



Ministry of Blue Economy
& Civil Aviation

Of Skies and Seas: Everything BLUE

Keeping the Plan Belize Commitments

Ministry of Blue Economy and Civil Aviation

Annual Report

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Message from the Minister



With its mandate of overseeing Belize's diverse and tropical blue seas, to ensuring safe and secure traveling in its clear blue skies, the Ministry of Blue Economy and Civil Aviation is tasked with the effective management of Belize's two most important sectors.

Focusing on the Blue Economy, Belize's ocean is prized for its biodiversity, which plays an important role in the lives of all Belizeans. The ecosystems that are nurtured by it are central to life and the livelihood for all the people in Belize, from the coastal communities and cayes, to most of the inland rural areas. Through food provision, climate regulation and recreational activities, our ocean provides

significantly to the socioeconomic development and growth of Belize. More than half of the population of Belize depends directly on marine activities, where it is estimated that the reef contributes more than a billion dollars to our national economy through tourism, fisheries, and shoreline protection. Blue Economy management and oversight are crucial for the provision of opportunities to strategically plan the use of our blue resources, in such a manner that will be most impactful to the sustainable development and eco-responsible agenda of our country.

On the other hand, Belize's aviation sector is heralded as one of the cornerstones of the flourishing tourism industry that the country is known for today. By providing support to our only international airport, the PGIA, as well as all our domestic aerodromes, the Ministry of Blue Economy and Civil Aviation ensures that our partners are equipped with the tools necessary to provide services for a robust aviation sector in Belize. It must also be mentioned that this support fosters an environment where major economic development occurs for not only international airline companies, but for local companies, as well as the many stakeholders whose livelihoods depend on a thriving aviation industry. Having the Belize Department of Civil Aviation under our wing, the management of Belize's airspace is also done in the most orderly fashion. Considering the International Civil Aviation Organization (ICAO) standards, the safety and security of Belize's aviation sector is our topmost priority, where our goal is to have a well-respected aviation sector not only regionally, but globally as well.

Looking at the past year despite the challenges of the COVID-19 pandemic, the Ministry of Blue Economy and Civil Aviation still made major strides that will be the focus of this technical report. Even though at the surface, the Blue Economy and Civil Aviation sectors may seem different, finding the synergies in their scopes such as sustainable and economic development, tourism, and social inclusion, was integral for the Ministry to move in unison for the betterment of Belize.



List of Abbreviations

AI	Artificial Intelligence
AOP	Annual Operation Plan
BAA	Belize Airports Authority
BACC	Belize Airport Concession Company
BCMR	Bacalar Chico Marine Reserve
BDCA	Belize Department of Civil Aviation
CAPS	Country Assistance Programmes
CARICOM	Caribbean Community
CCMR	Caye Caulker Marine Reserve
CMARI	Clearwater Marine Aquarium Research Institute
COCESNA	Corporacion Centroamericana de Servicios de Navegacion Aerea (Central American Corporation of Air Navigation Services)
CORAL	Coral Reef Alliance
CZMAI	Coastal Zone Management Authority and Institute
DOALOS	Division for Ocean Affairs and the Law of the Sea
EDF	Environmental Defense Fund
FIP	Fisheries Improvement Program
GDP	Gross Domestic Product
HRI	Healthy Reef Initiative
ICAO	International Civil Aviation Organization
ICZM	Integrated Coastal Zone Management
MAR	Meso-American Reef System
MBECA	Ministry of Blue Economy and Civil Aviation
MOU	Memorandum of Understanding
MR	Marine Reserve
NDC	Nationally Determined Contributions
NGO	Non-Governmental Organization
OSPESCA	Organizacion del Pesquero y Acuicola del Istmo Centroamericano (Organization of the Fisheries and Aquaculture Sector of the Central American Isthmus)
PACT	Protected Areas Conservation Trust
PGIA	Philip Goldson International Airport
RRI	Reef Rescue Initiative
SCMR	Sapodilla Caye Marine Reserve
SI	Statutory Instrument
SIB	Statistical Institute of Belize
SICA	Sistema de la Integracion Centroamericana (Central American Integration System)
SWCMR	Salt Water Caye Marine Reserve
TIDE	Toledo Institute for Development and Environment
UNCTAD	United Nations Conference on Trade and Development
UNESCO	United Nations Educational, Scientific and Cultural Organization



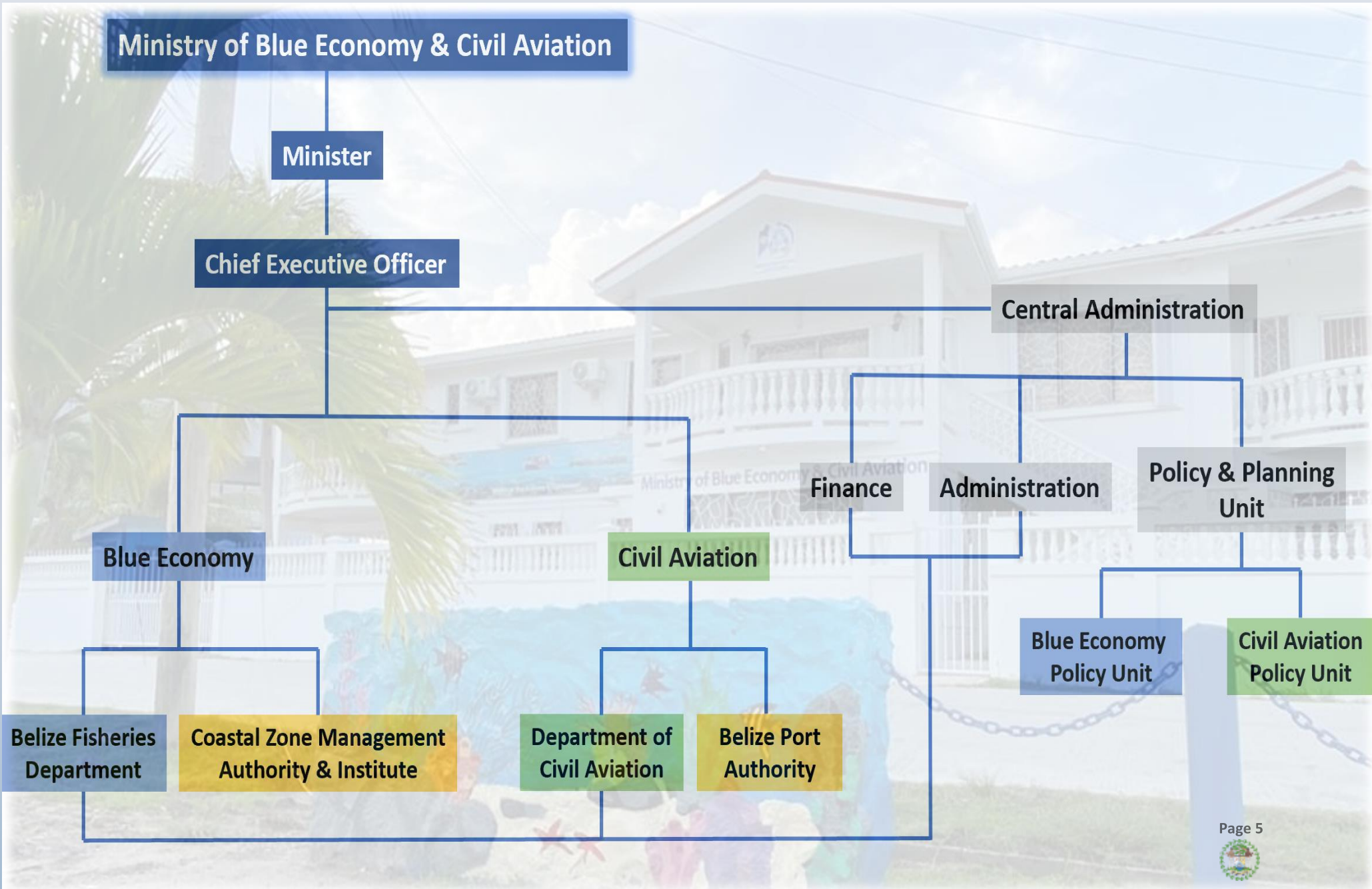
Introduction

The new Ministry of Blue Economy and Civil Aviation (MBECA) was established in November 2020 with the change in administration. The concept of 'Blue Economy' is relatively new on the global stage with its inception introduced at the 2012 United Nations Conference on Sustainable Development in Rio de Janeiro, Brazil (Rio+20). The 'Blue Economy' concept in Belize needed to be recognised, requiring a high level of importance and prioritisation in today's emerging innovative global economy. This new administration undertook the challenge of ensuring that Belizean waters, coastline, and all its stakeholders were grouped and prioritised for the betterment of the country through the formation of the Blue Economy Unit within the new Ministry of Blue Economy and Civil Aviation (MBECA). This major prioritisation was especially important due to the increasing role Belize's marine and ocean resources play in the development of Belize's economy, as well as in improving the livelihoods of the Belizean people. Key departments under the MBECA Blue Economy arm include the Blue Economy Unit, the Fisheries Department, and the Coastal Zone Management Authority and Institute (CZMAI), all of which are integral to the sustainable development of Belize's coastal and marine resources.

The Civil Aviation arm of the newly formed Ministry of Blue Economy and Civil Aviation was also formed in November 2020. Civil Aviation plays an important role in safeguarding Belize's airspace, as well as fostering a fair and prosperous environment for the growth and development of not only aviation businesses that fall within the sector, but also the transportation and tourism sectors of Belize. The development of the aviation sector is especially important due to the role it plays as one of the cornerstones of the flourishing tourism industry in the country and was prioritised by the new administration. Key departments under the MBECA Civil Aviation arm include the Department of Civil Aviation and the Belize Airports Authority, both are integral to the safety and security of Belize's airspace while ensuring effective and efficient implementation of aviation policies in accordance with international agreements such as Standards and Recommended Practices of the International Civil Aviation Organization.



MBECA Organogram



Mission Statements and Priorities

Having a mission and set priorities are key in ensuring the effective execution and management of the Ministry. Each department under MBECA has its respective mission and priorities that are aligned with this current administration's Plan Belize framework. Given the prioritization of the Blue Economy, this unit developed a holistic mission statement and priorities that both aligns with the Plan Belize Framework and those of the departments under its responsibility.

Blue Economy's Mission:

“To increase Gross Domestic Product (GDP) through a thriving Blue Economy Development pathway that is harmonized, innovative and socially just, supported by a robust, science-based management regime of our aquatic resources and space to improve the livelihood of all Belizeans.”

This mission seeks to bolster economic development by fostering environmental sustainability, evidence-based ocean governance, social inclusion, and improved livelihoods, by encompassing economic activities that will:

- (i) take place in the marine environment
- (ii) use marine resources as an input
- (iii) include the production of goods or the provision of services that will directly contribute to activities that take place in the marine environment.

By assisting with the coordination of the works of the Fisheries Department, CZMAI, and all the NGOs and stakeholders in the marine sector, Blue Economy is aligning itself with Plan Belize in various ways. Focusing on the Strategic Goals outlined in the Plan Belize Framework, this mission will assist with the accomplishment of three of these goals:

a. Economic Transformation and Growth

The Blue Economy sector has the mission of ensuring that any development that occurs within the marine environment will help to bolster the national economy of Belize. This will showcase itself primarily by increasing the production of marine goods and services in sustainable ways using science-based evidence, developing pathways for ocean-based investments.



b. Poverty Reduction

This sector will aid in improving the livelihoods of all Belizeans with a focus on social inclusion in Blue Economy activities. By increasing the employment of women and youth in underdeveloped communities, this arm of the Ministry is geared to increase both groups participation in the economy of Belize. It will also increase inclusivity and empower vulnerable groups and communities to become part of existing and emerging sectors utilising Belize's marine and ocean resources.

c. Protection of the Environment

The basis of the Blue Economy is dependent on the sustainable use and management of Belize's marine resources including marine conservation and protection practices. Looking at the Plan Belize framework, one of the key priorities is the management, sustainable use, and development of the Belize Barrier Reef System which is a part of the Mesoamerican Barrier Reef, as well as the sustainable use of Belize's coastal and marine resources (2020) within Belizean waters. This strategic goal is the basis of the establishment of the Blue Economy arm of the Ministry.

Fisheries Department's Mission:

“To achieve sustainable fisheries management and development through improved governance, research, private sector and Civil Society participation, gender equality and equity, community stewardship and effective enforcement and compliance.”

This mission seeks to ensure a sustainable and resilient fisheries sector that effectively contributes to food security and the socio-economic development of Belize (National Fisheries Policy, Strategy, and Action Plan, 2019). This will be accomplished by undertaking the 5 priority areas:

- (i) Conservation and Management of Fish and Ecosystems
- (ii) Research and Development of the Fisheries Sector
- (iii) Enforcement and Compliance
- (iv) Fisheries Governance
- (v) Capacity Building and Knowledge Management

Furthermore, looking at the relationship between these priority areas and the Plan Belize Framework, this mission will assist in the accomplishment of the following strategic goals:



a. Protection of the Environment

The Fisheries Department plays a key role in the protection of Belize's marine ecosystems. This is the entity that ensures that the Blue Economy arm of the Ministry achieves its goal of ensuring marine conservation and protection by policy enforcement, thus accomplishing this strategic goal in the Plan Belize framework.

b. Economic Transformation and Growth

One priority of the Fisheries Department is to ensure the health and development of a robust fisheries industry. Seeing that the fisheries industry contributes to about 1.06% of Belize's GDP (SIB, 2019), this mission is fully geared towards assisting the accomplishment of this strategic goal.

c. Poverty Reduction

Some of the activities under the Fisheries Department also have a focus on social inclusion. Taking on some of the responsibilities from the Blue Economy arm of the Ministry, the Mission of the department also looks at increasing revenue for fishermen of lobster, conch, and other fisheries products in sustainable ways. This will improve household incomes that depend solely on the fisheries industry.

Coastal Zone Management Authority and Institute's Mission:

“Leading the sustainable use and planned development of Belize's coastal resources through increased knowledge and building of alliances for the benefit of all Belizeans and the global community.”

This mission seeks to undertake two general activities by CZMAI's two branches. Under its first branch, the Coastal Zone Management Authority, this mission will ensure the effective implementation and monitoring of coastal development policies (CZMAI, 2019). This will be executed by the following functions:

- (i) Assisting in the development of programmes and projects.
- (ii) Fostering regional and international collaboration.
- (iii) Commission research and monitoring.
- (iv) In consultation with stakeholders, assist in the preparation of development guidelines and



- review the CZM Plan prepared in accordance with the Act.
- (v) Maintain the national coral reef and coastal water quality monitoring programmes.

Under its second branch, the Coastal Zone Management Institute, this mission will ensure the conducting of research and data collection on Belize's coastal and marine environment. There are four programs that are currently being executed by the institute to ensure that this is achieved.

- (i) Coral Reef Monitoring
- (ii) Coastal Water Quality Monitoring
- (iii) Coastal Planning
- (iv) Data Collection, Analysis, and Management

Taking the activities of the two branches under the CZMAI, its mission is aligned with the Plan Belize framework by tackling the strategic goals of:

a. Protection of the Environment

The CZMAI bases its priorities on research and understanding the Belizean coastline and marine environment, which is an integral aspect of marine conservation and protection. This mission is vital for the Blue Economy arm of the Ministry, inclusive of the Fisheries Department, in ensuring the effective implementation of policies geared towards the environmental consciousness of Belizean waters.

Belize Department of Civil Aviation's Mission:

“To Promote efficient and expeditious movement of domestic and international air transportation in Belize through the provision of proper regulatory procedures, in accordance with the air navigation regulations in force and the Standards and Recommended Practices of the International Civil Aviation Organization.”

This mission seeks to ensure a safe and secure airspace, while also promoting the orderly and economic development of civil aviation in Belize by the following Guiding Principles (BDCA, 2021):

- (i) Ensuring a fair, transparent, and robust regulatory framework.
- (ii) Investment in the human capital of the aviation sector.



- (iii) Embracing the rights of users and consumers of aviation goods and services.
- (iv) Foster a system of Ethics and Integrity in every aspect of the department's undertakings.
- (v) Embracing innovation and technology in all aspects of aviation.
- (vi) Sound and wholesome contributions to Belize's development.

Looking at the Plan Belize framework, this mission will assist with the following Strategic Goal of:

a. Economic Transformation and Growth

Seeing that the aviation sector in Belize greatly supports the tourism industry, the efficient and prompt movement of flights within the country's airspace ensures a steady flow of income. With the department being a regulatory body to implement aviation policies, this mission assists in providing a nourishing, but safe environment for economic growth to occur for airline companies to thrive in the sector.

Belize Airports Authority's Mission:

“To develop Belize's air transportation industry through effective aerodrome management focused on safety and security, driven by a highly motivated team of experts dedicated to improving the services and infrastructure provided to aviation stakeholders and the travelling public.”

This mission seeks to work in conjunction with the mission of the BDCA, to ensure that Belize's aviation policies and regulations are implemented, while also prioritizing the development and effective management of all aerodromes country wide. Having this task, the BAA executes its mission with the following responsibilities:

- (i) The Day-to-Day management of all existing airports in the country.
- (ii) The provision and maintenance of all operational services of each airport.
- (iii) The physical development and modernization of all airports in Belize.

Under the Plan Belize framework, BAA activities assist with the Strategic Goal of:

a. Economic Transformation and Growth

Like the BDCA's role in assisting with the Plan Belize agenda, the BAA also focuses on creating a prosperous environment for aviation businesses to flourish in Belize. By ensuring efficient operations and infrastructure is present at the airports, airline companies can thrive and provide more income generation for Belize.



Main Achievements of the MBECA

For purposes of this report, the achievement of the Ministry of Blue Economy and Civil Aviation for 2021 are presented below by entity (department, statutory body, etc).

Achievements of the Blue Economy:

Key accomplishments of the Blue Economy arm of the Ministry for 2021, include the establishment of the Ministry and have centred on implementing, bolstering, and coordinating initiatives in Belize's marine and coastal zone sector. These initiatives are:

- (i) Establishing the “Blue Bonds” Marine conservation for Debt Relief Swap (500 million dollars).
- (ii) Establishment of the Ministry of Blue Economy and Civil Aviation inclusive of the establishment of an official office, with initial support staff.
- (iii) Establishment of the Blue Economy Unit within MBECA to provide technical support in policy, planning, and resource mobilization under the leadership of a Director of Blue Economy.
- (iv) Secured funding for the development of a Blue Economy Policy and 5-year Blue Economy Strategy and Plan (2022 – 2026).
- (v) New Fisheries regulations for Caribbean Spiny lobster were enacted to promote responsible harvesting of lobster and curb illegal fishing.
- (vi) Enacted legislation to conserve sharks in Belizean waters and to ensure a sustainable small-scale artisanal fishery of these iconic species.
- (vii) CZMAI updated the Belize National Marine Habitat Map to support new opportunities in the blue space and inform the strengthening of the Belize Marine Spatial Plan.
- (viii) Implementation of the water quality monitoring project to improve understanding of the levels of water quality and sources of pollution impacting reef ecosystems to inform targeted solutions.



Achievements of the Fisheries Department:



Key accomplishments of the Fisheries Department for 2021 have centred primarily on the implementation and adherence of Belize's fisheries regulations to ensure a continued fruitful fisheries industry. These achievements were:

- (i) Amendment Regulations for Sharks and Spiny Lobsters – S.I. No. 128 of 2021.
- (ii) Establishment of the Fisheries Council.
- (iii) Mariculture Policy completed – pending submission for Cabinet's endorsement.
- (iv) Non-binding international declaration on transnational organized crime in the global fishing industry – Copenhagen Declaration under the Blue Justice Initiative.
- (v) Finfish:
 - a. Draft Adaptive Multi-Species Finfish Management Plan: supported by the United Nations Conference on Trade and Development (UNCTAD), the Division for Ocean Affairs and the Law of the Sea, Office of Legal Affairs (DOALOS), the Directorate General for Foreign Trade, and Environmental Defense Fund (EDF). It is expected that the plan will be finalized in early 2022.
- (vi) Conch Fishery:
 - a. 2021 Rapid conch survey
 - b. Closure of Conch Season 18 June 2021, with realization of the national quota of 950,000
 - c. 2022 – National Conch Survey - Total Allowable Catch limit for the 2021/2022 fishing season was estimated at 980,200 lbs. (Northern Fishermen Cooperative Society Limited – 530,200 lbs.; National Fishermen Producers Cooperative Society Limited – 250,000 lbs.; Fein Catch Ltd. – 200,000 lbs.)
- (vii) Lobster
 - a. Closed season adjusted from March – to June
 - b. Amendment Regulations No. 128 of 2021
 - c. Escape gap study in three fishing areas (1, 2, and 3). Three escape gaps (1, 1.5, and 2 1/8 inches) are being studied to determine the optimum escape gap for Belize.
 - d. Two staff received training in the use of the Application for the evaluation of lobster stocks – OSPESCA



- e. FIP Official Launch
- (viii) Sea cucumber
 - a. Sea cucumber season opened - 60,992 pounds produced.
- (ix) Sharks
 - a. Shark Forum held in June: titled “Recognizing Partnership for Shark Conservation and Management in Belize” – highlight the shark science work in Belize and draft regulations
 - b. Shark Working Group meeting convened in November.
- (x) Update of Management Plans for MRs:
 - a. CCMR completed – MoT and support with equipment (uniforms, equipment, 1 vessel)
 - b. SCMR Completed – PACT
 - c. BCMR – Bidding process – PACT
- (xi) Stony Coral Tissue Loss Disease:
 - a. continued monitoring and treatment
 - b. capacity building for Biologists.
- (xii) Discussions – Co-management and reviewing co-management framework.
- (xiii) One Brigades training for Post Storm Response under the Reef Rescue Initiative was completed – 7 Fisheries Department, 8 from NGOs, and 2 from the community with 1 Fisheries staff becoming a trainer.
- (xiv) Drafted the RRI Post Storm Emergency Response Plan.
- (xv) SCMR –Characterization of Cayman Crown (HRI; TIDE; FUNDAECO)
- (xvi) First Aid Training, Enforcement Training for all MRs
- (xvii) Infrastructure:
 - a. Installation of Vessel Trackers on 12 Fisheries vessels
 - b. Renovation of SCMR completed (TIDE)
 - c. Refurbishment of 3 MR vessels
 - d. Solar systems (4 MRs) are fully operational



- (xviii) SWCMR Building – contracting process
- (xix) For 2021 - \$80,471.00 was collected for court fines and penalties.
- (xx) Confiscation of one foreign fishing vessel.
- (xxi) Training in fisheries enforcement and case file preparation completed for all staff, marine reserves, and Co-managers.
- (xxii) Increase in inter-agency strategic operations.
- (xxiii) Most of the CAP II funds are used for fuel and vessel/engine repairs due to Recurrent Budget limitations.
- (xxiv) Manatee Management & Conservation
 - a. February 2021, an MOU was signed with Wildtracks for Rehabilitation and Conservation of Manatees, and MOU was signed with Clearwater Marine Aquarium Research Institute for Research and Conservation of Manatees.
 - b. Manatee Rescue and rehabilitation protocol established for CMARI
 - c. Engagements with the Belize Port Authority to discuss areas for collaboration and enforcement of No Wake Zones to reduce boat incidents with marine mammals.
 - d. The Department collaborated with Wildtracks in carrying out a virtual Manatee Red List Assessment in which manatee conservation partners and experts participated.

Achievements of CZMAI:

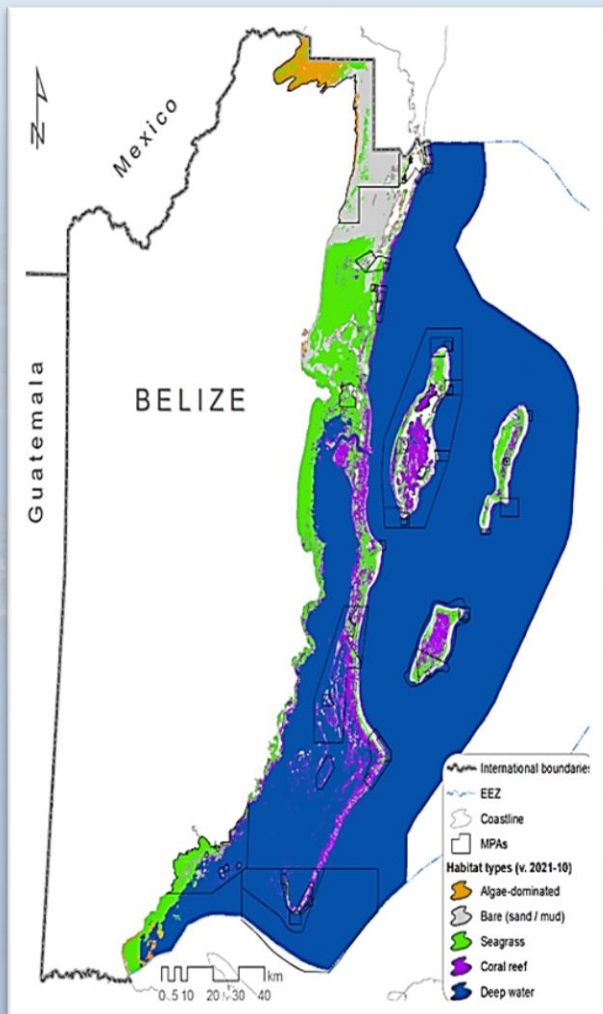
Key accomplishments of CZMAI for 2021 have centred primarily on the implementation of key Integrated Coastal Zone Management (ICZM) initiatives as laid out in CZMAI's 2020-2025 strategic plan and its annual operational plan.



(i) The appointment of a new Board of Directors of the Coastal Zone Management Authority in February 2021 by Minister Hon. Andre Perez was an important milestone as the Board serves as the principal “policy-organ” of the institution, tasked with providing institutional leadership and strategic direction to ensure the delivery of purpose by CZMAI.

(ii) Updating the two-decade old Belize National Marine Habitat Map using Artificial Intelligence (AI) such as Microsoft's cloud computing software, Azure, along with satellite and ground-





truthing data. The updated National Marine Habitat Map provides spatial coverage of key habitats in the coastal zone that can support current and new opportunities in the ‘blue space’ and inform the strengthening of the Belize marine spatial plan currently seated within the National ICZM Plan.

(iii) Through an ongoing collaboration under the framework of a Memorandum of Understanding (MOU) between CZMAI and the UK’s National Oceanography Centre, a new project entitled, “Determining Seagrasses Value to the Belizean Blue Economy (SALINE)” was initiated. The project aims to include field data collection such as seagrass cores in key sites to inform the updating of the seagrass map, and to assess the Blue Carbon potential of seagrass ecosystems nationally. This initiative will assist Belize to establish a seagrass blue carbon inventory, inform future conservation priorities and policies, and promote the importance and significance of seagrass in climate adaptation and resilience.

(iv) CZMAI, as a key sector lead, and through participation in the National Blue Carbon Working Group, has contributed robust scientific information that informed the ambitious national targets in

Belize’s updated Nationally Determined Contributions (NDC) in relation to the required protection and improved management regime for key coastal and marine habitats. Additionally, CZMAI and its local and international partners have established a mangrove blue carbon inventory for key sites across the country through site selection, sediment coring, and ground-truthing field activities conducted in September 2021.

(v) An in-depth external evaluation of the implementation progress of the Belize Integrated Coastal Zone Management (ICZM) Plan for the period 2016-2020 has been conducted with support from the regional project “Integrated Ridge to Reef Management of the Mesoamerican Reef System (MAR2R).” The Belize ICZM Plan was approved by the Government of Belize in 2016 to serve as the overall framework to guide decisions and lead actions on the sustainable use and development of resources within the coastal zone in the short and long term. The ICZM Plan is also well aligned with other key national-level policies. The evaluation will assist CZMAI to address bottlenecks/challenges and implement specific recommendations/solutions to improve the delivery of an updated version of the ICZM Plan, including an improved Spatial Plan for Belize’s blue space.

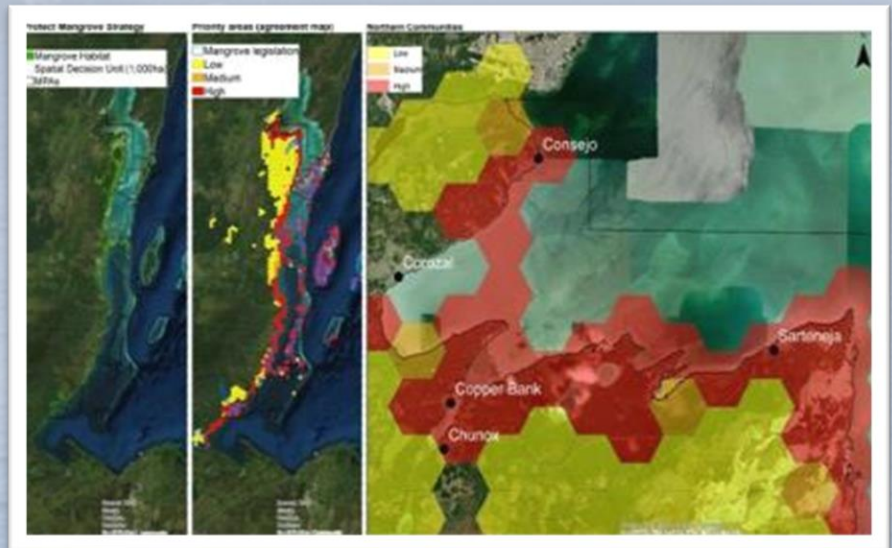


(vi) CZMAI is leading field sampling and laboratory analyses for Belize under phase 1 of a regional Water Quality Monitoring Project being implemented by the Coral Reef Alliance (CORAL) and Healthy Reefs for Healthy People. The project will be rolled out in two phases, and the objectives are three-fold:

1. To gather high spatial- and temporal- resolution data at sites where tourism-related sewage is expected to be a dominant pollution source, as well as compare low tourism (control) locations.
2. To quantify any changes in water quality, particularly those parameters associated with sewage impacts, alongside the changes in tourism levels as countries reopen their economies.
3. To coordinate regional research efforts aimed at understanding and improving water quality, including initial outreach to regulators and stakeholders.

The data being collected under this initiative will improve understanding of the levels and sources of nutrient pollution impacting reef ecosystems and can help inform targeted solutions to improve local and regional water quality through carrying capacity limits for coastal tourism, adequate wastewater treatment systems, etc.

(vii) CZMAI, in collaboration with the Fisheries Department, is leading the implementation of the Resilient Reefs Initiative (RRI) in Belize. RRI is a global program created to support five of the world's most valued UNESCO World Heritage reef sites, including the Belize Barrier Reef Reserve



System. Since the official project launch in May 2021, a resilience diagnostic assessment has been initiated that will help inform innovative solutions under a National Resilience Strategy for combatting the effects of climate change and other local threats to reefs and affected communities. Through a recent collaboration secured with RRI Knowledge Network Partners, CZMAI will be co-leading a pilot initiative to design resilient coastal development pathways considering the existential threat of climate change. It is hoped this initiative can be scaled up to inform ICZM development standards.



(viii) At the end of March 2021, a Global Sustainable Tourism Council Assessment for Goff's Caye was completed with funding support from Coral Reef Alliance and in collaboration with the Ministry of Tourism and Diaspora Relations. Goff's Caye Managed Area has been managed and developed by CZMAI over the past 17 years. It is one of few remaining publicly owned islands that is a cultural landmark and a very popular recreational site for both Belizeans and foreign visitors alike. It is also one of the top five marine tourism destinations in Belize that is important for the cruise tourism sector and the Blue Economy. This assessment will inform the preliminary management and business plan for Goff's Caye as well as the reef health and coastal dynamics monitoring program that is currently underway and expected to be completed by May 2022 under the Climate Vulnerability Reduction Programme.

Achievements of the BDCA:

Key accomplishments of the BDCA during the 2021 have centred primarily on strengthening the institution of the BDCA, as well as the continued implementation of aviation regulations in Belize.



(i) Completion of a 5-year Strategic Plan for the BDCA (2022 – 2026) with an Operation Plan.

(ii) Installation of a new Director of Civil Aviation, Deputy Director of Civil Aviation, Chief Operations Officer, and a Development Officer at the Ministry level.

(iii) Negotiation of Air Services agreements with 12 countries and close collaboration with the Ministry of Tourism and Diaspora Relations for the return and new introduction of airlines traveling to Belize.

(iv) Submission and approval of 5 cabinet papers focused on enhancing Belize's aviation sector including security and safety regulations all in preparation for the International Civil Aviation Audits but also improving civil aviation in Belize.

(v) Establishment of a comprehensive Air Traffic Control Contingency Plan including remote support from COSESNA when and where necessary which proved to be very effective when normal air traffic services cannot be provided.



- (vi) Continued coordination with domestic airline operators to provide necessary support for certification and other requirements.
- (vii) Continued and effective collaboration with COSESNA to optimize technical support provided for air traffic control and monitoring.

Achievements of the BAA:

Key accomplishments of the BAA during 2021 have centred primarily on upgrading infrastructure and equipment of aerodromes country wide. Nevertheless, these accomplishments are:

- (i) Installation of five (5) rotating beacons at the Sir Barry Bowen Municipal Airport, John Grief II Airport, Caye Caulker Airport, and the Placencia Municipal Airport.
- (ii) The rehabilitation of the Ranchito road access to the Corozal aerodrome.
- (iii) Runway lights at Dangriga Airstrip
- (iv) Dangriga Airport Expansion.
- (v) Lighted windsocks at two aerodromes.
- (vi) Established 24-hour airport services, presence, and control of four aerodromes.
- (vii) Currently collecting overtime fees for afterhours operations and enforcing existing overnight parking fees.
- (viii) Hosted the Investment Summit, CARICOM, and CARICOM/SICA summits in San Pedro, as well as the visit of the Duke and Duchess of Cambridge at two aerodromes.



Future Priorities and Plans

Some of the future objectives that the Fisheries Department have are:

- (i) Socialization and implementation of Amended Regulations.
- (ii) Finalize the Fisheries Resources Act Regulations.
- (iii) Finalize the fin fish management plan and initiate its implementation.
- (iv) Evaluation of lobster stocks in Belize.
- (v) Establishing mechanisms to execute Blue Bond targets.

Some of the future objectives that the CZMAI have are:

- (i) Identify and establish a new Chair for the Coastal Zone Management advisory council.
- (ii) Undertake training needs assessment and professional development and training plan.
- (iii) Conduct a revised assessment of the legal, institutional, organizational and financial readiness to deliver Blue Economy priorities that will be aligned with the CZMAI's mandate.
- (iv) Addressing the Stony Coral Tissue Loss Disease in collaboration with the National Coral Reef Monitoring Network.
- (v) Development of a Climate Resiliency Strategy for Belize's coast.
- (vi) Climate Vulnerability Reduction Program planned investments for Goff's Caye has resumed after some significant delays and are currently underway:
 - Preliminary management and business plan for Goff's Caye (May 2022)
 - Reef health and coastal dynamics monitoring program (May 2022)
 - Infrastructural upgrades on the island (planned full closure from March to October)



Some of the future objectives that the BDCA have are:

- (i) Launch of 5-Year Strategic Plan.
- (ii) Amendment of the Civil Aviation Act.
- (iii) Development of a 20-Year Sustainable Aviation Master Plan.
- (iv) Infrastructural upgrades to the BDCA Headquarters building.
- (v) Capacity building for staff.
- (vi) Enhancement of a National Aviation Security Framework.
- (vii) Implementation of a National Aviation Safety policy.

Some of the future objectives that the BAA have are:

- (i) The maintenance and rehabilitation of Sir Barry Bowen Municipal Airstrip.
- (ii) Infrastructure upgrades at the Caye Caulker Municipal Airstrip.
- (iii) Major infrastructure development at the John Grief Municipal Airstrip.
- (iv) Complete rehabilitation of Central Farm Airstrip.



Financial Considerations

Over the past year, the MBECA has made major strides in establishing the new ministry; however, as with most institutions, there are both strengths and weaknesses/challenges that it faces.

The Strengths of MBECA:

- (i) Effective coordination of both the Blue Economy arm of the Ministry, as well as the Civil Aviation arm.

The major strength of MBECA is how well it executes the coordination of the two sectors of Blue Economy and Civil Aviation. On the surface, these two sectors seem vastly different. However, effective coordination comes from finding some of the synergies in both sectors, which is what allows the ministry to move in unison. In areas such as tourism (Nautical and Aeronautical), sustainable development, climate change mitigation and adaptation, social inclusion (specifically women and youth involvement), as well as economic development, both arms of the ministry work in tandem to ensure both arms of the ministry not only develop in an efficient manner, but also adds to the betterment of the country.

- (ii) Extensive Blue Economy sector development for the country.

The other major highlight of the MBECA, is the development of the newly formed Blue Economy for Belize. Practically speaking, the Blue Economy is not new, seeing activities such as marine conservation, fisheries, sustainable coastal development, etc, has always been done in the country. However, the Blue Economy grouping is ensuring that Belize's coastal and marine environment is developing in a unifying way. This unification of entities such as the Fisheries Department, the CZMAI, as well as the many NGOs that fall under the sector, is what makes this newly formed sector the stronghold that it is for not only the Ministry, but the country itself.

Challenges:

On the other hand, there are many challenges that the Ministry by way of the different entities under it faces. Broken down by the different agencies under the MBECA, some of the challenges are:

Fisheries Department

1. COVID restrictions in engaging community groups.
2. Budgetary allocations
3. During the first mid-year – several vacant positions resulting in limitations to execute key programs (also budget cuts limiting Overtime hours for staff).
4. Need for more capacity building in some areas such as data analysis, fisheries resources assessment



CZMAI

1. Ongoing financial sustainability issues: No long-term Financial Sustainability Strategy and Resource Mobilization Plan developed.
2. Ongoing staff turnover/vacant posts (Coastal Planning Technician, Finance and Operations Manager, Sales & Marketing Assistant, Marketing Officer)
3. Some AOP targets not met that were under the direct responsibility of the FOM post.
4. No Compensation Framework with salary scale and performance-based annual increments or bonuses
5. COVID-19 Infections caused many employees to take Sick Leave. This caused some delays in field work, reporting, etc.
6. Some AOP targets not met due to financial and capacity constraints - lead Training Needs Assessment and Professional Development and Training Plan in support of a fit for purpose institution aligned to needs of the Blue Economy.
7. Need to conduct a revised assessment of the legal, institutional, organizational and financial readiness to deliver Blue Economy priorities in line with CZMAI's mandate.

BDCA

1. Currently require more technical staff, specifically more air traffic controllers.
2. Requires a training needs assessment and major capacity building activities for the technical, managerial, and administrative aspects.
3. Needs major upgrades to the different aviation equipment utilized by the department.
4. Need to expand revenue streams which can be solved by establishing a potential collection booth at the PGIA.

BAA

1. Need to expand revenue base to service pending debt. This debt includes twenty-one million dollars (\$21M) owed to SSB, one million dollars (\$1M) owed to the Government of Belize and nine-hundred thousand dollars (\$900K) owed to the Belize Airport Concession Company (BACC).
2. Currently requires more staff, which is planned to be addressed when resources become available.
3. Under-reporting of activities from stakeholders.
4. Need to collect monies owed to BAA from PUMA



Budget

Pertaining to the annual budget, only Fisheries Department and the BDCA are allocated money from the Government of Belize. Given that CZMAI and BAA are statutory bodies, they are not included in this section.

Budget for Fisheries Department

RECURRENT EXPENDITURE								
SH No.	Item	Details of Expenditure	2019/2020 Approved Budget	2020/2021 Approved Budget	2021/2022 Budget Estimates	2022/2023 Forward Estimates	2023/2024 Estimates	Forward
30	PERSONAL EMOLUMENTS		\$2,402,588	\$2,400,324	\$2,219,252	\$2,318,585		\$2,379,156
1	Salaries		\$1,188,550	\$1,134,513	\$1,081,637	\$1,146,042		\$1,177,674
2	Allowances		\$52,560	\$64,800	\$58,860	\$58,860		\$58,860
3	Wages	(Unestablished Staff)	\$995,287	\$1,008,435	\$888,753	\$921,988		\$955,224
4	Social Security		\$65,808	\$89,585	\$94,702	\$94,702		\$94,702
5	Honorarium		\$1,500	\$1,500	\$1,350	\$1,350		\$1,350
7	Overtime		\$98,883	\$101,491	\$93,950	\$95,643		\$91,346
31	TRAVEL AND SUBSISTENCE		\$53,912	\$53,912	\$41,242	\$41,242		\$41,242
2	Mileage Allowance		\$1,622	\$1,622	\$1,241	\$1,241		\$1,241
3	Subsistence Allowance		\$39,880	\$39,880	\$30,508	\$30,508		\$30,508
4	Foreign Travel		\$2,400	\$2,400	\$1,836	\$1,836		\$1,836
5	Other Travel Expenses		\$10,010	\$10,010	\$7,657	\$7,657		\$7,657
40	MATERIAL AND SUPPLIES		\$62,835	\$62,835	\$48,066	\$48,066		\$48,066
1	Office Supplies		\$13,035	\$13,035	\$9,972	\$9,972		\$9,972
3	Medical Supplies		\$1,000	\$1,000	\$765	\$765		\$765
4	Uniforms		\$17,100	\$17,100	\$13,081	\$13,081		\$13,081
5	Household Sundries		\$11,651	\$11,651	\$8,912	\$8,912		\$8,912
14	Computer Supplies		\$3,035	\$3,035	\$2,322	\$2,322		\$2,322
15	Office Equipment		\$9,525	\$9,525	\$7,286	\$7,286		\$7,286



17	Test Equipment	\$3,245	\$3,245	\$2,482	\$2,482	\$2,482
23	Printing Services	\$1,016	\$1,016	\$777	\$777	\$777
26	Miscellaneous	\$3,228	\$3,228	\$2,469	\$2,469	\$2,469
41	OPERATING COSTS	\$214,635	\$224,636	\$171,845	\$171,845	\$172,253
1	Fuel	\$191,911	\$201,912	\$154,462	\$154,462	\$154,462
2	Advertising	\$400	\$400	\$306	\$306	\$306
3	Miscellaneous	\$9,400	\$9,400	\$7,191	\$7,191	\$7,191
6	Mail Delivery	\$3,024	\$3,024	\$2,313	\$2,313	\$2,721
8	Garbage Disposal	\$1,200	\$1,200	\$918	\$918	\$918
9	Conferences and Workshops	\$8,700	\$8,700	\$6,655	\$6,655	\$6,655
42	MAINTENANCE COSTS	\$44,848	\$44,848	\$34,307	\$34,307	\$34,307
1	Maintenance of Buildings	\$7,981	\$7,981	\$6,105	\$6,105	\$6,105
2	Maintenance of Grounds	\$1,000	\$1,000	\$765	\$765	\$765
3	Furniture and Equipment	\$6,750	\$6,750	\$5,163	\$5,163	\$5,163
4	Vehicles	\$26,117	\$14,321	\$10,955	\$10,955	\$10,955
7	Laboratory Equipment	\$3,000	\$3,000	\$2,295	\$2,295	\$2,295
8	Other Equipment		\$11,796	\$9,024	\$9,024	\$9,024
43	TRAINING	\$4,000	\$4,000	\$3,060	\$3,060	\$3,060
1	Course Costs	\$4,000	\$4,000	\$3,060	\$3,060	\$3,060
46	PUBLIC UTILITIES	\$4,140	\$4,140	\$3,166	\$3,166	\$3,166
2	Gas (Butane)	\$2,640	\$2,640	\$2,019	\$2,019	\$2,019
4	Telephone	\$1,500	\$1,500	\$1,147	\$1,147	\$1,147
TOTAL RECURRENT EXPENDITURE		\$2,786,958	\$2,794,695	\$2,520,938	\$2,620,271	\$2,681,250



CAPITAL II EXPENDITURE							
Act.	Description	2019/2020 Approved Budget	2020/2021 Approved Budget	2021/2022 Budget Estimates	2022/2023 Forward Estimates	2023/2024 Estimates	Forward
CAPITAL II EXPENDITURE							
701	Conservation Management	\$75,000.00	\$75,000.00	\$75,000.00	\$ 75,000.00	\$75,000.00	
933	Marine Reserve-Ecosystem Management	\$85,000.00	100,000.00	\$100,000.00	\$100,000.00	\$150,000.00	
1112	Conservation Compliance	\$150,000.00	160,000.00	\$160,000.00	\$160,000.00	\$160,000.00	
1776	Enhancing Security Fisheries Compound	\$75,000.00	\$50,000.00	\$50,000.00	\$50,000.00	\$50,000.00	
1985	Sustainable Dev. of Belize's Fishery Resources	\$75,000.00	\$121,900.00	\$121,900.00	\$110,600.00	\$106,900.00	
1000	Furniture and Equipment	\$30,000.00	\$ 30,000.00	\$30,000.00	\$ 30,000.00	\$30,000.00	
112	Institutional Assessment of Fisheries Department		\$ -	\$ -	\$ -	\$ -	
TOTAL CAPITAL II EXPENDITURE		\$490,000	\$536,900	\$536,900	\$525,600	\$571,900	



Budget for BDCA

Recurrent Expenditure								
	Actual	Approved		Projected		Ministry		
	FY 20/21	Budget	FY 21/22	Actual	FY 21/22	Submission	FY 23/24	FY 24/25
		FY 20/21		FY 20/21		FY 22/23		
23001 Salaries	1,272,377	1,449,892	1,361,592	1,272,377	1,225,016	1,385,423	1,385,423	1,385,423
23002 Allowances	12,744	10,500	9,450	12,744	16,570	6,750	6,750	6,750
23003 Wages - unestablished staff	27,081	45,005	41,706	27,081	24,948	46,180	46,180	46,180
23004 Social Security	51,375	59,540	82,788	51,375	61,259	79,739	79,739	79,739
23007 Overtime						85,000	85,000	85,000
230 PERSONAL EMOLUMENTS	1,363,577	1,564,937	1,495,536	1,363,577	1,327,793	1,603,092	1,603,092	1,603,092
23102 Mileage allowance	158	2,746	2,206	158	1,655	2,401	2,401	2,401
23103 Subsistence allowance	51	6,199	4,979	51	2,421	6,200	6,200	6,200
23105 Other travel expenses	663	7,534	6,050	663	2,522	7,528	7,528	7,528
231 TRAVEL & SUBSISTENCE	872	16,479	13,235	872	6,598	16,129	16,129	16,129
34001 Office Supplies	4,051	9,687	7,780	4,051	6,223	9,683	9,683	9,683
34003 Medical Supplies	337	987	792	337	684	987	987	987
34004 Uniforms	269	6,350	5,101	269	2,295	6,350	6,350	6,350
34005 Household sundries	3,680	6,458	5,187	3,680	6,705	10,375	10,375	10,375
34006 Food	2,105	5,265	4,229	2,105	5,362	9,336	9,336	9,336



34014 Purchase of computer supplies	561	2,121	1,703	561	3,288	3,453	3,453	3,453
34015 Purchase of other office equipment	2,761	6,400	5,140	2,761	3,486	11,213	11,213	11,213
34023 Printing Services	963	2,318	1,862	963	1,617	2,451	2,451	2,451
34029 Medical Attention						12,000	12,000	12,000
340 MATERIALS & SUPPLIES	14,727	39,586	31,794	14,727	29,660	65,848	65,848	65,848
34101 Operating cost - fuel	21,372	53,306	40,779	21,372	40,403	62,529	62,529	62,529
34103 Operating cost - miscellaneous	3,532	3,911	3,142	3,532	2,901	3,958	3,958	3,958
34106 Operating cost - mail delivery	243	1,065	814	243	414	1,068	1,068	1,068
341 OPERATING COSTS	25,147	58,282	44,735	25,147	43,718	67,555	67,555	67,555
34201 Maintenance of building	2,164	3,753	3,015	2,164	2,609	6,691	6,691	6,691
34202 Maintenance of grounds	1,525	2,708	2,175	1,525	1,172	2,985	2,985	2,985
34204 Repairs & Maintenance of vehicles	4,079	8,273	6,645	4,079	10,461	15,096	15,096	15,096
34205 Maintenance of computer - hardware	2,188	4,498	3,613	2,188	2,860	4,248	4,248	4,248
34206 Maintenance of computer software	876	3,008	2,415	876	1,008	2,984	2,984	2,984
34208 Maintenance of other equipment	1,015	2,256	1,812	1,015	1,728	8,460	8,460	8,460
34210 Purchase of vehicle parts	2,788	6,588	5,291	2,788	2,876	11,714	11,714	11,714



342 MAINTENANCE COSTS	14,636	31,084	24,966	14,636	22,714	52,178	52,178	52,178
34604 Telephones	11,402	20,100	15,376	11,402	14,082	18,300	18,300	18,300
346 PUBLIC UTILITIES	11,402	20,100	15,376	11,402	14,082	18,300	18,300	18,300
TOTAL RECURRENT EXPENDITURE	1,430,361	1,730,468	1,625,642	1,430,361	1,444,565	1,823,102	1,823,102	1,823,102

Capital II Expenditure								
	Actual	Approved Budget	Projected Actual		Working Budget			
	FY 20/21	FY 20/21	FY 21/22	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Total Activity	18,000	18,000	18,000	18,000	9,000	178,000	18,000	18,000
250 Air Traffic Control Services						160,000		
1000 Furniture & Equipment	9,000	9,000	9,000	9,000		9,000	9,000	9,000
1002 Purchase of a Computer	9,000	9,000	9,000	9,000	9,000	9,000	9,000	9,000



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