

Roots and Reef

10 April 2010

FREE

Why Won't DOE Enforce the Law?

All developments, from subdivisions to skyscrapers, must get approval to develop from the Belize Department of the Environment (DOE). Unless it is a very small development, such as a four or six-room hotel, a developer has to sign a contract with DOE, called an Environmental Compliance Plan, or ECP for short. Belize law says that these ECPs include legally binding environmental conditions, guidelines, policies and restrictions that a developer must agree to in order to develop his or her project. Basically, an ECP is the "law" for each specific development. ECP's are not private documents: they are in the public domain and must be made available to the public.

Unfortunately, what is occurring on the Peninsula and elsewhere in Belize is that government is not protecting the public and the environment by enforcing the ECPs. Consider:

*The Department of Forests says that it never issued mangrove alteration permits for mangrove removal at The Peninsula Club, despite permits being required by the Peninsula Club ECP and the general law of Belize. Forest officials also say that Crimson Development does not have a mangrove alteration permit to remove mangroves at Crimson Park, the public lots development near the Placencia airstrip

*The Rendezvous Caye ECP allowed the developer to build a seawall, but requires the seawall to be underwater. The Rendezvous Caye seawall is clearly above water – by about 3 feet. DOE refuses to penalize the developer because DOE says the developer has all its permits, meaning that a government agency issued the seawall permit in direct violation of the Rendezvous Caye ECP.

*The ECP for the Placencia North Airport gives the airport developer permission to build a 5,000 foot runway. The Placencia North Airport runway is now **8,200 feet**.

*Under the Placencia North Airport ECP, the runway must be constructed of asphalt and built in accordance with international standards. The runway under construction is concrete instead of asphalt. We do not know if the airport developer is constructing the runway according to international standards under the International Convention on Civil Aviation.

*On Sugar Caye, off the coast of Ambergris Caye, the developer's ECP allowed dredging 45,000 cubic yards of fill. The Department of Geology says that more than 45,000 cubic yards have already been dredged, but Geology won't do anything. Why? Because Geology says that ECPs are "working documents," despite the clear language of the law that an ECP's conditions, restrictions, guidelines and policies are legally binding. Of note is that a full Environmental Impact Assessment (EIA) is required for any project on the coast that involves dredging of more

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Is it legal?
Who
issued this
permit?



How did this
beach get
here?

Crimson Park Update

On March 24, 2010, members of the Peninsula Citizens for Sustainable Development Limited (PCSD) met at the Crimson Park subdivision site with Crimson Park's developer, Karim Berges of Crimson Developments Limited (Crimson), Jose Gonzalez Alonso, Crimson's project engineer, and members of the Placencia Village Council and the Placencia Lots Committee. The Crimson Park subdivision is located south of the Placencia airstrip and is being developed to provide lots for Belizean residents of Placencia Village who would not otherwise be able to acquire land in the Village because of limited land availability and steadily increasing real estate prices. Crimson Park lots cost BZ\$36,000 which must be paid to Crimson by each Placencia Villager selected by the Lots Committee as eligible to buy a lot.

PCSD requested the meeting with Crimson because of concerns about the development process, and the following issues were among those addressed at the meeting:

Dredging and Mangrove Removal Permits:

PCSD member, Patricia Celenza, reported that a Department of Forests employee informed her in a telephone conversation earlier in the week that neither Mr. Berges nor Crimson had applied for a mangrove removal permit and the Department had not issued one for Crimson Park. Mr. Berges stated that Crimson had all necessary permits and licenses for the development. However, Mr. Berges would not provide copies of the permits to PCSD because he said that he preferred that PCSD obtain copies of the permits through "proper channels."

Environmental Compliance Plan (ECP): The original ECP for the public lots development limits the number of lots to 161. On 3 July 2009, the

Belize Department of the Environment (DOE) gave Crimson permission to continue the development under the same terms and conditions as in the original ECP. However, the subdivision plan for Crimson Park shows 191 lots. PCSD asked Mr. Berges if the ECP had been amended and he said that it had, but would not provide a copy of the ECP amendment, again stating that PCSD should obtain the amendment through "proper channels." (An ECP is a legally binding contract between the Government of Belize (GOB) and a developer.)

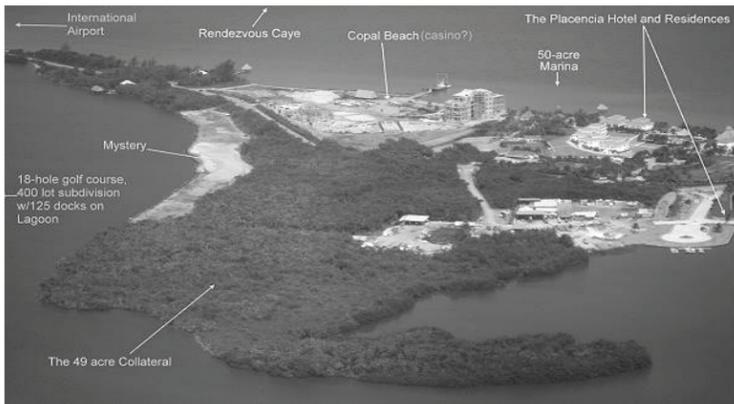
Garbage and Hazardous Wastes: Garbage, including paint cans and other hazardous materials, is currently burned at the site. All attending the meeting agreed that garbage should be picked up by the Placencia Water Board/garbage company.

Sewage Treatment: The ECP requires Crimson to provide a self-contained sewage system for Crimson Park to protect the environmentally sensitive Placencia Lagoon from contamination. However, the owner of the one house already built on a lot in Crimson Park is using a septic tank, as are the Crimson employees living at the site. According to Mr. Berges, Crimson will install a separate sewage system for Crimson Park as required by the ECP upon completion of development unless a sewage system has been constructed for the Peninsula before development is completed.

Dredging: Mr. Gonzalez Alonso, project engineer, is measuring the amount of material dredged from the Placencia Lagoon and will officially provide this information to the public after he submits the data to the Geology Department.

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When Is Enough, Enough?



It is hard not to notice the explosive development that the Placencia Peninsula has been experiencing.

We see a lot of construction in different places, such as the Copal Beach /Placencia Hotel and international airport developments shown to the left.

However, we sometimes don't notice the smaller developments until construction is well on its way—and, not all developments approved by the Belize Department of the Environment

(DOE) for the Peninsula have started construction yet, primarily because of the world-wide economic crisis. Following is information on what the Peninsula can expect once the world is on more sound economic footing.

The figures below are the current numbers for all developments that have been approved for the Peninsula between 2006 and now – at least all those that we know about.

Hotels and Resorts			
	2006	2009	% Increase
Existing	111 hotels	114 hotels	3%
Approved	111 hotels	127 hotels (total)	13%
No. units approved	749 units	2,445 units	228%
No. bedrooms approved	1,005 bedrooms	4,393 bedrooms	337%
No. beds approved	1,450 beds	6,538 beds	351%
Capacity Occupancy	2,175 guests	9,807 guests	351%

Based on the above, assuming an occupancy rate of 40% and that all currently approved resorts/hotels are eventually built, the gallons of water used per year and amount of trash generated per year by hotel/resort guests alone will increase by 351% over what they were in 2006.

Water and Garbage			Marina and Dock Slips	
	Gallons/Year Water	Trash/Year		
2006	46,458,000	1,393,740 lbs	Under construction	134
2009	209,477,520	6,284,325 lbs	Not yet started	969
			Total Approved	2,072

Is the Placencia Peninsula ready for all this?

Unfortunately, no one knows because, according to a letter from the Department of the Environment (DOE), it does not keep track of how many resorts and other developments it approves for this area. (DOE suggested that we contact the Belize Tourism Board (BTB). However, the BTB only becomes legally responsible for oversight AFTER a hotel is operational. The BTB knows nothing about how many hotels are approved before the hotels go into operation.)

While the BTB is not responsible for environmental approval of hotels and resorts, it IS responsible for marketing and other assistance to local hotel operators. But, the BTB has never addressed the very low 40% occupancy rate of Placencia's hotels – either in determining the cause of the low occupancy rate, or in marketing and long-range planning assistance for local hotels.

In addition, no government agency has ever addressed the capacity of the Peninsula's water supply to support any specific level of tourism. For example, no one knows where the water comes from, how much of it there is, whether once it's used up, it's gone or whether the supply gets replenished from seasonal rains – or how susceptible the water supply is to being inundated by sea water as sea levels rise.

Adequate infrastructure for such a huge increase of people on the Peninsula also presents additional problems that are not being addressed, including increased need for police and fire protection, more schools and housing for additional employees and their families, the traffic capacity of the new road, how much trash the garbage dump can safely hold, and the issue of safe disposal for hazardous wastes such as used gasoline, oil, batteries, cleaning products, bottom paints, insecticides and pesticides.

Additional money and resources for enforcement is another issue that seems to have been ignored by local and national governments, including patrols of Placencia waters to enforce laws against anchoring on coral heads or sea grass beds, fishing licenses requirements, illegal gillnetting and illegal dumping of trash and sewage in the Peninsula's coastal waters.

We urge local and national governmental ministries, councils and agencies to begin comprehensive and coordinated planning so that rational and sustainable development controls can be implemented that will protect the Peninsula's environment, cultures and economic base – before it's too late.

Crimson Park Update (cont. from front page)

Erosion: Because land is being created out of the Lagoon for the development, the perimeter of the development and canals will have to be stabilized in some way to prevent erosion. Mr. Berges and Mr. Alonso told meeting participants that they would like to plant mangroves for this purpose, if feasible. PCSD members volunteered to assist Crimson in planting the mangroves.

Water and Electricity: As filling of the Lagoon progresses, Crimson will provide infrastructure for access to Placencia Village water and electricity from Belize Electricity Limited.

Ownership of Property: PCSD member, Mary Toy, questioned Mr. Berges on the process that had been used to select Crimson as the developer for the project, and if bids had been solicited since the project is a governmental project with a cost of over BZ\$7,000,000. Mr. Berges stated that the development is not a government project and that Crimson does not have a contract with the GOB. Mr. Berges would not give any details about the contractual arrangement that gives it authority to develop Crimson Park and collect money from purchasers who deposit installments of the purchase price directly into Crimson's accounts with local banks.

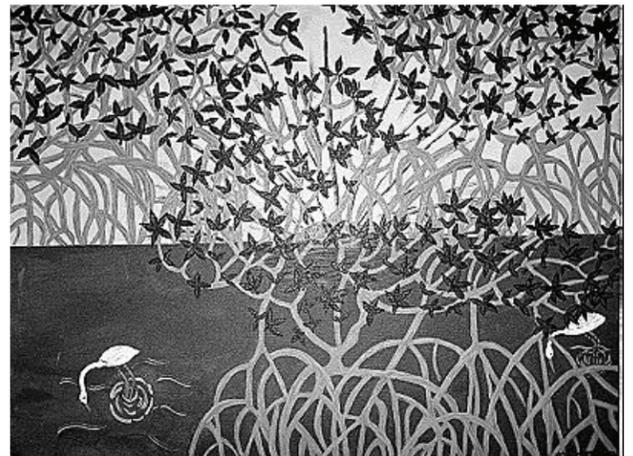
If Crimson Park is not a public development, and Crimson Development has no contract with the government, what happens to money deposited by purchasers if the development can't be finished? Of, if a purchaser decides he or she can't buy the property after making some payments? (Maybe a baby or a parent gets sick and the money that went to the lot is needed to pay for medical care.) Crimson has the money, but no contract with the purchaser that says what happens to the money. Is it just gone? Does the buyer get it back? Can Crimson just say, "Sorry, we spent it already." Can Crimson declare bankruptcy and not have to pay people back? What happens to the land if the project isn't finished? Who gets the land, then?

World Wildlife Fund Art Contest

The World Wildlife Fund (WWF) has been working with Placencia's Adrian Vernon on mangrove conservation advocacy in primary schools and communities in our area to help students and residents learn about the importance of mangroves in our environment.

Projects have included mangrove replanting, workshops and a mangrove art contest. The student winners of the art contest are:

First Place: Claudia Hernandez, Trio Village
Second Place: Jennifer Ortiz, Independence Village
Third Place: AB Osegada, Placencia Village



Placencia Mangroves by AB Osegada of Placencia Village

Fair Comment

Our laws obligate the Government of Belize and its Departments to protect our environment.

However, government has allowed some developers to get away with serious violations of our laws. These violations are insults against you and me, against every citizen of Belize.

Read this issue of Roots and Reef, and you will learn of an airstrip that was approved for 5,000 feet, but measures 8,200 feet. Do the developers not know how to measure? Of course they do. But they obviously believe they can just do what they want to do. The real outrage is that they probably can because the government seems neither to respect Belize laws, nor willing or able to enforce them.

Read about developments south of Placencia airstrip, where ECPs are blatantly violated and mangroves are removed without legal permits from the Forest Department.

Why must the citizens of the Cayo District repeatedly go to court to guarantee not only a clean environment, but safety protections for their very lives?

These violations are a slap in the face to all Belizeans. What compounds them is government's unwillingness to listen to the people, to ignore calls and emails to department heads, to turn away when the public reports illegal activity by developers.

And, why do we as citizens need to fight to get public information that legally BELONGS to us – not the government, but to the people of this country? We are dignified citizens, not beggars.

The outrageous governmental actions presented in this edition of Roots and Reef concern only the environment. But sadly, very sadly, these kinds of actions are not confined to just the environment, but seem to be pervasive throughout every facet of our government from the police, to social services to customs and immigration, to tourism.

Yes, we have every reason to be angry at our government's outrageous and increasing neglect of our voices, its lack of transparency and accountability, its seeming outright disdain of the people. Government is supposed to serve us.

Perhaps this quote from an old movie, Network, has some meaning for all of us:

We sit watching our TV while some local news-caster tells us that today we had 15 homicides and 63 violent crimes, as if that's the way it's supposed to be. We know things are bad, worse than bad, they're crazy, it's like everything everywhere is going crazy, so we don't go out anymore, we sit in the house and slowly the world we're living in is getting smaller, and all we say is please, at least leave us alone in our living rooms, at least let me have my toaster and my TV and my steel belted radials and I won't say anything. Just leave us alone.

Well, I'm not going to leave you alone. I want you to get mad. I don't want you to protest, I don't want you to riot, I don't want you to write to your Congressman because I wouldn't know what to tell you to write. I don't know what to do about the depression, and the inflation and the Russians and the crying in the street.

All I know is that first, you've got to get mad. You've gotta say, 'I'm a human being, my life has meaning.' So, I want you to get up now, I want all of you to get up out of your chairs. I want you to get up right now, go to your window, open it and stick your head out, and yell, 'I'm as mad as hell and I'm not going to take this anymore!'

OK, maybe sticking our heads out the window and yelling isn't the most productive way to make government realize that the people it is supposed to serve are sick and tired of being ignored and disrespected.

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So, what do we do? Well, one of the first things is to make our candidates for public office understand that we're going to hold them accountable for what they do or don't do while in office. And, that we want to know what they stand for before we vote for them. What are their visions for our villages and communities? Why and how are they qualified to represent us?

And once we've elected them, we do have to make them accountable – regular Village Council meetings that are ALL open to the public, regular treasurer's reports, regular communications with the public, involving everyone in our communities, not shutting out any race, creed or color.

It's up to us, we have to take personal responsibility to make our government have the best interests of the people of Belize at heart. Because if we don't, we get what we deserve. Maybe we already have.

Why Won't DOE Enforce the Law?

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than 50,000 cubic yards. Developers are careful to stay under 50,000 cubic yards in their applications for environmental approval to avoid the EIA process. (An EIA requires a developer to perform an in-depth analysis of the effects a project will have on the environment, plants, animals and people if approved. DOE and the developer must also make all EIAs available to the public for review and must hold a public consultation with affected communities.)

*The Chalillo dam ECP mandates mercury testing of fish in the Macal River, an early warning dam break system and many other requirements designed to protect people living in the area from the potentially dangerous consequences flowing from the operation of the Chalillo dam. DOE forced a local citizens group to get a court order from the Supreme Court because DOE refused to enforce the ECP for this project. The citizens' group returned to the Supreme Court because it believes that DOE has still not enforced the Chalillo dam ECP despite the Supreme Court's direct order to do so.

PCSD itself was forced to file a number of official Freedom of Information Act requests when letters, emails, and phone calls about local ECP violations were unanswered by DOE, and the Departments of Lands and Surveys, Forests, and Geology. These Freedom of Information Act requests ask for documentation of ECP compliance by specific developments, copies of all amendments to ECPs for Peninsula developments, copies of all licenses and permits granted for dredging, mangrove removal and seawall construction and other matters connected with ECP compliance. PCSD will publish information obtained from these requests on the PCSD Website (www.saveourpeninsula.org) and in future editions of Roots and Reef.

PCSD asks local residents to inform PCSD about any ECP violations they believe are occurring at local developments and to contact government authorities about violations. PCSD may be reached at 627-5178. Most ECP's are posted at www.saveourpeninsula.org

Contact information for government departments involved in development monitoring and enforcement are:

Department of the Environment: 822-2816, 822-2542, envirodept@doe.gov.bz and envirodept@blt.net

Department of Forests (mangrove removal): 822-1524, windsorbelize@yahoo.com

Department of Geology (dredging): 822-2651, 822-2178, 822-2232, cemmoore@yahoo.com

Land Utilization Authority (seawalls, piers, fences, 66 foot right of way): 822-1526,

elida_williams@yahoo.com

Department of Health (septic tanks, sewage systems): Abelia Sho (Independence), 523-2019, 523-2167 or Mr. Williams (PG), 660-7340

Cruise Ships in Placencia—Yes or No? Part II: The Environment

Cruise ship lines readily admit that they have a problem with their environmental track record, and they say they're spending lots of money to fix problems that have caused a great deal of damage to the marine environment.

For example, Royal Caribbean, the cruise line interested in coming to southern Belize, publicly promised in 2004 to install advanced sewage treatment systems on all of its cruise ships by 2008. The advanced sewage treatment systems are necessary to properly treat on-board all sewage produced by ships, including sewage sludge. (Sewage sludge is concentrated sewage and includes concentrated forms of all the substances found in regular sewage and gray water, including concentrated forms of harmful bacteria, pathogens, diseases, viruses, intestinal parasites and harmful nutrients. A medium-sized cruise ship produces an average of 4,000 gallons of sewage sludge per day.)

But, last year (2009), Royal Caribbean received a "D" grade from Friends of the Earth for its sewage treatment and an F for air pollution. According to the Website for Friends of the Earth:

Despite [its 2004 commitment], currently only nine, or 43%, of Royal's 21 cruise ships, have installed advanced sewage treatment systems, resulting in a grade of D for the company's sewage treatment score. While Royal operated two ships with advanced sewage treatment systems in Alaska in 2008, it chose to discharge sewage from those two ships outside of Alaskan waters, thereby avoiding Alaska's protective water quality standard.

Should Belize trust a company that *chose* to discharge its sewage from two ships just outside Alaska's waters when those ships were equipped with the necessary on-board sewage treatment systems and didn't need to dump their sewage overboard, but did anyway?

Because trust seems to be the best southern Belize can hope for. In 2007, Belize re-wrote its cruise ship policy, and the new 2007 Cruise Ship Policy does prohibit dumping sewage, contaminated water and used oil in Belize waters during a cruise ship's tour in Belize. In addition, Section 13(1) of Belize's environmental law (Cap 328) prohibits dumping or disposal of any garbage, refuse, toxic substances or hazardous wastes if the dumping or disposal will directly or indirectly damage, destroy or pollute water resources or the environment.

Unfortunately, cruise ships have willfully violated the laws of countries such as the US, which are much more able than tiny Belize to enforce their laws. In the late 1990s, the US fined Royal Caribbean US\$27 million and Carnival cruise line US\$18 million for illegally releasing bilge water, sewage and sometimes hazardous wastes into the ocean in violation of US environmental laws. The penalty for violating the dumping prohibitions under Belize's environmental law is BZ\$25,000 – US\$12,500. Will a possible fine of US\$12,500 keep a cruise line from dumping anything it wants to dump?

The Belize Cruise Ship Policy does require cruise lines to sign legally binding Environmental Compliance Plans (ECPs) in which the cruise ship lines agree not to dump sewage and garbage in Belize waters. However, the likelihood of the national government enforcing the country's environmental laws, Cruise Ship Policy or individual ECPS signed by the cruise lines seems small given its past record of monitoring and enforcing the law and ECPs for developments at more accessible locations (see the article *Why Won't DOE Enforce the Laws* in this paper). This seems to be especially true when the government has made it

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Cruise Ships (cont. from page 3)

clear that it is banking on cruise ship tourism to solve most of southern Belize's economic woes.

WHAT'S IN THAT SEWAGE AND GRAY WATER ANYWAY?

Sewage produced by cruise ships includes liquid sewage and gray water in addition to the sewage sludge already mentioned. Cruise ship passengers generate seven gallons of liquid sewage per person per day, or 300,000 gallons a week on a medium sized ship. Passengers also produce 90 gallons of gray water per person per day, or 3,800,000 gallons per week per ship.

This sewage and gray water include harmful bacteria, fecal coliform (E-coli), oil, grease, metals, organic petroleum hydrocarbons, medical and dental waste, food waste, pathogens, disease, viruses, intestinal parasites and harmful nutrients that can make people very sick and contaminate fisheries if inadequately treated. According to Dr. Ross Klein from the Memorial University of Newfoundland and an acknowledged cruise line expert, "The greatest threat posed by gray water is from nutrients and other oxygen-demanding materials" that can kill sea grass, fish and other sea life.

Oily or contaminated bilge water is another threat to the marine environment. Bilge water is water mixed with oil from machinery that collects in the bilges of a cruise ship. Ships maintain stability by discharging this water into the sea after cleaning the oil from it using separators. Belize's Cruise Ship Policy also prohibits releasing bilge water in our territorial waters except in an emergency where the ship or the lives of passengers are threatened. But, sometimes a ship's separators don't collect all the oil before the bilge water is released, or the separators malfunction or are intentionally bypassed, allowing oil to be released into the marine environment, where, like sewage, it can also kill or contaminate marine life.

Air pollution is another serious environmental issue. A cruise ship's diesel engines produce three times more carbon dioxide than a 747 jet. Diesel engines are left running while in port and release diesel fumes, which the US Environmental Protection Agency classifies as likely causing cancer. This is a clear hazard to those who live in Placencia where there is little or no air pollution. Incinerator ash produced when a cruise ship incinerates its trash also contains toxic chemicals from plastics and inks, increasing threats to human health.

Finally, neither Belize law nor its Cruise Ship Policy addresses ballast water. Ballast water is water taken on-board ship in one area and then discharged in another. The danger is that the water taken on may contain invasive, non-native species that can cause ecological and economic damage to marine environments in the area where a ship releases the ballast water. Some people speculate that our problem with lionfish occurred because ships brought the fish to Belize in bilge water taken onboard in Florida.

The question we all now have to ask ourselves is whether the possible economic benefits cruise ships may bring to local southern Belize businesses and residents outweigh the possible environmental harm they may also bring to our marine environment and the possible loss of our traditional overnight tourism.

"The ultimate test of man's conscience may be his willingness to sacrifice something today for future generations whose words of thanks will not be heard."

Sister Dorothy Stang, an eco-activist nun who in 2005 was murdered in the Brazilian Amazon

Dana Eiley: Placencia to the Bone

Dana Eiley is as strong and persevering as the tiny wooden house on the sidewalk in Placencia where she was born. That little structure still stands today, very much intact, having weathered many storms and the rage of Hurricane Iris.

With only a short spell living in Belize City, Dana (pronounced Donna) has spent her entire life in Placencia, raising a family with Calbert Gardiner, and starting Nite Wind Tours. When they opened their business in their home in 1989, they were only the second business in Placencia to offer such tourist services as snorkeling, Monkey River tours, and fishing. Nite Wind Tours is now permanently located at the Point, next to the fishing co-op. It is because of their satisfied tourists who return to them time and again that Nite Wind expanded to include land tours to Mayan ruins and to Cockscomb. Dana's children are involved in the family business.

Dana recalls her earlier days in Placencia with pride and pleasure. As a young woman, she worked in the fishing co-op, alongside her mother Miss Jesse, and her friends, Miss Grace, Miss Nora, Miss Beverly, and Miss Chita, cleaning, processing, packaging and shipping out fish, conch, and lobster to Belize City. Their work days were long: 8 to noon; one thirty to five, and frequently they returned to work at 7 pm and worked until 12:30 or 1 in the morning.

Dana comments, "Back then, there was lots of all kinds of fish and year round, too. When it was in, we worked. Miss Chita loved to sing, and she would serenade us as we worked. Sometimes at the end of a long day, we would bathe, and head over to Miss Doris' bar, the Hilltop, to party. Yes, we worked hard, but we had our fun, too. We were paid \$200 every two weeks, and we thought we were rich."

The days of abundance of the sea, however, are coming to an end. Dana says some of her snorkeling tourists are disappointed that they are not seeing the marine life they thought they would see.

"If we allow foreign fishing in our waters, there will be nothing left for us. This is our country. We also used to see tourists who were curious about us, who tried to get into the people, to know the locals and our ways. There is less curiosity about who we are now by the tourists. Some of them are only interested in buying land and developing businesses for themselves. Placencia used to be our village: now everyone is here. I don't let people bother me. I try to make it out with people and live quietly in my own world. Personally I feel my business will benefit from the proposed cruise ship industry, but if it is only a handful of businesses to benefit, then that is wrong. The entire community must benefit from cruise ships for it to make sense. Otherwise, it doesn't make sense."

Miss Dana truly came alive when she reminisced about her days as a child. Periodically, a small tourist boat would arrive to Placencia's shores, and the children would greet the tourists as they disembarked. "We sold 'shiny shells' to the tourists, and I felt like the queen when I collected a US. dollar. We serenaded them with a song that Miss Doris Leslie taught the children."

The tune and lyrics of this song were composed by Morris Berry, Cleveland Berry's brother, and thanks to the memories of Miss Dana, Miss Cherry, and Miss Vera, we share it here with you.



PLACENCIA

Peaceful and Loving I am to All.
Laden with Palm Trees Short and Tall.
Above and Below the Beauty You See.
Cherish the Land of the Tropical Sea.
Evening and Morning You'll Hear them Say
Never You'll Find a Land So Gay.
Church You Can Go and Worship, Too.
Interesting You'll Find It Good for You.
Always Remember the Land So True.

PLACENCIA

Placencia Marina Approved

On Wednesday, 24 February 2010, the National Environmental Appraisal Committee (NEAC) recommended approval of a 300-slip marina to be built off the coast of the Placencia Peninsula between The Placencia Hotel and Residences and the under-construction Copal Beach Resort.

NEAC recommended approval of the marina even though the developer did not submit studies required by NEAC to allow NEAC to assess the marina's probable effects on the Placencia Peninsula, including erosion.

NEAC also recommended that the developer be required to do the studies after it receives final approval from the Ministry of Natural Resources.

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