



# INFORMAL SETTLEMENTS: DOCK YARD CASE STUDY

(NATIONAL SECURITY ASSESSMENT)

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Turks and Caicos Islands Government  
National Security Secretariat

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## PREFACE

This **Informal Settlement: Dock Yard Case Study - National Security Assessment** is the initial phase of a national initiative by the Turks and Caicos Islands Government to strategically address informal settlement throughout the Turks and Caicos Islands. This in-depth study will serve to provide a baseline understanding of the ecosystems of informal settlements, with Dock Yard as the case study.

The mammoth undertaking of understanding the facts as well as the nuances of Dock Yard required the input and support from a range of government and non-government stakeholders, without which, the end product would not have been accomplished. Additional input and resourcing were aptly provided by the Attorney General's Chambers, Statistic Department and the Foreign, Commonwealth & Development (FCDO) Office.

The consultancy agency, Know Services, skilfully carried the project through to fruition dissecting intricate details to provide a deeper understanding of the physical geography of Dock Yard, its people/residents and the ecosystems within which the community exists. The National Security Secretariat team, stewards of this assessment process, worked arduously to ensure accuracy and transparency and to present this new piece of literature towards the growing national security body of knowledge.

I commend the hard work and dedication of those who contributed to the report, as we continue to work together towards the development of safe and sustainable communities throughout the beautiful by nature Turks and Caicos Islands.

Tito Lightbourne  
Permanent Secretary  
National Security Secretariat

## EXECUTIVE SUMMARY

In the Turks and Caicos Islands (TCI), the existence and noted expansion of informal settlements have been presenting several national challenges, which, if not addressed, can have dire consequences. In seeking to address informal settlements with informed decisions and actions, a study was conducted of Dock Yard, one of the most prominent of these settlements, as a case study.

This study conformed to a data driven and evidence-based methodology which involved extensive stakeholder engagement that provided baseline information which was further validated through data collection. Data and information were processed through analytical rigour, recognising key assumptions and limitations.

### ***Key Findings and Analysis***

1. Dock Yard is located on private land and evolved over time through the settlement, sale and resale of portions of parcels of land; the legality and legitimacy of most are in question.
2. Dock Yard's inferred population size is just under 3000 persons, having increased approximately four (4) times the rate of the wider TCI population over the last 10 years. 69% of this population identified as being status holders, with 25% confirming that they are not.
3. Haitians account for 88% of the Dock Yard population, with the majority being females between the ages 30-39 years, while Turks and Caicos Islanders account for approximately 4%.
4. Dock Yard is part of the locality Honda Road and can be divided into three (3) distinct areas:
  - i. *Dock Yard Central* (the original settlement – 1970's):
    - a single parcel of 12.21 acres; belongs to several members of one family.
    - portions (100x100 feet) have been resold; several cautions are on the parcel.
  - ii. *Dock Yard Extension* (growth extension – 2010's):
    - expansion east of the original settlement.

- several parcels were sold and legitimately subdivided with further unauthorised subdivisions of 10x10/20 feet.
- iii. *Dock Yard Expansion* (further expansion – 2020's):
- expansion north and west of the original settlement.
  - not as densely populated; groups of structures with evidence of ongoing construction.
5. The area is predominantly high density with sub-portions of land well below the prescribed acreage. Many structures are small wooden shacks, but an increasing number are being constructed with more permanent materials.
  6. Most residents are renters, 18% claim to own the land that they reside on, while under 10% admit to be squatting. Planning records indicate that 17 of the 38 parcels in Dock Yard are legitimately owned by Haitians.
  7. The community has several internal systems for managing 'intrusions' from law enforcement ranging from gatekeepers to escape tunnels.
  8. Dock Yard has a very vibrant commercial economy accessing both legal and illegal goods and services. 12% of homes have businesses attached, while most work in less technical roles in hospitality, home care and construction, enabling easy access to employment.
  9. Dock Yard does not have access to some standard utilities such as sanitation infrastructures, networked plumbing nor pipe borne water.
  10. 98 % of homes have electricity, some of which are serviced by meters (the validity of which is questionable); many however are connected through unauthorised redistribution, at a cost.
  11. Formal water pipelines do not enter the Dock Yard community, as such residents purchase truck-borne water, which is often connected to a standpipe system for redistribution at an inflated cost.
  12. There are no formal systems for sewage disposal and limitations to garbage collection which results in unsanitary conditions, infestations and a persistent stench throughout the community.
  13. Some cultural practices and norms that are accepted within the Dock Yard community differs from those of TCI's native population.

14. Several shortcomings within enforcement systems have handicapped control measures: resource limitations – human and financial; expansive unmanageable remits; lax in due diligence processes.

### **Key Drives**

Several key factors have contributed to the growth and prosperity of Dock Yard:

1. Situation in Haiti: conflict and insecurity.
2. Pull and push factors: opportunities for work; romantic and familial relations; lack of opportunities and conflict/insecurity in home country.
3. Dock Yard attractions and strengths: support systems; well serviced community; reception system and protections for irregular persons; employment through community networking.
4. Attraction for criminals.
5. High cost of accommodation in the TCI.
6. Living standard.
7. TCIG challenges: resources; corruption;
8. Unchecked development primarily as a result of a lack of will (agency and government level); unwillingness to disrupt the status quo.
9. Ease of illegitimate sale and resale of land.





## INTRODUCTION



Dock Yard, a prominent informal settlement community in Providenciales, Turks and Caicos Islands (TCI), has been likened to Brazilian Favelas and Haitian slums.

Favelas have been described as irregular self-constructed housing that are occupied illegally, usually on lands belonging to third parties, often crowded; built without permission or a license and are often disorganised, without numbered streets, sanitation networks, electricity, a telephone service or plumbing and other basic necessities.<sup>1</sup> The Cité Soleil slums located in Port-au-Prince, Haiti, has been described as improvised, densely populated and among the poorest and most violent commune, with a chronic lack of public infrastructure such as electricity and water.<sup>2</sup>

Although slums/favelas differ in size and characteristics, most lack reliable sanitation services, supply of clean water, reliable electricity, adequate infrastructure and are often associated with poverty and crime.

The study of Dock Yard explored the various facets of the community to attain an understanding of its fundamental parts and inner workings, within a wide national security context, seeking to analyse both the human and functional components, with an ultimate ambition of positive intervention.

<sup>1</sup> "Poor Living Conditions in Favelas - Brazil - an Integrated Humanities Project." Accessed September 22, 2022. <https://sites.google.com/a/nygh.edu.sg/brazil---people-and-society-poverty-environmental-sustainability/main-issues/health/poor-living-conditions-in-favelas>.

<sup>2</sup> "Cite Soleil — Sakala." Sakala. Accessed November 10, 2022. <https://www.sakala-haiti.org/cite-soleil>.

## Background

In the TCI, the existence and noted expansion of informal settlements have been realised to be presenting several national security and societal concerns. Years of relatively unchecked development of such communities have resulted in the establishment of structures and networks that operate largely outside of the sphere of the Turks and Caicos Islands Government (TCIG). Such settlements present several challenges within themselves and to the wider society, which, if not addressed, can have dire consequences for the TCI.

## Aim

Using Dock Yard as a case study, this assessment intends to capture and analyse data/information that will glean an understanding of informal settlements in the TCI. It proposes to identify, analyse and provide considerations.

### 1. Identify:

- *Who lives in Dock Yard?* e.g. population size; demographics; status etc
- *Key drivers:* what conditions and circumstances drive/cause informal settlements to form?
- *Pull factors:* what attracts persons to informal settlements?
- *Ecosystems/networks:* how do informal settlements operate/function? How are they serviced i.e. public utilities, access to other public goods (emergency services, policing, health care) etc?
- *Factors that contribute to sustainability:* how do informal settlements prosper and expand?
- *Challenges faced:* does living in informal settlements present specific challenges/issues that may be unique to the circumstance i.e. waste disposal; vulnerabilities etc?
- *Challenges presented to the wider society:* what are the impacts of informal settlements – environmental; social etc?
- *Specific threats presented to safety and security:* does the existence of informal settlements impact any aspect of safety and security throughout the islands?

## 2. Analyse – Build Profile

- To analyse the findings and build a profile of Dock Yard that will serve as the case study for informal settlements in the TCI.

## 3. Present Strategic Considerations

- To provide strategic consideration for addressing identified shortcomings as well as for leveraging potential opportunities for and from informal settlements in the TCI.

### Purpose

The assessment is projected to attain an understanding of Dock Yard with an aim to inform policy and strategy decisions as it relates to addressing informal settlements, towards building **safer and sustainable communities** throughout the TCI. It will also provide a baseline understanding of informal settlements which will underpin the National Informal Settlement Containment and Management Programme.

### Scope

This in-depth study of informal settlements in the TCI specifically focused on the area referred to as Dock Yard. This undertaking required extensive stakeholder engagement and the application of a range of research and analytical techniques. The findings were analysed presented, to allow for addressing identified shortcomings and leveraging potential opportunities, within the context of a whole-of-government multiagency approach.

## METHODOLOGY

This study conformed to a data driven and evidence-based approach, adopting key components of the widely used decision-making model SARA (Scanning, Analysis, Response and Assessment) Model<sup>3</sup>. This model incorporates analysis and research to help understand problems, identify solutions and assess the effectiveness of responses. Although the remit of this study does not extend to response action, the methodology allows for response considerations for the National Informal Settlement Containment and Management Programme.

*Scanning.* The scanning phase was initiated with extensive stakeholder engagement over a period of six (6) months: a facilitated workshop, interviews and meetings with government departments/units and other non-governmental agencies and individuals. This process provided baseline information which was then further validated through data collection.

An additional layer of information was sought through a randomised questionnaire/survey which was administered to 359 households in a predefined area identified as Dock Yard, with one in three (1 in 3) homes being surveyed; capturing records for 969 individuals. A review of existing documents and literature to support an understanding of informal settlements and provide a wider context was also perused.

Please see **Annex I** for **Dock Yard Survey Questions**.

*Analysis.* The analysis phase sought to review all the data and information collected, which was processed through analytical rigour with the application of analytical inferencing and assumptions.

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<sup>3</sup> "The S.A.R.A. Model." Criminal Justice Know How. Last modified October 24, 2020. <https://criminaljusticeknowhow.com/the-sara-model/>.

*Inferences.* The Professional Head of Intelligence Assessment (PHIA) <sup>4</sup> probability yardstick was used for the formation of probability of inferences.

**See Table 1 - Professional Head of Intelligence Assessment (PHIA) Probability Yardstick.**

Probability range	Judgement terms
≤ 5%	Remote chance
≈ 10% to ≈ 20%	Highly unlikely
≈ 25% to ≈ 35%	Unlikely
≈ 40% to <50%	Realistic possibility
≈ 55% to ≈ 75%	Likely or probably
≈ 80% to ≈ 90%	Highly likely
≥ 95%	Almost certain

**Table 1 Professional Head of Intelligence Assessment (PHIA) Probability Yardstick**

## Key Definitions and Assumptions

Key definitions and assumptions for this study:

1. Informal settlements, as defined by the United Nations Human Settlements Programme<sup>5</sup>, are residential areas where:
  - inhabitants often have no security of tenure for the land or dwellings they inhabit – for example, they may squat or rent informally;
  - neighbourhoods usually lack basic services and city infrastructure;
  - housing may not comply with planning and building regulations; and
  - houses are often situated in geographically and environmentally sensitive/hazardous areas
2. Infrastructure, as defined by the TCIG are roads, water, sewerage, solid waste disposal systems, electricity, telephones, and basic installations on which urban development depends<sup>6</sup>.
3. Dock Yard is the most prominent (largest and most developed) informal settlement in the TCI.
4. The particulars revealed for Dock Yard may not necessarily reflect all other informal settlements within the TCI.

<sup>4</sup> "Delivering Effective Analysis." College of Policing.

<sup>5</sup> United Nations, Habitat III Issue Papers: 22 - Informal Settlements, (New York: United Nations, 2015).

<sup>6</sup> Department of Planning. Development Manual, Turks & Caicos Islands. Grand Turk: Department of Planning, Ministry of Environment and Home Affairs, 2014.

## Study Limitations

Key limitations that impacted this study include:

1. *Measure of Growth.* The acreage measurement for the rate of growth for Dock Yard does not reflect the increase in its population density over time; growth is likely to be beyond current visibility.
2. *Time Constraints.* Constraints limited access to all departments/units and inhibited the depth of access i.e. engagement with sewage removal companies, and the understanding of septic tank systems etc.
3. *Limited Focus.* The document focuses on Dock Yard, not allowing for comparative analysis across other informal settlements.
4. *Data Limitations.* Limited access to quantitate data on Dock Yard forced the study to be heavily reliant on qualitative information. An additional layer of research and care was taken to differentiate among rumours, anecdotal information, opinions, and facts.
5. *Unrecorded Data.* Some datasets for the Dock Yard settlement that would have contributed to further analysis were not captured: e.g. driving licenses registration; vehicle registration; business licences; telephone connections of unique devices; school registrations; child abuse records; electrical related incidents e.g. house fires electrocution etc.
6. *Economic Value.* This document did not explore the value of economic activity generated within and by the Dock Yard.

## KEY FINDINGS

### History

In the TCI, communities tend to be known by the person who owns or first settled on the land and/or those who have significant connections to the area.

The wider area in which Dock Yard is situated, was historically known as Pasture Well, due to the proximity of the well of the same name. Over time, the community became known as Baby Yard, which eventually evolved into Dook Yard, taking its name from an individual with the alias 'Dook', who was alleged to be the first person to build on Dock Yard, and was also instrumental in the settlement of the area. As time passed, from 1971 through to 1990, 'Dook' allegedly sold parcels of land in the area, predominantly to Haitian nationals; knowledge and/or consent of the registered land owners for these sales is uncertain. Over years, and across several languages and various accents, 'Dook', evolved into 'Duck' which is now known as 'Dock'; all referring to the same location.

### Location

'Dock Yard' is not a formal community in the TCI, and is not officially recognised.

Geographically, the area known as Dock Yard is described as a subdivision of the Kew Town settlement, however, constitutionally, it falls within the Blue Hills settlement. Land registrations of land parcels in this area, refer to it as Blue Hills, Stammers Run. From a census perspective, 'Dock Yard' is part of the locality Honda Road (enumeration district 060902, 060904 and 060909). The entirety of Dock Yard is located on private land.



Map 1 Dock Yard

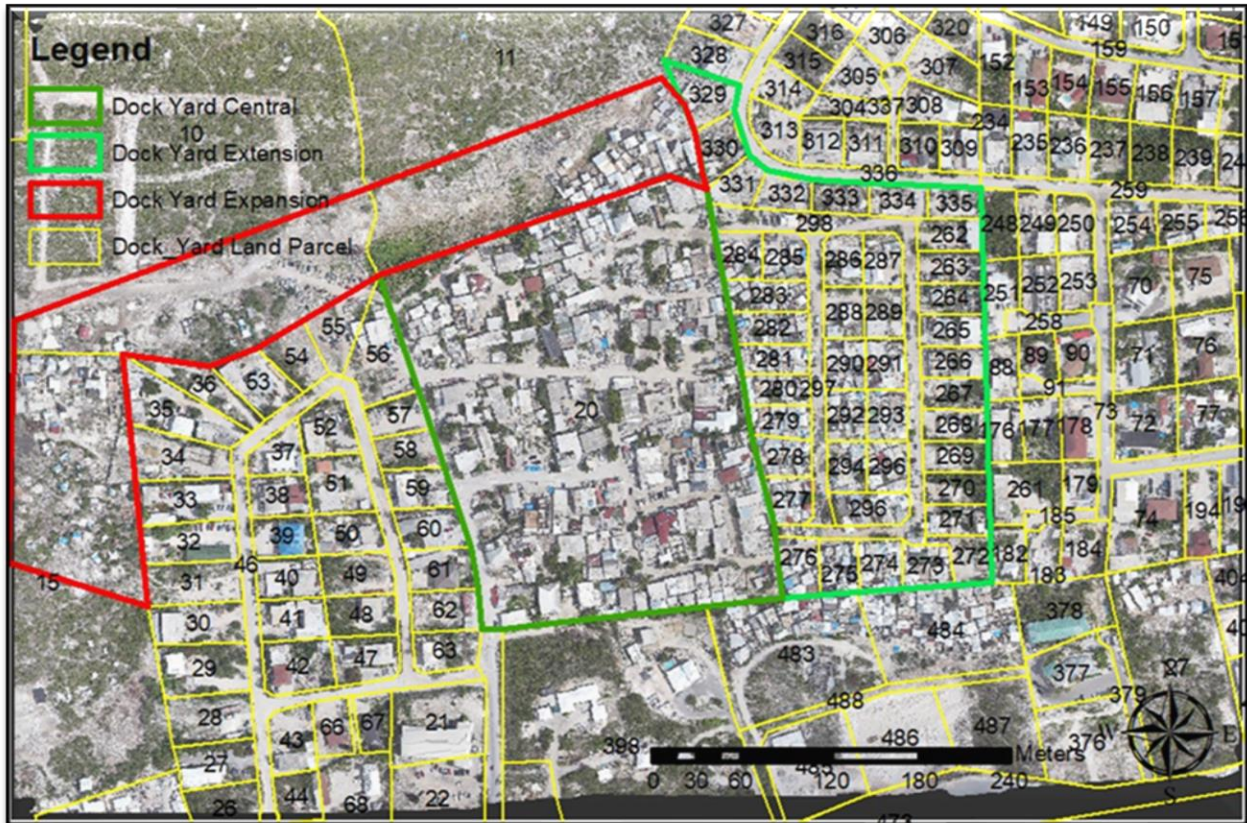
For the purpose of this study, Dock Yard is considered to be an area which totals 20.86 acres, divided as follows:

- **Dock Yard Central** – the original area
- **Dock Yard Extension** – initial growth extension
- **Dock Yard Expansion** – further expansion

See **Map1 - Dock Yard**.

### Growth and Evolution

Dock Yard is essentially legitimate parcels of privately-owned land that have been further subdivided. **Map 2 - Dock Yard Parcel Distribution**, shows demarcations of the parcels that constitute Dock Yard.



Map 2 Dock Yard Parcel Distribution

### Dock Yard Central

This is a single parcel of 12.21 acres of land. Since its registration in January 1971, when it was subdivided and transferred to five (5) members of one family, it has not been legally/officially further subdivided.

The earliest satellite map available, Google Map, is dated 2003; it shows Dock Yard Central as loosely divided into several small clusters of homes, separated by dirt tracks/pathways. See **Map 3 - Dock Yard Central 2003**.





Map 3 - Dock Yard Central 2003

Records indicate that between December 1990 and February 2022, eight (8) Cautions<sup>7</sup> by separate parties, have been recorded with Land Registry for the single parcel of land. One (1) of the eight (8) Cautions, in November 1999, referred to the purchase of a portion of the land from the original owners, measuring 100 feet by 100 feet.

Growth within Dock Yard Central continued and became more densely populated; however, it does not appear to breach the original parcel boundaries until after 2008. See **Map 4 - Dock Yard 2008.**



Map 4 - Dock Yard 2008

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<sup>7</sup> A Caution is a record of a proven interest in a specific parcel of land, often by a potential purchaser. It forbids the registration of further dealings/actions and making of entries on the land in question, without the consent of the person who raised the caution, or the withdrawal of said caution, or the removal of such by order of the Court or of the Registrar. (Chapter 9.01 Registered Land Ordinance. Turks and Caicos Islands)

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### Dock Yard Extension

2012 satellite image shows a significant extension of Dock Yard eastward and into the adjacent land parcel. See **Map 5 - Dock Yard Extension 2012**. Records indicate that several acres were sold and/or subdivided by the respective owners. In 2016, for example, the one lot that encompasses Dock Yard Extension was legitimately subdivided into 37 parcels, with 22 being sold. Many of these parcels of approximately 0.25 acres were further subdivided, without authorisation, into plots of; 10'x10', 10'x20' or 20'x20'.



Map 5 - Dock Yard Extension 2012

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### Dock Yard Expansion



Map 6 - Dock Yard Expansion 2021

A 2021 satellite imagery for the Dock Yard area show extensive expansion. Evidence shows increased density throughout the original settlements (Dock Yard Central and Extension) as well as groups of structures beyond these original boundaries (north of Dock Yard Central and west of Timber Crest also referred to as The Hamptons). See **Map 6 - Dock Yard Expansion 2021**.



Figure 1 Dock Yard Car Park

One open space in this area with a large number of parked vehicles appears to serve as a car park, for persons to park and walk into the community (which is too densely built for vehicles to be stored/parked). This area could also be linked to a potential mechanic shop that appears to be operating. See **Figure 1 - Dock Yard Car Park**.



Figure 2 Dock Yard Foundation Stilts

The northern boundary for Dock Yard is marked by a water catchment area. Structures in this area have developed to incorporate stilts to evade the rising water levels. See **Figure 2 - Dock Yard - Foundation Stilts**.

Throughout Dock Yard, construction appears to be ongoing, with evidence of foundations, stockpiled construction blocks and mounds of construction materials (sand and gravel), unfinished roofs, and areas marked out for construction. See **Figure 3 Dock Yard - Evidence of Ongoing Construction**.



Figure 3 Dock Yard - Evidence of Ongoing Construction

Originally, vehicular access to Dock Yard was gained through one (1) entry point: north at the roundabout on Walter Cox Drive, onto Black Crow Road, then over the hill into Dock Yard. Over time with expansion, access increased, with several vehicular entry points: Bible Street (east) and Snake Hill (north). There are also several footpaths into the community.

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### Dock Density

Density throughout Dock Yard is considered to be predominantly high when measured against the national Minimum Residential Acreage scale, as contained in the Development Manual<sup>8</sup>:

- Low Density A = 1 residential unit per acre
- Low Density B = 2 residential units per acre (0.5 acres each)
- Low Density C = 3 residential units per acre (0.33 acres each)
- Medium Density = 3 - 6 residential units per acre (0.17 acres each - this can be single or multiple levels)
- High Density = 6 - 10 residential units per acre (0.12 acres each - this can be single or multiple levels)

Records indicate, for example, that acres are subdivided into parcels as small as 0.21

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<sup>8</sup> Ibid.

acres of land, which can contain as many as 10 to 12 residential units. These smaller sub-portions therefore equal approximately  $1/16^{\text{th}}$  (0.0625) of an acre, which falls well below prescribed lot sizes. See **Figure 4 – Dock Yard Parcel Density**.



Figure 4 Dock Yard Parcel Density

With such subdivisions, space between homes/structures are limited – just enough for a person to shuffle sideways along. Ground space is so limited that roof space is often utilised for storage and dry washing. See **Figure 5 - Dock Yard Use of Roof Space**.

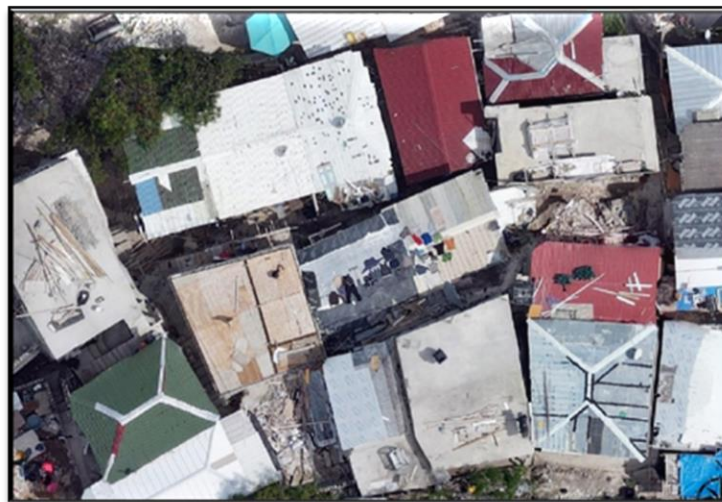


Figure 5 Dock Yard Use of Roof Space

## Dock Yard Ecosystem

Dock Yard has frequently been referred to as a city in its own right. It has its own internal systems and structures, cultural norms and practices and economic activities. Dock Yard is believed to be more organised than other informal settlements and ‘yards’ within the TCI.

### 1. ECONOMY/COMMERCE

The convenience of economic activity features heavily within the Dock Yard community and supports this thriving community. Goods and services are readily available ranging from prepared food, employment, entertainment (e.g. parties), to medication/bush medicines (including unregulated antibiotics and abortion mixes), to black-market goods (items bought or sold in violation of controls, rationing or taxation), prostitution, firearms, ammunition, and illicit drugs, such as cannabis, cocaine and alcohol.

During the pandemic with curfew restrictions, Dock Yard’s dancing, food, drink and drugs hosted Providenciales residents and tourists alike. These activities may have continued post-restrictions and contributes to the community being a favourable economic hub.

Research on this document has not identified routes or processes undertaken in the importation and exportation of black-market goods.

### 2. RELIGION

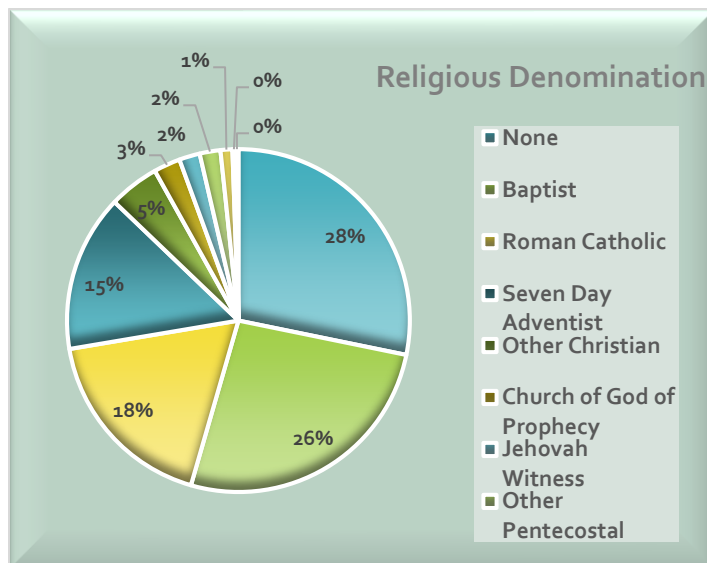


Chart 1 Dock Yard Religious Denomination

Religion is an important element of the Turks and Caicos Islands, likewise in Dock Yard. Multiple churches and religious denomination operate in and around the community. Dock Yard residents also traverse outside of the community to attend their desired denomination. See **Chart 1 - Dock Yard Religious Denomination**.

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### 3. RESTRICTED ACCESS

Several systems have evolved within the Dock Yard community to manage and minimise the 'intrusion' of any entity deemed unwelcome in the community, be it law or immigration enforcers or unfamiliar persons:

- *Gatekeepers*: On entering Dock Yard several 'spotters' have been reported as being situated at key entry points, appearing to be on their phones, reporting on persons entering the community. Anyone not recognised is viewed as an outsider, and is not received into the community e.g. residents often avoid interaction and/or pretend to be unable to understand or speak English. Word quickly spreads throughout the community that the authorities are in the area, further limiting any penetration of the community.
- *'Tip-offs'* are received when enforcement officers are due to enter the community for operations, allowing the person of interest to flee beforehand.
- *Intimidation tactics*. Threats, brazen challenges, discharging and brandishing of firearms toward law enforcement and government agency officers occur.
- *Lack of planned infrastructure*. The haphazard layout and density of the community makes it difficult (sometimes impossible) for enforcement agencies and essential/emergency services to navigate and penetrate the community.
- *Access*. Roads are often blocked off with piles of construction materials (sand, cement, building blocks etc) and vehicles. Although these may not always be intentional, it impedes access and the free movement of patrols and response vehicles. Due to the poor road structure/width, continual unplanned building, and the volume of vehicles, once a large vehicle, such as a garbage collection truck, enters the community, some access routes become impassable and other vehicles may get blocked in/out. This hinders entry of law enforcement to conduct operations or patrols as well as restricts emergency services responses.
- *Traps/escapes*: Reports of access to tunnels from within or very near a residence have been reported. This provides escape routes for persons fleeing law enforcement pursuit. Likewise, tripwires are placed at various locations to inhibit pursuit.

## Dock Yard Vulnerabilities

1. Throughout the TCI, Dock Yard is often viewed in a negative manner, and this sentiment is extended to the residence of the community.
2. Being an informal settlement, Dock Yard does not formally have access to standard utilities such as sanitation infrastructures, networked plumbing or pipe borne water. This presents with sanitation and public health challenges.
3. The Dock Yard community often utilises water from the catchment that gathers at its northern boundary line to grow food, which presents the risk of contamination.
4. Indiscriminate garbage dumping and unplanned construction, hinders manoeuvrability of large vehicles through the community, such as garbage trucks. Consequently, garbage and waste accumulate on the roadways, resulting in rotting garbage on the roadside, rodent infestations and a persistent stench throughout the community; adding to the health challenge.
5. The unplanned layout and lack of a structured road network, creates entry barriers and inhibits navigation by law enforcement and essential services, such as Police, Ambulance Healthcare and Fire, to provide needed emergency response services.
6. Reports point to a common practice of deportee parents denying that they have children to avoid them also being deported. These children that are left behind are then left to be cared for by relatives, neighbours, churches and other community support systems; which may not always be consistent. Evidence of these situations is pronounced during July and August, peak time for the Social Development and Welfare Department to receive requests for assistance and formal documentation requests to access schools for the new school year. Intelligence reports however suggest that deported persons often return (through illegal route), so children are sometimes reunited with their parents, over time.
7. The survey conducted in Dock Yard showed that 10% of households have children of school age with no schooling. As such, many children are left to their own devices, some have been reported as committing crimes, such as theft. These vulnerable children and youth are targets for gang recruitment, which can lead to a life of crime.
8. Differences in cultures and practices within Dock Yard varies, some of which goes counter to the established TCI culture and accepted norms.



## Challenges

1. Several lots in Dock Yard have been reportedly sold without authorisation. Receipts for such have reportedly been presented to government agency officials during cautions and land claims. Evidence of such receipts were not accessed for this study.
2. Early structures in Dock Yard were wood shacks, structurally unsafe and lacking basic infrastructure. Over time, structures were erected with more permanent materials such as cement blocks; often without the necessary authorisation from the Department of Planning. Permanent materials are being utilised as it is perceived by those building, to offer a sense of protection, as it is less likely to be demolished by authorities.
3. The Department of Planning, in addition to its enforcement remit, is responsible for all business license inspections for tobacco and liquor licenses. The department has two (2) Development Control Officers covering Providenciales and the northern cays, including Middle and North Caicos. This limits resources and enforcement coverage.
4. The Department of Planning has authority to demolish illegal structures, however, with limited to no financial resources to undertake such.
5. Due diligence procedures for water and electricity connections, such as Know Your Customer (KYC) policies<sup>9</sup>, (which now requires two (2) valid forms of government identification and proof of land ownership/land title, or signed consent from owners), were not as stringent in previous years.
6. The validity of some electricity connections in Dock Yard are in question. Chapter 14.04 Electricity Ordinance, speaks to the conditions for the licencing of electricity supply. Dock Yard presents with conditionalities outside of this ordinance. For example, structures erected to provide electricity during times of temporary breakdown in supply (e.g. post-hurricane) or temporary connections for construction, were never discontinued, and over time became permanent connections. Additionally, reports indicate extensive instances of unlicensed redistribution.

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<sup>9</sup> **Know Your Customer (KYC)** are guidelines in financial services that require verification of identity, suitability and risks involved of customers with maintaining a business relationship, and to prevent illegal activities. The procedures fit within the broader scope of a bank's anti-money laundering (AML) policy. ("What is the Definition of AML & KYC." IDnow)

## DATA ANALYSIS

The Dock Yard questionnaire/survey was administered to 359 households in the Dock Yard community. This survey provided information on various components of Dock Yard, providing insights and a base to make grounded inferences of the community.

### Land Acquisition

In Dock Yard Central, the current potential owners were allegedly 'sold' portions of land by Dook with a structured payment arrangement that allowed for them to reside on the land and further 'subdivide' for the collection of rent, paid to him. The authority for Dook to conduct these transactions is undetermined.

***Inference** – It is highly likely that this format of 'land owners' was replicated several times throughout Dock Yard (at least eight (8) known instances across Dock Yard Central).*

***Inference** – It is almost certain that 'owners' still charge tenants rent, increasing their earning profits.*

### Demographics

#### 1. POPULATION SIZE

Based on the survey, the estimated number of households in Dock Yard is 1,107, and the average number of residents per household is averaged to be 2.69, with a few noted outliers, for example one (1) household reported nine (9) residents.

***Inference** – It is highly likely that the population of Dock Yard is just under 3000 (2978) persons (at minimum).*

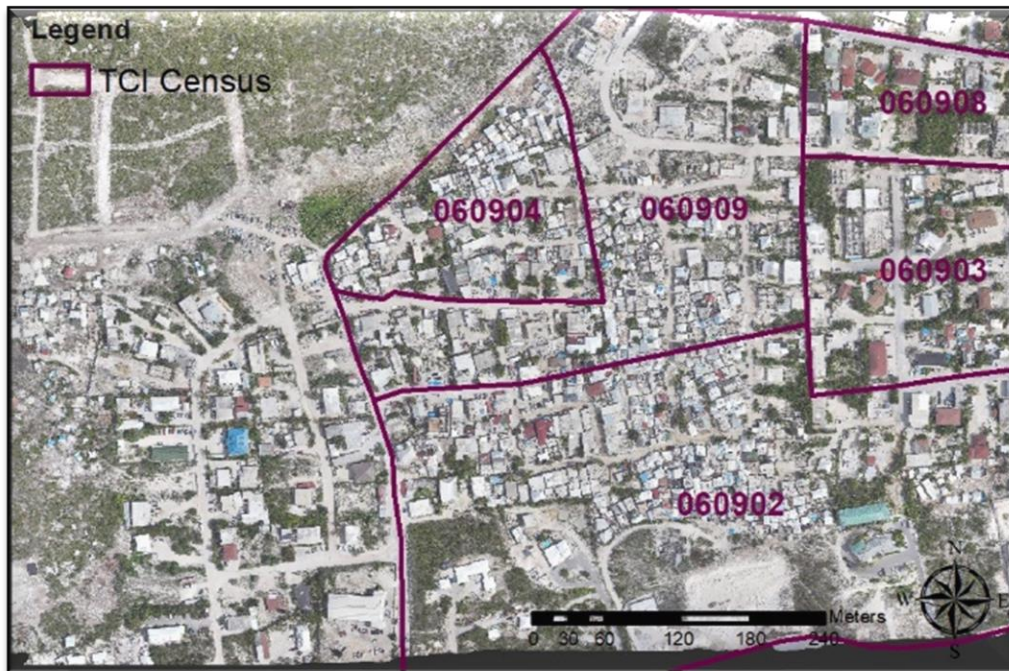
With this inferred population size, Dock Yard is estimated to have increased approximately four (4) times the rate of the wider TCI population over the last 10 years. TCI population increase: 38%; Dock Yard population increase: 149%. See **Table 2 - TCI and Dock Yard Population Growth**.

	Population 2012	Population 2020	Population 2022	Population Change /Growth	Population Change /Growth (%)
Census: TCI	32199	44542	-	12343	38%
Census: Dock Yard	1197	-	-	-	-
Survey: Dock Yard	-	-	2978	1781**	149%
**Change between 2012 (Census data) and 2022 (Survey data)					

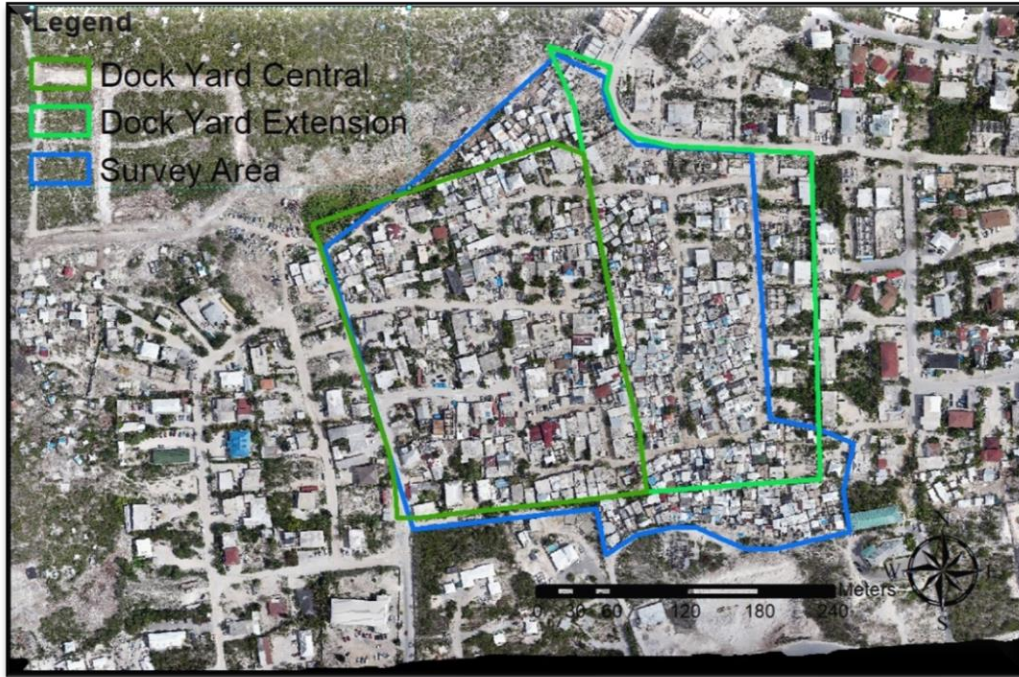
Table 2 TCI and Dock Yard Population Growth

The growth rate estimations are not precise but rather rough indications as:

- the TCI Census enumeration areas for Dock Yard (060904, 060909 and 060902) varies slightly from the area surveyed for this study (Dock Yard Central and Dock Yard Extension). See **Map 7 - TCI Census Enumeration Areas** and **Map 8 - Study Survey Area** for comparison.
- the comparative years for measurement of growth varies by two (2) years: TCI is 2020 and Dock Yard is 2022



Map 7 TCI Census Enumeration Areas



Map 8 Study Survey Area

## 2. POPULATION AGE AND GENDER

Of the 359 adults interviewed, the largest demographic were females and males between the ages 30-39 years, followed by females between the ages 40-49 years and 20-29 years. See **Chart 2 - Age and Gender of Surveyed Households**.

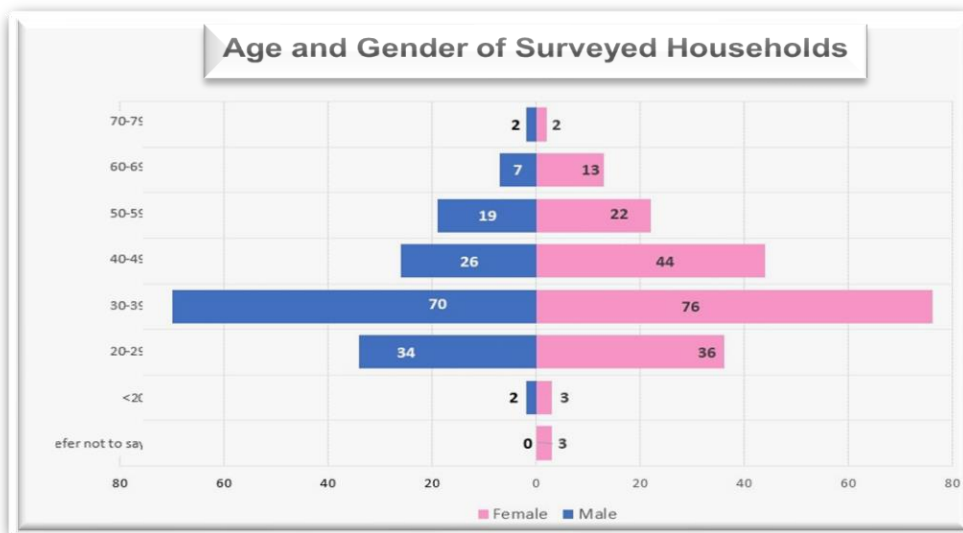


Chart 2 Age and Gender of Surveyed Households

### 3. POPULATION NATIONALITY

The survey captured 'place of birth' as a separate variable from nationality, to allow for a deeper understanding of migration. The largest number of respondents, 316 (88%), indicated that they were born in Haiti. Dominican Republic was a far second with 26 (7.2%) persons identifying there as their place of birth. Persons born in the Turks and Caicos Islands accounted for 3.9% (14) of the respondents. See **Table 3 - Country of Birth**

Country of Birth	Respondents	Percentage
Haiti	316	88.0%
Dominican Republic	26	7.2%
Turks and Caicos Islands	14	3.9%
United States	2	0.6%
Jamaica	1	0.3%
Bahamas	0	0.0%
Total	359	100%

Table 3 Country of Birth

Of the 359 respondents, 93% stated that they moved from another country, with Haiti being the most frequent response for the country of birth; 85%. This however does not account for migration through other or multiple countries. See **Table 4 - Migration Country**.

Migration County	Total	% of Total Respondents
Haiti	315	85%
Dominican Republic	26	7%
Jamaica	1	0%
United States	1	0%
Grand Total	343	93%

Table 4 Migration Country

***Inference** – It is almost certain that Dock Yard is a predominantly Haitian community populated by those born in, or to Haitian parentage.*

### 4. POPULATION RESIDENCY STATUS

To the question on residency and work status in the TCI, the majority, 69%, responded

that they hold status to be in the country, while 6.4% selected ‘Other’; further information revealed that many are in the process of applying for or renewing work permits. 24.5% of respondents confirmed as non-status holders. Respondents were not required to provide proof of status.

*Inference – it is a realistic possibility that many non-status holders did not disclose their actual status.*

### Land Occupation and Ownership

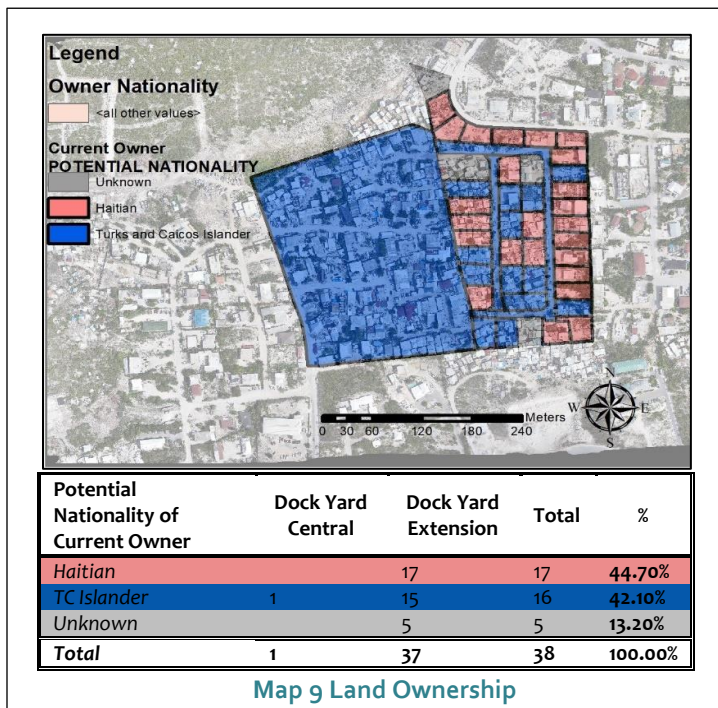
The survey revealed that a small majority of households, 57% are in multi-home buildings (a building with 3 or more apartments). The majority of residents, 72%, indicated that they are renting. 9% of respondents indicated that they are squatting or live on the land rent free; it is uncertain under what arrangement this occurs.

65 respondents claimed that they own the land on which they lived. This contradicts Land Registry records of 38 available parcels within the surveyed area.

*Inference – it is almost certain that some parcels of land have been illegally subdivided and unlawfully sold on.*

*Inference – it is highly likely that persons who purport to own the parcel of land on which they reside, may not have legal tender.*

*Inference – it is highly likely that parcel owners built multi-home (multi-story) apartments for rent without authorization.*



A non-scientific analysis of names of registered landowners involving the estimation of nationality based on the surname listed on the Land Registry, was conducted.

This pointed to ‘ownership’ of land parcels being almost evenly split between Turks and Caicos Islanders and Haitians.

**Map 9 Land Ownership**, shows

ownership by potential nationality.

*Inference* – it is a realistic possibility that Turks and Caicos Islanders have retained formal ownership and are renting or sold without legal process to Haitian nationals.

## Commercial Activities

The survey reported over 12% of homes had a business attached, most of which were described as general convenience stores, selling a range of goods, from clothing, food items, furniture and rental of homes etc.

75% of respondents stated that the businesses were registered. See **Table 5 – Business by Land Occupation**.

Land Occupied	Clothing	Shop	Food	General Store	Rental Apart	Construction	Beer	Total
Owned - Mortgaged	-	-	-	-	1	-	-	1
Owned	1	16	1	1	1	-	-	20
Rented	1	18	-	-	-	1	1	21
Rent free	1	-	-	-	-	-	-	1
Squat	-	1	-	-	-	-	-	1
Other	-	1	-	-	1	-	-	2
<b>Total</b>	<b>3</b>	<b>36</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>46</b>

Table 5 Business by Land Occupation

*Inference* – it is highly likely that a large percentage of businesses are not registered.

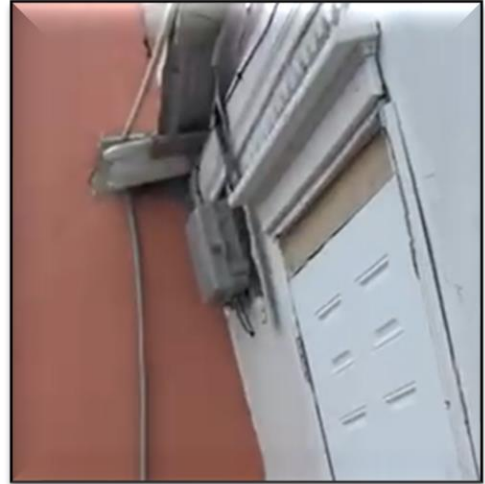
## Amenities

### 1. ELECTRICITY

Fortis TCI Ltd, the main provider of electricity throughout the TCI, has (as of August 2022) 213 live meters in and around Dock Yard Central and the southern area of the Dock Yard Extension.

Fortis TCI Ltd. domestic usage calculations as of July 2022, suggest that approximately 1,040 homes in the community are connected to electricity. The survey revealed that 98.3% of households had an electricity supply (all but one), serviced by these electricity meters.

By way of drop cords (sometimes 200 meters in length) many residents connect to neighbours with legitimate connections, at a cost. See **Figure 6 - Dock Yard Illegal Electrical Connection**. Reports of electrical cables sparking and electrocuted children have been received; however, no statistics are available.



***Inference** - It is almost certain that the large majority (approximately 80%) of connections are unauthorised/illegally.*

Figure 6 Dock Yard Illegal Electrical Connection

## 2. FOOD AND WATER

At the lowest point in the community (northern boundary), water gathers and residents take the opportunity to grow food along the edge, such as; sugar cane, corn, peas, tomatoes, mangoes, bananas etc. See **Map 10 Dock Yard Water Catchment (2003)**.



Map 10 Dock Yard Water Catchment 2003

The current presence and depth of this catchment is unknown, but is heavily dependent on rainfall. The structure and format of the water table and any underground connections between wells are also unknown.



Survey results reveal 95% of households pay for potable water as a utility for household use. 74% responded that they receive their water by truck-borne deliveries, which is stored in large barrels (approx. 55 gallons) or cisterns. See **Figure 7 - Water Storage Barrel**.

Although, 14.5% stated that their water is piped into their yard or is available via an outside standpipe. **Figure 8 - Locked Standpipe** shows a water connection and tap, with a padlock.



Figure 7 Water Storage Barrel



Figure 8 Locked Standpipe

Provo Water Company Limited (PWC) formal pipeline network does not enter the Dock Yard community, but rather stops just at the boundary. Because of this, most residents purchase water. Some from an active legitimate connection to PWC, which is then sold further to other residents.

***Inference** – It is highly likely that landlords acquire water (pipe or truck borne), build standpipes and provide paid distribution to renters.*

Resale values for water have been noted as:

- Current standard resale price: approximately \$10 per barrel (55 gallons), which equates to 18cents per gallon
- Dock Yard resale price: \$10 for 5-gallons, which equates to \$2.00 per gallon
- PWC charges 3 cents per gallon; some Dock Yard residents therefore pays almost 66 times the domestic price.

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### 3. INTERNET SERVICES

Survey results show that the most frequent utility shared with other households was the internet; at 30%, with this service predominantly being provided by one service provider, Digicel. Electricity poles erected throughout the community are utilised to facilitate the provision of this service to the community.

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### 4. HEALTH AND SANITATION

According to the survey, there is no formal health treatment within Dock Yard, with no confirmation of rumoured clinics and mini hospitals. This however does not negate certified and regulated doctors entering Dock Yard to practice and support the community.

***Inference** - It is highly likely that prescription medications and 'bush medicines', are sold on the black market over-the-counter in small 'Mom and Pop' shops, without any medical supervision.*

Garbage collection in Dock Yard is undertaken by the Government twice per week, covering 86% of households. With no formal collection system, or no defined locations for disposal, garbage is frequently piled up against electricity meters or poles and left alongside the road for collection. Sinkholes and pits are also utilised as a garbage dump for the discard of any and all waste: garbage, human waste, etc. 13% of surveyed households report they dispose of garbage by dumping on the land or by burning.

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### 5. TOILET FACILITIES

As it relates to disposal of sewage, most households reported an inside flushing toilet, linked to a septic tank or a soak-away. A very small percentage, 3.6%, stated that there is either no toilet facilities in the household or that a pit-latrine is utilised. See **Table 6 Toilet Facilities**.

***Inference:** It is highly likely that the septic/soakaway system is not the predominant waste disposal system as access and proximity of houses does not support septic tanks.*

**Inference** – it is highly likely that sewage outlet pipe leads directly into the surrounding bush area

Household Toilet Facilities	Households	Percentage
W.C. (flush toilet) linked to Septic tank/Soak-away	344	95.8%
Pit-latrine ventilated and elevated/ ventilated improved pit	4	1.1%
Pit-latrine ventilated and not elevated	2	0.6%
Pit-latrine not ventilated	0	0.0%
None	7	1.9%
Other	2	0.6%
Not Stated	0	0.0%
<b>Total</b>	<b>359</b>	<b>100%</b>

Table 6 Toilet Facilities

Verifiable sources indicate that there is a lack of sanitation with smells that carries though the community. A bucket or a bag is sometimes used to dispose of faecal matter and urine, which is then thrown in the nearby surroundings, within proximity of the residence. Sources also noted that food preparation and cooking, often for sale, is also in the same locality. These practices violate Chapter 3.12 of the Summary Offences Ordinance, Part IV (q) which prohibits the deposit of any filth or dirt within any settlement.

## Police Data

The RTCIPF OTRCIS database was searched for records on Dock Yard and Duck Yard. On average just over 2% of all OTRCIS records related to this area. Crime and incident-related records accounted for 4.1% of this. Police operations account for 9.5% of these records. Collectively, Dock Yard related activities accounted for a relatively significant percentage of total Police activity.

### 1. CRIME AND FEAR OF CRIME

Reported burglaries and robberies within the Dock Yard community for the five (5) year period averaged 5.2% and 8% of the total number of burglaries and robberies in the TCI, respectively. Statistics for rape was collected for the period 2017/18; of the 30 rapes that

were reported across the TCI, only one (1) was recorded as occurring in Dock Yard.

**Inference** – it is possible, that reported crime in Dock Yard is low because:

- a level of ‘security/protection’ from criminal community influencers is provided in the Dock Yard community and as such other criminals are fearful/discouraged from committing crimes within the community;
- the community itself is afraid of the consequences of any challenge to criminals and as such criminals are allowed to commit crime unchallenged and ‘unnoticed’;
- crime tolerance/level of acceptance (be it because of fear or culture) is higher in the Dock Yard community, so some crimes is accepted and therefore unreported.

Although Dock Yard is viewed by the wider TCI population to be crime ridden and unsafe, survey results showed that 83% of the community feel safe in Dock Yard at any time. See

**Chart 3 - Fear of Crime.**

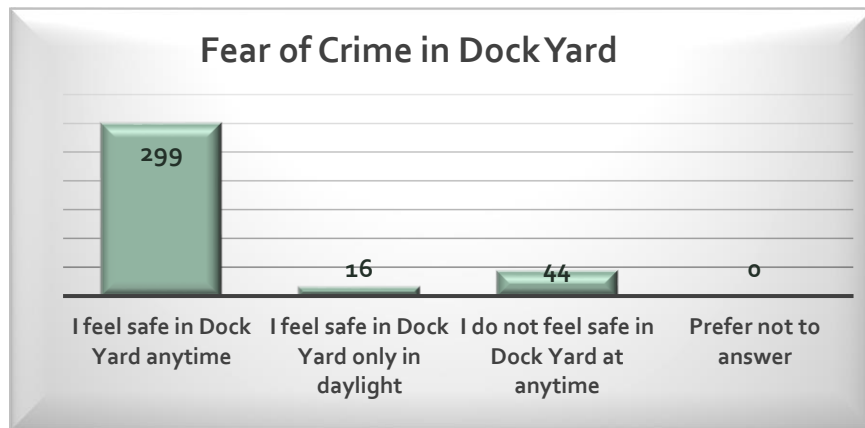


Chart 3 Fear of Crime

In spite of the assumptions of lawlessness and mistrust of enforcement authorities, survey results show that over 84% of the residents in Dock Yard have confidence in the police and would report a crime directly.

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## 2. REQUEST FOR POLICE CERTIFICATES

An individual can apply for multiple certificates from the police for various reasons: travel, work etc, therefore there may be duplication in request records. An analysis of 2021/22 applications mentioning Dock Yard shows that most applications are from Haitian

nationals for employment/work permits. The tourism sector is the predominant industry for which certificates for employment/work permits are requested, despite the construction industry being the largest recorded form of employment in the community. See **Table 7 - Request for Police Certificates**.

<b><i>Nationality of Applicant:</i></b>	
Haitian	70%
TCI Islander	19.7%
Other: Dominican Republic national [6.6%], Jamaican [1.5%], Bahamian [0.3%], UK national [0.6%], undetermined [1.2%]	10.3%
<b><i>Purpose of Application:</i></b>	
Employment/Work Permit	70.1%
Work ID	5.4%
Immigration Purposes	0.3%
Naturalisation	2.7%
Passport Application	0.6%
Permanent Resident Certificate (PRC)	0.6%
Registration	1.2%
Resident Permit Application	1.2%
Travel	17.3%
<b><i>Industry for Employment/Work Permit:</i></b>	
Tourism	26%
Construction	7%
Other	68%
<b><i>Age of Applicant (predominant age group):</i></b>	
25-34	15%
35-44	28%
45-54	28%

Table 7 Request for Police Certificates

## KEY DRIVERS

Several factors, both internally and externally, over the last few decades have affected the TCI and collectively contributed to the existence and expansion of the Dock Yard community.

### 1. SITUATION IN HAITI

Haiti, which has a troubled history of political instability, unfortunate circumstances of natural hazards, and is considered internationally to be a failing state, sits just about 300km south of the TCI. Various turbulent periods in Haiti, correlates with immigration patterns into Dock Yard.

As detailed in ‘**Growth and Evolution**’ in **Key Findings** above, sometime between 2008 and 2012 significant building and population growth commenced in Dock Yard. On January 12, 2010 a 7.0 magnitude earthquake struck Haiti, leaving its capital Port-au-Prince devastated. This earthquake resulted in approximately 220,000 people reportedly killed, some 300,000 people injured, and 1.5 million becoming homeless (Haiti Earthquake Anniversary, 2022). It is likely that the noted expansion in Dock Yard between 2010 to 2012 was sourced, in part, by displaced persons fleeing Haiti.

Likewise, was the situation during the period 2013 – 2018, as survey results reveal a spike in arrivals into Dock Yard from Haiti 5-9 years ago (2013 – 2018). See **Table 8 - Years Lived in Dock Yard**. This was a period in Haiti that saw heightened political instability and election upheavals (fraud claims, delays and resignations), social unrest, and devastation by hurricane Matthew in October 2016 (one of the strongest storms to hit Haiti) which exacerbated the cholera epidemic and left thousands without homes.

Country	0-4 (2019-22)	5-9 (2013-18)	10-14 (2008-12)	Over 15 <2007)
Turks & Caicos Islands	1	7	1	5
Haiti	24	215	39	38
Dominican Republic	1	24	0	1
Jamaica	0	0	0	1
United States	0	0	2	0
<b>Total</b>	26	246	42	45

Table 8 Years Lived in Dock Yard

## 2. PULL AND PUSH FACTORS

As identified in the Residence Demographics section above, 93% of respondents surveyed stated they moved from another country. Multiple reasons were provided for their move see **Chart 4 – Reason for Moving**.

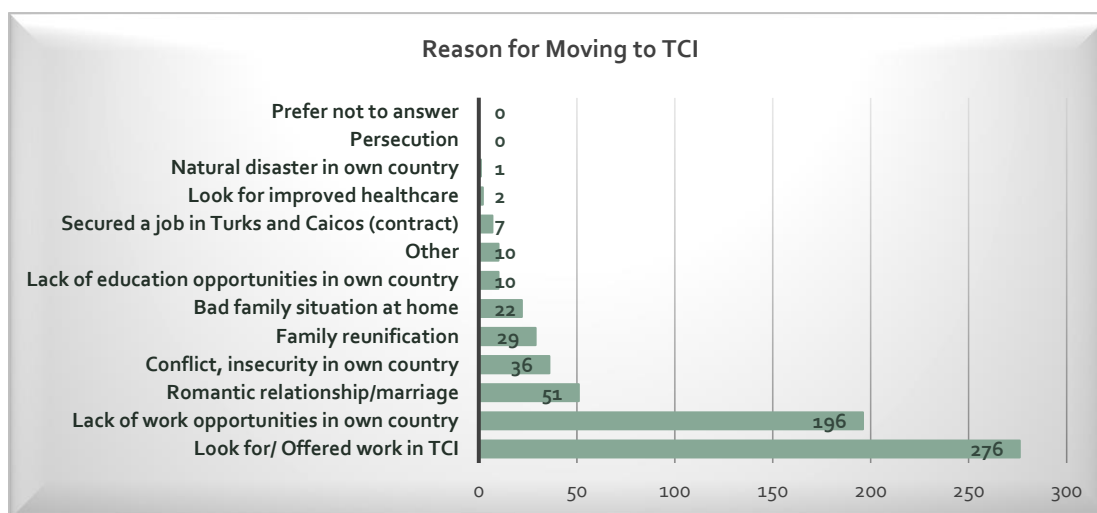


Chart 4 Reason for Moving

The survey shows that the prospect of employment in the TCI is the predominant draw to the country. Given that employment opportunities in the TCI are not all official, neither are they obtained through legitimate channels, this serves as an additional pull to the island.

## 3. DOCK YARD ATTRACTIONS/STRENGTHS

Dock Yard offers a certain level of freedom, comfort and a large sense of belonging to the majority of residents. Akin to migration populations globally, people tend to want to live near their countrymen. Almost 90% of survey respondents rate the community as ‘very strong’ or ‘extremely strong’.

Survey respondents also articulated several reasons for choosing to live in Dock Yard, of which affordable rent and familial relations ranked the highest. See **Table 9 - Reasons for Living in Dock Yard**.

Reason for Living in Dock Yard	Turks & Caicos Islands	Haiti	Dominican Republic	Bahamas	Jamaica	United States	Total
Rent is affordable in Dock Yard	8	212	23	0	1	2	246
Be with my family in Dock Yard	6	82	2	0	0	1	91

Reason for Living in Dock Yard	Turks & Caicos Islands	Haiti	Dominican Republic	Bahamas	Jamaica	United States	Total
I built my own house in Dock Yard	1	65	1	0	0	0	67
To be near my community in Dock Yard	3	48	2	0	0	0	53
Other	0	40	1	0	1	0	42
I own land in Dock Yard	0	20	0	0	0	0	20
Grew up in Dock Yard	7	8	0	0	0	0	15
I work in Dock Yard	0	6	0	0	0	0	6

Table 9 Reasons for Living in Dock Yard

Residents do not need to leave Dock Yard as it is well serviced with goods and services. One store is purportedly so well stocked, it is known locally as 'Walmart'. Goods and services needed to sustain a vibrant community, beyond basic essential needs, are readily available.

Churches support the needy in the community, by often providing food and clothes. This serves as a support system, practically for those who may have entered the country illegally and/or have insufficient income to support themselves. These support systems and extensive goods and services available within Dock Yard provides an additional layer of social protection as persons need not venture out of the community. In Dock Yard, persons can easily assimilate into the community which provides a buffer from apprehension.

NGOs and charitable organisations are also part of the support network in Dock Yard. NGOs distribute food, hurricane preparedness kits, school uniforms, books and supplies etc. regularly in Dock Yard in conjunction with the Social Development and Welfare Department. Such entities are openly welcomed within the community.

The tight-knit community provides leverage for contacts to get jobs for others within the community. Most work in less technical roles, such as hospitality, home care, home help and construction, enabling easy access to employment.

A range of skills likely to be required for a functioning community can be found in Dock Yard. **Table 10 - Job Role by Residency Status**, identifies a range of occupations by survey respondents residing in Dock Yard.



Role Type	Turks and Caicos Islander Or Spouse Of	Permanent Resident Certificate Or Dependent Of	Work/Resident Permit Or Dependent Of	Visitor	No Status	Other Or Prefer Not to Answer	Grand Total
Construction	10	7	44	-	39	6	106
Tourism	17	1	41	-	3	2	64
Domestic	4	-	33	-	17	1	55
Store	6	3	12	1	5	3	30
Other	3		15	-	6	5	29
Restaurant	1	1	5	-	3	-	10
Salon	1	-	4	-	2	-	7
Self Employed	2	-	3	-	1	1	7
Babysitting		-	6	-	-	-	6
Government	3	-	1	-	-	1	5
None	5	2	16	-	12	5	40
<b>Grand Total</b>	<b>52</b>	<b>14</b>	<b>180</b>	<b>1</b>	<b>88</b>	<b>24</b>	<b>359</b>

Table 10 Job Role by Residency Status

The survey revealed that 63% of respondents who arrived in the country via illegal entry settled only in Dock Yard. Many facilitators and sloop captains are associated with Dock Yard as residents, both with and without legal status. These enablers build structures in advance, ready for the new arrivals to live in. Enablers also ensure that persons arriving on sloops head for specific pick-up points upon arrival.

Additionally, structures being erected in Dock Yard are met with little to no resistance, from authorities nor residents, allowing for illegal structures and irregular migrants to easily plant themselves in the community.

#### 4. ATTRACTION FOR CRIMINALS

Dock Yard is an attraction for persons seeking to facilitate criminals and criminal activities. It is commonly accepted that sloops transport contraband, firearms and drugs. They traffic persons seeking a life in the TCI as well as criminals and persons wanted in other countries seeking to hide or continue their criminal exploits. Such persons are often easily hidden in the Dock Yard community.

Known criminals are drawn to Dock Yard, attracted by the apparent safety to openly associate with like-minded individuals and fellow criminals, and to partake in criminal activities such as buying and selling illicit drugs, firearms and ammunition, relatively unhindered.

Persons wanted or suspected of local (and even regional) crimes use Dock Yard as a safe space to hide and evade law enforcement.

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## 5. COST OF ACCOMODATION IN THE TCI

Accommodation costs vary significantly across the TCI. Many rental locations that previously cost between \$2000 - \$3000 per month converted to short term rentals which can earn figures between \$5000 - \$7000 and above. This has contributed to overall increases in the cost of long-term rentals as well as the reduction in availability.

During 2008, the TCI suffered an economic downturn. Since the recovery, the country has seen an explosion in luxury vacations, high-end villas and the raise of AirBnB accommodation, likewise, the number of large hotels recently built. All of which require extensive staff – construction, maintenance, cleaning, food and beverage – and most importantly accommodation for them. The demand for housing has begun to outnumber supply.

The survey revealed that rent in Dock Yard ranges between \$70 to \$900 per month, with just over half of all renters paying between \$250 and \$350 per month.

The limited availability of affordable housing and the high financial cost of housing and living in the TCI has forced tenants into geographical areas or accommodation types that facilitates lower incomes and informal payments for goods and services.

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## 6. LIVING STANDARD

As a rapidly growing economy, the TCI has extensive opportunities for employment. With this attraction, persons seek out the TCI to explore these opportunities; be legitimately and illegitimately. The latter, often without legitimate residency or work status in the TCI. The survey shows that 86% of non-status holders in Dock Yard are in employment.

Such persons are however often paid low wages or taken advantaged of economically resulting in conditions of forced poverty. This often forces such persons to live below their normal standard of living, which Dock Yard accommodates.

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## 7. ENFORCEMENT CHALLENGES

Reports from government agencies identify resource challenges which handicaps

regulatory and enforcement efforts in these communities. For example, insufficient vehicles to transport personnel to conduct their duty (e.g. inspections), minimises regulatory activities in the community. Likewise, insufficient human resources in regulatory agencies significantly reduces monitoring and enforcement capabilities. This has resulted in irregular activities, particularly unlawful activities, being conducted unchecked.

Reports verify several instances of police officers being directly fired upon when seeking to conduct duties in Dock Yard. Likewise, police and other law enforcement officers have been verbally threatened with their life and physically assaulted with objects such as stones. Those who still venture into the community do so at risk. Because of this, many agencies have reduced their operations in the community.

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## 8. UNCHECKED DEVELOPMENT

Dock Yard did not occur overnight, but rather, as evidenced from the study, gradually developed and expanded over time, enabled by the apparent 'right set of conditions'. These conditions varied from the TCI internal pull factors to external push factors with occasional environmental incidences.

Stakeholder engagement points to a strong sentiment of 'a lack of political will' as a primary contributing factor to the circumstances in Dock Yard. Politicians, it was suggested, in an attempt to maintain political favour, do not disrupt the status quo, which includes activities in and around informal settlements, allowing for such to remain unchecked for years.

Corruption, by way of informal passive inactions, as well as assertive cognisant acts by government officials have also been attributed as a significant contributor to the absence of obstructions to expansion activities in Dock Yard.

Nonetheless, years of unchecked development and minimal monitoring, enforcement and intervention has allowed for Dock Yard to grow into what several stakeholders have termed 'a country within a country'.

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## 9. EASE OF ILLEGITIMATE SALE AND RESALE OF LAND

The study has revealed the occurrences of unsanctioned subdivision, sale and resale of lands in Dock Yard. Because these subdivisions and sales are not authorised, purchasers may not have true title to the land they presumably purchased, and in some instances, the seller may not have held the title to conduct the transaction. In spite of the several cautions and unverifiable land ownership claims, this illegal activity has been reoccurring in the Dock Yard community for years.

Several factors can be attributed to this continued trend, namely the vulnerability of the demographic of likely purchasers: persons unaware of and/or intimidated by the legal process; persons able to afford only small portions of land; persons unable to access financial services; persons avoiding additional fees and taxes etc. Limited monitoring of development in the community has also allowed for such activities to go unchecked.



## MAPS COPYRIGHT

- Dock Yard 2022 area aerial imagery: ArcGIS, September 2022; not be reproduced, outside the NSS.
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**ANNEX**

**i. Informal Settlements Survey Questions**



**SURVEY IDENTIFICATION INFORMATION  
QUESTIONNAIRE DESCRIPTION**

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**Basic information**

*Title* Informal Settlement Survey

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**Survey data information**

*Study type* Household Survey

*Mode of Data Collection* CAPI

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**Survey information**

*Country* Turks and Caicos Islands

*Year* 2022

*Languages* English

# HOUSEHOLD

## HOUSEHOLD SECTION 1 - HOUSING

<p>1.1a What type of dwelling does this household occupy?</p>	<p>SINGLE-SELECT <span style="float: right;">h1_1</span></p> <p>01 <input type="radio"/> A one-family house detached from any</p> <p>02 <input type="radio"/> A one-family house attached to one or more houses</p> <p>03 <input type="radio"/> A building with 2 apartments</p> <p>04 <input type="radio"/> A building with 3 or more apartments</p> <p>05 <input type="radio"/> Improvised Housing</p> <p>88 <input type="radio"/> Other</p>
<p>1.2 Under what type of arrangement is the land occupied?</p>	<p>SINGLE-SELECT <span style="float: right;">h1_2</span></p> <p>01 <input type="radio"/> Owned (with mortgage)</p> <p>02 <input type="radio"/> Owned (Without mortgage)</p> <p>03 <input type="radio"/> Rented (paying)</p> <p>04 <input type="radio"/> Leasehold</p> <p>05 <input type="radio"/> Rent free</p> <p>06 <input type="radio"/> Permission to work hard</p> <p>07 <input type="radio"/> Squatted</p> <p>08 <input type="radio"/> Don't know</p> <p>88 <input type="radio"/> Other</p> <p>99 <input type="radio"/> Not Stated</p>
<p>1.2a. Please state other</p> <p>E h1_2 == 88</p>	<p>TEXT <span style="float: right;">h1_2a</span></p> <p>.....</p>
<p>1.2b How much do you usually/normally pay monthly for rent/lease/mortgage? (in US\$)</p> <p>E (h1_2==1)    (h1_2==3)    (h1_2==4)</p>	<p>NUMERIC: INTEGER <span style="float: right;">h1_2b</span></p> <p>-----</p>
<p>1.2c How much do you usually/normally pay for utilities? (in US\$)</p>	<p>NUMERIC: INTEGER <span style="float: right;">h1_2c</span></p> <p>-----</p>
<p>1.2d What utilities are included (choose all that apply)</p>	<p>MULTI-SELECT <span style="float: right;">h1_2d</span></p> <p>01 <input type="checkbox"/> Electricity</p> <p>02 <input type="checkbox"/> Water</p> <p>03 <input type="checkbox"/> Internet</p> <p>04 <input type="checkbox"/> Cell Phone</p>

<p>1.2d2 Who do you pay the money to for %rosteritle% ?</p>	<p>SINGLE-SELECT <span style="float: right;">h1_2d2</span></p> <p>01 <input type="radio"/> Directly to utility company</p> <p>02 <input type="radio"/> To the landlord</p> <p>03 <input type="radio"/> Don't know</p>
---	---

<p>1.3 What is the construction material of the outer walls?</p>	<p>SINGLE-SELECT <span style="float: right;">h1_3</span></p> <p>01 <input type="radio"/> Wood/Timber</p> <p>02 <input type="radio"/> Concrete/Concrete Blocks</p> <p>03 <input type="radio"/> Wood &amp; Concrete</p> <p>04 <input type="radio"/> Stone</p> <p>05 <input type="radio"/> Brick/Blocks</p> <p>06 <input type="radio"/> Plywood</p> <p>07 <input type="radio"/> Makeshift</p> <p>88 <input type="radio"/> Other/Don't Know</p>
--	---

<p>1.4 What is the material used for roofing?</p>	<p>SINGLE-SELECT <span style="float: right;">h1_4</span></p> <p>01 <input type="radio"/> Sheet metal (galvanize, galv alume) - Standing Seam</p> <p>02 <input type="radio"/> Sheet metal (galvanize, galv alume) - Other</p> <p>03 <input type="radio"/> Shingle (asphalt)</p> <p>04 <input type="radio"/> Shingle (wood)</p> <p>05 <input type="radio"/> Shingle (other)</p> <p>06 <input type="radio"/> Tile</p> <p>07 <input type="radio"/> Concrete</p> <p>08 <input type="radio"/> Makeshift/thatched</p> <p>88 <input type="radio"/> Other</p>
---	--

<p>1.5 What type of toilet facilities does this household have?</p> <p>I A pit latrine generally consists of three major parts: a hole in the ground, a slab or floor with a small hole, and a shelter. A pit latrine may or may not have a slab or platform.</p>	<p>SINGLE-SELECT <span style="float: right;">h1_5</span></p> <p>01 <input type="radio"/> W.C. (flush toilet) linked to Septic tank/Soak-away</p> <p>02 <input type="radio"/> Pit-latrine ventilated and elevated/ Ventilated Improved Pit (VIP)</p> <p>03 <input type="radio"/> Pit-latrine ventilated and not elevated</p> <p>04 <input type="radio"/> Pit-latrine not ventilated</p> <p>05 <input type="radio"/> None</p> <p>88 <input type="radio"/> Other</p> <p>99 <input type="radio"/> Not Stated</p>
---	--

<p>1.5a. Please state other</p> <p>E h1_5 == 88</p>	<p>TEXT <span style="float: right;">h1_5a</span></p> <p>.....</p>
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<p>1.6 Is the toilet facilities shared with any other household?</p>	<p>SINGLE-SELECT <span style="float: right;">h1_6</span></p> <p>01 <input type="radio"/> Yes</p> <p>02 <input type="radio"/> No</p> <p>03 <input type="radio"/> Don't know</p> <p>99 <input type="radio"/> Not Stated</p>
<p>1.7 What type of bathing facilities does this household have?</p> <p>I A pit latrine generally consists of three major parts: a hole in the ground, a slab or floor with a small hole, and a shelter. A pit latrine may or may not have a slab or platform.</p>	<p>SINGLE-SELECT <span style="float: right;">h1_7</span></p> <p>01 <input type="radio"/> Indoor bathing facility</p> <p>02 <input type="radio"/> Outdoor bathing facility</p> <p>03 <input type="radio"/> None</p> <p>88 <input type="radio"/> Other</p> <p>99 <input type="radio"/> Not Stated</p>
<p>1.7a. Please state other</p> <p>E h1_7 == 88</p>	<p>TEXT <span style="float: right;">h1_7a</span></p> <p>.....</p>
<p>1.8 Does your household share any of the following facilities with another household?</p> <p>V1 self.Length == 1    (self.Length &gt; 1 &amp;&amp; !self.Contains(7))</p> <p>M1 None cannot be selected along with any other item</p>	<p>MULTI-SELECT <span style="float: right;">h1_8</span></p> <p>01 <input type="checkbox"/> Kitchen</p> <p>03 <input type="checkbox"/> Water</p> <p>04 <input type="checkbox"/> Electricity</p> <p>05 <input type="checkbox"/> CableTelevision</p> <p>06 <input type="checkbox"/> Internet</p> <p>07 <input type="checkbox"/> None</p> <p>88 <input type="checkbox"/> Other</p>
<p>1.9 What is the main source of your water supply?</p>	<p>SINGLE-SELECT <span style="float: right;">h1_9</span></p> <p>01 <input type="radio"/> Public, piped into dwelling</p> <p>02 <input type="radio"/> Public, piped into yard</p> <p>03 <input type="radio"/> Public standpipe outside the unit</p> <p>04 <input type="radio"/> Private, piped into dwelling</p> <p>05 <input type="radio"/> Private catchment not piped (e.g rainwater)</p> <p>06 <input type="radio"/> Well</p> <p>07 <input type="radio"/> Truck borne (not piped into dwelling)</p> <p>88 <input type="radio"/> Other</p>
<p>1.10 What is the main source of drinking water for household members?</p>	<p>SINGLE-SELECT <span style="float: right;">h1_10</span></p> <p>01 <input type="radio"/> Bottled</p> <p>02 <input type="radio"/> Rainwater</p> <p>03 <input type="radio"/> Well</p> <p>04 <input type="radio"/> Tank</p> <p>05 <input type="radio"/> Water Kiosk/ Water fountain</p> <p>06 <input type="radio"/> City water</p> <p>07 <input type="radio"/> Other</p>

1.11.What is your MAIN source of lighting?	<p>SINGLE-SELECT <span style="float:right">h1_11</span></p> <p>01 <input type="radio"/> Electricity Public</p> <p>02 <input type="radio"/> Electricity- Private Generato r</p> <p>03 <input type="radio"/> Kerosene</p> <p>04 <input type="radio"/> Gas Lantern</p> <p>05 <input type="radio"/> Battery Lamp</p> <p>06 <input type="radio"/> Candles</p> <p>07 <input type="radio"/> Solar</p> <p>08 <input type="radio"/> None</p> <p>88 <input type="radio"/> Other</p>
1.11a. Please state other	<p>TEXT <span style="float:right">h1_11a</span></p> <p>.....</p>
E h1_11 == 88	
1.12 What is your MAIN method of garbage disposal for this household?	<p>SINGLE-SELECT <span style="float:right">h1_12</span></p> <p>01 <input type="radio"/> Burning</p> <p>02 <input type="radio"/> Burying</p> <p>03 <input type="radio"/> Compost</p> <p>04 <input type="radio"/> Dumping on land</p> <p>05 <input type="radio"/> Dumping/throwing into rive r/sea/pond</p> <p>06 <input type="radio"/> Garbage truck/skip/bin- Pub lic</p> <p>09 <input type="radio"/> Garbage truck/skip/bin- Priv ate</p> <p>88 <input type="radio"/> Other</p>
1.12a. Please state other	<p>TEXT <span style="float:right">h1_12a</span></p> <p>.....</p>
E h1_12 == 88	
1.13 Do you have access to a telephone?	<p>SINGLE-SELECT <span style="float:right">h1_13</span></p> <p>01 <input type="radio"/> Both landline and cell phone</p> <p>02 <input type="radio"/> Landline only</p> <p>03 <input type="radio"/> Cell only</p> <p>04 <input type="radio"/> No access</p> <p>05 <input type="radio"/> Prefer not to asnwer</p>
1.14 Are there any business activities operating within this dwelling such as the sale of products or services?	<p>SINGLE-SELECT <span style="float:right">h1_14</span></p> <p>01 <input type="radio"/> Yes</p> <p>02 <input type="radio"/> No</p> <p>03 <input type="radio"/> Don't know</p>
1.14a Please state type of business or services	<p>TEXT <span style="float:right">h1_14a</span></p> <p>.....</p>
E h1_14==1	

1.15 Is this business registered?

E h1\_14==1

SINGLE-SELECT

h1\_15

- 01  Yes
- 02  No
- 03  Don't know

# PERSONS

PERSONS

## SECTION 1: CHARACTERISTICS

1.1 What is your sex?	SINGLE-SELECT <span style="float: right;">p1_1</span> 01 <input type="radio"/> Male 02 <input type="radio"/> Female 03 <input type="radio"/> Other
1.2 How old are you? I Enter in years. Enter '00' if they prefer not to say.	NUMERIC: INTEGER <span style="float: right;">p1_2</span> -----
1.3 What country were you born in?	SINGLE-SELECT <span style="float: right;">p1_3</span> 01 <input type="radio"/> Turks & Caicos Islands 02 <input type="radio"/> Haiti 03 <input type="radio"/> Dominican Republic 04 <input type="radio"/> Bahamas 05 <input type="radio"/> Jamaica 06 <input type="radio"/> United States 07 <input type="radio"/> Canada 88 <input type="radio"/> Other
1.3a Please specify other E p1_3==88	TEXT <span style="float: right;">p1_3a</span> -----
1.4 What is your country/countries of citizenship? p?	SINGLE-SELECT <span style="float: right;">p1_4</span> 01 <input type="radio"/> Turks & Caicos Islands 02 <input type="radio"/> Haiti 03 <input type="radio"/> Dominican Republic 04 <input type="radio"/> Bahamas 05 <input type="radio"/> Jamaica 06 <input type="radio"/> United States 07 <input type="radio"/> Canada 88 <input type="radio"/> Other
1.4a Please specify other E p1_4==88	TEXT <span style="float: right;">p1_4a</span> -----
1.5 Did you move here from another country?	SINGLE-SELECT <span style="float: right;">p1_5</span> 01 <input type="radio"/> Yes 02 <input type="radio"/> No 89 <input type="radio"/> Prefer not to answer

<p>1.5a Where did you move from?</p> <p>E p1_5==1</p>	<p>SINGLE-SELECT <span style="float: right;">p1_5a</span></p> <p>01 <input type="radio"/> Haiti</p> <p>02 <input type="radio"/> Dominican Republic</p> <p>03 <input type="radio"/> Bahamas</p> <p>04 <input type="radio"/> Jamaica</p> <p>05 <input type="radio"/> United States</p> <p>06 <input type="radio"/> Canada</p> <p>88 <input type="radio"/> Other</p>
<p>1.5b Please specify other</p> <p>E p1_5a==88</p>	<p>TEXT <span style="float: right;">p1_5b</span></p> <p>.....</p>
<p>1.5c Was it your own choice to travel/move (not some else's)?</p> <p>E p1_5 == 1</p>	<p>SINGLE-SELECT <span style="float: right;">p1_5c</span></p> <p>01 <input type="radio"/> Yes</p> <p>02 <input type="radio"/> No</p> <p>89 <input type="radio"/> Prefer not to answer</p>
<p>1.5d: Why did you move to the Turks and Caicos Islands? (Check all that apply)</p> <p>E p1_5==1</p>	<p>MULTI-SELECT <span style="float: right;">p1_5d</span></p> <p>01 <input type="checkbox"/> Bad family situation at home</p> <p>02 <input type="checkbox"/> Conflict, insecurity in own country</p> <p>03 <input type="checkbox"/> Family reunification</p> <p>04 <input type="checkbox"/> Lack of work opportunities in own country</p> <p>05 <input type="checkbox"/> Lack of education opportunities in own country</p> <p>06 <input type="checkbox"/> Look for improved healthcare</p> <p>07 <input type="checkbox"/> Look for/ Offered work in TCI</p> <p>08 <input type="checkbox"/> Persecution</p> <p>09 <input type="checkbox"/> Natural disaster in own country</p> <p>10 <input type="checkbox"/> Romantic relationship/marriage</p> <p>11 <input type="checkbox"/> Secured a job in Turks and Caicos (contract)</p> <p>88 <input type="checkbox"/> Other</p> <p>89 <input type="checkbox"/> Prefer not to answer</p>
<p>1.5e Please specify other</p> <p>I Please state 'N/A' if not applicable</p>	<p>TEXT <span style="float: right;">p1_5e</span></p> <p>.....</p>



1.6 Do you have your own travel documents/papers?

SINGLE-SELECT

p1\_6

- 01  Yes
- 02  No, never had any
- 03  No, lost
- 04  No, stolen
- 05  No, someone else has them
- 89  Prefer not to answer

1.6a Who has your documents?

E p1\_6==5

SINGLE-SELECT

p1\_6a

- 01  Agent
- 02  Employer
- 03  Family Member
- 04  Friend
- 05  Immigration/Police
- 88  Other
- 89  Prefer not to answer

1.6b Please specify other

E p1\_6a==88

TEXT

p1\_6b

.....

1.7 What is your work or resident status in the Turks and Caicos?

p1\_7

SINGLE-SELECT

- 01  Turks and Caicos Islander
- 02  Spouse of Turks and Caicos Islander but not a Turks and Caicos Islander
- 03  Permanent Resident Certificate (PRC) - with work permission
- 04  Permanent Resident Certificate (PRC) - with NO work permission
- 05  PRC's spouse or dependent child
- 06  Government contract or Diplomat
- 07  Work permit (limited time)
- 08  Resident permit (limited time)
- 09  Spouse or dependent of permit holder
- 10  Temporary visitor (tourist)
- 11  No Status, irregular entry
- 12  No Status, overstayed permit/visa
- 88  Other
- 89  Prefer not to answer

1.7a Please specify other

TEXT

p1\_7a

E p1\_7==88

.....

1.8 What is your religion/denomination?	<p>SINGLE-SELECT <span style="float: right;">p1_8</span></p> <p>01 <input type="radio"/> Anglican</p> <p>02 <input type="radio"/> Apostolic</p> <p>03 <input type="radio"/> Baptist</p> <p>04 <input type="radio"/> Evangelical</p> <p>05 <input type="radio"/> Jehovah Witness</p> <p>06 <input type="radio"/> Methodist</p> <p>07 <input type="radio"/> Seven Day Adventist</p> <p>08 <input type="radio"/> Church of God of Prophecy</p> <p>09 <input type="radio"/> New Testament Church of G od</p> <p>10 <input type="radio"/> Other Pentecostal</p> <p>11 <input type="radio"/> Presbyterian</p> <p>12 <input type="radio"/> Roman Catholic</p> <p>13 <input type="radio"/> Other Christian</p> <p>14 <input type="radio"/> Rastafarian</p> <p>15 <input type="radio"/> Muslim</p> <p>16 <input type="radio"/> Atheist</p> <p><a href="#">And 3 other symbols [1]</a></p>
1.8a Please specify other E p1_8 == 88	<p>TEXT <span style="float: right;">p1_8a</span></p> <p>.....</p>
1.9 Do you have access to health services	<p>SINGLE-SELECT <span style="float: right;">P1_9</span></p> <p>01 <input type="radio"/> Yes, within Dock Yard</p> <p>02 <input type="radio"/> Yes, within Providenciales</p> <p>03 <input type="radio"/> No</p> <p>04 <input type="radio"/> Don't Know</p>
1.10 Who pays for your health care?	<p>SINGLE-SELECT <span style="float: right;">p1_10</span></p> <p>01 <input type="radio"/> National Insurance</p> <p>02 <input type="radio"/> Pay yourself (cash/card etc.)</p> <p>03 <input type="radio"/> Private Health Care</p> <p>04 <input type="radio"/> N/A don't go</p>

PERSONS  
SECTION 2: LIVING ARRANGEMENTS AND COMMUNITY

2.1 Who do you live with?

SINGLE-SELECT

p2\_1

- 01  Alone
- 02  Live with spouse or partner
- 03  Live with spouse or partner and children
- 04  Live with children and no other adult
- 05  Live with other family members
- 06  Live in shared accommodation (rooming house, with roommates who are not members of your household/family)
- 88  Other
- 89  Prefer not to answer

2.1a Please specify other

TEXT

p2\_1a

E p2\_1==88

2.2a How many males aged 17 and younger do you live with? (not counting yourself)

NUMERIC: INTEGER

p2\_2a

I Enter '00' if they prefer not to answer.

2.2b How many females aged 17 and younger do you live with? (not counting yourself)

NUMERIC: INTEGER

p2\_2b

I Enter '00' if they prefer not to answer.

2.2c How many males aged between 18 and 64 do you live with? (not counting yourself)

NUMERIC: INTEGER

p2\_2c

I Enter '00' if they prefer not to answer.

2.2d How many females aged between 18 and 64 do you live with? (not counting yourself)

NUMERIC: INTEGER

p2\_2d

I Enter '00' if they prefer not to answer.

2.2e How many males aged 65 and over do you live with? (not counting yourself)

NUMERIC: INTEGER

p2\_2e

I Enter '00' if they prefer not to answer.

2.2f How many females aged 65 and over do you live with? (not counting yourself)

NUMERIC: INTEGER

p2\_2f

I Enter '00' if they prefer not to answer.

2.3 Do you have any children of school age (3-16), where are these persons educated? (Check all that apply)

- MULTI-SELECT p2\_3
- 01  Yes, they do not have any schooling
  - 02  Yes, Publicly educated
  - 03  Yes, within Dock Yard
  - 04  Yes, within Providenciales
  - 05  Yes, Privately educated
  - 06  Yes, home schooled
  - 07  No children of school age
  - 89  Prefer not to answer

2.4 How long have you lived in Dock Yard?

I Enter in years. Enter '00' if prefer not to answer

NUMERIC: INTEGER p2\_4

-----

2.5 Why do you live in Dock Yard? (Choose all that apply)

- MULTI-SELECT p2\_5
- 01  Grew up in Dock Yard
  - 02  I own land in Dock Yard
  - 03  I work in Dock Yard
  - 04  Rent is affordable in Dock Yard
  - 05  I built my own house in Dock Yard
  - 06  Be with my family in Dock Yard
  - 07  To be near my community in Dock Yard
  - 88  Other
  - 89  Prefer not to answer

2.5a Please specify other

I Please state 'N/A' if not applicable

TEXT p2\_5a

-----

2.6 Before living in Dock Yard did you live in another area(s) of the Turks and Caicos Islands?

- SINGLE-SELECT p2\_6
- 01  Yes
  - 02  No
  - 89  Prefer not to answer

2.6a Which settlement did you live in?

E p2\_6==1

TEXT p2\_6a

-----

2.7 How strong is the sense of community in Dock Yard?

SINGLE-SELECT

p2\_7

- 01  Extremely Strong
- 02  Very Strong
- 03  Neutral
- 04  Not Strong
- 05  Non-existent
- 89  Prefer not to answer

PERSONS

SECTION 3: CRIME

3.1 Fear of a crime in Dock Yard (choose the statement you agree with)

SINGLE-SELECT

p3\_1

- 01  I feel safe in Dock Yard anytime
- 02  I feel safe in Dock Yard only in daylight
- 03  I do not feel safe in Dock Yard at anytime
- 89  Prefer not to answer

3.2 Fear of a crime at home? (choose the statement you agree with)

SINGLE-SELECT

p3\_2

- 01  I feel safe inside my own home in Dock Yard
- 02  I feel safe inside my own home in Dock Yard only in daylight
- 03  I do not feel safe inside my own home at anytime of the day
- 89  Prefer not to answer

3.3 During the past 12 months were any household members a victim of a crime?

SINGLE-SELECT

p3\_3

- 01  Yes
- 02  No
- 03  Don't Know

<p>3.4 What kind of crime/s was it? (Choose all that apply)</p> <p>E p3_3==1</p>	<p>MULTI-SELECT <span style="float: right;">p3_4</span></p> <p>01 <input type="checkbox"/> Assault</p> <p>02 <input type="checkbox"/> Bribery (you/household member is forced to give a gift or pay extortion)</p> <p>03 <input type="checkbox"/> Burglary</p> <p>04 <input type="checkbox"/> Fraud</p> <p>05 <input type="checkbox"/> Kidnapping</p> <p>06 <input type="checkbox"/> Murder</p> <p>07 <input type="checkbox"/> Sexual Assault</p> <p>08 <input type="checkbox"/> Robbery / Theft</p> <p>88 <input type="checkbox"/> Other (Please specify)</p>
<p>3.4a Please specify other</p> <p>I Please state 'N/A' if not applicable</p>	<p>TEXT <span style="float: right;">p3_4a</span></p> <p>.....</p>
<p>3.5 Was the crime reported?</p> <p>E p3_3==1</p>	<p>SINGLE-SELECT <span style="float: right;">p3_5</span></p> <p>01 <input type="radio"/> Yes</p> <p>02 <input type="radio"/> No</p> <p>03 <input type="radio"/> Don't Know</p>
<p>3.6 What was the main reason for not reporting the crime?</p> <p>E p3_5==2</p>	<p>SINGLE-SELECT <span style="float: right;">p3_6</span></p> <p>01 <input type="radio"/> No confidence in justice administration</p> <p>02 <input type="radio"/> Afraid of perpetrator</p> <p>03 <input type="radio"/> Not serious enough</p> <p>88 <input type="radio"/> Other (Please specify)</p>
<p>3.6a Please specify other</p> <p>E p3_5==88</p>	<p>TEXT <span style="float: right;">p3_6a</span></p> <p>.....</p>
<p>3.7 If you had an incident, who would you feel most confident reporting it to? (Check all that apply)</p>	<p>MULTI-SELECT <span style="float: right;">p3_7</span></p> <p>01 <input type="checkbox"/> Church (Pastor/ Priest)</p> <p>02 <input type="checkbox"/> Community Leader (specify the role i.e prominent member of society)</p> <p>03 <input type="checkbox"/> Immigration</p> <p>04 <input type="checkbox"/> Police</p> <p>05 <input type="checkbox"/> Red Cross</p> <p>06 <input type="checkbox"/> Salvation Army</p> <p>07 <input type="checkbox"/> Teacher</p> <p>08 <input type="checkbox"/> Your Consulate (or a representative of)</p> <p>09 <input type="checkbox"/> None</p> <p>88 <input type="checkbox"/> Other (Please specify)</p>

3.7a Please specify other

TEXT

p3\_7a

I Please state 'N/A' if not applicable

PERSONS

SECTION 4: ECONOMIC ACTIVITY AND INCOME

4.1 What category of work are you in? (Check all that apply)

MULTI-SELECT

p4\_1

- 01  Construction
- 02  Domestic Work
- 03  Fishing
- 04  Government
- 05  Manual Labour
- 06  Office
- 07  Store
- 08  Tourism- hotel; water sports
- etc
- 88  Other
- 89  Prefer not to answer

4.1a Please state other

TEXT

p4\_1a

I Please state 'N/A' if not applicable

4.2 What is your main source/s of income? (Choose all that apply)

MULTI-SELECT

p4\_2

- 01  Employment
- 02  Pension
- 03  Business or Rental
- 04  Savings
- 05  Social Security
- 06  Other- Government Assistance
- 07  Other- Local Assistance (Family or Friends)
- 08  Overseas Remittance
- 88  Other

4.2a Please specify other

TEXT

p4\_2a

I Please state 'N/A' if not applicable

4.3 Is your income/resources enough to provide sufficient food and clean water as well as shelter for your household/family?

SINGLE-SELECT

p4\_3

- 01  Yes
- 02  No
- 03  Don't know
- 04  Prefer not to answer



## APPENDIX A — CATEGORIES

[1] [p1\\_8: 1.8 What is your religion/denomination?](#)

Categories: 1: Anglican , 2: Apostolic , 3: Baptist , 4: Evangelical , 5: Jehovah Witness , 6: Methodist , 7: Seven Day Adventist , 8: Church of God of Prophecy , 9: New Testament Church of God , 10: Other Pentecostal , 11: Presbyterian , 12: Roman Catholic , 13: Other Christian , 14: Rastafarian , 15: Muslim , 16: Atheist , 17: None , 88: Other , 89: Prefer not to answer

# LEGEND

Legend and structure of information in this file

Name of section	Enabling condition for this section	Type of question, scope	Variable name
<b>SECTION 5: OTHER INCOME SOURCES</b>	<code>E s4_other_sources_which.Contains(98)</code>	<b>Answer options</b>	
<b>Duis aute irure dolor in reprehenderit in voluptate velit esse cillum dolore eu fugiat nulla pariatur?</b>	<code>I This refers to family relations</code> <code>E s3_time_other &gt; 0</code> <code>V1 s4_re1_leaders_which.Contains(98)</code> <code>M1 Can not be itself</code> <code>V2 (s3_time_other_breeding_advice &lt;= (50 - s3_time_art_insem_advice))    s3_time_other_breeding_advice == 0</code> <code>M2 This person is not in the list</code> <code>F optioncode != s5_ignored_option_code</code>	<b>MULTI-SELECT</b> <b>SCOPE: PREFILLED</b>	<code>s4_re1_leaders_other</code>
<b>Additional information:</b> "I" – Question instruction "E" – Enabling condition "V1" – Validation condition №1 "M1" – Message for validation №1 "F" – Filter in Categorical questions		<b>Link to full set in appendix</b>	
		01 <input type="checkbox"/> <b>Community animal health workers</b>	
		02 <input type="checkbox"/> <b>Private</b>	
		03 <input type="checkbox"/> <b>Government</b>	
		04 <input type="checkbox"/> <b>Livestock keepers association</b>	
		05 <input type="checkbox"/> <b>NGO</b>	
		<b>And 5 other [13]</b>	

## Breadcrumbs

Type or roster	Roster Title
CHAPTER 3 IDENTIFICATION /	<b>Roster: LEADER RELATION DETAILS</b>
	generated by fixed list:
01	<b>Ward Livestock Officer</b>
02	<b>Village Livestock Officer</b>
99	<b>Other (specify)</b>
	<b>List items</b>