
JAMAICA DISASTER
VULNERABILITY REDUCTION
PROJECT (JDVRP)

Abbreviated Resettlement Action
Plan (A-RAP)
Port Royal Street Coastal Revetment

[PHASE 1 AGREEMENT]

AUGUST 5, 2019
JAMAICA SOCIAL INVESTMENT FUND

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GLOSSARY OF TERMS

1. “**Census**” means the head count of the persons affected by land acquisition in terms of asset loss and/or displacement, together with an inventory of the assets lost by these persons. The census also includes basic socio-economic data, and is undertaken when the project concept for basic infrastructure investments under a project is agreed between the community and JSIF. The date of the census establishes the cut-off date to record the persons in a community project area, who can receive compensation for lost assets, and/or resettlement and rehabilitation assistance.
2. “**Compensation**” means the reparation at replacement cost as determined in Section of the Resettlement Policy Framework in exchange for assets acquired by a community project (land, buildings, or other assets).
3. “**Cut-Off Date**” means the date after which no person moving into the community project area will be eligible to receive compensation related to land acquisition and resettlement. The cut-off date is the date of the census of the persons affected by land acquisition.
4. “**Displaced Persons**” The people or entities directly affected by a project through the loss of land and the resulting loss of residences, other structures, businesses, or other assets.
5. “**Eminent Domain**” means the right of the state to acquire land for a public purpose using its sovereign power.
6. “**Inventory of Assets**” means a complete listing and description of all assets that will be acquired under a specific community project.
7. “**Land Acquisition**” means the process of acquiring land for a community project under the legally mandated procedures of eminent domain.
8. “**Project Affected Person**” (PAP) means any person who, as a result of the implementation of a project, loses the right to own, use, or otherwise benefit from a built structure, land (residential, agricultural, or pasture), annual or perennial crops and trees, or any other fixed or moveable asset, either in full or in part, permanently or temporarily, business, occupation, work, place of residence or habitat adversely affected; or standard of living adversely affected.
9. “**Rehabilitation Assistance**” means assistance comprising job placement, job training, or other forms of support to enable displaced persons, who have lost their source of livelihood as a result of the displacement, to improve or at least restore their income levels and standard of living to pre-project levels.
10. “**Relocation Assistance**” means the assistance provided to displaced persons/families to cover (i) the costs of moving from their previous to a new location, and (ii) an allowance equal to the

local average costs of living during the transition period to resettle in a new location of residence or business.

11. “**Replacement Cost**” means the method of valuation of assets to determine the amounts sufficient to replace the lost assets and cover transaction costs.
12. “**Resettlement**” means the relocation of displaced persons into new residential locations.
13. “**Community project**” means a specific community infrastructure investment activity, which may comprise several sub-components, carried out with funding from JSIF.

BACKGROUND

JAMAICA DISASTER VULNERABILITY REDUCTION PROJECT (JDVRP)

Past disaster events have physically impacted Jamaica's national infrastructure, some of which include flooding, landslides and storm surge. Addressing the undermining of primary roads, bridges and drainage networks is key in protecting the communities located in these areas, the users of the infrastructure as well as reducing the overall economic impact on the country's economy. In response to this the, Jamaica Disaster Vulnerability Reduction Project (JDVRP) was designed with the objective 'to enhance Jamaica's resilience to disaster and climate change risk.' The project is financed by a US\$ 30m loan funded by the World Bank.

The JDVRP is structured into four (4) components, outlined below.

Component 1 – Technical Assistance for Improved Disaster and Climate Resilience (US\$ 3.815M). This component will support the generation and collection of targeted hazard and risk information, its analysis and use in monitoring systems and decision making. This component will finance the following activities: (i) equipment and facilities to strengthen the seismic monitoring network; (ii) the establishment of a National Risk Information Platform and Coastal Risk Atlas; (iii) multi-hazard risk assessments for coastal areas, including ecosystems-based analyses and micro zonation studies; and (iv) a training program to support the implementation of the National Building Code.

Component 2: Risk Reduction (US\$23.61M). This includes the retrofitting or construction of key assets in response to the severe impacts from major disasters. This component will finance structural mitigation measures. The sub-components and activities to be financed under this component are:

- (i) Retrofitting, construction and/or rehabilitation of national and sub-national priority infrastructure (bridges and urban drainage);
- (ii) Retrofitting, construction and/or rehabilitation of critical public facilities (schools and fire stations)
- (iii) Establishing or improving coastal protection measures.

Component 3: Contingent Emergency Response (US\$0M). The proposed operation will include a contingent 'zero component', which in the event of a disaster caused by a natural hazard would enable the Government to quickly reallocate Project funds to disaster response and recovery purposes under streamlined procedures. This Contingent Emergency Response Component (CERC) will support Jamaica's emergency preparedness and response capacity to the impact of natural hazards, including financing of post-disaster critical emergency goods or emergency recovery and associated services, as well as targeted provision of post-disaster Social Safety Net (SSN) support to affected households and individuals. Following an adverse natural event, the Government's declaration of disaster in accordance with national law, and subject to the Bank's activation policy, the contingent component would be triggered.

Component 4: Project Administration (US\$2.5M). This component will finance costs

associated with program management, including Project related audits, monitoring, mid-term and end-of-project evaluation, equipment and training to strengthen the Project Implementation Unit (PIU), as well as individual consultants, motor vehicle and operating costs. The component will also finance the core professional and technical staff for Project management, including a Program Manager, Supervision Engineers and specialists in the areas of disaster risk management, safeguards compliance, finance, procurement and related Project management areas. Core staff will be recruited on time-bound basis.

This Abbreviated Resettlement Action Plan will be linked to activities under Component 2, Sub component (i) - Retrofitting, construction and/or rehabilitation of national and sub-national priority infrastructure (bridges and urban drainage).

- National Bridges: The Old Harbour area is the largest fishing community in Jamaica and also one of the most rapidly growing populations outside of Kingston. The town connects Kingston and Spanish Town, the two largest cities in southern Jamaica by a four-lane highway and the Old Harbour Road. There are over 15,000 vehicles that travel the Old Harbour Road every day and some sections of the road are in poor condition; only permitting single lane traffic, no pedestrian walkways, and suffer frequent flooding. The Project will be targeting three bridges located along this road: Old Harbour/ Myton Gully Bridge, Church Pen 1 Bridge and Church Pen 2 Bridge. The proposed bridge infrastructure meets the criteria for readiness as designs have already been prepared. Equally, the criteria for selection identified by the GoJ included traffic volume, structural integrity, and socio-economic impact.
- Urban Drainage: The anticipated higher frequency and intensity of rainfall events has the risk of overburdening urban drainage systems, leading to increased flooding, economic disruption and health risks to urban residents. The Comprehensive Drainage and Flood Control Report identifies historical extent, context and potential causes of localized flooding throughout Jamaica's drainage system. The areas the Report prioritizes include: i) number of buildings impacted by flooding; ii) number of persons indirectly impacted by flooding; and iii) severity of flooding. The Report dually conducts a rainfall analysis and the design frequency of the drainage systems, which includes the hydraulic capacity. The Big Pond/Myton Gully in Old Harbour, St. Catherine urban drainage network, assessed in the Report, will have interventions financed under the Project. The location is highly susceptible to flooding and is connected to the three bridges also targeted for civil works under this Project.

OVERVIEW OF THE PORT ROYAL STREET COASTAL PROTECTION

The Port Royal Street coastline has experienced moderate to severe erosion since Hurricane Ivan (2004). The area of shoreline of immediate concern is approximately 1, 250 metres long; extending from the Bank of Jamaica (BOJ) parking lot in the West to the Rae Town fishing beach in the East. The road edge within this strip generally varies between 0.5 and 12.0 metres from the shoreline. Should the road fail, the consequences will be of national interests. Presently, the coastal protection measures previously implemented have been severely damaged and have outlived their useful life. These include measures attempted nearby the General Penitentiary, the Jamaica Stock Exchange and the South Camp Road round-a-bout and gully. Research has shown (CEAC, 2009 & 2018) that the stretch from the General Penitentiary to the Gully/Jamaica Stock Exchange is extremely vulnerable to wave attack, coastal erosion and road failure and requires urgent attention.

This ARAP focuses on the fisherfolks that currently moor their boats along the beach.

ARAP Objective

The objective of this ARAP is to ensure that the Port Royal Street Coastal Revetment Project is implemented with minimal displacement of project affected persons i.e. the fisherfolk which operate along the Port Royal Street coastline, ensuring that livelihoods are restored to a state equal or better than pre-project conditions.

Project Description: The proposed scope of the work to be undertaken is:

INFRASTRUCTURAL WORKS

1. Construction of 1km composite sea wall and revetment structure from the Ministry of Foreign Affairs to Rae Town
2. Upgrading of minor drains crossing Port Royal Street.
3. Elevation of road surface to a minimum elevation of 1.9m above MSL
4. Construction of a 4.7 m boardwalk along the shoreline between the Ministry of Foreign affairs and Rae Town to facilitate recreational use of the shoreline.
5. Construction of 80m fishing beach in front of the Ice Factory for the relocation of 38 fisherfolks.

Potential Impact

Currently the thirty-four (34) fishers moor their vessels at three (3) various points along the shoreline i.e. i) Opposite Jamaica Stock Exchange ii) Opposite Breezy Castle iii) Opposite Kingston Ice Factory. The proposed works include the construction of a coastal revetment along the length of this shoreline which they currently occupy. This will cause some disruption in their activities. However, in order to ensure their fishing activities are not halted, the fishers will be allowed to moor and operate normally during construction as they will be shuffled down along the shoreline. Improved facilities will be left with them after construction of the revetment.

Fishing is the source of livelihood for fisherfolk, some of whom also double as scrapers along that shoreline. The inability to moor in this area will cause economic impact to the extent that their regular activities will be disrupted. The activities of scraping include cleaning (scaling and gutting) of fish for sale to customers who purchase the fish in large quantities for retailing within communities and in the market. Scraping is a value-added service provided as a small percent of the fish price. The movement of the fishers will also disrupt this activity. There are no vendors near the location where the fishing boats moor.



FIGURE 1: PORT ROYAL STREET SHORELINE

Alternatives:

Alternative 1 – Relocate them to an established fishing village i.e. Rae Town which is approximately 700m away. This however was not feasible due to longstanding socio-political issues which have over the years seen much discord, violence and loss of lives. The fishers affected by this project therefore fear for their safety and are unwilling to relocate to that location.

Alternative 2 - Relocate the fisherfolk to a small fishing beach near the Jamaica Stock Exchange. However, due to safety concerns and proximity to the street, the impact on traffic and people movement, this area was not suitable.

Mechanisms to Minimize Displacement

The Stakeholder engagement process for this project will be a two (2) phased approach as outlined below:

- **Phase 1 Agreement** – The ARAP to be signed by fisherfolk indicating their participation in the process and their agreement with the overall project design, a phased approach, that all their concerns have been addressed and that a second consultation will be in done when works are scheduled to commence.
- **Phase 2 Agreement** – Subsequent to the selection of a contractor, PAPs are to be re-engaged based on the proposed work schedule. The consultation will be towards agreement on the activities to be undertaken, how they will be undertaken and the timing. The ARAP will be redisclosed thereafter.

The mechanisms to minimize negative impacts of the project on these fisherfolks will include the following:

1. Construction will be done in phases/sections, and so the fishers will be able to moor at different locations along the shoreline during construction until the completion of their fishing beach. This will ensure their economic activities are not affected during construction.

Given the nature of the work, a detailed plan of the logistics will be prepared when the contractor submits the work schedule. Based on this schedule an outline will be drafted indicating the planned phases of work; what areas are covered under each phase and the duration of each phase. The fisherfolk will moor at any point along the remaining portion of the shoreline at any time. The only section of the shoreline that will be restricted will be the sections under construction.

2. Construction of 80m fishing beach will be done in front of the Ice Factory on Fleet Street. The 3 groups of fishers currently operate along the same shore line and reside in the same community. They have all agreed to land their vessels at a common point. In that regard one of the currently used mooring sites will be improved into a fishing beach for all of them.

3. The inclusion of items within the design which will improve quality, safety and hygiene of their business environment. This includes: i) a Pedestrian crossing for safe crossing from the beach to their communities ii) compost for organic waste iii) garbage receptacles for proper waste disposal.

TABLE 2: PROJECT IMPACT AND MITIGATION MEASURES TO PREVENT DISPLACEMENT

Impact	Required Works	Mitigation Measures	Cash Compensation
Economic	Construction of 1km composite sea wall and revetment structure	Construction of 80m fishing beach as new location for 34 fisher men to moor.	Not Required

Survey and Baseline Socio-economic Data

The 34 fisherfolks affected by this project operate on 27 vessels (where some vessels are shared). These PAPs have fished in the area for varied number of years with one person reporting they have fished at the location for over forty-three (43) years. The group consists of men and women (32 men & 2 women) men however there are some instances in which boats are co-owned with women who are not fishers.

The current location facilitates a chain of economic activities with fishers, some of whom are also scrapers. Some fishers sell fish immediately on spot to customers, who make large purchases to sell in communities or markets and some use mobile units to carry the fish around and sell where there is demand. Fishers report that they have fished at Lime Cays, along the shoreline of the inner Harbour, between Rae Town and Old Harbour, between Rae Town and Rocky Point, within Kingston Harbour and in the Hellshire Area. Fishing vessels are often operated with multiple persons with up to five persons on a vessel. These persons may not go out for the catch but are integral in the scaling and sale of the fish.

Land Information:

The proposed location is a shoreline which is crown land. No Objection was received from the, National Works Agency and the National Environment and Planning Agency (NEPA) (for a beach license) on July 16, 2018 October 3,2018 respectively. There are no squatters on the land as no structures were erected there, all livelihood activities are carried out via boats.

Entitlements Matrix

TABLE 3: ENTITLEMENT MATRIX

ASSET ACQUIRED	TYPE OF IMPACT	ENTITLED PERSON	COMPENSATION / ENTITLEMENT
Land for infrastructures for construction of composite sea wall and revetment	Economic displacement: Fisherfolks will be unable to moor their boats at the location.	34 fisherfolks	Fishing beach will be rehabilitated away from the original location. No additional land will be claimed since the current water course is the natural channel of the surface water.

Eligibility

Displaced persons are Project Affected Persons who are impacted by land acquisition which results in the loss of part or all of their assets temporarily or permanently to include land, housing, other structures, businesses, crops/trees or other types of assets.

Eligibility for displacement assistance under this project will be determined by the following:

- The project cutoff date was July 18, 2018 and was communicated to the fishers at the previous meetings held at least two (2) month in advance. Fishers who were absent but registered were captured as part of the final list of PAPs. It should be noted that due to strong political tension the area has a fixed number and group of persons who operate at the mooring sites.
- Fishers currently moor their boats at one of the three (3) locations to be affected by the project.
- Extent of impact i.e. displacement of livelihood due to construction

Additionally, the Eligibility and Entitlements Matrix will also serve as a guide.

Valuation and Compensation

Methodology for valuation

- There will be no revenue loss since fishers will continue to maintain normal operations by shuffling down the shoreline to moor their boats during construction. On this basis no compensation payments will be made.

Resettlement Costs

There is no resettlement cost on this project.

CITIZEN ENGAGEMENT / CONSULTATIONS WITH DISPLACED PERSON

JSIF Social Officers (SOs) have had a number of discussions with the PAPs as it relates to the nature of the interventions. These were done as part of the regular JSIF project appraisal process. Site visits are conducted where walkthroughs are done to identify and discuss risks and intentions to mitigate.

Prior to the design of the project, questionnaires were administered to all the fisherfolks by the design consultant. The fisherfolks indicated they were aware of the planned project and outlined the following concerns:

1. How will the fisherfolks will be affected?
2. Will fisherfolk be dislocated?
3. Will it cause limited access to the ocean and docking space?
4. Will it impact marine life?
5. Will work opportunities be created?
6. How will fisherfolks benefit?
7. Will affected persons be compensated?
8. Will the project actually be implemented?
9. Will adequate information on the project be provided.

The findings of this assessment were submitted as part of the consultant's design report. Based on the consultants' impact assessment matrix, the project was anticipated to have minor impact of fishers, characterized by reduced access to fishing areas. Subsequently three (3) consultation meetings were held with the Fisherfolks which moor at the affected area to discuss proposed design, potential impacts and way forward. The notes of the consultation are outlined in annex 2.

The fishers were a part of the fishing beach site selection process and indicated they are willing to be relocated anywhere between the Jamaica Stock Exchange and the Gully en-route to Rae Town. They made it very clear they will not go beyond that point due to sociopolitical conflicts with the fisherfolks at the Rae Town fishing village.

At the last consultation meeting, fishers were shown copies of the final design and it was discussed. Issues raised by the fishers were:

1. Whether pedestrian crossing will be put in place for them to safely cross the road from their community to the beach. They were advised that this is included in the project design.
2. Whether the gates would be wide enough to allow boats to fit. They were advised that it will be.
3. Will there be measures in place to protect the beach from garbage? The group was advised that skips will be placed along the beach however as the immediate users of the beach, they also play a role in keeping it clean.
4. The fishers requested that works starts at the proposed fishing site first, but they were advised that further discussion would be required with the selected contractor later in the process.

Based on the foregoing the project will be done through a two (2) phased agreement:

- **Phase 1 Agreement** – The ARAP to be signed by fisherfolks indicating their participation in the process and their agreement with the overall project design, a phased approach, that all their concerns have been addressed and that a second consultation will be in done when works are scheduled to commence. commencement of works with the contractor (dates to be confirmed).
- **Phase 2 Agreement** – Subsequent to the selection of a contractor, PAPs are to be re-engaged based on the proposed work schedule. The consultation will be towards agreement on the activities to be undertaken, how they will be undertaken and the timing.

Fishers have expressed a concern regarding the location and timing of works in the construction of their new beach requesting that it be constructed first to reduce the likelihood of any lost income. They were advised that discussions regarding this are best negotiated when the contractor is selected for work.

This issue will be further discussed with fisherfolks at a preconstruction meeting after the contractor signs his contract. The parties to be involved include representative from the Fisheries Division, the fisherfolks, JSIF Officers, the contractor and supervisor. Once the detailed plan is agreed on the required parties will sign. A reminder will be also given at the Project Information Meeting before works commence. This will be captured in the phase two agreement.

The 34 fisherfolks were engaged in the initial consultations and are aware of the planned phased approach for the project. The full cohort has not attended the subsequent meetings as many are often at sea. All efforts will be made to ensure that all fisherfolk are mobilized for the phase two consultation which will finalize the specific area that works will commence and how they will be impacted. This will be organized through the Ministry of Agriculture - Fisheries Division.

MONITORING ARRANGEMENTS

For each community project, information on land requirements and the means of obtaining any land required by a particular project component will be recorded in the MIS for different stages of the project cycle:

Project Cycle	Data for MIS
Project Selection	<ul style="list-style-type: none"> • Estimated need for land for specific investment components, • means of obtaining such land (donation, govt. land, purchase, land acquisition), • scale of resettlement, if any. • Amount and description of land donated • Approval,

	<ul style="list-style-type: none"> • Rejection (> 10 families to be resettled)
Project Concept Development and JSIF Technical & Social Review	<ul style="list-style-type: none"> • Community consultations (date, # of participants including potential PAPs, issues), • Documentation provided on voluntary land donations and transfer of unused government land.
Abbreviated Resettlement Action Plan	<ul style="list-style-type: none"> • Data from census with inventory of assets lost by PAPs, entitlements, and socio-economic data, • Dates of receipt, review, and approval by JSIF of ARAP • Dates of submission and approval by Bank of ARAP • Date of disclosure of ARAP
Implementation	<ul style="list-style-type: none"> • Delivery of compensation and rehabilitation entitlements as per ARAP • Data on grievance redress
Post Implementation	<ul style="list-style-type: none"> • Evaluation including assessment of economic rehabilitation/ income restoration • Record results of resettlement in MIS

GRIEVANCES REDRESS MECHANISM

Resolution of different types of grievances regarding resettlement will be attempted at different levels:

Solutions to grievances related to land acquisition impacts will be pursued at the community level with PAPs with facilitation by JSIF and together with design consultants in order to find technical solutions that avoid or further minimize the need for further and acquisition.

Solutions to grievances related to compensation amounts, delays in compensation payments or provision of different types of resettlement assistance will be pursued directly by the designated land acquisition and resettlement staff in JSIF through liaison with the relevant actors.

Where satisfactory solutions to grievances cannot be achieved, the aggrieved party may take the matter before the courts.

Arbitration will be done by appropriate local institutions such as the Justice of the Peace, Community Works Coordinator, and the Dispute Resolution Foundation (which is a Government supported NGO with links to the courts. The courts do refer cases to the Foundation for arbitration as a measure to seek a faster resolution to disputes. This would not prevent the parties to the dispute from taking the matter to the court if a compromise cannot be reached).

Any grievances arising should be recorded and reported on in the JSIF MIS. This should include details on the date of the dispute, the nature of the dispute and how it was resolved. Complaints can be communicated by calling the office and reporting to the assigned project

officer or project manager. Additionally, the representatives of line ministries of other partnering government agencies can communicate grievances on behalf of PAPs to JSIF. Additionally, PAPs have the option to email or write grievances. Complaints will be noted in a grievance log with a response time between 1 and 4 weeks depending on the complexity of the issue.

JSIF’s land acquisition and resettlement staff will ensure that community members and in particular PAPs are informed about the avenues for grievance redress, and will maintain a record of grievances received, and the result of attempts to resolve these. Communities and PAPs will be advised of the avenues available to lodge complaints which include the JSIF Website, calling directly to the office, sending messages via social media platforms, calling the project officer directly, via representatives from other agencies such as SDC or the representatives from the Fisheries Division. Additionally, a project sign will be erected at the site location. This information will be entered into the JSIF Management Information System (MIS) and be included in the regular progress reporting.

GRIEVANCE PROCEDURES	TIMELINE
Acknowledgment of complaint	2 days
Investigation of complaint	1 – 2 weeks
Determination (and approval) of appropriate solution/response	1- 2 weeks
Engagement of PAPs and agreement of response strategy and appeals mechanism	1- 2 weeks
Resolution of issue	2- 4 weeks
Acknowledgement of appeals by aggrieved party (where solutions are not satisfactory)	1- 2 weeks
Activate arbitration mechanisms	2- 4 weeks
Resolution of issue	1 – 3 weeks
Updating of Grievance Log	Ongoing

LEGAL FRAMEWORK

This resettlement mechanism is guided by two pieces of legislations:

1. 1962 Constitution of Jamaica contains a chapter which addresses Protection of the Fundamental Rights and Freedoms of an individual. Section 18 Chapter III determines that no property shall be compulsorily taken into possession and no interest in or right over property shall be compulsorily acquired except under a law that: i) prescribes principles and manner in which compensation is determined and given ii) provides right of access to a court to determine questions of rights, entitlements and compensation.¹
2. Land Acquisition Act of 1974. The JSIF RPF outlines a summary of Land Acquisition procedures and principles allowed under this legislation as well as the Gap filling measures through the RPF.

¹ JSIF Resettlement Policy Framework

INSTITUTIONAL FRAMEWORK

The institutional framework to be used to support the resettlement activities includes agencies and policies in government as well as the donors.

The agencies that will be involved are the World Bank, National Works Agency, Rural Agricultural Development Authority (RADA) and Jamaica Social Investment Fund.

AGENCY	ROLE IN RESETTLEMENT	POLICIES
National Works Agency	Provision of designs which include risk reduction activities for project affected person and the supervision of works.	
Ministry of Agriculture and Fisheries	The provision of sensitization and mobilization of fisherfolks and also advocating on their behalf during the process regarding sites etc.	
Jamaica Social Investment Fund	Manage the resettlement issues on the project and ensure all guidelines outlined in the Safeguard Policies / Environment and Social Standards are adhered to.	Land Acquisition and Resettlement Policy Framework
	Team Lead – Loy Malcolm	
	Risk Reduction Component Lead – Garey Duncan	
	Resettlement Safeguards – Daintyann Barrett-Smith	
	Environmental Safeguards – Milton Clarke/Stacey Preston	
World Bank	Approval of Resettlement Plan	Environmental and Social Standards

ARAP IMPLEMENTATION AND MONITORING

The EO with responsibility for resettlement will ensure that the relocation process i.e. from removal of property from the structure to the demolition is a smooth one and occurs in accordance with the ARAP as developed. The Social Officer will ensure that any issues that arise or are presented to them by the owner of the property is recorded and settled in accordance with JSIF's grievance guidelines and the LARPF. They will also ensure that the EO is kept informed and written reports sent for placement on the LARPF files (Fund Manager).

Removal and subsequent compensation will be made prior to the start of physical works to facilitate the physical start time of the infrastructure works, as well as minimizing the level of discomfort that the affected person will encounter.

The following information will be noted and recorded on Fund Manager:

- Census Data
- Dates of all stages of ARAP approval i.e. JSIF and Bank
- Date of disclosure of ARAP
- Grievances, issues, resolution etc.
- Compensation paid

ARAP Implementation Schedule

ACTIVITY	RESPONSIBLE	TIMELINE	COST
Social Sensitization and Survey with Cutoff date of July 2018	SO	July 2018	N/A
Finalize Designs for main works	PE	June 2018 (1st tender) May 2019 for re-tender	N/A
Develop ARAP	SO	November 2018	N/A
Review ARAP	PM	June 2019	N/A
Consultation and Buy In	SO	May 2018 – June 2019	N/A
Submission of Draft to WB for approval	PM	December 2018	N/A
Re-submit to WB for final approval	SO	June 2019	N/A
Disclosure of ARAP.	SO	August 2019	N/A
JSIF Approval of Payments (Bid Evaluation Committee)	PM	N/A	N/A
Procurement & Contracting of major works	PM/TO	1st tender - July 2018- Feb 2019. Retender May 2019 – Ongoing (estimated September 2019)	N/A
Compensation presented	SO	N/A	N/A
Demolition	Contractor	N/A	N/A

Start works	Contractor	(estimated) October 2019	N/A
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PE – Project Engineer
PM – Project Manager
EO – Environmental Officer
SO – Social Officer

IMAGES



Pictorial collage showing Port Royal Street shoreline

ANNEX 1: LIST OF FISHERFOLKS

List of names
removed for confidentiality purpose

ANNEX 2: CONSULTATION NOTES

CONSULTATION 1



Project: Formulation/Design and Supervision of the Construction of the Shoreline Protection and Rehabilitation of Port Royal	Date: April 19, 2018
Location: Jamaica Stock Exchange	Time: 3:30PM
Attendees: See below	Prepared by: Jhanelle Jackson

No.	Discussion	Action Item
1.	CALL TO ORDER/WELCOME The meeting was call to order by Karl Todd at 3:55PM. After which he welcomed the attendees to the stakeholder's consultation.	
2.	REGISTRATION At 4:10PM Jhanelle Jackson started the registration process.	
3.	ATTENDEES <ul style="list-style-type: none"> a. Fishing Villages <p style="text-align: center;">NAMES REMOVED FOR CONFIDENTIALITY</p> <ul style="list-style-type: none"> b. Ministry of Fisheries Charlene Thomas (Senior Fisheries Coordinator) c. JSIF Stacey-Anne Preston and Winsome Hudson Reid d. CL Environmental Rachel D'Silva e. CEAC Kristifer Freeman, Karl Todd and Jhanelle Jackson 	
4.	INTRODUCTION & BACK GROUND Stacey-Anne Preston provided the group with a background on the project. She mentioned that the Government of Jamaica signed a loan agreement for the Jamaica Disaster Vulnerability Reduction Project (JDVRP) due to the severe deterioration of shoreline. Stacey later mentioned that the project will include the design and construction of coastal protection works along the area.	

	<p>She also mentioned that the fisher folks are the primary users of the coastline therefore this meeting is imperative to get their feedback on this project.</p>	
5.	<p>OVERVIEW FROM FISHERIES COORDINATOR Ms. Charlene Thomas the Senior Fisheries Coordinator gave an overview of the situation with the fishermen in the fishing villages. She mentioned that there are approximately twenty (20) operating vessels along the area. Additionally, she said that in the Fishing Industry Regulations Fleet Street, Paradise Street and Waterlane are the headings for the fisherfolks who will be mostly affected. She also mentioned that the aforementioned beaches are registered beaches that conjunct to form Rae Town Fishing Beach. She reiterated that the three beaches occupied by the fisherfolks are legally registered fishing areas/mooring sites. Ms. Thomas went on to say there are approximately 40 fisherfolks in total operating from the three fishing beaches. She also mentioned that seventeen (17) of the boats are registered with the fisheries division. Lastly she mentioned that from previous dialogue with the fisherfolks they are wary about going to the Rae Town Beach to dock. Therefore the design should include a specific location designated for the fisher folks.</p>	
6.	<p>PRESENTATION OF PROJECT CONCEPT Karl Todd started by mentioning that the feedback from the fisherfolks is necessary and therefore they are allowed to mark up the drawing with their inputs. Stacey queried if the current area on Fleet Street is only a mooring site; the fisherfolks responded by saying they also sell at the location depending on the demand. The fisherfolks queried if the ministry of foreign affairs would be removed from where they currently are beside the Foreign Affairs building. Todd informed them that where they are now it is not a part of the Ministry of Foreign affairs so they should be able to utilize the area for the time being. However Todd stated that there are plans to utilize the location as part of this project and as part of the downtown redevelopment plan, which would be explained as the presentation continued. Rachel interjected saying the only areas Mr Todd can speak to are the areas within the overall project area as there is uncertainty as to the plans of the Government has outside of this area. Stacey-Anne Preston mentioned that there is no guarantee for any structure since a permit would have to be given prior to any undertaking; therefore. The main concerns of the fisher folks were that they wish to neither pass the gully nor relocate to Rae Town. A fisher folk stated that area</p>	<p>Revise design to consolidate all mooring points to a single fishing beach.</p>



7.	<p>west of the gully has historically offered them more protection during storms</p> <p>A fisher man raised the idea of mooring behind GP however an attendee who is also a prison guard suggested that this may not be allowed for security reasons.</p> <p>It was also mentioned that the area above the gully is safer for the fisher folks; as during the election periods there tend to be high levels of political warfare that hinders fishing.</p> <p>A fisherman also mentioned that they were initially located at Rae Town; however due to gun violence a number of fishermen lost their lives and some their livelihood. The fishermen overwhelmingly stated that they refuse to go back since the area is not safe.</p> <p>Mr Todd acknowledged their concerns and then continued to present the concept. He mentioned elements of the design including the extents of project, the boardwalk, plaza, parking lots. He also mentioned plans of a rock revetment and a seawall to reduce the erosion of the shoreline. He also raised the point that this construction will limit the options of mooring sites; however the choice of the best area is their decision but will be influenced by the analysis.</p> <p>An Attendee raised the issue of blockage in the gully causing flooding. Mr. Todd responded saying that he was aware of the issue from dialogue with residents in the area and that to address the issue a silt trap will be implemented by excavating in front of the gully to allow sediments to fall out; therefore, preventing the gully from backing up. He also mentioned that at some sections the road would have to be raised to prevent flooding from the sea.</p> <p>The fisher folks later agreed that the area in front of the old ice factory would be an ideal location as it would offer the most protection during storms.</p> <p>Stacey interjected saying that even though they have agreed on an area she would like to make it clear that the decision will rest ultimately on what is best for the revetment, seawall and the protection it offers. She also mentioned that it may not be possible to break the revetment at some point and receive the desired protection; however, after completing testing and wave modelling the best area will be selected.</p> <p>Mr. Freeman asked if there would be an issue with having just one location designated for a mooring site. All the fisherfolks agreed that this would not be a problem. Kris also mentioned that the access point to the fishing beach may be a slight distance away, however this also was not an issue.</p>	
QUESTION AND ANSWER		

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CONSULTATION 2

Project: Formulation/Design and Supervision of the Construction of the Shoreline Protection and Rehabilitation of Port Royal	Date: July 18, 2018
Location: Jamaica Stock Exchange	Time: 3:00PM
Attendees: See below	Prepared by: Jhanelle Jackson

No.	Discussion	Action Item
a.	CALL TO ORDER/WELCOME The meeting was call to order by Karl Todd at 3:35PM. After which he welcomed the attendees to the stakeholder's consultation.	
b.	REGISTRATION At 3:10PM Jhanelle Jackson started the registration process.	
c.	<p>ATTENDEES</p> <p>a. Fishing Villages</p> <p style="text-align: center;">NAMES REMOVED FOR CONFIDENTIALITY</p> <p>b. Ministry of Fisheries Charlene Thomas (Senior Fisheries Coordinator) and Brian Murray (Fisheries Instructor)</p> <p>c. JSIF Stacey-Anne Preston and Dainty Barreth</p> <p>d. CEAC Karl Todd and Jhanelle Jackson</p> <p>e. Jamaica Stock Exchange Doreen Parson</p>	
d.	PRESENTATION OF REVISED DRAWING Mr. Todd gave the group a brief recap of the project and introduced the representatives from Jamaica Social Investment Fund (JSIF). He mentioned that the area of the project will incorporate some of the fisher folks current mooring site; which will result in the need for some reorganization of specific fishing locations. He informed the group that	The Procuring entity to source contractor

	<p>is awarded to the contractor there will be a Project Information Meeting. She also said all major stakeholders will invited and that would include a public introduction of the contractor and the phases and location of the project discussed.</p> <p>A fisher then asked how they will maintain their livelihood if they are going to need to move from one location to another. Another fisher responded to say that they may need to move from an area however, the fishermen will not need to cease fishing. Mr. Todd and Ms. Barrett later mentioned that they will only be relocated from a mooring site to another and not prohibited to conduct usual fishing routine. Ms. Barrett later asked the group how long they have been fishing along Port Royal Street. One of the fishermen mentioned that he has been fishing in the area for forty-three years. She later queried whether the other stakeholders such as vendors and scrapers were informed of the project. Ms. Barrett suggested that these other stakeholders should be invited to the Project Information Meeting. Ms. Preston later mentioned that this current beach is made to accommodate the current set of fisher folks and not a new group. All fishes in attendance were in agreement with Ms. Preston. Mr. Todd thanked the group for coming and informed them of the refreshment provided.</p>	
e.	<p>ADJOURMENT The meeting was terminated at 4:15p.m.</p>	

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Consultation 3

Date: February 21, 2019

Port Royal Street Coastal Revetment Project

This is to certify that the Fishers and scrapers that currently operate at the three (3) various points along the shoreline i.e. i) Opposite Jamaica Stock Exchange ii) Opposite Breezy castle iii) Opposite Kingston Ice Factory, were consulted regarding the impending Coastal revetment Project. As stakeholders, the scope of the project and the measures to ensure business activities are not affected were explained. Specifically, we agree to shuffle down the shoreline as works progress until the newly built fishing beach is completed.

The issues discussed at the meeting were:

1. Scrapers:

Number: *A*

Works with fishers/independently: *Work as fishfolk also*

Other details:

2. Update on the project process:

- Procurement process ongoing. Works estimated to begin in approximately 6-8 months.
- Project Information meeting will be called after contract has been signed to give details about project schedule, employment opportunities, safety standards, movement down the shoreline etc.
- Prior to start of works, the schedule of works will be shared with the group to allow fishers to plan their movement down the shoreline.

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