environmental aspects and socio-economic benefits. Journalists were present at the meeting and reports appeared in a number of Dominican newspapers.

Following completion of the EIS a second Public Meeting was held on 27 July 2001, again in Boca Chica. Approximately 1,000 people, including representatives of the local television stations attended the meeting. Presentations were given on the key findings of the EIS and a full debate was held. The overriding conclusion from the meeting was that there is a strong local support for the project.

### **5.3 Further Consultations**

In addition to the public meetings of March and July, the sponsors have been in constant communication with the community as presented in the summary of meetings referred in Appendix F. Additional informal interviews have been conducted with about 80% of the occupants of properties potentially affected by the access road alignment. In these interviews people have been made aware of the access requirements for trucks and the possible implications for the properties along the existing road. No specific data has been gathered pending the final alignment of the road corridor.

An additional meeting has been held with the owner of the colmado owner (Cresencio Tavares), which has been an occupant and resident neighbor for the past 20+ years. This owner, in turn, has been talking to his neighbours on the potential benefits of an expanded and improved road. The shop owner recognizes that even if his shop has to be relocated to the back of his property (not all his property will be affected) the value of a business (or house) along a paved road will increase and new business will be generated.

Additional consultations will be carried out in order to establish the preferences of the affected families, once specific resettlement and compensation alternatives are presented to them. The results of these consultations will be included in RAP Supplement II.

## **6 ARRANGEMENTS FOR MONITORING AND IMPLEMENTATION**

In order to ensure that this RAP is fully implemented and used in the resettlement of persons affected by the access road, the committee set up to oversee grievances with the procedures will meet regularly with CII to discuss progress. Such progress will be measured in terms of:

1. Completion of the Resettlement Action Plan
  - Review of requirements
  - Establishment of liaison with local community
  - Design and completion of a detailed socio-economic survey along the access road
  - Assessment of results leading to identification and categorisation of all parties along the access road
  - Identification of methodologies and procedures for establishing appropriate levels of cash compensation
  - Identification of methodologies and procedures for acquisition of land from legal owners and illegal squatters
  - Identification of alternatives to cash compensation
2. Completion of Detailed Design of the Access Road
  - Identification of the final route of the access road and its impact on the local community
  - Identification of land for resettlement of families
3. Pre-implementation of Resettlement Action Plan
  - Design of resettlement facilities
  - Liaison with utility operators
4. Implementation of Resettlement Action Plan
  - Final consultation with affected parties and identification of choice for resettlement
  - Confirmation of means and procedures for payment of cash compensation and payments made
  - Construction of facilities for resettled families
  - Assistance with resettlement
5. Closure of Resettlement Activities
  - Review of resettlement process and report on success
  - Final consultation with resettled Parties
  - Establishment of annual review process
  - Final evaluation

The means by which these procedures are to be adopted will be determined during implementation of the RAP. RAP Supplement II will provide an update on the arrangements for monitoring and implementation of the RAP. It will also identify public or private entities or individuals that will collaborate with CII in the implementation of specific aspects of the RAP.

## **7 TIMETABLE AND BUDGET**

### **7.1 Timetable**

A preliminary indication of the schedule required for implementation of the RAP is given in Figure 3. Key dates from this preliminary schedule are as follows:

• Approval of revised alignment of road minimizing affected lots	14 September 2001
• Access road laid on the field	30 September 2001
• Detailed socio-economic survey completed	30 September 2001
• Submittal of RAP Supplement I to IFC	15 October 2001
• Submittal of RAP Supplement II to IFC	29 October 2001
• Award of the Permiso Ambiental by the Government of the DR	mid November 2001
• Full award of the contract for the works to an international contractor	mid November 2001
• Completion of resettlement plan (for no new -construction)	23 November 2001
• Completion of design works to the access road	January 2002
• Completion of resettlement plan (for new -construction)	End January 2002
• Mitigation/compensation measures finalised	End January 2002
• Road construction commences	February 2002
• Follow up for training recruitment	September 2002
• Completion of project and all associated implementation activities	May 2003

It should be noted that the dates given in Figure 3 after November 1, 2001 are provisional at this stage and wholly dependent on the following:

- award to CII of the Permiso Ambiental by the Dominican Government
- closure of the financing arrangements for the project
- award of the contract for the project to a contractor
- progress of the contractor in completion of the works

A review of the implementation schedule will be undertaken at each of the meetings between the local grievance committee and CII as set out in Section 6.

### **7.2 Budget**

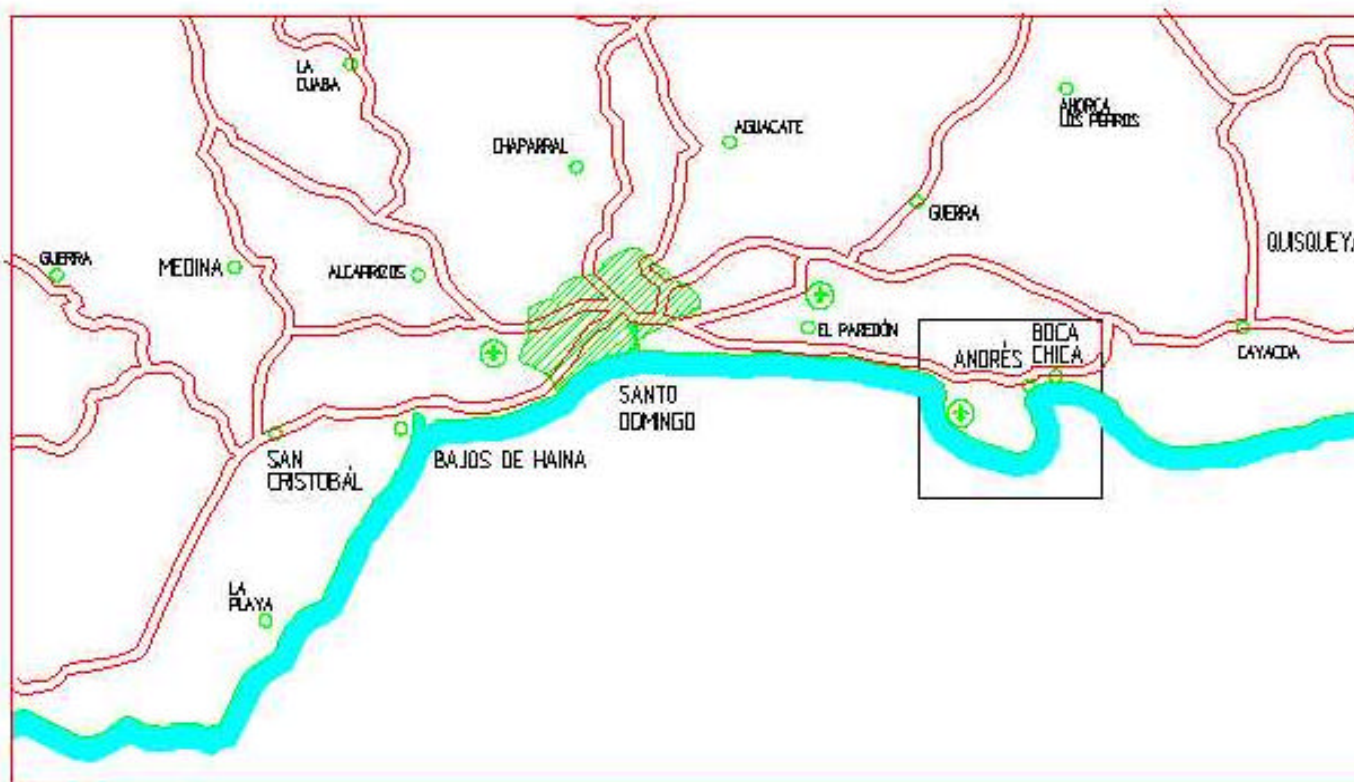
The provisional assessment of the cost of compensation measures is US\$ 260,000. Itemized cost estimates for compensation measures and resettlement activities will be provided in the RAP Supplement II.

At this stage it is anticipated that funds to pay for the resettlement costs will be made available by CII, and be included as part of the development of the project.

## **APPENDICES**

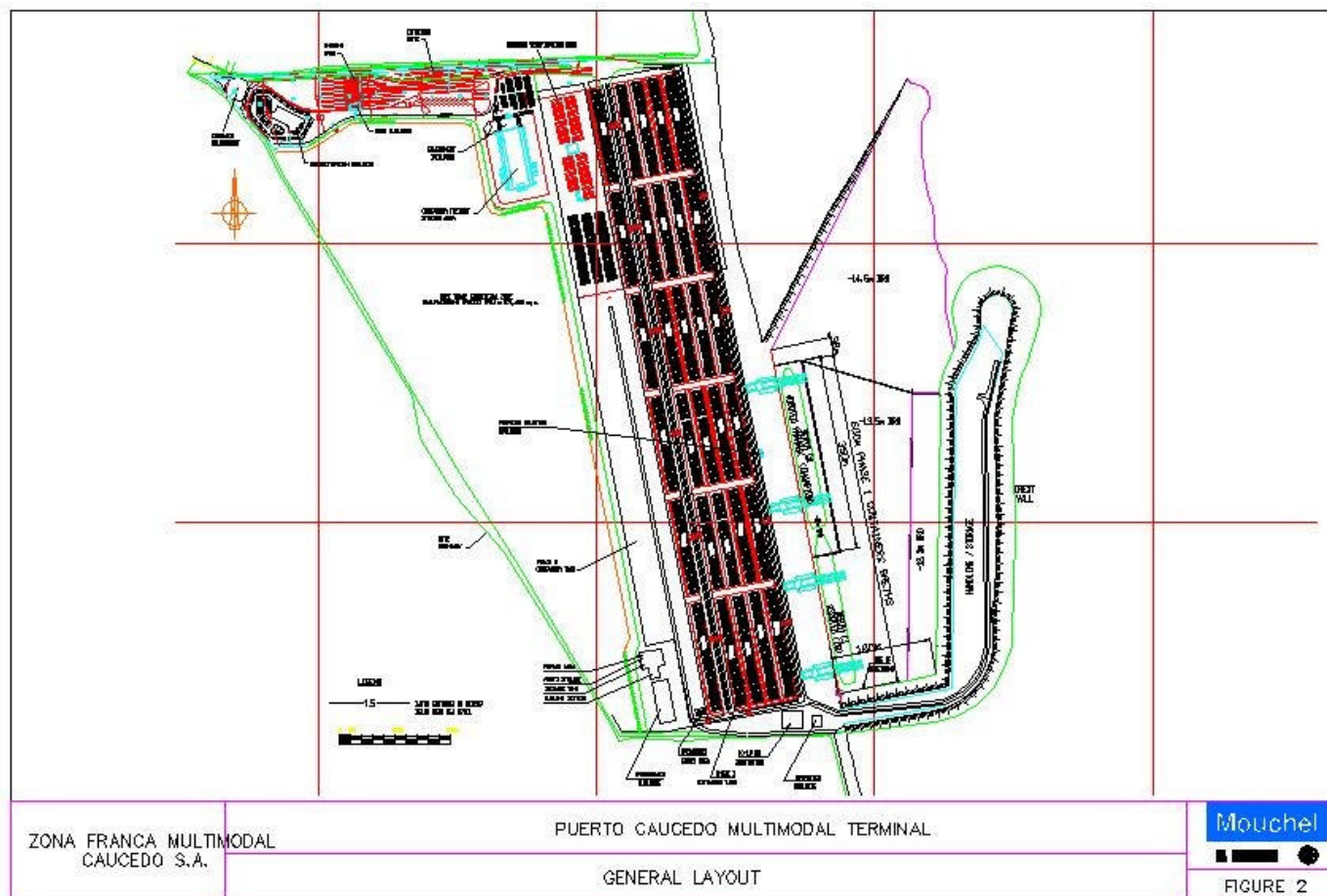
**APPENDIX: A – Figures**

Figure 1 – Site Location



**Zona Franca Multimodal Caucedo SA  
Puerto Caucedo Multimodal Terminal  
Resettlement Action Plan**

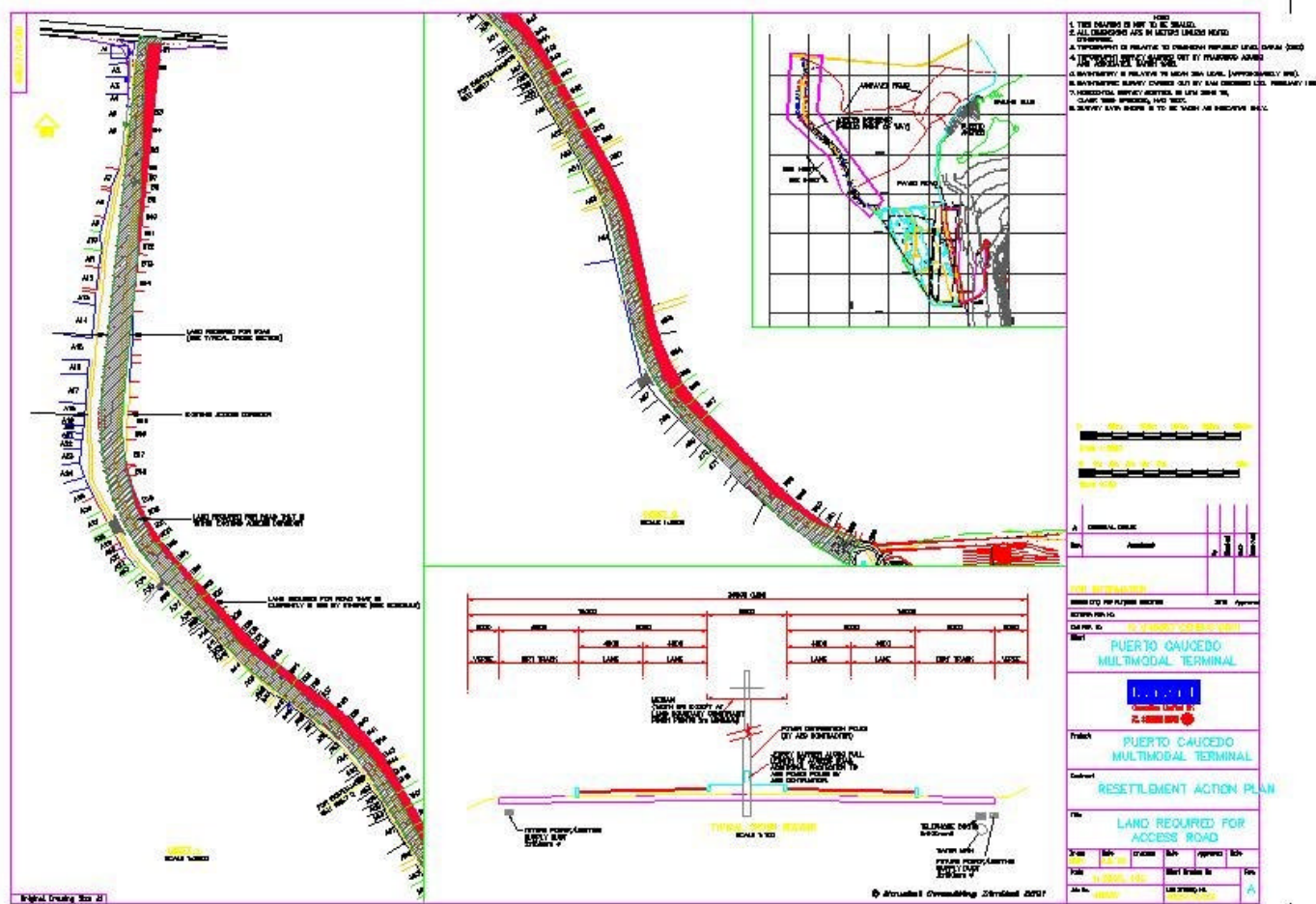
Figure 2 – General Layout





**Zona Franca Multimodal Caucedo SA  
Puerto Caucedo Multimodal Terminal  
Resettlement Action Plan**

48557/C/001 – Land Required for the Access Road



**APPENDIX: B – Results of Housing Survey**

**AUTOPISTA DE LAS AMERICAS  
HACIA ADENTRO POR EL CARRIL  
DERECHO DE LA CALLE DE  
BRISAS**

**FROM THE AMERICAS HIGHWAY INWARD  
USING THE RIGHT LANE OF BRISAS STREET.**

A1 Una casa de dos niveles y una importadora de motores abajo.	A1 Two storied house and motorcycle importer in lower level.
A2 Una casa techada de plato pegada a la calle y un salón.	A2 Cement roof house near street and beauty parlor.
A3 Andrea Michel Cabrera: 2 casas una techada de plato y una de zinc, una pegada a la calle y otra a 30 metros de la calle.	A3 Andrea Michel Cabrera: 2 houses one with zinc roof, another with cement roof, one near the street and the other 30 meters from street.
A4 Andrea: Una casa techada de zinc pegada a la calle.	A4 Andrea: Zinc roof house near street.
A5 Freddy Consoro: Una casa techada de plato y 2 techada de zinc y un taller de mecánica pegado a la calle.	A5 Freddy Consoro: One cement roof house and 2 zinc roof houses, and one mechanic shop near the street.
A6 Belgica Biloría: Una casa de dos niveles la parte de arriba techada en zinc a 15 metros.	A6 Belgica Biloría: Two storied house, the upper level in zinc 15 mts from street.
A7 María Suarez: Una casa techada de zinc a 15 metros de la calle.	A7 María Suarez: Zinc roof house 15 meters from street.
A8 Alberto de la Cruz: Una casa de 2 niveles a 14 metros de la calle.	A8 Alberto de la Cruz: 2 storied house 14 meters from street.
A9 Felipe Meregildo: 2 casas, una techada de plato y una en construcción pegada a la calle.	A9 Felipe Meregildo: 2 houses, one with cement roof and the other built near street.
A10 Luis Suarez Bonilla: 2 casas techadas de zin a 15 metros de la calle	A10 Luis Suarez Bonilla: Two roof zinc house 15 meters from street.
A11 Sonia Sánchez: Una casa techada de plato a 10 metros de la calle	A11 Sonia Sánchez: Cement roof house 10 meter from street.
A12 Una casa techada de plato a 10 metros de la calle.	A12 Cement roof house 10 meters from street

**Zona Franca Multimodal Caucedo SA**  
**Puerto Caucedo Multimodal Terminal**  
**Resettlement Action Plan**

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A13 Una casa techada de zinc pegada a la calle.	A13 Zinc roof house near street.
A14 Un solar abierto pegado a la calle.	A14 Open lot near street.
A15 Una casa en construcción a 30 metros de la calle.	A15 House being built 30 meters from street.
A16 Una asa techada de plato a 10 metros de la calle.	A16 Cement house 10 meters from street.
A17 Daniel Meregildo: Una casa techada de plato pegada a la calle.	A17 Daniel Meregildo: Cement roof house near street.
A18 Francisco: Una casa en construcción pegada a la calle.	A18 Francisco: A house being built near street.
A19 Carlos Someta: Una casa de dos niveles pegada a la calle.	A19 Carlos Someta: Two storied house near street.
A20 Juan Tejada: Una casa a 10 metros de la calle.	A20 Juan Tejada: House 10 meters from street.
A21 Una casa techada de plato a 25 metros de la calle.	A21 Cement roof house 25 meters from street.
A22 Eladio Alcántara: Una casa techada de abestos pegada a la calle.	A22 Eladio Alcántara: Asbestos roof house near street.
A23 23. Manuel Tapia: Una casa techada de plato pegada a la calle	A23 Manuel Tapia: Cement roof house near street.
A24 Leo Suero: Una casa de dos niveles pegada a la calle.	A24 Leo Suero: Two storied house near street.
A25 Julio Sánchez: 2 casas techadad de zinc una pegada a la calle, otra a 30 metros.	A25 Julio Sánchez: Two zinc roof houses, one near street, the other at 30 meters.
A26 Un solar vacio con paredes de piedra.	A26 Emptylot with stone walls.
A27 María de Jesús Guzmán: Una casa techada de plato pegada a la calle	A27 María de Jesús Guzmán: Cement roof house near street.
A28 Maxima Morel: Una casa techada de plato pegada a la calle	A28 Maxima Morel: Cement roof house near street.
A29 Estela Sánchez: Una casa techada de zinc pegada a la calle.	A29 Estela Sánchez: Zinc roof house near street.

A30 Una casa en construcción pegada a la calle.	A30 A house being built near the street.
A31 Tini: Una casa techada de zinc a 35 metros de la calle.	A31 Tini: Zinc roof house 35 meters from street.
A32 Fernando Gutierrez: Una casa techada de zinc a 40 metros de la calle	A32 Fernando Gutierrez: Zinc roof house 40 meters from street.
A33 Rahdames Payano: Un solar vacío cercado de alambre.	A33 Rahdames Payano: Empty lot fenced in wire.
A34 Eladio Encarnación: Un local techado de plato pegado a la calle	A34 Eladio Encarnación: Premise with cement roof near street.
A35 Julio Antonio: Una casita techada de zinc y una casita en construcción y un colmado pegado a la calle.	A35 Julio Antonio: A small house with zinc roof and a small house being built and a grocery store near the street.
A36 Un solar vacío cercado de piedra pegado a la calle.	A36 An empty lot fenced in stone near the street.
A37 Un solar vacío cercado de alambre pegado a la calle.	A37 Empty lot fenced in wire near the street.
A38 Martina Sánchez: Una casa techada de zinc a 25 metros de la calle	A38 Martina Sánchez: Zinc roof house 25 meters from street.
A39 Taty Rojas: Una casa de 2 niveles pegada a la calle.	A39 Taty Rojas: Two storied house near the street.
A40 Martina Sánchez: Un solar vacío cercado de alambre pegado a la calle.	A40 Martina Sánchez: Empty lot fenced in wire near the street.
A41 Martina Sánchez: Dos casas techada de zinc en una y en una un colmado pegado a la calle	A41 Martina Sánchez: Two zinc roof houses in one and in another a grocery store near the street.
A42 Una casa techada de zinc pegada a la calle.	A42 Zinc roof house near street.
A43 Lidia de León: Una casa techada de zinc pegada a la calle.	A43 Lidia de León: Zinc roof house near street.
A44 Un solar vacío cercado de alambre.	A44 Empty lot fenced in wire.
A45 Una casa techada de plato pegada a la calle	A45 Cement roof house near street

**Zona Franca Multimodal Caucedo SA**  
**Puerto Caucedo Multimodal Terminal**  
**Resettlement Action Plan**

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A46 Virginia Báez: Una casa techada de zinc con un colmado pegada a la calle.	A46 Virginia Báez: Cement roof house with grocery store near street
A47 Clemente Pérez: Una casa techada en plato pegada a la calle.	A47 Clemente Pérez: Cement roof house near street.
A48 Una casa de plato a 40 metros de la calle.	A48 Cement roof house 40 meters from street.
A49 49. Una casa en construcción a 30 metros de la calle.	A49 House being built 30 meters from street.
A50 Miguel Emilio Pérez: Una casa techada de zinc a 40 metros de la calle.	A50 Miguel Emilio Pérez: Zinc roof house 40 meters from street.
A51 Una casa en construcción pegada a la calle.	A51 House being built near the street.
A52 Una casa en construcción pegada a la calle.	A52 House being built near the street.
A53 Una casa en construcción pegada a la calle.	A53 House being built near the street.
A54 Pedro Javier: Una casita techada de zinc.	A54 Pedro Javier: A small zinc roof house.
A55 Un solar abierto	A55 An open lot.
A56 Yanet Vicent: Una casita techada de zinc.	A56 Yanet Vicent: A small zinc roof house.
A57 Un solar con una casa en construcción.	A57 A lot with a house being built.
A58 Un solar con una casa en construcción.	A58 A lot with a house being built.
A59 Un solar vacío abierto.	A59 An empty opened lot
A60 Un solar con una casa en construcción.	A60 A lot with a house being built.
A61 Un solar con una casa en construcción.	A61 A lot with a house being built.
A62 Un solar con una casa en construcción.	A62 A lot with a house being built.
A63 Un solar con una casa en construcción.	A63 A lot with a house being built.
A64 Una casa techada de zinc con árboles frutales.	A64 Zinc roof house with fruit trees.

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A65 Un solar vacio cercado de alambre.	A65 Empty lot fenced in wire
A66 Un solar con una casita techada de zinc.	A66 Lot with small zinc roof house.
A67 Ramón: Un solar vacio.	A67 Ramón: An empty lot.
A68 Julio Peña: Una casita techada de zinc.	A68 Julio Peña: A small zinc roof house.
A69 Un solar con una casa techada de zinc cercada de block.	A69 Lot with zinc roof house fenced in cinder block.
A70 Un solar sembrado de coco cercado de alambre.	A70 Lot planted with coconut fenced in wire.
A71 Un solar vacio cercado de piedra.	A71 An empty lot fenced in stone.
A72 Un solar vacio cercado de alambre.	A72 An empty lot fenced in wire
A73 Un solar vacio abierto.	A73 An empty opened lot.
A74 Una casa techada de zinc pegada de la calle.	A74 Zinc roof house near street.
A75 Un solar con una casita techada de zinc pegada a la calle.	A75 Lot with small zinc roof house near street.
A76 Un solar con una casita techada de zinc pegada a la calle.	A76 Lot with small zinc roof house near street.
A77 Un solar vacio cercado de alambre.	A77 Empty lot fenced in wire.

**DE LA AUTOPISTA LAS AMERICAS  
HACIA ADENTRO POR EL CARRIL  
IZQUIERDO DE LA CALLE DE  
BRISAS.**

**FROM THE AMERICAS HIGHWAY INWARD  
USING THE LEFT LANE OF BRISAS STREET.**

B1 Pedro D'Oleo Encarnación: Caseta con un puesto de goma, techada de zinc, pegada a la calle	B1 Pedro D'Oleo Encarnación: Stall with tire stand, zinc roof near street.
B2 Cresencio Tavares: Una casa de dos niveles con un colmado pegada a la calle	B2 Cresencio Tavares: Two level house with a colmado, near street.
B3 Un solar con una casa en construcción a 40 metros de la calle.	B3 Lot with a house in construction 40 mts from street.
B4 Luci Tania de la Cruz: Una casa techada de zinc a 30 metros de la calle.	B4 Luci Tania de la Cruz: Zinc roof house 30 meters from street.
B5 Domingo Reyes: Una casa de dos niveles, la planta de arriba techada en zinc a 30 metros de la calle	B5 Domingo Reyes: Two story house, upper level zinc roof, 30 meters from the street.

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B6 Claudio Giguere: Dos casas de dos niveles, 30 meters from street.	B6 Claudio Giguere: Two, two story houses, 30 meters from street.
B7 Nicolasio Calzado: Una casa techada de zinc a 40 metros de la calle	B7 Nicolasio Calzado: Zinc roof house 40 meters from street.
B8 Una casa en construcción a 40 metros de la calle.	B8 House being built 40 meters from street.
B9 Leonor Pérez: Una casa en construcción pegada a la calle	B9 Leonor Pérez: A house being built near the street.
B10 Cruz María Cueva: Dos casas techada a 30 metros de la calle	B10 Cruz María Cueva: Two zinc roof houses 30 meters from street.
B11 Rafaelito Concepción: Una casa techada de zinc a 30 metros de la calle.	B11 Rafaelito Concepción: Zinc roof house 30 meters from street.
B12 Una casa techada de plato a 25 metros de la calle.	B12 A cement roof house 25 meters from street.
B13 Rido Amado Peña: Dos casas techada en zinc a 40 metros de la calle	B13 Rido Amado Peña: Two zinc roof houses 40 meters from street.
B14 Un solar vacío con paredes de block	B14 An empty lot with cinder block walls.
B15 Una casa en construcción pegada a la calle	B15 A house being built near the street.
B16 Ing. Will: Un solar cercado de piedras y con arboles frutales	B16 Ing. Will: A lot fenced in by stoned and with fruit trees.
B17 Simon: Una casa techada de plato y dos en construcción a 50 metros de la calle	B17 Simon: Cement roof and two being built 50 meters from street.
B18 Una casa techada de zinc a 30 metros de la calle	B18 Zinc roof house 30 meters from street.
B19 Julia Carrasco: Una casa de dos niveles techada de plato y una casita en construcción pegada a la calle.	B19 Julia Carrasco: A two storied zinc roof house and a small house being built near the street.
B20 Nelson: Una casa techada de plato a 70 metros de la calle	B20 Nelson: Cement roof house 70 meters from street.
B21 Eladio Encarnación: Una casa techada de plato pegada a	B21 Eladio Encarnación: One cement roof house near the street and the

**Zona Franca Multimodal Caucedo SA**  
**Puerto Caucedo Multimodal Terminal**  
**Resettlement Action Plan**

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	la calle y otra casa techada mitad zinc, mitad plato a 40 metros.	other house half zinc roof and half cement roof.
B22	Una casa en construcción a 20 metros de la calle	B22 A house being built 20 meters from street.
B23	Eladio Encarnación: Una casa de asbestos a 25 metros e la calle	B23 Eladio Encarnación: An asbestos roof house 25 meters from the street.
B24	Nicolas Javier Adámes: Una casa techada de zinc pegada a la calle y otra techada de zinc a 40 metros de la calle	B24 Nicolas Javier Adámes: A zinc roof house near the street and another zinc roof house 40 meters from the street.
B25	Santo Moreta: Una casa de zinc pegada a la calle	B25 Santo Moreta: A zinc house near the street.
B26	Iloria Dominguez: Una casa techada de zinc pegada a la calle y casa techada de plato pegada a la calle	B26 Iloria Dominguez: One zinc roof house near the street and a cement roof house near the street.
B27	Punta: Una casa de madera techada de zinc pegada a la calle.	B27 Punta: Wooden house with zinc roof near the street.
B28	Una solar vacío cercado de alambre	B28 Empty lot fenced with wire.
B29	Rus Yudelka Guzmán: Una casa techada de zinc pegada a la calle.	B29 Rus Yudelka Guzmán: Zinc roof house near the street.
B30	Fior María Santiago: Una casa techada de plato pegada a la calle	B30 Fior Maria Santiago: Cement roof house near the street.
B31	Virgilio Paredes: Una casa en construcción pegada a la calle	B31 Virgilio Paredes: A house being built near the street.
B32	Luciano Montero: Una casa en construcción pegada a la calle	B32 Luciano Montero: A house being built near the street.
B33	Un solar cercado en block con una casa en construcción pegada a la calle	B33 A lot fenced in with cinder block with a house being built near the street.
B34	Un solar en el que funcionan dos pabellones de escuela pública a 30 metros de la calle y una casa en construcción.	B34 A lot in which two public school rooms operate 30 meters from the street and a house being built.
B35	Andrés de la Rosa: Una casa techada de zinc a 30 metros de la calle.	B35 Andrés de la Rosa: A zinc roof house 30 meters from street.



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**Puerto Caucedo Multimodal Terminal**  
**Resettlement Action Plan**

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B36 Un solar con una casita techada de zinc pegada a la calle.	B36 A lot with a small zinc roof house near street.
B37 Una casa en construcción pegada a la calle.	B37 A house being built near the street.
B38 Catalina Reyes: Una casa techada de plato pegada a la calle.	B38 Catalina Reyes: A cement roof house near the street.
B39 Un solar con una casa en construcción pegada a la calle.	B39 A lot with a house being built near street.
B40 Un solar con una casa en construcción pegada a la calle.	B40 A lot with a house being built near the street.
B41 Un solar con un cuartico en construcción a 25 metros.	B41 Lot w/a small room being built 25 mts from street.
B42 Un solar con una casa en construcción pegada a la calle.	B42 A lot with a house being built near street.
B43 Una casa techada de plato pegada a la calle	B43 A cement roof house near the street.
B44 Un solar vacio cercado de piedra.	B44 An empty lot with a stone fence.
B45 Un solar vacio cercado de piedra.	B45 An empty lot with a stone fence.
B46 Un solar vacio cercado de piedra.	B46 An empty lot with a stone fence.
B47 Cándida Yanet: Una casa de dos niveles pegada a la calle	B47 Cándida Yanet: Two storied house near the street.
B48 Un solar con un cuartito techado de zinc pegada a la calle.	B48 A lot with a small zinc roof room near street.
B49 Dos casitas techada de zinc pegada a la calle.	B49 Two small zinc roof houses near street.
B50 Un solar cercado de alambre y sembrado de coco.	B50 A lot with wire fence planted with coconuts.
B51 Un solar con un cuartito techado de zinc a 30 metros.	B51 A small zinc roof room 30 meters from street.
B52 Un solar cercado de blocks pegado a la calle.	B52 A lot with a cinder block fence near street.
B53 Una casa techada de zinc pegada a la calle.	B53 Zinc roof house near the street.
B54 Dos casitas techada de zinc a 40 metros de la calle	B54 Two small zinc roof houses 40 mts from street.
B55 Un solar vacio cercado de alambre.	B55 An empty lot fenced in by wire.

B56 Un solar vacio abierto.	B56 An empty open lot.
B57 Un solar vacio cercado de alambre.	B57 An empty lot fenced in by wire.
B58 Una casita techada de zinc y una enramada techada de cana pegada a la calle.	B58 A small zinc roof house and an arbor with a palm roof near street.
B59 Un solar vacio cercado de blocks.	B59 An empty lot with a cinder block fence.
B60 Un solar vacio cercado de alambre.	B60 An empty lot with a wire fence.
B61 Un solar sembrado de arboles frutales sembrado de alambre.	B61 Empty lot planted with fruit trees fenced in wire.
B62 Mirita Martínez: 3 casitas techada de zin pegada a la calle.	B62 Mirita Martinez: 3 zinc roof houses near street.
B63 63. Un solar sembrado de coco y cercado de piedra.	B63 A lot planted with coconuts fenced in stone.

**ENTRANDO DE LAS AMERICAS A LA CARRETERA DE BRISAS DEL LADO DERECHO.**

Casa de dos niveles #7.

Casa de un nivel techada de plato #16.

Casa de zinc #31

Solar vacio #16

Casa en construcción #14.

**ENTRANDO DE LAS AMERICAS A LA CARRETERA DE BRISAS DEL LADO IZQUIERDO**

Casa de dos niveles #8.

Casa de un nivel de plato #9.

Casa de una nivel de zinc #35.

Un solar vacio #32.

Casa en construcción #14.

**ENTERING FROM LAS AMERICAS TOWARDS BRISAS HIGHWAY FROM THE RIGHT SIDE.**

Two storied house #7

One story cement roof house #16

Zinc house #31

Empty lot #16

House being built #14

**FROM LAS AMERICAS TOWARDS LAS BRISAS HIGHWAY FROM THE LEFT SIDE**

Two storied house #8.

One story cement level house #8.

One story zinc level house #35.

Empty lot #32.

House being built #14.

**APPENDIX: C - Compensation Matrix**

**Appendix C: Compensation Matrix**

<b>Category of Affected Population; Type of Loss</b>	<b>Compensation Measures</b>	<b>Families in this Category</b>	<b>Comments</b>
<b>1. Residents</b>			
1.1. Occupants of residential, agricultural or commercial lots that are partially affected, but remain viable for continued use	Cash compensation for the value of improvements on the land being taken (buildings, trees, crops, etc.) at replacement cost, without deduction for salvaged building materials.	34	Includes 10 properties under construction
1.2. Occupants of residential lots without claims to legal rights (they have occupied the land prior to the “cut-off” date established on the basis of the census survey, but have possessed the land for less than twenty years); main structure of the residence is totally affected or becomes not viable for continued use	<p>Cash compensation for improvements on the land (dwellings, trees, fences, etc.) at replacement cost without deduction for salvaged building materials.</p> <p>OR</p> <p>Relocation to an existing dwelling of similar characteristics (acquisition would be subsidized by the sponsors)</p> <p>OR</p> <p>Relocation to a dwelling built for the displaced family (new dwelling would be subsidized by the sponsors)</p> <p>Additional compensation/assistance/mitigation measures:</p> <p>Moving allowance to cover the full cost of the move</p> <ul style="list-style-type: none"> <li>▪</li> <li>▪</li> </ul>	20	This is a maximum numbers based on current proposed alignment of the access road. The alignment is being optimised to attempt to reduce this number

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Category of Affected Population; Type of Loss	Compensation Measures	Families in this Category	Comments
1.3. Occupants of lots with multiple use (residential and agricultural or commercial) without claims to legal rights (they have occupied the land prior to the “cut-off” date established on the basis of the census survey, but have possessed the land for less than twenty years); main structure of the residence is totally affected or becomes not viable for continued use.	<p>Cash compensation for improvements on the land (structures, crops, trees, fences, etc.) at replacement cost without deduction for salvaged building materials.</p> <p>OR</p> <p>Relocation to an existing dwelling of similar characteristics (acquisition would be subsidized by the sponsors)</p> <p>OR</p> <p>Relocation to a dwelling built for the displaced family (new dwelling would be subsidized by the sponsors)</p> <p>Additional compensation/assistance/mitigation measures:</p> <ul style="list-style-type: none"> <li>▪ Moving allowance to cover the full cost of the move</li> <li>▪ Transitional allowance to cover for the income loss of the business owner during the period that the business is interrupted.</li> </ul>	1	Barber shop
1.4. Occupants of lots with multiple use (residential and agricultural or commercial) who have claims to legal rights derived from continued possession of public lands for twenty years or more; main structure of the residence is totally affected or becomes not viable for continued use	<p>A business premise of similar value OR compensation for the value of the land and the improvements on the land at replacement cost.</p> <p>Additional compensation/assistance/mitigation measures:</p> <ul style="list-style-type: none"> <li>• Moving allowance</li> <li>• Relocation assistance</li> <li>• Transitional allowance to cover for the owner’s computed income loss during the period that the business is interrupted.</li> </ul>	1	1 grocery store
1.5. Legal owners of residential lots that do not support any economic activity; main structure of the residence is totally affected or becomes not viable for continued use	<p>Compensation at replacement cost (market value plus transaction costs)</p> <p>Additional compensation/assistance/mitigation measures:</p> <ul style="list-style-type: none"> <li>• Moving allowance<sup>1</sup></li> <li>• Relocation assistance</li> </ul>	0	None have been identified

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Category of Affected Population; Type of Loss	Compensation Measures	Families in this Category	Comments
1.6. Legal owners of residential lots that also support an economic activity; main structure of the residence and/or business is totally affected or becomes not viable for continued use	<p>Compensation at replacement cost (market value plus transaction costs)</p> <p>Additional compensation/assistance/mitigation measures:</p> <ul style="list-style-type: none"> <li>• Moving allowance<sup>1</sup></li> <li>• Relocation assistance</li> <li>• Transitional allowance to cover for the owner's computed income loss during the period that the business is interrupted.</li> </ul>	0	None have been identified
1.7. Legal owners of residential, agricultural, commercial lots that are partially affected but remain viable for continued use	<p>Cash compensation equal to the difference between the value of the property before the taking and its value after the taking.</p> <p>Additional compensation/assistance/mitigation measures:</p> <ul style="list-style-type: none"> <li>• If a structure utilized for a business is affected, transitional allowance for the owner's computed income loss resulting from the interruption of business operations.</li> </ul>	0	None have been identified
1.8. Occupants of residential lots with claims to legal rights derived from continued possession of public lands for twenty years or more; main structure of the residence is totally affected or becomes not viable for continued use	<p>A residence of similar OR compensation for the value of improvements at replacement cost plus the value of the possession rights.</p> <p>Additional compensation/assistance/mitigation measures:</p> <ul style="list-style-type: none"> <li>• Moving allowance</li> <li>• Relocation assistance</li> </ul>	0	None have been identified
1.9. Renters of dwellings	Transitional allowance	0	None have been identified
1.10. Renters of commercial structures	Transitional allowance plus the income loss of the business owner during the period that the business is interrupted.	0	None have been identified
1.11. Residents known as "boarders" (i.e., relatives or friends of the owner who do not pay rent and who occupy the entire house)	Moving allowance <sup>1</sup>	0	None have been identified
1.12. Vulnerable persons	Assistance as necessary	0	None have been identified

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Category of Affected Population; Type of Loss	Compensation Measures	Families in this Category	Comments
<b>2. Non-residents</b>			
2.1 Nonresidents who are legal owners of commercial, residential or agricultural lots that are totally taken or become non viable as a result of partial affectation.	Compensation at replacement cost (market value plus transaction costs) and a transition allowance to cover the temporary loss of rental income).	0	None have been identified
2.2 Nonresidents who are legal owners of commercial, residential or agricultural properties that are partially taken but remain economically viable.	Cash compensation equal to the difference between the value of the property before the taking and its value after the taking.	0	None have been identified
<b>3. Community Infrastructure</b>			
1.13. Public school	Relocation of facilities to a nearby location in coordination with local school director and local officials	1	

<sup>1</sup>The moving allowance will cover the full cost of the move.

**APPENDIX: D - Executive Power Decree No. 29-98 dated January 28, 1998**

**Article 11.-** For the establishment of the access ways to the Multimodal Free Zone Caucedo, be it the highway of the Americas, the International Airport Las Americas, the port of Boca Chica or any other access way, the Dominican State will concede in usufruct the necessary land as long as these lands are property of the State

**APPENDIX: E – Resettlement Survey Template**

**Zona Franca Multimodal Caucedo**

Date \_\_\_\_\_

Name \_\_\_\_\_

Last name \_\_\_\_\_

Cedula Id# \_\_\_\_\_ Civil State \_\_\_\_\_

Education Level \_\_\_\_\_

Name of Spouse \_\_\_\_\_

Spouse Education Level \_\_\_\_\_

Name, age and education of children \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Average monthly house hold income: \_\_\_\_\_

Do any of the following apply:

Woman head of Household ?      Disabled ?      People over 65 ?

Are you interested on working at the Zona Franca Multimodal Caucedo project?

Construction ?      Port ?      Free Trade Zone ?

House:      Owned ?      Rented ?

Lot:      Owned ?      State-owned ?      Priavtely owned?



Work address and phone number \_\_\_\_\_  
\_\_\_\_\_

Time of occupancy \_\_\_\_\_

Type of construction      Concrete ?              Wood ?

Declared value of construction RD\$ \_\_\_\_\_

Any agriculture, specify \_\_\_\_\_

Would you like to be relocated, name preferred ward \_\_\_\_\_

OR monetary value of property RD\$ \_\_\_\_\_

Express your opinion about the way you have been treated  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Interested Party Signature \_\_\_\_\_ Surveyor Signature \_\_\_\_\_

Observations: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

In case of any questions or concerns call 632-1923 / 204-8678

JZevallos

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