



Appraisal Environmental and Social Review Summary

Appraisal Stage

(ESRS Appraisal Stage)

Date Prepared/Updated: 05/03/2023 | Report No: ESRSA02760



I. BASIC INFORMATION

A. Basic Operation Data

Operation ID	Product	Operation Acronym	Approval Fiscal Year
P179642	Investment Project Financing (IPF)	Kingston Waterfront Improvement Project	2024
Operation Name	Kingston Waterfront Improvement Project		
Country/Region Code	Beneficiary country/countries (borrower, recipient)	Region	Practice Area (Lead)
Jamaica	Jamaica	LATIN AMERICA AND CARIBBEAN	Urban, Resilience and Land
Borrower(s)	Implementing Agency(ies)	Estimated Appraisal Date	Estimated Board Date
Jamaica	Jamaica Social Investment Fund (JSIF)	15-Sep-2023	28-Nov-2023
Estimated Decision Review Date	Total Project Cost		
07-Mar-2023	12,000,000.00		

Public Disclosure

Proposed Development Objective

The proposed project development objective is to develop high-quality designs for the improved waterfront area, expand economic development opportunities, and enhance the institutional capacity to enable future private sector-led redevelopment.

B. Is the operation being prepared in a Situation of Urgent Need of Assistance or Capacity Constraints, as per Bank IPF Policy, para. 12?

No

C. Summary Description of Proposed Project Activities

The proposed Series of Projects (SOP) is designed to set in motion an urban regeneration process that will maximize benefits for local residents and businesses and serve poor communities in Downtown Kingston. The design (SOP 1) and construction (SOP 2) of an iconic waterfront park and public space in Downtown Kingston will generate numerous benefits for local communities, including health, environmental and social benefits, and create a new destination for the city of Kingston that will draw local and international tourists. SOP 1 will support the development of the conceptual



and detailed designs of the waterfront park and public space in Downtown Kingston, while SOP 2 will finance the construction of the waterfront park upon the Government of Jamaica’s approval of the final design. SOP 2 will be conditioned on the approval of the waterfront park detailed design by the Jamaican Public Investment Management Committee. To ensure sustainability, activities under Component 2 (Urban upgrading and economic development in Downtown Kingston) and Component 3 (Enhance the institutional capacity to enable future private sector-led redevelopment) will continue into SOP 2. The proposed Project aims to accelerate the regeneration of Downtown Kingston through the transformation of the Downtown waterfront into a world-class public space that will serve the community and will be explicitly designed to lever future investments by the private sector in urban development in the adjacent areas. Embedded in a long-term vision of urban revitalization, key investments by the public sector in the urban core, where pockets of under-utilized land or dilapidated urban fabrics exist, will act as a catalyst to unlock land values, generate private sector interest, and reverse decade-old processes of urban flight from the Downtown areas towards other areas of the city and suburbs, and in the long term, transform the city. Importantly, the investments and activities financed under the proposed Project will improve urban quality of life; provide sustainable livelihoods and economic development opportunities; and build the institutional capacity of the local and national authorities to manage urban regeneration efforts in collaboration with the private sector. The proposed Project will maximize the climate mitigation and adaptation potential of the Downtown waterfront regeneration. The Government of Jamaica is committed to a vision of a green and resilient Downtown waterfront that could be a model for the wider region. In particular, the proposed Project will finance the creation of a waterfront park that prioritizes the reuse of existing materials; the use of low-carbon materials for construction; and nature-based solutions for flood mitigation and heat reduction. The proposed Project will also support the identification of green solutions in the existing and new developments adjacent to the project site, including energy-efficient and resilient building retrofits; the installation of cool and green infrastructure; waste reduction and on-site renewable energy generation, with a view to attaining relevant green building and neighborhood certifications. The proposed Project will be assessed to ensure its alignment with the Paris Agreement pending the finalization of the methodology of this assessment by the Climate Change Group and OPCS. The proposed Project will help create the physical, social and institutional conditions to catalyze private sector-led development. The public investment supported by the proposed Project will facilitate and provide the framework for subsequent private investment in the area, which is expected to substantially outweigh the original public sector contribution. The impact of public investments in urban infrastructure and public spaces to stimulate follow-on private investment, including in new and expanded businesses and nearby properties, and leading to rising property values and tax revenues for city administrations, has been widely demonstrated. The proposed Project will support the government in identifying practical strategies to tap into and leverage private capital and expertise, including the identification of the optimal business model for the identified redevelopment sites, and the appropriate roles of the public sector and private sector given the capacity, complexity of the redevelopment, and the assets in question. The proposed Project will support a phased approach to redevelop the Downtown waterfront to generate momentum and support for the proposed Project’s overall vision. Many successful experiences globally with taking a public-private approach to urban regeneration have demonstrated the importance of “phasing” their interventions and investments -- combining action today with an overarching long-term vision, and a flexible strategy that can adjust with changing market conditions. Given fiscal constraints and limited public resources, private investment in the urban built environment is critical to urban regeneration. But to leverage private investment and simultaneously maximize the public benefits of a public-private approach to urban regeneration requires a systemic and phased approach that, from the outset, aims to balance these two complementary objectives. Moreover, building the capacity – and the institutional framework and governance mechanisms – to allow public sector authorities to operate in the public’s best interest while negotiating with private developers requires dedicated effort before transactions become fully mature. In this context, the proposed Project will i) support strategies for the immediate activation of the proposed Project site



during the design and preparation phase; ii) finance the catalytic public sector investment to transform the Downtown waterfront into a high-quality, public space and park area (Component 1); and iii) build the institutional capacity for the public to effectively manage to follow on private investment in the adjacent neighborhood in line with the Government’s vision of creating a vibrant, mixed-use and sustainable Downtown Kingston.

D. Environmental and Social Overview

D.1 Overview of Environmental and Social Project Settings

The project will focus on developing an urban park in the historic harbor/waterfront area in the south part of downtown Kingston. The project area is likely to cover an area of about 3.9 hectares (9.7 acres) about six blocks wide (parallel to the harbor) along Ocean Boulevard and will extend further east (to the Port Royal Street boardwalk and revetment and west (to the Kingston Pen Gully). Kingston Metropolitan Area is the most important urban concentration in Jamaica. The historic old town, now Downtown Kingston, is based on the original grid plan established in 1702, with wide streets - oriented east to west - and narrow lanes – oriented north to south - tracing the city’s waterfront. Kingston’s waterfront embraces the Kingston Harbor, the 7th largest natural harbor in the world, which played a significant role in the history of Kingston and continues to play an integral part in the country’s economy. The value of the activities along the harbor is estimated at over US\$510 million annually (National Environmental and Planning Agency (NEPA)). However, with the expansion of mainly industrial activities along the waterfront, the Kingston harbor and its environment have experienced a high level of pollutants, which has been one factor in the population of Kingston turning away from enjoying the waterfront, in addition to concerns about safety and security.

Kingston faces significant social deprivation and exclusion challenges, including in areas within and adjacent to its urban core. About 69,000 poor people (representing about 20 percent of Jamaica’s poor) reside in the Kingston Metropolitan Area, constituting a poverty rate of about 9.2 percent. The city is socially segregated and marked by the distinction between uptown (which is largely upper or middle-income) and downtown (which is lower-income and houses the city’s poorer, inner-city communities), a spatial separation that originates in colonial times. Inner-city communities of 14 in the Downtown area continue to face significant social and economic challenges, including high crime levels, poverty and unemployment, and dilapidated infrastructure.

Today, urban settlements in Jamaica are characterized by the movement of higher-income groups into closed residential/gated communities and an increased concentration of low-income groups in deteriorated areas of the city, such as Downtown Kingston. This has created Downtown areas characterized by overcrowded tenements, failed infrastructure, and limited social services. Unlike the more “uptown” parts of the city, people Downtown have insecure land tenure. This also limits the type of urban renewal which can take place. This spatial segregation has undermined traditional societal integration mechanisms in education, health, and culture, fueling social and economic inequities in the country.

Also, important to note that the waterfront improvements and the new park could lead to a broader development in the area, which could push out the existing community (gentrification). During the design of activities and stakeholder engagement, the project will look at how to protect these communities from this kind of indirect impact and will be addressed as part of the strategic dialogue with stakeholders in the public sector and vulnerable groups. Specifically, the project will address risks of economic displacement through activities under Component 2 (focused on expanding economic opportunities).



The existing land uses along the waterfront are commercial offices, government office buildings, and institutional use; presently, the area has only two residential buildings: the newly refurbished ROK hotel (formerly the Oceana Hotel) and the Ocean Towers Apartments. Given the limited retail offerings, the irregular activation of the waterfront for recreational and/or cultural activities, and the low resident population density, the area is a largely transient zone with limited foot traffic and visitors. The Government is the owner of a majority of land plots in the waterfront area.

The government is advancing the procurement of a qualified international firm to conceptualize the proposed waterfront park. The government's vision for the redevelopment of the waterfront and Downtown Kingston is embodied in the approved Downtown Kingston & Port Royal Redevelopment Plan (UDC, 2013). A primary objective of the park investment is to maximize environmental benefits, climate adaptation, and climate mitigation measures, including through clean and low-carbon construction methods, green building certification, nature-based solutions, etc. The design options include different potential redevelopment scenarios, including (i) Scenario 1 | minimal redevelopment: improvement of current development; no new vertical construction takes place; (ii) Scenario 2 | small scale redevelopment: new development takes place but not significant (e.g., two additional residential or hotel buildings and ground floor retail); (iii) Scenario 3 | high-density/large scale redevelopment: transformative investments and construction take place to transform and revitalize the area. The details of the environmental and social baselines will be available once the study is completed (expected by May 2024). Based on the findings of the conceptual design, the detailed technical design will be finalized, and an environmental and social assessment will be carried out by a consultant firm independent to the design studies.

The priorities of the Component 1: (a) nature-based solutions; (b) green infrastructure; (c) indigenous vegetation; and (d) educational sites that raise awareness about coastal resilience and storm water surges, and the ecological and symbolic significance of Kingston's natural harbor and includes recreational facilities, such as bike paths, playgrounds, and sport grounds; permeable and natural walkways; street furniture and landscaping; street lighting and signage; green infrastructure (e.g., storm water retention pools and floodable park areas); the rehabilitation of the seawall; multi-purpose community centers; adaptable market and event spaces for artists, entertainers and/or local entrepreneurs; safety-promoting and/or security-enhancing small infrastructure, ; and amenities such as public toilets, facilities for nursing mothers, and baby changing stations. The Component 2 will include activities for urban upgrading in the Commercial District to facilitate access to the Kingston Waterfront and improve the conditions for commercial activities, including: (i) streetscaping, widening, rehabilitating, and paving roads or sidewalks; (ii) improving storm water drainage; (iii) installing LED street lighting; (iv) constructing skip enclosures around dumpsters; and (v) improving crosswalks and street signage. This Component is likely to enable vendors and entrepreneurs located at the waterfront and/or the commercial district to the North of the proposed Project site to benefit from and take advantage of the economic opportunities unlocked by the revitalization of the waterfront district.

Component 3 will aim at enhancing the institutional capacity to enable future private sector-led redevelopment; Component 4: Project management, will support the administrative management of the proposed SOP by JSIF and implementing partners; and Component 5: Contingent Emergency Response Component (CERC), is an ex-ante mechanism available to the GoJ to gain rapid access to financing to respond to an eligible crisis or emergency. This component will allow for rapid reallocation of uncommitted project funds towards urgent needs in the event of a disaster (geophysical, climate-related, or man-made), or public health emergency.



D.2 Overview of Borrower’s Institutional Capacity for Managing Environmental and Social Risks and Impacts

Based on the respective agencies’ technical capacity, formal authorities, and prior experiences implementing WB projects, the primary partners for the proposed Project are Jamaica Social Investment Fund (JSIF) and the Urban Development Corporation (UDC). Ministry of Finance and Public Service, the Planning Institute of Jamaica, Kingston and St. Andrew Municipal Corporation, Ministry of Local Government and Rural Development, National Environment and Planning Agency, National Works Agency, and the National Water Commission are also project partners with key roles and responsibilities linked to their respective areas of responsibility.

JSIF is the lead implementing agency in charge of the PIU with overall responsibility for Project implementation as well as fiduciary, procurement, E&S risk management, M&E aspects, citizen engagement, and communication. UDC will serve as the lead technical agency for Components 1 and 3, and JSIF will serve as the lead technical agency for Component 2. JSIF will work in close coordination and under the technical leadership of UDC for components 1 and 3. JSIF will be responsible overall environmental and social risk management of the project including environmental and social impact screening and assessment, preparation of environmental and social management plan, consultation, disclosure, grievance redress mechanism, E&S supervision, monitoring and reporting. However, UDC, as the lead agency for the Component 1 and Component 3, will work with JSIF in managing the E&S risk of these 2 components. The PIU will hire qualified consulting companies in investment design, contract supervision and environmental and social assessment (ESIA) of the component 1.

Established in 1996 as a limited liability company to reduce poverty and help create an environment for sustainable development, JSIF has experience implementing world Bank projects. These include, most importantly, the Jamaica Disaster Vulnerability Reduction Project (P146965), which supported the construction of a promenade and rock revetments along the Downtown Kingston waterfront and adjacent to the proposed Project site, which the proposed Project will seek to connect to in order to create a contiguous pedestrian waterfront corridor; the Integrated Community Development Project (ICDP, 2014 – 2021, P146460) and the Inner City Basic Services for the Poor Project (ICBSP, 2005 – 2013, P167121), which together benefited 30 inner-city communities. JSIF is currently implementing the Second Rural Economic Development Initiative (REDI II) Project (P166279), which has had a satisfactory track of implementation E&S safeguards policies provisions, including a functional GRM and timely development of site-specific E&S instruments.

JSIF has recognized executing capacity for projects spanning multiple sectors, including rural development and institutional capacity related to procurement, financial management, E&S risk management, and M&E. The JSIF has assigned environmental and social specialists who have experience working with World Bank and has implemented projects under the Environmental and Social Safeguards policies. JSIF, during the early stage of project implementation, will further evaluate the project’s need for E&S staffing and consultants. JSIF has engaged its existing E&S staff to support the project preparation activities. The UDC has an E&S Department, and the project will extend its support to develop the further capacity of the UDC especially required during the construction supervision and operational phase. As part of the project preparation, the Bank assessed JSIF’s satisfactory capacity to handle stakeholder engagement and grievance management from past projects implemented under the World Bank’s Safeguards policies. JSIF has a good track record of engaging with stakeholders in their day-to-day operations with their work in vulnerable communities. In addition, they have an operational environmental management system (EMS). They have recently updated their grievance mechanism for project stakeholders to ensure all types of grievances, including those related to sexual exploitation, abuse, and sexual harassment. The World Bank is currently reviewing the updated grievance mechanism.



During Project implementation, both entities (JSIF and UDC) will receive further sensitization/training on the World Bank’s ESF, including environmental risk management, social inclusion, Citizen Engagement, and GBV, among other thematic areas.

II. SUMMARY OF ENVIRONMENTAL AND SOCIAL (ES) RISKS AND IMPACTS

A. Environmental and Social Risk Classification (ESRC)

Substantial

A.1 Environmental Risk Rating

Substantial

The Environmental Risk Classification for the SOP 1 is Substantial under the World Bank Environmental and Social Framework based on the location, type, sensitivity, and scale of project intervention, nature, and magnitude of potential E&S risks and impacts, and client capacity and ownership. It will support the detailed technical or engineering design of the green, resilient, and inclusive waterfront development and small-scale infrastructure works and urban upgrading in the commercial district, bordering the Kingston waterfront. An intended output of the SOP 1 is to prepare the required environmental and social instruments for the eventual investment (SOP 2). The project area is urbanized and may be considered a brownfield redevelopment. The possible project environmental risks related to waterfront development include negative effects typical of civil works associated with waterfront park development (noise, dust, water quality, solid and liquid waste, storm water runoff, turbidity, and temporary disturbance of marine ecosystem) and worker health and safety. The operational phase risks of the Project, also includes OHS risks during maintenance works, solid and liquid waste management, emergency-related risks. Based on the current information, the water front area is stable, and the requirements for sea defense work are to be further assessed after the conceptual design review and selection of final design option. Environmental risks would be managed through the assessment process, development, and proper implementation of ESIA and ESMPs. In addition, the selected contractor will prepare the Contractors Environmental and Social Management Plan (CESMP) with the details of the material sourcing, transportation, storage, traffic management plan, workers and community health and safety issues, security management and waste management aspects before starting the construction work under the SOP 2. The Component 2 (Urban upgrading and economic development in Downtown Kingston) includes design of some small-scale infrastructure, which will be implemented under SOP 2. The Component 2 is also likely to enable vendors and entrepreneurs located at the waterfront and/or the commercial district to the North of the proposed Project site to benefit from and take advantage of the economic opportunities unlocked by the revitalization of the waterfront district. These interventions will focus on creating social and economic development opportunities that can be leveraged by the Component 1. These activities are not likely to pose significant environmental and health risks and should be mitigated with the standard environmental management practices. The technical assistance under the Component 3 may include TA activities of type 3 (strengthening borrower capacity) according to the 2019 OESRC Advisory Note on Technical Assistance and the Environmental and Social Framework. The requirements set out in paragraphs 14–18 of ESS1 will be applied to TA activities as relevant and appropriate to the nature of the risks and impacts. The Component 5 is zero allocation under CERC and if activated, a CERC Manual to be prepared, which will include a description of the Environmental, Social, health and Safety (ESHS) assessment and management arrangements including a CERC ESMF Annex, in accordance with the ESSs.

A.2 Social Risk Rating

Substantial

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The social risk classification of the SOP 1 is Substantial. While the operation is expected to bring positive benefits to both the Kingston waterfront and the surrounding communities, there are social risks related to the implementation of the infrastructure, which will be designed under the SOP 1 and to be implemented under SOP 2. The physical works includes Kingston waterfront development and some small-scale infrastructure in downtown Kingston. In addition, the activities under Component 2 are designed to enable MSMEs, which include, but are not limited to, vendors and other types of entrepreneurs located at the waterfront and/or the commercial district to the North of the proposed Project site, to benefit from the revitalization of the waterfront district and will support a deep community engagement process throughout the proposed Project cycle. The project's emphasis is to ensure participatory design processes, including specifically vulnerable groups such as girls, women, and young men as future primary users of the site. While the project is expected to bring positive benefits to both the Kingston waterfront and the surrounding communities, there are social risks related to its implementation. If managed well, their impact may be temporary and reversible. Based on the project design, potential social risks include risk of social exclusion, safety, and security, economic and physical displacement, interactions between the contractor(s) and the public, traffic management and risks related to chance findings of cultural heritage in the project area. Social exclusion was a topic that came up regularly during the first preparation mission of the Project. Vulnerable groups often feel excluded from decisions and any form of development and improvements because they are often not consulted on them. Engaging the adjacent communities vis-à-vis them having access to benefits, this may result in the project delivering sustainable poverty reduction benefits to these communities. A robust Stakeholder Engagement Plan (SEP) and consultations are being prepared. Consultations are ensuring differentiated methods and measures for vulnerable and disadvantaged individuals and groups and how their feedback are being integrated into project design. This will include, inter alia, using organizations that provide services to some groups, e.g., the homeless and mentally challenged to supplement communications with these groups. Feedback received will be used to inform the design of both the park and any sub-project activities that may be implemented as part of component 2. The SEP also includes a feedback mechanism for vulnerable and disadvantaged groups so that, where feasible, their concerns will be integrated into Project design. The other environmental and social documents to be prepared will also include an examination of the dimensions of vulnerability, in particular concerning direct and indirect impacts, which will feed into the design of subproject activities. Regarding the risk of gentrification, the project will look at how to protect surrounding communities from this kind of indirect impact, including through the intentional design of Component 2 activities to address the risk of economic displacement and close collaboration with JSIF in the implementation of the Government's Integrated Community Development Program to upgrade basic infrastructure, including housing, in surrounding communities and expand social and economic development programs. Any residual risks will be addressed as part of the strategic dialogue with stakeholders in the public sector and vulnerable groups -the latter will be part of the responsibility of the Project Steering Committee (PSC). JSIF shall establish and maintain a Project Implementation Unit (PIU) with qualified staff and resources to support the management of ESHS risks and impacts of the Project, including an environmental specialist and a social specialist.

B. Environment and Social Standards (ESS) that Apply to the Activities Being Considered

B.1 Relevance of Environmental and Social Standards

ESS1 - Assessment and Management of Environmental and Social Risks and Impacts

Relevant

The standard is relevant to the project. Although the project is expected to reap positive environmental and social benefits through the enhancement of the downtown area of Kingston, it has potential environmental and social risks



from the physical works associated with the investments in the Kingston Waterfront focused on green, resilient, public space infrastructure and amenities in Kingston Waterfront, and expanding economic opportunities in downtown Kingston to be designed under the SOP 1 and implemented under SOP 2. The details of the investments for Kingston Waterfront will be decided after completion of the conceptual design study for civil work (tentatively May 2024) and after SOP 1 approval. The client has disclosed the draft SEP and ESCP on its website <https://www.jsif.org/content/disclosure-documents> and in the physical offices of JSIF: “11 Oxford Road (Entrance On Norwood Avenue) Kingston 5 Jamaica, 1, 1/2 Oxford Road, Kingston, “and the UDC “12 Ocean Boulevard, Kingston Mall, Downtown Kingston. Also, the Project has developed an initial environmental and social review document covering the E&S setting of the proposed sites, possible environmental and social issues, and outlines of the E&S instruments to be prepared during the SOP 1 implementation phase and required for the SOP 2 processing and implementation. The initial E&S review document also includes institutional E&S capacity review and considerations for successfully implement E&S risk management. As agreed in the ESCP, the current SEP will be updated, and the Labor Management Procedures (LMP) will be prepared for SOP 1. These two E&S instruments will be disclosed no later than 90 and 60 days, respectively, following the Effective Date off the loan agreement. In addition, JSIF will ensure that the CERC Manual includes a description of the Environmental, Social, health and Safety (ESHS) assessment and management arrangements including a CERC ESMF Annex, in accordance with the ESSs. The SOP 1 will also lead the preparation of the E&S instruments for SOP 2, which will include an Environmental and Social Impact Assessment (ESIA) with an Environmental and Social Management Plan (ESMP) for the waterfront development through a consultant firm independent of the design studies, Environmental and Social Management Framework (ESMF) for Component 2 (Urban upgrading and economic development in Downtown Kingston), and Resettlement Action Plans (RAPs), if any, to include an examination of the dimensions of vulnerability, in particular concerning direct and indirect impacts, which will feed into the design of subproject activities. The SEP and LMP will be further reviewed and updated as appropriate for SOP 2. The activities under Component 3 may include TA activities of type 3 (strengthening borrower capacity) according to the 2019 Operations Environmental and Social Review Committee Advisory Note on Technical Assistance and the Environmental and Social Framework. The requirements set out in paragraphs 14–18 of ESS1 will be applied to TA activities as relevant and appropriate to the nature of the risks and impacts.

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ESS10 - Stakeholder Engagement and Information Disclosure

Relevant

The project's main stakeholders include government workers and officials, nearby communities, businesses, and members of the general public who traverse and do business in the waterfront area. Vulnerable groups include, but are not limited to, the homeless who sleep in the waterfront district i.e., the commercial area where component 2 will be implemented, , small-scale vendors who earn a living selling in the waterfront area, persons who fish for subsistence from the waterfront, members of the low-income communities surrounding the proposed urban park, the elderly, persons living with disabilities, persons with mental challenges, sex workers, members of the LGBTQ community. JSIF has developed, consulted and disclosed a Draft Stakeholder Engagement Plan (SEP). The Borrower will present for the Bank’s prior review and no objection, adopt, and disclose the SEP no later than 90 days of the Effective Date and thereafter implement the SEP throughout Project implementation The SEP outlines a) who the key stakeholders are; b) how they are to be engaged; c) how often the engagement will occur throughout the project; d) how feedback will be solicited, recorded, and monitored over the project; e) who will be charged/responsible with this engagement; f) timeline for this engagement, and so on. The Stakeholder Engagement Plan (SEP) describes the measures that will be used to remove obstacles to participation, particularly for vulnerable groups, and how the views of differently affected groups will be captured. The SEP includes a grievance mechanism (GM) to receive and facilitate the resolution of concerns and grievances from project stakeholders. The GM will be equipped to handle any



complaints related to sexual exploitation, abuse, and sexual harassment (SEA/SH) that may arise from the project. The temporary grievance mechanism included in the draft SEP disclosed by appraisal shall be applicable until the grievance mechanism is finalized. The process of stakeholder engagement begun during preparation and continue into implementation. The main results of previous consultations include, inter alia, the management of safety and security in the proposed park area, issues related to inclusion of all groups, including vulnerable groups into the project, the importance of behavioral change towards project success and the need for a deeper understanding of how the project may fit into the greater plan for Downtown Kingston. As part of Project preparation, the following measures were implemented: i) stakeholder identification and analysis and ii) planning how the engagement with stakeholders, iii) share information with stakeholders and iv) consultation with stakeholders. The SEP is expected to be updated from time to time during the project life cycle as/if necessary. It will be especially updated considering the detailed design of the Kingston Waterfront development and small-infrastructure in downtown Kingston during the SOP 1 implementation and before processing the SOP 2. Relevant feedback collected as part of stakeholder engagement has been used to inform Project design -for example, on priorities under component 2 of the project- and will be used to inform the design of Subproject activities. In light of the fact that the COVID-19 pandemic is still ongoing, the consultation process was adapted to be in line with the Government of Jamaica (GoJ) COVID-19 guidelines and protocols, as well as the WB's Technical Note "Public Consultations and Stakeholder Engagement in WB supported operations when there are constraints on conducting public meetings, March 20, 2020". Consultations were conducted using diverse means. A list of stakeholders was identified and those that may have had similar concerns or viewpoints were grouped and consulted together.

ESS2 - Labor and Working Conditions

Relevant

This standard is relevant. The project is expected to engage direct, contracted, and community workers. Government civil servants will also work on the project. It is not expected that the project will engage any primary supply workers. Direct workers will be engaged by the Borrower to work as part of the PIU. The project will also engage contracted workers, specifically in relation to Component 1. Some specialized personnel may be hired to install state-of-the-art safety equipment and for training (capacity building). The project will incorporate local labor requirements in the design to ensure that local un/skilled labor can benefit. Government civil servants who are expected to work in connection with the project, whether full-time or part-time, will remain subject to the terms and conditions of their existing public-sector employment agreement or arrangement unless there has been an effective legal transfer of their employment or engagement to the project. ESS2 will not apply to such government civil servants, except for the provisions of Protecting the Work Force (paragraphs 17-20 of ESS2) and Occupational Health and Safety (paragraphs 24-30 of ESS2). The project may include the use of community workers under Component 2 during the implementation of SOP2. For this category of worker, the provisions outlined in paragraphs 34-38 of ESS2 apply. The WBG team will review the project's specific HR processes and practices in line with due requirements. This includes some requirements for Labor Management Procedures, Grievance Redress Mechanisms and Occupational Health and Safety practices. While the risk of labor influx under the Kingston Waterfront development work under the SOP 2 is unknown now, it is likely that the project will engage local workers to complete the civil works. The risks associated to labor influx will be further evaluated at the detailed design phase under SOP 1. Consistent with the Project's ESCP, the project will prepare, disclose, and consult a final Labor Management Procedures (LMP) prior to the engagement of project workers no later than 60 days following the Effective Date of the loan agreement. The LMP will include an overview of the expected types of personnel to be engaged under the project, applicable national legislation, and measures to comply with ESS2, including specific provisions on Occupational Health and Safety (OHS), child labor/forced labor, and terms and conditions of employment for the different Project Workers. The LMP will include a

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code of conduct and detail the grievance mechanism project workers will access to resolve any grievances related to their employment. The GM for project workers will be equipped to handle any complaints related to sexual exploitation and abuse, and sexual harassment (SEA/SH) which may arise. The LMP will be revised, as needed, throughout project implementation.

ESS3 - Resource Efficiency and Pollution Prevention and Management

Relevant

The standard is relevant. As per the project design requirement, the Kingston Waterfront development will adhere to high resource efficiency standards, green construction processes, high energy efficiency or zero carbon building standards, as well as onsite renewable energy generation. Energy- and water- efficiency and reduction of waste generation will be promoted in the finalizing of the design options for investments in the Kingston waterfront. Pollution prevention and management will be reviewed as part of the environmental and social impact assessment and relevant mitigation measures identified in the ESMPs. Design of the park area will require consideration for sustainability and climate resilience in the face of riverine and storm surge flooding, which will be considered in the conceptual design study of civil works, currently underway. Drainage pipes or culverts may have sewage, oils, or other chemicals that need proper management, which will be documented in the project ESIA/ESMPs. The ESMPs will incorporate relevant requirements from the WBG EHS Guidelines (such as the General Guidelines and Ports, Harbors and Terminals). As part of the ESMPs, the Project will adopt prior to the start of Work, measures related to Waste Management, and resource efficiency and pollution prevention and management. The project will not undertake formal GHG accounting, given the negligible change in emissions from the project. However, the project will seek to establish a baseline and measure the emissions reductions achieved through clean, low-carbon construction processes, building efficiency, etc. The Project is planning to measure the latter and use it as a demonstration example for low-carbon design. The terms of reference, work plans or other documents defining the scope and outputs of TA activities will be reviewed to ensure consistency with ESS3.

ESS4 - Community Health and Safety

Relevant

The Standard is relevant considering there will be workers and materials, and construction equipment operation to be used under the SOP 2 and designed under the SOP 1. Although the civil works should be confined to designated work areas, transportation of construction materials, machinery, and equipment may increase the risk of traffic hazards and associated incidents. Other operational phase risks will be included into site-specific ESMPs. In addition, since there are many government and other services within close proximity to the Kingston waterfront, there are some chances of community health and safety risks if unauthorized people enter work zones. Ocean Boulevard, which is the area along which the civil works for the urban park will take place. It is likely that during the civil works, one lane of the road may need to be blocked off, and therefore, there are implications for traffic management. The contractor/s will ensure that the public does not enter these work zones. Signage, and fencing, where appropriate, will be needed to cordon off entryways to ensure public safety. The ESIA and ESMF will provide guidance for the Contractor/s to put in place a Traffic Management Plan for ensuring unloading equipment do not unnecessarily cause traffic jams so equipment and supplies can be safely offloaded. The ESMPs will outline the measures to reduce the community health and safety measures, especially the establishment of a security perimeter around the site and identify and facilitate pedestrian and vehicular traffic detours to minimize the risks of injury or accidental exposure to hazardous materials for communities, especially children. This will be done through signage, and temporary fencing, where appropriate, will be needed to cordon off entryways, to ensure public (passengers) safety. The ESMPs will also include mitigation measures for storage, handling, transportation, and disposal of hazardous materials such as fuels. Additionally, the

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terms of reference, work plans, or other documents defining the scope and outputs of TA activities will be reviewed to ensure consistency with ESS4.

ESS5 - Land Acquisition, Restrictions on Land Use and Involuntary Resettlement

Relevant

The standard is relevant. The Kingston Waterfront development, given that in the urban park area, there are many businesses and a number of street vendors, there is potential for economic displacement (loss of assets, or access to assets, leading to loss of income sources or other means of livelihood). The full extent of the risk of economic displacement will be determined once the concept designs for the urban park have been completed by March 2024 after the Project approval, and the team has a more fulsome idea of the type of civil works that will be undertaken. For now, physical displacement is not identified. The businesses include several restaurants. There are also a number of vendors who sell along the roadside and within the waterfront area. In addition, there are a number of persons who have been said to earn subsistence from fishing along the waterfront. During the construction phase of the Project (SOP 2), persons may be unable to earn a living as it is likely they will not have access to the waterfront area where they have their livelihoods. Under component 2 of the Project, no economic or physical displacement is envisaged. The Project will work with vendors to improve their businesses without requiring them to relocate. Situation of homeless persons who tend to move to the area at night to sleep, will be treated under ESS1, for example, working with organizations that provide shelters for the homeless. Consistent with the ESCP, where economic displacement is foreseen, a resettlement action plan (RAP) will need to be developed and implemented prior to the start of any civil works in the area (SOP 2). Depending on the nature of the impact, livelihood plans might be needed. The timing of the development of the RAP will be included in the ESCP. The RAP will include , as needed: i) potential impacts, ii)baseline socioeconomic study, iii) Census Survey, iv) borrower’s legal framework, iv): issues related to resettlement and compensation, v) institutional framework, vi)eligibility for compensation, including a cut-off date, vi)strategy for consultation with affected parties vii)costs and budget viii) grievance mechanism to deal with resettlement issues, ix) support for alternative livelihoods, x) valuation of losses and compensation value, xi) consideration for economic development opportunities and xii) transitional support. Economically displaced persons who face loss of assets or access to assets will be compensated for such loss at replacement cost and considered to integrate with the livelihood support activities of the project. Transitional support will be provided as necessary to all economically displaced persons, based on a reasonable estimate of the time required to restore their income-earning capacity, production levels, and standards of living. The Client will adopt and implement the respective RAP, including ensuring that before taking possession of the land and related assets, full compensation has been provided in accordance with the approved RAP's time frame.

ESS6 - Biodiversity Conservation and Sustainable Management of Living Natural Resources

Relevant

This standard is relevant. The infrastructure investment may include the extension of the coastal protection measures implemented under the WB-financed Disaster Vulnerability Reduction Project (P146965), and prioritize Nature Based Solutions, green infrastructure, indigenous vegetation, and educational sites that raise awareness about coastal resilience and storm water surges and the ecological and symbolic significance of Kingston’s natural harbor. The area is heavily urbanized, and while significant impacts are on biodiversity or sensitive ecosystems on land or in the nearshore marine area are not expected, turbidity could be generated from civil works or runoff and potentially unsustainable management of the waterfront operations (including waste), which could affect marine and nearshore habitat. The extent of potential risks will be confirmed during the finalization of the design of physical interventions.

Public Disclosure



Assessment of biodiversity impacts will be included in the scope of the environmental and social impact assessment and if any management plan required, will be part of the Environmental and Social Management Plans (ESMPs).

ESS7 - Indigenous Peoples/Sub-Saharan African Historically Underserved Traditional Local Communities Not Currently Relevant

The standard is not currently relevant. No persons meet the definition of indigenous people present in the project’s area of influence.

ESS8 - Cultural Heritage Relevant

The standard is relevant. The project is taking place in an area with a long history of occupation. Building facades may be considered of cultural or historical value that must be taken into account during the design and implementation. During the design of the waterfront development, the PIU will consult the E&S risks, Projects’ activities may pose to Cultural Heritage. The ESIA and ESMPs, will address measures to mitigate corresponding risks and impacts on cultural heritage. Under Component 2, the sustainable livelihood programs could include the generation of income using some of the cultural heritage of Downtown Kingston, which could facilitate its preservation and expand people’s knowledge of it. This will be determined during design of SOP 2 under SOP 1. If needed, a Cultural Heritage Management Plan (CHMP) will be formulated to inform the design of activities, and implemented. The CHMP will include an implementation timeline and an estimate of resource needs for each mitigation measure. Additionally, the urban park will be constructed in a zone where historical artifacts have been discovered in the past during the construction of buildings- most recently in the construction of the New Ministry of Foreign Affairs and Digicel Headquarters. The borrower will rely on a chance finds procedure (CFP) contained as a precaution in the site-specific ESMP and as part of construction contracts to be awarded under the project. The CHMPs and CFPs will be considered annexes to the ESMPs and will be developed in the same timeframe as the ESMPs.

ESS9 - Financial Intermediaries Not Currently Relevant

The standard is currently not relevant, as there are no FIs involved in the project.

B.2 Legal Operational Policies that Apply

- OP 7.50 Operations on International Waterways** No
- OP 7.60 Operations in Disputed Areas** No

B.3 Other Salient Features

- Use of Borrower Framework** No
None.
- Use of Common Approach** No
No financing partners.

Public Disclosure



C. Overview of Required Environmental and Social Risk Management Activities

C.1 What Borrower environmental and social analyses, instruments, plans and/or frameworks are planned or required by implementation?

III. CONTACT POINT

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V. APPROVAL

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Public Disclosure