CARIBBEAN DEVELOPMENT BANK

TWO HUNDRED AND EIGHTY-EIGHTH MEETING OF THE BOARD OF DIRECTORS

TO BE HELD IN BARBADOS

DECEMBER 12, 2019

PAPER BD105/19

PORT MODERNISATION PROJECT – ST. VINCENT AND THE GRENADINES
(President's Recommendation No. 980)

The attached Report appraises a project to assist the Government of St Vincent and the Grenadines (GOSVG) in financing the modernisation of the Port of Kingstown in St. Vincent. The Port Modernisation Programme is to be implemented in two phases. Phase 1 of the programme (the Project) comprises; (i) the construction of a new cargo port in Kingstown (including necessary equipment); (ii) associated roadworks to provide enhanced access and traffic flow to the new facilities; and (iii) preparatory activities for Phase 2 of the programme. The Project will facilitate, *inter alia*, improved efficiency in the provision of cargo port services, enhanced environmental sustainability and climate resilience of the Kingstown Port and improved living conditions for Project Affected Persons.

2. The Project was informed by a Technical Assistance (TA) "Port Modernisation Project - Kingstown St. Vincent and the Grenadines" financed through United Kingdom Caribbean Infrastructure Partnership Fund (UKCIF) resources approved by the Caribbean Development Bank (CDB) in October 2017, and will be further informed by an ongoing TA "Operational Assessment of the SVG Port Authority" financed through a grant from CDB's Special Funds Resources. The Project is consistent with CDB's strategic objective of supporting inclusive and sustainable growth and development; its corporate priorities of promoting environmental sustainability (climate change resilience, environmental management and DRM); strengthening social and economic infrastructure as well as CDB's cross-cutting themes of gender equality, regional cooperation and integration , environmental sustainability and good governance.

3. On the basis of the Report, I recommend:

(a) a loan to GOSVG (the Loan) comprising:

(i) an amount not exceeding ninety one million, one hundred thousand Euros (EUR 91.1 mn) (equivalent to approximately one hundred million, one hundred thousand United States dollars [$100.1 mn]) allocated from CDB's Ordinary Capital Resources (OCR) Fixed Euro Funding; and

(ii) an amount not exceeding the equivalent of ten million United States dollars ($10 mn) allocated from CDB's Special Funds Resources (SFR); and

(b) a grant to GOSVG from CDB's UKCIF resources of an amount not exceeding twenty five million, five hundred and seventy-six thousand pounds sterling (£25,576,000) (equivalent to

approximately thirty two million four hundred and eighty two million United States Dollars [$32,482 mn]), on the terms and conditions set out in Chapter 7 of the Report.

4. Funds are available within CDB's existing resources and/or borrowing programme for the relevant disbursement period.

CARIBBEAN DEVELOPMENT BANK

APPRAISAL REPORT

PORT MODERNISATION PROJECT – ST. VINCENT AND THE GRENADINES

Considered at the Two Hundred and Eighty-Eighth Meeting of the Board of Directors on December 12, 2019

(BD 105/19)
AR19/6 SV

Director, Projects Department	*Mr. Daniel Best*
Division Chief *Economic Infrastructure Division*	*Mr. L. O'Reilly Lewis*

DECEMBER 2019

This Report was prepared by an Appraisal Team comprising:

Whitfield Clarke, Operations Officer (Engineer)/Coordinator; Alana Goodman Smith (Legal Counsel); Peter Manning, Operations Officer (Analyst), Elbert Ellis, Operations Officer (Social Analyst); Paul Saunders, Operations Officer (Environmental Sustainability); Marlene Johnson, Operations Officer (Gender and Development), Christine Dawson (Country Economist); Andrea Power, Coordinator, Regional Cooperation and Integration; Oliver Sieg (Risk Management Officer); Melissa Felician (Monitoring and Results Specialist); and Tracie Richards (Coordinating Secretary),

CURRENCY EQUIVALENT

Dollars ($) throughout refer to United States (USD) unless otherwise stated.

GBP1.00	=	USD1.27
USD1.00	=	GBP0.79
USD1.00	=	EURO 0.91
EURO1.00	=	USD1.10
USD1.00	=	XCD2.70
XCD1.00	=	USD0.37

Pound Sterling to USD Conversion at November 10, 2019
Euro to USD Conversion at November 10, 2019

ABBREVIATIONS

AMSL	-	Annual Mean Sea Level
APM	-	Assistant Project Manager
ASYCUDA	-	Automated System for Customs Data
AWPB	-	Annual Work Plan Budget
BMCs	-	Borrowing Member Countries
BOD	-	Board of Directors
BSC	-	Board Steering Committee
CBD	-	Central Business District
CC	-	Climate Change
CD	-	Chart Datum
CDB	-	Caribbean Development Bank
CEO	-	Chief Executive Officer
CLO	-	Community Liaison Officer
COO	-	Chief Operating Officer
CPCP	-	Campden Park Container Port
CRVA	-	Climate Risk Vulnerability Assessment
CWSA	-	Central Water and Sewerage Authority
DFID	-	Department for International Development of the United Kingdom
DSCR	-	Debt Service Coverage Ratio
EOI	-	Expressions of Interest
ERR	-	Economic Rate of Return
ESIA	-	Environmental Social Impact Assessment
ESMP	-	Environmental and Social Management Plan
ESMS	-	Environmental Social Management Systems
ESRP	-	Environmental and Social Review Procedures
FEED	-	Front End Engineering Design
FDI	-	Foreign Direct Investment
FY	-	Fiscal Year
GDP	-	Gross Domestic Product

GM	-	Gender Mainstreamed
GOSVG	-	Government of St. Vincent and the Grenadines
GRM	-	Grievance Redress Mechanism
GRT	-	Gross Registered Tonnage
HM	-	Harbour Master
HRM	-	Human Resources Manager
IDB	-	Inter-American Development Bank
IDC	-	Interest During Construction
IOL	-	Inventory of Losses
IPCC	-	Inter-Governmental Panel on Climate Change
ISPS	-	International Ship and Port Facility Security
IT	-	Information Technology
ITM	-	Information Technology Manager
km	-	kilometres
LCL	-	Less than Container Load
m	-	metres
M&E	-	Monitoring and Evaluation
MFA	-	Manager, Finance and Accounting
mn	-	million
MNS	-	Ministry of National Security, Air and Sea Port Development
MOH	-	Ministry of Housing, Land and Surveys, Physical Planning, and Informal Human Settlement
MOU	-	Memorandum of Understanding
MTW	-	Ministry of Transport, Works, Urban Development and Local Government
NESDP	-	National Economic and Social Development Plan
NPV	-	Net Present Value
OCR	-	Ordinary Capital Resources
OECS	-	Organisation of Eastern Caribbean States
ORM	-	Office of Risk Management
OSHA	-	Operational Safety and Health Administration
p.a.	-	per annum
PAPs	-	Project Affected Persons
PAS	-	Performance Assessment System
PCP	-	Primary Cargo Port
PCR	-	Project Completion Report
PHC	-	Population and Housing Census
PIU	-	Project Implementation Unit
PM	-	Project Manager
PMT	-	Project Management Team
PPE	-	Property, Plant and Equipment
PWDs	-	Persons with Disabilities
RAP	-	Resettlement Action Plan
RC	-	Resettlement Committee
RE	-	Resident Engineer
SDGs	-	Sustainable Development Goals
SEP	-	Stakeholder Engagement Plan
SFR	-	Special Funds Resources
SGAP	-	Social and Gender Action Plan
SGS	-	Social and Gender Specialist
SIA	-	Social Impact Assessment
SVG	-	St. Vincent and the Grenadines

SVGPA	-	St. Vincent and the Grenadines Port Authority
TEU	-	Twenty-foot Equivalent Units
TIA	-	Traffic Impact Assessment
TOR	-	Terms of Reference
UKCIF	-	United Kingdom Caribbean Infrastructure Partnership Fund
USD	-	United States Dollar

MEASURES AND EQUIVALENTS

1 hectare (ha)	=	2.47 acres
1 kilometre (km)	=	0.621 mile (mi)
1 square kilometre (km^2)	=	0.386 square mile (mi^2)
1 metre (m)	=	3.281 feet (ft)
1 millimetre (mm)	=	0.039 inch (in)
1 square metre (m^2)	=	10.756 square feet (ft^2)

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APPENDICES

COUNTRY DATA: SAINT VINCENT AND THE GRENADINES

Item	2014	2015	2016	2017		2018
PER CAPITA GDP (current market prices; $)	17,835	18,499	18,950	19,369		19,820
GROSS DOMESTIC PRODUCT (GDP)						
GDP (current market prices; $ mn)	1,964.8	2,039.6	2,091.0	2,138.9		2,190.5
Demand Components:						
Total Consumption	2,063.1	2,087.2	2,119.9	2,147.9	…	
Gross Capital Formation	491.2	516.6	553.3	570.0	…	
Goods & Non-Factor Services	(610.1)	(532.5)	(528.3)	(528.7)	…	
Gross domestic savings ratio (%)	(6.4)	1.7	0.5	0.7	…	
Sectoral distribution of current Gross Value Added (%)						
Agriculture, Livestock and Forestry	7.3	6.9	7.7	7.8		7.8
Fishing	0.5	0.5	0.5	0.6		0.9
Mining & Quarrying	0.2	0.2	0.2	0.2		0.2
Manufacturing	5.8	5.8	5.9	6.0		6.0
Electricity & Water	3.8	4.2	3.8	3.8		4.0
Construction	7.7	8.0	7.8	8.0		7.8
Wholesale & Retail Trade	14.5	13.4	13.3	13.1		13.6
Hotels & Restaurants	2.7	2.1	1.9	2.3		2.4
Transport, Storage and Communications	13.3	13.5	14.2	13.9		13.5
Financial Intermediation	6.1	7.2	6.8	6.7		6.6
Real Estate, Renting and Business Activities	15.1	14.7	15.0	15.0		14.8
Public Administration, Defence & Compulsory Social Security	13.1	13.1	12.9	12.7		12.2
Education	5.7	5.9	5.9	6.0		5.9
Health and Social Work	3.2	3.2	3.2	3.0		3.2
Other Community, Social & Personal Services	1.9	2.0	1.8	1.8		1.9
Activities of Private Households as Employers	0.3	0.3	0.3	0.3		0.3
Gross Value Added (constant 2006 prices; $ mn)	1,446.6	1,458.5	1,470.7	1,481.3		1,511.2
GDP (constant 2006 market prices; $ mn)	1,704.9	1,727.6	1,760.2	1,778.0		1,816.5
Annual rate of growth in GDP (%)	1.2	1.3	1.9	1.0		2.2
MONEY AND PRICES ($ mn)						
Consumer prices (av. annual % change)	0.1	(2.1)	1.0	3.0		1.4
Money supply (M1; annual % change)	13.9	2.7	9.6	(0.8)		8.4
Total domestic credit (net)	1,020,240	1,069,383	1,045,431	1,090,999		1,107,305
Estimated Tourism Expenditure (USD mn)	92.4	95.7	100.1	95.1		104.4
CENTRAL GOVERNMENT FINANCES ($ mn) /1						
Current Revenue	535.2	518.8	592.6	593.4		594.6
Current Expenditure	508.9	512.9	514.6	563.6		573.5
Current Account Balance	26.3	29.3	78.0	29.8		21.0
Capital Revenue and Grants	40.9	54.1	46.0	34.5		24.5
Capital Expenditure	107.6	86.2	78.2	88.7		68.4
Primary Balance	5.2	40.5	88.5	25.3		27.0
Primary Balance as a % of GDP	0.3	2.0	4.2	1.2		1.2
Overall Balance	(40.5)	(4.4)	45.8	(24.4)		(22.9)
Overall Balance as a % of GDP	(2.1)	(0.2)	2.2	(1.1)		(1.0)
INTERNATIONAL TRADE (mn)						
Merchandise Total Exports (f.o.b)	133.1	126.5	116.1	114.2		117.9
Merchandise Total Imports (c.i.f)	976.2	900.9	903.9	891.2		954.8
Trade balance	(843.1)	(774.4)	(787.7)	(777.0)		(836.9)
PUBLIC DEBT (mn)						
Public debt	1,577.7	1,613.9	1,717.0	1,585.0		1,652.9
Public Domestic debt	531.7	536.8	488.3	539.6		597.6
Public External debt	1,046.1	1,077.0	1,228.7	1,045.5		1,055.4
Central Government Debt	1,349.3	1,379.2	1,378.7	1,436.2		1,519.9
Public Debt as a % of GDP	80.3	79.1	82.1	74.1		75.5
Central Government Debt service, % current revenue	24.8	25.8	24.3	24.2		26.0
AVERAGE EXCHANGE RATE						
Dollar(s) per US dollar	2.7	2.7	2.7	2.7		2.7

Item	2014	2015	2016	2017	2018
POPULATION					
Mid-Year Population ('000)	110,167	110,255	110,343	110,431	110,520
Population Growth Rate (%)	…	…	…	…	
Crude Birth Rate	16.7	16.4	15.7	13.9	
Crude Death Rate	9.1	8.0	8.2	…	
Infant Mortality Rate	15.8	14.3	11.0 (p)	…	
EDUCATION					
Net School Enrollment Rate (%)					
Primary	97.0	96.2	95.9	94.0	95.3
Secondary	96.0	90.1	88.9	94.4	85.3
Pupil-Teacher Ratio					
Primary	16.0	15.0	15.0	14.0	14
Secondary	15.0	15.0	14.0	14.0	14
LABOUR FORCE					
Unemployment Rate		24.9		25.8	…
Male		20.7		21.5	…
Female		30.1		30.6	…
Participation Rate		67.9		67.8	…
Male		73.7		72.4	…
Female		61.8		63.3	…
INDICATORS OF HUMAN DEVELOPMENT					
HEALTH					
Life Expectancy at Birth (years)	71.4	73.2	72.9	…	
Male	68.6	70.5	75.2	…	
Female	74.5	76.3	70.9	…	
Dependency Ratio	…	…	…	…	
Male	…	…	…	…	
Female	…	…	…	…	
Human Development Index	0.7	…	…	…	
HOUSING AND ENVIRONMENT					
Households with piped water (%)	…	…	…	…	
Households with access to flush toilets (%)	…	…	…	…	
Households with electricity (%)	…	…	…	…	
Environmental strategy or action plan (year prepared): 2004					

Source(s): ECCB, GOSVG, CDB
/1: As of 2014, public finance data classified according to the Government Finance Statistics Manual 2014.
… not available
Data as at September, 2019

PROJECT SUMMARY

Financial Terms and Conditions					
Borrower	Government of St. Vincent and the Grenadines (GOSVG)				
Implementing Agency	The Ministry of National Security, Air and Sea Port Development (MNS)				
Disbursement Period	March 31, 2020 to March 30, 2024				
Fund	**Fund Source**	**Amount ('000's)**	**Amortisation Period (years)**	**Grace Period (years)**	**Interest Rate (%)**
OCR-USD Equivalent	Equity and Market	100,068	14	5	2.75
SDF 9	SDF Resources (Loans)	10,000	20	5	1.00
Loan Total:		110,068			
USD Equivalent	UK CIF Resources	32,482	0	0	0.00
Grant Total:		32,482			
Counterpart Total:		42,790			
Total Project Cost		185,341			

Fees

Commitment Fee: A commitment charge at the rate of one percent (1%) p.a. shall be payable on the amount of the OCR Portion unwithdrawn from time to time. Such charge shall accrue from the sixtieth (60th) day after the date of the Loan Agreement and shall be payable quarterly.

Office of Risk Management (ORM) Commentary

This information is withheld in accordance with one or more of the exceptions to disclosure under the Bank's Information Disclosure Policy.

Project Summary
Project Outcome and Description: The outcome of the Project is: 1. improved efficiency in the provision of cargo port services at the Port of Kingstown; 2. improved climate resilience and environmental sustainability in the Kingstown Port area; and 3. living conditions for relocated PAPs improved. The proposed project consists of the following components: (a) Project Preparation assistance (b) Infrastructure Works (c) Engineering and construction-related services (d) Goods (e) Institutional Strengthening (f) Other Project Support Services (g) Project Management Exceptions to CDB Policies: No exceptions to CDB policies are in place for this Project.

Gender Marker Summary

Analysis	Design	Implementation	Monitoring & Evaluation	Score	Code
1.0	1.0	1.0	1.0	4.0	Gender Mainstreamed (GM)

Gender Mainstreamed (GM): The project has the potential to contribute significantly to gender equality.

1. STRATEGIC CONTEXT AND RATIONALE

REQUEST

1.1 By letter dated February 19, 2019, GOSVG through the Economic Planning and Sustainable Development Division, submitted a request to CDB to assist SVG in financing the Port Modernisation Programme.

1.2 The programme is to be implemented in two phases. Phase I (this proposed project) comprises the construction of a new cargo port in Kingstown, (see Figure 1) inclusive of necessary equipment and associated roadworks to provide enhanced access and traffic flow to the new facilities. In addition, preparatory activities for Phase II of the programme will be undertaken during Phase I. These include resettlement of residents and fisher folk at Rose Place to alternative sites.

1.3 Phase II of the programme includes the construction of an inter- island ferry terminal and an intra-regional cargo terminal to be located immediately seaward of Rose Place, (see Figure 1) hence the need to resettle the residents there.

1.4 This Project was informed by a Technical Assistance "Port Modernisation Project - Kingstown St. Vincent and the Grenadines" financed through UKCIF resources, that was approved in October 2017, and will be further informed by an ongoing TA “Operational Assessment of the SVG Port Authority” financed through a grant from CDB’s Special Funds Resources.

MACROECONOMIC CONTEXT

1.5 GOSVG is focused on transforming SVG into a modern, resilient, competitive and inclusive economy. The Government's strategic vision centres around diversifying the economic base and stimulating private sector-led, export activity to expand growth thus fueling economic development, employment and poverty reduction. Concerted efforts are being made to invest in efficient and resilient infrastructure and transport systems, exploit and promote access to clean energy services, and revitalise Kingstown and other urban areas in order to enhance the business environment and support efficient production activities.

1.6 The opening of the Argyle International Airport in 2017, a key gateway for tourism and business, has helped facilitate an acceleration of growth (2.2% in 2018 compared with 1% in 2017) due to a rebound in stayover arrivals. In addition, the export of fish products rose sharply, facilitated by new cold storage facility at the airport. By ameliorating constraints to access, this transformative investment has allowed for improvement in air traffic flow and connectivity with external markets and is expected to be catalytic in boosting economic activity over the long run. Noteworthy spillover private investments are expected to be realised in tourism and agriculture through projects such as the construction of a $3.5 mn seafood processing facility in 2019, and new hotel development. These, along with the planned construction of a

geo-thermal plant and the development of a medicinal cannabis industry are expected to add value, diversify and expand export markets to boost jobs, incomes and growth.

1.7 Fiscal policy remains prudent, accompanied by initiatives to strengthen accountability and fiscal discipline given the high susceptibility to shocks. Fiscal primary surpluses have supported debt reduction in recent years. At end-2018, the public debt stock fell to 75.5% of GDP after peaking at 82.1% in 2016, fiscal space, nonetheless, remains constrained. The debt stock is set to increase with Government's large investments. GOSVG is committed to enhancing long-term fiscal resilience and sustainability. A contingency fund was established in 2017 and Government is preparing to adopt a rules-based Fiscal Responsibility Framework to anchor policy.

1.8 A small economy, SVG is trade-dependent with imports and exports accounting for over 50% of GDP. The bulk of its trade (90-95%), and related duties and taxes that accrue to GOSVG are facilitated through its seaports that play an important role in underpinning economic activity. Port modernisation will positively affect the competitiveness of the port. (See Appendix 1.1.1 for details).

SOCIAL CONTEXT

1.9 **Population and Demographics**: According to the 2012 Population and Housing Census (PHC, 2012) the population of SVG was 109,991 (56,419 males and 53,572 females) with 12,909 persons living in the District of Kingstown, the location of the project. In 2012, the population density of SVG was 732 persons per square mile. Kingstown has a high population density 6,794 given that the capital only covers an area of 1.9 square miles. This situation places significant strain on the infrastructure, and on social and other services.

1.10 **Poverty:** SVG has a moderate Human Development Index score of 0.722 and an overall rank of 99 (http://hdr.undp.org/en/countries/profiles). A high level of poverty and vulnerability is present in Little Tokyo and Rose Place, the communities that will be directly affected by the project. Data from the 2018 Baseline Social Assessment of Rose Place confirmed the endemic nature of inter-generational poverty. In addition to Government's welfare assistance, the Catholic Church's Soup Kitchen Programme provides meals to a significant number of poor and indigent households in the project areas.

1.11 **Vendors in Little Tokyo:** Based on an inventory conducted by the Resettlement Action Plan (RAP) Consultant in 2019, there are at least 60 vendors who ply their trade in Little Tokyo (See RAP Summary at Appendix 4.4.2). These Project-affected Persons (PAPs) will be impacted during Phase I of the Programme. There are 44 tent-like structures and 6 small shops near the Leeward and Windward Bus Terminals, in the project area. These bus terminals have contributed to diverse economic activity, as vendors capitalise on commuters' spending. An Environmental and Social Impact Assessment (ESIA, 2018) revealed that vendors sell food, drinks, snacks and other small items, however, some illegal activities and anti-social behaviours have been observed. Females dominate the vendors' population and both sexes have secured their livelihood in this area in excess of two decades. Vendors in the area comprise a mixed group of push-cart and other itinerant operators. Similar to vendors across the Region, this group of informal sector entrepreneurs is immersed in a culture of 'hustling' where they vigourously create and pursue opportunities to increase their livelihoods. They confirmed their knowledge of the project and their impending relocation during stakeholder consultations.

1.12 **Rose Place Community:** Rose Place community is a fishing village with a population of 225 persons in 85 households with 176 persons have assessed to be PAPs. The community bounded Tyrell Street (Back Street) to the north, McCoy Street to the east, and Kingstown Bay to the south. Rose Place has extended seaward with multiple sub-divided households residing informally in and around the shores of the bay. Home ownership is low (56.7%), with many female-headed households, averaging four persons per household. Although living informally, a small percentage of households has electricity and internet/WiFi. The majority of households lack in-door plumbing and toilet facilities. Stakeholder consultations revealed the community is aware of the project and their impending resettlement, scheduled for Phase II of the Programme. Despite evidence of in-and-out migration, a strong sense of community exists. However, Rose Place's location predisposes it to natural hazards. For many years, local authorities engaged the community in disaster preparedness training and have developed an evacuation plan. PAPs in Phases I and II of the Programme are providing information to the local authorities and the RAP Consultant to assist their timely transition to alternative locations within the framework of GOSVG's Resettlement Policy. The village of Edinboro located to the west of Rose Place had been identified as one such resettlement alternative by the PAPs in Rose Place. (See Appendix 1.2.1 for the Macrosocial Context).

SECTOR ISSUES

1.13 **Introduction:** The Port of Kingstown is the main sea port of entry into SVG. It comprises a terminal at Kingstown (Kingstown Port) and Campden Park [commonly referred to as Campden Park Container Port (CPCP)]. The management and operation of the Port of Kingstown, including the provision and maintenance of infrastructure, the majority of superstructure, and major cargo handling equipment is the responsibility of SVGPA, a statutory authority.

1.14 A 2016 CDB Study entitled "Transforming the Caribbean Port Services Industry: Towards the Efficiency Frontier" formulated a composite measure of port efficiency, which was used to compare efficiency across ports. The indicators used in the port efficiency measure were: berth productivity; labour productivity: measured by Twenty–foot Equivalent Units (TEUs) per employee; quality of infrastructure; nautical accessibility measured by the maximum vessel draught; type of equipment used for stevedoring operations; type of information technology (IT) systems used in port operations; and level of autonomy of the port operator. The study reviewed port operations in 12 Borrowing Member Countries (BMCs) including the port operations in SVG Port of Kingstown. SVG ranked 8th and according to the Study the major bottlenecks in SVG centred around the state of infrastructure; lack of equipment and lack of integrated IT systems.

1.15 **Aging Infrastructure at the Kingstown Port:** The Kingstown Port comprises the following primary quays: The main deepwater wharf; the schooner docks; the main cruise ship pier; and the inter-island ferry quay. The main deepwater wharf, designed for a 30-year lifespan, is over 50 years. A condition survey of the wharf carried out in February 2008, recommended ceasing all container operations, and provided options for the quay replacement. A further visual survey conducted in December 2009, also recommended major remedial works within the following five years to maintain structural capacity. (Port Rationalisation Development Study-CDB, April 2013).

1.16 **Port Equipment:** The limited port equipment is hampering operational productivity at the terminals. The only one ship to shore crane at Campden Park, is a mobile harbour crane. When this crane is out of operation due to repairs or maintenance, berth throughput declines and cargo handling is delayed. Reach stackers are used for handling intermodal cargo containers. The Port of Kingstown operates three of these one at Kingstown and two at CPCP. One of the reach stackers at CPCP is out dated and has substantial downtime. Consequently, the average throughput for SVG is 10 TEUs per hour compared with the regional average of 11.4 TEUs per hour, and 23 TEUs per hour in Nassau, Bahamas, which is ranked as the most efficient port according to the CDB Study.

1.17 **Lack of Integrated IT systems:** The use of ICT in the Port of Kingstown is uneven and unintegrated. While there is a terminal operating system (TOS), its use is limited with paper-based processes running almost in parallel with the TOS software. The TOS is the primary instrument of record-keeping, planning, control, and monitoring for a marine terminal. It is unintegrated with the billing software system and ships' arrival notifications are done via email. Bandwidth is inadequate, thereby impeding communications at the terminals during peak times. This also prevents the SVGPA from transitioning to cloud storage for back-up – a situation that undermines business continuity.

1.18 **Traffic Congestion at Kingstown Port:** The roads located around the terminal are frequently congested. Urbanisation in Kingstown has resulted in a steady increase in the numbers and types of vehicles, and persons frequenting the town centre. Increasing cruise arrivals has added to pedestrian and traffic volumes when vessels are in port. Further, traffic along Bay Street is quickly congested by vehicles taking visitors to tourist sites, persons going about their normal daily activities, commercial vehicles transporting goods across town, container haulers operating between Kingstown and CPCP, and trucks moving construction materials to projects in and around Kingstown. While activity in Kingstown has grown over the years, the road network has not undergone a similar growth in capacity.

1.19 **Inter-Island and Intra-Regional Ferry Facility**: The cruise ship operation and the ferry terminal operation compete for the limited available space. The ferry facility is located next to the cruise ship berthing facility. The latter has the capacity to accommodate vessels up to 120,000 Gross Registered Tonnage (GRT) The terminal building can accommodate passenger arrivals for the larger vessels as a port of call operation, however, should a home port operation be required, additional terminal space would be needed to accommodate baggage handling and more involved border control processes. This would be achieved by landward expansion of the cruise ship terminal into the space occupied by the ferry terminal. Such expansion would only be possible through relocation of the inter-island ferry terminal to provide adequate land area to relocate and reconfigure the cruise terminal support area.

COUNTRY SECTOR STRATEGY

1.20 The Project supports Goal 4 of GOSVG's National Economic and Social Development Plan: 2013- 2025, (NESDP), which sets strategic objectives for improving the country's physical infrastructure, and addressing social, economic and environmental factors. One of the objectives is to modernise and expand the seaport to increase revenue, improve border security, strengthen quarantine measures, increase trade and economic activity, and improve overall efficiency in seaport operations.

LINKAGE OF PROJECT TO CDB'S COUNTRY AND SECTOR STRATEGY AND POVERTY GOALS

1.21 CDB's Country Strategy Paper (CSP) for SVG (2014-2018) focused on assisting GOSVG in implementing three components of its NESDP goals, (i) the re-engineering of growth; (ii) enhanced human and social development; and (iii) improving physical infrastructure, preserving the environment and building resilience to CC. The Project, which commenced with a feasibility study in 2017, is consistent with CDB's approach to assisting GOSVG's development agenda. It integrates the cross-cutting themes of Gender Equality and environmental sustainability, and is consistent with CDB's Sector and Thematic Policies for Poverty Reduction, Transportation and Gender Equality Policy and Strategy.

1.22 This Project is consistent with the purpose and objectives of the UKCIF, it:

- supports economic growth;
- supports greater climate resilience; and
- promotes poverty reduction and a strong positive social impact, including gender equality.

1.23 This Project is consistent with the following of CDB's strategic objectives:
- Supporting Inclusive and Sustainable Growth and Development

1.24 This Project is consistent with the following of CDB's corporate priorities:
- Promoting Environmental Sustainability (Climate Change Resilience, Environmental Management and DRM)
- Strengthening/Modernising Social and Economic Infrastructure

1.25 This Project is expected to contribute to the following Sustainable Development Goals:
- SDG 5. Gender equality
- SDG 9. Industry, innovation and infrastructure
- SDG 13. Climate action

1.26 This Project integrates the following of CDB's cross-cutting themes:
- Gender Equality
- Regional Cooperation and Integration
- Environmental Sustainability
- Good Governance

1.27 This Project is consistent with the following of CDB's Sector and Thematic Policies:
- Transportation Policy
- Gender Equality Policy and Strategy
- Regional Cooperation and Integration
- Climate Resilience Strategy

RATIONALE

1.28 As described above, Port of Kingstown is currently operating beyond its design life both in terms of the physical infrastructure and equipment. Consequently, structural defects have rendered some sections

of the port unusable This has resulted in potentially unsafe and inefficient cargo port operations. This sub-optimal operation negatively impacts border security, trade, and ultimately the earning potential of the port. Additionally there are existing traffic constraints that will be exacerbated by the return of break bulk and container cargo to the new Kingstown Port.

1.29 The Project (Phase I of the programme) will provide a structurally safe working environment with increased capacity to accommodate larger shipping vessels, provide greater storage space and contribute to enhanced operability in future years. Additionally, an ongoing port operational assessment being undertaken by SVG CDB funding will result in specific recommendations for improving port operations, worker health and safety, trade facilitation, and port security in line with international best practices and agreements as they relate to the new port.

1.30 The Project will also implement recommendations of the project feasibility and design Technical Assistance, to improve traffic circulation around the central business district. In this regard, the foreshore road will be upgraded to four lanes, feeding into both proposed accesses to the new port, thereby allowing the foreshore road to effectively service the current and anticipated port related vehicular traffic.

1.31 Preparatory activities for Phase II of the port development programme will also be part of the project. The decision to undertake preparatory work for Phase II of the programme is driven by the International Ship and Port Facility Security (ISPS) protocol. Currently two or sometimes three of the five docking stations at the existing ferry terminal at Kingstown Port, must be closed to facilitate embarkation of cruise ship passengers for the period cruise ships are in the port. This requirement hinders the current Inter-Island and Intra-Regional operations.

1.32 Construction of the new terminals under Phase II, will necessitate the resettlement of the residents at Rose Place. The resettlement process which includes wide consultation with the PAPs is expected to benefit the residents by reducing physical and economic vulnerabilities, improving livelihoods, wellbeing and quality of life, while allowing them to maintain their cultural identity. The resettlement exercise is being undertaken under this phase to ensure a smooth transition into Phase II of the programme.

2. PROJECT DESCRIPTION

PROJECT OUTCOME

2.1 The outcome of the Project is:

1. improved efficiency in the provision of cargo port services at the Port of Kingstown.
2. improved climate resilience and environmental sustainability in the Kingstown Port area.
3. living conditions for relocated PAPs improved.

PROJECT COMPONENTS

2.2 The Project comprises the following components (further details of which are presented in Appendix 2.1.1).

1. **Project Preparation**: Technical Assistance which included a feasibility study and the preparation of front end engineering designs, was undertaken to inform this project. CDB funded the study using UKCIF resources. Prior to the commencement of the physical works at the port site,vendors currently operating at Little Tokyo will be relocated. Through wide stakeholder consultation, these PAPs will be compensated and relocated to alternative venues.

2. **Infrastructure Works:** This includes the construction of a new cargo facility that will incorporate the use of energy efficient fixtures and renewable energy solutions in the designs; relocating an existing sewer line and undertaking associated new road and improvement works. The location of the site for the proposed infrastructure works is presented at Figures 1.1.

3. **Engineering and Construction Related Services:** Consultancy services will be engaged for the supervision and certification of the infrastructure works. The Terms of Reference (TOR) for the consultancy service is found at Appendix 2.1.2.

4. **Goods:** Under the project, the port will acquire new equipment necessary for efficient port operations.

5. **Institutional Strengthening:** GOSVG has engaged consultancy services to undertake an operational assessment of SVGPA with the objective of enhancing its capacity in respect of operational efficiency, health and safety and security.

6. **Other project Support Services:** A number of activities will be completed under this project in preparing for Phase II of the programme, these include; an ESIA of the sites identified for relocation/resettlement of PAPs, acquisition of land for relocating Rose Place fisherfolk and, through a consultative and participatory approach, development of the site identified for the resettlement of Rose Place residents. Additionally, opportunities for livelihood enhancement will be provided for PAPs through a skills upgrading and livelihood enhancement programme.

7. **Project Management**: Project management will be provided by a Project Management Team (PMT) for the duration of the Works. Consultancy services will be engaged to design an evaluation to assess project delivery and to analyse project performance. The TOR for the consultancy services can be found at Appendix 2.1.3.

RESULTS FRAMEWORK

Project Impact
Increased capacity for regional and international trade in goods in SVG

Outcome	**Indicator**	**Baseline**	**Target**	**Data Sources, Reporting Mechanisms and Report Frequency**
1 Improved efficiency in the provision of cargo port services at the Port of Kingstown	1.1 Average annual throughput for containers (TEUs/Hr) (#)	10;	15; 6/30/2024	SVGPA Records
	1.2 Average turnaround time for cargo vessels (Hr) (#)	48;	24; 6/30/2024	SVGPA Records
2 Improved climate resilience and environmental sustainability in the Kingstown Port area	2.1 Overtopping of quay for 1:100 year return storm event (Yes/No)	yes;	no;	SVGPA monitoring records
	2.2 Level of faecal coliform (water quality) at location near damaged existing sewer line (CFU/ml) (#)	2300;	3; 6/30/2024	CWSA monitoring records
3 Living conditions for relocated PAPs restored or improved	3.1 Physical Living Conditions of PAPs (Yes/No)	Adequate (no);	Adequate (yes); 12/31/2023	Surveys
	3.2 Number of residents relocated (#)	0;	176;	Surveys
	3.3 Percentage of vendors agreeing that the relocation process was consultative, inclusive and responsive (%)	0;	75; 4/30/2021	Surveys
	3.4 Number of vendors relocated (#)	0;	60; 12/31/2020	Surveys
	3.5 Percentage of household heads agreeing that the relocation process was consultative, inclusive and responsive (%)	0;	75; 12/31/2023	Surveys

Assumptions for achieving outcomes
Cooperation of PAPs who are to be physically relocated and resettled and economically compensated. No unintended adverse impacts to the physical or social environment brought about by the Project.

Output	**Indicator**	**Baseline**	**Target**	**Data Sources, Reporting Mechanisms and Report Frequency**
1 Land approved at identified site to facilitate resettlement of Rose Place residents in preparation for Phase II of the programme	1.1 Sign-off by PMT (Yes/No)	no;	yes; 9/30/2020	PMT Reports
2 Final designs for completion of Cargo Port Terminal, associated access road and sewer line approved	2.1 Sign-off by Supervision Consultants (Yes/No)	no;	yes; 12/31/2020	PMT Report
3 RAP designed and implemented where appropriate, to facilitate relocation of PAPs in a socially-inclusive and gender-senitive manner.	3.1 RAP approved (Yes/No)	no;	yes; 6/30/2020	PMT Report; M&E Report; RAP Report
	3.2 RAP implemented (Yes/No)	no;	yes; 12/31/2023	PM Reports; M&E Consultant Report; CLO Report, PAPs Feedback
4 Main cargo port terminal completed as per approved designs and drawings and completion of	4.1 Taking Over Certificate Issued by Supervision Consultant (Yes/No)	no;	yes; 12/31/2023	PM Report

Output	Indicator	Baseline	Target	Data Sources, Reporting Mechanisms and Report Frequency
remedial works during defects-liability period				
5 Construction of 0.4 km of access roads completed as per approved design	5.1 Certificate of Completion issued by Supervision Consultant. (Yes/No)	no;	yes; 12/31/2023	PM Report
6 Sewer line completed as per the approved designs and drawings.	6.1 Certificate of approval issued by Supervison Consultant/CWSA (Yes/No)	no;	yes; 12/30/2022	PM Report

Assumptions for achieving outputs
PAPs have an interest in the Livelihood Enhancement programme and participate in the events and activities. Timely assignment of competent project management staff. Efficient and effective inter-agency coordination and cooperation.

LESSONS LEARNT

Description	Project Response
Experience on previous projects has shown that the involvement of PAPs and in particular end-users in the design stages of a product has several benefits including an improved quality of the product arising from more accurate user requirements and an improved level of acceptance of the project output. This would hold true for the Port project, particularly with respect to resettlement of Rose Place and Little Tokyo PAPs.	The Project will continue to benefit from a consultative and participatory approach. In addition to wide stakeholder consultation, facilitated by the CLO, and supported by CDB staff during country missions, two strategic consultancies were undertaken (financed by CDB and DFID) to specifically design the RAP and the Socio-economic and Livelihood Enhancement Study, respectively, using a differentially-participatory methodology involving PAPs and other key

Description	Project Response
	stakeholders. CDB Staff have worked closely with the relevant SVG government environmental counterpart agencies throughout preparation ensuring that the project meets all safeguard requirements and have provided technical assistance and guidance when needed. Close monitoring and supervision will continue through the project life to ensure that all elements of the ESMP are implemented.
Environmental and social safeguards can have a very positive impact on the design and implementation of projects such that negative social and environmental impacts are reduced or mitigated. Experience points to safeguards being less effective when they are superimposed on national laws, thus reducing country ownership and the extent to which the approach aligns with the priorities and socioeconomic context of the beneficiary. Without the necessary financial and technical support safeguards can be viewed as onerous, time-consuming and expensive.	The Bank has adopted eight performance requirements that define the principles and objectives for addressing the treatment and management of environment and social issues in the execution of its Environmental and Social Review Procedures (2014). The performance requirements are based on the “Good Practice Note - A Common Framework for Environmental Assessment (2005)”, prepared by the Multilateral Financial Institutions Technical Environment Working Group1. The Development Assistance Committee of the Organisation for Economic Cooperation and Development, has endorsed the document as the basis for convergence of environmental and social requirements with respect to institutional requirements, processes, and practices for development projects.
Responses to Invitations to bid on infrastructural projects are sometimes poor. This may be due to lack of interest by eligible firms with the required capacity. In some cases however it may be due simply to an unawareness of the project.	CDB conducted a market survey to identify potential contractors who have the capacity and are eligible to undertake the works. The report was favourable, indicating fourteen construction companies from the Bank's member countries satisfying these criteria. Subsequent to the posting of the General Procurement Notice , CDB intends to facilitate a market engagement day when the identified construction companies and other companies responding to an open invitation to bid, will be engaged in order to promote interest in the project and to ascertain the interest in the market to deliver the Project.

3. FINANCING PLAN

FINANCING STRUCTURE AND COSTS

3.1 The Project is the first phase of the Port Modernisation programme and with an estimated cost of $185.3 mn. Cost estimates for the infrastructure works and the port equipment were developed as part of the feasibility study conducted for the modernisation of the Port of Kingstown. CDB reviewed these estimates and found them to be acceptable. Estimates for the cost of Project Management, and related implementation services are based on current rates for these types of professional services. The costs for relocation are based on estimates provided by GOSVG. Physical contingencies of 20% have been applied to Project Preparation, Land, Infrastructure Works, Engineering and Construction-related services, Other Project Support Services and Project Management, and 5% to Goods. Price contingencies of 2% have been applied, as per CDB estimates for SVG. CDB staff are satisfied that these contingencies are adequate to ensure the completion of the proposed components. A summary of the Project cost and financing plan is shown Table 3.1, with details of the Project cost, phasing and financing plan given in Appendix 3.1.

3.2 The Project will be financed by:

- a Loan from CDB to GOSVG (the Loan) representing approximately 59% of Project costs, comprising;
    - an amount not exceeding ninety one million, one hundred thousand Euros (EUR 91.1 mn) (equivalent to approximately one hundred million, one hundred thousand United States dollars [$100.1 mn]) allocated from CDB's Ordinary Capital Resources (OCR) Fixed Rate Euro Funding to assist with the cost of Infrastructure Works, Project Management, Engineering and Construction Related services and Institutional strengthening; and
    - an amount not exceeding the equivalent of approximately ten million United States dollars ($10 mn) allocated from CDB's Special Funds Resources (SFR) to assist with the cost of Infrastructure Works;
- a Grant to GOSVG from CDB's United Kingdom Caribbean Infrastructure Partnership Fund (UKCIF) resources of an amount not exceeding twenty five million, five hundred and seventy six thousand pounds sterling (£25,576,000) [equivalent to approximately thirty two million four hundred and eighty two thousand United States Dollars ($32,482 mn)], representing 17% of Project costs to assist with the cost of dredging and reclamation works as well as the construction of the main quay wall; and
- counterpart resources of one hundred and fifteen million, five hundred thousand Eastern Caribbean dollars (USD42.8 mn) representing 23% of Project costs for Goods, Project Preparation, Institutional Strengthening and Other Project Related Services. The goods comprise Port equipment, used for the handling and movement of cargo and containers, and will be purchased by SVGPA. It shall be a condition that by March 31st 2020, GOVSG and SVGPA shall enter into an agreement acceptable to CDB with respect to their counterpart contribution to the Project.

3.3 The OCR Fixed Rate Euro Funding and UKCIF resources noted above will be disbursed in Euros and GBP respectively at the time of disbursement. Components financed from these resources will therefore be subject to exchange rate fluctuations. Accordingly, price contingencies have been augmented to compensate for possible unfavourable movements in the aforementioned currencies. The OCR Fixed Rate Euro Funding Loan and UKCIF Grant amounts shown in Table 3.1 above have been converted to USD at exchange rates prevailing at November 10, 2019, for consistency with other funding sources.

3.4 In accordance with the MOU and further to a request from CDB, United Kingdom Department for International Development (DFID) has approved a waiver of the UKCIF requirement that UK grant funding be in the majority for this Port Modernisation project. On July 9 2019, DFID granted approval for the request for this waiver subject to; (1) “early appointment of a dedicated Project Coordinator in St. Vincent and the Grenadines with executive authority over all Government of St. Vincent and the Grenadines stakeholders on project related matters”; and (2) “minimum quarterly updating of the full project programme covering all project related activities…”.

3.5 The OCR Fixed Rate Euro Funding portion of the Loan is sourced from fixed rate funds accessed by CDB from the European markets by way of issuance of registered notes pursuant to a collective note certificate dated November 25, 2019 with a maturity of 20 years. The OCR Fixed Rate Euro Funding portion Loan will be repayable over 19 years, inclusive of a grace period of 5 years with a fixed interest rate of 2.75%. The SFR portion of the Loan will be repayable over 25 years, inclusive of a grace period of 5 years with a fixed interest rate of 1.0%. A commitment fee of 1.0% is payable on the undisbursed balance of the OCR Fixed Rate Euro Funding portion of the Loan, commencing from the sixtieth day after the date of the Loan agreement.

TABLE 3.1: SUMMARY OF PROJECT COSTS AND FINANCING

	TOTALS						
Components	**OCR-USD**	**OSF-GBP**	**SDF 9**		**COUNTERPART**		
	Equity and Market Resources	**UK CIF Resources**	**SDF Resources (Loans)**	**Total**	**GOSVG**	**SVGPA**	**Total**
1. Project Preparation				-		-	
2. Infrastructure Works					-	-	
3. Engineering and Construction-related Services					-	-	
4. Goods				-	-		
5. Institutional Strengthening	78,836,200	25,921,000	7,761,000	112,518,200	13,173,700	14,676,000	140,367,900
6. Other Project Support Services				-		-	
7. Project Management					-	-	
Base Cost	**78,836,200**	**25,921,000**	**7,761,000**	**112,518,200**	**13,173,700**	**14,676,000**	**140,367,900**
8. Physical Contingency	15,667,240	5,184,200	1,552,200	22,403,640	1,977,940	733,800	25,115,380
9. Price Contingency	5,565,000	1,376,800	686,800	7,628,600	285,000	1,044,000	8,957,600
Total Project Cost	**100,068,440**	**32,482,000**	**10,000,000**	**142,550,440**	**15,436,640**	**16,453,800**	**174,440,880**
10. Interest During Implementation	-	-	-	-	8,732,000	-	8,732,000
11. Commitment Fees	-	-	-	-	2,168,000	-	2,168,000
Total Financing	**100,068,440**	**32,482,000**	**10,000,000**	**142,550,440**	**26,336,640**	**16,453,800**	**185,340,880**
Percentage Financing	**54%**	**18%**	**5%**	**77%**	**14%**	**9%**	**100%**

4. PROJECT VIABILITY

TECHNICAL ANALYSIS

4.1 GOSVG intends to undertake the project using a Design-Build approach. A consultancy firm was engaged to prepare front end engineering designs (FEED), i.e designs to be prepared up to 30% of the final design stage. Final designs will be completed to their respective industry accepted design standards.

4.2 A major component of the project, is the construction of a quay wall to facilitate land reclamation works. (31% of total construction cost). The consultants proposed four quay wall options, out of which, two were recommended for consideration in the final design, namely; (i) a concrete block wall; and (ii) combined sheet pile wall with anchors.

4.3 In keeping with the design of Ports of this nature, several technical studies, surveys and tests were carried out to inform the front end design process and to ensure project viability. These included the following:

- Topographic Survey.
- Bathymetric Survey.
- Geotechnical Investigations.
- Wave and Storm Modelling.

4.4 The results from the topographic and the bathymetric surveys were used to accurately position the new port infrastructure and to estimate the quantity of reclamation material required.

4.5 The findings of the Geotechnical investigation determined that the project area, transverse to the shoreline, has the potential for liquefaction of the subsoil under earthquake loading. Based on susceptibility to this potential hazard, a soil improvement measure, such as densification of the soil through vibratory methods, was recommended.

4.6 From the results of the wave and storm modelling, a design water level of 1.5 m amsl (annual mean sea level) for a 100 year return storm was adopted. This took into account expected sea level rise over the next 50 years (design life of the proposed terminal) due to the effects of climate change.

4.7 A Traffic Impact Assessment (TIA) of the proposed new port on the Central Business District (CBD) in Kingstown was conducted and the consultants proposed measures to improve the operational efficiency of the existing corridors including increasing the capacity of the foreshore road to four lanes that would measurably reduce traffic delays on the side streets. It will be a requirement that the Design Contractor adopt internationally recognised standards such as those of the American Association of State Highway and Transportation Officials (AASHTO) in the designs of the road pavement.

4.8 Resettling residents currently located at Rose Place in preparation for the construction of the inter-island ferry terminal and intra-regional cargo terminal will also be undertaken during this project. At the

time of the writing of this paper, an ESIA was being conducted to determine the impact of relocating residents of Rose Place to Lowmans. Findings and recommendations of the study, along with compliance with the local building code adapted from the Caribbean Uniform Building Code (CUBiC), and other internationally acceptable building standards, will be utilised in the design of climate resilient infrastructure.

INSTITUTIONAL ASSESSMENT

4.9 The Project will be implemented by MNS through a dedicated Project Management Team (PMT) described in chapter 6 of this Paper. The implementation capacity of the PMT is assessed at paragraphs 6.04 to 6.05. SVGPA will play a consultative and monitoring role as a member of the Project Board Steering Committee during Project implementation. This assessment therefore evaluates the capacity of SVGPA to execute its mandate of providing a coordinated, effective and efficient system of Port facilities and services to the highest level of satisfaction of the public, within the context of a modernised and expanded port operation.

4.10 **Governance:** SVGPA is the responsibility of MNS and the relevant governing legislation is the Saint Vincent and the Grenadines Port Authority Act (CAP 362). Oversight of SVGPA is via a Cabinet-appointed council of nine members comprising the Director of Finance and Planning, the Permanent Secretary in MNS, nominees of shipping agents and the Chamber of Commerce. The council approves matters of policy, the annual budget, appointment of senior management and major works, contracts and purchases. SVPA must prepare a budget for each upcoming year and the following two years outlining its objectives and priorities and financial plans for approval by the Minister . The Cabinet approves tariff adjustments and makes regulatory decisions based on submissions by SVGPA and the Minister's consent is required to incur debt.

4.11 There is need to transition the SVGPA from its current form (public sector entity) to a fully corporatised state-owned port enterprise which would reduce the risks of politically motivated investments, promote maximum utilisation of existing port assets (both land and basins), and facilitate the development of new port infrastructure (berths, quays, and landside access) based on commercially sound criteria. SVGPA has an internal audit function and an external audit is conducted by a reputable firm on an annual basis, with 2018 the most recent. A review of the most recent management letter indicated that the systems of internal controls were adequate, with some recommendations for improvement. CDB staff are satisfied that the governance arrangements currently provide adequate oversight to protect the public interest.

4.12 **Management and Staffing Capacity:** SVGPA is headed by a Chief Executive Officer (CEO) who has held progressively senior management posts at SVGPA for more than 10 years, and who holds formal qualification in Project Management. The CEO reports to the Chairman of the council described above. SVGPA comprises 277 employees (144 male and 133 female), organised into 7 functional areas, each headed by a manager/executive reporting to the CEO. An organisational chart can be found in Appendix 4.1.1. SVGPA operates in a stable labour environment, having recently reached agreement on compensation with the major unions. CDB staff are satisfied that SVGPA's management and staffing resources are sufficient to manage the current operations of the Port but recognise that staffing arrangements should be further examined to ensure efficiency. For example, the remuneration of stevedoring staff is fixed and does not align with the variability in the number and timing of daily vessel arrivals.

4.13 **Maintenance:** SVGPA's maintenance department comprises approximately 20 persons and is responsible for the operability of the Port's assets. Maintenance schedules for mechanical equipment are prepared with the assistance of specialised software that produces work orders based on the requirements of each asset. Work is ongoing to incorporate facility maintenance (i.e. buildings and warehouses) into the system as well. Given the proposed increased scale of the Port's operations, the existing maintenance resources are insufficient to adequately manage its future requirements. It shall be a condition of the Loan and Grant that GOSVG ensures that the structures, equipment, buildings and other ancillary items financed by the Loan and Grant are adequately maintained. To that end, it shall be a further condition of the Loan and Grant that GOSVG shall submit to CDB by September 30 each year, a report outlining the nature and cost of maintenance works conducted in the previous year and planned for the ensuing year.

4.14 **Technology:** Some of the key information systems upon which the Port's operations rely include; (1) an automated customs administration system (ASYCUDA); (2) A terminal operating system for tracking the movement and location of cargo (UNITRACK); and (3) an Enterprise Resource system (Quickbooks) for the provision of financial and related services. There is a lack of integration across these platforms and insufficient automation of key processes. Implementation of an integrated terminal operating system can facilitate increased throughput of TEUs. Any increase in the throughput will reduce turnaround time for ships and decrease cargo clearance times, an important metric for port efficiency and competitiveness. Inadequate bandwidth restricts communications and efficient data transmittal within the organisation. Increasing the bandwidth will allow for cloud storage, which in the context of SVG's vulnerability to natural disasters, is an important consideration as a disaster risk mitigation strategy.

4.15 **OAS study**: Both CDB and GOSVG have recognised that the existing structure and operational systems within SVGPA have deficiencies in meeting the future demands of the Port's activities, particularly in light of the expanded scale of the proposed Port facilities. To this end, GOSVG engaged the Organisation of American States (OAS) supported by CDB funding to conduct an operational assessment of the Port of Kingstown's operations with a focus on operational efficiency, organisational structure, health and safety, and security. The assessment is ongoing and scheduled for completion by April 2020. It will provide comprehensive recommendations for the institutional and operational reforms required to optimise the Port's operations, and addresses the constraints identified above. An action plan resulting from these recommendations will be prepared by MNS with support from the OAS. It will be a condition of the Loan and Grant that by December 31, 2020, or such later date as the Bank may agree, GOSVG implements such recommendations arising out of the CDB-funded Technical Assistance- Operational Assessment of SVGPA, as may be acceptable to the Bank. A summary of the TOR for the OAS study can be found at Appendix 4.1.2.

FINANCIAL ANALYSIS

4.16 – 4.29

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This information is withheld in accordance with one or more of the exceptions to disclosure under the Bank's Information Disclosure Policy.

ECONOMIC ANALYSIS

4.29 This analysis is conducted on the Project, excluding Phase 2. The key benefit of this Project is improved efficiency with which cargo is delivered to St. Vincent. Also, the existing Port facilities are in poor condition, and without the rehabilitation provided by this project, maintenance costs will increase and growth in cargo throughput will be curtailed by the limited capacity of the assets.

4.30 Shipping efficiencies: With the project, the Port of Kingstown will be able to accommodate larger vessels, increasing from the current capacity of 1,200 TEU to 2,400 TEU. As noted in the CDB-sponsored study "Transforming the Caribbean Port services industry: Towards the efficiency frontier", a key trends in the Caribbean maritime sector is increasing vessel sizes. The larger capacity allows greater economies of scale, through lower unit charter and fuels costs per TEU resulting in an overall reduction in shipping costs estimated at $28.95 per TEU.

4.31 Trucking efficiencies: Currently, container cargo is received at Campden Park Container Port (CPCP) located 3.5 km from Kingstown. As the new Port will be located in Kingstown closer to the main importers, the average distance for full containers to be delivered to their destinations and for empty containers to be returned to the Port will be significantly reduced resulting in in-land savings, estimated at $67.28 per container.

4.32 Release of Old port areas: The existing Kingstown Port includes approximately 3.4 Ha of land that will be available for other productive uses after project completion. Likewise, CPCP sits on approximately 1.4 Ha of land that will be released from its current use following project completion. The proximity to the shoreline of both locations adds to the attractiveness for commercial or other activities. These lands therefore represent a valuable resource that will become available with the implementation of the project. For the purposes of this analysis, the economic value of these areas has been costed at prevailing real estate values. To ensure that this value is effectively realised, a plan must be developed that guides the permissible and non-permissible activities within these areas. To this end, it shall be a condition of the Loan and Grant that by December 31, 2020, GOSVG approves a land use plan for the areas that will be made available by this project that is acceptable to CDB.

4.34 Revenue losses Avoided: Without the Project, it is expected that the condition of the Port will continue to deteriorate until regular maintenance can no longer support increases in cargo volumes, without presenting unacceptable risks to ships and operational personnel. Therefore, it is conservatively assumed that without the Project, cargo throughput at the Kingstown Port will not increase past 2022 forecast volumes. Likewise, without the Project, cargo volumes at Campden Park will not increase after 2023. In addition, maintenance costs are estimated to be 4% p.a. of asset values from 2023 (compared to 1.0% p.a. of asset values with the Project) to address the deteriorating condition of the existing assets.

4.35 Incremental Rate of Return (ERR): The calculation of the ERR is located in Appendix 4.3.1, with the key assumptions in Appendix 4.3.2. This conservative analysis yields an ERR of 13%, which suggests a marginal Project based on the qualified benefits. Notwithstanding, the Port is a strategic national asset, critical to the economic development of SVG, through its role in the facilitation of trade and improving the ease of doing business currently ranked 130 out of 190 on the World Bank's Doing Business indicators.

4.36 As noted previously, the existing Kingstown facility has exceeded its useful operational life and is in poor condition, with portions of it unusable and replacement recommended in previous studies. Should there be structural failure of this Port, it would have significant negative economic impacts, due to delays in export and import of goods. Also, should additional private-sector participation be pursued, success would depend on providing infrastructure of an acceptable standard.

4.37 Modernisation of this Port is also expected to reduce the time required for cargo vessels to berth and discharge their cargo, allowing the release of cargo to the end customer through the utilisation of more efficient Port equipment and improved cargo handling and storage processes (see results framework). It is expected that the OAS study will provide recommendations to define the new processes and quantify their benefits.

4.38 This Project will be among the largest capital projects undertaken in SVG and will have a catalytic effect on the economy during the 4-year implementation period, through direct and indirect economic effects. While not quantified in this analysis due to the variability of these effects, it has been estimated that the additional economic benefits could enhance the return of the Project (Sellhorn Economic and Financial Analysis report, August 6, 2019).

4.39 **Sensitivity Analysis:** Sensitivity analysis was undertaken to determine the robustness of the ERR. A summary of these results is shown below in Table 4.3. The results indicate that the project is most sensitive to variations in the capital costs. Should the capital costs be 10% higher than planned, the project ERR would fall to 11%. However, the Project costs were provided by the specialist consultant that prepared the feasibility study. Further, the costs include a robust physical contingency of 20%. For the ERR to fall to 12%, the forecast growth in cargo volumes of 3.7%, would need to be 39% lower. This growth rate is based on the historical average over the past 5 years and is consistent with the analysis provided in the feasibility study. In addition, if the value of the property made available following project completion was 39% lower than assumed, the project ERR would decline to 12%. The unit values assumed were determined as part of the feasibility study and were confirmed by the Valuations Division within GOSVG. Further, GOSVG will be required to prepare a land use plan to ensure that the areas released by the project will be put to productive use. The sensitivity analysis therefore indicates that the Project will deliver positive results to the economy of SVG, even with variations in the key assumptions.

TABLE 4.3 - SENSITIVITY ANALYSIS

Scenario	ERR (%)	Switching Value
Base	13%	
Capital Cost 10% higher	11%	4%
Growth in cargo volumes 10% lower	12%	-39%
Land transport savings 10% lower	12%	-39%
Value of land released 10% lower	12%	-14%
Capital Cost 10% higher and growth in cargo volumes 10% lower	11%	N/A

MACROECONOMIC IMPACT

4.40 The macro-economic impacts associated with port development operations, essential for boosting trade and investment opportunities, will be mostly positive. The project will contribute to growth during construction. By enabling more efficient handling of containers, improved port productivity and reduced transport costs, modernising port infrastructure should promote improvement in external trade competitiveness and improved trade facilitation and enhanced private sector-led growth over the longer term. Additional fiscal revenues and taxes generated, directly and indirectly, by port operations will, in turn, help to expand fiscal space.

4.41 The high costs of the project (phases 1 and 2) will result in a significant, but temporary scaling up of Government's capital expenditure from an annual average of 4% of GDP in the past five years, to a sizable 10% of GDP during project implementation. The overall fiscal deficit is expected to widen from 1.7% projected in 2019 to between 6%-7% of GDP during project implementation., and the primary surplus turn negative, averaging 2.7% of GDP. A return to modest primary surpluses of 1.3% is projected from 2025. The sizable borrowings will add to the debt that is expected to peak at 85% of GDP in 2024 before gradually declining to 79% in 2030. Debt servicing will remain elevated over 20% of current revenues during loan repayment period.

4.42 Although growth is expected to help contain negative debt dynamics, additional fiscal effort is required to meet the Region's debt to GDP target of 60% and preserve debt sustainability. GOSVG plans to mobilise additional revenue through strengthened tax administration, and to institute pension reform in the near term. In order to meet the debt target, additional measures should be explored. Maintaining a higher primary surplus will also be critical given SVG's vulnerability, and the high risk of public debt distress in the event of negative growth shocks.

SOCIAL AND GENDER IMPACT ASSESSMENT

4.43 The project is classified as category “A” under CDB’s Environmental and Social Review Procedures (ESRP) because of its significant potential for adverse social and environmental impacts. However, positive impacts are expected for beneficiaries, including female and male PAPs operating in Little Tokyo, and households and fisherfolk in Rose Place. The project design was informed by an ESIA and Climate Risk Vulnerability Assessment undertaken by consultants retained by GOSVG prior to appraisal. The ESIA was disclosed on May 17, 2019 (Appendix 4.4.1 for Summary). It identified social and environmental impacts that could possibly occur during construction and subsequent SVGPA’s operations, and recommended mitigation measures to be adopted during implementation. An Environmental and Social Management Plan (ESMP) was developed to mitigate the identified risks (Appendix 4.4.2).

4.44 The ESIA identified risks of vulnerable PAPs including women and PWDs being excluded from the decision-making and information-sharing processes. Economic displacement including livelihood loss was also highlighted. The relocation of vendors from Little Tokyo to facilitate construction of the cargo port in Phase I, and resettlement of households and fisherfolk from Rose Place in Phase II, are expected to have differential gender impacts, viz. access to economic opportunities and social capital development.

These potential risks will be addressed by the recommendations of the 2019 consultancy – "Enhancing the Socio-economic and Livelihood Impacts of the Port Modernisation Project," funded by UKCIF's General Resources which utilised a participatory approach to develop a framework for socio-economic empowerment. The Final Report is under GOSVG's consideration for approval. The Community Liaison Officer (CLO) will monitor implementation of the Framework. The CLO will be supported by a Social and Gender Specialist (SGS) located within the PMT. A key aspect of SGS's work will entail development of a Maritime Administration Policy on Gender Equality and Social inclusion to enhance the port's operations.

4.45 Relocation of 60 PAPs in Little Tokyo (49 female, 11 males) and resettlement of 176 in Rose Place (115 males, 61 females) is critical to ensuring unencumbered access to sites to commence the cargo port, and terminals' construction. A draft Resettlement Action Plan (RAP) (Appendix 4.4.3) was prepared with the participation of PAPs and the Resettlement Action Committee (RAC) established by GOSVG. Eighteen stakeholder consultations with commercial entities, and PAPs were undertaken during the period May 30, 2018 – October 30, 2019. Consultations revealed three relocation sites in Kingstown for vendors: Old Vegetable Market, Kingstown Vegetable Market, and Customs Air Cargo Warehouse, and three resettlement sites - Lowmans (Leeward) and Lowmans Bay for households, and Edinboro (private lands) for fisherfolk. Stakeholder consultations revealed minimal risk to timely relocation. A host community ESIA is being undertaken to assess sites' suitability. Land acquisition is required at Edinboro and MOH has commenced the process using established country systems. It will be a condition precedent to the infrastructure works that GOSVG implements such recommendations arising out of the RAP and ESIA as maybe acceptable to CDB. It will also be a condition of the loan that by December 31, 2022 or such date as the Bank may agree, that the lands required for the resettlement of Rose Place PAPs have been vested in the Borrower free of encumbrances, covenants, conditions and stipulations.

4.46 The Project will provide short-term employment opportunities during the construction phase, for variously skilled male and female workers. Vulnerable groups including women, youth, and PWDs will be encouraged to seek such opportunities to reduce existing poverty and vulnerability, and improve quality of life.

4.47 A Gender Action Plan is included in Appendix 4.4.4. According to CDB's Gender Marker Analysis (Appendix 4.5) the project is gender mainstreamed with significant potential to contribute to gender equality.

GENDER MARKER SCORE

Analysis	**Design**	**Implementation**	**Monitoring & Evaluation**	**Score**	**Code**
1.0	1.0	1.0	1.0	4.0	Gender Mainstreamed (GM)

ENVIRONMENTAL ASSESSMENT

4.48 The Project area comprises 49,745 m^2 of the marine environment, commercial establishments, and residences. The sea floor is almost entirely covered by seagrass, with high ecological value including ecosystem services, such as sediment stabilisation, provision of food and habitat for sensitive species.

4.49 The most significant negative environmental impacts during construction will result largely from:

- Land reclamation: In order to build the port, approximately 5 ha of land is required to provide the appropriate berthing facilities. It is estimated that some 640,000 m^3 of fill will be needed for the construction. The fill will be sourced from overseas.
- Relocation and realignment of the sewer line.
- Accidental spillage of pollutants such as lubricants and fuels into the marine environment.

4.50 The main adverse environmental impacts will be:

- Loss of bottom fauna and flora due to reclamation.
- Elevated dust and noise levels and reduced air quality in areas of close proximity to the on shore works.
- Changes to coastal hydrology.
- Traffic disruption.
- Health and safety risks: civil works poses risk of injury to workers and the public.

4.51 The main mitigation measures during the construction phase will include: (a) management of construction materials and waste, (b) noise and dust abatement, (c) protection and management of works around the marine environment, (d) development of emergency response plans, (e) traffic management strategies, (f) health and safety measures, and (g) environmental monitoring.

4.52 An environmental offset of a cash contribution to existing projects will be provided to compensate for the loss of habitats. Funding for this activity will be provided under the Ministry of National Security and Ports' 2020 budget.

4.53 An ESMP has been developed (see Appendix 4.4.2) to address the issues. The appropriate provisions of ESMP will be included in the technical specifications and itemised for contractor pricing. The contractor will be responsible for managing the relevant aspects of ESMP.

4.54 Operational Impacts: SVGPA is planning to operate the new port facilities in a sustainable way from the outset, as the port will be built to reduce operational impacts and to meet current environmental protection requirements. SVGPA is establishing a Health Safety and Environment Department, Health and Safety Officers are already employed, and they are in the process of recruiting an Environmental Officer. It will be a condition that GOSVG develop and operationalise an Environmental and Social Management System (ESMS) for port operations by December 2021. The ESMS will guide SVGPA in integrating environmental and social measures into their operations.

4.55 A Stakeholder Engagement Plan (SEP), inclusive of a transparent, gender-responsive and culturally appropriate Grievance Redress Mechanism (GRM) scaled to the risks and adverse impacts of the Project has been developed to effectively facilitate resolution of concerns and complaints of PAPs. The SEP will be supported by a CLO assigned by GOSVG. The CLO possesses the requisite knowledge and experience and is acceptable to CDB. The GRM will be at no cost and without retribution to PAPs in addressing social and environmental issues during implementation. In addition, CDB's Complaints Mechanism will be available to PAPs at:ica@caribank.org, anticorruption@caribank.org or Projectscomplaints@caribank.org. Project monitoring: During construction, the PMT environmental and social specialists will be required to monitor the contractor's operations for conformance with the mitigation measures stipulated in the contract to minimise negative social and environmental impacts and promote positive impacts, and will provide status reports to the CDB as agreed. It will be a condition precedent to commencement of works that GOSVG is required to submit to CDB, evidence in form and substance acceptable to CDB, of receipt of the required planning and building and environmental health permits, and approvals for construction and operation.

CLIMATE CHANGE VULNERABILITY ASSESSMENT (CCVA)

4.56 The effects of CC are already evident throughout the country with rising sea levels and storm activity continuing to impact on exposed coastlines and development. The situation is expected to worsen as SVG is highly vulnerable to the effects of global warming and CC. The Climate Risk Vulnerability Assessment (CRVA) undertaken reviewed air temperature, precipitation, wind and sea level rise (SLR), as well as provided an analysis of natural hazards. The port's location in Kingstown is vulnerable to rising sea levels, tropical storms and hurricanes, storm surge, heavy precipitation, and coastal and land based flooding. These may impact the structural integrity and accessibility of the port and limit access to shipping and transportation (See Appendix 4.6.1).

4.57 The CRVA provided the following climate change projections which will be used in the designs: a) annual temperature increase of 0.15C per decade over the next century with a maximum increase of 4C; b) mean annual rainfall will see a range of -34 decrease to +6 mm increase per month by 2080. c) Mean changes in wind speed by 2080 ranges from -0.2 and +0.5 m/s and d) SLR of 15 cm by 2025, 37 cm by 2050 and 111 cm by 2100. The storm surge associated with the 100 year event is expected to be 6.05 m in 2025. 6.27m in 2050 and 7.02 m in2100. The design high water level of 1.50 m above mean sea level has been recommended for the port.

4.58 The results from the CRVA were assessed to determine the range of adaptation responses that may be relevant to the planned port and the surrounding area of Kingstown. A list of preliminary adaptation measures was developed and included inputs from stakeholders and regional organisations.

4.59 The recommended adaptation measures are aimed at minimising risk levels and increasing resilience against natural hazards. The measures related to the port construction fall into two categories: (1) enabling studies and (2) adaptation and design opportunities. Specific studies recommended include: (a) a North River Monitoring Study, (b) the revision of the SVG DRM Plan; and (c) wave force evaluation studies addressing technological, design, engineering and planning parameters. Specific adaptation measures include (a) installation of a monitoring system for hydro meteorological events; (b) improving the flood

resilience of the existing roads and infrastructure supporting the port to reduce flooding and (c) installation of climate control systems to handle temperature changes. See Appendix 4.6.2 for further details.

PAS GENERAL COMMENTARY

4.60 In accordance with CDB's Performance Assessment System (PAS) the project was accorded an overall rating of highly satisfactory.

PAS TABLE

Criteria	**Score**	**Justification**
Relevance	Highly Satisfactory	The Project contributes significantly to the achievement of Goal 4 of GOSVG's national economic and social development plan with strategic development objectives for improving the country's infrastructure, and addressing the social, economic and environmental factors. The project is also in keeping with CDB's development objectives of supporting inclusive and sustainable growth and development.
Effectiveness	Highly Satisfactory	The infrastructure will be designed and constructed to generally accepted international guidelines. The engagement of suitably qualified and experienced consultants to provide project management services will increase the likelihood of effective project management. The factor will contribute to the achievement of the intended project objectives.
Efficiency	Satisfactory	The estimated ERR is 13%. These returns are associated with the potential development expected subsequent to the implementation of the project.
Sustainability	Satisfactory	SVGPA has engaged a consultant to *inter alia,* assess the port's current maintenance plan and to assist in the development of an improved maintenance plan. It will be a condition of the Loan that SVGPA adequately maintains the infrastructure financed under the project.
Overall Score	Highly Satisfactory	

5. RISK ASSESSMENT AND MITIGATION

RISK JUSTIFICATION

5.01 Project risks identified are listed in Table 5.1 below.

TABLE 5.1: SUMMARY OF RISKS ASSESSMENT AND MITIGATION MEASURES

Risk Category	Risk Type	Description of Risk	Mitigation Measures
Strategic	Policy/Political	Failure to implement the Environmental, Social and Gender Safeguard measures could jeopardise both the effectiveness and sustainability of the project and potentially cause reputational damage to both CDB and DFID.	The completion of the Project ESIA, and the ESIA for the resettlement and relocation sites, implementation of the ESMP and RAP, and engagement of an Environmental Specialist, a Social and Gender Specialist and a CLO should offer sufficient oversight to minimise the likelihood of this risk. Continuous interactions with the PAPs will play a critical role in securing accountable implementation.
Financial	Budgetary/Local counterpart funds	The OCR portion of the loan will be disbursed in Euro, and the grant in GBP, however it is expected that project expenditures will be in either USD or XCD currency. There is therefore an exchange rate risk exposure.	Sufficient contingencies have been included in the project financing to account for likely fluctuation in both exchange rates.
Operational	Sustainability	Maintenance of the Port Infrastructure	The GOSVG has engaged a consultant to conduct an operational assessment of the port. The report will provide recommendations for the

Risk Category	Risk Type	Description of Risk	Mitigation Measures
			improvement to the maintenance programme.
Strategic	Procurement/Fiduciary	Poor response by Contractors for the submission of bids to undertake the Design-Build aspect of the project.	CDB conducted market research to ascertain the interest in the market to deliver the SVG Port project. The report was favourable indicating fourteen construction companies from the Bank's member countries who have delivered projects of similar nature. Prior to the pre-qualification of Contractors, GOSVG in collaboration with CDB will undertake a market engagement day, during which time, the project will be further promoted to companies identified in the market research along with companies responding to the published invitations.

6. IMPLEMENTATION AND PROJECT MANAGEMENT

BORROWER

6.1 The Borrower is GOSVG. GOSVG may pursuant to Section 3(1) of the Loans (Caribbean Development Bank) Act 1973 of SVG [the Loans (CDB) Act], in such manner and on such terms and subject to such conditions as may be agreed between GOSVG and CDB, borrow from CDB from time to time such sums as may be required by GOSVG. Any agreement between GOSVG and CDB in respect of sums borrowed under this power must be made in the name of GOSVG and may be signed on behalf of GOSVG by the Minister responsible for Finance or by any person authorised thereto in writing by that Minister. A copy of such agreement must be laid before the House of Representatives as soon as possible after it is concluded.

6.2 Pursuant to Sections 3(6) and 10(4) of the Loans (CDB) Act, all amounts required for the repayment of any sums borrowed by GOSVG from CDB under Section 3(1) of the Loans (CDB) Act, or guaranteed under Section 7 of the Loans (CDB) Act, and all interest and other charges on such sums are charged upon, and payable out of, the Consolidated Fund of SVG. Where any sum becomes payable by GOSVG pursuant to a guarantee or undertaking given under Section 5, that sum shall be charged on the Consolidated Fund and the Minister shall direct payment to come out of that Fund accordingly.

IMPLEMENTING AGENCY ANALYSIS

6.3 The Project will be implemented by MNS, through PMT in close collaboration with SVGPA. The organisational chart of MNS can be found at Appendix 6.4.1. CDB staff have reviewed PMT's proposed staffing arrangements and are satisfied that the unit will have the requisite capacity to manage the Project.

PROJECT MANAGEMENT

6.4 It will be a condition precedent to first disbursement of the Loan and Grant that GOSVG assigns the implementation and management of the project to PMT and engages a project Manager for the project. (see PMT organisation structure at Appendix 6.6.1 and the draft TOR for PM at Appendix 6.5.3) It will be a condition of the Loan and Grant that GOSVG engages in its service, in PMT, the proposed complement of Procurement Specialist, Environmental Specialist; and Social and Gender Specialist; (see Appendices 6.5.4 to 6.5.6 for Draft TORs) and assigns to PMT, an Assistant Project Manager and CLO; (See Appendix 6.5.7 and Appenidx 6.5.8 respectively), along with the necessary administrative support staff. It will be a condition to the Loan and Grant that GOSVG assigns two Civil Engineers, one each from the Ministry of Transport, Works, Urban Development and Local Government (MTW) and the Central Water and Sewage Authority (CWSA) to provide oversight and such other services as may be required during the project implementation. The positions identified above will be held by persons whose qualifications and experience are acceptable to CDB. To this end, GOSVG shall inform CDB of all appointments it proposes to make to these posts for is no objection. Staff are satisfied that the MTW and CWSA have the required capacity to provide the requisite services.

6.5 It will be a condition precedent to first disbursement that:

1. the GOSVG establishes a Board Steering Committee (BSC) which will be responsible for the oversight and executive direction of the project. The composition and functions of the BSC are set out in Appendix 6.5.1;

2. the GOSVG establishes a Resettlement Committee (RC) with the responsibility of implementing the resettlement action plan component of the project implementation. The composition and functions of the RC are set out in Appendix 6.5.2, and

3. with respect to the infrastructure works, that the engineering supervision consultants have been engaged.

IMPLEMENTATION

6.6 The Project involves the construction of the main cargo terminal, sewer line relocation and associated road improvement works. Also to be implemented is the preparatory work for Phase II of the programme as previously described, which involves undertaking infrastructure works at approved sites identified for the relocation of PAPs currently residing at Rose Place. The Project will be implemented over a 52 month period commencing December 2019 and ending by March 2024 (12 month Defects Liability period included). The implementation schedule can be found at Appendix 6.1.1.

PARTICIPATION OF BENEFICIARIES AND STAKEHOLDERS

6.7 The preparation and appraisal of this project involved consultation with a wide range of stakeholders. Meetings were held with SVGPA, different categories of Government representatives including *inter alia,* the Ministries of Finance and Economic Planning; Housing, Informal Human Settlements, Land and Surveys and Physical Planning; National Mobilisation, Social Development, Local Government, Gender Affairs, Family Affairs, PWDs, and Non-Governmental Organisations; National Emergency Management Organisation; Chamber of Commerce, civil society and community representatives including National Society for PWDs, and PAPs. Primary stakeholders/beneficiaries were engaged using a range of participatory methodologies including individual and focus group meetings with men and women, transect and community walks, community mapping and public consultations. Such engagement provided opportunities for stakeholders' opinions and concerns to be expressed and to be considered in the design of the project. Project stakeholders will be invited to participate in the Project Launch Workshop and stakeholders' meetings that will be convened during implementation. Multi-modal strategies, including community meetings, and messaging via various social media platforms, will be used to keep stakeholders abreast of progress and maintain buy-in.

6.8 An SEP inclusive of a GRM was developed to support participation and to keep all affected or with a stake/interest in the Project informed. SEP will provide opportunities for affected communities or parties to register project-related concerns and facilitate the timely resolution of any issues that may arise during project implementation. SEP will be supported by PM and updated as necessary. In addition, Project implementation will be supported by the CLO.

DISBURSEMENT

6.9 The CDB loan will be disbursed in accordance with the Disbursement Guidelines for CDB-financed Projects (January 2019). The first disbursement from the Loan and the Grant will be made by May 31, 2020. The Loan and Grant resources are expected to be fully disbursed by March 31, 2024. As CDB is financing a number of individuals under the project, a Designated Account (DA) will be provided for these payments. Funds accrued to the DA for this purpose will be from CDB resources only. No UKCIF funding will accrue to the DA. The Disbursement Schedule is provided at Appendix 6.2.

DESIGNATED ACCOUNT

6.10 The Borrower will open and maintain a foreign currency Designated Account (DA) in a commercial bank or other financial institution acceptable to CDB, to be used exclusively for CDB's share of eligible expenses on terms and conditions acceptable to CDB. The DA, which will be subject to external audit, will be a revolving account funded with an advance from CDB resources, which will be used exclusively to meet CDB's share of eligible expenses as the expenditure is incurred.

6.11 The external audit of the DA will be undertaken by an independent audit firm acceptable to CDB.

PROCUREMENT

6.12 Procurement shall be in accordance with the Procurement Policy for Projects Financed by CDB and the Procurement Procedures for Projects Financed by CDB (November, 2019). The Procurement Plan is located at Appendix 6.3.

6.13 The Consultant to provide construction supervision services shall be selected using the Direct Selection method, in accordance with Paragraph 8.22 (b) of Procurement Procedures for Projects Financed by CDB (November, 2019), reflecting a natural continuation of the previous work carried out by the firm. This firm, whose initial work was financed through UKCIF resources approved by CDB, will assist GOSVG in the tendering process and will provide the construction supervisory services specified in Appendix 2.1.2. Both GOSVG and CDB staff are satisfied that the previous work carried out by the consultancy has been satisfactory.

MONITORING AND REPORTING

6.14 It will be a condition of the Loan that PM shall furnish, or cause to be furnished, to CDB the reports listed in Appendices 6.7.1; 6.7.2 and 6.7.3 to this Report, in such form or forms as CDB may require, not later than the times specified therein for so doing.

7. Terms and Conditions of the Loan

No.	Subject	Terms and Conditions
1.	**Parties**	Bank: Caribbean Development Bank Borrower: Government of St. Vincent and the Grenadines Implementing Agency: The Ministry of National Security, Air and Sea Port Development (MNS)
2.	**Amount of Loan**	The Bank agrees to lend to the Borrower: **Ordinary Capital Resources Fixed Euro Funding (OCR-EUR):** - an amount of ninety one million, one hundred thousand Euros (EUR 91.1 mn) (approximately equivalent to one hundred million, sixty-eight thousand four hundred and forty United States dollars (USD100,068,440)) allocated from the OCR Fixed Euro Funding (the **OCR Portion**); and **Special Development Fund Cycle 9 (SDF 9):** - an amount not exceeding the equivalent of ten million United States dollars (USD 10,000,000) allocated from SDF 9 Resources (Loans) (the **SFR Portion**) (the OCR Portion and the SFR Portion hereinafter together referred to as "the **Loan**").
3.	**Purpose**	The purpose for which the Loan is being made is to assist the Borrower in financing: (i) Phase 1 of the Kingstown Port redevelopment programme including (a) the construction of a new cargo port in Kingstown (including necessary equipment); and (b) associated roadworks to provide enhanced access and traffic flow to the new facilities; and (ii) preparatory activities for Phase 2 of the programme (the Project).

4.	**Repayment**	Repayment of the Loan shall be made as follows: **OCR Portion:** - fifty-six (56) equal or approximately equal and consecutive quarterly instalments commencing five (5) years after the date of the Loan Agreement; and **SFR Portion:** - eighty (80) equal or approximately equal and consecutive quarterly instalments commencing five (5) years after the date of the Loan Agreement.
5.	**Interest**	The Borrower shall pay interest on the amount of the Loan withdrawn and outstanding from time to time as follows: **OCR Portion:** Interest rate: OCR Fixed Euro Funding - 2.75%% p.a. (fixed) **SFR Portion:** Interest rate: SDF Resources (Loans) - 1.00% p.a. (fixed) Interest payment period: **Quarterly**
6.	**Commitment Charge**	A commitment charge at the rate of one percent (1%) p.a. shall be payable on the amount of the OCR Portion unwithdrawn from time to time. Such charge shall accrue from the sixtieth (60^{th}) day after the date of the Loan Agreement and shall be payable quarterly.
7.	**Withdrawal and Application of Loan**	(a) Except as the Bank may otherwise agree: (i) total disbursements of the Loan shall not exceed in the aggregate fifty-nine percent (59%) of the cost of the Project; and (ii) the Loan shall be used to finance the components of the Project allocated for financing by the Bank as shown in the Project Cost, Phasing and Financing Plan for the Project up to the respective limits specified therein; (b) the Loan shall not be used to meet any part of the cost of the Project which consists of identifiable identifiable taxes, duties or imposts imposed under the laws of the Project Country; and (c) the Borrower shall comply with the Bank's "*Disbursement Guidelines for CDB-Financed Projects*" published in January 2019, which publication is

		in effect at the date hereof and which may be amended from time to time by the Bank.
8.	**Period of Disbursement**	(a) The Bank shall have received an application for first disbursement of the Loan by May 31, 2020, or such later date as may be specified in writing by the Bank. (b) The Loan shall be disbursed up to March 31, 2024, or such later date as may be specified in writing by the Bank.
9.	**Procurement**	Any goods, works and services to be financed from the Loan shall be procured in accordance with the following procedures or such other procedures as the Bank may from time to time specify in writing: - *Procurement Policy for Projects Financed by CDB and the Procurement Procedures for Projects Financed by CDB (2019).* The Borrower shall comply with the procurement requirements set out in the **Procurement Plan**. Any revisions to the **Procurement Plan** shall require the Bank's prior approval in writing.
10.	**Additional Conditions Precedent to First Disbursement**	The Borrower shall, by the 60th day after the date of the Loan Agreement, or such later date as the Bank may agree, provide the Bank with evidence acceptable to the Bank, that the following conditions have been satisfied: - PM has been engaged; - PMT has been established and the implementation and management of the Project has been assigned to it; - BSC has been established; and - Resettlement Committee has been established.
11.	**Conditions Precedent to the Infrastructure Works Component:**	The Bank shall not be obliged to disburse any amount in respect of the Infrastructure Works Component until the Borrower and/or the Implementing Agency has furnished, or caused to be furnished, to the Bank evidence acceptable to the Bank that: - it has received all requisite statutory, planning, building and environmental permits, licenses and/or other approvals in respect of the Infrastructure Works; - the recommendations arising out of the **Resettlement Action Plan** and the **Environmental Social Impact Assessment** have been implemented in a manner acceptable to the Bank; and - the Engineering Supervision Consultants have been engaged.

12.	**Project Management**	(a) Except as the Bank may otherwise agree, the Borrower shall: (i) select and engage a Project Manager (PM), with qualifications and experience acceptable to the Bank, to oversee the implementation of all Project components and to carry out the duties and responsibilities described in the Project Management Duties and Responsibilities at Appendix 6.5.3; (ii) establish and, for the duration of the Project, maintain the PMT comprising the PM; an Assistant Project Manager; a Procurement Specialist, an Environmental Specialist; a Social and Gender Specialist and CLO, along with necessary part time specialist and adequate administrative support staff, with qualifications and experience acceptable to the Bank to carry out the duties and responsibilities described in the Project Management Duties and Responsibilities at Appendix 6.5; and (iii) assign, from among its staff, two Civil Engineers, one each from the Ministry of Transport, Works, Urban Development and Local Government (MTW) and the Central Water and Sewage Authority (CWSA) to provide oversight and services as may be required during the road improvement works, and installation of the new sewer line respectively. The qualifications and experience of any person(s) appointed/ assigned to the position(s) referred to in this sub-paragraphs (i) to (iii) above, shall be acceptable to the Bank. To this end, the Borrower shall inform the Bank of all appointments it proposes to make for these posts, for its no objection. (b) Except as the Bank may otherwise agree, the Borrower shall establish and, for the duration of the Project, maintain: (i) a Board Steering Committee (BSC) with the composition and functions set out in Appendix 6.5.1; and (ii) a Resettlement Committee (RC) with the composition and functions set out in Appendix 6.5.2.

13.	**Project Implementation**	Except as the Bank may otherwise agree, the Borrower shall: - implement the Project through MNS; - carry out the Project at all times with due diligence and efficiency, with management personnel whose qualifications and experience are acceptable to the Bank and in accordance with sound technical, environmental, administrative, financial and managerial standards and practices; - institute and maintain organisational, administrative, accounting and auditing arrangements for the Project, acceptable to the Bank; - by March 31, 2020, or such later date as the Bank may agree, provide the Bank with evidence acceptable to the Bank that it has entered into an agreement with SVGPA, in form and substance acceptable to the Bank, with respect to SVGPA's contribution to the Project; - by December 31, 2020, or such later date as the Bank may agree, implement such recommendations arising out of the Bank-funded *Technical Assistance- Operational Assessment of the St. Vincent and Grenadines Port Authority*, as may be acceptable to the Bank and the Borrower; - by December 31, 2020, or such later date as the Bank may agree, approve a land use plan for the areas that will be made available by this Project that is acceptable to the Borrower and the Bank; - by December 31, 2021, or such later date as the Bank may agree, develop and operationalise an Environmental and Social Management System (ESMS) for port operations to guide SVGPA in integrating environmental and social measures into their operations; and - by December 31, 2022, or such later date as the Bank may agree, provide the Bank with evidence acceptable to the Bank that the lands required for the resettlement of the Rose Place PAPs have been vested in the Borrower free of encumbrances, covenants, conditions and stipulations.
14.	**Designated Account**	The Borrower will open and maintain a foreign currency Designated Account in a commercial bank or other financial institution acceptable to the Bank, to be used exclusively for the Bank's share of eligible expenses on terms and conditions acceptable to the Bank. The Designated Account, which will be subject to external audit, will be a revolving account funded with an advance from Bank resources, which will be used exclusively to meet the Bank's share of eligible expenses as the expenditure is incurred. The external audit of the Designated Account will be undertaken by an independent audit firm acceptable to the Bank.

15.	**Engagement of Consultants**	The Borrower shall, in accordance with the procurement procedures applicable to the Loan, select and engage the Engineering Supervision Consultants to carry out: - the **Consultancy Services -Tender Assistance, Design Review, Construction Supervision and Contract Administration Services**; and - the **Consultancy Services - Monitoring and Evaluation**.
16.	**Engagement of Contractors**	The Borrower shall, in accordance with the procurement procedures applicable to the Loan, select and engage competent and experienced contractors to carry out the works to be financed by the Loan.
17.	**Maintenance of Infrastructure**	Except as the Bank may otherwise agree, the Borrower shall: (a) ensure that the structures, equipment, buildings and other infrastructure and ancillary items financed from the Loan are kept, or cause the same to be kept, in good repair and condition and shall provide the financial and other resources required to adequately maintain the infrastructure financed from the Loan; and (b) by September 30 of each year, submit to the Bank a report outlining the nature and cost of maintenance works conducted in the previous year and planned for the ensuing year.
18.	**Additional Funds**	The Borrower shall be responsible for meeting any amount by which the total cost of the Project exceeds one hundred and eighty-five million three hundred and forty thousand eight hundred and eighty United States dollars (USD185,340,880).
19.	**Counterpart Contribution**	Except as the Bank may otherwise agree, the contribution which the Borrower and SVGPA are required to make to the Project shall be expended by the Borrower and SVGPA in a timely manner on the components of the Project allocated for financing by the Borrower and/or SVGPA as shown in the Project Cost and Financing Plan, up to the respective limits set out therein. The Borrower shall contribute to the Project an amount of not less than the equivalent of twenty-six million, three hundred and thirty-six thousand six hundred and forty United States dollars (USD26,336,640). The Borrower shall ensure that SVGPA contributes to the Project an amount of not less than the equivalent of sixteen million four hundred and fifty-three thousand eight hundred United States dollars (USD16,453,800).
20.	**Reports and Information**	Except as the Bank may otherwise agree, the Borrower shall furnish or cause to be furnished to the Bank the reports and other information set out in the *Reporting Requirements* in the form specified therein, or in such form or forms as the Bank may require, not later than the times specified therein for so doing.

Terms and Conditions of the Grant

No	Subject	Terms and Conditions of the Grant
1	**Parties**	Bank: Caribbean Development Bank Beneficiary: Government of St. Vincent and the Grenadines Implementing Agency: The Ministry of National Security, Air and Sea Port Development (MNS)
2	**Amount of Grant**	The Bank agrees to make available to the Beneficiary, by way of grant : **Other Special Funds - GBP (OSF-GBP)** - an amount not exceeding twenty-five million, five hundred and seventy-six thousand Pounds Sterling (£25,576,000) (approximately equivalent to thirty-two million four hundred and eighty-two million United States dollars (USD32,482,000)) allocated from UKCIF Resources (the Grant).
3	**Purpose**	The purpose for which the Grant is being made is to assist the Beneficiary in financing: (i) Phase 1 of the Kingstown Port redevelopment programme including (a) the construction of a new cargo port in Kingstown (including necessary equipment); and (b) associated roadworks to provide enhanced access and traffic flow to the new facilities; and (ii) preparatory activities for Phase 2 of the programme (the Project).
4	**Payment of Grant**	Except as the Bank may otherwise agree: (a) disbursement of the Grant shall be used to finance the components of the Project allocated for financing by the Bank as shown in the **Project Cost Phasing and Financing Plan** for the Project up to the respective limits specified therein; (b) total disbursements shall not exceed, in the aggregate, eighteen per cent (18%) of the cost of the Project; (c) the Grant shall not be used to finance, directly or indirectly, any part of the cost of the Project which consists of identifiable taxes, duties or imposts imposed under the laws of the Project Country; and (d) the Beneficiary shall comply with the Bank's "*Disbursement Guidelines for CDB-Financed Projects*" published in January 2019, which publication is in effect at the date hereof and which may be amended from time to time by the Bank.

5	**Period of Disbursement**	(a) The first disbursement of the Grant shall be made by *May 31, 2020*, or such later date as the Bank may specify in writing. (b) The amount of the Grant may be disbursed up to *March 31, 2024*, or such later date as may be specified in writing by the Bank.
6	**Procurement**	Any goods, works and services to be financed from the Grant shall be procured in accordance with the following procedures or such other procedures as the Bank may from time to time specify in writing: - *Procurement Policy for Projects Financed by CDB and the Procurement Procedures for Projects Financed by CDB (2019).* The Beneficiary shall comply with the procurement requirements set out in the **Procurement Plan**. Any revisions to the **Procurement Plan** shall require the Bank's prior approval in writing.
7	**Additional Conditions Precedent to First Disbursement**	The Beneficiary shall, by the 60th day after the date of the Grant Agreement, or such later date as the Bank may agree, provide the Bank with evidence acceptable to the Bank, that the following conditions have been satisfied: - PM has been engaged; - PMT has been established and the implementation and management of the Project has been assigned to it; - BSC has been established; and - Resettlement Committee has been established.
8	**Conditions Precedent to the Infrastructure Works Component:**	The Bank shall not be obliged to disburse any amount in respect of the Infrastructure Works Component until the Beneficiary and/or the Implementing Agency has furnished, or caused to be furnished to the Bank, evidence acceptable to the Bank that: - it has received all requisite statutory, planning, building and environmental permits, licenses and/or other approvals in respect of the Infrastructure Works; - the recommendations arising out of the **Resettlement Action Plan** and the **Environmental Social Impact Assessment** have been implemented in a manner acceptable to the Bank; and - the Engineering Supervision Consultants have been engaged.

9	**Project Management:**	(a) Except as the Bank may otherwise agree, the Beneficiary shall: (i) select and engage a Project Manager (PM), with qualifications and experience acceptable to the Bank, to oversee the implementation of all Project components and to carry out the duties and responsibilities described in the Project Management Duties and Responsibilities at Appendix 6.5.3; (ii) establish and, for the duration of the Project, maintain the PMT comprising the PM; an Assistant Project Manager; a Procurement Specialist, an Environmental Specialist; a Social and Gender Specialist and CLO, along with necessary part time specialist and adequate administrative support staff, with qualifications and experience acceptable to the Bank to carry out the duties and responsibilities described in the Project Management Duties and Responsibilities at Appendix 6.5; and (iii) assign, from among its staff, two Civil Engineers, one each from the Ministry of Transport, Works, Urban Development and Local Government (MTW) and the Central Water and Sewage Authority (CWSA) to provide oversight and services as may be required during the road improvement works, and installation of the new sewer line respectively. The qualifications and experience of any person(s) appointed/ assigned to the position(s) referred to in this sub-paragraphs (i) to (iii) above, shall be acceptable to the Bank. To this end, the Beneficiary shall inform the Bank of all appointments it proposes to make for these posts, for its no objection. (b) Except as the Bank may otherwise agree, the Beneficiary shall establish and, for the duration of the Project, maintain: (i) a Board Steering Committee (BSC) with the composition and functions set out in Appendix 6.5.1; and (ii) a Resettlement Committee (RC) with the composition and functions set out in Appendix 6.5.2.

10.	**Project Implementation**	Except as the Bank may otherwise agree, the Beneficiary shall: - implement the Project through MNS; - carry out the Project at all times with due diligence and efficiency, with management personnel whose qualifications and experience are acceptable to the Bank and in accordance with sound technical, environmental, administrative, financial and managerial standards and practices; - institute and maintain organisational, administrative, accounting and auditing arrangements for the Project, acceptable to the Bank; - by March 31, 2020, or such later date as the Bank may agree, provide the Bank with evidence acceptable to the Bank that it has entered into an agreement with SVGPA, in form and substance acceptable to the Bank, with respect to SVGPA's contribution to the Project; - by December 31, 2020, or such later date as the Bank may agree, implement such recommendations arising out of the Bank-funded *Technical Assistance- Operational Assessment of the St. Vincent and Grenadines Port Authority*, as may be acceptable to the Bank and the Beneficiary; - by December 31, 2020, or such later date as the Bank may agree, approve a land use plan for the areas that will be made available by this Project that is acceptable to the Beneficiary and the Bank; - by December 31, 2021, or such later date as the Bank may agree, develop and operationalise an Environmental and Social Management System (ESMS) for port operations to guide SVGPA in integrating environmental and social measures into their operations; and - by December 31, 2022, or such later date as the Bank may agree, provide the Bank with evidence acceptable to the Bank that the lands required for the resettlement of the Rose Place PAPs have been vested in the Beneficiary free of encumbrances, covenants, conditions and stipulations.
11	**Engagement of Contractors**	The Beneficiary shall, in accordance with the procurement procedures applicable to the Grant, select and engage competent and experienced contractors to carry out the works to be financed by the Grant.
12	**Maintenance of Infrastructure**	Except as the Bank may otherwise agree, the Beneficiary shall: (a) ensure that the structures, equipment, buildings and other infrastructure and ancillary items financed from the Grant are kept, or cause the same to be kept, in good repair and condition and shall provide the financial and other resources required to adequately maintain the infrastructure financed from the Grant; and (b) by September 30 of each year, submit to the Bank a report outlining the nature and cost of maintenance works conducted in the previous year and planned for the ensuing year.

13	**Beneficiary's Counterpart Contribution**	(a) The Beneficiary shall contribute to the Project an amount of not less than the equivalent of twenty-six million, three hundred and thirty-six thousand six hundred and forty United States dollars (USD26,336,640), which shall be expended in a timely manner on the components of the Project designated for financing by the Beneficiary as shown in the **Project Cost Phasing and Financing Plan** of the Project, unless the Bank shall otherwise specify in writing; (b) The Beneficiary shall ensure that SVGPA contributes to the Project an amount of not less than the equivalent of sixteen million four hundred and fifty-three thousand eight hundred United States dollars (USD16,453,800), which shall be expended in a timely manner on the components of the Project designated for financing by SVGPA as shown in the **Project Cost Phasing and Financing Plan** of the Project, unless the Bank shall otherwise specify in writing; (c) Except as the Bank may otherwise agree, the Beneficiary shall meet or cause to be met: (i) the cost of the items designated for financing by the Beneficiary in the **Project Cost Phasing and Financing Plan**; (ii) any amount by which the cost of the Project exceeds the cost set out in the **Project Cost Phasing and Financing Plan**; and (iii) the cost of any other items needed for the purpose of, or in connection with, the Project. (d) Except as the Bank may otherwise agree, the Beneficiary shall provide or cause to be provided, all other inputs required for the punctual and efficient implementation of the Project, which are not being financed by the Bank.

14	**UK CIF Conditions**	The Beneficiary shall permit the Bank or DFID, or any person appointed thereby, to audit the expenditures financed by the Grant, and to provide the Bank and DFID, or the appointed person with all reasonably required assistance, documents and information. The Beneficiary shall ensure that the contracts under the Project provide for the acknowledgement of, and that each deliverable produced under the Project, contains a visibility statement acknowledging that the resources of the Grant have been provided by DFID through UKCIF, and that the UKaid logo is utilised in accordance with DFID standards for use of the UKaid logo. The Beneficiary shall facilitate and permit, during implementation of the Project, and up to five (5) years after the end of UKCIF, any authorised representative of the Bank or DFID to conduct investigations of credible suspicion of or actual fraud, corruption or any other financial irregularity, impropriety or wrong doing and if necessary provide an appropriate refund in accordance with the refund provisions in the Grant Agreement.
15	**Reports and Information**	Except as the Bank may otherwise agree, the Beneficiary shall furnish, or cause to be furnished, to the Bank the reports and other information set out in the **Reporting Requirements** in the form specified therein, or in such form or forms as the Bank may require, not later than the times specified therein for so doing.
16	**Suspension, Cancellation and Refund**	The Bank shall be entitled to suspend, cancel or require a refund of the Grant, or any part thereof, if the UKCIF resources or any part thereof is suspended, cancelled or required to be refunded, except that the Beneficiary shall not be required to refund any amount of the Grant already expended by the Beneficiary on the components of the Project to be financed from the Grant and not recoverable by the Beneficiary, unless that amount already expended was misappropriated due to a proven fraudulent, unethical or other activity of wrongdoing.

APPENDICES TO CHAPTER 1 - STRATEGIC CONTEXT AND RATIONALE

APPENDIX 1.1 MACROECONOMIC CONTEXT DETAILS

APPENDIX 1.1.1

MACROECONOMIC CONTEXT

Introduction

1. The economy of SVG has been sluggish since the global financial crisis, with real GDP averaging only 0.4% in 2008 to 2017. During this period, SVG has been hit by severe flooding and landslides that have caused substantial humanitarian loss and damage to physical and economic infrastructure. Its high vulnerability to external shocks and natural disasters, coupled with hurdles that constrain growth such as inadequate infrastructure, weak institutions, deficiencies in skills and a narrow export base, have made sustaining growth momentum and poverty reduction a difficult challenge.

2. The GOSVG is seeking to anchor strong and sustainable growth through a development strategy that centres around creating a more modern and competitive economy. To facilitate this economic transition, the Government's medium term priorities place emphasis on, among other things, building out a modern infrastructure network, providing cheaper and cleaner energy, bolstering resilience and providing direct support to productive activities by promoting agribusiness enhancing value chains; strengthening linkages between agriculture, fisheries and the tourism sector; and building productive assets in order to foster private sector activity. Government's medium term priorities also lie with bolstering the resilience of infrastructure so as to limit the impact of disasters, strengthening disaster management and fiscal efforts to build buffers and fortify financial resilience.

3. Importantly, progress made on fiscal consolidation in recent years has allowed GOSVG to strengthen its fiscal framework and slow the rate of debt accumulation that accelerated after 2008 due to the construction of the Argyle International Airport and to finance disaster-related budgetary outlays. See charts below. Although public debt remains high, most of the external debt (64% of total debt) is held with multilateral institutions and bilateral donors on relatively concessional terms (average effective rate of 3%), this has helped to contain the interest burden to around 1.2% of GDP. The proportion of the external debt held on commercial terms is relatively low at 1% of total. On the domestic side, the GOSVG actively participates on the Regional Government Securities Market, issuing securities, treasury bills and bonds.

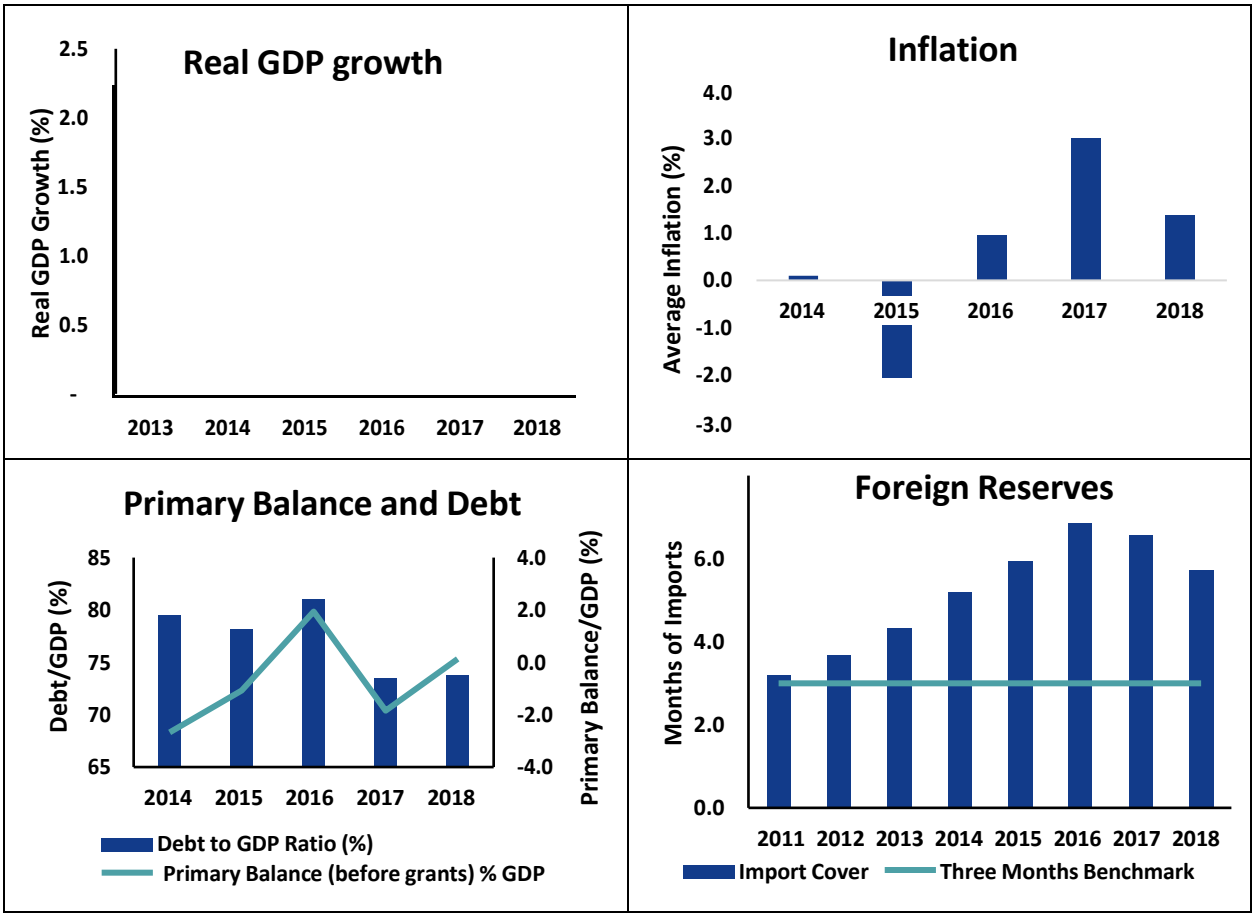
Recent Economic Performance

4. Growth picked up in 2018 to 2.2%, supported by a recovery in tourism activity following the opening of the Argyle International airport in 2017. Growth in stayover arrivals also buoyed domestic demand for tourism related services, in particular, and import growth in 2018, while inflation remained modest. Strong growth in manufacturing output was occasioned by an increase in export demand for reconstruction materials from hurricane-impacted countries (struck by Hurricane Maria and Irma in September 2017), while fish landings also surged boosted by expanded air cargo and cold storage capacity at the airport, contributing to the higher overall real GDP growth.

5. The fiscal position improved, in part, due to efforts to lift revenue and contain expenditures including wages and salaries and through lower-than-budgeted capital spending. The primary balance remained in surplus in 2018. A review of debt servicing (interest and principal), shows that this cost has remained elevated over 20% of current revenue due to low growth, loan repayments, increases in the variable OCR interest rate associated with CDB debt that accounts for approximately 30% of the total external debt portfolio, as well as the issuance of new bonds and notes. GOSVG also sets aside annual contributions to its sinking fund to make provision for the timely servicing of its future debt obligations including the repayment of bullet bonds. During 2019, consistent with its debt strategy that seeks to replace

high cost domestic debt and lengthen the maturity profile with multilateral financing, GOSVG received and utilised a portion of USD 30 mn in budget support from the World Bank to refinance costly domestic debt.

KEY ECONOMIC STATISTICS – SVG



Source: Government of SVG.

Outlook and Debt Sustainability

6. Since launching the airport project, SVG's public debt increased to 81% of GDP in 2016 before declining to 73% of GDP in 2018. Central Government debt represented 64% of the total debt portfolio at end-December 2018. A tightened fiscal stance; due largely to a compression of investments outlays following the completion of the airport, debt forgiveness from Venezuela in 2017 (8% of GDP), and an economic rebound in mid-2017, allowed the debt to GDP ratio to fall. However, this trend is expected to reverse over the medium term on account of GOSVG's large capital investment pipeline that includes the planned implementation of a number of large, externally-financed projects that includes the CDB-funded Port Modernisation project, the construction of a geo-thermal plant, the development and upgrade of school plant, road network development and the construction of a hotel within close proximity to the airport. Accounting for these pipeline projects, debt is expected to peak at 85% of GDP in 2024, declining only gradually to 79% in 2030, and remaining well above the Regional target of 60%. CDB loan financing for Port Modernisation (Phases I and II) amounts to 15% of GDP. While loan financing is relatively concessional inclusive of UK-CIF grants, CDB fixed rate financing and IDA resources from the World Bank. debt servicing is projected to remain elevated at over 20% of current, and fiscal space tight.

7. The outlook is for improved growth prospects which helps to contain the increase in the debt to GDP ratio. This growth is premised on an expected increase in tourism arrivals and tourism-related foreign direct investments over the next three to five years, including the reopening of the Buccament Bay Resort, and the commencement of work on a new 200-room hotel development project at Peters' Hope. For the nine months to September 2019, stayover arrivals increased by 6.3% over the corresponding period in 2018. With the planned increase in capital spending, however, the primary balance will move into deficit during the medium term and is projected to remain marginally positive (under 1% of GDP) in the outer years under a baseline debt sustainability framework. Under this framework, Government expects to mobilise additional revenues through administrative measures.

8. Improving business facilitation and maintaining a strong macroeconomic framework will be essential to help optimise the impact of Government's infrastructure development strategy. Business regulations remain cumbersome, evidenced by SVG's modest Doing Business score of 57.1 (2020). To strengthen its fiscal framework, a key element will be for Government to accelerate fiscal reforms and sustain a credible fiscal consolidation programme with higher primary surpluses that will place its debt more firmly on a declining path as it seeks to achieve the public debt to GDP target of 60% by 2030. Additional revenues will need to be raised and other consolidation measures such as pension reform pursued. Given its high debt burden, the frequent occurrence of natural disasters and SVG's susceptibility presents a high risk to sustainability and would further strain public finances and heighten the risk of external debt distress. To help mitigate this, resources (0.7% of GDP) are being set aside annually in a Contingency Fund established in 2017 for natural disasters.

APPENDIX 1.2 SOCIAL CONTEXT DETAILS

APPENDIX 1.2.1

MACRO SOCIAL CONTEXT

1. POPULATION AND DEMOGRAPHICS

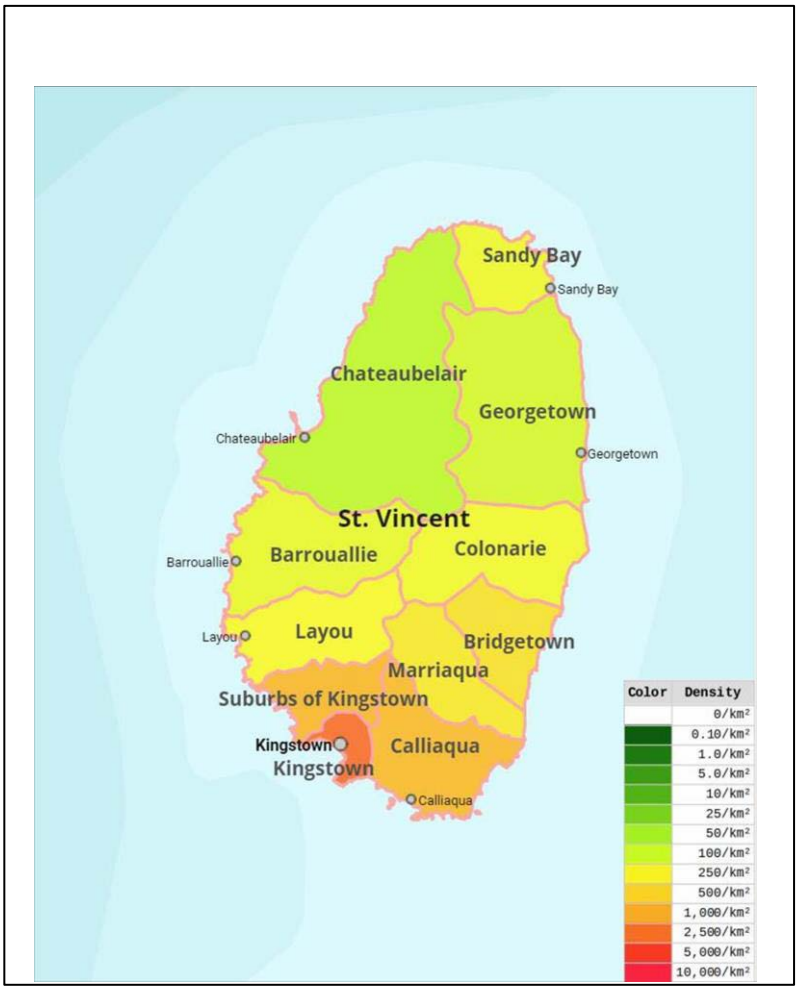
1.1 The 2012 Housing and Population Census recorded a total population of 109,991 (56,419 males and 53,572 females) in Saint Vincent and the Grenadines (SVG). This comprised of 109,188 persons in private dwellings, 85 homeless and 718 across various institutions. Population growth rate was targeted at 0.7% annually in 1996, and was to be achieved by 2000 through a combination of reduced total fertility rate of 2.4 and a decrease of teen fertility. The actual growth rate in 2001 was 0.13-0.57 percent (%), which was less than targeted. The population increased at a rate of approximately 0.89%, representing an annual increase of 81 persons per year between 2001 and 2012. SVG's population resides primarily in the coastal zone (approximately 85%) and six of the 13 census districts have shown positive growth since 2001. The greatest increase is in the Caliaqua and the Suburbs of Kingstown census divisions with increase of 7% and 5.8 % respectively.

1.02 Kingstown covers an area of 1.9 square miles and decreased in population by 6% from 13,526 in 2001 to 12,712 in 2012 but still accounted for 11.6% of the total population in 2012. Children under the age of 15 comprised 24.6% of the country's population in 2012 and the elderly (65 years and over) comprised 9.1% of the population. Educational level increased to 8.3% tertiary level educational attainment in 2012. The number of households also increased to 36,829 households in 2012, compared with 30,518 households in 2001. The size of the labour force also increased from 43,528, in 2001, to 52,014, in 2012. There was a higher unemployment rate of 21.5% in 2012, compared with 20.9% in 2001.

2. POPULATION DENSITY

2.1 In 2012, the population density of SVG was 732 persons per square mile compared to 707 per square mile in 2001. Mainland SVG recorded a population density of 746 persons per square mile, the same as in 2001. The census division of Kingstown (6,794), Suburbs of Kingstown (2,158), Calliaqua (2,051), Bridgetown (912) and Marriaqua (830) continued to have the highest densities (Figure 1.1). According to the 2012 Census, Kingstown had a high population density of 6,794 versus 7,293 in 2001. With Kingstown covering an area of only 1.9 square miles, this high density is likely to put a strain on the infrastructure and on social and other services. Kingstown's population density was nine times the national average.

Figure 1.1: Population Density of Saint Vincent and the Grenadines



Source: Thomas Brinkhoff: City Population, http://www.citypopulation.de

3. POPULATION BY AGE GROUP AND SEX

3.1 Youth represent the largest proportion of the population in SVG, even though this proportional representation reduced from 2001 to 2012. Children, 0-14 years, were 26,295 in 2012 24.6% of the total population, a decrease from 2001 when they accounted for 30.7% of the population. Youths (15 – 24 years) accounted for 17.1% of the population in 2012, a decrease from 2001, when it accounted for 19.7%. There was also a decrease in the population of the 25 to 44 year age group, from 29.1% in 2001, to 28.3% in 2012, which may have been due to migration. The older age groups (45 - 64 and over 65) increased in proportional representation with the 45 – 64 age group increasing from 13.2% in 2001 to 20.9% in 2012. These increases may have been due to reduced death rates and increased life expectancy. The population pyramid for 2012 (Table 1.1) is typical of an ageing population with a diminishing base, especially within the age groups under 10 years, indicating continued declines in the birth rates. The middle and top of the pyramid have broadened indicative of a middle income, developing country, with

reduced or constant birth rates, reduced death rates, and increased life expectancy. The elderly population (60 years and over) also increased in its proportion of the total population, from 9.8% in 2001 to 12.6% in 2012.

TABLE 1.1: HOUSEHOLD POPULATION BY AGE GROUP AND SEX, 2012

	Total Household Population			
Age Group	Male	Female	Total	Sex Ratio
0 – 4	4,314	4,331	8,645	100
5 – 9	4,308	4,212	8,520	102
10 – 14	5,042	4,718	9,760	107
15 – 19	5,053	4,859	9,912	104
20 – 24	4,354	4,253	8,607	102
25 – 29	4,228	4,089	8,317	103
30 – 34	3,887	3,976	7,863	098
35 – 39	3,839	3,714	7,553	103
40 – 44	3,772	3,383	7,155	111
45 – 49	3,861	3,605	7,466	107
50 – 54	3,436	3,112	6,548	110
55 – 59	2,642	2,389	5,031	111
60 – 64	1,970	1,851	3,821	106
65 – 69	1,457	1,384	2,841	105
70 – 74	1,282	1,254	2,536	102
75 – 79	964	1,014	1,978	095
80+	1,142	1,493	2,635	076
Total	**55,551**	**53,637**	**109,188**	**104**

Source: SVG Statistical Office.

4. HOUSEHOLD CHARACTERISTICS

4.1 According to the most recent census, there were 36,829 households in SVG with an average household size of 3.0 persons. The main source of lighting was from St. Vincent Electricity Company where 88.9% of households received their supply. Data showed that 80.5% of the population received piped water on their compounds, either into their dwelling units or into their yards. The analysis of households and housing characteristics reveals that the overall standard of living increased during the inter-censal period. Of the 36,829 households in SVG in 2012, 61% were headed by males, whereas 39% were headed by females revealing that for every female headed household there were 1.5 male headed households. Kingstown had a proportion of 58.5% male household heads versus 41.5% female, a sex ratio of 1.4.

5. GENDER-BASED VIOLENCE

5.1 Gender-based and sexual violence are of serious concern in SVG, particularly since domestic violence has increased with the main victims being young, unemployed women between 13-34 years of age. Domestic violence in SVG is usually perpetrated against women. This abuse is usually physical,

and to a lesser extent sexual, which occur on an almost equal basis at home (51%) and in public (44%). Older females were generally abused by a domestic partner and males were likely abused by a stranger, whereas young people (44% of 21 persons) were abused by individuals unrelated to them.[1] As gender roles change, especially amongst the poor, a sense of male powerlessness may lead to increased domestic violence. The Gender Affairs Division, Family Services Department, and Marion House provide counselling and education services for victims. Police officers have also been trained on gender sensitisation and handling of domestic violence cases.

6. YOUTH

6.1 Youth (15-29 years) are among those with relatively high unemployment rates within the economy. In response, GOSVG, through the Youth Affairs Division provides youth development programmes to provide life skills and employability training. The Youth Empowerment Services (YES) which commenced in 2001 is one such programme. Under this programme, participants are granted opportunities to participate in public or private organisations for a period of six to 12 months to gain requisite skills. They receive a monthly stipend and on-the-job training including such skills as: basic laboratory procedures; physiotherapy; dental care; child development; hospitality and clerical duties. A certificate is issued upon completion of the programme which may be leveraged to access further education or more permanent employment. To date, in excess of 3,000 youth have benefitted from this programme.

7. PERSONS WITH DISABILITIES

7.1 There are approximately 4,000 Persons with Disabilities (PWDs) in SVG as at the last survey conducted, of which 83 are members of the National Society for PWDs. PWDs are protected under the laws of SVG against employment discrimination, access to health care, the judicial system, or the provision of other state services. However, the law does not mandate access to buildings for PWDs, and government funding for organisations supporting PWDs is recognised to be insufficient to meet their diverse needs. However, GOSVG makes a concerted effort to recruit and hire PWDs through programmes such as YES. Education is provided until age 21 for PWDs and the government partially supports a separate school for PWDs. The Ministry of National Mobilisation, Social Development, NGO Relations, Family, Gender Affairs, and Persons with Disabilities has institutional responsibility for assisting PWDs.

7.2 There are issues of universal access, lack of signage and parking for PWDs throughout SVG, including within Kingstown and at the port and cruise ship complex. Transportation is also a challenge as there are only two wheelchair accessible buses operated by the government and two privately run vehicles by the Helping Hands Centre. The van at Arnos Vale is for medical emergencies only so PWDs must have private transport or someone to assist them with public transport. The inter-island ferry is also not easily accessible by PWDs. Besides the special education school in Kingstown, there are PWDs in primary and secondary schools throughout SVG. However, tertiary education is not available in SVG for PWDs. Skills training is provided by the National Society for PWDs whereby stipends are provided for attendees to participate in various training programmes.

[1] Caribbean Development Bank's Country gender Assessment (2015) prepared by Rawwida Baksh and Associates.

APPENDICES TO CHAPTER 2 - PROJECT DESCRIPTION

APPENDIX 2.1 CHAPTER 2 - ADDITIONAL APPENDICES

APPENDIX 2.1.1

PROJECT DETAILS

INFRASTRUCTURE WORKS

1.1 The infrastructure works will comprise three major components, the construction of a cargo port terminal, the installation of a new sewer line and road improvement works.

1.2 The cargo port terminal will involve the construction of a new quay wall 380m long and involve soil stabilisation and land reclamation work. The facility will occupy a space of 50,112 sq m and will make provision for a container storage yard, a container freight station, a customs and port administration building, a banana transit shed, a break bulk and vehicle storage an equipment maintenance area, a solid waste reception facility and parking facilities. Energy efficiency will be incorporated into the final design of structures, and will utilise energy reducing fixtures including LED (light emitting diode) and LEP (Light emitting plasma) lighting. Opportunities for incorporating renewable energy systems into the design will be a requirement for the design contractor.

1.3 Located within the footprint of the proposed reclamation work, is an active sewer outfall pipeline. The pipeline is nearing the end of its design life and investigations have determined that in its current state, the line would not survive the rigors of reclamation work. Under this project a new sewer line will be installed. It will be included as part of the scope of the contract for the main cargo port construction, thereby mitigating potential delay claims, a likelihood if separate contractors are used.

1.4 Approximately 0.4km of the port foreshore road will be increased to four lanes, feeding into both proposed accesses to the new port. This road widening will be on a section of the reclaimed land. Regular traffic flow will not be directly impacted during the road construction as Bay Street, the nearest affected road and which runs parallel to the Kingstown Port, will remain accessible. The project will also implement measures to reduce traffic congestion in the main central business district, including through re-routing traffic flow, installation of traffic signals, signage and road markings.

ENGINEERING AND CONSTRUCTION RELATED SERVICES

1.5 This component involves the engagement of a consulting firm provide construction supervision services for the project, duties include *inter alia,* assisting with the evaluation of tenders, contract administration, construction supervision, progress reporting, certification of payments, and inspection services during the defects liability period and preparation of a Project Completion Report.

GOODS

1.6 The feasibility study determined that the Port will require an equipment upgrade. The major equipment identified and recommended for purchase are two mobile harbour cranes, four reach stackers four empty container handlers, seven tractor terminal units along with other auxiliary and conventional handling equipment. The provision of these equipment will improve port efficiency, and will reduce maintenance cost and contribute to sustainability of the new port. The indicated equipment will be purchased under this project along with additional equipment that may be recommended for purchase in an ongoing Port operational study. (see below)

INSTITUTIONAL STRENGTHENING

1.7 GOSVG has engaged a consultancy service to undertake a comprehensive assessment of the existing operations at the Port of Kingstown. This assessment is in trained. It will recommend measures to improve *inter alia*, operational efficiency, worker and health safety, and security in line with international and regional best practices and agreements, and as they relate to the proposed new infrastructure level of efficiency of ports

OTHER SUPPORT SERVICES

1.8 As part of the preparation for the project implementation, (Phase I) vendors currently operating at Little Tokyo, will have to be relocated and compensated. Entitlements to the affected vendors will be in the form of cash compensation at replacement cost for materials and labour for the whole affected structure, or it may be in the form of a relocation allowance.

1.9 In preparation for the Phase II works, the project will necessitate the acquisition of approximately 2 acres of land located at Edinboro, to facilitate the relocation of a small fishing community who are currently located at Rose Place. There were a number of derelict houses located on the property at Edinboro. GOSVG has commenced formal acquisition procedures and are required to complete this process before commencement of the relocation process. GOSVG will also utilise a total of 6 acres of crown land located at Lowmans to facilitate resettlement of the residents of Rose Place.

1.10 The development of the site at Lowmans will include the design and construction of paved access roadways and associated drainage, installation of a water distribution network, electricity, street lighting and telecommunications and the construction of dwelling houses with necessary amenities. Wide stakeholder consultation is ongoing to ensure end user participation in the decision making processes.

1.11 GOSVG has engaged consultancy service for the conduct of an ESIA, along with the preparation of a resettlement action plan (RAP), for the relocation of PAPs. The outcome of the ESIA is expected to inform the resettlement process.

1.12 In an effort to provide options for alternative methods of income generation, training will be provided under the project for PAPs and members of the community who were not directly affected by the relocation, but lived nearby. This is in keeping with recommendations coming out of a UK funded study on livelihoods which examined ways to increase livelihoods through different types of skills training.

PROJECT MANAGEMENT

1.13 The project will be implemented by the MNS through the Project Management Team (PMT). PMT will engage a Project Manager with direct responsibility for implementing the project. He/she will be assisted by an Assistant PM assigned by MNS. In addition to providing assistant to the PM in the execution of his/her duties, Assistant PM will have overall responsibility for the Resettlement Team. The Resettlement Team will be responsible for all preparatory work related to the Phase 2 of the programme. Within the PMT, a Social and Gender Specialist, and an Environmental Safeguards Specialist will advise the PMT on environmental safeguard issues related to the overall project. Also within the PMT will be a Procurement Specialist, whose role and responsible will be to source and purchase the required port equipment. Other member of the PMT will include a Liaison Officer, along

with Administrative Support staff. Engineering staff from CWSA and MTW will be assigned to provide oversight on behalf of their respective organisation for the duration of the Sewer line installation works and road improvement works respectively.

1.14 The project will also provide for the engagement of consultancy services to review and finalise the Results Monitoring Framework. The services will provide guidance on targets, indicators and surveys required to conduct evaluation studies. The consultant will collect baseline data for the operation of the M&E system, and will assist GOSVG in establishing arrangements for sustainable M&E of the project.

APPENDIX 2.1.2

DRAFT TERMS OF REFERENCE
CONSULTANCY SERVICES FOR TENDER ASSISTANCE, DESIGN REVIEW AND CONSTRUCTION SUPERVISION AND CONTRACT ADMINISTRATION SERVICES

1. INTRODUCTION

1.1 In March 2016, the Government of St. Vincent and the Grenadines (GOSVG) approved a Port Rationalisation Master Plan for SVG. The Port Rationalisation Master Plan was part of a study to inform the St. Vincent and the Grenadines Port Authority (SVGPA)/GOSVG development of new physical port infrastructure in Kingstown. The outcome of this intervention is enhanced capacity of GOSVG to implement a technically and economically viable, climate-resilient, socially-inclusive, and gender- responsive solution to a new cargo port facility in Kingstown.

1.2 The works can be divided into the following phases.

(a) Phase I – Construction of main cargo terminal, sewer line relocation; associated road improvement works

(b) Phase II – Construction of Inter-Island ferry terminal, intra-Regional cargo terminal and associated road improvement works

1.3 The scope of the assignment covers the following:

(a) Assisting GOSVG with managing the tender process for Phase I only (procured on a Contract for Plant and Design Build).

(b) Assist GOSVG by providing Construction Supervision Services and Contract Administration services for the subsequent contracts for construction, including undertaking detailed appraisals of all contractors procured design work.

2. PROJECT DESCRIPTION

2.1 The site for the Port Modernisation Programme is located in the Kingstown precinct, west of the existing cargo port, and against existing reclaimed foreshore lands occupied by a concentration of established warehousing and commercial properties. In addition, the site is in the vicinity of a fishing village, a major drain outfall, and a highly utilised foreshore road.

2.2 Seaward reclamation is required to provide approximately 6.5 hectares of port area that includes provision for a double berth suitable for the projected design vessels. Within this proposed reclaimed area passes a sewer line which has to be realigned.

2.3 The Primary Cargo Port (PCP) area is planned to be constructed on reclaimed land, attached to the existing revetment along the Foreshore Road, starting from just west of the existing fishing jetties up to the North River mouth

2.4 The proposal at this is stage for Tender Support, Construction Supervision and Contract Administration for Phase I, subject to conditions precedent as set out under the CDB's financing agreement for the Project.

3. SERVICE CONTRACT

3.1 In order to deliver the Port Modernisation Project, GOSVG wishes to engage a qualified firm of Consulting Engineers (the Consultant) to assist in the tendering process, review and confirm designs submitted by the Contractor, and supervise works under this Terms of Reference (TOR).

4. OBJECTIVES OF THE ASSIGNMENT

4.1 The objective of the assignment is to undertake consultancy services on behalf of GOSVG through provision of services during the respective tendering process and during the respective project implementation phases of the Port Modernisation Project. The specific objectives of the consultancy services are as follows:

(a) During Tender Stage: Assist GOSVG with the pre-qualification, tendering and evaluation of bids, contract negotiation and contract preparation for the implementation of the Port Modernisation Project.

(b) During Project Implementation:

(i) Review, apprise and approve all contractor designs.

(ii) Carry out the duties of the "Engineer" – as defined in the Contract for Plant and Design Build. (FIDIC 1999).

(iii) The duties of the Engineer shall include: instructing the Contractor, ensuring the Contractor complies with all social and environmental requirements detailed in the contract providing approvals, checks, certificates, consents, examinations, inspections, notices, proposals, requests, tests, claims or similar acts normally undertaken by the Engineer.

5. SCOPE OF SERVICES

Tender Assistance

5.1 The Consultant is expected to participate fully during the pre-qualification and tendering process for the design and build contract for all phases by providing the following services:

(a) Prepare, in collaboration with the GOSVG and the CDB, pre-qualification requirements for the potential construction contractor/s

(b) Evaluation of EOIs in collaboration with the GOSVG and CDB.

(c) Prepare for issue to shortlisted Contractors in collaboration with the GOSVG and CDB:

(i) Instructions to Bidders

(ii) Bid data sheet

(iii) Evaluation and qualification criteria

(iv) Bidding forms

(v) Bill of quantities for breakdown of lump sum prices

(vi) Employer's requirements

(vii) Bid issue FEED drawings

(viii) Specifications

(ix) General Conditions of construction contract

(x) Particular conditions of Contract

(d) Pre –bid meeting and bid support to include:

(i) Compiling and consolidating queries from Contractor.

(ii) Reviewing of queries.

(iii) Answering of queries.

(iv) Providing recommendation to the Client and consult with Client on queries.

(v) Preparation of invitations and agenda for pre-bid conference.

(vi) Attend site visit with Contractor to provide further clarification.

(vii) Preparation of meeting minutes.

(viii) Provide other input in accordance with the tender process.

(e) Bid Opening and Evaluation of submitted bids in accordance with the requirements of the CDB, GOSVG and international best practice:

(i) Establish and communicate bid opening protocols

(ii) Qualification of Bidders

(iii) Compliance with Technical Specifications

(iv) Proposed methodology

(v) Proposed alternatives diverting from original designs

(vi) Assessment of contractor's competence and ability to fulfill the Contract

(vii) Equipment productivity

(viii) Proposed time schedule

(ix) Technical assistance

(x) Qualification of Bidder's personnel

(xi) Bid price evaluation

(xii) Soundness of items costs in schedule of activities

(xiii) Risk evaluation to Client based on Contractor's remarks, statements, reservations.

(xiv) Preparation of Bid Evaluation Report

(f) Assistance in contract negotiation:

(i) Support the GOSVG in negotiations with the preferred bidder.

(g) Contract write-up preparation of contract documents ready for signing.

Project Implementation

Design Review, Appraisal and Approval

5.2 The Consultant shall review, appraise, approve and confirm all design work submitted by Contractor including providing an independent estimate of construction costs of such design work (Engineer's Estimate). It is expected that design review activities will be a continuous process during the various implementation of the works.

5.3 In carrying out the same, the Consultant shall review all the available and relevant documents including design report, maps, drawings, previous studies and where necessary cause the Contractor to update the Detailed Engineering Design. The purpose of this review is to ensure that the documents and data are correct, complete and conform to the Employer's and the Contract's requirements as per the internationally acceptable standards before actual physical works is undertaken by the Contractor. Design review shall include but not be limited to the following activities:

(a) Thorough inspection of site and review of the detailed design documentation prepared by the Contractor (design report, construction drawings, technical specifications, design calculations, environmental management and mitigation measures and other documents deemed appropriate for the design review). Particular attention shall be given to the following elements of the design:

(i) Accuracy of the materials investigations and the adequacy of the strategy proposed for by the Contractor to identify and confirm the suitability of sources of materials through site and laboratory testing during the execution of the Contract, and make recommendations on the proposed frequency of the testing;

(ii) Adequacy of the design with respect to its strength, use of available materials and economy;

(iii) Sufficiency of the Bathymetric, Topographic and Geotechnical survey and the accuracy of the conclusions reached;

(iv) Adequacy of the hydraulic and structural design of quay structures;

(v) Adequacy of the Environmental Management/Protection measures;

(vi) Adequacy of plans for the protection and relocation of utility services and provisions for works to be carried out.

(vii) Adequacy of the incorporation of energy efficiency (EE) and renewable energy (RE) in the designs, including the use of EE and RE in the design of systems and fixtures.

(b) Ensure sufficient presentation on site and witness of testing to confirm the above;

(c) Cause the Contractor to make amendments necessary to ensure the soundness and sufficiency of the Execution Design;

(d) Review the Contractor's Cost Estimate for the Works, including the Bill of Quantities and unit cost calculations, and cause the Contractor produce appropriate design and quality works with economy and reduction of waste; and

(e) The Consultant shall review and keep abreast of both the Environmental and Social Impact Assessment Study reports and the detailed EMP and RAP so as to make the Contractor incorporate the measures during the design and works implementation.

Construction Supervision & Contract Administration

5.4 The Consultant shall be fully responsible for the supervision of the construction in accordance with the CDB's procedures. The Consultant shall, in general, exercise the powers of the Engineer in all matters concerning the Contract and the execution of the works. She/he shall supervise all works with due diligence and efficiency in accordance with sound technical, administrative, financial and economic practices.

5.5 She/he shall perform all duties associated with such tasks to ensure that only the best construction practices are followed and that the final product is in full compliance with the Contract Specifications.

5.6 In particular, the Consultant's duties and responsibilities shall include, but not limited to:

(a) Satisfy him/herself thoroughly as to the nature and scope of the works, of all information available and of documents and materials to be used by the Contractor in executing the works as to enable him/her to perform his/her duties satisfactorily, study and check all documents associated with the project, foresee possible problems and advise GOSVG appropriately during the construction and defects liability period.

(b) Check and establish that the Contractor mobilises and supplies to the Contract all plant, equipment and machinery that have been committed in the tender and ensure that all such items of equipment remain on the contract until their release have been authorised.

(c) At all times, take necessary measures and provide appropriate advice to GOSVG to enable the construction contract to be completed in a timely and cost-effective manner, in conformity with the contract conditions and specifications.

(d) Review and approve the Contractor's drawings and methodology for identifying and marking of all utilities falling within the construction area. In addition and in liaison with GOSVG, review and approve the Contractor's methodology and cost for removal of utilities affected by the works and ensure that the relocation works is done in accordance with GOSVG and Contract requirements.

(e) Inspect, test and approve all materials and completed works to ensure compliance with technical specification requirements.

(f) Keep updated all records including reports, works diaries on a daily basis with the contents and format to be agreed with GOSVG, correspondence, instructions given to Contractor, test records, measurement and quantity calculations, payment records and all other relevant documents pertaining to the works operations and supervision contracts.

(g) Prepare and submit consolidated monthly reports on physical and financial status, site meetings, contractual matters, etc., with recommendations for action by each party i.e. GOSVG, Contractor and Consultant.

(h) Monitor the implementation of environmental impact mitigation measures during the construction of the works as indicated in the Environmental Management Plan. In particular, monitor the following recommendations for environmental protection during implementation of the project:

(i) Minimise water and soil pollution by directing runoff waters into tailing ponds;

(ii) Minimise noise and dust levels;

(iii) Ensure safety during construction by ensuring the Contractor installs appropriate temporary road signs for traffic control and safety, and enforce the wearing of appropriate safety clothing and accessories in high risk areas;

(iv) Enforce installation of fire extinguishers and first aid kits on site;

(v) Enforce the Contractor to follow Labour Laws on Employment, Pay, working hours, safety etc. as per appropriate Labour Laws and SVG's OSHA regulations,

(vi) Shape and landscape all borrow pits and quarries on completion of works.

(i) Ensure Contractor complies with social, environmental, health and safety provisions of contract.

(j) Prepare control charts of the main activities and a project master schedule, indicating both past performance and forecasts for completion including time involved in each case.

(k) Record, examine and evaluate all claims submitted by the Contractor and submit timely recommendations thereof for consideration by GOSVG.

(l) The Consultant shall prepare quarterly a detailed progress report with updated cost of the Contract, implementation schedules and substantiate any request related to additional funding, if such is needed to full completion of the project.

(m) Prepare and submit to GOSVG a report on final cost of executed works.

(n) Review and approve the final construction report and as-built drawings as prepared by the Contractor, and submit to GOSVG.

(o) The Consultant may, with prior consultation with GOSVG, effect changes that will improve design or specification for the works. Such changes shall not increase the contract time nor shall increase the contract sum, and should be agreed to and approved by with the GOSVG.

(p) The Consultant shall prepare a Supervision Manual, which will lay out procedures to be followed during the execution of the works. The Manual will also serve as a basis for on-the-job training of the facilities staff and any visiting personnel during the implementation of the works contract.

(q) Direct and monitor the implementation of traffic and general safety campaigns and programmes.

(r) Carry out inspections, prepare a defects snag list and draft the "Taking Over Certificate" and issue before commencement of "Defects Liability Period."

Defects Liability Period

5.7 The Consultant shall oversee the completed works during the twelve (12) months defects liability period through regular visits. The Consultant is expected to carry out three (3) site visits at regular intervals during which the Consultant shall draw attention of the Contractor to any defects if and when noticed and shall supervise such remedial works.

5.8 Prior to expiry of the defects liability period, the Consultant shall inspect the works according to the Condition of Contract and issue instructions for rectifications of all defects, imperfections of faults, and supervise the remedial works.

5.9 Following the Employer's acceptance, the Defects Liability Certificate shall be issued by the Supervision Consultant.

6. TRAINING OF COUNTERPART STAFF

6.1 The Consultant shall organise and undertake on-the-job training for up to two (2) counterpart engineers. The engineers will be seconded to the Consultant by GOSVG during execution of the works contract. The training will include, apart from others, all aspects of supervision of marine civil works contracts, contract works scheduling, quality control of completed works, setting out and measurement, including review of as-built drawings and final report. Emphasis will be placed on knowledge transfer and up- skilling of the local engineers.

7. CONSULTANT'S PERSONNEL

7.1 The Consultant shall provide the following key professional staff in order to fulfill the objectives of the services and for which he will receive remuneration as specified in the contract document. The Consultant is expected to propose how the key staff will be deployed to meet the requirement of the assignment in their respective submission.

Consultants Professional Key Staff

7.2 In order to execute his obligations, the Consultant shall provide qualified key staff for the assignment, and shall prepare a work programme, and a corresponding manning schedule, showing the timing of activities and the corresponding staff input required for execution of the services.

7.3 The Consultant shall employ only such key staff whose Curriculum Vitae (CVs) have been approved by the Client. In addition to the expert personnel, the Consultant shall determine the support staff to assist with on-site supervision of the works.

7.4 The Consultant must provide in the proposal, CVs and copies of highest education certificates for all professional and technical staff including the duration in man-months during which the staff will be deployed under the Contract for each phase during tendering and supervision of contractors selected to perform the works contracts.

7.5 Fluency in written and spoken English is mandatory for all key staff.

Project Manager (PM)

7.6 The PM must have at least a Master's Degree in Civil Engineering, Port/Marine Engineering or an equivalent qualification. She/he must have a minimum of fifteen (15) years of cumulative relevant experience related to Port and Marine Design and Construction.

7.7 Experience in contract administration under FIDIC Conditions of Contract is an added advantage. She/he must have served as a Project Manager on at least three (3) port or marine construction projects of similar nature in the past ten (10) years.

Contract Specialist (CS)

7.8 The CS must be a registered Civil Engineer or Quantity Surveyor with a minimum of a Master's Degree in Civil Engineering or an equivalent qualification. CS must have a minimum of ten (10) years of cumulative experience related to contract management of large construction Projects.

7.9 CS must have served in a similar capacity on at least two (2) Construction projects of similar nature in the past ten (10) years. In addition, She/he must have relevant international experience and a working experience.

Resident Engineer (RE)

7.10 The RE must have at least a Master's Degree in Civil Engineering, Port Engineering or an equivalent qualification. The RE must have a minimum of fifteen (15) years of cumulative experience related to port and marine design and construction.

7.11 Experience in contract administration under FIDIC conditions of contract is an added advantage. The RE must have served as a Resident Engineer on at least two (2) construction projects of similar nature in the past ten (10) years.

Deputy-Resident Engineer (D-RE)

7.12 The D-RE must have a degree in Civil Engineering or an equivalent qualification. A postgraduate qualification in Port Engineering is an added advantage. The D-RE must have a minimum of five (5) years of cumulative experience related to Port and Marine Design and Construction. Experience in contract administration under FIDIC Conditions of Contract is an added advantage.

Geotechnical Engineer/Expert (GE)

7.13 The GE must have a Master's Degree in Civil Engineering with specialisation in Port/Marine or Geotechnical Engineering or an equivalent qualification.

7.14 The GE must have a minimum of ten (10) years of cumulative experience related to Port and Marine Design and Construction. She/he must have served in a similar capacity on at least two (2) Port Construction projects of similar nature in the past seven (7) years.

7.15 In addition, the GE must have relevant international experience and a working experience of at least three (3) years in developing countries.

Environmental Specialist

7.16 The Environment Specialist shall be qualified and must be a graduate in Environmental Management Studies or related discipline. The Environmental Specialist must have sound knowledge of environmental issues, initiatives and implementation of mitigation measures related to civil engineering, port and marine infrastructure projects. The professional must have served as an Environmental Specialist in at least two (2) projects in a marine environment in the past ten (10) years. Emphasis will be placed on knowledge transfer, up-skilling and capacity-building of the local Environmental Specialist.

Social and Gender Specialist

7.17 The Social and Gender Specialist must have at least a Master's Degree in Sociology, Development Studies, Community Development or a related discipline with training in gender analysis. She/he must have sound knowledge of social issues and safeguard approaches and implementation of gender- sensitive mitigation measures related to civil engineering, port and marine infrastructure projects. The professional must have served as a Social and Gender Specialist in at least two (2) projects in a port or marine environment in the past ten (10) years. Emphasis will be placed on knowledge transfer, up-skilling and capacity building of the local Social and Gender Specialist.

On Site Support Staff

7.18 In addition to the expert personnel designated above, the Consultant shall determine the support staff (Engineers, Surveyors, Environmentalists, Technicians etc.) and other office & administration assistants deemed necessary to assist with on-site supervision of the works.
The Consultant should endeavour to employ residents of Saint Vincent and the Grenadines who satisfy the qualification and experience requirements for the respective assignments.

Home Office Support Staff

7.19 In addition to the expert personnel designated above, the Consultant shall determine the required support staff for technical back-stopping, which will include a Structural Engineer with a minimum of a Master's Degree in Structural Engineering and fifteen (15) years experience, a Geotechnical Engineer with a minimum Master's Degree in Engineering and Fifteen (15) years experience, an Architect with a minimum Master's degree in Architecture and other technical support staff to assist with the approval and review of engineering designs submitted by the Contractor.

8. SERVICES AND FACILITIES TO BE PROVIDED

8.1 The Client will make available to the Consultant all available documents and relevant data necessary for the proper and timely execution of the assignment and will:

(a) Provide one set of all contract documents.

(b) Assist the Consultant in obtaining formal consent from other authorities or persons having rights or power in connection with works or the site thereof.

(c) Assist in obtaining licenses and permits (payment paid by the Consultant) in connection with the works.

(d) Under the Works Contract and during supervision of the Works Contract, the Consultant shall be provided with sufficient office accommodation on (or near) the site, and one vehicle with driver.

(e) These facilities should be included in the Works Contract and detailed in the special specifications and bills of quantities.

(f) (Note that, these facilities will not be provided by the Client during design review and pre-contract and defects liability services.)

9. THE CONSULTANT'S OBLIGATIONS

9.1 The Consultant shall employ only such staff whose CVs have been approved by the Client. Replacement or temporary substitution shall not be permitted unless in emergency or under very exceptional circumstances in consultation with the Client.

9.2 The Consultant shall arrange and provide for supervision and efficient performance of his/ her staff.

9.3 The Consultant shall ensure that his/ her supervision staff provide organised training and instructions to counterpart personnel assigned to the Project, monitor their performance and submit a quarterly progress report on each seconded individual. Training programme and reporting should be defined in the Consultants proposal and agreed with GOSVG during pre-contract discussion.

9.4 In the conduct of this work, the Consultant shall cooperate fully with relevant Government Ministries and Departments. The Client will provide the Consultant with data and services outlined in Paragraph 8.01 above. The Consultant shall be solely responsible however, for the analysis and interpretation of all data received and for the conclusions and recommendations based thereon.

9.5 The Consultant shall be responsible for arranging for his support staff (all those not defined as key staff above) who will not be accommodated in the accommodations provided under the works contract.

10. REPORTING

Design Review Reports

10.1 The Consultant shall prepare Design Review Reports in sequence with the preparation of the detailed design by the Contractor. These reports shall include results of the review of the design, drawings, and ESIA reports. The draft design review report shall be submitted to GOSVG for review within two (2) weeks after receipt electronically. The final design review report incorporating comments and approved design improvement should be submitted electronically to GOSVG after the Client comments on the draft review report.

Inception Report

10.2 The Consultant shall prepare an Inception Report four (4) weeks after the commencement of actual supervision of works. This report shall include results of the review of the contractor's work programme, any modifications thereto, status of the Consultant and Contractor's mobilisation and any other matter requiring the Employer's action.

Progress Reports and Meetings

10.3 The Consultant shall prepare progress reports every month for the duration of the Contract. These are to be submitted in the required format (Annexed to TOR) and should reach GOSVG not later than fifteen (15) days after the end of the month being reported on.

10.4 The monthly reports should be based on the physical and financial progress as well as dealing with contractual and technical matters. They will make use of graphics and include statements covering (but not limited to) the following:

(a) Physical progress related to programme and time;

(b) Explanations for variances to the above;

(c) Expenditure related to cash flow forecast and budget;

(d) Explanation for variances to the above;

(e) Claims and disputes if any;

(f) Suggestions for resolving any technical and other problems which occur and those affecting the progress of the works;

(g) Identification of potential problems;

(h) Labour issues and Human Resources, mechanical equipment and materials;

(i) Material Testing undertaken and quality control;

(j) Local issues/stakeholder issues;

(k) A revised cash flow forecast;

(l) Report of environmental and social issues (including monitoring of ESMP).

10.5 Project site meetings should occur at a frequency of not less than one (1) per month to address issues relating to the implementation on a timely manner. This requirement is not withstanding emergency meetings.

Detailed Progress Report

10.6 When the implementation of the Civil Works Contract reaches a value of 60% of the initial construction contract, the Consultant shall prepare and submit within one month, a detailed progress status report with updated cost of the Civil Works Contract, implementation schedules and substantiate any request related to additional funding, if such needed to full completion of the Project. The Consultant shall make an update of detailed progress report when 80% of works contract has been completed. At this stage, the Consultant shall also prepare the draft Project Completion Report (PCR).

Draft Project Completion Report

10.7 The Draft Project Completion Report shall be submitted to GOSVG not later than one month after the issue of Completion Certificate of Construction Works. The report should contain sufficient details to enable GOSVG to know the type, quality and quantity of materials used and all information which together with the as built drawings and specifications which will help with future maintenance.

10.8 The report shall also include a summary of major difficulties encountered during construction and the means employed to overcome them, lessons learnt, changes (if any) made in the original designs, modifications to Specifications and Conditions of Contract, all Variation Orders, assessment of Claims by the Contractor, utilisation of provisional and price variation and physical contingencies sums, cumulative monthly payments to the Contractor, by date and number of Payment Certificate and break down into foreign and local currencies and including a similar payment schedule for supervision services. The details of the overall project costs (construction and supervision) with justification for any significant differences with the original shall be given in the report. The report shall include a separate volume on proposed future maintenance activities.

Final Project Completion Report

10.9 Upon issuance of the Defects Liability and the final Payment Certificates, the Consultant shall prepare and submit within thirty (30) days a Final Completion Report.

10.10 Note: All reports shall be submitted in four (4) hard copies and one electronic form in both PDF and source file version.

11. DURATION OF THE ASSIGNMENT

11.1 The expected duration for all tender assistance work shall be three (3) months; design review works and construction supervision thirty six (36) months. The defects liability period is twelve (12) months. The engagement shall be deemed to have started on execution of the agreement for the services and shall terminate when the Consultant has fulfilled all his obligations.

BUDGET
(USD ’000)

Professional Fees	3,910
Technical Surveys	200
Report and Drawings	50
Accommodation	328
Airfare	252
TOTAL	4,740

APPENDIX 2.1.3

DRAFT TERMS OF REFERENCE
MONITORING AND EVALUATION CONSULTANCY

1. BACKGROUND

1.1 In March 2016, the Government of St. Vincent and the Grenadines (GOSVG) approved a Port Rationalisation Master Plan for St.Vincent Port Rationalisation Master Plan was part of a study financed by the Caribbean Development Bank (CDB), to inform the Saint. Vincent and the Grenadines Port Authority (SVGPA)/GOSVG's development of new physical port infrastructure in Kingstown.

1.2 GOSVG applied for financing from the Caribbean Development Bank (CDB) – United Kingdom Caribbean Infrastructure Partnership Fund (UKCIF) towards the cost of financing the Kingstown Port Modernisation Project and intends to apply a portion of the proceeds of this financing to eligible payments under a contract for which the actual invitation is issued.

2. PROJECT DESCRIPTION

2.1 The project which involves the construction of a primary cargo port, (50,112 sqm) and road rehabilitation works, will be located on reclaimed land between the existing fishing jetties at the Kingstown fishing market, and offshore Rose Place.

2.2 The project comprises the following;

(a) the construction of the main cargo terminal and road rehabilitation works, and will involve soil stabilisation, quay wall/ retaining wall construction, land reclamation and the construction of sub structures and superstructures. It will also include the installation of a new sewer outfall to replace the existing line which is currently routed through the proposed project area.

(b) Relocation of vendors currently operating at Little Tokyo; resettlement of residents currently living at Rose Place to an identified site at Lomans and the resettlement of fisherfolk currently operating at Rose Place to a new site at Edinboro. These exercises will be achieved through wide stakeholder consultation.

3. OBJECTIVE

3.1 This consultancy aims to (1) finalise the Monitoring and Evaluation Framework (MEF) and Implementation Plan to assess the progress of project outputs and outcomes; (2) design an evaluation strategy to assess the project's contribution to socially inclusive sustainable economic development, the (intended and unintended) impacts on project affected persons, and the results of the project; and (3) establish baselines and conduct a mid-point evaluation.

4. SCOPE OF SERVICES

4.1 The Consultant will be expected to carry out and deliver on the following tasks:

(a) Review project documents including the log frame, targets and indicators, theory of change and existing monitoring tools.

(b) In collaboration with the CDB Monitoring and Results (M&R) Specialist, finalise MEF to track and analyse project performance. MEF should outline performance indicators (output and outcomes) with clear definitions, milestones, data collections strategies, and frequency of collection. It should include methodologies for measuring these and who is responsible for collection. It should also clearly demonstrate how the impacts outlined will be measured and evidence for the evaluations will be generated.

(c) Design an Evaluation Strategy that draws on the CDB evaluation criteria related to relevance, effectiveness, efficiency, impact and sustainability, coverage and coherence. Evaluation methods should be elaborated and should include quantitative and qualitative approaches. The evaluation design should facilitate the gathering of robust evidence about how, where and why (or why not) the project was effective and achieved results.

4.2 Submit the baseline data and overall evaluation strategy and work plan for the evaluation process. Specifically:

(a) Identify the range of data and information required to appropriately monitor and evaluate the Project.

(b) Identify data disaggregated by sex to be collected, as well as other entry points for gender-responsive M&E of the project.

(c) Identify the relevant, measurable, appropriate, unambiguous gender-responsive indicators of Project outputs and outcomes, and impact on Project beneficiaries. Some of these may be proxy indicators.

(d) Collaborate with the CDB Monitoring and Results Specialist for UKCIF projects, to ensure consistency and internal coherence with other M&E activities and processes.

4.3 Conduct a mid-point process evaluation to assess whether programme activities, including resettlement and relocation of project affected persons, have been implemented as intended and resulted in certain outputs.

4.4 Within four months of project completion, a final outcome evaluation based on the methods and data defined at the outset. The final evaluation should also identify and spell out good practices, lessons, gaps, and recommendation of strategies for future replication and adaptation of the initiative.

5. REPORTING

5.1 The following deliverables shall be submitted at the times indicated below:

(a) A revised MEF, as described in Item 4.01 (b) above, within 60 days of commencement of the assignment.

(b) An Evaluation Strategy, as described in Items 4.01 (c) and 4.02, within 3 months of commencement of the assignment.

(c) A Baseline Assessment Report, as described in Item 4.02, within 6 months of commencement of the assignment.

(d) A Mid-term process evaluation Report, as described in Item 4.03, within 24 months of commencement of the assignment.

(e) A Final Evaluation Report, as described in Item 4.04, within 4 months of completion of Project (estimated at about 36 months after commencement of the assignment).

5.2 MTW will provide feedback to each of the deliverables described in 5.01 above within 10 working days of receiving the Report. All Reports shall contain sex-disaggregated data and critical gender analysis of the information presented.

5.3 Deliverables will be reviewed and certified as satisfactory by the MOW. They must be submitted in both electronic version in relevant Microsoft Office format and hard/printed copy.

6. IMPLEMENTATION ARRANGEMENTS

6.1 GOSVG will appoint a Project Manager (PM). The PM will facilitate the work of the Consultant(s) and make available all relevant studies, reports and data, relevant to completion of the exercise and will act as liaison between the Consultant(s) and GOSVG officials and stakeholders.

6.2 It is expected that the Consultant(s) will conduct the research, develop the evaluation methodology and strategy, conduct the baseline, interim and final data collection, analyse the data, and produce the corresponding reports.

6.3 The Consultant will be responsible for arranging their own logistics, including meetings, transport and accommodation if required, but may be assisted by the PM as necessary.

7. QUALIFICATIONS AND EXPERIENCE

7.1 The Consultant(s) should have specialist training and suitable qualifications and at least eight years of work experience in ongoing M&E, impact evaluation, social analysis, collection and analysis of sex-disaggregated data, and development of gender-responsive indicators.

7.2 Expertise and experience in:

(i) designing and applying robust and appropriate performance monitoring and results frameworks (including expertise and experience in indicator development, testing and data collection / analysis);

(ii) M&E of large, complex, long term projects and generating data to demonstrate project effectiveness;

(iii) Experience in M&E social and gender results;

(iv) Caribbean region and a demonstrated understanding of political economy issues in the Region; and

(v) Good communication skills, both orally and in writing.

7.3 Fluency in written and spoken English

8. DURATION

8.1 The services are expected to be delivered intermittently over a period of 48 months.

9. COMMENTS BY THE CONSULTANT(S)

9.1 The Consultant(s) are requested to make comments on, and suggestions for, improvements to these Terms of Reference. The financial implications, if any, of these recommendations should be indicated separately in the Financial Proposal.

BUDGET
(USD)

Item	Total
Professional Fees	55000
Airfare	8000
Per Diem	3000
Hotel	6000
Surveys and Reports	4200
Miscellaneous Expenses	3000
Total	79200

APPENDIX 2.2 RESULTS MONITORING PLAN

Indicator	Baseline	Year 2019	Year 2020	Year 2021	Year 2022	Year 2023	Year 2024	Responsibility for Data Collection
1.1 Average annual throughput for containers (TEUs/Hr) (#)	10;							SPGPA
1.2 Average turnaround time for cargo vessels (Hr) (#)	48;							SVGPA
2.1 Overtopping of quay for 1:100 year return storm event (Yes/No)	yes;							SVGPA/PM
2.2 Level of faecal coliform (water quality) at location near damaged existing sewer line (CFU/ml) (#)	2300;							PM
3.1 Physical Living Conditions of PAPs (Yes/No)	Adequate (no);							M&E Consultant
3.2 Number of residents relocated (#)	0;							M&E Consultant/ PM
3.3 Percentage of vendors agreeing that the relocation process was consultative, inclusive and responsive (%)	0;							M&E Consultant / PM
3.4 Number of vendors relocated (#)	0;							M&E Consultant / PM
3.5 Percentage of household heads agreeing that the	0;							M&E Consultant / PM

Indicator	Baseline	Year 2019	Year 2020	Year 2021	Year 2022	Year 2023	Year 2024	Responsibility for Data Collection
relocation process was consultative, inclusive and responsive (%)								

Indicator	Baseline	Year 2019	Year 2020	Year 2021	Year 2022	Year 2023	Year 2024	Responsibility for Data Collection
1.1 Sign-off by PMT (Yes/No)	no;							PM
2.1 Sign-off by Supervision Consultants (Yes/No)	no;							PM
3.1 RAP approved (Yes/No)	no;							M&E Consultant / PM
3.2 RAP implemented (Yes/No)	no;							M&E Consultant / PM Report
4.1 Taking Over Certificate Issued by Supervision Consultant (Yes/No)	no;							PM
5.1 Certificate of Completion issued by Supervision Consultant. (Yes/No)	no;							PM
6.1 Certificate of approval issued by Supervison Consultant/CWSA (Yes/No)	no;							PM

APPENDICES TO CHAPTER 3 - FINANCING PLAN

APPENDIX 3.1 PROJECT COSTS AND PHASING PLAN

PROJECT COSTS PHASING AND FINANCING PLAN

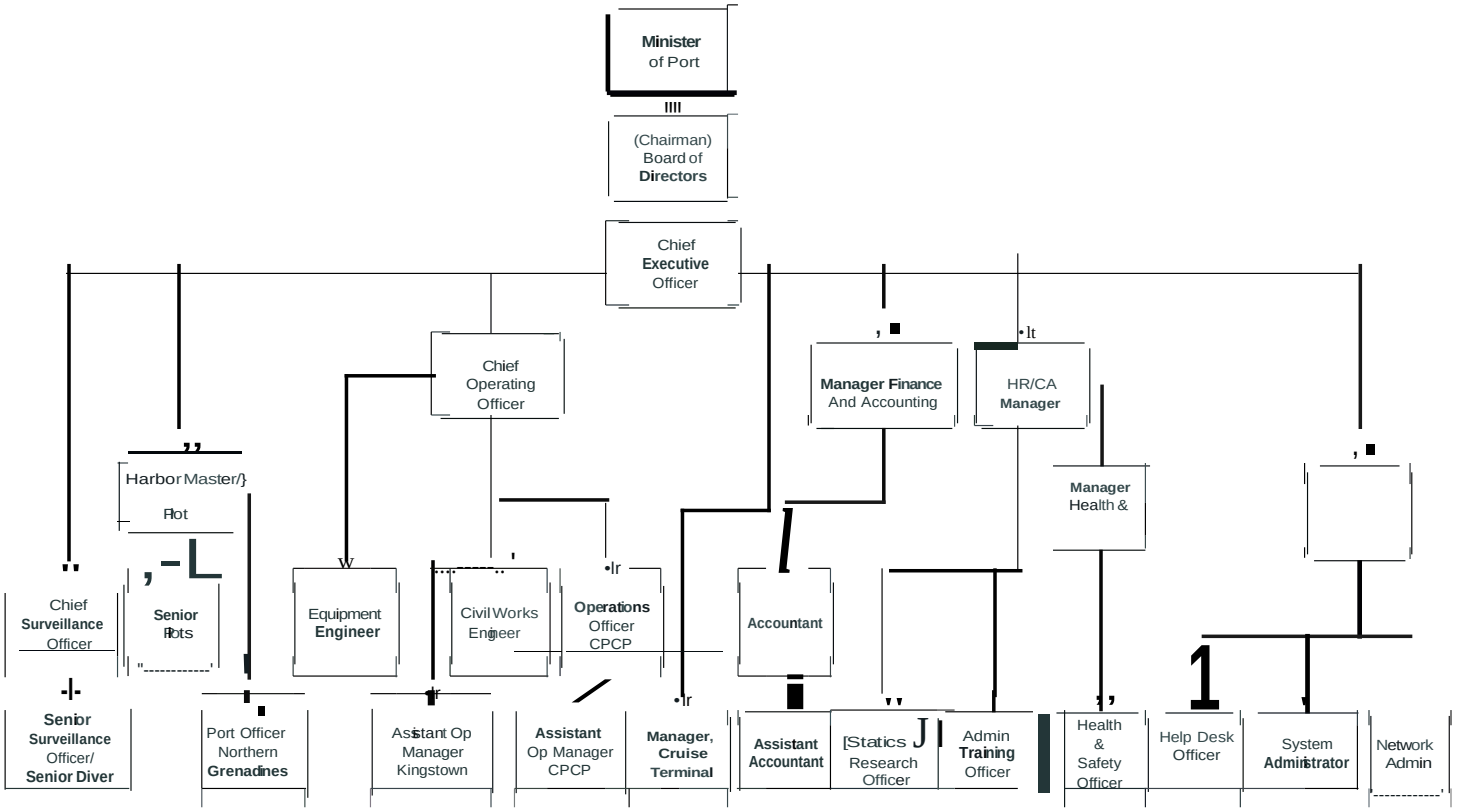
Components	OCR-USD	OSF-GBP	SDF 9		COUNTERPART		
	Equity and Market Resources	UK CIF Resources	SDF Resources (Loans)	Total	GOSVG	SVGPA	Total
2019 TOTAL							
Project Preparation				-		-	
Institutional Strengthening				-	3,284,000	-	3,284,000
Project Management	-			-	-	-	-
Base Cost	**-**			**-**	**3,284,000**	**-**	**3,284,000**
Physical Contingency	-			-	-	-	-
Price Contingency	-			-	-	-	-
Total Project Cost	**-**			**-**	**3,284,000**	**-**	**3,284,000**
Interest During Implementation	-			-	-	-	-
Commitment Fees	-			-	-	-	-
Total Financing	**-**			**-**	**3,284,000**	**-**	**3,284,000**
Percentage Financing	**0.00%**	**0.00%**	**0.00%**	**-**	**100.00%**	**-**	**100.00%**
2020 TOTAL							
Project Preparation				-		-	
Infrastructure Works				-		-	
Engineering and Construction-related Services	6,647,542	4,567,000		11,214,542	9,889,700	-	21,104,242
Institutional Strengthening				-		-	
Other Project Support Services				-		-	
Project Management				-		-	
Base Cost	**6,647,542**	**4,567,000**	**-**	**11,214,542**	**9,889,700**	**-**	**21,104,242**
Physical Contingency	1,229,979	913,456	-	2,143,435	1,977,940	-	4,121,375
Price Contingency	188,000	132,000	-	320,000	285,000	-	605,000
Total Project Cost	**8,065,521**	**5,612,456**	**-**	**13,677,977**	**12,152,640**	**-**	**25,830,617**
Interest During Implementation	-	-	-	-	110,000	-	110,000
Commitment Fees	-	-	-	-	971,000	-	971,000
Total Financing	**8,065,521**	**5,612,456**	**-**	**13,677,977**	**13,233,640**	**-**	**26,911,617**
Percentage Financing	**29.97%**	**20.86%**	**0.00%**	**50.83%**	**49.17%**	**-**	**100.00%**
2021 TOTAL							
Infrastructure Works				-		-	
Engineering and Construction-related Services	38,740,168	21,354,000		60,094,168	-	3,500,000	63,594,168
Goods				-	-		
Project Management					-	-	
Base Cost	**38,740,168**	**21,354,000**	**-**	**60,094,168**	**-**	**3,500,000**	**63,594,168**
Physical Contingency	7,747,907	4,270,744	-	12,018,651	-	174,997	12,193,648
Price Contingency	2,250,000	1,244,800	-	3,494,800	179,000	-	3,673,800
Total Project Cost	**48,738,075**	**26,869,544**	**-**	**75,607,619**	**179,000**	**3,674,997**	**79,461,616**
Interest During Implementation	-	-	-	-	888,000	-	888,000
Commitment Fees	-	-	-	-	749,000	-	749,000
Total Financing	**48,738,075**	**26,869,544**	**-**	**75,607,619**	**1,816,000**	**3,674,997**	**81,098,616**
Percentage Financing	**60.10%**	**33.13%**	**0.00%**	**93.23%**	**2.24%**	**4.53%**	**100.00%**
2022 TOTAL							
Infrastructure Works		-		-	-	-	
Engineering and Construction-related Services	30,050,175		7,761,000	37,811,175	-	11,176,000	48,987,175
Goods				-	-		
Project Management					-	-	
Base Cost	**30,050,175**	**-**	**7,761,000**	**37,811,175**	**-**	**11,176,000**	**48,987,175**
Physical Contingency	6,009,964	-	1,552,200	7,562,164	-	558,803	8,120,967
Price Contingency	2,646,000	-	686,800	3,332,800	865,000	-	4,197,800
Total Project Cost	**38,706,139**	**-**	**10,000,000**	**48,706,139**	**865,000**	**11,734,803**	**61,305,942**
Interest During Implementation	-	-	-	-	2,134,000	-	2,134,000
Commitment Fees	-	-	-	-	351,000	-	351,000
Total Financing	**38,706,139**	**-**	**10,000,000**	**48,706,139**	**3,350,000**	**11,734,803**	**63,790,942**
Percentage Financing	**60.68%**	**0.00%**	**15.68%**	**76.35%**	**5.25%**	**18.40%**	**100.00%**
2023 TOTAL							
Infrastructure Works		-			-	-	
Engineering and Construction-related Services	3,003,178			3,003,178	-	-	3,003,178
Project Management					-	-	
Base Cost	**3,003,178**	**-**	**-**	**3,003,178**	**-**	**-**	**3,003,178**
Physical Contingency	600,366	-	-	600,366	-	-	600,366
Price Contingency	338,000	-	-	338,000	-	-	338,000
Total Project Cost	**3,941,544**	**-**	**-**	**3,941,544**	**-**	**-**	**3,941,544**
Interest During Implementation	-	-	-	-	2,765,000	-	2,765,000
Commitment Fees	-	-	-	-	84,000	-	84,000
Total Financing	**3,941,544**	**-**	**-**	**3,941,544**	**2,849,000**	**-**	**6,790,544**
Percentage Financing	**58.04%**	**0.00%**	**0.00%**	**58.04%**	**41.96%**	**-**	**100.00%**
2024 TOTAL							
Infrastructure Works		-		-	-	-	-
Engineering and Construction-related Services	395,137			395,137	-	-	395,137
Project Management					-	-	
Base Cost	**395,137**	**-**	**-**	**395,137**	**-**	**-**	**395,137**
Physical Contingency	79,024	-	-	79,024	-	-	79,024
Price Contingency	143,000	-	-	143,000	-	-	143,000
Total Project Cost	**617,161**	**-**	**-**	**617,161**	**-**	**-**	**617,161**
Interest During Implementation	-	-	-	-	2,835,000	-	2,835,000
Commitment Fees	-	-	-	-	13,000	-	13,000
Total Financing	**617,161**	**-**	**-**	**617,161**	**2,848,000**	**-**	**3,465,161**
Percentage Financing	**17.81%**	**0.00%**	**0.00%**	**17.81%**	**82.19%**	**-**	**100.00%**
TOTALS							
Project Preparation				-		-	
Infrastructure Works				-		-	
Engineering and Construction-related Services	78,836,200	25,921,000	7,761,000	112,518,200	13,173,700	14,676,000	140,367,900
Goods				-	-		
Institutional Strengthening						-	
Other Project Support Services				-		-	
Project Management					-	-	
Base Cost	**78,836,200**	**25,921,000**	**7,761,000**	**112,518,200**	**13,173,700**	**14,676,000**	**140,367,900**
Physical Contingency	15,667,240	5,184,200	1,552,200	22,403,640	1,977,940	733,800	25,115,380
Price Contingency	5,565,000	1,376,800	686,800	7,628,600	1,329,000	-	8,957,600
Total Project Cost	**100,068,440**	**32,482,000**	**10,000,000**	**142,550,440**	**16,480,640**	**15,409,800**	**174,440,880**
Interest During Implementation	-	-	-	-	8,732,000	-	8,732,000
Commitment Fees	-	-	-	-	2,168,000	-	2,168,000
Total Financing	**100,068,440**	**32,482,000**	**10,000,000**	**142,550,440**	**27,380,640**	**15,409,800**	**185,340,880**
Percentage Financing	**53.99%**	**17.53%**	**5.40%**	**76.91%**	**14.77%**	**8.31%**	**100.00%**

APPENDICES TO CHAPTER 4 - PROJECT VIABILITY

APPENDIX 4.1 INSTITUTIONAL ASSESSMENT

SVG PORT AUTHORITY

Corporate Structure



APPENDIX 4.1.1

APPENDIX 4.1.2

DRAFT TERMS OF REFERENCE
CONSULTANCY SERVICES FOR THE OPERATIONAL ASSESSMENT

1. BACKGROUND

1.1 Sea-ports have been considered to be important parts of international supply chains[1]. They form an essential component of freight distribution as they`` offer a maritime to land interface for cross – border businesses. In the case of St. Vincent and the Grenadines (SVG) there is the additional role of connectivity between St. Vincent (the main island) and the constituent islands of the Grenadines.

1.2 The level of efficiency of port impacts the costs of import and export, thereby affecting the competitiveness of national economies. Port efficiency also impacts growth in price levels and, hence, the level of poverty[2]

1.3 While there is a lack of consensus on how port efficiency is defined or what it entails, there is at least convergence on some of the criteria used in determining port efficiency[3]. Mainstream definitions posit that an efficient seaport should be one that is competent in operations. Based on this definition, efficiency of seaport operations is determined by duration (time) of ships' stay in a port, quality of cargo handling and quality of service to inland transport vehicle during passage through the port. Quality of cargo handling is in the form of berth throughput and quality of service to inland vehicle is dependent on port infrastructure.

1.4 A 2016 CDB Study entitled "Transforming the Caribbean Port Services Industry". Towards the Efficiency Frontier formulated a composite measure of port efficiency, which was used to compare efficiencies across ports. The indicators used in the port efficiency measure were: berth productivity; labour productivity: measured by Twenty-Foot Equivalent Units(TEUs) per employee[4]quality of infrastructure; nautical accessibility measured by the maximum vessel draught; type of equipment used for stevedoring operations; type of IT systems used in port operations; and level of autonomy of the port operator. The study reviewed port operations in twelve borrowing member countries (BMCs) including the Kingstown port of St. Vincent and the Grenadines.

1.5 The study concluded that the Port of Nassau in The Bahamas was the most efficient port in the sample, due to the newness of the port and private sector leadership. The second most efficient was the port of Port-of-Spain, which enjoys economies of scale, had the largest crane park, and was a front- runner on the implementation and use of information and communication technologies (ICT). The third most efficient was in Suriname, which has successfully implemented a landlord structure, a port management model that allocates investments in infrastructure to the port authority and investments in operations/stevedoring and equipment to the private sector.

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[1] B. Slack and A. Fremont, "Transformation of Port Terminal Operations: From the Local to the Global, "Transport Reviews, Vol. 25, No. I, 2005, pp. 1 17-130.

4 CDB Study: Transforming the Caribbean Port Services lndustry -Towards the Efficiency Frontier (2016).

5 G. De Monie, "Measuring and Evaluating Port Performance and Productivity ," CEPAL Review, No. 99, 2009, p. 173

6 TEUs are used to measure a ship's cargo carrying capacity. The dimensions of one TEU are equal to that of a standard 20′ shipping container. 20 feet long, 8 feet tall

1.6 Among the OECS countries, the most efficient is the port of Saint Lucia, which scores high on the quality of infrastructure, availability of equipment and the implementation and use ICT. The most challenged ports in the OECS are Grenada and Dominica, both of which score relatively low on operational performance, labour productivity and the level of autonomy.

1.7 According to the study the major bottlenecks centered around the following:

(a) Institutional framework -port authorities were constrained in their development by the lack of autonomy due to government control (Bahamas, Belize, Dominica and Saint Lucia).

(b) Limited nautical accessibility which constrains the ability to exploit economies of scale (Belize, Guyana and Suriname).

(c) State of Infrastructure – outdated port infrastructure and terminal layout is an operational bottleneck in Belize, Guyana, St. Kitts, Antigua, Dominica, St. Vincent and Grenada.

(d) Lack of equipment is a severe operational constraint in Port-of-Spain, Guyana, Antigua and St. Vincent.

(e) Lack of integrated IT systems impacts efficiency in Suriname, Antigua, St. Vincent, St. Kitts and Grenada.

(f) There were several key recommendations coming out of the study, of particular relevance were the following:

(i) Combining funding with port reform (including operational models and use of ICT), where applicable, to evolve more efficient port operations.

(ii) Formulation of a master plan/feasibility studies, in order to 78ptimize on infrastructure investment opportunities.

Port Operations in SVG

1.8 In SVG, the SVG Port Authority (SVGPA) is a public enterprise wholly owned by the Government, with statutory responsibility for the management and operation of specific seaports, notably: Kingstown (the capital city); Camden Park Cargo Port (CPCP); Chateaubelair; Wallilabou; and the ports in the islands of the Grenadines. A range of other private port facilities also exists outside the direct operational control of the Port Authority, including the SOL Oil Terminal, Chevron Terminal, and East Caribbean Group of Companies grain terminal.

1.9 SVPGA exists within a complex institutional structure, reflective of multiple public and private sector vested interests. These interests impact upon the ability of the Port Authority to deliver efficient, safe, secure, and sustainable port services in support of national economic development.

1.10 At present, the port operations are both vertically and horizontally separated, the former being reflective of the presence of both SVGPA employees and private sector stevedore operations. Co-

ordination of these working arrangements is done through communication between the SVGPA staff and shipping agents representatives. Horizontal separation within Kingstown Port is reflective of its division between different shipping services provision.

1.11 SVGPA retains responsibility for the provision and maintenance of infrastructure, the majority of superstructure, and major cargo handling equipment. Other parties' responsibility lies primarily in the provision of limited small-scale cargo handling equipment. The one major exception to this lies in the Geest Line banana terminal operation at Kingstown Wharf, where this private company operates the facility under a long term lease arrangement from the SVGPA.

1.12 With respect to financing SVGPA has a restricted ability to set its own cargo handling tariff structure, and its asset base deployment; with consequential impacts upon the organisation's overall financial viability. In particular, the Port Authority is exposed to the consequences of noncommercial tariffs being imposed by Ministerial direction; and the allocation of the full debt burden related CPCP and the Cruise Terminal development. Both issues being reflective of broader national development objectives, rather than pure port operations.

1.13 The Government of St. Vincent and the Grenadines (GOSVG) undertook a Port Rationalisation and Development Study (PRDS) in October 2010[5] to inform SVGPA's development of new physical port infrastructure in Kingstown. Completed in December 2015, the PRDS provided a demand forecast, defined development criteria, outlined conceptual development options with cost and phasing estimates for each, recommended a preferred development option based on selected development criteria, and presented the Port Rationalisation Master Plan (PRMP). The PRDS also included a basic review of the institutional, regulatory and operational framework of SVGPA and within the context of the recommended option for the port development made preliminary observations surrounding the need for a revised management model for the SVGPA.

1.14 In March 2016, GOSVG approved a PRMP for SVG. PRMP consists of the following infrastructural work and respective packages/phases which combined make up the Kingstown Port project:

(i) Work package I – New Primary Cargo Port in Kingstown (Phase 1)
(ii) Work package 2 – New Intra-Regional Cargo Terminal, Kingstown (Phase 2)
(iii) Work package 3 -New Intra-Island Ferry Terminal, Kingstown (Phase 3)
(iv) Work package 4 – Road improvement works in Kingstown (Phase 4)

1.15 The proposed site for the new port is located in the Kingstown precinct, west of the existing cargo po1i, and against existing reclaimed foreshore lands occupied by a concentration of established warehousing and commercial properties. In addition, the site is in the vicinity of a fishing village, a major drain outfall, and a highly utilised foreshore road. Seaward reclamation is required to provide approximately 6.5 hectares of port area that includes provision for a double berth suitable for the projected design vessels. It should be noted that the new port would consolidate cargo operations at the CPCP and the Port of Kingstown into one operation.

1.16 In Quarter 2 of 2017, GOSVG submitted a request to CDB for funding, utilising resources through the United Kingdom Caribbean Infrastructure Partnership Fund (UKCIF), to assist in the conduct of a feasibility study of the proposed Kingstown Port project as identified in the PRMP. The consultants were engaged in Quarter 4, 2017, and the main objective of the consultancy was the establishment of technically and economically viable, climate-resilient, socially-inclusive, and gender-responsive solutions for the development of the port facilities (cargo and ferry) in Kingstown, including the improvement of the road network to and from the port.

5 The GOSVG secured a technical assistance loan from CDB to undertake a PRDS.

1.17 The Feasibility Study was completed and accepted in Quarter 1 of 2019 and includes the following: engineering survey, topographic assessment, bathymetric survey, geotechnical findings, wave and storm surge modelling, traffic impact assessment, climate vulnerability assessment findings, financial analyses, project capital works cost estimates (for the four works packages listed above), economic analysis, environmental impacts, socio-economic impacts, and project layout. The consultancy assignment also includes a requirement to produce specifications and the preparation of design build bid documents for the new port facilities in Kingstown. The project was deemed financial and economically feasible.

1.18 An operations concept report forms part of the feasibility study and was supposed to recommend an operational plan to maximise the use of the new port facility. While this report included analyses of terminal layout and traffic flows, a number of gaps remain as it relates to the current levels of operational efficiency and consequent recommendations port reform within the context of sustainability:

1.19 There was no assessment of the port labour system with a view to making a determination of current labour productivity and identifying any opportunities or approaches for evolving labour flexibility.

1.20 lnadequate treatment of health and safety and environmental issues;

(i) There was no analysis of the operational model (legal and regulatory) especially within the context of SVGPA being the operator and regulator.

(ii) There was no business process review and determination of the proliferation of the use of technology.

(iii) No assessment of the status of SVG's compliance with international conventions and regulations.

2. OBJECTIVE OF CONSULTANCY

2.1 To conduct a comprehensive assessment of the existing port operations of the SVGPA (cargo and ferry) and recommend measures to improve *inter alia,* operational efficiency, worker health and safety, and security in line with international and regional best practices and agreements, and as they relate to the proposed new infrastructure project.

3. SCOPE OF CONSULTANCY SERVICES

3.1 Conduct strategic review of all relevant materials and existing reports concerning the project in preparation for first assessment visit. This will include a review of all assessment reports prepared for the CDB and SVG authorities (including the Port Rationalisation Study and the Feasibility Report of the Kingstown Port Modernisation Project), subsequent comments on those reports provided by the latter, and all other relevant documentation.

3.2 Conduct an institutional assessment of the governance, management, organisational structure, strategic and operational plans policies and procedures, staffing levels and job structures (including roles and responsibilities) at the port. Provide recommendations for modifications, where required, to these areas to optimise the operations of the port, with respect to the proposed infrastructure redevelopment. The review should also be done within the context of evolving best practices for the efficient management and operation of ports. In this regard, the legal and regulatory framework within which SVGPA operates should be examined and an assessment made as to the adequacy of this framework, with recommendations for an appropriate operating model (including the prospect of

increased private sector participation).

3.3 Provide a financial assessment of the New Primary Cargo Port in Kingstown handling all cargos currently handled at Kingstown, including intra-regional and inter-island cargo, (including the cargo handled at the banana terminal) and CPCP. The financial assessment will include modeling the Port Authority revenue streams for the following New Port m Kingstown management/operational scenarios:

(a) Port Authority management and private stevedoring (current situation)

(b) Lease (concession) of all facilities and operations to a private operator

(c) Conduct a review of the security-related planning for future and anticipated operations of the port. The assessment shall consist of an evaluation of the following as it is contemplated in the plans for the new port (including areas of potential vulnerability, as a basis for subsequent capacity-building assistance):

3.4 A Security Risk Assessment. The assessment includes capturing physical, technical, cyber, operational, procedural and regulatory gaps as well as an assessment of the port's compliance with applicable codes and leading international practices. This assessment is not the same as a Port Facility Security Assessment in that it will focus on system risk and single points of failure to account for interdependencies and cascading effects that will inform the risks to the facility's future and anticipated operations. This will include a review of the proposed layout of the new facilities at Kingstown and assess the extent to which any deficiencies in physical security are likely to be addressed; and Development of a Security Enhancement Plan on the basis of the Security Risk Assessment. This plan includes:

(a) An overarching security strategy required to achieve the goals of implementing a best-in-class security system that supports commercial growth and provides a competitive advantage; and

(b) Detailed recommendations on security architecture, structure and systems required to support the proposed security strategy. This includes, but is not limited to:

(i) Business Model and Organisational Structure; u. Inter-agency coordination;

(ii) Technological Solutions to include but not limited to CCTV, Electronic Access Control, Video Analytics, Intrusion Detection, Tracking and Monitoring Systems, Sensor and Biometric and Non-Intrusive Inspection Technologies;

(iii) Information and cyber security;

(iv) Policies, Procedures and Systems;

(v) Training and capacity-building requirement s;

(vi) Detailed recommendations on countermeasures to mitigate each key risk identified in the Security Risk Assessment ; and

(vii) An Implementation Plan that includes priorities and sequencing of implementation.

3.5 Carry out an assessment of approach, berth, yard and gate operations at Kingstown and CPCP for short-term improvements until the New Port in Kingstown is being built. Assess the impact of construction on current/improved operations and recommend remedial measures. Provide phasing and cost estimates to be included in the financial assessment, based on best practices.

3.6 Carry out detailed study of Port technology/systems used for each of the earlier processes as well as integrated systems like port operating systems/terminal operating system and systems to integrate with other databases like customs etc.

3.7 Provide recommendations on technology upgrading that will improve operational efficiency for the New Port.

3.8 Review the environmental and social management of the operations of SVGPA. The review should assess policies, laws and practice as it relates to environmental standards, port/marine safety, occupational health and safety, environmental and social issues management, disaster risk management, and emergency response.

3.9 For each of the priority areas listed above, this assessment should include:

(a) an analysis and description of the existing system, process, operation etc.;

(b) a gap analysis to identify deficiencies or improvement opportunities versus the preferred state based on best practice, operational efficiency or other relevant benchmarks;

(c) recommendations to close identified gaps;

(d) for each recommendation, quantification of any additional investment or operational expenses should be identified. Where relevant, include quantification of any estimated benefits (e.g. reduction in operating costs, increased throughput etc.); and

(e) recommendations should be based on the proposed infrastructure redevelopment project.

3.10 For the in-country missions and stakeholders consultation. Conduct consultative and participatory meetings with Government officials, from the Port Authority, Customs and Excise, Ministry of Finance and Economic Planning; Ministry of National Security, Air and Seaport; Ministry of Labor; and with maritime law enforcement agencies, National Emergency Management Agency (NEMO), environmental authority, fire department, and other relevant port external stakeholders including but not limited to shipping agencies, major importers, major exporters, to ensure their wide-ranging input into to the assessment and review process; and obtain their perspectives, concerns, perceived current port and security challenges, needs and priorities ; and prepare a report following the in-country missions that will include stakeholders and consultants observations and submit recommendations to the GOSVG.

4. CONSULTANT'S REQUIREMENTS/DELIVERABLES

4.1 The Consultants will be required to submit an electronic copy to the GOSVG of the following reports:

(a) Inception Report: Within two weeks of signing the contract, the consultant will submit an Inception Report. The report should describe the approaches proposed to be taken to prepare and deliver the scope of works outlined including: initial findings; confirmation of work programme; and operations performance criteria to be employed.

(b) Draft Assessment Report: Within twelve weeks of signing the contract, the consultant will submit a draft Assessment Report, comprising the following:

(c) Institutional Assessment.

(i) Port Security and Training Gap Analysis and Needs Assessment.

(ii) Financial Assessment.

(d) Draft Environmental and Social Management Framework addressing: Occupational Health and Safety Management ; Port Marine Safety; Natural Hazards and extreme events; ESMS Monitoring and Continuous Improvement Plan and a Plan of Action for implementation of the ESMS supported with a detailed Terms of Reference and indicative costs.

4.2 For each of the priority areas outlined above the Report should reflect the following:

(a) Preliminary findings from desk research.

(b) Assessment of existing mechanisms for port operations at the Kingstown Port including the current framework for operations, safety, and security.

(c) Gap analysis of existing policies, legislations and frameworks relevant to operations at the Kingstown Port.

(d) Draft recommendations to be considered by the GOSVG.

(e) Final Assessment Report: Within sixteen weeks of signing the contract, the consultant will submit a Final Assessment Report, the Report should include:

(i) Final observations and recommendations based on all findings and stakeholder consultations.

(ii) Incorporation of comments on the Draft Assessment Report from the GOSVG.

(f) Draft Implementation and Phasing Plan: Within twenty weeks of signing the contract, the consultant will submit a Draft Implementation and Phasing Plan including an estimate of costs for implementing the recommendations.

5. SUPERVISION OF THE CONSULTANT

5.1 The GOSVG will facilitate the work of the General Secretariat of the Organisation of American States (GS/OAS) and its team of consultants and make available all studies, reports and data relevant to the completion of the Project. The GOSVG will assign the Port Project Steering Committee Chairperson as the representative who will act as liaison between the GOSVG and the consultants. The representative will also assist with the arrangement of meetings and local logistics support.

5.2 GOSVG will also provide office accommodation during the consultants in-country missions.

5.3 It is estimated that this consultancy will be carried out over a period not greater than five (5) calendar months.

APPENDIX 4.2 FINANCIAL ANALYSIS

APPENDIX 4.2.1

HISTORICAL BALANCE SHEETS
AS AT DECEMBER 31, 2014-2018

This information is withheld in accordance with one or more of the exceptions to disclosure under the Bank's Information Disclosure Policy.

APPENDIX 4.2.2

HISTORICAL STATEMENT OF INCOME AND EXPENDITURE FOR THE YEARS ENDING DECEMBER 31, 2014-2018

This information is withheld in accordance with one or more of the exceptions to disclosure under the Bank's Information Disclosure Policy.

APPENDIX 4.2.3

HISTORICAL CASH FLOW STATEMENTS
FOR THE PERIOD ENDED DECEMBER 31, 2014-2018

This information is withheld in accordance with one or more of the exceptions to disclosure under the Bank's Information Disclosure Policy.

APPENDIX 4.2.4

HISTORICAL KEY FINANCIAL RATIOS
AS AT DECEMBER 31, 2014-2018

This information is withheld in accordance with one or more of the exceptions to disclosure under the Bank's Information Disclosure Policy.

APPENDIX 4.2.5

PROJECTED BALANCE SHEET AS AT DECEMBER 31, 2019- 2027

This information is withheld in accordance with one or more of the exceptions to disclosure under the Bank's Information Disclosure Policy.

APPENDIX 4.2.5

PROJECTED BALANCE SHEET AS AT DECEMBER 31, 2019- 2027 cont'd

This information is withheld in accordance with one or more of the exceptions to disclosure under the Bank's Information Disclosure Policy.

APPENDIX 4.2.6

PROJECTED STATEMENT OF INCOME AND EXPENDITURE FOR THE YEARS ENDING DECEMBER 31, 2019 – 2027

This information is withheld in accordance with one or more of the exceptions to disclosure under the Bank's Information Disclosure Policy.

APPENDIX 4.2.6

PROJECTED STATEMENT OF INCOME AND EXPENDITURE FOR THE YEARS ENDING DECEMBER 31, 2019 – 2027 cont'd

This information is withheld in accordance with one or more of the exceptions to disclosure under the Bank's Information Disclosure Policy.

APPENDIX 4.2.7

PROJECTED CASH FLOW STATEMENT
AS AT DECEMBER 31, 2019 - 2027
('000)

This information is withheld in accordance with one or more of the exceptions to disclosure under the Bank's Information Disclosure Policy.

PROJECTED CASH FLOW STATEMENT
AS AT DECEMBER 31, 2019 – 2027 cont'd
('000)

This information is withheld in accordance with one or more of the exceptions to disclosure under the Bank's Information Disclosure Policy.

APPENDIX 4.2.8

DEBT SERVICE SCHEDULE
For the years ending December 31, 2019-2027
(XCD'000)

This information is withheld in accordance with one or more of the exceptions to disclosure under the Bank's Information Disclosure Policy.

APPENDIX 4.2.9

PROJECTED KEY FINANCIAL RATIOS AS AT DECEMBER 31, 2019- 2027

This information is withheld in accordance with one or more of the exceptions to disclosure under the Bank's Information Disclosure Policy.

APPENDIX 4.2.9

PROJECTED KEY FINANCIAL RATIOS AS AT DECEMBER 31, 2019- 2027 cont'd

This information is withheld in accordance with one or more of the exceptions to disclosure under the Bank's Information Disclosure Policy.

APPENDIX 4.2.10

ASSUMPTIONS TO THE PROJECTED FINANCIAL ANALYSIS

This information is withheld in accordance with one or more of the exceptions to disclosure under the Bank's Information Disclosure Policy.

APPENDIX 4.3 ECONOMIC ANALYSIS

CALCULATION OF ERR

YEAR	Units	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Economic Benefits																	
Shipping Cost Efficiency	$'000					727	768	812	856	901	944	987	1,030	1,074	1,119	1,165	1,212
Revenue Losses Avoided	$'000	-	-	-	-	187	1,792	2,348	2,920	3,492	5,533	6,147	6,776	7,419	8,076	9,694	10,409
Land Transportation Cost Efficiency	$'000					1,365	1,442	1,523	1,607	1,691	1,772	1,852	1,933	2,017	2,101	2,187	2,275
Savings in Maintenance and Repair Costs	$'000	-	-	-		2,932	3,009	3,079	3,151	3,223	3,297	3,373	3,450	3,529	3,609	3,691	3,774
Release of Old Port Area	$'000					48,956	-										
Incremental economic benefits	**$'000**	**-**	**-**	**-**		**54,167**	**7,012**	**7,762**	**8,535**	**9,306**	**11,546**	**12,358**	**13,189**	**14,039**	**14,906**	**16,738**	**17,671**
Economic Costs																	
Relocation Costs	$'000																
Incremental Labour Costs	$'000	-	-	-	-	-	-	-	-	-	-	29	29	29	30	30	30
Incremental Energy Lighting Costs				-	-	39	39	41	43	45	47	50	52	55	58	61	64
Incremental Economic Costs	**$'000**	**-**	**0**	**0**	**0**	**39**	**39**	**41**	**43**	**45**	**47**	**79**	**81**	**84**	**87**	**90**	**94**
Capital Expenditure	**$'000**	**2,693**	**11,205**	**61,979**	**46,661**	**0**	**0**										**6,337**
Net Benefits		**-2,693**	**-11,205**	**-61,979**	**-46,661**	**54,128**	**6,973**	**7,721**	**8,492**	**9,261**	**11,499**	**12,280**	**13,108**	**13,954**	**14,819**	**16,647**	**11,239**

ERR=13.2%
NPV=$8,658

APPENDIX 4.3.1

CALCULATION OF ERR cont'd

YEAR	Units	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051
Economic Benefits																		
Shipping Cost Efficiency	$'000	1,259	1,307	1,355	1,404	1,453	1,503	1,528	1,552	1,555	1,558	1,561	1,563	1,566	1,569	1,572	1,575	1,577
Revenue Losses Avoided	$'000	11,138	11,879	12,633	14,552	15,363	16,185	16,598	17,010	18,364	18,405	18,443	18,483	18,523	19,940	19,983	20,029	20,072
Land Transportation Cost Efficiency	$'000	2,364	2,453	2,544	2,636	2,728	2,821	2,867	2,914	2,919	2,924	2,929	2,935	2,940	2,945	2,950	2,955	2,961
Savings in Maintenance and Repair Costs	$'000	3,860	3,946	4,035	4,125	4,218	4,312	4,408	4,505	4,605	4,707	4,811	4,917	5,025	5,135	5,247	5,362	5,479
Release of Old Port Area	$'000																	
Incremental Economic Benefits	**$'000**	**18,620**	**19,586**	**20,568**	**22,717**	**23,762**	**24,821**	**25,400**	**25,981**	**27,443**	**27,594**	**27,744**	**27,898**	**28,054**	**29,589**	**29,752**	**29,920**	**30,088**
Economic Costs																		
Relocation Costs	$'000																	
Incremental Labour Costs	$'000	31	31	31	32	32	32	32	33	33	33	34	34	34	35	35	36	36
Incremental Energy Lighting Costs		67	70	74	77	81	85	89	94	99	103	109	114	120	126	132	139	146
Incremental Economic Costs	**$'000**	**97**	**101**	**105**	**109**	**113**	**117**	**122**	**127**	**132**	**137**	**142**	**148**	**154**	**161**	**167**	**174**	**181**
Capital Expenditure	**$'000**	0	3,157	3,743	0	0	0	0	0	0	0	0	6,337	0	0	0	0	(42,135)
Net Benefits		**18,523**	**16,328**	**16,720**	**22,608**	**23,649**	**24,703**	**25,278**	**25,855**	**27,311**	**27,457**	**27,601**	**21,412**	**27,899**	**29,428**	**29,584**	**29,746**	**72,042**

ERR=13.2%
NPV=$8,658

APPENDIX 4.3.1
Page 2

APPENDIX 4.3.2

ASSUMPTIONS TO THE ECONOMIC ANALYSIS

1. Benefits are evaluated in constant 2019 dollars.

2. The analysis was conducted over a 30-year period of operation.

3. Financial costs have been converted to their economic costs equivalents after removing price contingencies, removing the impact internal transfer payments (i.e. import duties, customs fees etc.) and to account for the opportunity cost of labour. applying a conversion factor of 0.80. The calculations are shown below in Table 3.

4. Conversion factors for the relevant cost components are shown in Table 1 below:

TABLE 1: CONVERSION FACTORS FOR COST ADJUSTMENT

Items	Shadow Rate	Standard Conversion Factor	Base Factor
Domestic Inputs	1.00	1.00	1.00
Imported Inputs	0.82	1.00	0.82
Skilled Labour	0.96	1.00	0.96
Unskilled Labour	0.57	1.00	0.57
Equipment	0.82	1.00	0.82

5. Specific Conversion Factors (SpCF) used to convert the financial costs of the capital works to their economic costs and the relevant calculations are presented in Table 2 below.

TABLE 2: DERIVATION OF SpCF

Items	Domestic Inputs	Imported Inputs	Skilled Labour	Unskilled Labour	Equipment	SpCF
Base Factor	**1.00**	**0.82**	**0.96**	**0.57**	**0.82**	
Engineering and Construction Related Services, Project Management	0%	0%	90%	10%	0%	92%
Dredging, Earthworks and Dolphins	0%	0%	30%	70%	0%	69%
Buildings, Walls, Pavement and Roadworks	50%	0%	10%	40%	0%	82%
Utilities	25%	25%	10%	40%	0%	78%
Ancillary Equipment	0%	0%	0%	30%	70%	75%
Land	100%	0%	0%	0%	0%	100%
Port Equipment	0%	0%	0%	0%	100%	82%

TABLE 3: OVERALL CONVERSION FACTOR FOR THE PROJECT

Items	SpCF	Financial Costs	Economic Costs
Engineering and Construction Related Services, Project Management	92%	21,820	20,062
Dredging, Earthworks and Dolphins	69%	48,948	33,669
Buildings, Walls, Pavement, Roadworks and Sewer Line	82%	82,162	67,701
Utilities	78%	3,075	2,395
Ancillary Equipment	75%	732	545
Land	100%	2,744	2,744
Port Equipment	82%	17,720	14,530
Total Base Cost and Physical Contingency		**177,201**	**141,530**
Overall Conversion Factor			**0.80**

General

6. The economic evaluation of the Project is based on the difference between the "With Project" scenario and "Without Project" scenario.

Projected Volumes

7. **Cargo volumes (tons):** Between 2023 - 2040, total imports are forecast to grow at 3.0% p.a. up to 2040. Import volume growth is then conservatively assumed to decline to 0.2% by 2043 and remain at this level thereafter. Total exports are expected to increase by 1.7% between 2023 - 2040 and then decline to 0.9% p.a. by 2043 and remain at this level thereafter. These projections are based on the analysis conducted by the consultant for the feasibility study for the modernisation of the Kingstown Port and are based on the projected demand for consumer goods and expected growth in the tourism industry. These assumptions are conservative, given that historical average growth rates in imported cargo of 4.8% p.a. between 2014 and 2018. The decline in exports of 1.8% p.a. between 2014 and 2018 was related to the impact of hurricanes in neighbouring countries in 2017 – 2018 resulting in lower demand for inter-regional cargo exports in those years.

(a) **Containerised cargo (tons):** Importation of containerised cargo is expected to increase faster than non-containerised cargo (i.e. between 2023 and 2040, container cargo volumes are expected to increase by 3.4% p.a. versus 3.0% for total cargo volumes). This reflects trend towards containerisation due to greater efficiencies of this transport modality. For exported cargo, it is not expected that there will be significant changes in the proportion of containerised cargo to non-containerised cargo as the majority of these exports are related to produce traded intra-regionally.

(b) **Container Units (TEUs):** TEUs are forecast to increase by 5.5% p.a. up to 2022, declining to an average of 2.9% p.a. by the end of the analysis period. The container TEUs are expected to increase faster than the tonnage of containerised cargo reflecting a shift towards the importation of higher valued goods, which have greater packaging volume and tend to be lighter per unit volume.

(c) **Non-containerised (General, Breakbulk and other cargo) (tons):** As noted above the majority of non-containerised cargo is related to produce traded intra-regionally. Growth in this category is expected to be approximately 2% p.a. aligned with historical trends.

SVGPA THROUGPUT DATA - FORECAST (SELECTED YEARS)

		2022	2023	2024	2025	2030	2035	2040	2045	2050
Containerised Cargo										
Import	Tons	258,102	266,816	275,825	285,137	336,634	397,432	469,209	487,641	491,958
Export	Tons	47,866	48,611	49,367	50,135	54,158	58,503	63,197	64,523	65,094
Non-containerised Cargo										
Import	Tons	105,792	107,972	110,201	112,479	124,654	138,257	153,473	157,481	158,736
Export	Tons	13,934	14,247	14,567	14,895	16,645	18,601	20,788	21,369	21,558
Total Cargo										
Import	Tons	363,894	374,789	386,026	397,617	461,288	535,689	622,682	645,122	650,695
Export	Tons	61,800	62,858	63,934	65,030	70,802	77,104	83,985	85,892	86,652
Containerised Cargo										
Import (Full)	TEU	11,718	12,378	13,075	13,812	17,530	21,431	25,576	26,562	26,797
Export (Full)	TEU	2,289	2,418	2,555	2,698	3,425	4,187	4,997	5,189	5,235
Import (Empty)	TEU	235	248	262	276	351	429	512	532	536
Export (Empty)	TEU	9,544	10,082	10,650	11,250	14,278	17,455	20,832	21,634	21,826

Shipping Cost Savings

8. The modernised Port will allow for larger vessels to deliver container cargo to St. Vincent, increasing from the current average size of 1,200 TEU to 2,400 TEU. The recent CDB sponsored Port efficiency study noted the trend towards the use of larger vessel within the region. These larger sized vessel allow for greater economies of scale by reducing the units costs of bunker fuel consumption and vessel charter costs per TEU equivalent. These efficiencies are expected to benefit the economy by facilitating a lower importation cost for containerised cargo. The savings per container have been estimated at USD28.95 per container. The detailed calculations are shown in Table 4.

TABLE 4 : SHIPPING COST SAVINGS

	Units	Current Vessel	Future Vessel
Vessel Capacity	TEU	1,200	2,400
Utilisation of Vessel	%	60%	60%
Bunker Consumption	Ton/Day	50	75
Bunker Costs	USD/Ton	431	
Charter Rates	USD/Day	6,500	9,000
Net Shipping Time	Days	2	2
Port Stays incl. Delays	Days	2	2
Gross Shipping Time	Days	4	4
Charter Cost	USD	26,000	35,100
Bunker Costs	USD	43,100	61,418
Total Cost	USD	69,100	96,518
Unit Cost	USD/TEU	95.97	67.03
Net Savings In Shipping Costs		28.95	

Revenue Losses Avoided

9. The Port Rationalisation and Development study (April, 2013), noted that a condition survey of the wharf carried out in February 2008 recommended ceasing all container operations….". This study also indicated that key components of the wharf areas were in "….poor to very poor condition….", and that visual surveys done in December 2009 recommended "…major remedial works within the next five years to maintain structural capacity". In addition, the more recent study of the SVG Port facilities have identified that the assets have reached the end of its design life. ("St. Vincent and Grenadines Port Authority Modernisation Project, Economic and Financial Analysis Report" Section 3.2. Dated August 06, 2019). However, to-date the facilities remain operational.

10. The 2019 study reveals that without this Project, the Kingstown Port would be incapable of accommodating the growth in bulk/general cargo volumes forecast from 2022 and onwards, and that volumes would be limited to the expected 2022 (199.7K tons) levels limited by the deterioration of the infrastructure. Likewise container cargo volumes would not increase beyond 2023 levels (25,126 TEU). Please see in the table below, the estimated revenue foregone for both 107ontainerized cargo and non- 107ontainerized cargo based on current tariffs and projected cargo volumes. It is also assumed that tariffs would increase by 5% every 5 years, given SVG's current low Port and handling cost as compared to the OECS average (OECS Ports: An Efficiency and Performance Assessment, January 2015, World Bank Grop) and the proposed improved infrastructure.

REVENUE FOREGONE WITHOUT PROJECT DUE TO CAPACITY CONSTRAINTS

Containerized cargo revenues foregone from 2023

	2022	2023	2024	2025	2030	2035	2040	2045	2050	2051
Handling charges	0	0	244,468	500,697	2,561,856	4,658,008	7,141,790	8,280,378	9,091,398	9,116,826
Lifting charges	0	0	22,623	46,520	223,976	401,373	604,573	695,562	760,611	762,650
Equipment rental	0	0	144,320	296,773	1,428,842	2,560,534	3,856,835	4,437,290	4,852,267	4,865,277
Storage	0	0	28,890	59,408	188,404	318,336	437,988	420,142	359,971	361,503
Marine, berth occupancy and navigational charges	0	0	330,191	337,783	422,648	481,391	540,505	555,692	563,938	558,822
SUB-TOTAL	**0**	**0**	**770,492**	**1,241,182**	**4,825,725**	**8,419,643**	**12,581,690**	**14,389,064**	**15,628,186**	**15,665,079**

Non-containerized cargo revenues foregone from 2022

	2022	2023	2024	2025	2030	2035	2040	2045	2050	2051
Handling charges	0	162,543	490,056	518,113	870,613	1,172,611	1,520,425	1,728,549	1,908,657	1,913,711
Lifting charges	0	3,712	3,977	4,247	9,688	13,703	18,202	21,413	24,403	24,441
Equipment rental	0	10,411	175,482	177,640	216,673	246,679	280,742	295,435	302,176	298,866
Marine, berth occupancy and navigational charges	0	10,135	202,958	202,168	231,292	252,111	277,626	299,093	319,989	320,255
SUB-TOTAL	**0**	**186,801**	**872,473**	**902,167**	**1,328,267**	**1,685,104**	**2,096,994**	**2,344,490**	**2,555,224**	**2,557,274**
TOTAL	**0**	**186,801**	**1,642,965**	**2,143,349**	**6,153,992**	**10,104,747**	**14,678,684**	**16,733,554**	**18,183,410**	**18,222,353**

11. In addition, it is anticipated that maintenance costs will be 4% p.a. of asset costs from 2022 increasing at 2% p.a, compared to 0.5% - 1.0% with the project to address the deteriorating condition of the Port's assets as per the Port Modernisation Study Consultant's experience with similar facilities.

Trucking Efficiencies

12. Currently, 108odernized108ed cargo is received at the Campden Park Container Port facility. The majority of containers received at this location need to be transported in excess of 5 km through a mountainous route to the Kingstown area. With the new Port facility, this distance will be significantly reduced as most containers received at Kingstown will now be much closer to their in-country destination. Likewise, there will be a saving in costs for the return of the empty containers to Kingstown rather than to Campden Park. However, as most of the exporters are based at Campden Park, the savings in import container transportation will be partially offset by incremental costs to transport export containers from Campden Park to the 108odernized Kingstown terminal. However, as there are approximately 5 times as many imported containers as there are exported, the project will therefore result in a net reduction in container transportation expenses. The average savings for inland transportation of imported containers have been estimated at USD67.28 per container. Details of the calculation can be found below in Table 5.

TABLE 5: INLAND TRANSPORTATION COSTS SAVINGS

Route	Currency	TEU (Full Truck)
Campden Park – Kingstown (Full Container)	USD	95.83
New Port to Kingstown (Full Container)	USD	55.46
Net Savings (Full Container)	**USD**	**40.37**
Net Savings (Empty Container) (n.b. 2/3 cost of Full Container)	USD	26.91
Total Savings per Imported Container	**USD**	**67.28**

Release of Old Port Areas

13. Kingstown Port is located in the capital city close to significant commercial and public sector-related activities. The Campden Park Container Park is in an industrial area approximately 3.5 km from Kingstown. In addition, the proximity to the shoreline of both locations makes them attractive for commercial or other productive activities. Following the completion of the Project 3.4, ha and 1.4 ha, respectively, of redundant land at Kingstown Port and CPCP will be released and made available for other uses. It is assumed that the 80% of the redundant area of the Kingstown Port and all of the redundant land at CPCP area will be available from 2022 following the completion of the Project (i.e. the main cargo terminal). The consultant has estimated land values in Kingstown at XCD100 per square foot, with land values in Campden Park at XCD400 per sq. ft (confirmed by GOSVG valuations department). These land values have been used as proxy for the economic value of the land. Calculation of value of lands to be released are shown below in Table 6.

TABLE 6: VALUE OF LANDS RELEASED BY THE PROJECT

Release of Redundant Land at CPCP		
Size of Facility	Ha	1.4
Land Value	USD/sq. ft.	37
Value of Land Available (2024)	**USD**	**5,581,281**
Release of Redundant Land at Kingstown Port		
Size of Facility	Ha	3.4
Land Value	USD/sq. ft.	148
VALUE OF LAND AVAILABLE 2022)	**USD**	**43,374,530**

14. Replacement Capital

The analysis includes capital costs for replacement of Port equipment based on the expected life of the equipment.

15. Expenses

From 2029 it is expected that there will be additional labour costs for additional personnel (i.e. heavy equipment operator, tally clerk

APPENDIX 4.4 SOCIAL ANALYSIS

APPENDIX 4.4.1

DRAFT ENVIRONMENTAL AND SOCIAL IMPACT ASSESSMENT SUMMARY

1. INTRODUCTION

1.1 This Appendix summarises the environmental impact assessment study and other related studies undertaken by independent consultants as part of the preparation of the project. The study was reviewed by CDB and the project classified as Category "A" under the Bank's Environmental and Social Review Procedures since there is a risk of significant adverse environmental impacts in a very sensitive environment. CDB's Environmental and Social Review Procedures require that these risks be minimised, managed or eliminated through appropriate project design.

1.2 In-keeping with the Caribbean Development Bank's Environmental and Social Review Procedures (ESRP), an Environmental and Social Impact Assessment (ESIA) of the proposed Project was undertaken as part of the project preparation process. This summary is based on the findings and recommendations of the ESIA report prepared by independent consultants, the findings from interviews and discussions held with government officials, project affected persons (PAPs) and other stakeholders. The study commenced in 2018, with the final report submitted in January 2019. The Report, as well as a summary of a Climate Risk Vulnerability Assessment (CRVA) was posted online at the St. Vincent and the Grenadines Port Authority (SVGPA) web site on May 22, 2019 and the Environmental Management Plan (EMP) posted on June 21, 2019 as per CDB Information Disclosure Policy. The ESIA was accepted by the Project Steering Committee of the Government of Saint Vincent and The Grenadines (GOSVG) in June 2019.

2. BASELINE ENVIRONMENTAL AND SOCIAL INFORMATION ON PROJECT AREA AND BENEFICIARIES

2.1 The island of St. Vincent is of volcanic formation, about 29 km long and 18 km wide. The highest peak is the active volcano La Soufrière with an altitude of 1,234 metres (m). To the south, there is a chain of extinct volcanoes, of which the highest, Richmond Peak, rises to 1,079 m. The island is characterised by steep slopes and and ridges bordering narrow valleys. There is hardly any flat land with only 5% of the surface area having slopes of less than 5°. The majority of settlements and hotels are located along coastal areas. Also, most of the infrastructure has been constructed along the coast line, including roads, water lines, and telephone and electricity lines.

2.2 The capital city Kingstown was established and has expanded along the coastline of Kingstown Bay. With increasing population, suburbs have developed in the valleys of the surrounding hillsides which rise steeply from the coast. This area has the highest population density in St. Vincent. The project area, on which the terminals be constructed, will be newly reclaimed land, directly adjacent to the foreshore. The business district is located on land reclaimed in 1991 and is the location of the central bus station, the fish market, and major government offices, and the Office of the Prime Minister.

2.3 St. Vincent and the Grenadines has a tropical marine climate and its rainfall and temperature vary with altitude. In Kingstown, the mean temperature is around 27°C, dropping by only a few degrees in the cooler months of November to March. Maximum temperature can reach a high of 31°C between the months of May and October, and minimum temperature can reach a low of 23°C in February. The rainy season lasts from June to December, and the dry season from January to May. Annual precipitation varies between 1,500 millimetres (mm) on the coast to 3,800 mm in the central mountains. The rainy season is also the period of highest tropical storm activity in the region, which peaks in the months of September, October and November.

3. NATURAL HAZARDS AND CLIMATE CHANGE

3.1 Saint Vincent and the Grenadines is exposed to a range of hydrometerological, geophysical and climate-related hazards hazards. Hydro meteorological hazards include: hurricanes/ severe weather systems, storm surges, floods. Geophysical hazards include: landslides, earthquakes, volcanoes, tsunamis, coastal erosion. Extreme rainfall events, and drought are among the most significant climate-related hazards affecting the country. According to the World Development Indicators Report (The World Bank, 2006), the country is extremely vulnerable to natural disasters. In terms of land area, Saint Vincent and the Grenadines was ranked the 2nd most disaster prone country in the world. Because of its small size, a single disaster event can be devastating to the entire country.

3.2 Since 1900, Saint Vincent has been hit by 8 storms, the strongest being Category 4 Hurricane Allen, which passed between Saint Lucia and Saint Vincent in 1980. Hurricane Hazel (Category 1), Tomas (Category 2) and Hurricane Lenny (Category 4) have also severely affected the country. Coastal flooding is a major concern on Saint Vincent, particularly relating to storm surge and high wave action. Flash flooding from mountain streams coupled with storm surge events present the greatest risk from flooding. Effects are generally limited to communities located in the coastal margins along stream passages. Flash flooding is also major threat to the Kingstown port area, particularly the section directly adjacent to the proposed Container Terminal location is extremely susceptible to flooding

3.3 Like other part of SVG, the project area is vulnerable to landslides resulting from the combination of its volcanic geomorphology and steep terrain. Landslides are usually associated with periods of prolonged rainfall as occurs during the rainy season from May to November. Of all landslide types, rockslides have the highest probability of occurring near the project area. In the past, all of the landslides that have occurred within 1-kilometer of the project area have been rockslides.

3.4 The project area is exposed to low-to-moderate seismic risk from La Soufrière, one of the more active volcanoes in the eastern Caribbean, located on the northern portion of Saint Vincent. St. Vincent's location along the eastern margin of the Caribbean plate exposes the islands to seismic and/or tectonic activity.

3.5 The effects of CC are already evident in many parts of the country with rising sea levels and storm activity continuing to impact on exposed coastlines and development. The situation is expected to worsen as SVG is highly vulnerable to the effects of global warming and CC. The CRVA's Results estimate the mean annual temperature is projected to increase by 0.15C per decade over the next century with a maximum increase of 4C; mean annual rainfall will see a range of -34 decrease to +6 mm increase per month by 2080. Mean changes in wind speed by 2080 ranges from -0.2 and +0.5 m/s and SLR of 15 cm by 2025, 37 cm by 2050 and 111 cm by 2100. The storm surge associated with the 100 year event is expected to be 6.05 m in 2025. 6.27m in 2050 and 7.02 m in2100.

4. MARINE AND TERRESTRIAL HABITATS, FLORA AND FAUNA

4.1 GOSVG has developed a framework for the identification, listing and management of sites of great environmental, socio-economic and heritage value. There are 35 legally designated protected terrestrial and marine sites. The marine protected area, which is closest to the project area is the South Coast Marine Conservation Area (SCMCA), about 5.5 km to the south-east of Kingstown. It encompasses an area of 260.49 hectares and it comprises coral reefs with sand and seagrass habitats.

4.02 A dive survey of the site for the cargo port revealed the almost complete lack of big fishes and also of corals. Big fish species that are typically found at or near reefs, like groupers or parrot fish, were not seen. Nearly all hard substrates were densely populated by different species of sponges. The project site

has lowered visibility, which could be due to eutrophication of that section of the coastline, most probably as a result of nutrient input from the land via the rivers, leading to reduced water clarity. Despite the proximity to the city and the harbor, the seafloor at the project site appears clean. The sea floor at the project site is nearly entirely covered by seagrass. There was no seagrass coverage just in front of the revetment, which consists of stones. There are a few small sandy patches in the seagrass meadow, presumably caused by anchors.

5. LEGAL AND ADMINISTRATIVE FRAMEWORK

5.1 The legislative framework involved in the protection and monitoring of the environment and planning approval, is directly and indirectly regulated by a number of acts (laws) of the Assembly of GOSVG and a number of Regional and International Conventions and Protocols related to protection of the environment.

5.2 The most relevant to this project are the Town and Country Planning Act (TCPA: 1992 and amendments) has been established to enable "orderly and progressive development of land and the proper town planning and country areas, to make provision for the control of development". The Act requires an Environmental Impact Assessment (EIA) for developments that pose threats to the environment. This Project requires both planning approval as well as an ESIA. The ESIA was completed and accepted by the Project Steering Committee. It will be a condition precedent to commencement of works that GOSVG is required to submit to CDB, evidence in form and substance acceptable to CDB, of receipt of the required planning and building and environmental health permits, and approvals for constructing and operating have been obtained.

5.3 These environmental policies and legislations are managed and implemented by various ministries and agencies of government including: a) the Ministry of Health, Wellness and the Environment (MOHWE) which has the overall mandate for environmental management in SVG and oversees all environmental issues, implements projects, policies, awareness campaigns and international negotiations; b) Ministry of Housing, Informal Human Settlements, Lands & Surveys is responsible for approval of planning, building and construction, c) the Ministry of Agriculture, Forestry, Fisheries, Rural Transformation, Industry & Labour, d) the National Emergency Management Organisation (NEMO), is a statutory body with responsibility for the coordination of disaster management issues; and (e) the Sustainable Development Unit of the Ministry of Finance and Economic Planning, the focal point for national climate change issues.

5.4 Other laws and regulations of relevance include: a) Environmental Health Services Act (1991) provides for the regulation of activities that may affect public health and the environment, and for pollution control; b) Fisheries Act (1986) protects and preserves marine resources, c) Occupational Safety and Health Act (2017v) sets standards for occupational safety and health, d) Waste Management Act (No.31 of 2000) and Solid Waste Regulations (No. 11 of 2005) contain rules for the public management and disposal of solid waste, including hazardous waste

6. EVALUATION OF ALTERNATIVES

6.1 In the Masterplan, five development options for the port were formulated and evaluated for selection as follows.

(a) Option A1-"Do Minimum": Maintain break-bulk operations at Kingstown and container operations at CPCP;

(b) Option A2 "Do Minimum": Shift break-bulk operations to CPCP and return container operations to Kingstown;

(c) Option B: Redevelopment and expansion of the existing port at Kingstown;

(d) Option C: Relocation of the commercial port and ferry terminal to a new location within the Kingstown precinct; and

(e) Option C2: Inclusion of the Arnos Vale site.

6.2 The preferred option for the project is "Option C" which involves the construction of new, modern seaport facility which shall be built at the western end of Kingstown (towards Rose Place), and includes the following activities:

(a) Seaward land reclamation to provide the required port area.

(b) Dredging to provide suitable water depth.

(c) Provision of new quays and piers for relocation of the small intraregional traders.

(d) Provision of a new berth for the inter-island ferry service.

(e) Decommissioning and demolition of the existing deep-water wharf, and landside port

6.3 The primary advantages of this option are:

(a) Phasing of development significantly simplified, with very little to no impact on maintaining port operations.

(b) Retain relatively close proximity of main administration building to port operations, eliminating need for relocating port offices.

(c) Rationalised internal port layout will improve internal port circulation, yard efficiency, and health and safety of port operatives.

(d) Less need for extensive road transfer of containers from CPCP to Kingstown on the narrow Leeward Highway with its dangerous bends.

(e) Significantly less reliant on Leeward Highway improvements between CPCP and Kingstown.

(f) Impact on social groups in Kingstown remains relatively unchanged.

(g) Strong working relationship between the port and Kingstown town centre.

7. PREDICTED SIGNIFICANT ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

7.1 Impact identification considered both onshore, including the sewer line realignment, as well as off shore project activities over the life of the project. Environmental and social impacts were screened against: marine biological environment, terrestrial biological environment, air quality, water quality, noise effects land side and on marine life, dredging and reclamation, dust impacts, waste impacts and coastal impacts, population/demographic movements, economic and material well-being, vulnerable groups and gender relations and equity.

Construction Impacts

7.2 Relocation of Sewerage Pipeline. The outfall pipeline for the Kingstown sewer system is located within the footprint of the proposed cargo port. It was therefore decided to transfer the section of the pipeline that would lie below the cargo port to route aligned with the shoreline with the outfall to the west of the cargo port boundary. An ESIA was conducted to assess the impact of the relocation and to recommend two options for the relocated line. The pipeline will be installed underground at approximately 1.5 m depth underneath the Foreshore Road. The course will follow the McCoy Street, Bay Street, it will cross the North River in parallel to the bridge, to be then routed west of the proposed locations for the terminals at Rose Place across the beach and finally into the sea. The earthworks on land for relocation of the pipeline will take place simultaneously with those for the construction of the container terminal. Therefore, additional impacts, such as noise or dust generation during construction, are not to be expected

7.3 Diving investigations have been carried out in the shallow sea area in front of the beach of Rose Place, from where the new pipeline is to be laid into the bay, to the area where the new pipeline will be laid. This area shows a much more degraded colonization by sea grass and other marine life. The sea grass patches there are smaller and the plants look short and not well-grown. This may be due to the fact that this area is disturbed by boat traffic. The ESIA has recommended that the new pipeline be laid parallel to the existing one to reduce environmental impact.

7.4 Environmental impacts during the construction phase are expected to be minimal and temporary, assuming that appropriate mitigation measures are employed in their construction management methods. Excavation for relocation of the pipeline will caused elevated nose and dust levels and the unintended release of pollutants such as solvents, paints oils and other substances used for the construction.

7.5 Due to the construction of the port, there will be alterations in the coastal morphology and current patterns affecting the local sediment budget. The SVGPA will undertake the dredging of buildup on a scheduled basis and replenishment of sand in the eroded areas. The PA will also monitor the rates of sedimentation and erosion processes through depth measurements on a regular basis.

7.6 The land reclamation process will result in the loss of soft bottom flora and fauna due to the 640,000m^3 of fill required for this activity. Turbidity and reduction in marine water quality due to turbidity will also result from the land reclamation. Local quarries have been deemed inadequate to supply such an amount, and therefore the fill will have to be imported. The contractor will decide on the source and quality of fill. A permit for the importation is required, and on entry, the material will be screened by the public health authorities Air quality is likely to be significantly affected especially during land preparation and construction of civil work and include dust sources during construction. The contractor will be required to have in place adequate management and mitigation plans to reduce both turbidity and dust levels.

Operational Impacts

7.7 The SVGPA has responsibility for developing and implementing the environmental and monitoring programme for the port. Currently, regular training on work safety and occupational health are held with all port employees Additional training will be conducted when new equipment is purchased. Newly hired employees receive induction training. SVGPA is planning to manage the new port in a sustainable way and to reduce the operational impacts of the planned new port facilities. SVGPA is in the process of establishing a Health, Safety and Environment (HSE) Department; Health and Safety Officers already exist, an Environmental Officer is currently being trained. SVGPA also aims at proactively addressing environmental and social responsibilities by developing and implementing an Environmental Management Systems (EMS) in accordance with ISO 14001. It will be a condition that GOSVG develop and operationalise an Environmental and Social Management System (ESMS) for port operations by December

2021. GOSVG has engaged the Organisation of American States (OAS) supported by CDB funding to conduct an operational assessment of the Port of Kingstown operations with a focus on operational efficiency, organisational structure, health and safety, and security. It will review the environmental and social management systems of the operations of SVGPA. A key output will be a draft Environmental and Social Management Framework addressing: Occupational Health and Safety Management ; Port Marine Safety; Natural Hazards and extreme events; ESMS Monitoring and Continuous Improvement Plan and a Plan of Action for implementation of the ESMS supported with a detailed Terms of Reference and indicative costs.

7.8 A summary of the key impacts and proposed mitigation measures is shown in Table 1 below.

TABLE 1: SUMMARY OF KEY IMPACTS AND MITIGATION MEASURES

ENVIRONMENT	KEY IMPACTS	MITIGATION
CONSTRUCTION IMPACTS		
Air Quality	Impact on local air quality due to exhaust of vessels, movement of heavy duty construction vehicles on road and onsite	Regular maintenance of all equipment Retrofit existing diesel with pollution control technology. Regular maintenance of all equipment.
Water Quality	Impact from reclamation, storm water runoff, unintended release of pollutants construction site and from construction materials and equipment such as fuels and lubricants.	Water Quality Monitoring: visually monitor the water quality around the port on a regular basis. Construction of storm water basins / catch basins to collect and control run-off. On-going maintenance of sediment and erosion controls, coverage of exposed slope/soil surface.
Dust	Impact on surrounding area and construction workers: Fugitive dust emissions from construction works impacting air quality in the immediate vicinity of site.	Spraying of water to control dust, installation of wind fences to reduce the amount of windblown material leaving the site. Covering soil stockpiles
Traffic/ Accident Risks Access restrictions	Increased traffic congestion and accident risks as heavy duty construction trucks added to the volume of traffic will increase the risk of accidents for road users.	Foreshore road will be closed to traffic during construction. Traffic management plan to be developed by the contractor including a communication plan to alert the public to road closures and diversions.
Waste Impacts	Wood, paper, plastic, cement bags, cement residues, sections of stones or paving material can be dispersed by wind impacting persons and the environment.	Contractor to develop waste management plan as well as train relevant site personnel in waste management procedures and handling hazardous waste.
Sewer pipeline relocation	Public/ community health and safety/ Traffic congestion	Provide appropriate and effective signage and information along the sewer pipeline route for the safety of the public community members. This includes posting open trench warnings, construction traffic warnings and construction zone identification during construction. Isolate the site for access by the local communities during the construction for their safety and health. Where there is the potential for nuisance from dust generation, ensure earth moving is under damp conditions.

ENVIRONMENT	KEY IMPACTS	MITIGATION
OPERATIONAL IMPACTS		
Noise Effects	Due to Cargo handling equipment and methods. Will impact residents and workers	SVGPA to ensure that workers wear appropriate PPE and establish a noise reduction programme.
Air Quality	Pollutants from cargo handling equipment, trucks and vehicles and vessels moored in port. Impact on health of workers and surrounding residents.	Regular maintenance of all equipment Retrofit existing diesel with pollution control technology, tracking emissions and developing emissions mitigation strategies in line with MARPOL
Water quality	Shipping related water pollution impacting the quality of water around the port.	Water Quality Monitoring programme will be established by SVGPA HSE
Coastal Impacts	Alteration in the transfer of sand and other material, affecting the local sediment budget.	The SVGPA will undertake the dredging of buildup on a scheduled basis and replenishment of eroded areas. Monitoring of sedimentation and erosion processes through depth measurements on a regular basis.
Traffic congestion and accident risks	Impact on road infrastructure, traffic and accident risk,	Development of traffic management strategy to include off peak operations
Ballast water	Water quality in the port area	Monitoring and inspection of water quality programme.
Occupational Health and Safety	Exposure of workers to unsafe working conditions and accidents.	SCGPA is developing a HSE Department and employing a HSE officer and will develop HSE plans under their ESMS

ENVIRONMENTAL AND SOCIAL MONITORING REQUIREMENTS

SOCIAL	KEY IMPACTS	MITIGATION
CONSTRUCTION IMPACTS		
Population/Demographic Movement	Physical displacement of households and/or population segments – Rose Place Community	Properly implemented RAP including appropriately timed stakeholder consultations to share and receive information from key stakeholders and Project-affected Persons (PAPs)
Economic and material Well-being	Loss of economic opportunities	Adequate budget included for resettlement including compensation
Influx of construction workers and job seekers and opportunists	Increase in crime and anti-social behavior placing pressure on existing Kingstown infrastructure such as the Police	ESMP implemented by Contractors with strategic meetings convened with key stakeholders, including the Police, and others as required and as identified in the Stakeholder Plan
Displacement of vendors, households and fisherfolk	Possible loss of livelihood and economic activity	Ensure appropriate alternative relocation and resettlement sites are identified with supporting infrastructure including capacity-building and training for skills upgrade and increased income-generation. It will be a condition precedent to disbursement of the grant in respecyt of the construction works on the cargo port that the vendors are relocated in a manner acceptable to CDB.

Vulnerable Groups including the poor, elderly, children/youth, women and PWDs	Disempowerment and exclusion from decisions that will affect their lives and livelihoods	Wide stakeholder consultations to hear the voices of PAPs, particularly the poorest and most vulnerable
Social Services and infrastructure	Disruption of utility supplies (water and electricity)	Timely alternative plans to be developed and implemented by utility companies and other service providers to minimise disruption.
Sense of Community and Lifestyle	Relocation of local communities particularly to existing communities may cause tension	Provisions for stakeholder engagement to sensitise the displaced and receiving communities to minimise resistance and enhance integration
Gender Relations and Equity	Differential impacts on men and women given access to resources re: traditional roles played in the household	Increase opportunities for women's access to resources and increased income-earning potential in non-traditional areas including construction, in order to minimise inequality at the household level, reinforced by labour market segmentation that advances the notion that some jobs are located within the domain of male or female.
OPERATIONAL IMPACTS		
Population/Demographic Movement	Physical displacement of households and/or population segments	Properly implemented RAP including appropriately timed stakeholder consultations to share and receive information from key stekeholders and Project-affected Persons (PAPs)
Employment	Limited opportunities for displaced PAPs	The provision of training for capacity-building and upskilling will increase PAPs employment opportunities including women, youth and PWDs
Livelihood Activities and Assets	Reduction in provision of ancillary services including handlers, etc.	Increased opportunity for small-scale operators and/or individuals at Port Kingstown who may not be directly employed by Saint Vincent Port Authority
Vulnerable Groups including PWDs	Exclusion of PWDs from the workforce due to inappropriately designed infrastructure	Designs for infrastructure incorporates the needs of PWDs taking account of the various degrees/levels of disabilities
Sense of Community and Lifestyle	Changed characteristics and dynamics of the community due to reduced population and removal of social connections with family and friends and overall social capital	Systematic management of the resettlement process with support provided to PAPs and receiving communities for a determined period to improve reception and integration of communities
Psycho-social Effects	Increased levels of stress and uncertainty of a new social reality	Additional support to be provided to resettled households from Rose Place building on the Ministry of national Mobilisation's existing programme of social assistance which is already extended to a number of families given their location in Quintile 1 due to severe socio-economic circumstances and limited social capital.

ENVIRONMENTAL MONITORING

TABLE 2: ENVIRONMENTAL MANAGEMENT/ MONITORING RESPONSIBILITIES

Project Stage	Responsible Entity	Responsibilities
Tendering	Engineering Consultants	Assess and evaluate tender proposals for consistency with the ESMP
Construction	Contractor	Implement and supervise mitigation measures according to contract specifications.
Construction	Engineering Consultants	Submit monthly monitoring reports to the PSC and CDB Not later than 15 days after end of month.
Construction and Operation	Ministry of National Security SVGPA	Prepare and Implement Environmental Monitoring and Management Plan.

8. ESMP

Construction Impacts

8.1 A draft ESMP for the construction and operations stages of the project as a component of the ESIA. It will be finalised and used by the contractors to carry out the management of environment and social risks during construction. The Draft ESMP will be finalised by the Contractor and approved by the supervising engineering consultants. PMT and CDB staff will use the agreed ESMP as the basis to monitor and enforce contractor compliance.

8.2 Social and Gender, and Environmental Specialists will be recruited to be part of the Project Management Team to oversee implementation. These professionals will be shadowed by local project staff with responsibility for the identified areas in order to build local capacity for sustainability. The Social and Gender Specialist (SGS) will provide substantive support to the CLO who has already been engaged by GOSVG. The SGS will *inter alia,* support the CLO whose role will be guided by the Stakeholder Plan nad GRM with focus on ensuring continuous communication with PAPs; supporting development of work plans; ensuring broad-based coordination and collaboration on the Project's social and gender impacts and resulting activities, and facilitating and/or integrating social inclusion and gender equality considerations and safeguards across proposed Project components, and encouraging equal access to project benefits by men, women, and vulnerable groups including youth and Persons with Disabilities.

9. PUBLIC CONSULTATION

9.1 Extensive public consultations were held with PAPs and a range of other key stakeholders including the business community, Government Ministries and Agencies, Non-Governmental and Civil Society Organisations (CSO). A Project Information Booklet (PIB) was prepared by the RAP Consultant and shared with PAPs and other key stakeholders. The PIB provided information on the Project including GOSVG's policy on compensation, including assistance with relocation and resettlement, and the proposed four-phase construction programme. Meaningful stakeholder consultation is a critical feature of Project preparation and appraisal and will be continued during implementation. To date, 18 consultations with commercial entities, vendors, residents, and fisherfolk have been held during the period May 30, 2018 – October 30, 3019. Information was also shared with PAPs during the United Kingdom-funded consultancy, "Enhancing the Socio-economic and Livelihood Impacts of the Port Modernisation Project," which was undertaken in a highly participatory and consultative manner to assess options for a framework to strengthen

the livelihood prospects and life skills of PAPs. Separate meetings were convened for women, men and youth, using differential participatory techniques to hear the voices of vendors in Little Tokyo and households and fisherfolk in Rose Place. Was the ESIA presented to the public? If yes, when? Were any concerns raised and document? If yes, how were these addressed?

9.2 A number of alternative sites were identified for PAPs in Little Tokyo (Old Vegetable Market, Vegetable Market and the Old Customs Air Cargo Warehouse) and Rose Place (Lowmans, Leeward; Lowmans Bay and Edinboro) during the stakeholder consultations. Efforts were made to relocate and resettle PAPs to sites that are in close proximity to their original areas of operation. PAPs proposals for alternative sites were taken into account in the selection process and GOSVG representatives and the RAP Consultant managed stakeholders' expectations during the process. During the consultations, PAPs shared their perspectives on livelihood support and identified areas for future training, such as boat building, engine repair and construction. Additional information was shared with PAPs during the Inventory of Losses exercise coordinated by the Lands and Surveys Department with support of the RAP Consultant, to document and verify the assets of PAPs which will be considered for compensation. Socio-economic surveys were also undertaken by the Ministry of National Mobilisation and Central Planning Department, Ministry of Finance and this provided another opportunity to share information with PAPs.

10. RESETTLEMENT ACTION PLAN

10.1 A Resettlement Action Plan (RAP) was commissioned by GOSVG and developed through consultancy support. The draft RAP was prepared with significant participation of PAPs – vendors who ply their trade in Little Tokyo and households and fisherfolk located in Rose Place communities. The draft RAP elucidates *inter alia,* the following critical aspects: Measures taken to Minimise Impacts, Scope of Land Acquisition and Resettlement, Information Disclosure, Consultation and Participation, Grievance Redress Mechanism (GRM) for the Project, Legal Framework, Institutional Framework, Resettlement Arrangements, Resettlement Budget and Financing Plan, Institutional Arrangements and Mechanisms for approving and managing the RAP, Implementation Plan and Schedule for RAP, and Monitoring and Evaluation.

11. GRIEVANCE REDRESS MECHANISM

11.1 A two-stage Grievance Redress Mechanism (GRM), scaled to the risks and adverse impacts of the Project has been developed to effectively facilitate resolution of PAPs concerns and complaints. The GRM comprises a Grievance Redress Committees (GRC) which will be active for the duration of project implementation. The GRC will be readily accessible for PAPs to address concerns and grievances. Aggrieved PAPs will be assisted, as necessary, in formally lodging their concerns with the GRC. The GRCs are tasked with all activities needed to discuss a grievance, assess its validity, assess the scope of eventual impacts, determine eventual compensation needed and instruct/facilitate the functioning of the GRM. The first Committee will be at a lower level and will ensure representation of local residents, persons affected, households and vendors. . Based on current good international development practice, a small but well-trained local committee can provide the necessary information to those affected by resettlement such as housing, business, relocation and environmental issues such as noise, dust and traffic diversion.

11.2 The second Committee will ensure representation for a cross section of Government and CSOs.. In addition to the GRC addressing resettlement and grievances and queries, the Committee will be tasked with environmental issues and in this regard, qualified representatives with expertise in addressing environmental issues are included in the GRC. Women's organisations are also represented on the GRCs to ensure gender balance.

11.3 The GRM involves the following two-stages of appeals:

Stage 1: Local Level

11.4 The grievances will be first lodged at the level of the complainant's local community. The complainant will report his/her case to the Local Point of Contact (LPC). The LPC will trigger the action of the GRC which will assess the situation and seek a solution through consultation with complainants and members of the Committee.

Stage 2: Central Level

11.5 In cases where cases have not been resolved within 15 days (Current Global Good Practice for Resolution) at the local level, the complainant can further raise the issue with the Central level again with the support of the LPC and the PAP Representative/s. The GRC will decide on the eligibility of the complainant's case and prepare the resolution subject to Port Modernisation Project consent. GRM proceedings will entail one or more meetings for each complainant and may require field investigations by specific or valuation experts. Grievance cases shared by more than one complainant may be held together as a single case. For deliberations at the local level, the meetings will be held near the complainant. For deliberations at the Central Level, the meetings will be held at the Port Modernisation Project's Office. The Grievance Log Book and Records will be kept at the Port Authority's Project Office.

GOSVG intends to undertake the project using a Design-Build approach. A consultancy firm was engaged to prepare front end engineering designs (FEED), which required preliminary designs to be prepared up to 30% of the final design for each of the work components referred above. It will be a requirement in the final designs that all components must be completed to their respective industry acceptable design standards.

APPENDIX 4.4.2
DRAFT ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN

Issue / Aspect	Mitigation Measure / Monitoring	Responsibility	Timing of Implementation
Construction Phase			
Conditions at construction site are unsafe or harmful for the environment	• SVGPA and the contracting companies should appoint HSE officer. • Construction site should clearly be fenced before construction commences. • Environmental awareness training for construction staff, concerning the prevention of accidental spillage of hazardous material and oil; water and air pollution and litter control.	SVGPA and Contractor	Prior to construction works
Noise impacts on residents	□ Conduct **noise monitoring** at the closest receptor/residential area.	Contractor	Whenever new equipment is used / new construction phase starts
	• Fitting of noisy construction equipment and vehicles with mufflers and other suitable noise attenuation devices. • Elaboration and observation of a maintenance plan for all sound-reducing devices. • Instruction of workers on anti-idling policy. • Avoid civil works during sensitive morning, evening, and nighttime periods. • Notify and coordinate with residents adjacent to project areas prior to construction to inform them of the possibility of temporary noise disruption, and how to report noise complaints; • Scheduling noisy activities for daytimes. • Provision of temporary movable acoustic shielding / barriers where necessary and practicable.	Contractor	Prior to construction works
Noise impacts on construction workers	□ Conduct **noise monitoring** directly at construction site.	Contractor	Once per day during working hours
	• Information of workers if noise level of 80 dB is reached. • Provision of PPE / hearing protection to all workers exposed to noise, workers have the obligation to wear them. • Marking of noisy areas (when the noise limit is exceeded). • Preparation of a noise reduction programme. • Arranging of preventive occupational medical care (mandatory, when the limit value is reached).	Contractor	As soon as limit value is reached

APPENDIX 4.4.2
DRAFT ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN cont'd

Issue / Aspect	Mitigation Measure / Monitoring	Responsibility	Timing of Implementation
Residents complain about noise	Posting a sign indicating dates and duration of construction activities, including a telephone number where residents can inquire about the construction process and register complaints.	Contractor	Prior to construction works
Underwater Noise by pile driving / Impacts on marine mammals and other marine organisms	• Implementation of mitigation measures as described in chapter 6.1.1.3. • Avoidance of breeding / nursery seasons. • Close cooperation between SVGPA and MOHWE as well as the National Parks, Rivers and Beaches Authority.	SVGPA	Prior and during pile driving activities
Impacts on air quality	• Establishing an anti-idling policy for all construction equipment, including trucks and cargo handling equipment, or use automatic shut-down devices for vehicles and equipment that are on idle for more than 3 minutes. • All vehicles and equipment are properly operated and maintained according the manufacturer's specifications, and equipped with appropriate emission control devices like Diesel Oxidation Catalyst, Diesel Particulate Matter Filter. • Malfunctioning equipment is be repaired immediately or removed from the site. Training of workers on more environmentally conscious driving.	Contractor	
	□ Preparation of a maintenance schedule.	Contractor	Prior to construction works
	□ Regular maintenance of all equipment.		During construction
Water quality impacts	• Prevention of storm water run-off by constructing bonds (earth bunds or sand bag barriers) and silt fences around bare areas. • Construction of storm water basins / catch basins to collect and control run-off. • Containment around material stockpiles, in particular around hazardous material like oil, fuel, paint, etc. Always have a spill kit available for emergencies. • On-going maintenance of sediment and erosion controls, coverage of exposed slope/soil surface. • Collection of debris and rubbish generated on-site at least once per day, proper disposal to avoid being flushed or blown by wind into the sea. • Stockpiles of construction material like cement should be kept covered when not being used. • Equipment refueling and maintenance shall be limited to designated areas outside construction site with a surface which allows the residue-free absorption of spillages.	Contractor	During construction

APPENDIX 4.4.2
DRAFT ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN cont'd

Issue / Aspect	Mitigation Measure / Monitoring	Responsibility	Timing of Implementation
	□ Provision of clean and convenient restroom facilities / portable toilets, at least one toilet and one urinal per 40 workers; disposal of waste and maintenance by a licensed contractor.	Contractor	Prior to construction works
Impacts to / loss of bottom fauna and flora due to reclamation	Impacts cannot be mitigated. Development of one or more compensation projects in cooperation with relevant authorities, e.g. MOHWE, CWSA or National Parks, Rivers and Beaches Authority.	SVGPA	Prior to reclamation works
Impacts to coastal hydrology	Impacts cannot be mitigated. Development of one or more compensation projects in cooperation with relevant authorities, e.g. MOHWE, CWSA or National Parks, Rivers and Beaches Authority.	SVGPA	Prior to reclamation works
Dust impacting the environment	• When earthworks are carried out, water has to be sprayed to control dust. • Street sweepers have to be used whenever sand and building material have reached the roads. • If wind blows sand from the unpaved reclaimed area, wind fences must be installed to reduce the amount of windblown material leaving the site. • To avoid dust from vehicles, an on-site speed limit for construction vehicles of twenty-five (25) km/hr should be imposed. • Soil stockpiles should be covered.	Contractor	During construction
	□ Monitoring of dust emanation from the construction site on the neighborhood.	Contractor	Once a week or daily if dry conditions and high winds prevail
Dust impacting workers' health	• Use of use of construction materials that are harmless to health wherever possible, e.g. silica-free materials and abrasives. • Use of water spray to dampen down dust clouds. • Use of Respiratory Protective Equipment (RPE) adequate for the amount and type of dust. • Limiting the number of people to be exposed to dust, e.g. by work rotation. • Train workers to make sure they are carrying out the job in the correct way Ensure that workers know about dust risks and how this can impact their health, know how to use the dust controls and check that they are working, know how to use and look after RPE and other personal protective equipment (PPE), follow the correct work method.	Contractor	During construction
Traffic impacts	□ When roads have to be closed, informational signs shall be posted where lane and road closures could substantially disrupt traffic circulation at least 7 days prior to the closure.	Contractor	At the start of construction

APPENDIX 4.4.2
DRAFT ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN cont'd

Issue / Aspect	Mitigation Measure / Monitoring	Responsibility	Timing of Implementation
	• Proper traffic controls shall be in place during closures to minimize impacts on traffic circulation and for traffic safety, such as signs, flaggers, and temporary barriers. • Appropriate safety precautions shall be taken when transporting large construction material or equipment on public roadways, such as using a pilot car. • Construction vehicles should be scheduled during off-peak hours whenever feasible. • For safety reasons, pedestrian access should be prohibited within the delineated construction area.		
Waste Impacts	• Nomination of an approved person, such as a site manager, to be responsible for good site practices, arrangements for collection and effective disposal to an appropriate facility, of all wastes generated at the site. • Preparation and implementation of a Waste Management Plan addressing the sources of waste; waste minimization, reuse, and recycling opportunities; and waste collection, storage, and disposal procedures. • Training of site personnel in proper waste management and handling of hazardous waste.	Contractor	At the start of construction
	• Provision of sufficient waste disposal points and regular collection for disposal through a licensed waste hauler. • Segregation and storage of different types of waste in different containers, skips or stockpiles to enhance reuse or recycling of materials and their proper disposal. • Appropriate measures to minimise windblown litter by either covering trucks or by transporting wastes in enclosed containers. • Regular cleaning and maintenance programme for drainage systems, sumps and oil interceptors. • All food waste shall be contained in covered bins and disposed of on a frequent basis to avoid attracting vermin. • The project area shall be kept clean and free of litter and no litter shall be allowed to disperse to the surrounding area. • Human waste associated with the worker camp and latrines shall be properly contained and disposed of.	Contractor	During construction
Operational Phase			
Noise Impacts on Environment and Residents	□ Monitoring of noise directly at the terminal and at nearest sensitive receptor.	SVGPA	During operation, preferably long-term

APPENDIX 4.4.2
DRAFT ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN cont'd

Issue / Aspect	Mitigation Measure / Monitoring	Responsibility	Timing of Implementation
	• Cargo handling equipment should be noise reduced e.g. by good sound isolation, mufflers, exhaust silencers and other suitable noise reduction devices. • Establishing an anti-idling policy for all trucks and for cargo handling equipment. • Training of equipment operators on "soft" driving as lower driving speed gives lower engine and tire noise. • Training of crane drivers on "soft" lowering of containers, general noise awareness training. • Reduction of loud impulse noises generated by ferry ramps e.g. by putting rubber linings and insulations onto the ramps to eliminate the noise. • Construction of noise walls or barriers to keep the noise under the limit values outside the port area, if necessary.	SVGPA	Prior to start of operation
	• Regular maintenance of all sound-reducing devices. • Acquisition of a more silent machine fleet when investing in new machines, e.g. electrically-driven or hybrid machinery. • SVGPA should maintain good communication with residents; any complaints about noise disturbances should be resolved.	SVGPA	During operation
Noise Impacts on Port Workers' Health	• Monitoring of noise directly at the work place. • Informing workers (before the value is reached). • Obligation to wear PPE / hearing protection. • Arranging of preventive occupational medical care (mandatory, when the action value is reached). • Marking of noisy areas (when the noise limit is exceeded). • Preparation of a noise reduction programme (when the noise limit is exceeded).	SVGPA	During operation
Impacts on Air Quality	• Establishing an anti-idling policy for all construction equipment, including trucks and cargo handling equipment, or use automatic shut-down devices for vehicles and equipment that are on idle for more than 3 minutes. • All vehicles and equipment are properly operated and maintained according the manufacturer's specifications, and equipped with appropriate emission control devices like Diesel Oxidation Catalyst, Diesel Particulate Matter Filter. • Malfunctioning equipment is be repaired immediately or removed from the site. Training of workers on more environmentally conscious driving. • Preparation of a maintenance schedule. • Regular maintenance of all equipment.	SVGPA	During operation

APPENDIX 4.4.2
DRAFT ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN cont'd

Issue / Aspect	Mitigation Measure / Monitoring	Responsibility	Timing of Implementation
	Training of port environmental officers Port State Control Officers in order to be able to monitor compliance of vessels with stricter emissions regulations by the MARPOL Convention from 2020.		
Water Quality Impacts	• SVGPA's HSE-Department should at least visually monitor the water quality around the port on a regular basis. Mooring areas and anchorages should regularly be checked for visible oil pollution / oily sheen. • Dangerous goods should not be stored inside the port; such cargo should be subject to direct delivery. • If Dangerous Goods have to be stored, containers should be stored as described in chapter 4.2.6. • One or two mobile "spill trailers" (a container trailer equipped with a collecting tray that can be moved by terminal tractor to a place of damaged container) should be available as an emergency measure in case of a leaking container. • Inspection of ships according to the number specified in the "Memorandum of Understanding on Port State Control in the Caribbean Region".	SVGPA	During operation
	• Training of Port State Control Officers / Environmental Officers on vessel control with regard to compliance with MARPOL Annexes I, V and VI and with the BWC. • Employees should be trained regularly (at least every two years) on handling and storage of Dangerous Goods in accordance with the IMDG Code. • The actual version of the 2-volume IMDC Code plus supplements should be available on the terminal and in the operations office. Note that amendments are made to the IMDG Code on a two-year cycle, updates are required! • For incidents involving small spills, a spill kit should be available containing a range of spill clean-up tools like absorbents, over drums, drainage seals, drip trays and PPE for spill responders. • For emergencies involving big spills, there should be a contingency plan at SVGPA in cooperation with NEMO and the local oil companies who possess sufficient equipment to control bigger oil spills.	SVGPA	Prior to start of construction
Coastal Impacts	• Sedimentation at up-drift side of terminals has to be dredged regularly. • Deposition of sand to mitigate erosion at the down-drift side of terminals.	SVGPA	Regularly
	Monitoring of sedimentation and erosion processes through depth measurements on a regular basis.	SVGPA	every 6 month
Visual Impacts	The light intensity on the terminal should be limited to the minimum safety, security and operational requirement.	SVGPA	Permanently

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DRAFT ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN cont'd

Issue / Aspect	Mitigation Measure / Monitoring	Responsibility	Timing of Implementation
	• The lighting should be directional and full cut off – any glare and direct upward light, sky glow and glare should be avoided. • It should be possible to switch off terminal light, lighting should be only applied at areas where operation takes place, unnecessary over lighting should be avoided. • LED lighting is recommended for energy saving and for more stringent light control reducing light spills and light trespass. • It should be avoided to work at night.		
Traffic Impacts	• Trucks are should enter the port during off-peak hours. • Extension of terminal gate hours to reduce queuing and idling of trucks.	SVGPA	During operation
Waste Impacts	• Arranging for regular pickups of the garbage to avoid odour nuisance or infestation by vermin. • The garbage should be collected by an approved carrier. • Provision of color-coded waste containers for sorting and recycling.	SVGPA	During operation

APPENDIX 4.4.2
DRAFT ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN cont'd

Socioeconomic Management and Monitoring Framework

Mitigation Measures/Management Objectives	Monitoring Strategy	Responsible Party	Key Performance Indicators	Frequency
Construction				
Population/Demographic Movement: Physical Displacement of Households and/or Population Segments				
Develop and implement a Resettlement Plan (RP).	RP monitoring reports	SVGPA/GOSVG	Indicators as per RP	As stated in RP
Develop and adopt a Stakeholder Engagement Plan (SEP) and a comprehensive public awareness communication and outreach campaign prior to construction.	SEP monitoring reports	SVGPA	Indicators as per SEP	As stated in SEP
Provide Livelihood Restoration Assistance to those whose livelihoods will be greatly affected.	Follow-up surveys on impact of training	SVGPA/Training Agency	Number of affected people assisted	Minimum of one month after training activity
Replace any social infrastructure that will be destroyed, or whose mode of functioning will be altered by the project.	Post-construction walkthrough/survey	Contractor	Social infrastructure replaced, if necessary	Minimum of one month after completion of construction
Set up a Grievance Mechanism.	GM monitoring reports	SVGPA	Indicators as per GM	As stated in GM
Population/Demographic Movement: Influx of Construction Workers, Job Seekers and Opportunists				
Disseminate the project's strategy on local recruitment to help minimise the extent of in-migration.	SEP monitoring reports and media releases	SVGPA	Number of media releases and other information materials	Monthly
Unskilled labour should be preferentially recruited from the Affected Community.	Contractor employment records	Contractor	Number of affected community members hired	At the start of construction and monthly thereafter during construction activity
Applications for employment will only be considered if submitted via the official application procedure.	Contractor employment records	Contractor	Hiring procedure followed	
Economic and Material Well-being: Employment				
Seek to manage employment expectations by explaining the number and type of opportunities in advance to local communities; explaining the skills required for each post.	Media and procurement notices	SVGPA	Notices with required information issued	Prior to start of construction

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Mitigation Measures/Management Objectives	Monitoring Strategy	Responsible Party	Key Performance Indicators	Frequency
Targets for local recruitment from the Affected Community should be agreed with the Contractor.	Contractor employment records	Contractor	Number of local community employed	
A recruitment policy and process should be developed.	Contractor records	Contractor	Recruitment policy developed and implemented	
Community Liaison Officers (CLOs) will monitor that persons from the Affected Community are given priority in recruitment and that recruitment is nondiscriminatory.	SEP monitoring reports	CLOs	Indicators as per SEP	At the start of construction and monthly thereafter during construction activity
Job vacancies will be advertised through appropriate and accessible media.	Media and procurement notices;	SVGPA/Contractor	Notices with required information issued	At the start of construction and monthly thereafter during construction activity
Economic Activity				
Project schedules shall be discussed with affected businesses prior to construction and during construction.	Records of meetings with affected businesses	SVGPA	Disruption to economic activity minimized as far as reasonably practicable	Prior to start of construction
Relocation of businesses, if necessary, or diversion of traffic/customers around the buildings should be adequately explained to those affected at least two months prior to the commencement of project activity.	Records of follow-up meetings with affected businesses	SVGPA	Disruption to economic activity minimized	Prior to start of construction
The project will seek to purchase goods and services from within the country and will monitor such purchases.	Project records	SVGPA/Contractor	Project procurement from local sources as far as reasonably practicable	Quarterly
Livelihood Activities and Assets				
Project schedules shall be discussed prior to construction and during	Records of meetings	SVGPA/Contractor	Meetings held with affected people	Prior to start of construction

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DRAFT ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN cont'd

Mitigation Measures/Management Objectives	Monitoring Strategy	Responsible Party	Key Performance Indicators	Frequency
construction, in order for affected people to time their activities to coincide with construction and not to unnecessarily suspend their activities.				
Develop and adopt a Stakeholder Engagement Plan (SEP), including the identification of CLOs for continuous and transparent communication about displacement, resettlement and other project-related issues.	SEP monitoring reports	SVGPA/CLOs	Indicators as per SEP	As stated in SEP
Provide information and answers to the community utilizing the measures outlined in the SEP.				
Accept and respond to complaints from affected or economically displaced persons via the Grievance Mechanism.	GM monitoring reports	SVGPA	Number of grievances received on this issue	Quarterly
Involve vendors and fisher folk who will be displaced in plans for relocation immediately and work with them to determine suitable alternative location(s); if suitable relocation is not possible, provide Livelihood Restoration Assistance.	Livelihood restoration and/or compensation records as per the RP	SVGPA/GOSVG	Recovery of affected people's livelihoods; Number of training sessions conducted and number of participants	As stated in RP
Monitor vendors, fisher folk and other economically displaced persons impacted by project-related relocation to ensure they are able to re-establish livelihoods.	RP monitoring reports			
Give priority to community members and economically displaced vendors for unskilled labour during the project activity.	Contractor employment records	Contractor	Number of displaced people employed during construction	
Ensure that there are linkages of affected people to the benefits and opportunities associated with the project,	Training records and training evaluation forms	SVGPA/Training Agency	Number of training sessions conducted and number of participants	Quarterly

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Mitigation Measures/Management Objectives	Monitoring Strategy	Responsible Party	Key Performance Indicators	Frequency
including supporting job skills training and employment readiness initiatives, in anticipation of project construction related opportunities.				
Include economic displacement considerations in the RP to compensate for livelihoods, if necessary, to the affected persons.	Monitoring production and condition of fisher folk and other economically displaced persons	SVGPA/GOSVG	Recovery of affected people's livelihoods;	As stated in RP
Community Organisations and Local Institutions				
Include additional community members on project board, including women and other vulnerable groups.	Minutes of meetings and lists of members	CLOs	Number of women and vulnerable groups on project board	Quarterly
Social Services and Infrastructure				
Contractor will include measures to protect the integrity of the third-party services, which are acceptable to the SVGPA.	Contractual arrangements	Contractor	Conditions included in contractual agreements	Once prior to award of construction contract(s) and quarterly thereafter
Pre-entry agreements including reinstatement requirements will be agreed prior to work potentially affecting third party assets.				
Any damage to third-party services, such as electricity or water, are to be repaired promptly.				
Any planned diversion of services will be communicated to local authorities, affected communities and members of the public at least 72 hours in advance of the works.	Media notices	SVGPA	Notices with required information issued within required timeframe	Once prior to each planned disruption

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Mitigation Measures/Management Objectives	Monitoring Strategy	Responsible Party	Key Performance Indicators	Frequency
Relocation of transportation services (bus terminal), or diversion of traffic should be adequately explained to those affected at least two months prior to the commencement of project activity.	Media notices and public consultation records	SVGPA	Public adequately notified	Once prior to commencement of construction works
Public/Community Health and Safety				
Review measures to mitigate community health and safety impacts regularly and consult community leaders every six months.	SEP reports and media releases	CLOs	Indicators as per SEP	Every six months
Disclose information to community and members of the public regarding potential health and safety impacts and mitigation. CLO will participate in, or deliver safety awareness training to, the local community, as necessary.	HSE and induction Training records	CLOs/SVGPA		Quarterly
Socioeconomic issues, such as community relations, local issues and sensitivities, will be included in workforce and visitor induction training.	Community Emergency Training records	SVGPA	No written complaints received from neighbouring community relating to noise and dust emissions from operations	Quarterly
Vulnerable Groups				
Give priority to community members for unskilled labour during project activities.	Contractor employment records	Contractor	Number of vulnerable people employed	At the start of construction and monthly thereafter during construction activity
Provide additional transitional support to vulnerable households and individuals who are at an elevated risk of hardship if they are affected by resettlement or loss of livelihood	RP monitoring reports	SVGPA/GOSVG	Indicators as per RP	As stated in RP
Identify opportunities for new/expanded income-generating opportunities for vulnerable groups (e.g., poor, unskilled women, youth, and PWDs who may benefit from job opportunities that may become available).	Project records	SVGPA	Number of opportunities or jobs generated for vulnerable people	Quarterly

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Mitigation Measures/Management Objectives	Monitoring Strategy	Responsible Party	Key Performance Indicators	Frequency
Provide Livelihood Restoration and Assistance, in particular, technical and vocational training.	RP monitoring reports	SVGPA/GOSVG	Indicators as per RP	As stated in RP
Provide equitable access to land/housing, resettlement, alternative livelihoods and compensation.				
Ensure that these vulnerable groups benefit from any new or ongoing programmes that seek to provide physical/technical assistance.				
Community and Lifestyle				
Provide social support to the community especially with respect to community activities.	SEP monitoring reports	CLOs/SVGPA	Indicators as per SEP	As stated in SEP
Develop an improved relationship with the community and the public through the implementation of the SEP.				
Maintain regular liaison with local communities before, during and after construction.				
Present final design concept to the community as soon as it is available.				
Implement the RP as prescribed to minimise loss of social cohesion.	RP monitoring reports	SVGPA/GOSVG	Indicators as per RP	As stated in RP
Explore possible measures to ease their community and lifestyle transition due to displacement.	SEP monitoring reports	CLOs/SVGPA	Indicators as per SEP	As stated in SEP
Preserve traditions in the community with minimum loss and disturbance.				

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Mitigation Measures/Management Objectives	Monitoring Strategy	Responsible Party	Key Performance Indicators	Frequency
Explore options for community improvement, modernisation and revival.				
Work with the affected community to draw up community development plans.				
Gender Relations and Equity				
Ensure that women benefit from any new or ongoing programmes that seek to provide physical/technical assistance.	Programme records/gender related NGOs/CBOs records	SVGPA/GOSVG	Number of women involved in these programmes	Annually
Implement vocational and job skills training, mentoring and apprenticeship programmes.	Training, mentorship and apprenticeship records	SVGPA/GOSVG	Number of women trained, mentored and/or employed	Quarterly
Provide equitable access to land/housing, resettlement, alternative livelihoods and compensation.	RP monitoring reports	SVGPA/GOSVG	Indicators as per RP	As stated in RP
Support the culturally sensitive participation of women in decision-making in company-community decision-making forums, and address any potential safety risks that participation might pose to women.	SEP monitoring reports	SVGPA	Number of women at community meetings	As stated in SEP
Provide training and awareness building to staff on sexual harassment, sexually transmitted diseases, HIV/AIDS, gender based violence and the services available to both victims and perpetrators.	Company records	SVGPA	Number of sessions held	Prior to construction and quarterly during port operation
Support the broader organisational environment to be gender responsive and eliminate gender stereotypes and roles within the workplace.	Company records	SVGPA	Number of women on project committees	Quarterly
Ensure that the project's decision-making structures address both men's and women's needs.	Company records	SVGPA	Number of women at project's management level	

APPENDIX 4.4.2
DRAFT ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN cont'd

Mitigation Measures/Management Objectives	Monitoring Strategy	Responsible Party	Key Performance Indicators	Frequency
Support women's empowerment programmes to increase understanding of women's multiple roles.	Programme/gender-related NGOs/CBOs records	SVGPA	Number of women involved in these programmes	
Operation				
Population/Demographic Movement				
Contractor will prepare a retrenchment plan, with the aim of reducing the impacts of cessation of employment contracts after construction.	Contractor records	Contractor	Number of grievances related to this issue received through GM	Once at least two months before end of construction phase
Economic and Material Well-being: Employment				
On-the-job training will be provided to enable local employees to gain new and/or improved skills while working on the project.	Training records and evaluations	SVGPA	Number of persons trained	Quarterly
The workforce training programme will include refresher and induction training with the aim of ensuring that all employees have the necessary understanding and knowledge levels for each job.	Attendance records at HSE, induction and other training	SVGPA	Number of employees trained/retrained	
Implement programmes to train affected workers in social work, security training etc., or retrain them for alternative employment at the port itself.	Employment records; Follow-up records of retrenched workers	SVGPA	Number of employees trained/retrained/rehired/finding alternative employment	
Continue to give priority to community members for available employment during operations (if any arise), if skills exist or they have the capacity and willingness to be trained.	Employment/Human resources records	SVGPA	Number of affected community hired	
If new jobs are created, provide clear job descriptions in advance of recruitment and explain the skills required for each post.	Media releases and employee procurement notices	SVGPA	Content of media notices	

APPENDIX 4.4.2
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Mitigation Measures/Management Objectives	Monitoring Strategy	Responsible Party	Key Performance Indicators	Frequency
Livelihood Activities and Assets				
Expand vending opportunities at the new Port Kingstown.	Registration and follow-up monitoring of economically displaced persons via RP.	SVGPA	Number of vendors with livelihood restored via vending or other means	Quarterly
SVGPA will seek to purchase goods and services from within the country.	Project records	SVGPA	Local purchase maximised	
Establish a regular process for assessing and monitoring programs for restoring the means of subsistence.	Training records and evaluation of alternative livelihoods sessions.	SVGPA/GOSVG	Number of trainings conducted and number of participants	
Public/Community Health and Safety				
Engage the community in emergency response drills and activities and provide classes to interested citizens in Kingstown to assist and respond as required during emergencies.	Emergency response training records	CLOs	Number of training sessions held	Quarterly
Vulnerable Groups				
Maximise benefits by training and employing vulnerable groups where possible.	Training and employment records	SVGPA/Training Agency	Number of members of vulnerable groups trained and/or employed	Quarterly
Community and Lifestyle				
Actively engage community groups, associations and student groups through port outreach programmes.	SEP monitoring reports	CLOs/SVGPA	Indicators as per SEP	As stated in SEP
Sponsor and participate in community events.				
Continue active community engagement according to the SEP and via CLOs.				

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Mitigation Measures/Management Objectives	Monitoring Strategy	Responsible Party	Key Performance Indicators	Frequency
Cumulative Impacts				
Implement the Resettlement Plan in a transparent, equitable manner.	RP monitoring reports	SVGPA/GOSVG	Indicators as per RP	As stated in RP
Assist with livelihood restoration, including training and compensation, as necessary.				
Support the well-being of the community by providing leadership for building capacity in the areas of health and education as well as employment.	SEP monitoring reports	CLOs	Community measures and participation	As stated in SEP
Implement the measures related to public/community health and safety.	Community emergency response and other HSE training.	CLOs/SVGPA	Number of emergency response training sessions; Number of grievances related to community health and safety received through GM	Quarterly
Resettlement Plan				
Input Monitoring	Internal project/PRT reports: Day–to-day record keeping and progress reports. Reviews of project records and reports.	SVGPA/GOSVG	Amount of compensation disbursed	Quarterly
			Amount of money expended on replacement house construction	
			Number of staff on resettlement team	
Output Monitoring	Internal project/PRT reports: Day–to-day record keeping and progress reports. Monthly reviews of project records and reports.	SVGPA/GOSVG	Compensation packages developed and negotiated	Monthly
			Number of people receiving compensation for physical or economic displacement	
			Number of households receiving replacement housing	
			Number of people completing a livelihood training course	

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DRAFT ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN cont'd

Mitigation Measures/Management Objectives	Monitoring Strategy	Responsible Party	Key Performance Indicators	Frequency
	Monitoring as per the SEP	CLOs/SVGPA	Number of consultations with affected community, including Community Liaison Officer (CLO) consultations	
			Total number of people that participated in consultations	
	Monitoring as per the GM	SVGPA/GOSVG	Percentage of grievances related to resettlement	
			Satisfaction with grievance resolution related to resettlement impacts (percentage from total number of signed grievance logs)	
	Contractor employment records	Contractor	Number of affected locals employed by the construction contractors	
Outcome Monitoring	Surveys, interviews and consultation with PAPs	GOSVG/Independent Consultant	Percentage of households that have re-established living standards and income earning capacity to pre-Project levels (from their perception)	Two months after completion of all resettlement measures and every six months thereafter for a period of at least two years
			Special needs of vulnerable groups been addressed	
			Percentage of people who express satisfaction with their compensation package	
Stakeholder Engagement Plan				
Inform the local stakeholders about project benefits and impacts.	Consultation Register - CLOs and other staff members record formal and informal engagement with local communities. Feedback from all data collection mechanisms Observations recorded during stakeholder engagement.	CLOs	Level of stakeholder awareness of the project Information disseminated as per this SEP	Quarterly
Provide open, honest and timely communication with local stakeholders.	Consultation Register - CLOs and other staff members record formal and informal engagement with local communities. Feedback from all data collection mechanisms Observations recorded during stakeholder engagement.	CLOs	Amount of communication with local stakeholders and its effectiveness Local stakeholders satisfaction with project communication Response times to local stakeholder enquiries	Monthly

APPENDIX 4.4.2
DRAFT ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN cont'd

Mitigation Measures/Management Objectives	Monitoring Strategy	Responsible Party	Key Performance Indicators	Frequency
Engage local stakeholders to capture their views and ensure project team understands and considers them.	Consultation Register - CLOs and other staff members record formal and informal engagement with local communities. Feedback from all data collection mechanisms Observations recorded during stakeholder engagement.	CLOs	Amount of feedback received and responses provided Local stakeholder feedback is communicated to the project team in a timely manner	Monthly
Ensure early identification of potential local stakeholder issues and effectiveness of mitigation strategies.	Consultation Register - CLOs and other staff members record formal and informal engagement with local communities. Feedback from all data collection mechanisms.	CLOs	Feedback acted upon in a timely manner and changes made to project activities as required	Monthly
Engage local stakeholders regularly via meetings.	CLOs' supervisor will review the number of records of engagement and minutes of meetings submitted per period by CLOs and other staff members.	CLOs	Stakeholders engaged regularly by CLOs	Quarterly
Project information materials disseminated to stakeholders	Consultation Register -CLOs will keep records of the types of leaflets, brochures, newsletters prepared and distributed, by location and report to the supervisor per period	CLOs	Amount of information materials disseminated	Quarterly
Community development programmes and projects implemented in local communities	Input from other departments on projects/programmes being implemented with local communities	SVGPA	Number of programmes started or continuing per period	Quarterly

APPENDIX 4.4.2
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Mitigation Measures/Management Objectives	Monitoring Strategy	Responsible Party	Key Performance Indicators	Frequency
Community attitudes towards the project and its effects improve (if negative initially) or remain positive	Conduct attitude and perception surveys to monitor community sentiment and concerns related to the project. Feedback from all data collection mechanisms.	CLOs/Independent Consultant	Improvement in community attitudes over baseline condition	Annually
Feedback to local communities	Monitor feedback to local communities via the Consultation Register Feedback from all data collection mechanisms. Responses documented on information sheet/newsletter on regular basis and disseminated to communities.	CLOs/SVGPA	Newsletters and other methods for feedback produced on a regular basis	Quarterly
Grievance Mechanism				
Minimise number of grievances with target of zero.	Complaints Log/Database	SVGPA	Number of grievances received	Quarterly
80% of grievances are solved according to the grievance timeline.	Complaints Log/Database	SVGPA	Number of confirmed grievances resolved within grievance timeline	
80% of the grievances are resolved to the satisfaction of the complainant.	Monitoring Surveys and Follow-up Meetings	SVGPA	Number of grievances resolved satisfactorily	
Minimise number of grievances with target of zero.	Complaints Log/Database	SVGPA	Number of incidents involving local community members	
Delivery of regular reports to the community on the outcomes of the Grievance Mechanism.	Reporting	SVGPA	Reporting back to the community on implementation of the Grievance Mechanism	

APPENDIX 4.4.2

RESETTLEMENT ACTION PLAN (RAP)
EXECUTIVE SUMMARY

Prepared by RAP Consultant
August 30, 2019

A. Background

The Port Modernisation Project has been proposed to start in December 2019 funded by the Caribbean Development Bank. The Port Modernisation Programme is a Port Rationalisation Master Plan, which has been approved in March 2016 by Government of Saint Vincent and the Grenadines (GOSVG), consists of the following work packages/phases:

- Work package 1 – New Primary Cargo Port in Kingstown (Phase 1)
- Work package 2 – New Intra-Regional Cargo Terminal, Kingstown (Phase 2)
- Work package 3 – New Intra-Island Ferry Terminal, Kingstown (Phase 3)
- Work package 4 – Road improvement works in Kingstown (Phase 4)

The Primary Cargo Port area is planned to be constructed on reclaimed land, attached to the existing revetment along the Foreshore Road, starting from just west of the existing fishing jetties up to the north River mouth, while the Intra-Regional Cargo Terminal and the Intra-Island Ferry Terminal are also planned to be constructed on reclaimed land in front of Rose Place, starting just west of the north river mouth.

B. Scope of Resettlement Impacts

As estimated in the identification of Project Affected Persons (PAPs) and Inventory of Losses (IOL) carried out between March and August 2019, the total affected area in square feet is 22,860 of which 10,260 square feet is from the kiosks (stalls) next to the Sea Wall/Little Tokyo and houses make up 4,139 total affected area.

A total of 63 structures including 25 houses, 4 houses and shops, 8 shops, 3 storage, and undefined structures total XCD 583, 435. This includes 54 permanent kiosks.

The IOL was conducted from March to August 2019. The IOL provides a basis for the Valuation Report of the conditions of the structures. The Valuation and Resettlement verification of structures is summarised in the table below. The detailed Valuation Report is found in Appendix F.

Table 1-1 Valuation and Resettlement Verification of Structures

Date	Task
Friday July 2, 2019	Resettlement Specialist and Valuer Met on Valuation Progress
Tuesday July 16, 2019	Rose Place: Valuators and Resettlement Specialist Review PAP Relocated Cases - Interviews, One-on-One Meetings and Measurements
Thursday July 18, 2019	Rose Place: Valuators and Resettlement Specialist – Interviews, Checking on Beach side Relocated Houses, Measuring Abandoned Storage Sheds
Thursday July 25, 2019	Review and verification of Vendors Structures, Government Shop Boundaries
Wednesday July 31, 2019	Resettlement Specialist and Valuers Met on Valuation Report Contents and Valuation Databases

C. Socio-Economic Survey (SES)

The SES was conducted on 136 residents of Rose Place and permanent vendors. The SES provided data on vulnerability (six households), disability (three) and living standards of Project-affected Persons (PAP). Few houses had electricity and none had indoor toilets. Small shops or bars were the main business in Rose Place. There were over 10 families that had lived longer than 20 years in Rose Place and this is an important characteristic for families facing relocation.

The number of unemployed workers due to land acquisition is equal for impacts to male and females. The highest number of females impacted by land acquisition is the category of permanent vendors. The most significant vulnerable households are large families with low incomes and unemployment.

D. Information, Disclosure and Public Participation

The Project has had meetings with PAPs informally and formally through the Environment, Social and Impact Assessment (2018) and the UK Funded Study. As well, the SES and IOL met with many PAPs in one-on-one discussions about the project.

A detailed meaningful Public Participation Programme is being launched in September to explain the project in greater detail to Rose Place households and vendors. Two rounds of consultations will ensure that PAPs are aware of the timetable, their rights and their entitlements.

E. Grievance Redress Mechanism

A Grievance Redress Mechanism has been designed and is in the process of being established. An Orientation Programme has been prepared to train the future members of the Local and Central Committees on Grievances and complaints procedures along with dispute resolution.

F. Relocation Sites

Two relocation sites have been identified. Separate environment and social studies will commence shortly on the two sites. It is not known at this time how many households will choose a relocated site or compensation (another option) but focused discussions with PAPs and household will determine this.

G. Livelihood Restoration

In addition to allowances under the Entitlement Matrix a separate UK funded Study on Livelihoods has been carried out. Some of the activities in the UK-funded Programme may become part of the Resettlement Action Plan (RAP) following government's review.

H. Resettlement Budget

The unit price for land to be acquired is XCD13 per square foot at Edinboro. The exact amount of land for housing is not known at this time. In addition, vacant plots at Rose Place at a cost of XCD150 per square foot maybe acquired to facilitate construction, turning and safety to go along with port improvements.

Exclusive of the land detailed above, the total budget is XCD 1,864,278 or USD$ 698,231. Valued properties and entitlements have been factored into the budget along with the Livelihood Budget (UK) and the costs for the Grievance Committees.

I. Implementation

The loan is going to the CDB Board on 12 December, 2019. There continues to be preparatory work on consultations with project affected households and in reviewing selected households to verify SES data.

T*ABLE* 1-1*: DRAFT RESETTLEMENT SCHEDULE*

Activities	Time frame
Distribution of PIB to PAHs and posting of RP in relevant government offices and on CDB website	30 August 2019
CDB no-objection to Final RAP	30 August 2019
Valuation Study Finalized and RAP updating	30 August 2019
Resettlement Committee Approves Final RAP for implementation	13 September 2019
Port Updates Final RAP to Web site	17 September 2019
Final Decision and Government Requests for Valuation of Relocated Land Site	17 September 2019
First Formal Public Consultation with Vendors	19 September 2019
First Formal PAP Rose Place Households	23 September 2019
GRC receive orientation training on Grievances, log, PAP queries	24 September 2019 (am)
Commercial Enterprises Receive Briefing on Project Timing and Engineering along with Resettlement and	24 September 2019 (pm)
Second Formal PAP Consultation with Vendors	23 October 2019
Second Formal PAP Consultation with Rose Place Households	27 November 2019
Internal Resettlement Monitoring (requires submission of monthly	Start in September
Start of RP implementation based on Board Approval linked	12 December 2019
Contractor is Mobilised	25 May 2020
Vendors Vacate Permanent Sites	29 May 2020
Resettlement Monitor Contract Completed	June 2020
Households Relocated and/or Compensated	15 October 2020
All Sites vacated by DPs	10 November 2020
Construction Commences	10 November 2020

APPENDIX 4.4.3

GENDER ACTION PLAN

Output	Activity	Responsibility	Time
Output 1. Vendors at Little Tokyo compensated/relocated to approved new site/s.	1. GOSVG ensures that the vendors are relocated and compensated within agreed timelines.	PC, PIU and Ministry of National Mobilisation.	Q2, 2020
Output 2. Skills Enhancement and Economic Empowerment Framework Approved.	1. GOSVG ensures that Framework is implemented in a timely and gender-sensitive manner for the benefit of PAPs.	PC, PIU, and Ministry of National Mobilisation.	Q2, 2020 – Q4, 2012
Output 3. Residents and fisherfolk in Rose Place compensated/resettled in approved new site/s.	2. RAP Committee monitors implementation of the RAP to ensure that PAPs are appropriately compensated/resettled in a gender-sensitive manner and within agreed timelines.	RAP Committee and PC.	Q3, 2020

APPENDIX 4.5 GENDER MARKER ANALYSIS

Project Cycle Stage	Criteria	Score
Analysis 1	Consultations with relevant categories of males and females and relevant gender-related public/ private sector organisations and Non-Governmental/ Community-Based Organisations will take / have taken place	Yes
Analysis 2	Socioeconomic, Sector and/or Institutional analysis considers gender risks and/or gender disparities that impact the achievement of project outcomes.	Yes
Design 1	Project interventions / policies address existing gender disparities.	Yes
Design 2	Project objective / outcome includes the enhancement of gender equality or the design of gender-responsive policies or guidelines.	Yes
Implementation 1	Implementation arrangements include either: Capacity building initiatives to enhance gender mainstreaming of the executing and/or implementing agency. Or Active participation of representatives of gender-relevant stakeholders in project execution.	Yes
Implementation 2	Terms of Reference of consultancy/project coordinating unit/project management unit includes responsibilities and resources, including budgets for gender mainstreaming.	Yes
Monitoring and Evaluation 1	Sex-disaggregated data included in the baselines, indicators and targets of the RMF. Or Collection of sex-disaggregated data is part of the project.	Yes
Monitoring and Evaluation 2	At least one gender-specific indicator at the outcome and/or output level in the RMF or included in tranche releases of PBLs.	Yes

Analysis	Design	Implementation	Monitoring & Evaluation	Score	Code
1.0	1.0	1.0	1.0	4.0	Gender Mainstreamed (GM)

APPENDIX 4.6 CLIMATE CHANGE VULNERABILITY ASSESSMENT

APPENDIX 4.6.1

CLIMATE RISKS FOR THE PROPOSED CONTAINER TERMINAL AND OPERATIONAL ASSETS VULNERABLE TO CLIMATE CHANGE

CLIMATE VARIABLE	RISKS
Increased rainfall intensity	• Extreme land-side flooding could lead to terminal being cut off land-side transportation avenues • Damage to land-side support buildings
Increased intensity of storms	• Closure of linked modes of transportation
Increased intensity of storm surge	• Increased wave action at land/sea interface affecting loading and unloading operations • Increased toppling rates of containers • Increased flood depths at Container Terminal • Increased flood depths land-side
High wind speeds	• Damage to navigation and communication equipment • Delays/stoppage of loading/unloading operations
Heat	• Higher energy consumption of refrigerated containers • Higher deterioration rates of pavements and roadways

	CLIMATE ASSET VULNERABILITY VARIABLE		
	Interface	**Significant**	**Moderate**
Flash Floods	Land	• Roadways • Power supply (Kingstown substation)	• Trucks • Storage buildings
Storm Surge	Sea/Land	• Harbour cranes • Customs and Port Administrative buildings • Transit shed • Storage areas • Backup generator	• Reach stackers • Empty container handlers
	Land	• Harbour cranes • Stacked containers • Roadways • Power supply (Kingstown substation) • Administration buildings • Warehouses	• Trucks • Storage buildings
High Speed Winds	Sea/Land	• Harbour cranes • Stacked containers	• Backup power supply • Reach stackers • Empty container handlers • Storage areas • Transit shed

APPENDIX 4.6.2

RECOMMENDED ADAPTATION MEASURES

Action Area	Action	Reason for Action
Technological	Targeted investment in harbor cranes that operate safely under stronger wind gust	Increased frequency of extreme weather events. Currently, the probability of a hurricane hitting SVG is 18% and expected to increase. RCM projections indicate an increase in JJA (+1.2 m/s) and SON (+1.2 m/s) wind speed by the 2080s for the SRES A2 scenario.
	Invest in appropriate climate control systems to meet the demands of temperature changes.	Mean annual temperature is projected to increase by 0.15 ℃ per decade. GCMs project maximum temperature changes of up to 4 ℃ by the end of the century under the A2 scenario, with a median temperatures projected to increase by up to 1 ℃ by the 2030s, 1.8 ℃ by the 2060s, and 2°C by the 2090s.
Design	Ensure that climate change is accounted for in the design specifications for the Container Terminal elevations.	• The SLR projections indicates sea level Rise of 15 cm by 2025, 37 cm by 2050, and 111 cm by 2100. • Storm surge is expected to increase significantly by 2100 (RCP8.5 scenario). Storm surge associated with a 100-year return period is expected to be 6.05 m in 2025, 6.27 m in 2050, and 7.02 m in 2100. • The expected maximum flood depths for the year 2100 with a 100-year return period is 3.1 m – 5.0 m.
	Incorporate future climate change projections into the design of administration buildings, security systems, and storage areas and facilities.	
	Incorporate climate change projections into the design of the the Container Terminal's stormwater management system.	
	Reassess the current stormwater management system in Kingstown and undertake steps to better convey stormwater to Kingstown Bay and to expedite the ebbing of water following storm surges.	
	The roadways in and out of the Container Terminal should be be designed to respond to flooding conditions.	
Engineering	The patterns of flooding as well as the magnitude of flooding documented in this study can be used to reassess the current stormwater management system in Kingstown and undertake steps to better convey stormwater to Kingstown Bay and to expedite the ebbing of water following storm surges.	See above.
	The flood hazard and flood depth analysis indicates the potential for the landside of the Container Terminal to experience severe flood hazards and significant flood depths even without climate change effects. Invest on improving the existing roads and infrastructure supporting Container Terminal to better convey flood waters to Kingstown Bay.	
Planning	Install automated monitoring system for monitoring hydro-meteorological stations – Monitoring of the the hydro-meteorological stations should be automated so that data can quickly be updated and the early warning system becomes more effective.	Worker safety
Planning	Establishment emergency routes with sufficient and proper signage. Such improvements will efficiently direct the public as well as Container Terminal worker and customers to the shelters or to the evacuation points as appropriate.	Worker Safety

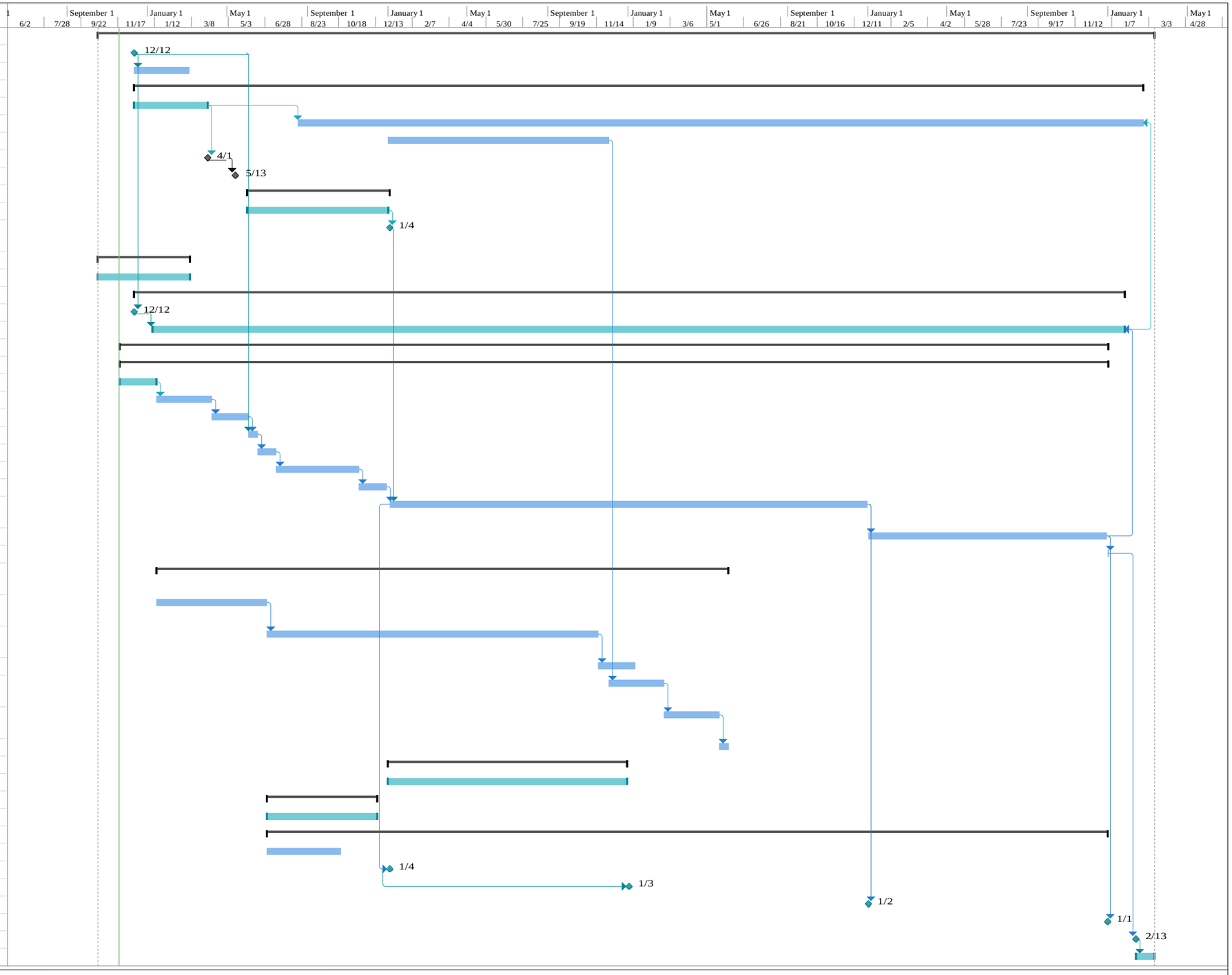
APPENDICES TO CHAPTER 5 - RISK ASSESSMENT AND MITIGATION

There are no appendices related to Chapter 5 (Risk Assessment and Mitigation)

APPENDICES TO CHAPTER 6 - IMPLEMENTATION AND PROJECT MANAGEMENT

APPENDIX 6.1 PROJECT IMPLEMENTATION SCHEDULE

ID	Task Mode	Task Name
1		Port Modernisation Project - St. Vincent
2		CDB Board Approval
3		Signing of Loan/Grant Agreement
4		Project Management Services
5		Procurement of Project Management Team
6		Management of project
7		Land Acquired by GOSVG
8		Conditions Precedent Satisfied
9		Project Launch Workshop
10		Project Preparation
11		Relocation of Vendors at Little Tokyo
12		Sign-off by Authorized body for successful relocation/Compensation of Vendors at Little Tokyo
13		Institutional Strengthening
14		Port Operational Study
15		Engineering and Construction Related Services
16		Signing of Supervision Consultancy Contract
17		Supervision of Infrastructural Works
18		Infrastructure Works
19		Phase 1 - Main Cargo Port Terminal,
20		Pre-qualification of Contractors
21		Bid preparation and invitation to bid
22		Tender Evaluation and Award of Contract
23		Contract Signing
24		Contractor Mobilisation
25		Design Preparation
26		Review and Approval of Design
27		Execution of Cargo Port Construction and Related Works
28		Defects Liability Period (Phase I)
29		Issue of Completion Certificate
30		Infrastructure Work for Resettlement of PAPs - Rose Place Residents and Fisherfolk
31		Rose Place Residence -Completion of infrastructural and Structural Designs along with Requisite Approvals
32		Rose Place Residence - Execution of Construction Works at Edinboro and Lomans
33		Rose Place Residence-Relocation of PAPs
34		Fisherfolk -Completion of infrastructural and Structural Designs along with Requisite Approvals
35		Fisherfolk - Execution of Construction Works at Edinboro and Lomans
36		Fisherfolk - Relocation of PAPs
37		Goods
38		Procurement of Port Equipment
39		Workshop and Events
40		Livelihood Training for PAPs
41		Monitoring and Evaluating Consultancy
42		Procurement of Consultancy for Monitoring and Evaluation
43		Baseline
44		Intermediate
45		Penultimate
46		Final
47		Exit Workshop
48		Project Completion Report



Project: Appendix _ _ - Impleme
Date: Tue 11/19/19

Task	Summary	Inactive Milestone	Duration-only	Start-only	External Milestone	Manual Progress		
Split	Project Summary	Inactive Summary	Manual Summary Rollup	Finish-only	Deadline			
Milestone	Inactive Task	Manual Task	Manual Summary	External Tasks	Progress			

APPENDIX 6.2 ESTIMATED QUARTERLY DISBURSEMENT SCHEDULE

ESTIMATED QUARTERLY DISBURSEMENT SCHEDULE

This information is withheld in accordance with one or more of the exceptions to disclosure under the Bank's Information Disclosure Policy.

APPENDIX 6.3 PROCUREMENT PLAN

All Estimated Costs Are In USD

A. General

1. **Project Information**

Country:	St. Vincent and the Grenadines
Borrower:	Government of St. Vincent and the Grenadines
Project Name:	Port Modernisation Project
Implementing Agency	The Ministry of National Security, Air and Sea Port Development

2. **Bank's Approval Date of the Procurement Plan:** December 12, 2019

3. **This Procurement Plan is valid until:** June 11, 2021

4. **Prior Review Thresholds:** Procurement decision subject to prior review by the Bank.

5. **Reference to relevant Procurement Guidelines**

- Other
- CDB's Procurement Procedures for Projects Financed by CDB (November 2019)

6. **Any Other Special Procurement Arrangements**

7. **Procurement Waivers**

No Procurement Waivers were required as part of this Appraisal

B. Goods Works and Non-Consulting Services

Ref No.	Contract (Description)	Estimated Cost	Procurement Method	Prequalification (Yes/No)	Review by Bank (Prior/Post)	Expected Bid-Opening Date	Comments
73594-G-6	Port Equipment		NBF	No	n/a		
73594-N-21	Livelihood Enhancement Workshop		NBF	No	Post		
73594-W-11	Port construction		ICB	Yes	Prior		
73594-W-12	Relocation of vendors from Little Tokyo		NBF	No	n/a		
73594-W-18	Relocation - PH 2		NBF	No	n/a		

C. Consulting Services

Ref No.	Assignment (Description)	Estimated Cost	Selection Method	Review by Bank (Prior/Post)	Expected Proposal Submission Date	Comments
73594-C-10	Project Supervision		QCBS	Prior		
73594-C-13	Port Operational Assessment		NBF	n/a		
73594-C-16	Feasibility Study		NBF	n/a		
73594-C-19	ESIA - PH 2		NBF	n/a		
73594-C-20	RAP - PH 2		NBF	n/a		
73594-C-7	Monitoring and Evaluation consultant		ICS	Prior		
73594-C-8	Project Management - Port Modernisation Project		ICS	Prior		

D. Procurement Capacity Building activities for the Implementing/Executing Agency

- CDB online procurement training
- Project launch

E. Summary of Proposed Procurement Arrangement

Project Components / Contracts	CDB ('000)			NBF ('000)		Total Cost ('000)
	ICB	ICS	QCBS	Counterpart	Co-Financing	
Project Preparation	-	-	-		-	
Feasibility Study	-	-	-		-	
Relocation of vendors from Little Tokyo	-	-	-		-	
Infrastructure Works		-	-	-	-	
Port construction		-	-	-	-	
Engineering and Construction-related Services	-	-		-	-	
Project Supervision	-	-		-	-	
Goods	-	-	-		-	
Port Equipment	-	-	-		-	
Institutional Strengthening	-	-	-		-	
Port Operational Assessment	-	-	-		-	
Other Project Support Services	-	-	-		-	
Relocation - PH 2	-	-	-		-	
Land - PH 2	-	-	-		-	
RAP - PH 2	-	-	-		-	
Livelihood Enhancement Workshop	-	-	-		-	
ESIA - PH 2	-	-	-		-	
Project Management	-		-	-	-	
Project Management - Port Modernisation Project	-		-	-	-	
Monitoring and Evaluation consultant	-		-	-	-	
Summary Costs					-	

Goods, Works and Non-Consultancy Services

- NCB - National Competitive Bidding
- ICB - International Competitive Bidding
- RCB - Regional Competitive Bidding
- LB - Limited Bidding
- DS - Direct Selection
- FA - Force Account
- CP - Commercial Practices
- APA - Alternative Procurement Arrangements
- NBF - Non-Bank Financed
- Other

Consultancy Services:

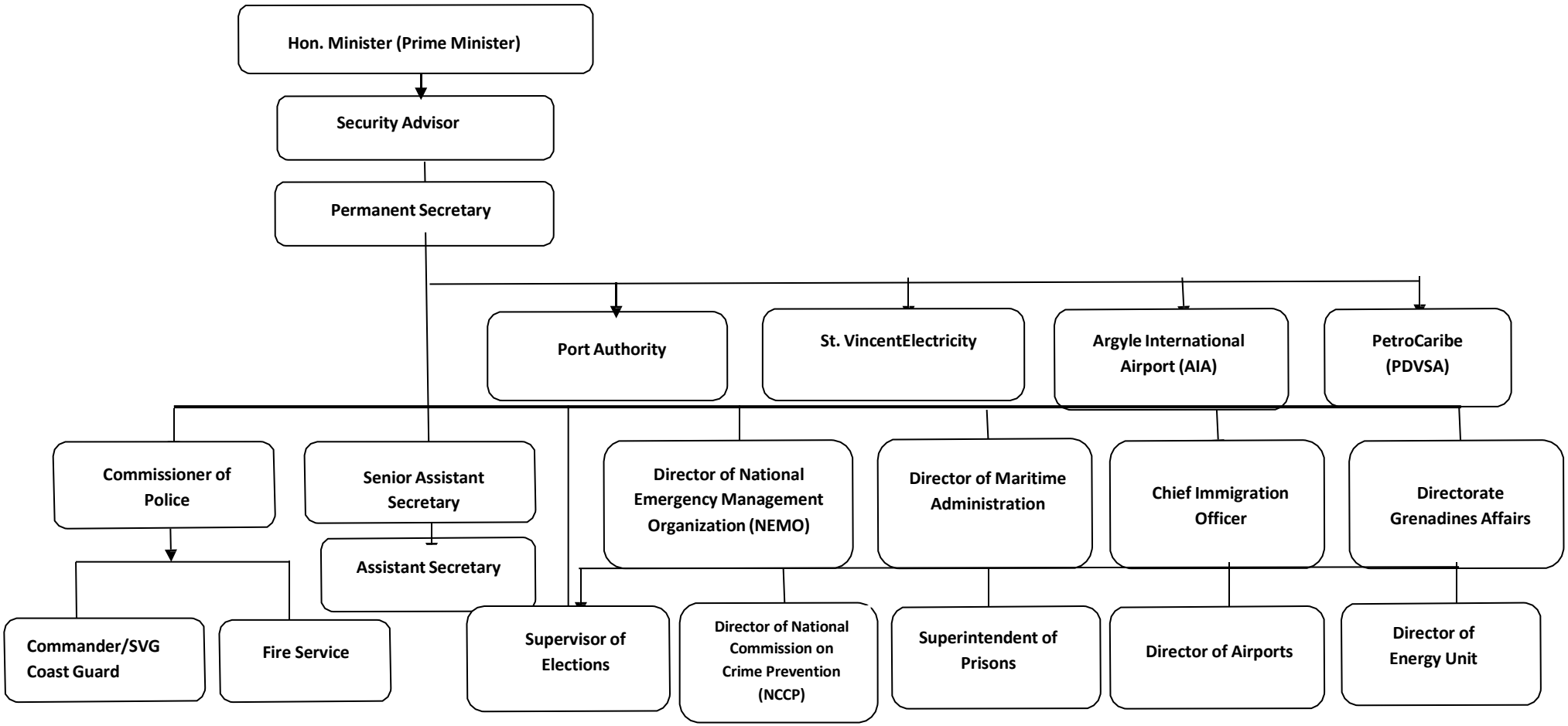
- QCBS - Quality and Cost-Based Selection
- QBS - Quality-Based Selection
- FBS - Fixed Budget Selection
- LCS - Least-Cost Selection
- CQS - Consultants' Qualification Selection
- DS - Direct Selection
- CP - Commercial Practices
- APA - Alternative Procurement Arrangements
- ICS - Individual Consultants Selection
- NBF - Non-Bank Financed
- Other (as above)

This information is withheld in accordance with one or more of the exceptions to disclosure under the Bank’s Information Disclosure Policy.

APPENDIX 6.4 IMPLEMENTING AGENCY

APPENDIX 6.4.1

ORGANISATIONAL CHART – MINISTRY OF NATIONAL SECURITY



APPENDIX 6.5 PROJECT MANAGEMENT DUTIES AND RESPONSIBILITIES

APPENDIX 6.5.1

BOARD STEERING COMMITTEE DUTIES AND RESPONSIBILITIES

1. The implementation of this Project will influence, and be influenced by, the activities of various stakeholders including government departments and agencies, Non-Governmental Organisations and development partners. The Board Steering Committee (BSC) will be the main decision-making body for the Project. In addition, BSC will be established to provide managerial oversight, advice, guidance and direction on project implementation. BSC will comprise the following or his/her designate:

(a) Chairperson; Board Steering Committee.

(b) Permanent Secretary; Ministry of National Security Air and Sea Port development.

(c) Permanent Secretary; Ministry of Tourism Sports and Culture.

(d) Permanent Secretary; Ministry of Transport Works, Urban Development, and Local Government.

(e) Director General, Ministry of Finance Economic Planning, Sustainable Development and Information technology.

(f) Director, Ministry of Finance Economic Planning, Sustainable Development and Information technology.

(g) Project Manager.

(h) Assistant Project Manager.

(i) Chief Engineer, Ministry of Transport Works, Urban Development, and Local Government.

(j) CEO, St. Vincent Port Authority.

(k) Chief Surveyor.

(l) Manager; Central Water and Sewage Authority.

(m) Community Representative.

(n) The project's Community Liaison Officer (CLO).

(o) Representative, Ministry of National Mobilisation, Social Development, Family, Gender Affairs, Persons with Disabilities and Youth.

(p) Town Planner, Physical Planning Department.

(q) Representative, SVG Police Force (Traffic Department).

(r) Media Communications Representative.

2. BSC will be responsible for facilitating the seamless implementation of the Project by promoting information-sharing and inter-agency cooperation among government departments and agencies, development partners and other stakeholders, reviewing project status and progress, and addressing issues that may arise. The members of BSC shall be persons whose qualifications and experience are acceptable to the Caribbean Development Bank.

APPENDIX 6.5.2

RESETTLEMENT ACTION COMMITTEE
DUTIES AND RESPONSIBILITIES

1. The Resettlement Action Committee (RAC) will be tasked with the responsibility of implementing the Resettlement Action Plan (RAP). The RAC will (i) verify that the valuation of assets lost or damaged, and the supervision of compensation, resettlement and other rehabilitation entitlements are carried out in accordance with the provisions of the resettlement policies of the Caribbean Development Bank (CDB) and the International Finance Corporation and the RAP, (ii) oversee that the RAP is implemented as designed and approved, (iii) verify that funds for implementation of the RAP are provided by the Project Authorities in a timely manner and in amounts sufficient for their purposes, and (iv) verify that such funds are used in accordance with the provisions of the RAP.

The RAC will comprise the following or his/her designate:

(a) Permanent Secretary, Ministry of National Security, Air and Sea Port Development – Chairperson.

(b) Director General, Ministry of Finance Economic Planning, Sustainable Development and Information technology.

(c) Project Coordinator.

(d) Technical Officer, Ministry of Transport Works, Urban Development, and Local Government.

(e) Chief Surveyor.

(f) Senior Crown Counsel.

(g) Warden, Kingstown Town Board.

(h) The Project's Community Liaison Officer;.

(i) Representative, Ministry of National Mobilisation, Social Development, Family, Gender Affairs, Persons with Disabilities and Youth.

(j) Town Planner, Physical Planning Department.

(k) Representative, Fisheries Division.

(l) Secretary.

2. The members of RAC shall be persons whose qualifications and experience are acceptable to CDB.

APPENDIX 6.5.3

DRAFT TERMS OF REFERENCE
PROJECT MANAGER

1. BACKGROUND

1.1 In March 2016, the Government of Saint Vincent and the Grenadines (GOSVG) approved a Port Rationalisation Master Plan for Saint Vincent. The Port Rationalisation Master Plan was part of a study financed by the Caribbean Development Bank (CDB), to inform the St. Vincent and the Grenadines Port Authority (SVGPA)/GOSVG's development of new physical port infrastructure in Kingstown.

1.2 GOSVG applied for financing from CDB – United Kingdom Caribbean Infrastructure Partnership Fund (UKCIF) towards the cost of financing the Kingstown Port Modernisation Project and intends to apply a portion of the proceeds of this financing to eligible payments under a contract for which the actual invitation is issued.

2. PROJECT DESCRIPTION

2.1 The project comprises the following;

(a) construction of the main cargo port terminal, which will be located on reclaimed land seaward of and between the existing fishing jetties at the Kingstown fishing market, and Rose Place. It will comprise road rehabilitation works, soil stabilisation, quay wall/ retaining wall construction, land reclamation and the construction of sub structures and superstructures. It will also include road improvement works and the installation of a new sewer outfall to replace the existing line which is currently routed through the proposed project area; and

(b) relocation of vendors currently operating at Little Tokyo; resettlement of residents currently living at Rose Place to a site identified at Lomans which is to be developed under the project and the resettlement of fisherfolk currently operating at Rose Place to a new site at Edinboro. These exercises will be achieved through stakeholder consultation and participation.

3. OBJECTIVE

3.1 The objective of the consultancy is the effective and timely achievement of the project outputs and outcomes, through efficient management of the project implementation.

4. SCOPE OF SERVICES

4.1 The Project Manager (PM) will report to the Chairperson, Board Steering Committee (BSC). He/she will be responsible for coordinating and monitoring all aspects of the implementation of the Project. PM will be supported by an Assistant PM, a Procurement Specialist, an Environmental Safeguards Specialist, a Community Liaison Officer and, administrative staff within the Ministry of National Security, Air and Sea Port Development. The PM will be a member of the BSC. PM's duties will include, but not be limited to;

(a) maintaining records and carrying out the day-to-day coordination and supervision of the Project, including the preparation of regular progress reports;

(b) managing the financial aspects of the Project including: monitoring and controlling of project cost, preparing/reviewing withdrawal applications, supervising preparation of financial reporting and submit to the Board Steering Committee (BSC) and CDB. Preparing and submitting to CDB, a Quarterly Report on the Investment Cost of the Project, in the form specified by CDB, within two weeks after the end of each calendar quarter, commencing with the quarter following the commencement of the assignment;

(c) keeping BSC and CDB timely informed of implementation problems that could jeopardise the project objectives and recommending how those objectives can be safeguarded;

(d) liaising with CDB on all technical and administrative aspects of the Project;

(e) submitting to CDB, within two weeks after the end of each month, the Monthly Progress Reports and those prepared by the Consultant;

(f) developing key partnerships with stakeholders and liaising with them to inform about the Project and its implementation status;

(g) organising meetings in collaboration with stakeholders at strategic times to discuss all aspects of project implementation, including any current and/or potential obstacles to timely implementation;

(h) attending and preparing minutes of BSC meetings;

(i) assisting in the preparation of inter-agency Memorandum of Understanding to formalise roles and responsibilities;

(j) develop close working relationships with all project participants and stakeholders (including NGOs, government departments, private sector, and Local Government officials) to achieve a shared vision of the Project and its objectives;

(k) representation of GOSVG in all its dealings with all consultants, suppliers and contractors;

(l) participation and reporting on formal community participation including discussions at public meetings arranged as part of the requirements of the consultancies;

(m) oversight of the integration of the social and gender aspects of the project, including incorporating and monitoring the social and gender aspects at strategic points during implementation;

(n) management and administration of the implementation of the construction contracts;

(o) establish and update on a monthly basis, a project implementation schedule (gantt chart) showing project progress against the baseline;

(p) convening, at least monthly, meetings with the contractor(s) and engineering consultants, for the purpose of coordinating activities;

(q) control the budget and introduce safeguards acceptable to CDB to prevent funds and assets misuse;

(r) keep accounts on project-related expenditure and disbursement activities; this should include the quarterly submission of the projected quarterly expenditure of the project to the end of construction;

(s) advertise for, and assist, in the selection and engagement of the various consultants;

(t) ensure that all contractual obligation are adhered to and make all necessary arrangements to ensure implementation meets projected targets;

(u) submission to CDB of the Civil Works Implementation Completion Report and as-built drawings referred to in the Reporting Requirements contained in CDB's Appraisal Report, within two (2) months after the date of issue by the engineering consultants of a certificate of practical completion of the last Civil Works contract; and

(v) preparation and submission to CDB of a PCR by the deadline specified in the Reporting Requirements contained in CDB's Appraisal Report.

4.2 Reports shall be prepared and submitted in the specified CDB/UKCIF format. A CDB/UKCIF report template will be provided by CDB;

5. QUALIFICATIONS AND EXPERIENCE

5.1 The Prospective candidates should have a minimum of the following qualifications: a Masters Degree or equivalent in Public Administration, Project Management or other related field with a minimum of fifteen years' experience in the management and implementation of multi-sectoral projects. He/she will have experience in managing marine construction projects valued no less than USD20mn. The successful candidate will possess strong communication, supervisory and monitoring skills and good relations with local stakeholders are desirable.

6. DURATION

6.1 The services are expected to be delivered intermittently over a period of 56 months.

7. COMMENTS BY THE CONSULTANT(S)

7.1 The PM is requested to make comments on, and suggestions for, improvements to these Terms of Reference. The financial implications, if any, of these recommendations should be indicated separately in the Financial Proposal.

BUDGET
(USD)

Item	Total
Professional Fees	672,000
Airfare	18,000
Office and Accommodation	156,820
Transportation	50,000
Communication	3,000
Miscellaneous Expenses	20,000
Total	919,820

APPENDIX 6.5.4

DRAFT TERMS OF REFERENCE
PROCUREMENT SPECIALIST

1. BACKGROUND

1.1 In March 2016, the Government of St. Vincent and the Grenadines (GOSVG) approved a Port Rationalisation Master Plan for Saint Vincent. The Port Rationalisation Master Plan was part of a study financed by the Caribbean Development Bank (CDB), to inform the Saint. Vincent and the Grenadines Port Authority (SVGPA)/GOSVG's development of new physical port infrastructure in Kingstown.

1.2 GOSVG applied for financing from the Caribbean Development Bank (CDB) – United Kingdom Caribbean Infrastructure Partnership Fund (UKCIF) towards the cost of financing the Kingstown Port Modernisation Project and intends to apply a portion of the proceeds of this financing to eligible payments under a contract for which the actual invitation is issued.

2. PROJECT DESCRIPTION

2.1 The project comprises the following;

(a) construction of the main cargo port terminal, which will be located on reclaimed land seaward of and between the existing fishing jetties at the Kingstown fishing market, and Rose Place. It will comprise road rehabilitation works, soil stabilisation, quay wall/ retaining wall construction, land reclamation and the construction of sub structures and superstructures. It will also include road improvement works and the installation of a new sewer outfall to replace the existing line which is currently routed through the proposed project area.

(b) relocation of vendors currently operating at Little Tokyo; resettlement of residents currently living at Rose Place to a site identified at Lomans which is to be developed under the project and the resettlement of fisherfolk currently operating at Rose Place to a new site at Edinboro. These exercises will be achieved through stakeholder consultation and participation.

3. OBJECTIVE

3.1 The objective of the consultancy is the timely sourcing and delivery of Port equipment.

4. SCOPE OF SERVICES

4.1 The Procurement Officer (PO) will be located in the Project management Team (PMT) and will report to the Project Manager. He/she will be responsible for assisting Ministry of National Security, Air and Sea Port Development in the procurement of equipment for the Saint Vincent and the Grenadines Port Authority. PO will be supported by administrative staff within the PMT. The PO's duties will include, but not be limited to:

(a) Plan, supervise and coordinate procurement activities for goods and services.

(b) Examine relevant documents and develop technical specifications for goods and works.

(c) Research market for potential bidders.

(d) Finalising Terms of Reference for consultant services.

(e) Preparation of bidding documents.

(f) Preparation of bid evaluation reports.

(g) Training of bid evaluation committees.

(h) Negotiate and follow-up as required with respect to delivery of goods and services.

(i) Prepare relevant reports and presentation to update the PMT and Board Steering Committee.

(j) Any other duties assigned from time to time.

5. QUALIFICATIONS AND EXPERIENCE

5.1 The prospective candidates should have a minimum of the following qualifications: A Bachelor's Degree in Management Studies, Finance, Engineering or Procurement Management or other related field from a recognised university. Computer competence in software packages: Microsoft Word, PowerPoint, and Excel. More than 10 years in procurement management within project funded by international organisations. Excellent written, oral and interpersonal skills and ability to communicate effectively with the financiers

6. DURATION

6.1 The services are expected to be delivered intermittently over a period of 12 months.

7. COMMENTS BY THE CONSULTANT(S)

7.1 The PO is requested to make comments on, and suggestions for, improvements to these Terms of Reference. The financial implications, if any, of these recommendations should be indicated separately in the Financial Proposal.

BUDGET
(USD)

Item	Total
Professional Fees	84,000
Airfare	4,000
Accommodation	15,600
Transportation	50,000
Miscellaneous Expenses	16,020
Total	169,620

APPENDIX 6.5.5

DRAFT TERMS OF REFERENCE
ENVIRONMENTAL SAFEGUARDS SPECIALIST

1. BACKGROUND

1.1 In March 2016, the Government of Saint Vincent and the Grenadines (GOSVG) approved a Port Rationalisation Master Plan for Saint Vincent. The Port Rationalisation Master Plan was part of a study financed by the Caribbean Development Bank (CDB), to inform the St. Vincent and the Grenadines Port Authority (SVGPA)/GOSVG's development of new physical port infrastructure in Kingstown.

1.2 GOSVG applied for financing from the Caribbean Development Bank (CDB) – United Kingdom Caribbean Infrastructure Partnership Fund (UKCIF) towards the cost of financing the Kingstown Port Modernisation Project and intends to apply a portion of the proceeds of this financing to eligible payments under a contract for which the actual invitation is issued.

2. PROJECT DESCRIPTION

2.1 The project comprises the following;

(a) construction of the main cargo port terminal, which will be located on reclaimed land seaward of and between the existing fishing jetties at the Kingstown fishing market, and Rose Place. It will comprise road rehabilitation works, soil stabilisation, quay wall/ retaining wall construction, land reclamation and the construction of sub structures and superstructures. It will also include road improvement works and the installation of a new sewer outfall to replace the existing line which is currently routed through the proposed project area.

(b) relocation of vendors currently operating at Little Tokyo; resettlement of residents currently living at Rose Place to a site identified at Lomans which is to be developed under the project and the resettlement of fisherfolk currently operating at Rose Place to a new site at Edinboro. These exercises will be achieved through stakeholder consultation and participation.

3. SCOPE OF SERVICES:

3.1 The purpose of this consultancy is to provide environmental support to the PMT during project implementation to ensure compliance with the Bank's Environmental Safeguards Policies and the environmental laws of SVG. The Environmental Safeguards Specialist (ESS) will assist the Project Manager (PM) in addressing a variety of environmental issues at all the stages of the implementation of the project and in environment related training/awareness raising and coordination activities. The ESS will be responsible for overseeing the implementation of the ESMP and day-to-day activities related to the environmental aspects of the project. The ESS would take full ownership for the following:

(a) Assist in implementing the ESMP and the environmental monitoring programme for the Project.

(b) Review the applicable SVG national regulations to identify specific environmental compliance activities, in addition to those included in the ESMP to ensure that any

additional mitigation measures from the local regulations are also included in the EMP. Specific tasks may include identification of permit requirements, review of records related to permit fulfillment, evaluation of compliance with permit conditions;

(c) Provide oversight during the development and implementation of operational plans and training as required for environmental sustainability policies, plans and related training arising from the OAS study including ESMs, OHS, multi- hazard plans etc.

(d) Advise the PM on any deviations from the ESMP and/or new or emerging environmental and climate change risks.

(e) Review the bid documents and certify that environmental mitigations, recommended in the ESMP are fully addressed.

(f) Ensure the integration of ESM performance specifications into the bid documents and construction contracts.

(g) Support the PM in ensuring that all national regulatory requirements for the project has been met.

(h) Work with the PM to ensure reporting, monitoring and evaluation fully address the safeguard issues identified for the project; providing a well-documented, evidence-based compliance reports to be incorporated into the project monthly, quarterly and annual reports.

(i) Assist the PM with the preparation of a Project Completion Report by the deadline specified in the Reporting Requirements contained in CDB's Appraisal Report.

(j) Assist in designing and delivering environmentally related capacity building activities that may arise for GOSVG and PAPs.

(k) Ensure that social and environmental grievances are managed effectively and transparently through the grievance redress mechanisms.

(l) Any other tasks assigned by the PM to support the project with respect to the environmental issues.

4. DELIVERABLES:

The ESS shall prepare monthly, quarterly, semiannual and annual reports that should incorporate the specific environmental assessment, monitoring and capacity building activities. The ESS will report to and work under the overall guidance of the PM and will be required to submit the following deliverables:

(a) Inception Report;
(b) Updated EMP;
(c) Development of Safeguards Compliance Monitoring templates;
(d) Quarterly Compliance Audits/environmental compliance checklists; and
(e) Annual Compliance Monitoring Reports.

5. DURATION

5.1 The consultancy is expected to last no more than thirty six (36) months from the date of contract signing.

6. QUALIFICATIONS AND EXPERIENCE

6.1 The consultant should possess the following minimum qualifications:

- A post-graduate degree or equivalent qualification in Coastal/Marine Biology; Ecology; Natural Resource /Environmental Management; Environmental Science and Environmental Engineering.
- A minimum of seven (7) years relevant practical experience involving marine or port environments.
- Knowledge of CDB Environmental Safeguards policies.
- Previous experience in developing and/or implementing environmental safeguard strategies for organisations or port related projects.
- Excellent inter-personal skills and demonstrated ability to engage and work with local communities.
- Strong analytical skills; Exceptional ability in communication and networking.
- Proficiency in computer applications.
- Excellent working knowledge of English.

7. Working Arrangements

The specialist will be contracted by PMT and will report to PM. He/ she will collaborate with the Social and Gender Specialist and the Project Engineer, as these two individuals will also be involved with various aspects of contractor supervision and safeguards management.

BUDGET
(USD)

ITEM	AMOUNT
Consultancy Services	270,000
Air Fare:	4,000
Accommodation	27,400
TOTAL	301,400

APPENDIX 6.5.6

DRAFT TERMS OF REFERENCE
SOCIAL AND GENDER SPECIALIST

1. BACKGROUND

1.1 In March 2016, the Government of St. Vincent and the Grenadines (GOSVG) approved a Port Rationalisation Master Plan for Saint Vincent. The Port Rationalisation Master Plan was part of a study financed by the Caribbean Development Bank (CDB), to inform the Saint. Vincent and the Grenadines Port Authority (SVGPA)/GOSVG's development of new physical port infrastructure in Kingstown.

1.2 GOSVG applied for financing from the Caribbean Development Bank (CDB) – United Kingdom Caribbean Infrastructure Partnership Fund (UKCIF) towards the cost of financing the Kingstown Port Modernisation Project and intends to apply a portion of the proceeds of this financing to eligible payments under a contract for which the actual invitation is issued:

2. PROJECT DESCRIPTION

2.1 The project comprises the following;

(a) construction of the main cargo port terminal, which will be located on reclaimed land seaward of and between the existing fishing jetties at the Kingstown fishing market, and Rose Place. It will comprise road rehabilitation works, soil stabilisation, quay wall/ retaining wall construction, land reclamation and the construction of sub structures and superstructures. It will also include road improvement works and the installation of a new sewer outfall to replace the existing line which is currently routed through the proposed project area.

(b) relocation of vendors currently operating at Little Tokyo; resettlement of residents currently living at Rose Place to a site identified at Lomans which is to be developed under the project and the resettlement of fisherfolk currently operating at Rose Place to a new site at Edinboro. These exercises will be achieved through stakeholder consultation and participation.

3. OBJECTIVE/OUTCOME

3.1 The expected outcomes of the Project are:

(a) Improved efficiency in the provision of cargo port services and enhanced environmental sustainability and climate resilience of the Port of Kingstown.

(b) Clear and unencumbered access to the site at Rose Place as per regulatory requirements and CDB's Environmental and Social review Procedures to facilitate works on Phase II of the Programme.

4. SCOPE OF SERVICES

4.1 The primary role and responsibility of the Social and Gender Specialist (SGS) would be to ensure the effective and sustainable integration of social and gender considerations through the Port Modernisation Project activities, ensuring that a current good practice approach is employed to support stakeholder participation in decision-making regarding issues that affect them throughout Project implementation. The SGS would be a member of the Project Management Team (PMT) and would substantively report to the Assistant Project Manager (APM). The roles and responsibilities of the SGS will including, inter alia:

(a) Liaising with SVGPA/Ministry of National Security, Air and Seaport Development (MNS), Environmental Specialist, Design and Civil Works Consultant/s (hereafter referred to as the Project Consultants;

(b) Liaising with partners including those across GOSVG including, but not limited to: Ministries of National Mobilisation including Gender Affairs; Finance; Education including the Technical and Vocational Education and Training Council; Environment; Fisheries and Agriculture; Labour; the Maritime Administration, and the Royal Saint Vincent Police Force (The Police);

(c) Supporting the Community Liaison Officer (CLO) whose role will be guided by the Stakeholder Engagement Plan (SEP) and Grievance Redress Mechanism (GRM) with focus on ensuring continuous communication with Project-affected Persons.

(d) Supporting the development of CLO's workplans;

(e) Ensuring the alignment of priorities, and broad-based communication with primary and secondary stakeholders;

(f) Representing, facilitating and/or integrating social inclusion and gender equality considerations and safeguards across all proposed Project components, and encouraging equal access to project benefits by men, women, and vulnerable groups including inter alia, youth, and Persons with Disabilities (PWDs);

(g) Ensuring broad-based coordination and collaboration on the Project's social and gender impacts and resulting activities;

(h) Validating and finalising both the products and actions proposed by associated Project Consultancies including, inter alia:

(i) The findings and recommendations proposed under the study financed by UKCIF's General Resources - "Enhancing the Socio-Economic and Livelihood Impacts of the Port Modernisation Project."

(ii) The Environmental and Social Management Plan (ESMP) including the SEP and GRM.

(iii) The Resettlement Action Plan.

(iv) The Environmental and Social Impact Assessment and ESMP undertaken for the relocation and resettlement activities of the Project.

(v) Any other studies that may be undertaken to support project implementation.

(i) Developing time-bound, action-oriented and measurable plans to support the implementation of the above documents in collaboration with the CLO, PM, SVGPA/MNS and other relevant GOSVG representatives.

(j) Develop the "Maritime Administration's Policy on Gender Equality and Social Inclusion," as a distinct chapter of the broader GOSVG Gender Policy[1] through collaboration and consultation across all relevant Departments of the GOSVG[2], that will include, inter alia:

(i) Internal considerations including, but not limited to, human resource strategies on hiring practices, pay equity and sexual harassment.
(ii) External considerations including, but not limited to, customer service, safety and security, human trafficking screening, etc.
(iii) A results management framework with realistic SMART indicators[3] and targets.

(k) Developing and implementing, with the assistance of the CLO and SVGPA/MNS, a communication and outreach campaign on the "Maritime Administration's Policy on Gender Equality and Social Inclusion;"

(l) Designing and delivering gender sensitisation and social inclusion training to SVGPA/MNS staff and GOSVG relevant departments (to be determined through consultations) on the "Maritime Administration's Policy on Gender Equality and Social Inclusion;"

(m) Supporting SVGPA/MNS to monitor the implementation of the "Maritime Administration's Policy on Gender Equality and Social Inclusion;"

(n) Additional roles and responsibilities will include, inter alia and as identified by the APM and/or SVGPA/MNS, project management, implementation and SGS support in specific areas of Project implementation; and

(o) Knowledge transfer and capacity-building of staff identified by GOSVG to support implementation of the Port Modernisation Project.

4.2 The SGS would validate and update as required, the findings of the social and gender impact assessment undertaken as part of the Sellhorn-HPC Feasibility Study (2018) in alignment with the Project's Results Framework.

[1] CDB and the GOSVG Bureau of Gender Affairs are in negotiations to provide grant support and loan resources to develop a Gender Policy and an expanded facility for addressing the holistic needs of SVG's Special Victims of Violence (name of facility to be determined).
[2] The following Partners in SVG should be consulted during the development of the Policy, including inter alia, SVGPA/MNS, Ministry of Finance, Ministry of National Mobilisation, Ministry of Labour, Ministry of Trade, Central Planning, Royal Saint Vincent Police Force, and Immigration Department.
[3]SMART indicators: Specific, Measurable, Achievable/Attributable, Relevant, Timely/Time-Bound/Targeted (https://eca.state.gov/files/bureau/a_good_start_with_smart.pdf)

5. DURATION

5.1 The consultancy is expected to last no more than thirty-six (36) months from the date of contract signing.

6. REPORTS/DELIVERABLES

6.1 The SGS would be expected to provide to the APM for approval, one hard copy and one electronic copy of the following Reports (by Project component where appropriate). Further, SGS would be responsible for integrating their work into the APM's monthly reporting and other requirements, ensuring a clear representation of the work undertaken to advance social-inclusion and gender equality through Project components:

(a) Final ESMP, inclusive of SEP and GRM, within three (3) months of signing the contract.

(b) Draft "Maritime Administration's Policy on Gender Equality and Social Inclusion" within six (6) months of signing the contract.

(c) Final "Maritime Administration's Policy on Gender Equality and Social Inclusion" within nine (9) months of signing the contract, including Appendices detailing the consultation undertaken in developing the policy, and the proposed training plan for policy implementation.

(d) Summary reports on all SGS and CLO activities undertaken through the mandate of the SGS and CLO TORs on a quarterly basis or as appropriate in line with the APM's reporting requirements.

7. QUALIFICATIONS AND EXPERIENCE

7.1 The SGS must possess a strong awareness of and sensitivity to gender, disability, youth, labour, and other social inclusion issues, and must possess the following minimum qualifications:

(a) Master's Degree in social work, social psychology, gender studies, sociology, international development, facilitation and negotiation, policy design and development, social and gender impact assessments, social safeguard oversight including resettlement, anthropology, public policy or other related field.

(b) Experience supporting Government's to oversee involuntary resettlement and/or involuntary economic displacement activities, essential.

(c) Minimum of ten (10) years' relevant practical experience encompassing stakeholder engagement practice, gender assessment, community development, livelihoods programming, community resettlement and/or social/gender research using participatory approaches including qualitative research techniques (surveys, focus groups, workshops, mediation, facilitation, etc.).

(d) Minimum of seven (7) years' experience developing and implementing policy papers and strategies, particularly on social and gender issues.

(e) Minimum of seven (7) years' experience developing and delivering gender sensitisation training.

(f) Minimum of five (5) years' experience in community research and participatory community development.

(g) Strong demonstrated ability in conducting evidence-based research.

(h) Excellent written and verbal communication skills in English.

(i) Proven capacity to work as part of a team.

7.2 Assets for consideration would include:

(a) Awareness of and sensitivity to, gender, disability, youth, labour, and other social inclusion issues.

(b) Experience in St Vincent & the Grenadines and/or the Caribbean Region would be an asset.

BUDGET
(USD)

Item	CDB
Consultancy Services	270,000
Travel	4,000
Accommodation	27,400
Total	301,400

APPENDIX 6.5.7

DUTIES OF THE ASSISTANT PROJECT MANAGER

1. The Assistant Project Manager (APM) will report to the Project Manager (PM). He/she will be responsible for coordinating and monitoring all aspects of the implementation of the Project with regards to the Resettlement of Residents at Rose Place along with other duties that may be assigned from time to time by the PM. Additional administrative, technical and clerical support will be provided by Project Management Team (PMT) of Ministry of National Security, Air and Sea Port Development (MNS). APM's duties will include, but will not be limited to:

(a) Assisting the PM in the preparation and submission to GOSVG and CDB of annual work plans for the Project.

(b) Direct and supervise the day-to-day operations of the resettlement project, guided by the project documents and the annual work plans.

(c) M&E of the Project, in a manner consistent with the Project's M&E Framework.

(d) Supervision of all components, including ensuring that activities and procurement schedules are carefully planned and executed.

(e) Develop close working relationships with all project participants and stakeholders (including NGOs, government departments, private sector, and Local Government officials) to achieve a shared vision of the resettlement project and its objectives.

(f) Participation and reporting on formal community participation including discussions at public meetings arranged as part of the requirements of the consultancies.

(g) Management and administration of the implementation of the construction contracts as it relates to Rose Place.

(h) Establish and update on a monthly basis, a project implementation schedule (gantt chart) showing project progress against the baseline.

(i) Convening, at least monthly, meetings with the contractor(s) and engineering consultants, for the purpose of coordinating activities.

(j) Keep accounts on project-related expenditure and disbursement activities; this should include the quarterly submission of the projected quarterly expenditure of the project to the end of construction.

(k) Advertise for, and assist, in the selection and engagement of the various consultants.

(l) Ensure that all contractual obligation are adhered to and make all necessary arrangements to ensure implementation meets projected targets.

(m) Liaise with PMT on all relevant technical, financial and administrative aspects of the project.

(n) assist PM in the preparation and submission to CDB of a PCR by the deadline specified in the Reporting Requirements contained in CDB's Appraisal Report.

2. The assigned APC will have a minimum of the following qualifications:

(a) Masters Degree or equivalent in Public Administration, Project Management or other related field with a minimum of eight years' experience in the management and implementation of multi-sectoral projects or;

(b) a Bachelor's Degree or equivalent in Civil Engineering, Construction Management; of Project Management with a minimum of 12 years' experience in the management and implementation of Civil Engineering Projects.

APPENDIX 6.5.8

DRAFT TERMS OF REFERENCE
COMMUNITY LIAISON OFFICER

1. BACKGROUND

1.1 In March 2016, the Government of St. Vincent and The Grenadines (GOSVG) approved a Port Rationalisation Master Plan (PRMP) for the country. The PRMP was part of a study to inform the St. Vincent and the Grenadines Port Authority (SVGPA)/GOSVG development of a new physical port infrastructure in Kingstown. The outcome of this intervention is enhanced capacity of GOSVG to implement a technically and economically-viable, climate-resilient, socially-inclusive, and gender-responsive solution to a new cargo port facility in Kingstown.

1.2 The works are to be divided in the following phases:

Phase 1: Main Cargo Terminal and Offshore Sewer Line Relocation;
Phase 2: Intra-Regional Cargo terminal;
Phase 3: Inter-Island Ferry terminal; and
Phase 4: Complementary Road Improvements.

1.3 There are significant benefits to be realised from the Project but there are also a range of social and environmental safeguard issues that were identified through the Environmental and Social Impact Assessment which must be managed during implementation. In this regard, the engagement of a Community Liaison Officer (CLO) is imperative to support the Social and Gender Specialist (SGS), Assistant Project Manager (APM) and the Project Management Team (PMT) in managing the safeguard aspects of the Project. This critical input is intended to increase the likelihood of realising the Project's intended outcomes.

2. OBJECTIVE/OUTCOME

2.1 The expected outcomes of the Project are:

(a) Improved efficiency in the provision of cargo port services and enhanced environmental sustainability and climate resilience of the Port of Kingstown.

(b) Clear and unencumbered access to the site at Rose Place as per regulatory requirements and CDB's Environmental and Social review Procedures to facilitate works on Phase II of the Programme.

3. SCOPE OF SERVICES

3.1 The CLO will promote constructive partnerships and communication between SVGPA/Ministry of National Security, Air and Sea Port Development (MNS) and the communities on issues relating to project implementation and will be responsible for implementing community engagement activities as set out in the Stakeholder Engagement Plan (SEP) with the support of the Social and Gender Specialist (SGS). Among other activities, the CLO will:

(a) Review SEP with the support of SGS with a view to identifying and documenting any gaps in the (i) stakeholder identification and analysis that were undertaken; (ii) stakeholder engagement programme (e.g., information to be disclosed, format and communication methods; stakeholder consultation methods); and (iii) schedule for the various stakeholder engagement activities. Information in the ESIA should be used to support SEP review and implementation. The SEP must be updated to address any gaps identified.

(b) Maintain updates to the SEP as necessary, based on issues arising during implementation that may include *inter alia,* stakeholder engagement, and land acquisition. Any major changes to the Project activities and/or schedule will be duly reflected in the updated SEP.

(c) Provide timely feedback to Assistant PM and SGS on concerns raised by community leaders.

(d) Provide timely feedback to community members on project implementation, concerns raised or important decisions taken by SVGPA/MNS in accordance with agreed protocols.

(e) Develop public relations programmes along with SGS, SVGPA/MNS, Non-Governmental Organisations, and Community-based Organisations to educate community members about the Project and encourage their continuous buy-in and active participation throughout the project cycle.

(f) Facilitate dialogue and sensitise Project-affected communities as necessary, with particular attention being paid to obtaining information from the less vocal persons in the communities through the use of differential participatory techniques.

(g) Manage community members' expectations of the Project during scheduled meetings and ad-hoc interaction, as necessary.

(h) Identify potential grievances or project risks and/or opportunities.

(i) Assist Resettlement Action Committee with management of, and timely responses to grievances lodged through the Grievance Redress Mechanism (GRM) of the SEP.

(j) Support the SGS in liaising with contractors as needed (e.g. during the local labour recruitment process by assisting with drafting gender-responsive local hiring policies and procedures) especially where community requirements are being solicited.

(k) Raise awareness of employment opportunities especially for vulnerable groups in the society and within the Project areas including women, youth and (PWDs) as well as encourage the Ministry of Labour to register potential workers and sensitise them about job opportunities to be offered by the project.

(l) Manage stakeholder engagement logistics such as soliciting suggestions/grievances from suggestion boxes, placing communication materials on notice boards and via social media, and arranging community meetings.

(m) Facilitate stakeholder participation at all relevant levels in accordance with the identified needs of the different categories of stakeholders, particularly women, youth and PWDs. This may include other activities – participatory assessments and problem-solving of issues, concerns and opportunities, focus group discussions, information-sharing, and community meetings.

(n) Assist in evaluating the social, environmental and economic impacts of Project activities on the well-being of community members using participatory approaches.

(o) Monitor implementation of the recommendations proposed under the study financed by UKCIF's General Resources - "Enhancing the Socio-Economic and Livelihood Impacts of the Port Modernisation Project and maintain records and data (disaggregated by sex and age) for Project-affected Persons (PAPs) participation in training activities.

(p) Assist the Assistant PM in ensuring that the implementation of project activities is in conformance with GOSVG's and CDB's environmental and social requirements.

(q) Attend Project Steering Committee meetings as required and provide information on community discussions, highlighting any current and/or potential challenges likely to impact implementation progress.

(r) Maintain comprehensive and updated minutes of meetings with the community and other stakeholders.

(s) Prepare and submit to the Assistant PM inputs for incorporation into monthly progress reports to CDB.

(t) Prepare and submit to the Assistant PM, inputs for incorporation into a Project Completion Report, within three months after practical completion of the works.

(u) Promote and conduct awareness training on health and safety risks directly associated with the Project. These should include but not be limited to mitigating potential conflicts between any foreign workers and local communities that may arise from an influx of workers to the Project sites during construction, increased risks of harmful practices such as sex work, gender-based violence and the use of illegal drugs.

4. DURATION

4.1 The consultancy is expected to last no more than thirty-six (36) months from the date of contract signing.

5. REPORTS/DELIVERABLES

5.1 CLO shall report to the Assistant PM. CLO will furnish reports/deliverables on the assignment as set out below:

(a) Prior to commencement of the works and in conjunction with SGS and Monitoring Evaluation (M&E) Consultant, develop and implement a results-based, gender-sensitive M&E framework/plan for the SEP that monitors the implementation of the SEP and includes the following indicators:

(i) Number of consultation meetings and other public discussions (forums, focus groups, etc.) conducted within a reporting period. The reporting period will be defined in the framework (e.g. monthly, quarterly, or annually);

(ii) % of women participating in consultations by reporting period;

(iii) Number of grievances received within a reporting period, number of those resolved within the prescribed timeline, disaggregated by sex of the complainant; and

(iv) Number of project-related press materials published /broadcasted in the national media.

(b) Other information to be collected shall include:

(i) Geographic origin and type of grievances received, and reasons for non-resolution within the prescribed timeline including an analysis of trends;

(ii) Analysis of project-related press releases content: proportion that is favourable, unfavourable, neutral, and trends;

(c) Provide a monthly (structured) field report to SVPA including consultations undertaken, attendance registers (where applicable), concerns raised, requests raised, concerns resolved, potential risks, grievances or opportunities identified;

(d) Assist in compiling a quarterly report for external stakeholders on stakeholder engagement activities undertaken during the previous quarter including the current status of M&E actions. The quarterly report shall include summarised information on participatory methods employed, grievances received from stakeholders (including information on incidents and events that resulted in grievances) and will be collated by the responsible staff and referred to the APM. These summaries will be accompanied by information on the implementation status of associated corrective and preventative actions and recommendations. This report shall form part of the quarterly status reporting (provided by the PM) for the Project; and

(e) Assist in the compilation of relevant sections of the Project Completion Report.

6. QUALIFICATIONS AND EXPERIENCE

6.1 The CLO is expected to possess the following minimum qualifications:

(a) At least a Bachelor's Degree in Sociology, Rural Development, Anthropology, International Development, Community Development or other relevant discipline.

(b) A minimum of seven (7) years' relevant practical experience encompassing stakeholder engagement practice, community development, and/or social research using participatory methodologies.

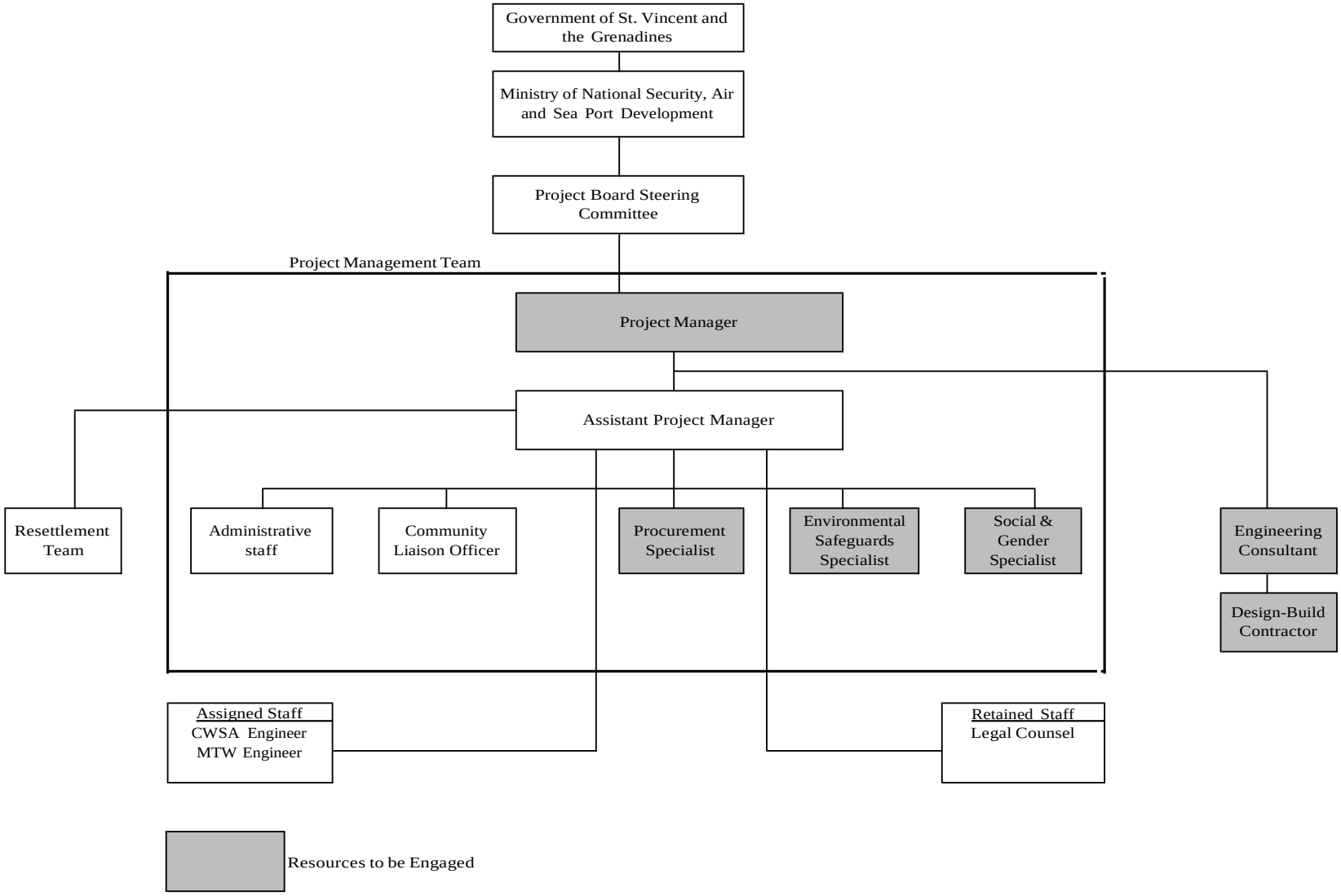
(c) Fluency in English is required.

(d) Proficient computer skills and good written and oral communication skills are required.

(e) Administrative and management competence would be an asset.

APPENDIX 6.6 PROJECT ORGANISATION CHART

PROJECT MANAGEMENT ORGANISATIONAL CHART



APPENDIX 6.7 REPORTING REQUIREMENTS

APPENDIX 6.7.1

REPORTING REQUIREMENTS

Report Implementation		Frequency	Deadline for Submission	Responsibility
1.	**Progress Reports** on implementation status and performance of the project in relation to planned schedule and objectives (planned versus actual) in the required formats. Minutes of project steering committee/Technical advisory group and monthly reports from supervising consultant and contractor should be attached	Monthly/ Quarterly	Within 10 days after the end of each calendar month until Project implementation is completed, commencing one month after the signing of Loan Agreement	PM with input from the M & E Officer
2.	**Evaluation Reports** on prequalification and tenders for works	-	Within two weeks of the submission deadlines.	PM
3.	**Project Investment Cost Reports** on the investment costs of the Project. Updated project schedule (Gantt Chart with task dependencies)	Quarterly	Two weeks after the end of each quarter until Project implementation is completed, commencing with the first quarter.	PM
4.	**Civil Works Progress Reports** for each phase of the Civil Works contracts.	Monthly	Within three weeks after the end of each calendar month until Project implementation is completed.	Construction Supervision Consultant(s).
5.	**Consultant's Report** on Technical assistance and related components	As applicable	Per applicable Contract. Submitted to CDB within 1 week of receipt from consultant	Technical Assistance Consultant
6.	**Completion Report** for each Civil Works Contract (including as-built drawings).	-	Within two months of the date of issue of a certificates of practical completion for each Phase of Works Contract.	Construction Supervision Consultant(s)
7.	**Annual Work Plan and Budget** (AWPB) by project component detailing planned activities associated with costs and timing	Annually	Beginning one quarter after the project is launched	PM
8.	**Updated Procurement Plan**	Every 18 months or as needed	Always covering the next 18 months period of project implementation	PM

9.	**Annual Financial Audit**		Within 60 days of the end of each fiscal year	PM
10.	**Project Completion Report** on the implementation and on the early operation stage of the Project.		Within four months of completion of the Project.	PM
11.	**Operation: Maintenance Plan** for the port infrastructure, including reports of condition assessments of port equipment	Annually	By December 31 commencing in 2023.	

APPENDIX 6.7.3

FORM OF PROJECT COMPLETION REPORT

1. Dispatch of information: designation of the person responsible:

The information below has to be sent to CDB under the responsibility of:

Company	
Contact person	
Title	
Function/Department	
Address	
Phone	
Fax	
Email	

The above-mentioned contact person(s) is (are) the responsible contact(s) for the time being. GOSVG shall inform CDB immediately in case of any change.

2. Information on the end of works and first 12 (twelve) months of operation:

GOSVG shall deliver to CDB a completion report with the following information on project completion and initial operation after a year of the commissioning of the Project:

(a) a brief description of the technical characteristics of the Project as completed, explaining the reasons for any significant change;

(b) the date of completion of each of the main Project's components, explaining the reasons for any possible delay;

(c) the final cost of the Project, explaining the reasons for any possible cost increases vs. initial budgeted cost;

(d) the number of new jobs created by the Project: both jobs during implementation and permanent new jobs created;

(e) description of the social and gender aspects of the project and their implementation and level of success;

(f) a description of any major issue with impact on the environment;

(g) description of the Climate Action and/or CC resilience (adaptation) aspects of the Project and their implementation and level of success in operation to date;

(h) update on the Project's demand or usage and comments;

(i) any significant issue that has occurred and any significant risk that may affect the Project's operation; and

(j) any legal action concerning the Project that may be ongoing.

QUARTERLY REPORT ON INVESTMENT COST OF PROJECT
($'000)

Elements of Project	Expenditure for this Quarter	Cumulative Expenditure to date	Projected Expenditure for the Quarter			Estimated Expenditure to Complete Project	Latest Estimate of Expenditure	Project Estimate as per Appraisal Report	Variance Favourable/ (Adverse)	Comments/ Reasons for Adverse Variance and Financing Proposal to Meet Cost Overrun
			Ending	Ending	Ending					
(1)	(2)	(3)	$(4)_1$	$(4)_2$	$(4)_3$	(5)	(6)	(7)	(8)	(9)
1. Project Preparation										
2. Land Acquisition										
3. Infrastructure:								105,338		
4. Engineering Services:										
a) Construction Supervision								4,740		
5.Institutional Strenghtening								500		
6 Project Management								1,940		
Base Cost								112,518		
7. Physical Contingencies								22,404		
8. Price Contingencies								7,629		
Total Project Cost								142,550		
Financing:										
CDB: UKCIF								100,068		
CDB: OCR								98,307		
CDB:SFR								10,000		
GOSVG								43,064		

GUIDELINES FOR COMPLETION OF REPORT ON PROGRESS OF INVESTMENT COST

1. Elements of Project - The elements of the Project as outlined in the Appraisal Report must be recorded in this column. If it becomes necessary to further sub-divide the main elements of the project, then the sub-elements should be grouped to facilitate the determination of the expenditure related to the main elements identified in the Appraisal Report.

2. Expenditure for this Quarter - The expenditure incurred in the quarter to which the report relates in respect of each element of the Project must be recorded in this column.

3. Cumulative Expenditure to Date - The expenditure incurred in respect of each element of the Project from the commencement of the Project to the end of the quarter to which the report relates must be recorded in this column.

4. Projected Expenditure for Quarter - An estimate of the expenditure to be incurred in each of the quarters until project completion.

5. Latest Estimate of Expenditure - The amounts to be recorded in this column should be derived by adding columns 3, 4123, and 5. The amounts recorded in this column should be the best estimate of expenditure to be incurred in respect of each element of the project. These amounts may be less or greater than the appraised expenditure.

6. Project Estimates as per Appraisal Report - The estimate of expenditure to be incurred in respect of each element of the project, as outlined in the Appraisal Report, must be recorded in this column.

7. Variance - The difference between columns 6 and 7 must be recorded in this column. Where the amount in column 6 is less than that in column 7, a favourable variance results. An adverse variance results where the amount in column 6 is greater than that in column 7.

8. Comments - An explanation should be given for each variance which is more than 10% of the project estimates as per Appraisal Report.

FIGURE 1: <u>PROPOSED KINGSTOWN PORT</u>