



GOVERNMENT OF SAINT VINCENT AND THE GRENADINES
REGIONAL DISASTER VULNERABILITY REDUCTION PROJECT
(RDVRP)

Abbreviated Resettlement Action Plan (A-RAP)

The rehabilitation of the South River Road Bridge

Kingstown, Saint Vincent and the Grenadines



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Abbreviations

A-RAP	Abbreviated Resettlement Action Plan
CWSA	Central Water and Sewerage Authority
EA	Environmental Assessment
IDA	International Development Association
MoEP	Ministry of Economic Planning, Sustainable Development, Industry, Information and Labour
MoHILP	Ministry of Housing, Informal Human Settlements, Lands and Surveys and Physical Planning
MoTW	Ministry of Transport, Works, Urban Development and Local Government
PPCR	Pilot Programme for Climate Resilience
RDVRP	Regional Disaster Vulnerability Reduction Project
SCF	Strategic Climate Fund
SVG	Saint Vincent and the Grenadines
PAP(s)	Project Affected Person(s)
PSIPMU	Public Sector Investment Programme Management Unit
VINLEC	Saint Vincent Electricity Services Ltd.

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Preamble

This document is the Abbreviated Resettlement Action Plan (A-RAP) for the rehabilitation of the South River Road Bridge in Kingstown, Saint Vincent and the Grenadines (SVG). It is being prepared in collaboration with the Project Affected Persons (PAPs) and Ministry of Economic Planning, Sustainable Development, Industry, Information and Labour (MoEP).

The aim of this document is to outline the procedures, actions and commitments to be followed during the operationalization of the project to reduce the negative impact on the PAPs. These procedures are aligned to the safeguards of the World Bank's Operational Policy (OP 4.12). Further, it ensures that by detailing all procedures, actions and commitments, the objectives of the World Bank's Operational Policy (OP) on involuntary resettlement (OP 4.12) are achieved to the end that all PAPs improve or at least maintain their pre-project level livelihoods.

This A-RAP is a working document, which will be updated as further information is gained during planning, implementation and consultations.

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A. Introduction

i. Regional Disaster Vulnerability Reduction Project

In September 2011, the Government of SVG (GoSVG) entered into a financial arrangement with the World Bank, the proceeds of which were invested into the execution of the Regional Disaster Vulnerability Reduction Project (RDVRP). The project originally financed at USD 20.92 million (effective 18th October, 2011) received additional funding in the amount of USD 40.6 million (effective 12th November, 2014) for a total of USD 61.5 million. The project is an amalgamation of the Disaster Vulnerability Reduction Project and the Pilot Programme for Climate Resilience (PPCR) and is funded through a mixture of loans and grants from the International Development Association (IDA) and the Strategic Climate Fund (SCF)¹. Presently, the closure date of the project is December 31, 2018.

The project aims to increase resilience to climate change by supporting capacity development and tools to assess and communicate disaster and climate risk to the public and to decision makers in different sectors, and to improve the integration of natural hazard and climate risk into physical planning processes. In addition, the project is designed to contribute to vulnerability and risk reduction through a combination of civil works and institutional development activities at the national and regional levels. These activities are designed to reduce the response time in the wake of a disaster and to improve regional and national resilience to natural hazards and longer-term impacts resulting from climate change.

In short, the aim of the RDVRP is to **measurably reduce vulnerability to natural hazards and climate change impacts in Saint Vincent and the Grenadines and the Eastern Caribbean sub-region.**²

¹ The breakdown of finances is as follows: PPCR Grants USD 12 million, SCF loan USD 3 million, IDA loans USD 46.52 million.

² Project Appraisal Document, RDVRP

The project consists of four components:

Component 1 – Prevention and Adaptation Investments

Component 2 – Regional Platforms for Hazard and Risk Evaluation, and Applications for Improved Decision Making

Component 3 – Natural Disaster Response Component

Component 4 – Project Management and Implementation Support

The RDVRP consists largely of infrastructural projects and technical assistance activities, some of which were derived from SVG's Strategic Programme for Climate Resilience developed under the PPCR. A total of USD 15 million of RDVRP funds is dedicated to PPCR activities.

ii. Description of the South River Road Bridge Project

Description

The South River Road Bridge is located in Kingstown, the capital city of SVG. The bridge is an important daily transportation route used mainly by pedestrians with vehicular and pedestrian traffic on the bridge increasing significantly around the June/July carnival celebrations. The current bridge does not have any immediately visible signs of structural damage; however, a soil investigation that was part of an overall hydraulic assessment of the site uncovered signs of liquefaction, which in essence means that the soil upon which the bridge rests is losing strength and stiffness. Consequently, the overall integrity of the bridge is questionable and must be addressed.

The project involves the demolition and reconstruction of the South River Road Bridge with a final length of 10 m. Due to space constraints in the location of the current bridge, the new bridge will be built with the same width albeit with wider abutments to facilitate any future expansions in the width of the bridge and will be fitted with sidewalks on either side. The works on the bridge is expected to begin in January 2016, last for a period of 6 months and be completed at the latest by June 2017. Other works to be done includes approximately 20 m of road improvement on either approach to the bridge.

The South River Road Bridge also serves as a popular location for vending. Given the nature of the works to be done on the bridge, some of the PAPs will have to be temporarily relocated to facilitate construction (Table 1). Furthermore, all relocations will be done in close proximity to the existing bridge, which minimizes both the impact of the relocation on the PAPs as well as the cost of relocation.

The project is intended to improve the structural integrity of the existing bridge. Consequently, it is anticipated that the Vincentian populace would benefit from the project through the reduction of the potential risks associated with its use.

i. World Bank Policy and an Abbreviated RAP

The World Bank's Operational Policy (OP) on Involuntary Resettlement, [OP 4.12](#), recognises the potential for a development project to result in economic, social and environmental displacement if appropriate measures to mitigate these impacts are not carefully planned and executed. Accordingly, the policy is guided by the following three principles:

- a. Involuntary resettlement should be avoided where feasible, or minimised, exploring all viable alternative project designs.
- b. Where it is not feasible to avoid resettlement, resettlement activities should be conceived and executed as sustainable development programmes, providing sufficient investment resources to enable the persons displaced by the project to share in project benefits.
- c. Displaced persons should be assisted in their efforts to improve their livelihoods and standards of living or at least to restore them, in real terms, to pre-displacement levels or to levels prevailing prior to the beginning of the project implementation, whichever is higher.

ii. Overview of the A-RAP

The preparation and adherence to the A-RAP is a reflection of the requirements of the World Bank's OP 4.12. The underlying aim of the A-RAP is to ensure that in the event of any physical or economic displacement of people, their pre-project incomes and standards of living are maintained or improved throughout the life of the project and thereafter. In other words, it is intended to capture pre to post project procedures that are designed to ensure the minimisation of any adverse impacts of involuntary resettlement or temporary relocation as in this case.

B. Census of displaced people

The PAPs were identified by the Ministry of Transport, Works, Urban Development and Local Government (MoTW) including the Town Board Division of the Ministry. The project area is fairly small so the method of observation, in addition to the list of vendors in that area kept by the Kingstown Town Board, was employed to ascertain the number of vendors and small business owners located either on or close to the existing bridge and thus would be affected by any works to be done on it. There is a total of 16 PAPs (individuals) excluding the group of taxi drivers and the hotel. All PAPs are vendors operating small businesses that, in most cases, need to be temporarily relocated to facilitate construction of the bridge. The existing taxi stand would also be relocated. However, there will be no physical relocation of homes or private land acquisition, since the PAPs are operating on Crown land and will be relocated to Crown Land. A complete list of PAPs to be relocated along with a description of each is given in Table 1 below:

Table 1: Descriptions of PAPs and their relocation requirements³

#	PAP	Description	Physical Relocation Required	Reason for relocation	Nature of relocation	Livelihood Impacts (Type of impact: Direct/Indirect)	Mitigating Measure (s)
1	PAP #1	Locksmith	Yes	PAP's pre-project location is directly adjacent to the hoarding site which may affect safety and comfort of operations	Temporary	None anticipated	This PAP is currently located directly adjacent to the hoarding site. Relocation will be to the structure directly adjacent to PAP #1's current location. This enables him to be at a more comfortable distance away from the hoarding. PAP #1 has access to electricity at its pre-project location. The relocation site of this PAP is already outfitted with electricity. The relocation structure is owned by the Carnival Development Corporation (CDC). Permission to use structure for the purpose of relocation was granted by the CDC (see annex 10).
2	PAP #2	Drinks vendor-mobile bar	Yes	Pre-project location within construction hoarding	Temporary	None anticipated	Relocation in close proximity to current location
3	PAP #3	Drinks Vendor	Yes	Pre-project location within construction hoarding	Temporary	None anticipated	Relocation in close proximity to current location.
4	PAP #4	Drinks Vendor	Yes	Pre-project location within construction hoarding	Temporary	None anticipated	Relocation in close proximity to current location.
5	PAP #5	Food Van	Yes	Pre-project location within construction hoarding	Temporary	None anticipated	Relocation in close proximity to current location.

³ This list is an amalgamation of a list compiled by the MoTW and the list of attendees from consultation No. 1 and no.9.

#	PAP	Description	Physical Relocation Required	Reason for relocation	Nature of relocation	Livelihood Impacts (Type of impact: Direct/Indirect)	Mitigating Measure (s)
6	PAP #6	Clothing vendor/Car	Yes	Due to hoarding, the pre-project location will create a traffic flow hazard	Temporary	None anticipated	Relocation in close proximity to current location
7	PAP #7	Clothing vendor/Van	Yes	Due to hoarding, the pre-project location will create a traffic flow hazard	Temporary	None anticipated	Relocation in close proximity to current location
8	PAP #8	Clothing vendor/Van	Yes	Due to hoarding, the pre-project location will create a traffic flow hazard	Temporary	None anticipated	Relocation in close proximity to current location
9	PAP #9	Drinks Vendor	Yes	Due to the construction hoarding, pre-project location will be physically dangerous for the PAP	Temporary	None anticipated	Relocation in close proximity to current location.
10	PAP #10	Food vendor	Yes	Pre-project location within construction hoarding	Temporary	Disruption to utility lines	Access to all existing utilities will be re-established. Relocation in close proximity to current location (see annex 7).
11	PAP #11	Food vendor	Yes	Due to the nature of this PAPs operations, pre-project location is too close to the construction	Temporary	None anticipated	Relocation in close proximity to current location.

#	PAP	Description	Physical Relocation Required	Reason for relocation	Nature of relocation	Livelihood Impacts (Type of impact: Direct/Indirect)	Mitigating Measure (s)
				hoarding			
12	PAP #12	Vendor	Yes	Pre-project location will project too far into the road resulting in a traffic flow hazard	Temporary	None anticipated	Relocation in close proximity to current location.
13	PAP #13	Drinks Vendor	Yes	Pre-project location will project too far into the road resulting in a traffic flow hazard	Temporary	None anticipated	Relocation in close proximity to current location.
14	PAP #14	Drinks Vendor	Yes	Pre-project location will project too far into the road resulting in a traffic flow hazard	Temporary	None anticipated	Relocation in close proximity to current location.
15	PAP #15	Cloths Vendor	Yes	Due to the construction hoarding, pre-project location will be physically dangerous for the PAP	Temporary	None anticipated	Relocation in close proximity to current location.
16	PAP #17	Drinks Vendor/Fridays only	Yes	Due to the construction hoarding, pre-	Temporary	None anticipated	Relocation in close proximity to current location.

#	PAP	Description	Physical Relocation Required	Reason for relocation	Nature of relocation	Livelihood Impacts (Type of impact: Direct/Indirect)	Mitigating Measure (s)
				project location will be physically dangerous for the PAP			
17	PAP #18	Operators of taxis stationed adjacent to the South River Road Bridge	Yes	Pre-project location will be used as a relocation site for PAPs #3 - #12	Temporary	None anticipated	In accordance with the positions expressed at Consultation #7 and #9, the taxi stand has been relocated approximately 30 m away from its current location. Relocation area has been designated solely for this purpose. See annex 6.
18	PAP #19	Hotel (including bar, packing services and restaurant)	No	N/A	N/A	Original access to hotel impacted (Direct)	Approx. 1.2 m of the current taxi stand (relocation site) was utilized to facilitate the construction of a pedestrian foot bridge to accommodate the mitigation of the project impact on PAP#19 by ensuring the maintenance of access to PAP #19's establishment including all the services that it offers. This new access point was decided on in collaboration with the owner of the hotel . The footbridge was constructed by the works contractor as part of their hoarding plan (see annex 9).

C. Resettlement (relocation) Assistance

The temporary relocation of some PAPs will occur due to the nature of the project (see Table 1 for details). To operationalize OP 4.12, relocation assistance will be given to all PAPs as needed, the overall aim of which is to ensure that the relocation is: (i) completed prior to the commencement of works at the site, and; (ii) least disruptive and sufficiently managed such that the livelihoods of the displaced persons are improved or at least maintained. All PAPs (except the hotel) are mobile vendors, that is, they operate from vehicles and or structures such as tents that are moved at the end of each business day and returned/reassembled at the start of each. This, coupled with the fact that the relocation site is in close proximity to the original location of the vendors obviates the need for physical assistance to the relocation site be given to every vendor. Details of relocation including relocation assistance given are highlighted in the following:

Conditions in the relocation site

- I. 16 PAPs need to be relocated: The identified relocation site for most of these PAPs is Crown land and was being used prior to construction as a taxi stand with an area of approximately 86m². There is an additional 50m² of Crown land to be used as relocation space. This area is the sum of the land directly opposite the pre-construction hoarding taxi stand and also that which is adjacent to the hoarding site.

The relocation site for the vendors has been outfitted with demarcated spots to ensure that: 1) PAPs are not displaced by new vendors and 2) order is maintained at the relocation site. Further, and in conformance with decisions taken at Consultation no.9, the food vendors – PAP #5, PAP #10, PAP #11 – have been purposefully assigned spots furthest away from active construction. This is to ensure that they can continue to operate in conditions that are safe for consumers.
- II. Taxi stand to be relocated: To accommodate the relocation arrangements described in (I), the taxi stand was relocated approximately 30m away from its original location, in an area that has been designated solely for that use for the life of the project (see annex 6 for details) and is also Crown land. The relocated taxi stand has been marked with taxi stand signs to ensure that the taxi drivers will not be displaced by non-taxi drivers (see annex 9).
- III. Large tree located close to the bridge: As expressed in Consultation no. 1, the aim was to preserve the tree in the process of demolition of the old and the construction of the new

bridge. However, upon further examination by the MoTW and the Forestry Division, it was revealed that the location of the roots of this white cedar tree are in and along the old bridge, this uncontrolled routing of the roots poses a threat to the preservation. . As communicated at Consultation no. 9, if the tree is deemed to be a hindrance to construction, it will be removed and given to government to be used in the Prisons Workshop. The possibility of replanting a tree post-construction of the new bridge is being explored.

IV. Construction activities: As expressed throughout the consultative process and again at Consultation no. 9, there is an environmental management plan developed for the project that will be enforced. In summary, the following will be done to ensure that construction activities are least disruptive to the lives of the PAPs and to general Vincentian population:

- Demolition will be done on weekends
- Steel bending will be done offsite
- Ready-mix concrete will be used

V. Specific conditions of relocation sites: Both relocation sites are in close proximity to the current bridge and so will be minimally disruptive to the lives and livelihoods of the PAPs. See Annex 4 for details of the proposed relocation site. Further, all PAPs (except PAP #19) are mobile and the close proximity of the relocation site to their current location enables the PAPs to easily transfer their items to the new relocation site. There are two (2) PAPs that have had their utilities reconnected in the new site: 1) PAP # 1, which only had an electricity connection and 2) PAP #10 that had telephone, water and an electricity connection. Details of additional relocation assistance to PAPs who required it are as follows:

- a. PAP #19 – In order to maintain access to this PAPs, a footbridge (decided in consultation number 3 with the PAP – see annex 2 for details) was constructed by the contractor as part of its hoarding site preparation.
- b. PAP #10 – This PAP some additional items which needed to be moved to the temporary vending site. The MoEP in collaboration with the contractors ensured that all items, including the necessary utilities (electricity, water, telephone) were relocated

to the temporary relocation and reinstated site at no additional cost to the PAP. (see annex 7 for details of the letters sent from the MoEP to the utility providers). The water and telephone connection at this relocation spot was completed by January 6, 2017 and the electricity connection was completed shortly thereafter.

- c. All spots in the relocation site have been assigned after consultation by the MoEP with PAPs and Town Board.
- d. All PAPs except nos. 6, 7 and 8 have been relocated. These PAPs were not identified during the initial census because they were not physically present when it was carried out. However, evidence was later supplied by the Town Board indicated that they were operating on the site for some time prior to construction hoarding. Even so, without any contact information for any of them, neither the MoEP nor the Town Board have not been able to locate them, despite the numerous efforts to do including visiting the relocation site and soliciting the help of other PAPs. This investigation revealed that these individual are somewhat seasonal. Nevertheless, their relocation spots remain assigned to them in the event that they are located. To this end and in addition to the 'grievance sign' located close to the relocation site, the MoEP will liaise with the Kingstown Town Board to ensure that these PAPs are quickly relocated if and when they are located.
- e. The PSIPMU has been and will continue to visit the relocation site to assess the extent to which the relocation plan is being effectively implemented.

D. Participation and Consultation

The involvement of the key stakeholders in the planning and implementation of the project is essential to ensuring the objectives of the project are realized including the preservation of at least the pre-project quality of life of the PAPs and where possible the improvement of it. Participation of, and consultation with the PAPs is an indispensable method of achieving this. Table 2 descriptively documents completed and expected consultations. 13 of the total 16 PAPs have been consulted; all except for PAPs 6, 7, 8 (see section C, subsection 'f' for explanation). PAPs also have access to the contact information of the PSIPMU in the event that they have any grievances that they would like to have noted outside of a formal consultative process and appropriately addressed and resolved.

The list is by no means exhaustive since additional consultations will be conducted during and after construction at the South River Road Bridge site, as deemed necessary for the effective implementation of this ARAP.

Table 2: List of consultations and meetings

	Description	Where	When	Who
Completed consultations				
1	Consultation No. 1 was an initial information session intended to: <ul style="list-style-type: none"> Formally inform the PAPs about the plans to rehabilitate the South River Road Bridge and the proposed relocation site Create an initial forum where all stakeholders especially the PAPs can air their concerns 	MoEP (formerly CPD) conference room	28 th January, 2015 at 4:30pm	<ul style="list-style-type: none"> PAPs⁴ (#1, #3, #4, #5, #11, #12) MoTW Ministry of Housing, Informal Human Settlements, Land and Surveys and Physical Planning (MoHILP) MoEP (formerly the CPD)
2	Consultation No.2 was held with PAP #10; one of the PAPs to be relocated who though invited did not attend consultation No. 1. The Social Specialists in the MoEP visited the PAP and informed the PAP of the project as well as giving him the opportunity to air any concerns that he may have.	Project Site	11 th February, 2015 at 10:30 am	<ul style="list-style-type: none"> PAP #10 MoEP – 2 Social Specialists
3	Consultation No. 3 was to inform PAP #19 of the upcoming works on the bridge and the potential impacts and possible mitigating measures to minimize these impacts. ⁵	Project site	22 nd April, 2015	<ul style="list-style-type: none"> PAP #19 MoEP
4	Consultation No.4 was a meeting held to incorporate the associate A-RAP into the	MoTW conference room	19 th October 2015	<ul style="list-style-type: none"> Architects (MoTW) Engineers (MoTW) MoEP

⁴ This consultation was a group setting consultation, however only six of the PAPs in table 1 above were present at this consultation, which prompted a series of one-on-one consultations (Consultations #2 and #3)

⁵ The minutes of this meeting is in Annex 2.a.

	Description	Where	When	Who
	designs for the relocation site			
5	Consultation No.5 was held as a preliminary presentation of the drawings by the MoTW to the MoEP of the relocation site	MoTW	18 th January 2016	<ul style="list-style-type: none"> • MoTW • MoEP
6	Consultation No.6 was held concerning the relocation site plans. The PAPs took the opportunity to request two (2) additional consultations – one involving particularly the Traffic Police and the other involving Traffic Police, Town Board and the MoEP ,to be held close to construction commencement	Project site and relocation site	16 th February, 2016	<ul style="list-style-type: none"> • PAPs • MoEP
7	Consultation No. 7 - The purpose of this consultation was to discuss the relocation site and the traffic implication of the works including the relocation	MoTW Conference Room	27 th September 2016	<ul style="list-style-type: none"> • MoEP • MoTW – including Town Board • MoHILP • RSVG Police Force: Traffic Department
8	Consultation No. 8 – The purpose of this consultation was to discuss the relocation of the PAPs.	Project site/relocation site	23 rd November 2016	<ul style="list-style-type: none"> • RSVG Police Force: Traffic Department • MoTW • Project Supervisor's local representative • MoEP
9	Consultation No. 9⁶ – The purpose of this consultation was to discuss the relocation site with the PAPs and get their input on the suggested relocation discussed in Consultation #7 and #8	Project site/relocation site	13 th December 2016	<ul style="list-style-type: none"> • PAPs (PAP #2, #3, #4, #5, #9, #13, #14, #15) • MoTW • MoEP
10	Consultation No.10 was held with PAP #10 to discuss the selection of a relocation spot and the transfer of its picket fence to the relocation spot	Project site/relocation site	28 th December, 2016	<ul style="list-style-type: none"> • PAP #10 • MoTW • MoEP • Contracting Supervisor's local representative

⁶ The public notice documented in annex 5.a was delivered to the PAPs by the Social Specialists in the MoEP

	Description	Where	When	Who
11	Consultation No.11 was held to assist PAP #13 in relocating	Project site/Relocation site	5 th January 2017	<ul style="list-style-type: none"> • PAP #13 • MoEP • Town Board
12	Consultation No.12 was held to accommodate further dialogue on the flow of traffic through the relocation site	Relocation site	6 th January 2017	<ul style="list-style-type: none"> • MoEP • Traffic Police
13	Consultation No.13 was held in response to a request for a meeting made by PAP #19	PAP #19's location	11 th January, 2017	<ul style="list-style-type: none"> • PAP #19 • MoEP • Contractor

E. Implementation and Grievance Redress

During the demolition and reconstruction of the South River Road Bridge, due diligence would be taken in monitoring the project's impact to ensure that no PAP's quality of life is disadvantaged via:

1. Minimizing the distance between the PAP's current location and the relocation site.
2. Using ready-mix concrete, which reduces the time for construction, the minimization of dust from loose material (cement, sand), and the size of the construction hoarding site (Annex 3), thus the number of individuals requiring relocation.
3. The implementation of traffic management by the Traffic Department of the Royal SVG Police Force.

The implementation of all relocations will be spearheaded by the MoTW with due monitoring of the process and methods of relocation by the MoEP to ensure compliance with the laws of SVG and adherence to the standards embodied in the World Bank's OP 4.12.

All grievance redresses will follow the procedures laid out in the "[RDVRP: Grievance Redress Mechanisms](#)" manual.

F. Monitoring and Evaluation

Monitoring and evaluation are key elements in the implementation of the A-RAP activities and will be continuous. The PSIPMU and the MoEP Social Specialists will continuously review expropriation/compensation reports and discuss their outcomes in their technical meetings. Though not anticipated, the MoFEP, MoHILP and the Ministry of Legal affairs will directly monitor any compensation costs for loss of income should these be reported by any PAP. The MoEP Social Specialists will review project activities, including social mitigation measures, and provide guidance where necessary. Chart 1 below highlights the organizational position of the Social Specialists/Social Safeguards Team within the RDVRP.

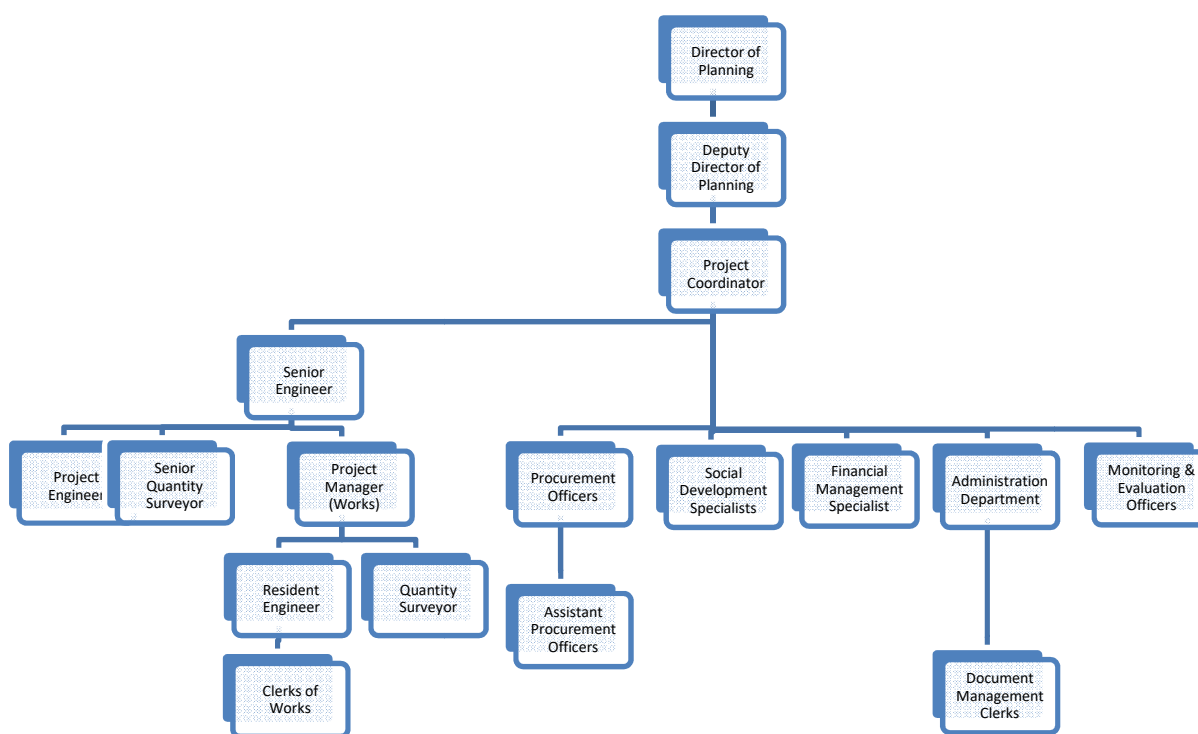


Chart 1: The organizational chart of RDVRP

Monitoring and evaluation would provide information on the extent to which:

1. Temporary relocation and project activities are on track;
2. Grievances are appropriately recorded and addressed;
3. Corrective actions including any adjustments to the implementation approach is necessary and the form that it should take.

i. Responsibility for Monitoring

The MoTW and the PSIPMU have overall responsibility for the implementation of the project. Therefore, the Social Specialists is responsible for monitoring and documenting the process of implementation to ensure that the A-RAP is implemented to the end that the livelihoods of the PAPs are at the very least maintained.

ii. Monitoring Process

Monitoring will be of two foci (Table 4). First, there will *performance monitoring*. This monitoring will be based on the resettlement implementation plan and will check that physical progress has been made in execution of required actions. The main performance indicators to be checked will be:

- Consultation meetings held with PAPs and other stakeholders and meeting minutes prepared;
- All affected assets surveyed and valued.
- Relevant notices published in the Government Gazette and other appropriate media;
- Grievances addressed according to the procedures established in the RDVRP Grievance Redress Mechanism.

Second, there will be *impact monitoring* to assess the effectiveness of the A-RAP and its execution in addressing the needs of the affected population. The methodology for impact monitoring will include:

- Review of number and type of complaints made and effectiveness of the grievance redress mechanism;
- Review of the appeals process and timeframe for settling appeals.

Table 3: Monitoring Plan

Monitoring Activities	Objectives	Means of Verification	Responsibility for Data Collection, Analysis and Reporting
<i>Performance Monitoring</i>	To assess the progress in implementation of the A-RAP. The focus will be on the execution of actions relative to the proposed schedule and budget	Consultation with PAPs; project progress reports; letters	PSIPMU; MoTW including the Kingstown Town Board; Chief Surveyor's Office;
<i>Impact Monitoring</i>	Assessment of the effectiveness of the A-RAP and its implementation in addressing the needs of the PAPs	Consultation (with public and PAPs); project implementation reports	PSIPMU; MoTW

G. Implementation schedule (timetable) and Budget

i. Implementation schedule

The implementation schedule is intended to capture all the relocation activities of this project ranging from the preparation stage through to the implementation of the project. Table 5 below is the implementation schedule relating to this project.

Table 4: Implementation Schedule

	Task	2014				2015												2016												2017							Responsible Agency
		Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	August	September	October	November	December	January	February	March	April	May	June	July	
	Review preliminary designs	X																																			PSIPMU, MoTW
	Submission of final designs																							X													MoTW, PSIPMU
	Review of final designs																								X												MoTW, PSIPMU
	Survey project site and complete census					X																															PSIPMU, MoTW
	Complete draft A-RAP																										X										PSIPMU
	Approval of draft A-RAP																												x								World Bank
	Publication of finalized ARAP on Government of Saint Vincent and the Grenadines website and World Bank website																												X								PSIPMU, World Bank
	PAP and community consultations (ongoing)						X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		MoTW; PSIPMU

	Task	2014				2015												2016												2017							Responsible Agency
		Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	August	September	October	November	December	January	February	March	April	May	June	July	
	Public relations (ongoing)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		PSIPMU
	Relocation of PAPs (Table 4) - preconstruction																										X	X									MoTW; PSIPMU
	Grievance management (ongoing)				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	PSIPMU
	Monitoring (ongoing)				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	PSIPMU. MoTW
	Construction																											X	X	X	X	X	X			Consultant, PSIPMU	

ii. Budget

All costs for the temporary relocation of utilities – CWSA, FLOW and VINLEC- will be borne by the Government of Saint Vincent and the Grenadines (see Annex 7). Since the GoSVG has not yet been billed by these utility companies, the costs are to be determined.

H. Annexes

Annex 1: Consultation no. 1

Annex 1.a. Letter of invitation to Consultation No.1



P (3)

**MINISTRY OF TRANSPORT, WORKS, URBAN
DEVELOPMENT AND LOCAL GOVERNMENT**
HALIFAX STREET
KINGSTOWN
ST. VINCENT & THE GRENADINES

OUR REF: TW/

January 23rd 2015

Dear Sir/Madam,

This letter serves to remind you of a meeting scheduled to take place at the Central Planning's Conference room, on the second floor of the Financial Complex on Wednesday 28th of January, 2015 commencing at 4:30 pm.

The meeting will discuss the reconstruction of the South River – Middle Street Bridge located at "Heritage Square" in the vicinity where you presently vend.

Your attendance is critical to this process and would be grateful if you attend.

Respectfully yours,

Mr. Hudson Nedd
Permanent Secretary
Ministry of Transport, Works, Urban
Development and Local Government

TEL : 784 456 1111 EXT. 452 E-MAIL: MCWSVG@CARIBSURF.COM

FAX : 784 456 2168

Annex 1.b. Minutes of consultation no.1

<p align="center">SAINT VINCENT AND THE GRENADINES REGIONAL DISASTER VULNERABILITY REDUCTION PROJECT (RDVRP)</p> <p align="center">Credit No. SCF-PPCR Loan No. SCF-PPCR Grants Nos.: 4986-VC & 5450-VC TF011132 TF010206 & TF016733</p> <p align="center">Minutes of the social safeguards stakeholders consultation for the rehabilitation of the South River Middle Street Bridge, Kingstown</p> <p align="center">Central Planning Division (CPD Conference Room)</p> <p align="center">Date: 28th January, 2015</p>	
<p align="center">The purpose of this meeting was to:</p> <ul style="list-style-type: none"> • Formally inform the vendors about the plans to rehabilitate the South River Middle Street Bridge and the proposed relocation site for directly affected vendors • Create an initial forum where all stakeholders, especially the vendors can air their concerns 	
1	<p><u>Attendees</u></p> <p>A complete list of the attendees is attached to these minutes as Appendix 1c.</p>
2	<p><u>Commencement</u></p> <p>The meeting commenced at 4:40 pm.</p>
3	<p><u>Introductions and opening remarks</u></p> <p>The Permanent Secretary in the Ministry of Transport, Works, Urban Development and Local Government (MOTW), Mr. Hudson Nedd (HN) chaired the meeting and gave opening remarks. He highlighted that the consultation was an information-sharing meeting concerning works to be done on the South River Middle Street bridge.</p>
4	<p><u>Draft project site</u></p> <p>HN introduced the draft project site plan. This plan is attached as Appendix II.</p>
5	<p><u>Project commencement date and length</u></p> <p>Cecil Harris (CH), Senior Engineer/RDVRP informed that the project would commence after July 2015 and is expected to last for six (6) months maximum.</p>
6	<p><u>Critical factors to consider</u></p> <p>Mr. Osei Morris (OM), Project Manager/MOTW highlighted the importance of considering the impact of dust, noise and traffic on the vendors. He stated that this was especially important given that most of the vendors to be impacted by the project are food vendors.</p> <p>HN assured that these factors will be taken into consideration by the contractor in its environmental management of project. Sekai Chiaka Bowman (SB), Procurement Officer/CPD added that the contractor must implement an environmental management plan which would include the methods that the contractor will use to mitigate these</p>

	effects. CH also added that dust would be at a minimum as demolition would be conducted on weekends and that the concrete works would involve the pouring of ready- mix concrete.
7	<p><u>Specific vendors</u></p> <p>i. PAP #1, identified that due to the nature of his operation, it is necessary that he has electricity wherever he is relocated.</p> <p>CH informed that the plan by the ministry was to use an existing booth belonging to the Carnival Development Committee to relocate PAP #1. CH further informed that the necessary structural reinforcement of the booth would be done before PAP #1 is relocated there.</p> <p>ii. It was highlighted that PAP #10, a food vendor, also has both water and electricity at his current location. This meant that any relocation of him would need to have these in place.</p> <ul style="list-style-type: none"> • The representatives from the MOTW noted that this was known and is a consideration in this particular vendor's relocation. • CH also assured that the tree located where Mac's Snacks currently operates is not expected to be harmed by the project. <p>iii. As it relates to taxi operators, CH informed that the construction hoarding site is such that there would be no need to relocate the existing taxi operators during the life of the project.</p> <p>iv. The consultation was informed that the restaurant below the hotel adjacent to the existing bridge is currently closed and its operations have been relocated.</p> <p>v. The issue of 'Friday vendors'⁷ was brought to the attention of the meeting. HN assured that this would be taken into consideration in the management of the project site.</p>
8	<p><u>Storage and construction hoarding site</u></p> <p>CH highlighted that the use of ready-mix concrete would dismiss the need for storage of related materials (cement, sand, aggregate). He informed that there would only be the need to identify storage for reinforcement material, which would reduce the size of the hoarding site.</p>
9	<p><u>Utility lines and pipes</u></p> <p>Mr. [REDACTED] owner of Famous Richie's BBQ, stated that his water connection currently traverses the existing bridge.</p> <p>CH informed that the two utility companies Central Water & Sewage Authority (CWSA) and St. Vincent Electricity Services (VINLEC) have been consulted with on the upcoming project and that they have indicated that they would reroute their</p>

⁷ Friday vendors are those who are not regular vendors close to or around the project site. Rather, they operate only on Fridays.

	respective pipes and lines to their existing customers.
10	<p><u>Traffic</u></p> <p>It was noted that the Traffic Department of the Royal Saint Vincent and the Grenadines Police Force will responsible for managing the flow of traffic through this area.</p>
11	<p><u>Preliminary design works</u></p> <p>SB gave a briefing on the preliminary design works. CH elaborated by informing that the nature of the works are such that:</p> <ul style="list-style-type: none"> ✓ Due to space constraints, the bridge width would remain the same as the old albeit with wider abutments. ✓ The new bridge would have two (2) sidewalks.
12	<p><u>Demolition</u></p> <p>CH informed that demolition of the existing bridge will be done on a Sunday. As a consequence, the guest house close to the bridge will be the only business to be impacted (noise) during this aspect of the project.</p>
13	<p><u>Convening the consultation</u></p> <p>Richard MacLeish, Project Coordinator/RDVRP informed that the additional consultations would convene with a refined site layout. He informed that the allocation of space will be done in collaboration with the vendors.</p>
14	<p><u>Adjournment</u></p> <p>The meeting adjourned at 5:16pm.</p>

Annex 1.c. List of attendees to Consultation No. 1

Regional Disaster Vulnerability Reduction Project
 Consultation
 Subject: Middle Street Bridge, Heritage Square
 28th January, 2015
 Central Planning Division (CPD) Conference Room

	Description of attendee	Email address(non-PAP)	Contact number (non-PAP)
1	C.Toby CPD	ctoby@svgcpd.com	457-2182
2	A.Tesheara Kingstown Town Board		456-1193
3	S.Bowman CPD	scstewart@svgcpd.com	457-2182
4	C.Harris CPD	charris@svgcpd.com	
5	A.Bowman Housing	Office.housing@mail.gov.vc	456-2050
6	R.MacLeish CPD	rmacleish@svgcpd.com	457-1746
7	S.Stowe Physical Planning Unit	ppvhillp@yahoo.com	457-1588
8	PAP#1		
9	O.Morris	Transport and Works	
10	E.Alexander	MoTW	
11	PAP#3		
12	PAP#4		
13	PAP#12		
14	Food Vendor		
15	PAP#11		
16	PAP#5		

Annex 2: Minutes of the consultation with PAP # 19

Minutes of the consultation No. 3 with PAP #19 (Hotel and Restaurant)

Date: 22nd April 2015

Start time: 1:45pm

Attendees:

PAP #19

Central Planning Division (CPD)

- Mr. Richard MacLeish/Project Coordinator (RM)
- Mr. Cecil Harris/Senior Engineer (CH)
- Ms. Chiaka Sekai Bowman/Contract Manager (CB)
- Ms. Ronette Jordan/ Project Officer-Social Development Specialist (RJ)
- Ms. Cassia Toby/Assistant Social Development Specialist (CT)

Introductions:

RM commenced the meeting by introducing the team from the CPD and informed PAP#19 of the nature of RDVRP in general and how the project at hand, the South River Road Bridge fits into it. CT informed the PAP that the aim of the meeting was to create an environment where he can ask questions about the project and air his views on any aspect of the same that may be of concern to him.

PAP's major concern: *The impact of the project given the nature of his business*

PAP#19 responded that he is privy to the works to be done on the bridge and that his major concern relates to the nature of his business in the context of the works to be done given that he cannot be relocated as other businesses that are mobile can. The PAP was assured by CH that the works would be done in a way that minimizes any negative impacts on the surrounding businesses and areas. To this end, CH gave some details regarding the works such as the fact that the bridge would be a concrete bridge made with ready-mix concrete which reduces the construction hoarding site and that demolition of the existing bridge would be done on the weekend. CH then roughly explained the draft hoarding site (which he expanded on during a physical walkthrough of the site area). He also informed that there would be 10 m of road improvement on both approaches to the bridge. It was also suggested that a pedestrian foot bridge be inserted as part of the contract requirement to ensure access to the small courtyard of the hotel. CB also added that an environmental management plan is a part of the contract for the works and would cover the mitigation of externalities such as noise, dust, garbage and other construction run-offs. PAP#19 informed that he had some concept designs regarding the bridge. CH encouraged the PAP to make those designs known to the consultant.

Conclusion: The works would be designed and executed in a way that reduces the impact of the project on surrounding businesses and areas as indicated in the measures described in the paragraph above..

Contract commencement and duration

CB informed that the project is expected to commence in November, 2015 and last for a period of 6 months.

PAP#19 informed that he did not have any objections to the project and felt that the mechanisms to be put in place are in his business' interest and would contribute to the general improvement for the area.

CB further informed that the government of Saint Vincent and the Grenadines would soon enter into contract to produce the final designs (and supervision) of the project.

Physical walkthrough of the project area

A physical walkthrough of the area was facilitated by the CPD headed by CH.

The issue of hoarding and access was again discussed with the PAP particularly as it relates to access to his hotel.

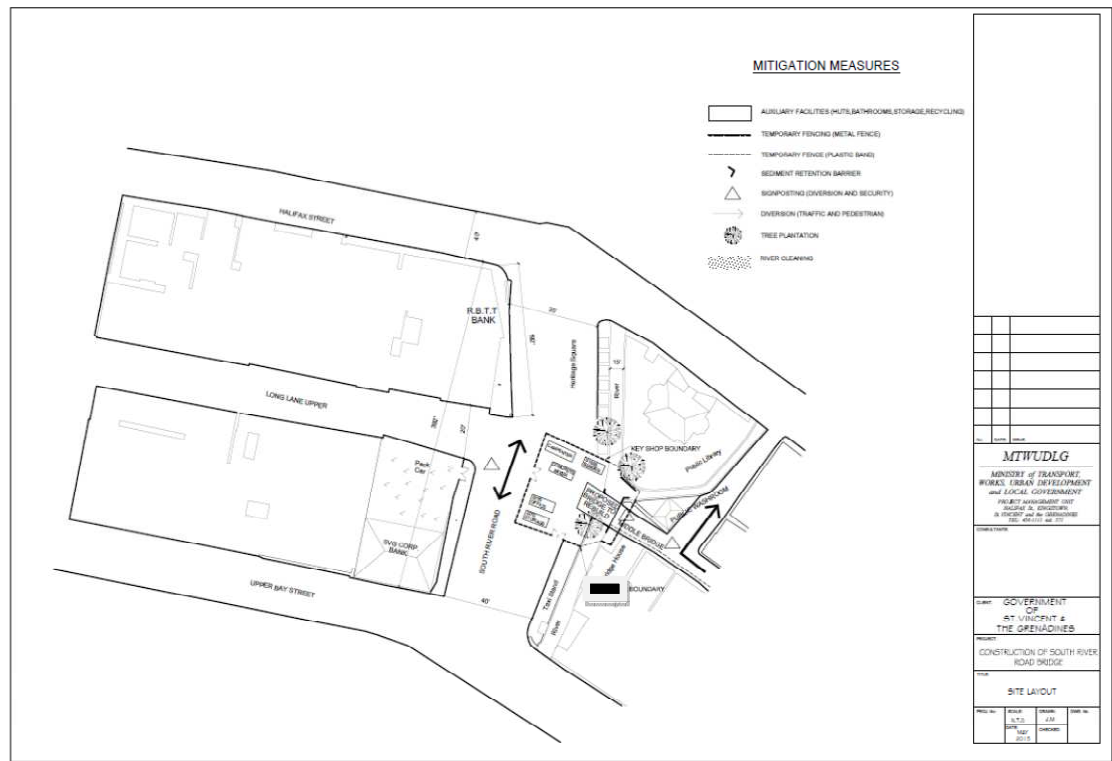
Conclusion: The creation of a pedestrian crossing with hand rails to facilitate access to the hotel and the erection of barricades for safety purposes.

Final designs and a follow-up meeting

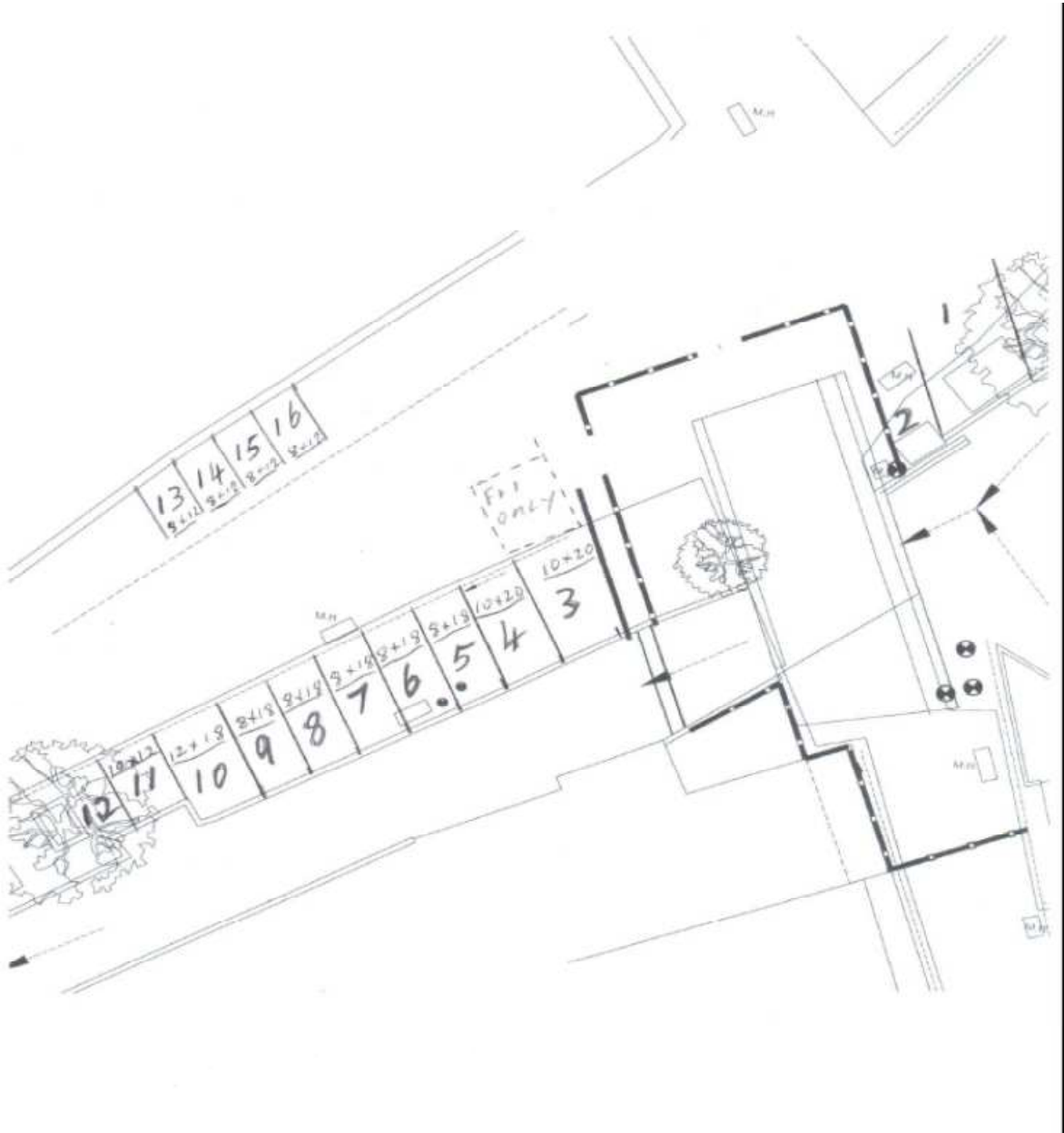
CH assured that the final designs of the bridge would be made known to the PAPs and SB added that the consultant would meet tentatively in June 2015 with the PAPs to present and discuss the designs.

Adjournment: 2:18pm

Annex 3: Proposed Construction Site Hoarding



Annex 4: Relocation Plan



Annex 5a.: Letter of invitation to consultation no.9

PUBLIC NOTICE

As you maybe aware the government plans to rehabilitate the South River Road Bridge in January of 2017. This reconstruction will impact your daily operation. As a result we wil like to meet with you on Tuesday 13th December, 2017 at 2:00 pm at the middle street bridge, to discuss the changes and how they will affect your operations.

De-Anna Ralph
Social Safeguards Specialist
Ministry of Economic Planning

Annex 5.b.: Minutes of consultation no.9

Meeting with Project Affected Persons (PAPs) on the South River Bridge Tuesday 13th December, 2016 South River Bridge (Heritage Square)	
1.	<u>Commencement</u> The meeting commenced at approximately 2:00pm.
2.	<u>Discussions</u> i. Ms. DeAnna Ralph informed the PAPs that the construction of the South River Bridge was expected to commence in the first week of January, 2017. Vendors nearest the construction zone will be relocated to the vacated taxi stand. <ul style="list-style-type: none"> - Some vendors expressed a desire to move from the space they were assigned to another available space, within the vacated taxi stand. One vendor, currently located opposite the RBTT bank, expressed a desire to remain in the same general area. ii. Mr. Cecil Harris explained the expected scope of works to the PAPs and mentioned the following: <ul style="list-style-type: none"> - The hoarding is expected to be put up after Christmas, for the January start date. - The taxi stand will be relocated to the area opposite the branch of the business Edwin D. Laynes & Sons Ltd nearest the South River Bridge. - In an effort to minimize the negative impact of the construction on PAPs the contractors are expected to do demolition on weekends, do steel bending offsite and use ready-mix concrete. - Food vendors will be located furthest from the construction zone, to minimize the impact of dust on their food production. - We will attempt to save the tree on the bridge but if it hinders the construction it will be cut down and replanted after the construction. - We will look into clearly demarcating the assigned spots for each relocated vendor.
3.	<u>Adjournment</u>

	The meeting ended at approximately 3:00 pm.
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Annex 6: Relocation of taxi stand memo

GOVERNMENT OF ST. VINCENT AND THE GRENADINES	MEMORANDUM	YOUR FILE NO.	OUR FILE NO TW/269 ^c
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FROM:	PS/ Transport, Works, Urban Development and Local Government	DATE: 13/12/16
TO:	Comptroller, Inland Revenue Department	
SUBJECT:	REGIONAL DISASTER VULNERABILITY REDUCTION PROJECT – SOUTH RIVER BRIDGE RECONSTRUCTION RELOCATION PLAN	

The Government of Saint Vincent and the Grenadines has obtained funding from the World Bank to implement the above captioned project. In order to reduce challenges in the project, it is necessary to relocate some of the activities taking place in South River Road including the taxi stand along the river between Bay and Middle Streets. It was agreed by the stakeholders including the taxi operators, that for the duration of the project, the taxi stand would be temporarily relocated on Bay Street, along the SVG Port Authority Container Park, opposite the St. Vincent Cooperative Bank. (See map enclosed).

In keeping with Sections 24 and 54 of the Motor Vehicles and Road Traffic Act – Subsidiary Legislation CAP 483 of the Revised Laws of Saint Vincent and the Grenadines, the Ministry of Transport, Works, Urban Development and Local Government is hereby requesting the designation of the proposed area described above as a temporary parking for the taxis being relocated from South River Road. Grateful if the relevant notices are gazette to effect the changes on the ground.



Mr. Hudson Nedd
Permanent Secretary
Ministry of Transport, Works, Urban
Development and Local Government

Cc: Commissioner of Police
Warden – Kingstown Town Board

HIN/ms

Annex 7: Letters to utilities companies

Letter 1: Central Water and Sewerage Authority

*Ministry of Economic Planning, Sustainable
Development, Industry, Information and Labour*

P.O. Box 608, Kingstown, St. Vincent and the Grenadines
Tel. (784) 457-1746, Fax (784) 456-2430, Email: oenplan@evgcpd.com

December 30, 2016

Garth Saunders
General Manager
Central Water and Sewerage Authority
New Montrose
P.O. Box 363
Kingstown

Dear Mr. Saunders,

SUBJECT: Regional Disaster Vulnerability Reduction Project: SVGRDVRP-W-NCB-11 – Construction of the South River Bridge

The government of Saint Vincent and the Grenadines has awarded a contract to OB Sadoo Engineering Services Ltd. of St. Lucia for the construction of a new bridge over the South River at Middle Street, Kingstown.

The existing old stone arch bridge's structural integrity has been compromised by age, floods, increased vehicular weight, and the impact of roots from a nearby tree. The new bridge will be approximately 18 inches higher and has been designed to withstand expected increases in flooding due to climate change events.

The works will commence substantively on January 9, 2017 with the demolition of the old bridge and is expected to last six (6) months.

The project is being implemented by my ministry, which has engaged the French firm, Egis Eau, as consulting designers and works supervisors. Egis Eau is represented by sub-consultants Stewart Engineering Limited during the construction phase.

We have been in consultation with your team, represented by engineer Bernard Maloney, who has scheduled works to be completed for the temporary diversion of your service lines by January 6, 2017. In consultation, we have discussed several options that may be best suited for works to be conducted before the demolition of the existing bridge commences.

December 30, 2016

Garth Saunders

page 2

The estimated cost of works for temporary diversions of your services lines in this project should be directed to my office.

Please note that the present site has already been hoarded and ready for your team to schedule and commence temporary diversion of your service lines.

Sincerely



Laura Anthony-Browne
Director of Planning

Letter 2: Flow



*Ministry of Economic Planning, Sustainable
Development, Industry, Information and Labour*

P.O. Box 608, Kingstown, St. Vincent and the Grenadines
Tel. (784) 457-1746, Fax (784) 456-2430, Email: cenplan@svgcpd.com

December 30, 2016

Wayne Hull
Country Manager
Flow
Halifax Street
P.O. Box 103
Kingstown

Dear Mr. Hull,

**SUBJECT: Regional Disaster Vulnerability Reduction Project: SVGRDVRP-W-NCB-11 –
Construction of the South River Bridge**

The government of Saint Vincent and the Grenadines has awarded a contract to OB Sadoo Engineering Services Ltd. of St. Lucia for the construction of a new bridge over the South River at Middle Street, Kingstown.

The existing old stone arch bridge's structural integrity has been compromised by age, floods, increased vehicular weight, and the impact of roots from a nearby tree. The new bridge will be approximately 18 inches higher and has been designed to withstand expected increases in flooding due to climate change events.

The works will commence substantively on January 9, 2017 with the demolition of the old bridge and is expected to last six (6) months.

The project is being implemented by my ministry, which has engaged the French firm, Egis Eau, as consulting designers and works supervisors. Egis Eau is represented by sub-consultants Stewart Engineering Limited during the construction phase.

We have been in consultation with your team, represented by engineers Franklyn Fraser and Marlon Bibby, who have scheduled works to be completed for the temporary diversion of your service lines by January 6, 2017. In consultation, we have discussed several options that may be best suited for works to be conducted before demolition of the existing bridge commences.

December 30, 2016

Wayne Hull

page 2

The estimated cost of works for temporary diversions of your services lines in this project should be directed to my office.

Please note that the present site has already been hoarded and ready for your team to schedule and commence temporary diversion of your service lines.

Sincerely



Laura Anthony-Browne
Director of Planning

Letter 3: St. Vincent Electricity Services Ltd

*Ministry of Economic Planning, Sustainable
Development, Industry, Information and Labour*

P.O. Box 608, Kingstown, St. Vincent and the Grenadines
Tel. (784) 457-1746, Fax (784) 456-2430, Email: cenplan@svgcpd.com

December 30, 2016

Thornley Myers
Chief Executive Officer
St. Vincent Electricity Services Ltd.
Paul's Avenue
P.O. Box 856
Kingstown

Dear Mr. Myers,

**SUBJECT: Regional Disaster Vulnerability Reduction Project: SVGRDVRP-W-NCB-11 –
Construction of the South River Bridge**

The government of Saint Vincent and the Grenadines has awarded a contract to OB Sadoo Engineering Services Ltd. of St. Lucia for the construction of a new bridge over the South River at Middle Street, Kingstown.

The existing old stone arch bridge's structural integrity has been compromised by age, floods, increased vehicular weight, and the impact of roots from a nearby tree. The new bridge will be approximately 18 inches higher and has been designed to withstand expected increases in flooding due to climate change events.

The works will commence substantively on January 9, 2017 with the demolition of the old bridge and is expected to last six (6) months.

The project is being implemented by my ministry, which has engaged the French firm, Egis Eau, as consulting designers and works supervisors. Egis Eau is represented by sub-consultants Stewart Engineering Limited during the construction phase.

We have been in consultation with your team, represented by engineer Stanley Harris, while we await a schedule of works for the temporary diversion of your service lines. In consultation, we have discussed several options that may be best suited for works to be conducted before and during demolition of the existing bridge and construction of the new bridge at the site.

December 30, 2016

Thornley Myers

page 2

The options considered creating suspended power lines, encasing and shifting power lines a few feet upstream from the bridge, which may require relocation of lines South and North of the bridge. The time line to have these works completed has been estimated at four (4) weeks.

The estimated cost of works for temporary diversions of your services lines in this project should be directed to my office.

Please note that the present site has already been hoarded and ready for your team to schedule and commence temporary diversion of your service lines.

Sincerely



Laura Anthony-Browne
Director of Planning

Annex 8: Letters to the banks (Royal Bank of Trinidad and Tobago and St. Vincent Cooperative) in close proximity to the works

Letter: Royal Bank of Trinidad and Tobago

*Ministry of Economic Planning, Sustainable
Development, Industry, Information and Labour*

P.O. Box 608, Kingstown, St. Vincent and the Grenadines
Tel. (784) 457-1746, Fax (784) 456-2430, Email: cenplan@svgcpd.com

December 28, 2016

Fleur Nichols
Manager
RBTT Bank Caribbean Ltd.
South River Road
Kingstown

Dear Ms. Nichols,

**SUBJECT: Regional Disaster Vulnerability Reduction Project: SVGRDVRP-W-NCB-11 –
Construction of the South River Bridge**

The government of Saint Vincent and the Grenadines has awarded a contract to OB Sadoo Engineering Services Ltd. of St. Lucia for the construction of a new bridge over the South River at Middle Street, Kingstown.

The construction of the bridge will be executed by the World Bank funded Regional Disaster Vulnerability Reduction Project.

The existing old stone arch bridge's structural integrity has been compromised by age, floods, increased vehicular weight, and the impact of roots from a nearby tree. The new bridge will be approximately 18 inches higher and has been designed to withstand expected increases in flooding due to climate change events.

The works will commence substantively on January 9, 2017 and is expected to last six months. We shall, through our Environmental Management Plan, conduct the works to minimize impacts to the surrounding businesses and the general public.

Your co-operation shall oblige.

Sincerely


Laura Anthony-Browne
Director of Planning

*St. Vincent and the Grenadines National Development Plan 2013-2025
Re-engineering Economic Growth: Improving the Quality of Life for all Vincentians*

Letter: St. Vincent Co-operative Bank



*Ministry of Economic Planning, Sustainable
Development, Industry, Information and Labour*

P.O. Box 608, Kingstown, St. Vincent and the Grenadines
Tel. (784) 457-1746, Fax (784) 456-2430, Email: cenplan@svgcpd.com

December 28, 2016

Laverne Velox
Manager
St. Vincent Co-operative Bank Ltd.
Bay Street
Kingstown

Dear Ms. Velox,

**SUBJECT: Regional Disaster Vulnerability Reduction Project: SVGRDVRP-W-NCB-11 –
Construction of the South River Bridge**

The government of Saint Vincent and the Grenadines has awarded a contract to OB Sadoo Engineering Services Ltd. of St. Lucia for the construction of a new bridge over the South River at Middle Street, Kingstown.

The construction of the bridge will be executed by the World Bank funded Regional Disaster Vulnerability Reduction Project.

The existing old stone arch bridge's structural integrity has been compromised by age, floods, increased vehicular weight, and the impact of roots from a nearby tree. The new bridge will be approximately 18 inches higher and has been designed to withstand expected increases in flooding due to climate change events.

The works will commence substantively on January 9, 2017 and is expected to last six months. We shall, through our Environmental Management Plan, conduct the works to minimize impacts to the surrounding businesses and the general public.

Your co-operation shall oblige.

Sincerely


Laura Anthony-Browne
Director of Planning

Annex 9: Photos of relocation site

Relocated Taxi stand



Footbridge to PAP#19



Annex 10: Use of lotto booth for relocation



Vincy Mas

Carnival Development Corporation

Victoria Park
Kingstown
St. Vincent & the Grenadines
West Indies

Tel: 784 - 457 - 2580
Fax: 784 - 456 - 1594
Email: cdcovsvg@vincysurf.com
Website: www.carnivalsvg.com

16th March, 2015

Mr. Hudson Nedd
Permanent Secretary
Ministry of Transport, Works, Urban
Development and Local Government
Kingstown

Dear Mr. Nedd,

Your letter dated 11th February 2015 with regards to the temporary use of the ticket booth at South River Road is hereby acknowledged.

The CDC would make the booth available for use by the locksmith [REDACTED] [REDACTED] for the duration of the replacement of the Middle Street Bridge project which commences in July 2015.

The following conditions would however apply to the occupant:

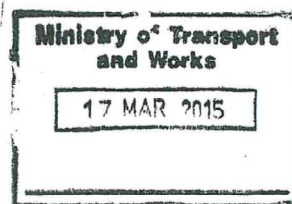
- Changes to the present infrastructure should not be made without permission from the CDC.
- The occupant is in charge of paying for the electricity consumed during this period and
- The occupant is required to continue his obligations to the Kingstown Town Board and the Ministry of Works.

We take this opportunity to wish you every success in the project implementation process.

Yours sincerely,

CARNIVAL DEVELOPMENT CORPORATION

 Ashford Wood
 Chief Executive Officer



See dated 17 Mar 2015