

Social Assessment and Management Plan(SAMP)

Regional Disaster Vulnerability Reduction Project (RDVRP)

GRAND SABLE ROAD REHABILITATION AND BRIDGE RECONSTRUCTION PROJECT

Construction of By-Pass Road at Black Point Recreation Park

May 2015



Acronyms and Abbreviations

CPD	Central Planning Division
EMP	Environment Management Plan
MHILP	Ministry of Housing, Informal Human Settlements, Land and Surveys, and Physical Planning
MoTW	Ministry of Transport, Works, Urban Development and Local Government
MoFEP	Ministry of Finance and Economic Planning
NPRBA	National Parks, Rivers and Beaches Authority
PAP	Project Affected Person
PSIPMU	Public Sector Investment Programme Management Unit
RDVRP	Regional Disaster Vulnerability Reduction Project
SAMP	Social Assessment and Management Plan
SMP	Social Management Plan

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Preamble

This document is a social assessment and management plan (SAMP) for the Grand Sable Road Rehabilitation and Bridge Reconstruction Project. The SAMP reflects an analysis of the anticipated impacts of the project activity and mitigation measures to be applied during the construction phase. It is being prepared by the Central Planning Division (CPD), Ministry of Finance and Economic Planning (MoFEP), and incorporates the inputs of the stakeholders.

The overall aim of this document is to ensure that the potential social impacts are considered and documented and that appropriate measures are put in place to address them where necessary.

This SAMP is a working document, which will be updated as additional information is gained during implementation and further consultations.

1. Introduction

1.1. Background

At approximately 12:00 pm local time on Saturday, October 30, 2010, Hurricane Tomas, a Category 1 Hurricane passed the northern most part of Saint Vincent and the Grenadines (SVG). Wind speeds were estimated at 75 mph (120 km/hr) with gusts reaching up to 90 mph. The storm developed rapidly off the coast of Barbados and reached Category 1 strength within 24 hours after the first storm watch was issued. Hurricane force winds affected the northern and eastern areas of SVG. The south western parts of SVG avoided hurricane force winds due to the protective effect of the interior mountains. The Grenadines received tropical storm force winds, high in the north, minimal towards the south of the chain. Storm surge and wave action were significant, and of particular note was the high wave action on the leeward coast of SVG, which received very rare onshore westerly winds as the storm passed to the north.

Hurricane Tomas caused extensive damage on the mainland, St. Vincent. National disaster areas were formally declared by the Government of SVG in accordance with the SVG National Emergency and Disaster Management Act, (2006) from Park Hill to Sandy Bay on the Windward (eastern) corridor and Belle Isle to Fitz Hughes on the north western side of the island.

1.2. Description of the Grand Sable Bypass Road Project

One of the most seriously affected areas was the Grand Sable / Congo Valley agricultural region located on the windward (north eastern) side of the Island, approximately three kilometres from Georgetown to the North and twenty kilometres from the Capital, Kingstown to the South.

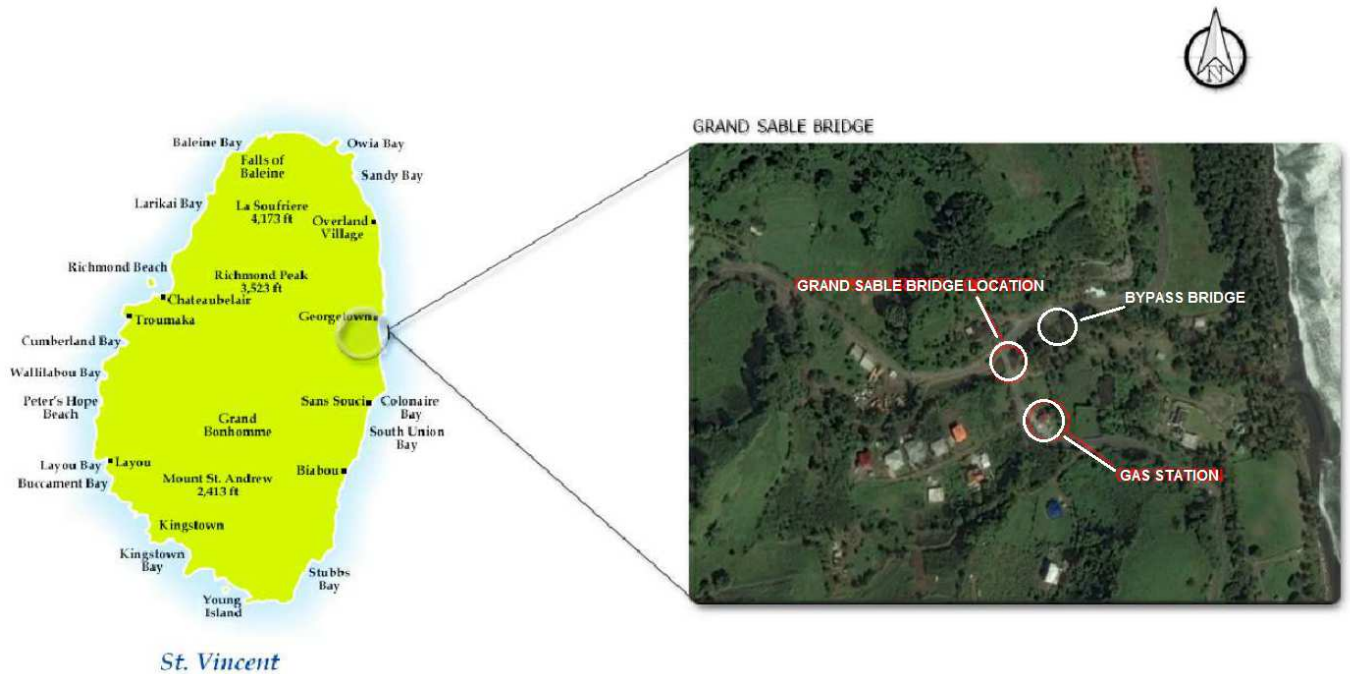


Figure 1: Location of Grand Sable Bypass Project

The floods, landslides and debris generated by the storm system resulted in the overtopping, scouring and damage to the Grand Sable Bridge, along with blockage of the main road that connects the Northern communities from the main administrative centre (Kingstown) and the rest of the country. The result was the cutting off of vulnerable communities including those of indigenous peoples, from the rest of the country.

To mitigate and reduce the recurrence of the potentially devastating situation mentioned previously, the Ministry of Transport, Works, Urban Development and Local Government (MoTW) is implementing a project funded under the B envelope of the 10th European Development Fund to reconstruct the Grand Sable Bridge to improve hydraulic capacity flow and river embankment protection.

During the reconstruction of the Grand Sable Bridge, a vital link between the communities north of Grand Sable and the rest of the country will be broken, causing severe inconvenience and disruption

in the daily lives of the populace. To address this, a bypass road, commencing a few metres east of the Grand Sable Bridge, diverted to the right through the entrance to the Black Point Recreational Park (Park) and reconnected to the main highway via a temporary Bailey bridge will be constructed. These works will be the focus of the analysis presented in this report.

1.3. Proposed Intervention

The by-pass road will be constructed from the existing main highway and diverted through the



Figure 2 - Location of by-pass road

entrance to the Park between two rows of palm trees and two cedar trees before connecting to a temporary Bailey bridge that will be installed over the Grand Sable River. The road will be a double lane asphaltic surface, approximately one hundred and ninety-five metres (195m) long and five metres (5m) wide.

The scope of works will broadly include:

- The construction of approximately 195m of asphaltic double lane carriage way.
- The installation of a 30m temporary Bailey bridge.
- The construction of two abutments to accommodate the Bailey bridge.
- Small amount of demolition to existing road curb.
- Excavation and back filling at the abutment areas.
- Transportation of construction materials.
- Removal of debris from site.

The works are expected to commence in June 2015 and be executed over a four month period at a cost of XCD 0.6 million (USD 0.23 million).

2. Social Assessment

The project site is located within and near the entrance to the Black Point Recreational Park on the north eastern corridor of St. Vincent. The area is relatively isolated with the closest residential housing located about four hundred meters (400m) from the Park (Appendix 1). The nearest structures are a nightclub¹ and a gas station, located approximately two hundred metres (200m) from the Park facilities. There is also a recreational centre for senior citizens, roughly one hundred and seventy-five metres (175m) from the project site.

¹ The nightclub is not operational

2.1. Assessment

On 24th March, 2014, a team comprising of personnel from the MoTW, the CPD and the design consultants visited the project site to conduct an assessment with a view towards determining the possible impacts, both environmental and social, of the project activity. Based on the approved designs, the assessment determined that the negative social impacts are likely to be minimal in nature and limited to minor inconveniences in the ease of access to the Park; and will be managed through the application of appropriate measures during construction. These include proper signage on site to guide users as to alternative routes as necessary, and other relevant clauses incorporated into the contract. Further details on the specific clauses are provided in the Environmental Management Plan (EMP) prepared for this project activity.

In addition, a survey (Appendix 2) of the lands surrounding the project site determined that there will be no land acquisition or relocation/resettlement issues. Specifically, all lands to be affected are owned by the government and vested under the National Parks, Rivers and Beaches Authority (NPRBA). The anticipated social issues as well as mitigation measures are discussed in section 2.4 below.

2.2. Possible Project Affected Persons (PAPs)

Based on the assessment, the project affected people will fall into two categories:

- i. Visitor/Users of the Recreational Facility*** – The Black Point Recreational facility falls under the jurisdiction of the NPRBA and is co-managed by the Black Point Ecotourism Development Organisation. On average, there are roughly 750 visitors to the park per month, including both local and foreign visitors. Based on the records of the NPRBA, the peak times for visits to the Park are holidays and weekends, particularly during the summer vacation. Due to the location of the construction works, it is anticipated that there will be minor inconveniences to visitors accessing the facilities.

ii. Users of the Golden Years Activity Centre for Senior Citizens – The activity centre is operated by the National Insurance Services and is located one hundred and seventy-five metres (175m) from the project site. It caters for approximately 15 senior citizens weekly, and is opened three (3) days per week. Given the distance of the centre from the construction works, the negative impacts are expected to be minimal and limited to minor inconvenience in access through the Park’s entrance to the centre.

2.3. Consultations

i. National Parks, Rivers and Beaches Authority

As part of the assessment, discussions were held with Director of the NPRBA under whose supervision the recreational site falls. The discussions were focused on the normal use of the facilities and how the works could potentially affect the users. An overview of the project activity was provided and feedback was received on the possible impacts. The Director was mainly concerned with the provision of adequate signage to guide users if alternative routes are provided. In general, he welcomed the project, citing that it will address the long standing issue of flooding in the Park.

ii. National Insurance Services

Discussions were also held with the National Insurance Services, the operators of the Golden Years Activity Centre, to provide information on the project activity and to obtain feedback on the any concerns regarding potential impacts. There were no major concerns regarding the project activity.

2.4. Potential Impacts and Mitigation Measures

As with most development projects, both positive and negative impacts will be produced. These are discussed below:

i. Inconveniences related to ease of access

Due to the location of the construction activities, there is likely to be minor inconveniences related to the use of the usual path of access to the Park facilities and activity centre. However, given that the park is a flat, open area which is not enclosed by any barrier, the visitors will be able to use alternative access routes. Where necessary, the contractor will ensure that adequate signs are installed to direct visitors to alternative paths to access the Park.

ii. Noise, Dust and Debris

It is anticipated that the construction activity will generate levels of noise, dust and debris consistent with the type of work being undertaken. To address this, specific clauses have been included in the contract to manage these impacts. For example, the contractor is required to ensure that the equipment is in good working order with manufacturer supplied noise suppression (mufflers, etc.) systems functioning and in good repair. These issues are addressed in greater detail in the project's EMP.

iii. Reduced Inconvenience and Safer Road Access

During the reconstruction of the Grand Sable Bridge (Lot 1 of the project), a critical link between the communities north of Grand Sable and the rest of the country will be broken, causing severe inconvenience and disruption in the daily lives of the populace. The bypass road passing through the Black Point Recreational Facility will effectively reduce the level of inconvenience and provide safer access to the travelling public.

3. Social Management Plan (SMP)

The MoTW will have overall responsibility for the implementation the mitigation measures outlined above. As discussed, instructional signs will be erected on site where necessary and specific clauses related to the management of the site have been written into the contract. Information related to the project activity will be disseminated in accordance with the project's communication strategy. An implementation schedule is summarised in Table 1 below.

Table 1: SMP Implementation Schedule

	Task	2015												Responsible Agency
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct			
1.	Review preliminary design	X	X											PSIPMU, MoTW, Design Consultant
2.	Submission of final designs			X										Consultant, MoTW
3.	Conduct Project Site Survey and Social Assessment			X										PSIPMU, MoTW
4.	Undertake consultations				X	X								PSIPMU, MoTW
5.	Complete Draft SMP					X								PSIPMU
6.	Approval of Draft SMP					X								World Bank
7.	Technical appraisal of project					X								World Bank
8.	Approval of project						X							World Bank
9.	Construction						X	X	X	X				PSIPMU, Consultants (Works), MoTW
10.	Public relations (ongoing)	X	X	X	X	X	X	X	X	X	X			PSIPMU, MoTW
11.	Grievance management (ongoing)	X	X	X	X	X	X	X	X	X	X			PSIPMU, MoTW
12.	PAPs and Community Consultations (Ongoing)	X	X	X	X	X	X	X	X	X	X			PSIPMU, MoTW
13.	Monitoring (ongoing)	X	X	X	X	X	X	X	X	X	X			PSIPMU, MoTW

4. Communication Strategy

In general, communication on this project will be done in accordance with the RDVRP’s communication strategy. Overall, the aim is to:

- Ensure meaningful participation among stakeholders;
- Facilitate feedback from beneficiaries with the aim of reducing negative impacts and maximizing benefits;
- Ensure the project activities meet the needs of beneficiaries.

Due to the nature of the anticipated impacts, most of the communication will be through letters and discussions with the persons responsible for the Park and the activity centre. The public will be kept informed on the project activity – dates for commencing of works, duration and possible impacts and other relevant information – through the media and on-site signage. Information on how concerns can be reported will also be provided. So far, the managers of the Park and the activity centre have been consulted.

5. Institutional Framework and Grievance Redress

The Public Sector Investment Programme Management Unit (PSIPMU) within the CPD has overall responsibility for the implementation of the project. The coordination of social safeguard activities included grievance redress falls within the unit's mandate. In this regard, the Social Safeguards team under the leadership of the Project Coordinator and with guidance from the World Bank Social Specialist will oversee the activities carried out during preparation and implementation of the civil works to ensure that the social management plan and its considerations are effectively executed. The CPD will be supported by other relevant ministries as necessary. These include the Land and Surveys Department of the Ministry of Housing, Informal Human Settlements, Land and Surveys, and Physical Planning (MHILP), the MoTW, in particular the Chief Engineer's office; the Community Development Division of the Ministry of National Mobilisation, Social Development, The Family and Persons with Disabilities and Youth, the Ministry of Agriculture, Forestry, Fisheries and Rural Transformation and the Ministry of Health, Wellness and the Environment. Other statutory agencies including the St. Vincent Electricity Company and the Central Water and Sewerage Authority may also provide support services where necessary.

Grievance redress

Redress of all grievances will follow the procedures laid out in the "[RDVRP: Grievance Redress Mechanisms](#)" manual.

6. Monitoring and Evaluation

Monitoring is a key element in the implementation of the social impact management activities. It allows the project team to track the progress of the execution of the mitigation measures outlined above and provides information for adjustments in the approach when necessary.

Responsibility for Monitoring

The PSIPMU has overall responsibility for the implementation of the project. In particular, the social safeguards team under the direction of the Project Coordinator, and with guidance of the World Bank Senior Social Specialist, will be responsible for the monitoring of the execution of the activities set out in the SMP.

Monitoring Process

The monitoring will be undertaken on two levels. Firstly, there will performance monitoring. This monitoring will be based on the measures discussed in the social management plan and will check that physical progress has been made in the execution of required actions. The main performance indicators to be checked will be:

- Consultation meetings held and meeting notes prepared;
- All directional signs are installed where necessary;
- Information is provided to stakeholders
- Noise, dust and debris are properly managed
- Grievances are addressed.

Secondly, there will be impact monitoring to assess the effectiveness of the SMP and its execution in addressing the needs of the affected population.

Appendix 1 – Site Photographs



Existing entrance to the Black Point Recreational Park



Existing wash room facility

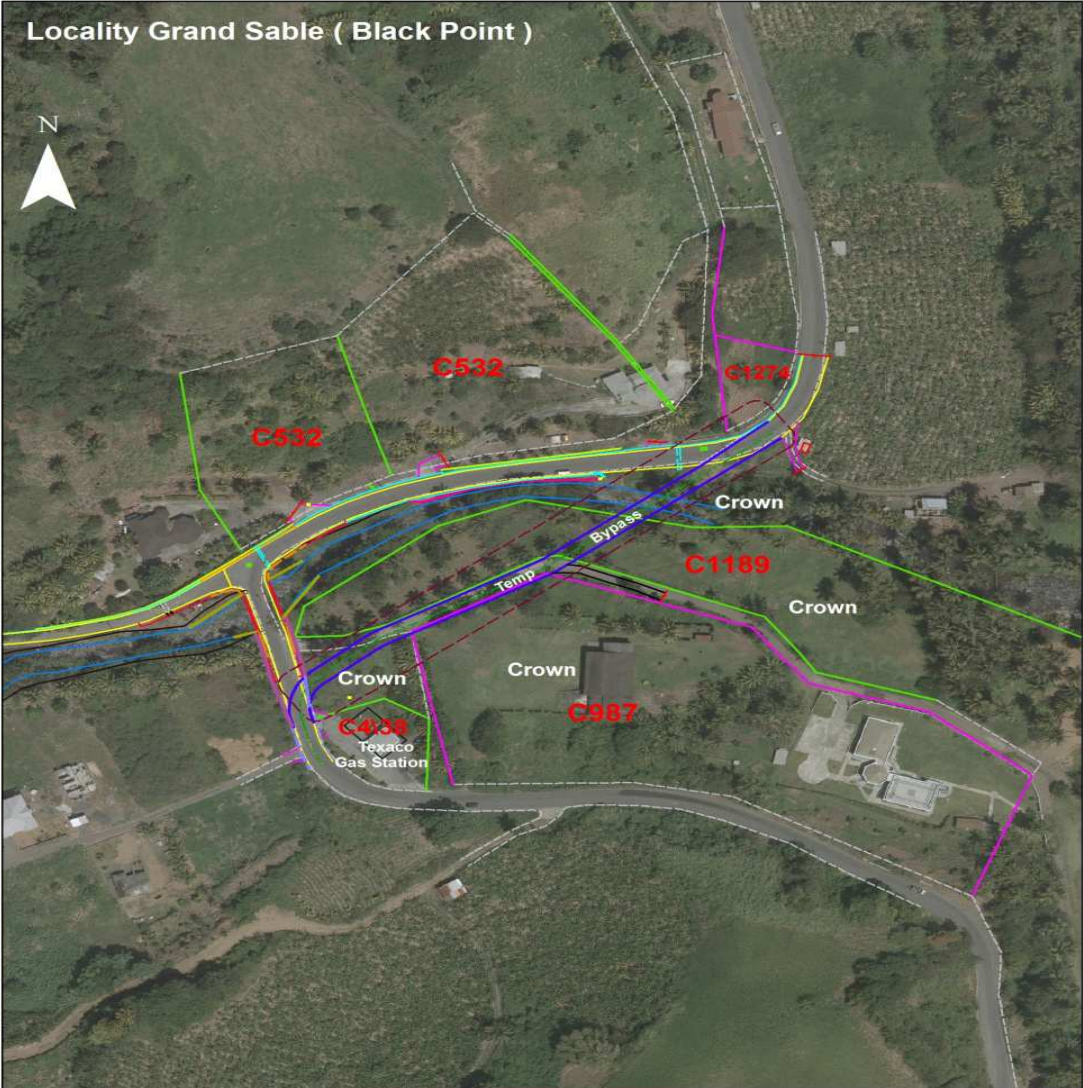


Existing office



Nearest residence to the project site

Appendix 2 – Survey Map



Source: Office of the Chief Surveyor, MHILP