

THIRD UNITED NATIONS CONFERENCE ON HOUSING AND SUSTAINABLE URBAN DEVELOPMENT NATIONAL REPORT



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ACRONYMS

BNTF	Basic Needs Trust Fund
BTC	Boys Training Centre
CAFF	Climate Adaptation Facility Funding
CARE	Centre for Adolescent Renewal and Education
CARCIP	Caribbean Regional Communications Infrastructure Program
CARICOM	Caribbean Community
CARPHA	Caribbean Public Health Agency
CBD	Convention on Biodiversity
CBO	Community Based Organization
CCC	Castries Constituency Council
CCCCC	CARICOM Community Centre for Climate Change
CDGC	Child Development Guidance Centre
CDB	Caribbean Development Bank
COP	Conference of Parties
CSEC	Caribbean Secondary Education Certificate
CIDA	Canadian International Development Agency
COP	Conference of Parties
CPACC	Caribbean Planning for Adaptation to Climate Change
CVQ	Caribbean Vocational Qualification
DCA	Development Control Authority
DHURT	Department of Housing, Urban Renewal and Telecommunications
DVRP	Disaster Vulnerability Reduction Project
CRB	Community Relations Branch (RSLPF)
CSO	Central Statistical Office
EIA	Environmental Impact Assessment
EU	European Union
GABA	Gender Awareness Beneficiary Analysis
GCCA	Global Climate Change Alliance
GCF	Green Climate Fund
GDP	Gross Domestic Product
GHG	Green House Gas
GIZ GmbH	German Development Agency
GoSL	Government of Saint Lucia
HUDC	Housing and Urban Development Corporation
IFC	International Finance Corporation
ISL	Invest Saint Lucia
ITC	Information Technology
JCCCP	Japan Caribbean Climate Change Partnership
LA	Local Authority
LED	Local Economic Development
LF	Labour Force
MoSSaic	Management of Slope Stability in Communities
NAO	National Authorising Office (European Union)
NMWC	National Mental and Wellness Centre
MSME	Micro Small and Medium Enterprises

NDC	Nationally Determined Contribution
NEMO	National Emergency Management Organization
NETS	National Energy Transition Strategy
NGO	Non-governmental Organisation
NHC	National Housing Corporation
NSDC	National Skills Development Centre
NSSP	National Sites and Services Programme
NUA	National Urban Agenda
NURC	National Utilities Regulatory Commission
OAS	Organization of American States
OECS	Organization of Eastern Caribbean States
PAP	Poverty Assessment Programme
POETA	Partnership in Opportunities for Employment through Technologies in the Americas
PMD	People with Mental Disabilities
PWD	People with Disabilities
PROUD	Programme for the Regularization of Unplanned Development
PV	Photo Voltaic
PWD	People with Disabilities
REDD+	Reducing Emissions from Deforestation and Forest Degradation plus
RSLPF	Royal Saint Lucia Police Force
SIDS	Small Island Developing States
SDG	Sustainable Development Goals
SFA	Special Framework of Assistance
SLAD	Saint Lucia Association for the Developmentally Disabled
SLBWA	Saint Lucia Blind Welfare Association
SLASPA	Saint Lucia Air and Seaports Authority
SLDB	Saint Lucia Development Bank
SLSWMA	Saint Lucia Solid Waste Management Authority
SME	Small and Medium Enterprises
SSDF	Saint Lucia Social Development Fund
TVET	Technical Vocational Education and Training
UNCCD	United Nations Convention to Combat Desertification
UNFCCC	United Nations Framework Convention on Climate Change
UNODC	United Nations Office on Drugs and Crime
UNOPS	United Nations Office of the Public Service
VCP	Visually Constrained People
WASCO	Water and Sewage Company
WRMA	Water Resources Management Agency
WSS	Water Supply System
YAP	Youth Apprenticeship Programme
YAEP	Youth Agri-Entrepreneurship Project

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**Map Showing Administrative Districts in Saint Lucia
Main Urban Areas and Hierarchy Classification**



Introduction

Saint Lucia is located at latitude 13° 59' N, and 61° W and is of volcanic origin. As such the island has a very rugged topography with close to 80% of the island having slopes in excess of 10 degrees. Because of its geographic location, Saint Lucia is vulnerable to multiple hazards including tropical storms and hurricanes, and seismic activity. This natural vulnerability is exacerbated by the impacts of climate change – as manifested in several major storms and a series of small events including Hurricane Tomas in 2010.

Saint Lucia's economy was previously based on banana monoculture. Since the decline of agriculture in the 1990s, tourism (34% arrivals from stayover and 58% from the cruise sector) has overtaken bananas as the lead sector accounting for 65% of GDP. National unemployment is high: 20.2% in 2017.

Saint Lucia covers a land area of approximately 616 km² or 66,000 hectares, with density ranging from 434 to 2139 people per square mile. Only 10% of the land surface is flat and typically urban settlements occupy the narrow coastal strip except in the most northerly and southerly tips where the largest urban settlements are found - Castries/Gros-Islet conurbation and Vieux-Fort respectively. There are 10 districts each with an urban centre and rural hinterland. In the hierarchy of settlements, Castries is the main urban centre and primate city, followed by three (3) towns and six (6) villages. Urban management is executed within 15 constituencies representing further areal divisions within these district boundaries.

In the 1970s and 1980s development was guided by regional and local area plans. The south was zoned for light industrial development and the north west corridor for tourism development. Since the 1990s, development by and large has been private sector led and executed on the basis of demand and prevailing landuse. Within this context, rapid urbanization has occurred in the south and north with a trend and population shifts towards rural areas and the development of the Castries Gros-Islet conurbation.

The New Urban Agenda agreed to at the HABITAT III conference in Quito 2016, provides guiding goals for the creation of a sustainable framework for reengineering of urban areas in Saint Lucia and developing a comprehensive national spatial development plan. The guiding goals of the NUA are in conformance with the Sustainable Development Goals (SDG) and previous Millennium Development Goals (MDG), and were integrated in national development planning through the four-year Medium Term Development Strategy, under the direction by an Inter departmental SDG Committee. The Government of Saint Lucia reaffirms its commitment to the NUA and is currently working with technical assistance from the UNPOS and the World Bank to build local capacity in Landuse Planning, Urban Renewal and Housing.

This HABITAT III Report is Saint Lucia's first HABITAT Report and was produced in 2018 after the HABITAT III Conference held in 2016. As such it represents a baseline status supported with available information and statistics on the thematic areas presented by UN HABITAT for reporting on the NUA:-1. *Urban Demographics*; 2. *Land and Urban Planning*; 3. *Environment and*

Urbanization; 4. Urban Governance and legislation, 5. Urban Economy; 6. Housing and Basic Services. The report therefore assesses existing and ongoing policies, actions, initiatives and future plans for synergy with the NUA as opposed to assessing progress in real terms towards the achievement of the NUA. Challenges that could be addressed under the NUA are also presented. Going forward the report will serve as a base for monitoring the achievement toward the NUA. Chapters 1-6 cover the thematic areas. Chapter 7 covers the indicators as identified in the UN HABITAT guidance and framework for reporting.

In the absence of urban specific information for all areas the Central Statistical Office in 2018 undertook an assessment using satellite imagery and GIS to better define urban boundaries nationally as a means of producing disaggregated urban and rural data. This was applied to the 2010 census data statistics reported under Indicators and will serve as the spatial unit for producing population and household data for the ensuing census in 2020 and therefore will support the evidence base for assessing progress toward the NUA. Appendix 2 provides documentation on this exercise.

The report was produced under the guidance of the National Habitat Committee and executed by the Department of Housing, Urban Renewal and Telecommunications. The report was produced following extensive review of existing documentation and one on one consultations/meetings with key public sector and other agencies during the months of January and February 2018.

1. Urban Demographics

1.1 Managing Rapid Urbanization

Saint Lucia's population stood at 165,491 (2010 Census) and is projected to increase in 2018 to 174,000. Population increase is slowing. In 2001-2010 the national population grew by 5% compared to the previous intercensal period 1991-2001, where population growth was registered at 18.5%.

Close to 40% of the national population live in the district of Castries as is typical of districts where capital cities are located. The growth in the district of Castries has slowed with a 2% increase between 2001-2010 compared to 23.8% increase between 1991-2001. Growth in the Castries District has also trended away from urban and suburban Castries to rural Castries where housing development (public and private) has sprawled. Table 1.1.1 shows a 62% increase in rural Castries in 2001-2010.

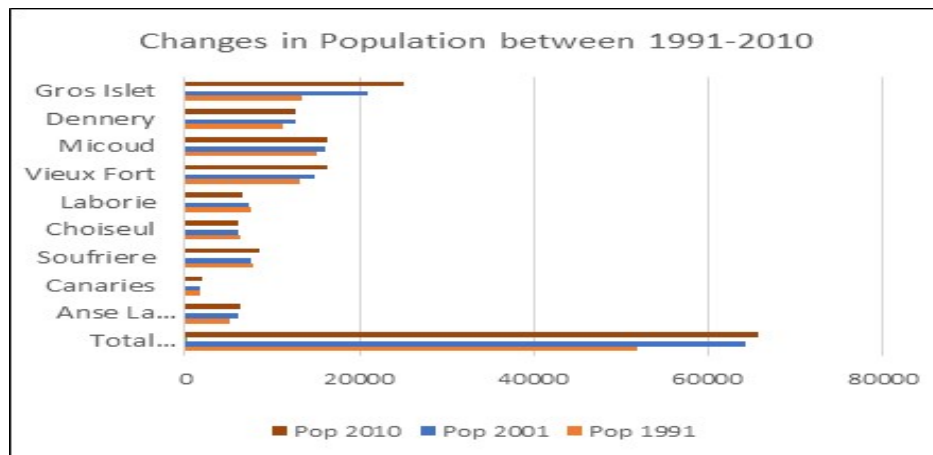
The District of Gros-Islet where tourism plant and prime real estate are located has recorded the largest population growth rate nationally – 54.6% in the 30-year period 1991-2010. In 2010 the population grew by 20.8% or a growth of 2% each year which amounts to 4 times the rate of increase of the population in Saint Lucia as a whole.

Table 1.1.1 Population by District 1991-2010

DISTRICTS	1991	2001	2010	Percentage Change: 1991 to 2001	Percentage Change: 2001 to 2010
	Estimated Household Population	Estimated Household Population	Estimated Household Population		
Castries	51,994	64,344	65,656	23.8	2.0
Castries City		12,439	4,173		-66.5
Castries Suburban		25,110	17,938		-28.6
Castries Rural		26,795	43,545		62.5
Anse La Raye	5,035	6,060	6,247	20.4	3.1
Canaries	1,799	1,788	2,044	-0.6	14.3
Soufriere	7,683	7,656	8,472	-0.3	10.7
Choiseul	6,405	6,128	6,098	-4.3	-0.5
Laborie	7,491	7,363	6,701	-1.7	-9.0
Vieux Fort	13,140	14,754	16,284	12.3	10.4
Micoud	15,088	16,041	16,284	6.3	1.5
Dennerly	11,168	12,767	12,599	14.3	-1.3
Gros Islet	13,505	20,872	25,210	54.6	20.8
TOTAL	133,308	157,775	165,595	18.4	5.0

Source: Saint Lucia Population & Housing Census 1991, 2001, 2010

Figure 1.1.1 Population Changes 1991-2010

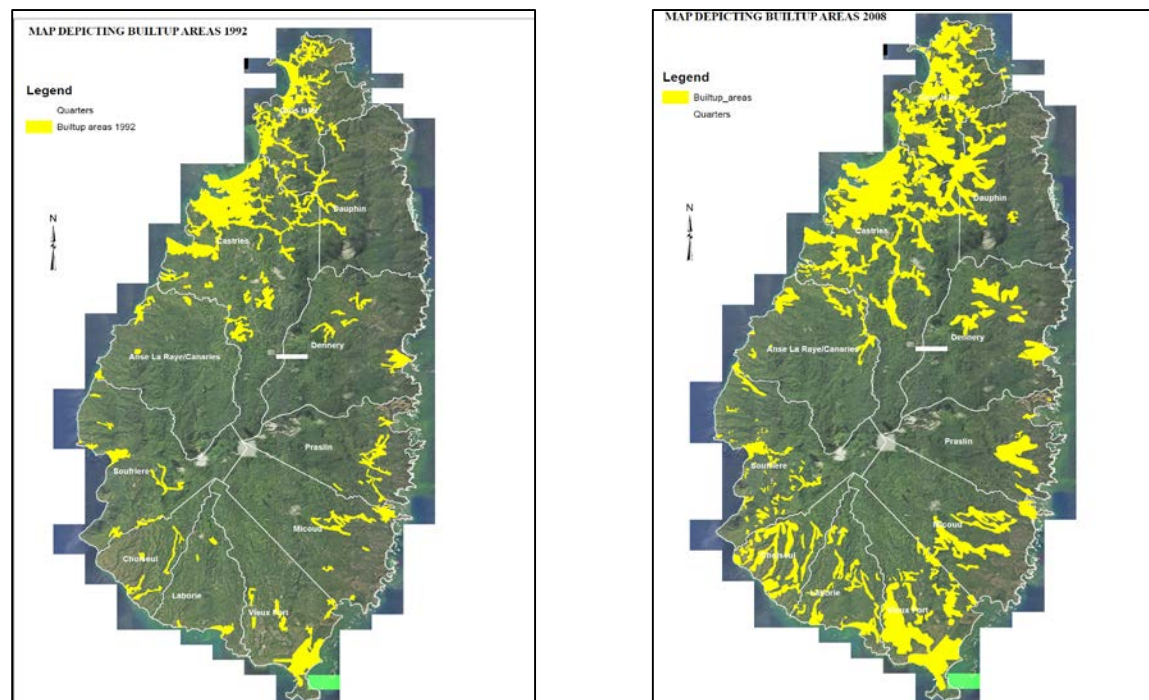


CSO, 1991,2001 and 210 Censuses

The growth in the north west has resulted in a population agglomeration or conurbation¹ within the Castries / Gros-Islet Districts. It is estimated that the North West or Castries /Gros-Islet conurbation now contains 54% of Saint Lucia's total population. This growth trend is clearly reflected in the physical pattern of settlements shown in Figure 1.1.1 derived from aerial photography interpretation.

Figure 1.1.2 Settlements (urban and rural) 1996

Settlements (urban and rural) 2008



Source: Landuse, Department of Physical Planning

¹ North West Conurbation encompasses rural areas

Also notable in the 2001-2010 intercensal period is the growth in the number of households- 23.9% in contrast to the 5% increase in the total population implying a significant decline in household size (3.8 in 2001 to 2.8 in 2010). This has implications for land and housing demand, social services and infrastructure.

Census information 1991-2010 is summarised by Census District with urban rural disaggregation provided for Castries only in 2001 and 2010. Given the relevance of urban specific data to the New Urban Agenda, the CSO in 2018 assessed and identified urban and rural boundaries within each census district using satellite imagery and applied the 2010 census data to these spatial units to determine urban specific data. The assessment revealed that overall, 46% of Saint Lucia's population live in urban areas (Table 1.1.2). Of the 54% who live in rural areas, a fair percentage live in private housing developments that have sprawled into the countryside, especially in the north. In terms of the percentage of the district population living in urban areas Castries as expected is the most urbanized followed by Gros-Islet, Soufriere and Vieux-Fort. The least urbanized district is Choiseul. Choiseul is defined by several distinct rural settlements along main roads.

Table 1.1.2 Distribution of Urban Population by District (2018 Analysis)

Districts	Urban Core	Urban Periphery	Sub-Urban	TOTAL URBAN	TOTAL RURAL	Rural / Urban %	TOTAL POPULATION
Castries	846	16,571	19,612	37,029 ¹	28,627	56%	65,656
Gros-Islet	807	374	12,326	13,507	11703	54%	25,210
Anse la Raye	698	85	470	1,253	4994	20%	6,247
Canaries	836	0	0	836	1208	40%	2,044
Soufriere	1,791	351	2549	4,691	3781	55%	8,472
Choiseul	155	0	0	155	5943	2.5%	6,098
Laborie	1,077	261	0	1,338	5363	20%	6,701
Vieux-Fort	1,456	1,488	4,847	7,818	8466	48%	16,284
Micoud	3,355	237	0	3,592	12692	22%	16,284
Dennery	1,758	1,799	205	3,762	8837	30%	12,599
TOTAL	12,779	21,166	40,009	73981	91614	45%	165,595

CSO Population Census 2010, Urban Boundaries:2018

This 2018 assessment sets a new and more accurate baseline for the definition of urban and rural nationally and will be used in the ensuing national census to enable disaggregated urban and rural data for collection and reporting. (Appendix 2 provides a justification and description of the process and outcome).

1.2 Managing Rural-Urban Linkages

Urban and rural linkages are critical to balanced spatial development and a reduction in spatial inequalities. Historically, there was a more established, mutually beneficial, spatial and sectoral relationship between the urban centres and their rural hinterlands than exists at present. Typically, the urban centres served the basic function of service provision (social, banking, commerce and trade, including agricultural goods, health, education and government services) and the rural areas were locations for employment and agricultural production.

The decline in the agricultural sector has led to an imbalance in the rural-urban relationship and has contributed to urban decay of smaller centres, rural urban migration and mass commuting on a daily basis for work outside the rural areas. This is enabled by improvements in road communication, increase in car ownership, and a reasonably organised transport system operated by private bus owners (1,304 buses). It is estimated that a total of 47,318² people commute daily. On the rural side, land tenure issues and agricultural land conversion have also affected the viability of this linkage.

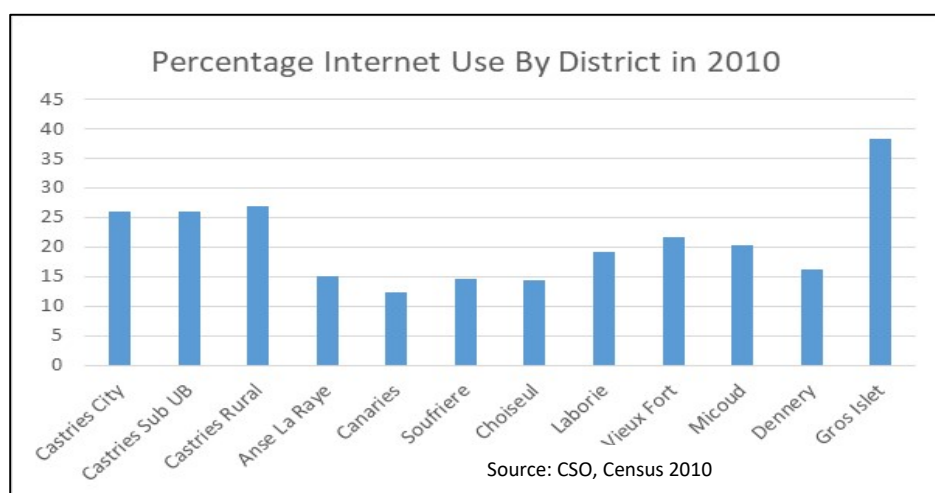
That notwithstanding, the hotel sector and the larger domestic market in the north have a high demand for food and therefore provide a strong linkage with food producers in rural areas. Farmers sell food produced in the rural areas to urban areas via direct contracts with hotels and supermarkets, and act as wholesalers to a network of distributors – including the Castries Market, street vendors and vendors outside the main supermarkets.

The Castries / Gros-Islet conurbation has a wide sphere of influence, attracting trade from around the entire island. Town markets in the smaller urban centres perform similar functions. An assessment of the breakdown of GDP by the CSO indicates that 80% of GDP is produced in urban areas and approximately 20% in rural areas. This is a very rough estimate as GDP figures are not reported by location.

It is anticipated that in the future the rural-urban dynamic will be further transformed given the GOSL pursuance of ITC strategies to improve connectivity and reduce the need to commute for services traditionally provided by urban centres. Under the World Bank Caribbean Regional Communications Infrastructure Project (CARCIP) and the Taiwanese funded national giNet projects, the GOSL provided free Wi-Fi hotspots around the island for IT communications, educational, business and social purposes. As part of GOSL's e-government strategy, a number of government services are currently online including customs procedures and income tax filing. There is a plan to expand such services in the future. Figure 1.2.1 notes the disparity in internet use between the more urbanised districts - Castries and Gros-Islet (25%-38%) and Vieux-Fort 22% and remaining districts (12% -18%).

²In the absence of statistics on persons commuting, this figure was calculated using the number of buses and their seating capacity and an assumption that at least 4 trips per day are made in Castries and 2 per day outside Castries. A total of 48,665 people in urban areas reported using public transport in the 2010 Census. Appendix 3 provides further details.

Figure 1.2.1 Internet Use by District



1.3 Addressing Urban Youth Needs

Saint Lucia's population is youthful with 41% under the age of 25 years and 27% falling in the 14 – 25-year age cohort (2010). Unemployment among the youth is high – an average of 38.5% compared to the national average of 20.2% (2017 LF survey). Challenges facing the youthful population and the incapacity of the economic system to absorb them are manifested in a number of social issues especially in urban areas - youth gangs and violence, youth parenting, identity issues, poverty and unemployment.

The responsibility for youth development falls under the Ministry of Equity, Social Justice, Empowerment, Youth Development, Sports, Culture and Local Government. The Ministry has implemented the following programmes which target the physical and social development needs of urban youth: -

Saint Lucia Community After-school Programme - This programme was launched in 2009 and provides a safe and adult supervised environment for children of working parents in fifteen (15) centres, with a total of three hundred and fifty-six (356) participants island-wide.

Sports Development Programme - The National Coaching Unit within the Department of Sports facilitates the development of coaching programmes in a number of sporting disciplines, and provides youth with sports-related training within the school system and in urban communities.

Social Development Programme - Club development through capacity-building assistance, leadership training workshops, promotion of volunteerism and public education campaigns. A Club Administration Manual developed by the Department provides guidance to youth interested in developing clubs.

Other National Programmes include: -

National Skills Development Centre (NSDC) - established in 2001, the NSDC operates four (4) centres nationally. The programme targets the disadvantaged including unemployed youth. It provides technical vocational training (certified) and job placement for trainees. A list of training programmes is provided in Table 1.3.1.

Table 1.3.1 NSDC Skills Training Programmes 2001 – 2018

Skills Training	Period	No. Trained
Technical Vocational Training (local TVET funds)	2001/2002	250
Basic Needs Trust Fund(BNTF), CDB	2002/2003	213
Special Framework of Assistance (SFA) 1999, EU	2002 /2003	550
Special Framework of Assistance (SFA) 2000, EU	2003 /2004	512
Hospitality and Construction Skills Training (HCP), GOSL	2006/ 2007	498
Youth Apprenticeship Programme (YAP), GOSL	2004/ 2006	167
Construction Skills Training for Women (West Coast), BNTF/CDB	2007/2009	112
Special Framework of Assistance (SFA) 2002, EU	2007/2009	329
Special Framework of Assistance (SFA) 2004 funded by EU	2008 – Present	70 and ongoing
POETA funded by OAS	2008 – 2009	157
OECS Skills for Inclusive Growth funded by the World Bank	Ongoing	

Source: NSDC, 2018

CARE - Centre for Adolescent Renewal and Education (CARE) is a voluntary, church and community-based organization which assists disadvantaged and marginalized youth to take charge of their lives and destinies through holistic education combined with technical and vocational education in several fields.

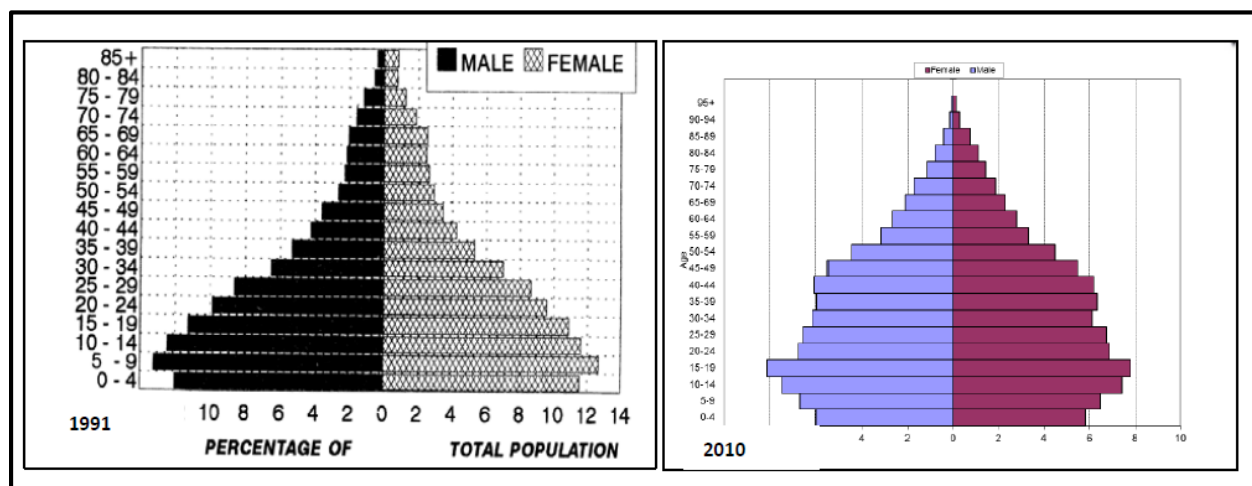
Boys' Training Centre - serves juvenile offenders and those in need of care and protection through the provision of psychosocial support and relevant skills, and helps them to become law abiding citizens. Additionally, the BTC is a diversion option away from the formal judicial sentencing route which usually has adverse lasting implications for boys. The centre houses on average between fifteen (15) and twenty-five (25) boys.

Upton Girls Garden Centre - The Upton Girls Garden Centre is an NGO that is fully funded by the GOSL. The centre serves as a walk-in facility for girls in need of assistance. It has the capacity to accommodate twenty-five (25) girls, but currently accommodates only eight (8) girls.

1.4 Responding to the Needs of the Aged

While Saint Lucia's population is still very youthful, the population is however transitioning to a more mature stage characterised by declining birth and death rates, and lower fertility rates: 1.7% in 2006 (below replacement) compared to 2.9% in 1995. The percentage of the population below 15 years declined to 24% of total population in 2010 from 36% in 1991 and the 65 plus age group grew from 6.5% in 1991 to 8.6% in 2010 (Figure 1.4.1). The change in the 65 year plus demographic is expected to continue and has implications for planning for the aged and strategies for dealing with the issue of low replacement. The inclusion of provisions for the aged in the national planning process is a growing imperative.

Figure 1.4.1 Distribution of Population by Age and Sex, 1991 and 2010



CSO: Population Census 1991, 2010

Key issues associated with the aged include the cost of health care at a stage where chronic non-communicable diseases like diabetes and hypertension are prominent, the physical inability of the aged to access health care, due to issues of immobility and transportation, notwithstanding support provided within health districts by visiting community nurses; and the absence of ramps and aides for the elderly in many public buildings.

The inability of the owners of homes for the aged to meet repair costs and insurance is a growing issue, as well as the low value of pensions, and the cost of basic food and utilities. According to the 2010 Census, 82.5% of elderly respondents stated they did not have an income (excluding remittances). The 2010 Population and Housing Census indicates that 30% of elderly people do not have family support, due to a break-down in the family structure, notwithstanding the contribution of the aged who support grandchildren whose mothers have emigrated. Anecdotal evidence suggests that the lack of family support is greater among elderly males.

Consequently, a fair percentage of people supported under the national Public Assistance Programme (PAP) are the elderly. In 2013, 51% of spending on PAP was within the 66 and above age group (UN Women, 2013).

The Ministry of Equity, Social Justice, Empowerment, Youth Development, Sports, Culture and Local Government is responsible for matters pertaining to the aged, along with NGOs, CBOs and other public agencies with responsibility for community development and poverty alleviation. Strategic interventions for the elderly are part of a broader fifteen-year strategic plan which in terms of timeframe and objectives is aligned with the UN Agenda for Sustainable Development. A key intervention under the Strategy to Prevent Poverty is championing access to pension benefits and schemes for the population, and advancing the establishment of appropriate regulations to govern the financial worthiness of pension funds in the private and public sectors.

Other institutional structures that support the needs of the aged include the National Council of and for Older Persons (HELPAGE-Saint Lucia), The Saint Lucia Pensioners Association, community based organizations like the Club 60 and Mothers and Fathers groups. Since issues related to the aged are linked to poverty alleviation, many Faith based organizations and charitable groups offer assistance programmes for the elderly.

1.5 Integrating Gender in Urban Development

According to the 2010 Population Census, females and males comprise 51% and 49% of Saint Lucia's population respectively. The composition varies across age groups with men dominating the youthful cohorts, while women dominate the older age cohorts, given that life expectancy is higher for women. The urban population is more female than male (104.2 to 106.4%) while the rural population is more male (Table 1.5.1). Unemployment among women is consistently (over the years) higher than that for men: 22.4% compared to 18.1% for men in 2017 (Labour Force Survey 2017).

The Ministry of Equity, Social Justice, Empowerment, Youth Development, Sports, Culture and Local Government is cognizant of the importance of incorporating and addressing gender and equity issues, while simultaneously laying the foundation for productive and economically viable urban regions. To this end, the Government has continued to emphasize its commitment to greater gender equality in its national and urban development programmes, planning and policy making, which are informed by several international conventions, to which Saint Lucia is a signatory.

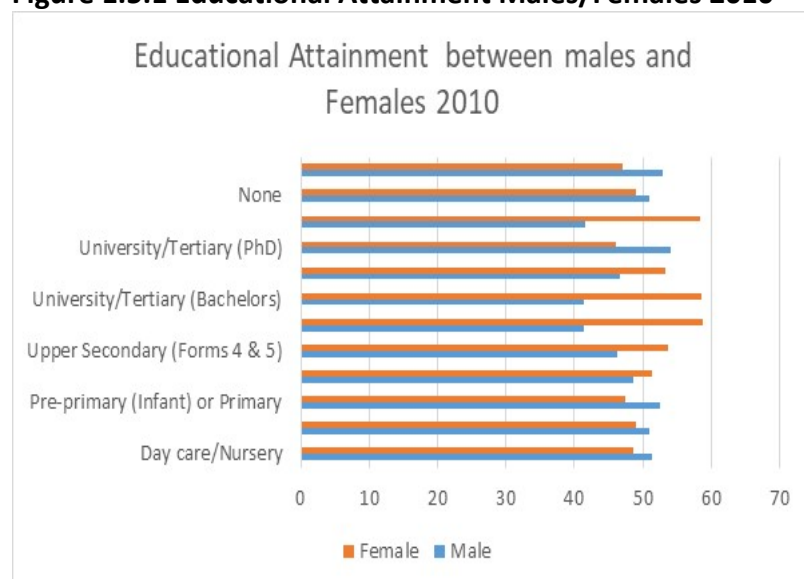
In 2015, the GoSL took its gender equality efforts one step further by commissioning and completing a Gender Awareness Beneficiary Analysis (GABA) with the assistance of the Caribbean Development Bank (CDB) through the country's Poverty Assistance Programme (PAP). The GABA provides a gender based analysis of the economic, social and public sectors of Saint Lucia, and serves as a useful toolkit to guide policy makers and practitioners in formulating gender sensitive and responsive strategies, programmes and policies.

The 2005 Poverty Assessment identified young women with children as a large and growing vulnerable group. This is congruent with a 2013 assessment that revealed that the largest group of persons on the waiting list for public assistance support, are young mothers of working age. Given that most are not indigent; it is likely that this group will have a long waiting time to receive support (GABA Report 2013). An overall assessment of the 2013 data in the same report reveals that women outnumber men for public assistance (58.1% and 41.9% respectively).

Table 1.5.1 Actual Household Population by District, Gender and Sex Ratio

DISTRICTS	MALE	FEMALE	TOTAL	SEX RATIO*
Total Castries	32,475	33,181	65,656	102.2
Castries City	2,044	2,129	4,173	104.2
Castries Suburban	8,775	9,163	17,938	104.4
Castries Rural	21,656	21,889	43,545	101.1
Anse La Raye	3,190	3,057	6,247	95.8
Canaries	1,049	995	2,044	94.9
Soufriere	4,280	4,192	8,472	97.9
Choiseul	3,042	3,056	6,098	100.5
Laborie	3,346	3,355	6,701	100.3
Vieux Fort	8,166	8,118	16,284	99.4
Micoud	8,123	8,161	16,284	100.5
Dennery	6,310	6,289	12,599	99.7
Gros Islet	12,213	12,997	25,210	106.4
TOTAL	82,194	83,401	165,595	101.5
* - Females per 100 Males				
Source: Saint Lucia Population & Housing Census 2010				

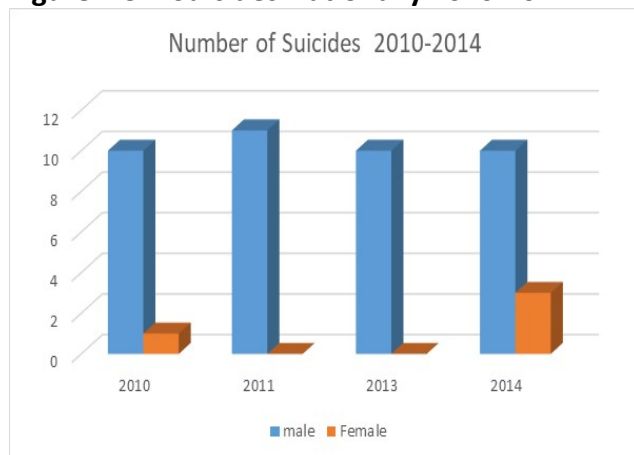
Figure 1.5.1 Educational Attainment Males/Females 2010



Census statistics indicate that there was a higher educational attainment among women from secondary school level through to a university education (except a PhD) than males (Figure 1.5.1). Also, the number of women in male dominated professional fields like law and engineering is increasing. At the Ministry of Infrastructure more than 50% of the engineering positions are held by women. The number of women seeking to participate in elective politics has increased

from two (2) in the 1980s to fourteen (14) by 2016. In the last 5 years there were three (3) female parliamentarians.

Figure 1.5.2 Suicides Nationally 2010-2014



Two notable trends concerning men include the relatively lower educational attainment of boys and the social response of males to social issues, reflecting lower social coping skills - a growing suicide rate among males has emerged as a key gender issue. Between 2010 and 2014, ten (10) suicides committed on average by men have been recorded (Figure 1.5.2).

Source: CSO 2014

1.6 Challenges Experienced and Lessons Learnt

1. Managing Rapid Urbanization

The development of the north west of Saint Lucia where rapid population expansion exists remains unguided. Many physical plans developed in the 1990s to guide the development of the north west Castries Gros-Islet Corridor (as it was previously called) never received statutory approval. These include the North West Corridor Plan, Corinth Grande Riviere Plan, the Greater Castries Transport Study, Gros-Islet and Rodney Bay Enhancement Plan, among others.

Away from the coastal strip or North West Corridor³, a notable pattern is the conversion of agricultural land to housing development. Agricultural land conversion is associated with decline in banana monoculture and the revamping of supporting land policies that restricted the conversion of agriculturally productive classes: I-IV; an aging farmer population; land speculation and the growing attractiveness of the north where tourism investment and infrastructure and hence jobs are spatially concentrated.

Rural Urban migration as evidenced by the population shifts has had significant impact on the demand for housing and unplanned development in the north. In the south where public lands exist, squatting has resulted in unplanned developments that are not in keeping with basic development standards. In Castries, the high density developments on the urban periphery are unplanned developments with issues of sanitation and the absence of basic amenities (pipe borne water, proper sewer systems, garbage collection etc.).

³Coastal Strip of the North West or Castries Gros-Islet Conurbation

2. Addressing Urban Youth Needs

- a) Notwithstanding the programmes that have been implemented to support youth development and employment, a host of social issues including high unemployment persist.
- b) There is a notable prevalence of youth gangs. The impact of gang related crime on the health and social sectors (*police/law enforcement, community development, & social inclusion*), the burdensome security cost on private sector productivity and competitiveness, and the erosion of citizen security, all result in a reduction of social capital.

3. Responding to the Needs of the Aged

- a) A robust housing rehabilitation programme is required to improve the current housing conditions of the elderly, particularly men.

4. Integrating Gender in Urban Development

- a) There is a need to address entrenched issues of discriminatory stereotypes and inequality, to mainstream approaches that define and develop green economies, and to understand the implications for women and men.
- b) The Gender Awareness Beneficiary Assessment (GABA) along with other key studies have highlighted several critical areas, including the establishment of a rental subsidy housing programme; increased skills training/certification/job attachments in areas with income earning potential, active labour market participation programmes, and adult literacy and numeracy programmes.

1.7 Future Challenges and Issues

The following are future challenges that can be addressed by the New Urban Agenda: -

1. Managing Rapid Urbanization

- a) Planning within the context of existing or brownfield development is difficult because the level of social disruption, loss of livelihoods and the level of compensation and building costs associated with relocation are major issues affecting urban renewal efforts.
- b) Land Tenure issues – The regularization of land ownership requires behavioural changes as well as greater engagement in dispute resolution and effective negotiation. Additionally, legal aid needs to be provided to assist the poor and indigent in settling land disputes.
- c) Squatting – The regularization of unplanned developments and their relocation and associated integration into new communities, continues to be a foreseeable challenge

in regularizing and managing the incidence of squatting. Additionally, the updating of land registries is a potential future challenge.

2. Managing Rural-Urban Linkages

- a) A key consideration for the New Urban Agenda is the provision of assistance to balance the issues on both sides of the rural-urban equation. The Saint Lucia Agriculture Sector Plan recognises that sustainable rural development is integral to reversing rural urban drift, providing an improved quality of life for rural dwellers, improving national food security through local production, increasing foreign exchange through exports, increasing rural job creation, promoting sustainable livelihoods and preserving the culture of rural peoples.
- b) A strategy for the development of both urban and rural areas is required and should include a resolution to the issue of agricultural land conversion.
- c) Further improvements in the coverage of WiFi Hotspots island wide is required to improve virtual communication and access to information for rural dwellers.

3. Addressing Urban Youth Needs

- a) A strategy for youth development must include recommendations for employment creation that complement existing skills capacity building programmes.

4. Integrating Gender in Urban Development

- a) Women's empowerment – Empowering women to effectively engage and participate in society (particularly in politics, business and civil society), and the proliferation of women advocacy organizations is viewed as a perennial challenge.
- b) Social data when collected should reflect age and gender to enable a more accurate assessment of specific vulnerable groups
- c) In-depth analysis of the underlying issues affecting low educational attainment among boys and the growing male suicide rate is required so that more effective programmes can be designed to target males

1.7.1 SUMMARY OF CHALLENGES – Urban Demographics

Thematic Areas	Key Challenges
Managing Rapid Urbanization	<p>1) Brownfield redevelopment to improve the current situation especially in the North west which developed in the absence of a comprehensive spatial plan: -</p> <ul style="list-style-type: none"> -Cost of redevelopment especially land acquisition -Social disruption (infrastructural improvement or relocation to accommodate redevelopment) -Social impact of settlement relocation and loss of livelihoods -Suitable cost effective improvements in roads -The balancing of economic development among districts and other urban centres outside Vieux-Fort and the North West <p>2) Regularization of tenure through behavioural changes</p> <ul style="list-style-type: none"> - Strategies for land dispute resolution and negotiation -Legal aid for poor to resolve disputes and land issues
Rural Urban Linkages	<ul style="list-style-type: none"> -Creative strategies for balancing the urban rural linkages - Protection of productive classes of agricultural land through planning policy to ensure: food security; reduction in food import bill, increase in exports and increased production to meet the needs of the domestic and tourism markets and the creation of rural employment -Further expansion of ICT connectivity in both urban and rural areas
Urban Youth Development	Focussed strategies to target job creation
Needs of the Aged	Housing rehabilitation programme to improve the existing housing stock of the aged
Integrating Gender in Urban development	<p>The need to empower women to more effectively participate in society – politics, business and civil society</p> <p>Analysis of root causes of issues affecting males – relatively low educational attainment and growing suicide rate</p> <p>Social data disaggregated by gender and age is needed to enable the more accurate targeting of vulnerable groups</p>

2. LAND AND URBAN PLANNING

2.1 Ensuring Sustainable Urban Planning and Design

The statutory powers for urban planning are enshrined in the Physical Planning and Development Act No. 29, 2001. The Act makes provision for the development and statutory approval of comprehensive land use plans (at all spatial levels) and policies. It supports an inclusive and participatory approach - agency collaboration involving local government, public engagement and consultation in the planning stage, formal advertisement and public representation of the final plan outcome, statutory approval and updating. The Act also makes provision for the control of land development, the assessment of the environmental impacts of development and for other powers to regulate the use of land, including special enforcement areas to restrict squatting and/or development in hazard zones.

The Department of Physical Planning is the agency that executes the statutory powers under the Act in conjunction with the DHURT, local authorities and other agencies of government.

The DHURT, the agency with responsibility for Housing Policy and Urban Renewal developed a Housing Policy and Action Plan (approved in 2011) and the Draft National Policy and Strategic Plan of Action for Urban Renewal, which recommends the following :- an urban renewal approach rather than a master plan approach and a clear staged plan for implementation, the need for priority attention to be given to Castries, Vieux-Fort and Gros-Islet; the adoption of local area plans as spatial units for plan making, with housing as an integral component; the inclusion of brownfield lands within urban centres and areas into the bank of lands for urban development. The DHURT with assistance from the World Bank is in the process of reviewing the two (2) research and policy documents to create a framework for staged implementation (policy and plan).

2.2 Improving Urban Land Management including Addressing Urban Sprawl

The responsibility for land management, like urban planning, falls under several agencies - The Department of Physical Planning supported by the powers under the Physical Planning and Development Act 2001; Local Authorities under the Constituency Development Act; the Department of Crown Lands with powers under the Crown Lands Ordinance and to a limited extent the National Conservation Authority (NCA) with powers under the National Conservation Act which focuses on the management of Parks and Beaches

The existing pattern of development has evolved in the absence of a guiding framework or statutory plan and reflects significant urban sprawl into rural Castries and Gros-Islet or the countryside in the north, and sub urban areas in Vieux-Fort in the south.

Current interventions to reduce urban sprawl, albeit not in the context of a firm integrated national land management framework are: -

- i. The National Housing Policy, Draft Urban Renewal Policy and the proposed development of an integrated framework for the implementation of both of these policies;
- ii. The PROUD programme to rationalize informal settlements;
- iii. Capacity building of the Department of Physical Planning with assistance from the United Nations Office for Project Services (UNOPS) to review the Vision Plan for Castries;
- iv. A National Land Policy, which was approved in 2007 and provides a clear collective view and basis for holistic land management and land rights.
- v. A central objective of the National Agricultural Policy, though not implemented, is to protect prime agricultural lands from conversion. The Ministry of Agriculture is undertaking a comprehensive review of this issue in the context of a broader agricultural sector assessment.
- vi. National Vision Plan (2008) proposes large investments (especially in tourism):- to create regional economic anchors or nodes; spur new economic opportunities in all urban centres along with the upgrade of physical and social infrastructure including housing; and to make local areas attractive places to live and work to reverse rural urban migration. The Plan also deals with cross cutting national strategic issues: new roads, sewage disposal, transportation, water (dams) and electricity including renewables, greening and improving mobility.

2.3 Enhancing Peri-Urban Food Production

Saint Lucia initiated a formalized system of urban and peri-urban food production in 2009, with the promotion and implementation of a backyard gardening programme. The initiative constitutes part of the Ministry of Agriculture's efforts to promote domestic agriculture, increase food production, improve food security, and fulfil the island's commitment to achieving the 2030 sustainable development goals.

The backyard gardening programme was introduced to the public through the implementation of a competition that targeted homeowners, public institutions and schools in urban and peri-urban areas. A few private enterprises participated including Think Caribbean Television, which recorded various stages of the backyard gardening process, and used the footage to promote the initiative. Participation in the programme is significantly higher in peri-urban areas compared to urban areas.

The backyard gardening initiative was implemented by the Extension Department of the Ministry of Agriculture which provided training to five hundred and thirty (530) backyard gardeners in the following areas:

- i. Crop production principles and techniques;
- ii. Soil and water conservation techniques;
- iii. Land preparation and the planting of communal plots;
- iv. Pineapple production, rabbit rearing and hutch construction;
- v. Composting; the use of seaweed as mulch for composting
- vi. Pest and disease control.

More than two hundred (200) women currently earn income from the sale of herbs, fruits and vegetables under the backyard gardening programme.

Funding was obtained from CARITAS (a Catholic foundation) to install greenhouses in fourteen (14) schools and refurbish existing greenhouses, and the Brazilian Government provided the funds required to implement backyard gardening projects in two schools. The crops grown are donated to the school feeding program at these schools.

In 2011, the Ministry of Agriculture held a national backyard garden fair with a view to increasing public awareness of the importance of food security and the benefits of backyard gardening, and to encourage individuals to become backyard gardeners. The Ministry also used the activity to promote agriculture in schools, particularly the long-term sustainability of school gardens at primary schools. The event also provided an opportunity for backyard gardeners to interact with each other and engage in knowledge sharing about best practices for crop production, composting etc.

In an effort to facilitate the sustainability of the backyard gardening programme, the Government approved a tax return benefit of up to EC\$5,000 in 2012 for homeowners engaged in backyard gardening. In spite of the availability of this significant incentive, the number of individuals requesting validation of their gardens continues to decrease, a situation that the Ministry believes stems from homeowners not having sufficient time to adequately tend their gardens. The backyard gardening programme is however currently oversubscribed, and it is not possible for extension officers to visit every garden on a fortnightly basis.

2.4 Addressing Urban Mobility Challenges

Sustainable transport and mobility for all and the efficient functioning of urban areas as business, commerce and living spaces is central to the New Urban Agenda. Much valuable economic time is spent in traffic, affecting productivity, public health and business efficiency. Urban spaces in terms of design should accommodate ease of movement for all people – business, visitors, commuters, the aged, people with special needs among others.

While mobility in the city of Castries is constrained because of increased car ownership, ‘through traffic’ (29739 vehicle per day)⁴ compounded by topographic constraints, a number of initiatives have been undertaken and are planned to improve mobility.

The Ministry of Infrastructure and the Castries Constituency Council are responsible for road and drain construction and maintenance, and sidewalk construction and maintenance respectively in the city of Castries.

⁴ Santec 2015 Feasibility Study for the North South Highway

The Ministry of Infrastructure has implemented or plans to implement the following initiatives to address *inter alia* traffic congestion and pedestrian vehicular conflicts in the city:

- I. Rehabilitation of the Castries ring roads and the Vide Boutielle Road and the relocation of off-loading zones on the Castries ring roads;
- II. The enhancement of the public transportation system, including the relocation of all bus stands. The buses will be relocated to a central bus terminal. To this end, a public transportation study was commissioned;
- III. The placement of pedestrian guard rails to discourage crossing at the intersection of John Compton Highway and Jeremie Street and improve traffic flows
- IV. The Castries Constituency Council as part of the OECS Regional Tourism Competitiveness Project (an initiative financed by the World Bank) will undertake a number of urban renewal initiatives in the city of Castries - enhancing the built environment with green areas and corridors and sidewalk paving, rails and ramps, pedestrianisation of areas, a garbage bin programme, improving the aesthetics of existing buildings, introduction of controlled parking zones – short-stay metered parking (solar powered) and the upgrade of the Castries Market as a key attraction for cruise tourist visitors.
- V. Similarly, a bus terminal, waterfront vending and a board walk are under implementation in Soufriere with grant funding from CDB.
- VI. Amendments are being made to the Motor Vehicle and Traffic Act to accommodate this initiative, and a public education campaign to educate motorists about the use of the parking terminals commenced in the second quarter of 2018.
- VII. Additionally, Planning considerations negotiate at least two (2) parking spaces within customer parking areas for public buildings and commercial developments to be allocated for disabled parking. Some public buildings have implemented ramps and have a designated toilet for the physically challenged. This is however discretionary for non-publicly owned buildings.

2.5 Improving Technical Capacity to Plan and Manage Cities

The capacity needs to achieve efficient urban planning and management, especially against the backdrop of reorganizing existing development, people and systems to fulfil the objectives of the New Urban Agenda, are several. These range from the skills set of staff, as well as their numbers within National and Local Government, specialized technical skills, data and data processing systems, security systems, basic and specialized equipment. Creative thinking in the face of financial constraints and social impacts, along with a partnership approach, are required to advance the agenda. A number of strides to improve technical capacities have been made at the national and local levels to deal with urban issues.

The Housing arm of the Department of Housing, Urban Renewal and Telecommunications, was initially established as a small unit within the Department of Physical Planning in 1997 because of the growing squatting situation nationally and the housing needs of low income earners, irregular settlements on lands rented from private owners especially in the urban periphery, as well as lands rented at minimal rates by the Catholic Church to the urban poor. The objective was to bring all of these areas under planning control, and develop and implement regularization

proposals to improve human conditions targeting existing programmes like the CDB-Funded Basic Needs Trust Fund (BNTF). Several programmes were executed to improve drainage, access, and basic services nationally.

In 2001, the Housing Department was established to give special attention to the housing situation. In 2006/7 the department assumed responsibility for the Urban Renewal Portfolio, due to the evident decay of most urban centres.

Recognising that the skill sets required to deliver urban management are diverse and involve several agencies, the DHURT works collaboratively with the Department of Physical Planning to declare special enforcement areas and execute enforcement under the Physical Planning and Development Act 2001. The department also works with the National Housing Corporation, the Local Government Department and some local authorities and agencies with responsibility *inter alia* for social development and disaster management, including the Saint Lucia Social Development Fund (SSDF).

2.6 Challenges Experienced and Lessons Learnt

1. Urban Planning and Design

Only a few urban based plans currently received some level of approval in Saint Lucia in recent times – The Piton Management Plan in the town/district of Soufriere (2005), the Point Sables Environmental Management Plan (Cabinet approval in 2007), the Invest Saint Lucia Master Plan (DCA approval 2015) and the National Vision Plan (Cabinet approval 2008). Comprehensive plans for small urban centres of Anse La Raye and Dennery were developed along with strategic plans for Choiseul, Laborie and Micoud, using the Vision Plan for strategic guidance, but were not advanced to the stage of an approval process.

The function of urban planning and design is distributed across disparate agencies. To be effective, clear roles and responsibilities and an appropriate coordinating mechanism are required.

The Saint Lucia Air and Sea Ports Authority (SLASPA) by virtue of its responsibility for the development of Port Castries and Vieux-Fort, is a key stakeholder in urban planning and design. Given the agency's key role in the development of Port Castries as a cruise port, it should be central to the development of an urban product to support Castries as a port city. Invest Saint Lucia (ISL) likewise should be central to the developments in both Vieux-Fort where the agency is a major landowner and Castries as Point Seraphine Duty Free Waterfront complex is owned and operated by ISL.

The absence of a spatial framework to guide urban development (renewal or greenfield development) has resulted in urban sprawl.

2. Land Management and Addressing Urban Sprawl

The unguided sprawl has occurred alongside the decline in commodity agriculture and has resulted in the conversion of productive agricultural land, abandonment of agricultural holdings and a decline in the rural economy. The Agricultural Census (2007) indicates that the number of agricultural holdings in Saint Lucia was the lowest in 46 years with all areas experiencing decreases. Castries experienced the largest decrease of 48.8%. Much of these lands are either abandoned or converted to residential real estate.

Another impact is the poor maximization of existing capital investment in infrastructure around urban centres and a potentially high future infrastructure maintenance cost given the spread of infrastructure over a wide area. Traffic management is a growing development issue as commuters converge on the main urban centres in the north and south for work, school and for services, from dormitory developments many of which are in the countryside. Unplanned poorly serviced high density developments have also occurred especially in the south on public land.

The issue of derelict land in all urban centres, and its underpinning in the system of family land ownership, impacts the aesthetics of urban areas and poses health (leptospirosis and mosquito vector borne diseases such as dengue and Zika) and security risks. It also has a significant impact on the supply of land, in particular locations for important urban uses, including economic development and housing.

3. Enhancing Peri-Urban Food Production

The implementation of policies to curtail agricultural land conversion will enable a greater interest in peri-urban food production. The impetus for agricultural land conversion policies as a contribution to an urban plan must come from the agricultural sector.

The demand and support for backyard gardens was overwhelming, resulting in limited capacity to provide technical support through extension services. Many backyard gardeners benefitted from the extensive publicity provided by the Ministry of Agriculture, and many became aware of the positive impact of backyard gardening on food expenditure, as well as the opportunity to sell surpluses.

Many individuals engage in backyard gardening as a hobby, and as a result do not follow best practice, for example, some gardeners use pen manure in an improper manner, which can result in e-coli infections.

4. Urban Mobility Challenges

The volume of traffic in the city of Castries leads to poor circulation and movement, and has led to a growing preference for out of town shopping on the part of consumers. This has resulted in the decline in the quality of retail offerings in the city. This situation needs to be assessed and the suite of options outlined in the National Vision Plan (2008) examined. A major study was conducted in 1995/6 – Greater Castries Transportation Study. Many of the recommendations remain relevant, however very few were implemented because they required the construction of new road segments that would involve some dislocation and relocation, land acquisition, finance and strong political will to implement.

5. Improving Technical Capacity to Plan and Manage Cities

Capacity issues are greater within local government than central government agencies. The New Urban Agenda will place greater demands on local authorities especially for the operational management of urban areas.

2.7 Future Challenges and Issues

1. Urban Planning and Design – Future Challenges

- a) The absence of clear roles and responsibilities for agencies involved in urban development/ renewal and the lack of a coordinating mechanism, can potentially pose a challenge for advancing urban planning and management. The need for this to be addressed is even more urgent given the devolution of some powers to local authorities.
- b) A strong strategic agency or framework is required to ensure all local actions are in sync with national policy and direction. The Department of Economic Development should continue to play this central role.
- c) A central player in strategic level decision making regarding national and urban development is the Ministry of Infrastructure, Ports, Energy and Labour. The decisions regarding roads by and large dictate the pattern of development. The same is true for Invest Saint Lucia in the south and the Saint Lucia Air and Sea Ports Authority – a critical land developer and investor whose strategic assets are central to determining trade and tourism along with product development in the urban destinations in which they are located.

2. Land Management and Addressing Urban Sprawl

1. A local area statutory plan compliant with the national vision, strategy and policies can provide the framework for integrated planning for social, economic, environmental, disaster risk reduction and land needs of urban areas. This however requires the participation of a number of agencies with responsibility for various aspects of urban land management including agencies with responsibility for natural resources, agriculture and other economic sectors, waste disposal, physical and social infrastructure, and utilities among other areas. As such, there must be a clear division of responsibility, a coordinating mechanism or agency, and trained capacity/capability to manage this participatory approach.
2. Strong restrictive policies underpinned by an evidence base are required to bring derelict⁵ lands into economic use and to curtail the conversion of agricultural lands to other uses. Apart from the need to build capacity within the Ministry of Agriculture in land data and analysis, the absence of a commodity crop or crops for which there are defined markets and requirements will pose a new challenge. On the urban side, a creative mechanism is required to bring derelict land back into productive use. Lands identified for housing in

⁵ land that had a previous human use but currently has been unused for some time so that the buildings or facilities have fallen into disrepair and nature is starting to reclaim the area with weeds, shrubs etc. or lands that could be used for redevelopment.

locations where land values are not prohibitive can be packaged, and incentives provided for local investor involvement in housing delivery. This requires assessment and may involve legal assistance for family land conveyance, as well as new laws to prohibit or create disincentives for lands to fall into dereliction.

3. Enhancing Peri Urban Food Production

The urban backyard gardens effort was successful and should be better resourced and supported.

4. Addressing Urban Mobility Challenges

- a) The implementation of short-term parking, enabled by new legislation, would have an impact on reducing the number of long-stay cars parked in the city. The impact of this should be assessed as the displaced parking could be diverted to other areas.
- b) In order to improve traffic flows, the system of one-way and two-way streets, along with traffic restrictions should be examined to ascertain whether the system is optimal.
- c) Revisit the norther and southern bus interchange proposals outside the city for intercity buses and a city bus system to nodal bus terminals at locations within the city.
- d) Public awareness is necessary to manage negative reactions and to promote inclusiveness. A development partnership approach could be developed to secure the involvement of the private and community sectors.

5. Improving Technical Capacity - Future Challenges

The following are some key areas for consideration for building national and local capacity: -

Table 2.7.1 Capacity Building Needs

Local Authorities	National Agencies	Specialized
-Training in Project Appraisal and Preparation -Construction and Project Management -Urban Design and Landscaping -Public Awareness and Advocacy -Community Engagement -Finance and Budgeting -Developing and Managing Working Partnerships	-Planning Research and Analysis -Plan Making and Policy formulation -Planning Statutory Process -Community Engagement -Financial Analysis -Public Private Partnerships and Hand holding -Public Relations and Marketing	-Transport Planning -Transport Economics and Modelling -Cost Benefit Analysis -Environmental Appraisal -Geographic Information Systems and other Digital Technologies Security: - -Tourism Sensitive Policing

Table 2.7.2 Summary Table – Future Challenges, Land and Urban Planning

Thematic Areas	Key Challenges
Sustainable Urban Planning and Design	<ul style="list-style-type: none"> • A clear definition of roles by agency along with the identification and acceptance of a lead agency to undertake urban planning is required. • The Department of Economic Development (DED) should continue its role as the strategic agency to ensure all local actions are in sync with national economic and social policy and development direction. • Ministry of Infrastructure given its central role in directing development patterns through road and port development; Invest Saint Lucia and SLASPA as development agencies with strategic land assets should be at the core of urban planning initiatives.
Urban Land Management and addressing urban sprawl	<ul style="list-style-type: none"> • The development of a comprehensive spatial (statutory) for local areas and especially in the North West Conurbation using the prescribed process and powers under the Planning and Development Act. • The World Bank support to link Urban Renewal/Housing policies and initiatives • The enactment of new Local Government Bill will provide a legal framework for the greater involvement of LA in urban land management • The development of policies to restrict the conversion of agricultural land underpinned by a strong evidence base is required. • A comprehensive survey of derelict land and strategy to bring back such lands to productive urban use is required along with supporting legislation. • A comprehensive survey of brownfield serviced urban lands is required along with a programme of legal assistance to land owners to pool such lands and package them to private developers for housing projects.
Peri Urban Food Production	Financial support is required to continue the programme along with a more structured approach using the demonstration effect of the success of the past programme
Urban Mobility Challenges	<ul style="list-style-type: none"> • Introduction of short term parking in the city and public awareness to ensure success. • The pursuance of the bus terminals north and south of the city and the application of the same to other urban centres • Securing the necessary financing for implementation of the terminals maybe a challenge • A review of traffic flows and system of one and two ways streets needs to be assessed.
Improving technical capacity to Manage cities	The technical capacity (skills set and requisite staff) of central agencies and LAs needs to be developed in a key areas – urban design, project appraisal and management, community engagement, construction management among others

3. ENVIRONMENT AND URBANIZATION

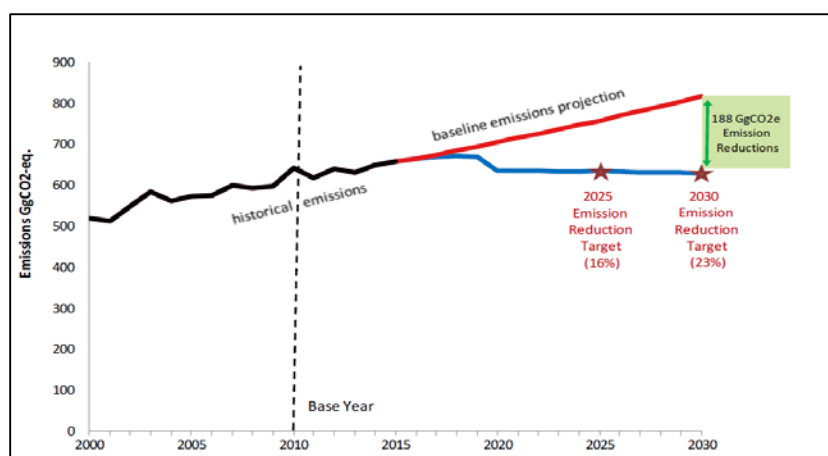
3.1 Addressing Climate Change

Saint Lucia is signatory to the United Nations Framework Convention on Climate Change (UNFCCC). Saint Lucia's contribution to global GHG emissions is small (0.0015% of global emissions) in 2010 at a per capita rate of 3.88 tCO₂-eq. The Government of Saint Lucia (GoSL), cognizant of the island's vulnerability as a Small Island Developing States (SIDs) to climate change including the resulting rise in sea level, has demonstrated its commitment to combat climate change and has developed at the national level a number of plans, roadmaps, policies in various sectors, improvements to the legal and regulatory framework, capacity building, and the implementation of adaptation initiatives.

As signatory to UNFCCC, Saint Lucia has completed three (3) National Communications on Climate Change. Each reported on National Circumstances, Green House Gas Inventory, Vulnerability and Adaptation Assessment, Assessment of Mitigation Measures appropriate to national circumstances, Gaps and Constraints. Saint Lucia is also seeking to implement a REDD-plus Strategy (Reducing Emissions from Deforestation and Forest Degradation plus enhancing forest carbon stocks for the purpose of obtaining results-based incentives) with support from the OECS Commission.

Saint Lucia also submitted in accordance with UNFCCC requirements, its intended **Nationally Determined Contribution (NDC)** to global efforts to reduce greenhouse gas emissions. A target to reduce emissions by *188GgCo₂* by 2030 was established based on the level of emissions in the base year 2010 and the projections (based on the 'do nothing approach') as shown in Table 3.1.1.

Table 3.1.1 Saint Lucia's Nationally Determined Contribution to Reduce Greenhouse Gas Emissions



Source: Ministry of Sustainable Development 2016

The following are mitigation initiatives that Saint Lucia has undertaken towards meeting the NDC of 188GgCo2 by 2030: -

- i. The National Energy Transitioning Strategy (NETS), 3MW Solar PV Project and major geothermal energy initiative and the Waste to Energy Study;
- ii. Revision of Environmental Management Bill and Pollution Regulations, development of a Climate Change Bill, technical assistance to establish a National REDD+ (plus) Strategy, and a Mango Project: aimed at preserving biodiversity; SLM; riverbank rehabilitation of the Corinth river under the Model Sustainable Watershed in Urban and semi urban areas all funded under the *EU-OECS Global Climate Change Alliance-GCCA Project* (2014-19) and administered through the OECS Commission;
- iii. Improving climate change data to support decision making and establishing a data node funded by USAID through the Caribbean Community Climate Change Centre (CCCCC);
- iv. WASCO energy efficiency initiative and assessing the viability of waste to energy from liquid waste funded by *GIZ*
- v. Establishment of an institutional framework within the Ministry of Economic Affairs to access the *Green Climate Fund* administered through the Caribbean Development Bank;
- vi. A programme to increase energy efficiency of Government: Solar Voltaic panels on public buildings and national LED street lighting project;
- vii. Regulatory and Legislative interventions include: - Electricity Supply Amendment Act 2 of 2016; National Utility Regulatory Commission Act, 3 of 2016; Draft Revised Building Code (includes energy efficiency measures); National Energy Efficiency Labelling Standards (Air-Conditioning units, incandescent lamps and fluorescent lamps); and the development of a Draft Geothermal Development Bill.
- viii. Saint Lucia is a signatory to a host of other multilateral environmental agreements including the St. Georges Declaration on Principles of Environmental Sustainability (SDG) in 2000; the United Nations Convention to Combat Desertification (UNCCD); and the Convention on Biodiversity (CBD) among others.

3.2 Disaster Risk Reduction

Saint Lucia, because of its geography and size is vulnerable to natural disasters – severe weather events, volcanic eruptions, earthquakes and tsunamis. Several initiatives have been taken at the regional level with the establishment of the Caribbean Community Climate Change Centre (CCCCC) and the inclusion of Climate Change on the agenda of the OECS Commission, initiated as a result of a recognition of the environmental challenges faced by Small Island Developing States (SIDs) and the adoption by OECS governments of the St. Georges Declaration of Principles of Environmental Sustainability (SDG) in 2000.

Some key initiatives include: -

Increasing Saint Lucia's Capacity to Monitor Implementation of Multilateral Environmental Agreements and Sustainable Development, aimed at the management of environmental and related information in respect of the UNCCD, CBD, UNFCCC to monitor the implementation of these conventions and provide a robust evidence base for reporting and decision making.

The most significant loan financed project for adaptation and mitigation is the World Bank funded Disaster Vulnerability Reduction Project\ Pilot Project on Climate Resilience (DVRP-PPCR) - 2014-2019. Table 3.2.1 outlines the 3 Programme Components and projects.

Table 3.2.1 **DVRP\PPCR Components** Extracted from PPCR Annual M&E Report (Ibid. Table 3)

COMPONENT 1: ADAPTATION FACILITATION
<ol style="list-style-type: none"> 1. Capacity Building - Ministry of Infrastructure and NEMO (US\$750,000), (\$350,000) 2. Bridge Maintenance Management System (US\$400,000) 3. Equipment for Institutional Strengthening of Materials Laboratory at MIPS&T (US\$400,000) 4. Climate resilient Watershed Management Plan for specific flood prone watersheds (US\$200,000) 5. National Wastewater Management Strategic Plan (US\$200,000) 6. Rain Water Harvesting Pilot Program (US\$100,000) 7. Climate Change Public and Education Awareness Strategy (US\$890,000) 8. Sea Level Rise Modelling and Flood and Erosion Risk Mapping (US\$1.5 million) 9. Capacity Building for Meteorological Services, including design and deployment of a meteorological, hydrological, and monitoring network, training and equipment (US\$1.9 million) 10. Sea level rise monitoring network to provide high resolution hydrologic data (US\$100,000) 11. Coral reef systems and water quality monitoring (US\$500,000) 12. Collection of high resolution LiDAR data and creation of a high resolution digital topographic and bathymetric model for Saint Lucia (US\$775,000) & Management of the GeoNode (US\$600,000) 13. Capacity Building in GIS analysis and spatial data management system (US\$500,000) 14. Development of Landslide Hazard Maps (US\$600,000) 15. Environmental Health Surveillance System for Climate Change (US\$125,000) 16. Enhancing the capacity of the Fire Department (US\$600,000) 17. Development of maintenance policy and strategy (US\$200,000) 18. Project management and implementation support (US\$3 million)
COMPONENT 2: ADAPTATION IMPLEMENTATION
<ol style="list-style-type: none"> 19. Rehabilitation of Marchand Riverbank Protection (US\$2.6 million) 20. Slope stabilization and road rehabilitation along the West Coast Road, Bagatelle and Old Victoria Roads (US\$5.45 million) 21. Road Rehabilitation along the East-Coast Highway (US\$10 million) 22. Improved Drainage Systems along select roads in Flood Prone Areas (US\$2.2 million) 23. Rehabilitation of Choc Bridge (US\$6.2 million) & building stocks of Bailey bridges (US\$1 million) 24. Integrated Slopes, Landslides and Riverbank Stabilization at various locations (US\$1.7 million) 25. Retrofitting of Select Priority Emergency Shelters (US\$1.5 million) 26. Rehabilitation or retrofitting of Water Supply Systems (US\$2.0 million) 27. Reconstruction or Rehabilitation of Schools and Health Centres (US\$11.5 million) 28. Flood Mitigation works - Hewanorra International Airport (US\$4.3 million)
COMPONENT 3: ADAPTATION FINANCING
<ol style="list-style-type: none"> 29. Climate Adaptation Financing Facility (US\$5.0 million) 30. Contingent Emergency Response Mechanism (US\$1.0 million)

3.3 Reducing Traffic Congestion

The city of Castries lies on the north-western coastline of Saint Lucia and along with the adjoining town of Gros-Islet constitutes the principal urban region of Saint Lucia. Approximately 55% of the island's total population (165,491) resides in this north-western urban corridor. Traffic congestion along the John Compton Highway, which connects the city centre to Gros-Islet is becoming increasingly worse as a result of the following:

- a) An ongoing increase in the number of cars on the island as access to e-trade and the used car market in Japan has made car ownership possible for a much larger pool of people
- b) A traffic study in 1996 indicates there were 25,000 registered vehicles in Saint Lucia (CSO – Statistical Digest 1996). In 2013 there were 55,000 registered vehicles (CSO Statistical Digest 2014). It is estimated that an average of 2000 vehicles are imported every year most of which are private cars. Close to 75% of vehicles are registered to Castries and Gros-Islet (CSO Statistical Digest 2014)
- c) High traffic flows in the north of the island exceed the carrying capacity of the John Compton Highway (which was constructed more than three decades ago) during peak hours. A traffic count in 2014 revealed that 29,739 vehicles traverse the Castries Gros-Islet Highway between the Choc Roundabout and Castries; 25,431 between Choc Roundabout and Gros-Islet. While the comparators for 1996 do not conform to the same spatial extents the count between Rodney Bay and Castries was 22,776 cars.
- d) A large number of people live in the north of the island but work in the city centre;
- e) The large number of side junctions and turning movements along the Choc to Gros-Islet section of the highway;
- f) The significant increase in the number of pedestrians, taxis and tour vehicles that traverse the highway from Pointe Seraphine to the city centre during the cruise ship season (October to March);
- g) Impact of schools on traffic and commuting.

The expansion of the Vigie to Choc junction section of the John Compton Highway (Castries to Gros-Islet Road Phase I) was completed in 2006. The carriageway was increased from two lanes to four lanes, and roundabouts, pedestrian bridges and lay-bys were constructed. This resulted in a significant improvement in traffic flows along this section of the highway, however the major reduction in traffic congestion achieved in 2006 could not be sustained due to substantial increases in vehicle ownership. Nevertheless, there is less traffic congestion in this section of the highway than in the section from the Choc junction to Gros-Islet.

The following road improvement works have been recommended by the Ministry of Infrastructure to reduce traffic congestion from the Choc junction to Gros-Islet and from the Vigie junction to the city centre:

Expansion of the Castries to Gros-Islet Road Phase II

- The expansion of the existing two-lane carriageway to four lanes;
- The construction of roundabouts;
- The construction of pedestrian bridges; and
- Improvements to the Marisule and Monchy junctions.

Improvement of Traffic Flows from Vigie Junction to the City Centre

Rehabilitation of the Castries ring roads and the Vide Bouteille Road, and the relocation of off-loading zones on the Castries ring roads

The Upgrade of 'Back Roads' or Secondary Roads with good connectivity to peripheral areas around the city provided alternative routes to the city and beyond.

Active consideration of the development of an island wide ferry service to access local areas by sea under the OECS Tourism Competitiveness Project.

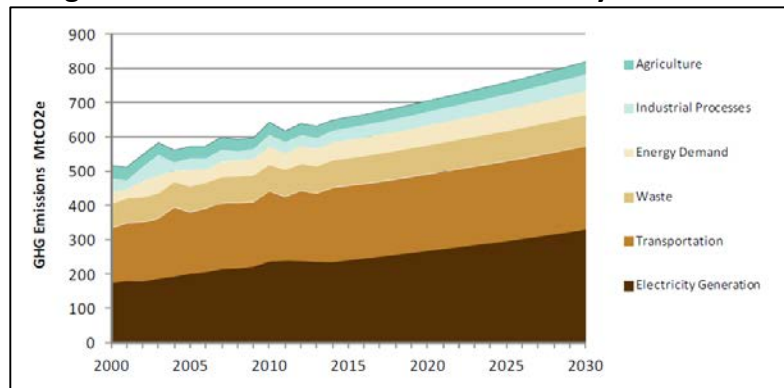
3.4 Air pollution

The monitoring and reduction of air pollution falls under the joint purview of three government agencies: The Environmental Health Department; Department of Sustainable Development; and the Transport Department. Emissions from gas and diesel vehicles and the electricity sector are currently the main sources of air pollution in Saint Lucia (See Figure 3.4.1). Emissions are on the increase with population and vehicle ownership increases. The latter spurred by the affordability and ease of car e-trade.

Air pollution is not currently being monitored by any of the aforementioned agencies, however, the Department of Sustainable Development and the Transport Department have commenced implementation of the following initiatives, which are expected to contribute to a reduction in air pollution in the future.

In 2014, the Government of Saint Lucia on the recommendation of the Department of Sustainable Development reduced the import duties and excise taxes on electric and hybrid vehicles. The duties on eligible electric and hybrid vehicles range from 5% import duty and 0% excise tax plus \$1000 to 10% import duty and 10% excise tax plus \$6000 depending on the vehicle's age and engine capacity for hybrid vehicles. The concession was however valid for only thirty (30) months from June 1st, 2014 to November 30, 2016.

Figure 3.4.1 Green House Gas Emissions by Sector



Department of Sustainable Development 2016

The Department of Sustainable Development obtained assistance from the United Nations Environment Programme (UNEP) to develop a road map to transition the Government's fleet of vehicles from diesel and gas vehicles to electric vehicles. The Government also signed a Memorandum of Understanding with the United Nations agency to promote the use of cleaner fuels and more efficient vehicles on the island. Other initiatives spearheaded by the Department of Sustainable Development are an agreement with the Italian Government to supply three electric vehicles, two double solar charging stations for electric vehicles, training for vehicle mechanics and the installation of a 54kW carport.

The Saint Lucia Bureau of Standards is to prescribe emission standards for vehicles based on age and other characteristics. This information will be used by the Department to establish an emissions monitoring programme that would require vehicle owners to go to certified garages to have their vehicles undergo emissions testing. Successful emissions testing will be added to the list of prerequisites for the annual renewal of vehicle licences.

3.5 Challenges Experienced and Lessons Learnt

1. Addressing Climate Change

- a) There is a need for continuous public awareness and campaigns on Climate Change to induce the average Saint Lucian to adopt attitudes and behaviours conducive to mitigation and adaptation to Climate Change.
- b) There has been heightened public awareness as a result of campaigns such as the '1.5°C to Stay Alive' campaign, the signing of the Paris Agreement at COP 21 in 2015, and when the islands are impacted by extreme weather events. However, these reactions are ephemeral.
- c) Under the DVRP, the Climate Adaptation Facility Funding (CAFF) offers climate change concessional loans through the Saint Lucia Development Bank for pre-emptive

vulnerability reduction and is available to households, communities and businesses. The take up of these loans by homeowners, for example, to build disaster resilience: hurricane shutters, renewable energy, rain water harvesting, is slow. This points to the need for continuous public relations and awareness building along with marketing.

- d) Sea Level Rise Models: As part of the National Communications on Climate Change (NC) a sea level rise model was developed and impact assessments of sea level rise on economic sectors were undertaken. Although a consultative approach was adopted and government agencies are aware of the information, most of it is not used and translated into policy. All urban centres in Saint Lucia are located in coastal areas and as such sea level rise is consequently a critical development threat.
- e) The preparation of the National Communications (NC) Report and soon to be implemented Biennial Update Reports (BURs) on Climate Change places additional demands on the coordinating Ministry and participating Ministries. Saint Lucia is also planning to pursue a REDD+ Strategy to expand carbon sinks (forest cover) and a strategy for the compensation of environmental services. A sound evidence base (historical and current) to determine land cover and land cover changes along with capacity building must be developed to support this initiative.

2. Disaster Risk Reduction

- a) Saint Lucia is prone to multiple hazards, particularly earthquakes, tsunamis and hurricanes, whose frequency and strength are exacerbated by climate change, and which impact urban areas where 45% of the population lives. Other hazards include the effect of droughts and their negative impact on water supply and agriculture: rural employment, food security, rural/urban linkages and impacts on other productive sectors such as tourism.
- b) Another concern is the prevalence of vector borne communicable diseases associated with changing weather patterns and a warming climate. Saint Lucia experienced a Chikungunya epidemic in 2014 and there have been seasonal outbreaks of Dengue and the Zika virus.
- c) Many initiatives under a number of projects: - Caribbean Hazard Mitigation Capacity Building Project (2004 -CIDA), World Bank Second Disaster Mitigation Project, Hurricane Tomas Emergency Recovery Project and the DVRP\PPCR projects have all contributed to the generation of scientific information to guide development planning decisions through hazard mapping and risk assessments. There is a need for the mandatory institutionalization of the outputs of these initiatives in the appraisal of projects and plans for climate change impacts and effectiveness.
- d) Natural hazard models provide effective guidance for vulnerability assessment of existing areas and for planning new ones. Models focus on natural factors and are probabilistic. There is a need to map hazard occurrences to supplement information

on man-made or anthropogenic influences. Valuable information, for example on flood levels and land slippage is lost when data is not collected and mapped immediately following an event, leading to data gaps and a less accurate hazard assessment.

3. Traffic Congestion

- a) Traffic congestion results in the uneconomic use of productive time and greatly impacts the capacity to host and support events of economic benefit to the city e.g. the Jazz festival and carnival; affects the visitor experience in terms of the number of activities that can be undertaken in a day; and overall affects the 'doing day business' in the city. Congestion contributes to the use of non- renewable energy for which the transport sector is the lead in terms of GHG emissions.
- b) There is a significant cost associated with road widening projects – social and business disruption, land acquisition and the cost of construction. The widening the Choc junction to Gros-Islet section of the John Compton Highway will require *inter alia* the relocation of more than twenty (20) houses and the acquisition of approximately 635,393 square feet (59,030 square meters) of land in addition to road construction costs.
- c) Congestion also has significant negative impacts on the response times and effective handling and delivery of accident and emergency services.

3.6 Future Challenges to be Addressed by the New Urban Agenda

1. Climate Change- Future Challenges

- a) The need to build local capacity in Government or develop a cadre of local private professionals to undertake Green House Gas Inventories and Mitigation Plans and other technical studies will be critical going forward to sustain needed climate change monitoring and reporting. Reporting on climate change will continue to place high demands on the coordinating agency and resources because the assessments are very technical.
- b) Climate change compounds the development challenges facing SIDs, and as such there will be a need for continued assistance from the international community in supporting mitigation and adaptation initiatives.

2. Disaster Risk Reduction - Future Challenges

- a) Consultancies involving climate change assessments, hazard mapping and risk assessments, need to include an additional stage (beyond seeking the involvement of agencies in the execution of climate change and disaster reduction consultancies and presenting the results) that will define a process or method to integrate these maps and assessments in development appraisal.

- b) A division of labour needs to be defined among government agencies with responsibility for disaster risk reduction and a lead agency designated to manage the process. In the absence of a lead agency, technical studies float between NEMO, the Ministry of Infrastructure, Department of Physical Planning, the agencies managing the technical assistance programmes: Economic Planning Division of the Department of Economic Development, World Bank Project Coordinating Unit and the Office of the NAO (EU) National Authorizing Office, resulting in the inadequate use of information.
- c) Mapping Hazard Occurrences: Local disaster committees and locally based groups are on the ground with first responders following disasters, and should be trained to crudely map hazard occurrences so that these can be translated by central agencies to geographically referenced systems for use in hazard modelling.
- d) Community mapping and assessments will benefit urban communities in the localized mapping of defined local areas. Often the scale of hazard and risk maps is not site specific and as such not useful for site or small area planning. The World Bank worked with the GoSL to apply a community based landslide risk tool – Management of Slopes Stability in Communities (MoSSaiC). This should be duplicated.

3. Reducing Congestion - Future Challenges

- a) The traffic congestion problem cannot be solved simply by widening existing roads. Other changes and measures are required, including: A shift in preferences for individual car ownership; the improvement of urban alternatives for example mini vans; greater provision of parking areas; improved pedestrian walkways and greening to make walking a considered option; and alternatives to reduce through traffic and control the importation of cars based on the carrying capacity of the island.
- b) Distributed city bus terminals are needed to augment the controlled street side short stay parking initiative and action area planning to accommodate organized vending and other local economic activities associated with transport nodes.
- c) The key challenges going forward will be to address the negative attitudes of the population in terms of use of public transportation viz-a-viz personal car use and the cost associated with implementation of traffic measures. Some measures to control the e-trade of cars may have to be considered in the future as there are also significant space and topography limits to road expansions and extensions.

Table 3.6.1 Summary of Challenges – Environment and Urbanization

Thematic Areas	Key Challenges
Addressing Climate Change	<ul style="list-style-type: none"> -Green House Gas inventories and Mitigation Planning require very specialized technical training. Technical assistance will be required to continue with assessment -Financial support will also be required for the implementation of mitigation measures related to reducing GHGs -Climate change compounds the development challenges facing SIDs and as such financial support is also required for adaptation
Disaster Risk Reduction	<ul style="list-style-type: none"> -Technical assessments -climate change assessments, hazard mapping and risk assessments, need to include an additional stage of mainstreaming in the development planning process -A division of responsibility needs to be defined among government agencies with responsibility for disaster risk reduction and a lead agency to manage the process -Collection of data on hazard occurrences – spatial extents, location and hazard specific data, is needed after every event to enhance the hazard models. -Community mapping and assessments will benefit urban community based landslide risk tools such as Management of Slopes Stability in Communities (MoSSaiC) are useful.
Reducing Traffic Congestion	<ul style="list-style-type: none"> -Traffic congestion problems cannot be solved simply by widening existing and building new roads. - Negative attitudes of the population in terms of use of public transportation viz-a-viz personal car use need to be addressed -The cost of implementation of traffic reduction measures – bus terminals, short stay parking, all require substantial financial investment.

4. URBAN GOVERNANCE AND LEGISLATION

4.1 Improving Urban Legislation

The reengineering of cities and urban areas to harness their full potential to achieve people-centred, sustainable, economic, social and environmental development requires a robust framework for sound governance and management. A host of national laws relating to land planning and development, utilities, physical infrastructure, land and property, tax collection, sanitation and waste disposal, cemeteries, disaster management, ports management and human rights, all apply to urban areas. The Physical Planning and Development Act 2001 makes specific provision in Part II, under plan making, for consultation with local authorities, in the development of plans for local areas.

The legislation that primarily pertains to the governance of urban areas is the Constituency Council Act, 2012. The Act authorizes the establishment of an appointed constituency council headed by a mayor in the city and in three (3) towns, and by chairpersons in the smaller urban centres. The constituency councils are responsible for urban sanitation, maintenance of (some) public facilities, markets, vending, pavements, green areas, drainage and day to day management of urban areas. They also serve as conduits to national government agencies for social support and general guidance, tax collection, and payments to the Consolidated Fund, especially in the out districts.

Local authorities were recently tasked with responsibility for the management of all sporting and community facilities. The expansion of their mandate was viewed by the Government as an opportunity for the former to increase local revenue, and use the proceeds to maintain and enhance the facilities and to implement community projects.

Other improvements in legislation in urban areas include the amendment of the Road Vehicle and Road Traffic Act 2008 and the International Ship and Port Facility Security (ISPS) Code which provides a mandatory and comprehensive set of measures to enhance the security of ships and port facilities. It was developed in response to the perceived threats to ships and port facilities in the wake of the 9/11 terrorist attacks in the United States.

To ensure effective and transparent governance, the GoSL has taken significant steps to empower local authorities to manage urban areas, with the drafting of a new local authority bill that is currently under review. The new bill comprehensively covers the scope and essence of the New Urban Agenda – premised on the principles of subsidiarity and the involvement of local stakeholders, promotion of smart, sustainable and resilient cities, improved urban living conditions, local economic development and employment.

The *Local Government Bill* supports the New Urban Agenda in all its dimensions, including involvement in plan making, execution of donor funded projects, disaster mitigation, social support, security, law and order, sanitation and environment, along with providing for financial autonomy and a share of the proceeds of house and land taxes.

4.2 Decentralization and Strengthening of Local Authorities

Since 1979, local government is appointed and not elected. The Minister of Equity, Social Justice, Empowerment, Youth Development, Sports, Culture and Local Government is responsible for the nomination of all councils. There are ten (10) administrative quarters within Saint Lucia, which consist of fifteen (15) constituency councils, eleven (11) of which are in urban areas.

The functions and responsibilities of local government have been discharged by centralised authorities since 1980, and many of the services provided are carried out in concert with other government agencies. There are a number of common issues related to central control that affect the full functioning of local authorities:- the layered decision making process; weak control over day to day operations due to financial constraints, and the absence of a legal framework to maximise revenue generating potential; and weak enforcement in the absence of a legal framework of rules or enforcement of penalties for the control of activities – sanitation, including waste disposal, public conveniences, vending, use of public spaces including sidewalks etc.

The new bill (circulated for comment) proposes to address issues associated with the institutional, financial and legislative frameworks of local authorities. This is in an effort to ensure greater public participation and involvement in the affairs of the nation and its development, and to improve the effectiveness and efficiency of local government in local area management.

4.3 Improving Participation in Human Rights in Urban Development

Participation and human rights are central pillars of good governance. The tenets and goals of the New Urban Agenda are directly aligned with human rights – shelter, food, good health, clean water, proper sanitation, education, decent jobs, inclusion regardless of race, gender, disability etc.

The Government of Saint Lucia is guided by the Saint Lucia Constitution which speaks to the fundamental rights and freedoms (of life, movement, conscience, expression and association) of its citizens. The government has embarked on Constitutional Reform in a to bid improve the constitution and make it more relevant to citizens. A key consideration in the reform process was the alignment of aspects of the Constitution to international and regional agreements and conventions through a transparent and participatory process.

Saint Lucia is signatory to a number of international conventions in respect of human rights : Convention on the Elimination of All Forms of Discrimination against Women; International Convention on the Elimination of All Forms of Racial Discrimination; Convention on the Rights of Persons with Disabilities; Convention on the Rights of the Child and the optional protocols (Rights of the Child on the involvement of children in arms and Rights of the Child on the sale of children for child prostitution). Saint Lucia also underwent its first Universal Periodic Review (UPR) conducted by the UN Human Rights Council's UPR Working Group in 2011 and a second in 2015.

The Ministry of Equity, Social Justice, Empowerment, Youth Development, Sports, Culture and Local Government, developed a 5-year Strategic Development Plan in 2015 with the following three (3) strategic outcomes to translate the SDGs into action: -

- i. **Strategic outcome #1:** poverty reduction in all of its forms, with a focus on eradicating extreme poverty and indigence in Saint Lucia.
- ii. **Strategic outcome #2:** a peaceful and inclusive society, with participatory governance and community Empowerment.
- iii. **Strategic outcome #3:** individuals and households protected and empowered through rights-based development and the provision of human services.

In respect of the latter outcome, the Ministry through its programmes (organizational development, capacity building, developing the legal framework etc.) set the following targets for attainment by 2020:

- i. A mainstreamed rights-based approach in national development, with a significant reduction in all forms of discrimination based on gender, culture, race, age or sexual orientation.
- ii. A reformed juvenile justice system with increased protection against crime, increased opportunities for rehabilitation and crime reduction, and a fair treatment of delinquents through the implementation of court diversion programs.
- iii. A cultural shift at national and community level, towards increased self-reliance and independence from public support, saving for the future, recognition of the value of vocational education, an understanding of the importance of sustainable lifestyles, respect for human rights, gender equality, peace and non-violence, national pride, global citizenship, and cultural diversity.

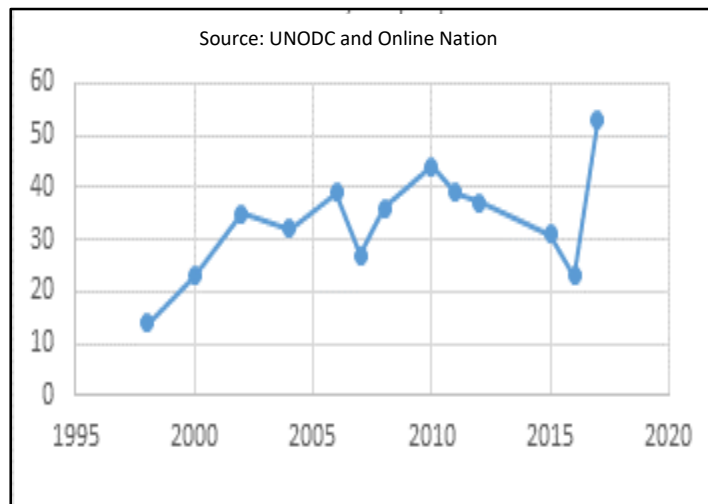
To achieve the above the Ministry works in partnership with NDGs, CBOs, and CSOs.

The rights of people with mental disorders in Saint Lucia has recently emerged as a national issue given the absence of effective forensic support and capacity to deal with people with mental disorders (PMD) at the level of the police. The Draft Mental Health Policy (2007) advocates the rights of PMD to enjoy full human rights, including the right to appropriate health care, shelter and employment, and freedom from discrimination, exploitation, harm, abuse and unlawful restraint, treatment and care.

4.4 Enhancing Urban Safety and Security

Making cities as core centres of economic and social activity safe and secure is not only important for the quality of life and social interaction of the population of urban dwellers but also for the use of the urban areas for tourism visitation and as destinations for investment and business. Crime against property and violent crimes are on the rise in Saint Lucia especially in common hot spots in urban areas usually associated with high density housing developments where unemployment and social deprivation are high.

Figure 4.4.1 Violent Crime per 100,000 people, 1997-2017



Online sources indicate that violent crime and homicides have almost tripled since 1998. Most of these crimes are related to gang violence and are confined to specific inner city hot spots. The spike in 2017 of 52 murders per year was the highest recorded (Figure 4.4.1). In a global ranking of the UN Office on Drugs and Crime (UNODC), in terms of the number of prisoners per 100,000 people, Saint Lucia ranked 30 out of 164 countries with a total of 243 prisoners per 100,000 people.

Protecting the safety and security of Saint Lucia's populace is part of the mandate of the Royal Saint Lucia Police Force (RSLPF). The organization has implemented several programs aimed at improving safety and security in urban areas. These include, undertaking targeted operations in crime hot spots in the urban areas and community policing carried out by the Community Relations Branch of the RSLPF.

The objective of the Unit is to develop a good working relationship between the police and communities, in an effort to solve crimes, prevent crime, reduce the incidence of crime and social disorder, and provide a decent quality of life for residents. The Unit has conducted daily visits and patrols at schools in the Castries Basin since 2008. In June 2012 a school crime watch was launched, and summer camps were held for primary and secondary school students from 2013 to 2015.

The Unit also assisted with the establishment of neighbourhood watch groups in a number of communities and collaborated with communities to organize football and basketball tournaments from 2012 to 2015 and in 2017.

Urban safety is also related to fire prevention which is the domain of the Saint Lucia Fire Service. The organization through its Fire Prevention Unit engages in the following activities aimed at enhancing the safety of residents:

- 1) A review of architectural and engineering designs for all proposed buildings/developments for public assembly
- 2) Public relations programmes with students and community groups
- 3) The identification of buildings in urban areas that are unsafe, including derelict buildings that have the potential to become fire hazards
- 4) Surveillance of Business places to ensure the adequacy of emergency and evacuation plans.

The organization's achievements with regard to improved urban safety include:

- i. The construction of the Babonneau Fire Station in 2016 to reduce the pressure on the Castries Fire Station and significantly reduce response time to fires in the Babonneau area.
- ii. The recruitment of forty (40) new fire service officers in April 2016.
- iii. Improved data collection including the use of GIS systems to identify trends that assist with fire prevention.

4.5 Improving Social Inclusion and Equity

The building of socially inclusive communities is a fundamental principle of the New Urban Agenda and is well recognised by the GoSL. The protection of the most vulnerable – especially children, the elderly, people living with disabilities and other vulnerable groups, is central to the achievement of social inclusion and equity.

Persons with disabilities (PWD) including the mentally ill are one of the most vulnerable groups as their disabilities restrict them from exercising the same rights as other citizens and can cause them to be excluded from the development process and emerging agendas of the country.

In the context of Saint Lucia, the awareness of the needs of people with disabilities is growing though the public awareness and advocacy work of the "National Council of and for Persons with Disabilities" (NCPD). This agency was established in 1981 following Saint Lucia's participation in "International Year of the Disabled," with the theme "Full Participation and Equality," To ensure inclusion. Other related agencies include: -

- i. Child Development and Guidance Center: an institution for early detection and intervention
- ii. St Lucia Association for the Developmentally Disabled (SLADD) established in 1975: operates the Dunnotar School which delivers an education and vocational program designed to meet the educational and social needs of the mentally challenged
- iii. Lady Gordon Opportunity Center for the Hearing Impaired and children with special educational needs (1975 under Saint Lucia Association for the Deaf).
- iv. Saint Lucia Blind Welfare Association (SLBWA), a statutory body established in 1975 looking after the interests of the blind and other visually constrained persons (VCPs).
- v. Mental Health Association of Saint Lucia

The achievement of inclusive development is also supported by a number of policy and legal instruments: National Social Protection Policy (2015); Strategic Plan of the Ministry of Health; National Youth Policy (under revision); Policy on Faith-Based Organizations 2010; Child and Juvenile Protection Act; Elderly Rights and Care (draft); Persons Living with Diabetes (draft); proposed Juvenile Justice Bill and the Local Government Bill 2012 and the National Social

Protection Strategic Plan of Action, Phase I: 2014 to 2019 of the Ministry of Equity, Social Justice, Empowerment, Youth Development, Sports, Culture and Local Government.

Other areas supported by the GoSL include a Public Assistance Programme which is means tested and assessed using a Social Safety Net Assessment developed and executed by the Ministry Equity, Social Transformation, Empowerment, Youth Development, Sports and Local Government; national school feeding programme; transport bursaries and the Home Care Givers Programme which provides home care support for the elderly.

At present, all the local constituency councils support public assistance by functioning as conduits to the Ministry of Equity, Social Justice, Empowerment, Youth Development, Sports, Culture and Local Government. The Local Government Bill however concretizes this arrangement by making specific provision for public assistance, and a collaborative working relationship with social agencies.

4.6 Challenges Experienced and Lessons Learnt

1. Improving Urban Legislation

- a) Developing a framework that is transparent and accountable.
- b) Obtaining policy information from various ministries that is clear and specific to the issues that need to be addressed, in a timely manner, is a perennial challenge. Lengthy delays in obtaining such information often result in frequent changes being required to draft legislation to account for material changes in situations and policy directives. This is compounded by significant delays in passing laws because of the infrequency of meetings of Parliament.
- c) The efficient production of legislation is more contingent upon effective policy formulation than on having a large number of legislative draftspersons. Relatedly, there is a high turnover of staff in the ministries resulting in a loss of institutional memory that is critical for good policy formulation.
- d) Acceptance from key agencies, such as the Department of Finance, of increased financial autonomy for local government, in support of advancement of the Local Authorities Bill.
- e) Notwithstanding the fact that the powers provided under the Bill could potentially expand the revenue base, finances would still need to be augmented with government subventions based on an agreed formula linked to the remittance of local government revenues.

2. Decentralization and Strengthening of Local Authorities

- a) From the perspective of national governance, it is necessary to ensure that local area planning and other policies are compliant with national policies, otherwise local areas may become 'islands unto themselves'. Achieving this consistency would require sound administration in all relevant areas of national policy particularly within the Local Government Department of the Ministry of Equity, Social Justice, Empowerment, Youth Development, Sports, Culture and Local Government, which would need to be appropriately staffed and equipped to manage the synergies.

- b) There is also a need to reconcile the various boundaries used for the administration of public services – health, agriculture, youth and sports, community development among others, to ensure the efficient management of services and local areas. The responsibility for this should be located within the Office of the Prime Minister.

3. Improving Participation in Human Rights

- a) It is important to determine the right medium to use to engage various groups of residents, for example the use of social media for youth and local radio and television talk shows for the elderly. At a broad level, political polarisation can make it difficult to engage all residents to participate in the urban development process and to build consensus around new transformative policies and programmes.
- b) Electing a local government will enable certain fundamental rights to be properly exercised. Local government elections will improve the accountability of constituency councils and make the work of local government more relevant to people who live in and use urban areas. Measures need to be put in place to encourage local populations to take advantage of the opportunity of electing councils to serve them.
- c) A key ingredient for the inclusion of PWDs is not only the direct targeting of persons with disabilities but also the direct involvement of their representative organizations.
- d) The mentally challenged as a category of PWD, require special treatment. The sector has a number of challenges such as underinvestment (8% of the gross domestic product and 4% of that is allocated to mental healthcare); stigmatization; no forensic mental healthcare; lack of community service; absence of data; absence of community care, and capacity of line staff to handle mental issues.
- e) While policy and legal gaps exist - no enacted mental health law, human rights policy or review body, a drafted Mental Health Policy in 2007, a revised mental health strategic plan and a draft Mental Health Act in 2008 exist.

4. Enhancing Urban Safety and Security

- a) Procuring funding to organize youth activities and events to help bring local communities together and encourage them to work with the police.
- b) Enlisting the cooperation of residents who live in crime hot spots in urban areas because of a fear of reprisals or because of a lack of trust in the police.

4.7 Future Challenges and Issues – Urban Governance and Legislation

1. Improving Urban Legislation

The New Local Government Bill provides comprehensive powers to local authorities and is at the opposite end of the current continuum of centralised governance to elected and full devolution of powers. Political acceptance of the full devolution of power will be the main challenge in the implementation of the Local Government Bill

2. Decentralization and strengthening of Local Authorities

- a) The institutional capacity of Local Government would have to be built and institutional structures organised to fully implement the new Act when it comes into effect.
- b) A robust central government administration system to manage local authorities will be necessary to ensure compliance to national policies and priorities. Capacity building within both central and local government would be required to achieve this.
- c) A structured system of collaboration between the LA and other public agencies will be required for effective management of urban areas.
- d) Building the capacity of local authorities in the following areas is central to the successful implementation of the new bill – urban design, urban planning, greening, project proposal writing, project management, financial management and reporting, among others.

3. Improving Participation and Human Rights

- a) The effectiveness of the engagement strategy of the Ministry of Equity, Social Justice Empowerment, Youth Development, Sports, Culture and Local Government to deliver on the Strategic Outcomes set including empowerment for participation in Human Rights and the measurement of the outcome to monitor progress
- b) The drafted Mental Health Policy in 2007, a revised mental health strategic plan and a draft Mental Health Act in 2008 need to be advanced to facilitate improvement in the sector.
- c) With a more organised framework as outlined in the Mental health strategic plan there should be more accurate data on the number of people with mental disorders and the treatment levels
- d) Implementation of targeted programmes for the participation of PWDs – skills development attached to job creation.

4. Enhancing Urban Safety and Security

- a) Adequate resources for maintaining policing programmes and having a strong police presence is a growing challenge.
- b) Involvement of the community in crime fighting and building trust is also a challenge
- c) Decentralization and Strengthening of Local Authorities and their greater involvement in security service provision.

Table 4.7.1 Summary Table – Urban Governance and Legislation

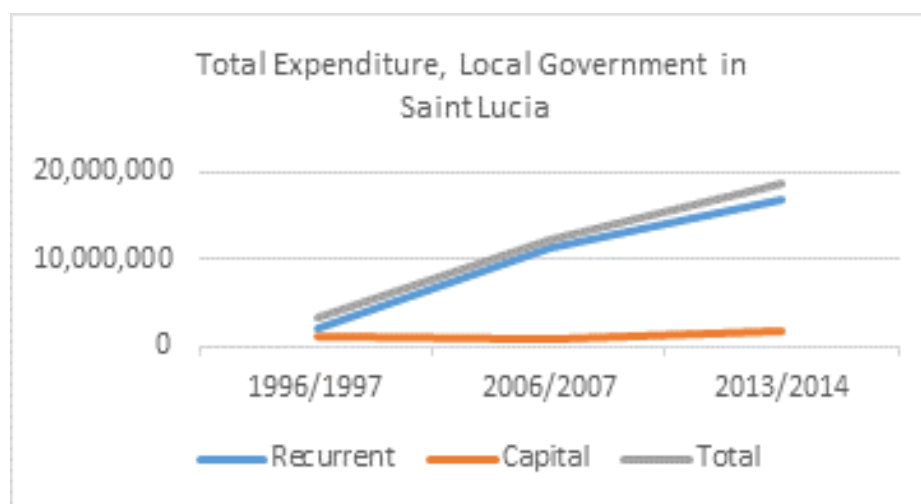
Thematic Area	Key Challenges
Improving Urban Legislation	Political acceptance of the full devolution of power will be the main challenge in the implementation of the Local Government Bill
Decentralization and Strengthening of LA	Robust system of Administration of LA by Central government and requisite capacity building of Central Government to ensure compliance of LA to national strategic policies and programmes Capacity Building of LA in several management and technical areas including finance generation Structured System of Collaboration between LA and other public agencies Capacity Building to forge private sector partnerships
Improving Participation in Human Rights Development	Measuring the effectiveness of the Strategic Plan-# 3 Strategic Outcome Enactment of Mental Health Act and implementation of Policy Adequate Financing of Mental Health Special Attention to PWD programmes for job creation, service provision etc.
Enhancing Urban Safety	Adequate Resources to fund policing and other programmes Community Involvement in crime prevention Capacity building of LA to provide security support

5. URBAN ECONOMY

5.1 Improving Municipal / Local Finance

Adequate finance is important to local area physical and economic development and advancing the New Urban Agenda. While urban areas are potential nodes of economic growth, the size and scale of urban decay, including infrastructure, demands greater financing. Inadequate financing was singled out by local authorities (LA) as one of the biggest constraints to pursuing programmes and building institutional capacity. The level of funding allocated by Central Government to local government, while increasing over the 18-year period, is low with little spending on capital programmes (Figure 5.1.1). The level of revenue generation is also low. In 2006/07 and 2013/14 the revenue raised stood at \$136,725 and \$176,143 respectively.

Figure 5.1.1 : Expenditure of LA 1996-2014



Ministry of Finance, 2018

Apart from the Castries City Council which is a statutory corporation, all local authorities depend on an allocation in the national budget from the Ministry of Equity, Social Justice, Empowerment, Youth Development, Sports, Culture and Local Government for financing of administration and programmes.

Sources of revenue for LAs include the collection of fees from vending (roadside and market) and rental of urban space and facilities (community buildings and parks); and in the case of the CCC, rental of shop units (individual) and as part of a shopping complex. Cemeteries are relatively large revenue sources – the Vieux-Fort Constituency Council traditionally earned revenue from the town cemetery. The cemetery's closure due to capacity issues, led to the acquisition of a new cemetery site for future use and revenue generation. The CCC generates revenue from the Choc Cemetery and has made significant strides to maximize this income stream. Other local authorities do not have cemeteries as a potential revenue source as cemeteries are linked to the

Roman Catholic Church. Another revenue source for the CCC is the provision of emergency sanitary services, for example septic tank maintenance.

The largest unexplored source of revenue is the collection of property tax. Property tax can be paid to local authorities as an option. Taxes paid are later remitted to central government without a corresponding sharing arrangement based on collections. That is the case for all local authorities except the Castries City Council who are not required to remit taxes to Central Government.

5.2 Strengthening and Improving Access to Housing Finance

Home financing is offered by all financial institutions in Saint Lucia, including commercial banks and credit unions. Several commercial banks and the Civil Service Credit Union offer a homeownership assistance program in the form of a registered account that allows first-time homebuyers resident in Saint Lucia to save towards the down payment for home construction or the purchase of house and land, over a five-year period. Contributions of up to EC\$6,000 in any one year are eligible for tax exemption.

In August 2012, the Government of Saint Lucia (GOSL) in collaboration with the Private Sector launched an eighteen-month construction stimulus programme. The programme was open to individuals and businesses, including developers interested in undertaking land development projects with a significant housing component. Several financial institutions participated in the construction stimulus programme including CIBC First Caribbean which offered a fixed interest rate of 5.99% per annum for the first five years of the loan and had an approval ceiling of \$1 million per applicant, and Bank of Saint Lucia which offered a fixed rate of 5% over the same period and a discount of 0.5% on bank fees (Table 5.2.1).

All duties and taxes (including VAT) on building supplies were waived over the course of the programme which ended in February 2014, resulting in a reduction of up to forty-one percent (41%) on the cost of basic building supplies. The stamp duty of 0.25% on residential and commercial loans was waived, serviced lots were made available at competitive prices by the National Housing Corporation (NHC), and members of the Saint Lucia Bar Association decreased their notarization fees by thirty percent (30%).

One of the policy prescriptions recommended by the Department of Housing, Urban Renewal and Telecommunications (DHURT) is the development of viable and affordable micro-finance solutions for household heads in the lowest income brackets, particularly those employed in the informal sector. To this end, the department held discussions with the Saint Lucia Development Bank (SLDB) and several credit unions to explore financing options for this segment of the working population. The credit unions were more amenable than the development bank to providing financing for applicants with an offer letter from the DHURT.

Another future opportunity for housing finance is the GOSL move to establish an online Collateral Moveable Assets Registry with support from the IFC. Moveable assets include assets such as crops, cars, animals, valuable property, and equipment among others) as security for lending. This will be supported by enabling legislation. While targeted at SMEs, this initiative could have positive implications for the housing market.

An important requirement is the establishment of modern well designed registry with supporting training to use and manage the online database. A key challenge when the system is established is getting financial institutions to lend using this asset.

Table 5.2.1 Home Loan Terms Offered by Financial Institutions in February 2018

Financial Institution	Interest Rate	Repayment Period	Other Terms & Conditions
First National Bank	6.99%	Up to 30 years	10% deposit or 5% deposit and 5% mortgage indemnity insurance
Bank of Saint Lucia	From 7%	Up to 30 years	10% deposit
Royal Bank of Trinidad & Tobago	From 5.9%	Up to 30 years	10% deposit
CIBC First Caribbean Bank	5.9%	Up to 35 years	5% deposit
The Bank of Nova Scotia	5.35% to 5.5%	Up to 30 years	25% deposit (loans provided for purchase of house land only)
Saint Lucia Development Bank	From 7% to 12%	Up to 30 years	10% deposit
Financial Investment & Consultancy Services Ltd.	8%	Up to 20 years	10% deposit
Saint Lucia Mortgage & Finance Company	7.5%	Up to 30 years	5% deposit
Saint Lucia Civil Service Cooperative Credit Union Ltd.	From 8% to 10%	Until retirement age of 65	20% share requirement for house and land package, 10% for home construction only, 5% if land loan is with credit union

Collated by Consultant, 2018

5.3 Supporting Local Economic Development

According to the World Bank, local economic development (LED) is an approach to economic development that “offers local government, the private sector, the not-for-profit sectors and the local community, the opportunity to work together to improve the local economy.” (World Bank, 2016). This implies a partnership approach to business and other initiatives including land planning involving the leadership of local governance authorities. This partnership approach can harness local resources including funding for initiatives, encourage new and expand existing investment and stimulate commercial activities from small and medium sized business operators in the urban centre.

In the Caribbean, MSME's are collectively large contributors to local economic growth, contributing in the middle income Caribbean countries up to 90% of employment and 70% of GDP. In Saint Lucia MSMEs are central to LED as most are locally based and owned. Some MSMEs use local resources – open spaces, sea front, beaches; create self-employment and local jobs; and depend on local and foreign demand, as is the case with tourism tours, taxis, craft vending etc.

The Government of Saint Lucia has attempted to stimulate economic development in local municipalities by implementing programmes that exploit the comparative advantage offered by their location and/or cultural history, and facilitating the sustainability of these initiatives by providing support for small and micro enterprises through the Small Enterprise Development Unit (SEDU) and its successor, the Small Business Development Centre (SBDC). The SBDC was established in November 2014 and partners with other business support organizations and the private sector to provide guidance and technical assistance to local entrepreneurs in a number of areas including: business incorporation, management advisory services, access to finance, market research, business and marketing plan development, financial record keeping and entrepreneurship training.

The following are some of the programmes/projects that have been implemented in local municipalities:

Nature Heritage Tourism Programme (1999 – 2002) – This initiative involved the development of nature heritage tourism sites in rural communities to allow for the wider distribution of the tourism dollar. The programme covered a wide range of activities including public awareness and consciousness, institutional strengthening, human resource development, product development, niche marketing and policy development and advocacy and involved a combination of resources from the public, private and non-governmental sectors.

Community Based Eco Agro Tourism Sector Programme (February 2010 to October 2012) - The CBEAT programme was implemented to create alternative economic activities that would generate employment opportunities and increased income and prosperity for the Dennery/Mabouya Valley community by exploiting its comparative advantage in eco/agro tourism. Five tourism sites in the community were renovated: The Mandele Layby and La Pointe Visitor Shop Centre; the Dennery Fish Market; Sankofa Rainbow Roots Farm; the Maroon Trail, and Fond d'Or. The sites are included in package tours that continue to provide a livelihood for a number of residents in the community.

The Caribbean Local Economic Development Project (CARILED), a five (5) year project (2012-2017) implemented in several islands in the Caribbean to develop and evaluate models of Local Economic Development (LED) across the Caribbean was implemented in Saint Lucia targeting local economic development in Soufriere and Gros-Islet. This regional project was financed by the Federation of Canadian Municipalities⁶

⁶ in conjunction with the Caribbean Forum of Local Government Ministers, Caribbean Association of Local Government Authorities, Commonwealth Local Government Forum. In all countries the project worked with Local Government, Social and Community Development Ministries; National Economic Development and Local Economic Development Agencies, groups and boards; OECS secretariat, The Caribbean Community, Academic Institutions, the Private Sector and Civil Society groups.

The CARILED initiative represents a very relevant approach to achieving the New Urban Agenda – targeting small businesses in local areas using participatory approaches and working in partnership with locally based agencies including local government, harnessing donor and other funding for implementation. In Soufriere the project converted a former school building into an agro processing centre, provided training to the managers of the facility and capacity building to two (2) agro producers - Rainforest Food Group (with known food products) and Fruitage Jeunesse (youth entrepreneurs making smoothies from locally grown fruit) and the Belle Vue farmers' Cooperative (supplier of agricultural products to the agro producers).

In the town of Gros-Islet using participatory approaches and working in partnership with local groups, local government and a host of relevant agencies, a Strategic LED plan was designed for implementation in Gros-Islet to capitalize on local tourism assets: urban space, sea front, fishing linkages, known night economy, and proximity to the tourism hub, and target MSMEs. Key elements were to develop the town's infrastructure, provide support for MSMEs on the beachfront, develop a Gros-Islet town tour including product development. While the project is not yet implemented the concept is being embraced by the new constituency council and represents a useful approach that could be duplicated in other locations to advance the New Urban Agenda. A notable aspect was the development of The Gros-Islet Partnership – The Gros-Islet Constituency Council, locally based economic groups, national social and economic institutions, and financiers.

5.4 Creating Decent Jobs and Livelihoods

Employment creation, particularly the generation of decent, sustainable jobs for the youth, has been a primary goal of successive government administrations in Saint Lucia. To this end, several employment-related and employability training initiatives, including the following, were implemented, with a view to providing both short and long-term job opportunities and livelihoods for Saint Lucians.

- i. **OECS Skills for Inclusive Growth Project** – Launched in December 2007, this World Bank financed initiative was implemented to increase the employability of disadvantaged, unemployed youth through private sector driven skills training and outreach programs. The participants (youth aged 17 to 30 with less than three Caribbean Examinations Council (CXC) passes) received technical and vocational instruction and on-the-job training, productivity enhancement training and life skills (including basic literacy and numeracy). The applicant pool was broadened to include individuals aged 16 to 40 with less than four CXC passes, after the project was restructured in 2011. A total of 1,170 individuals were enrolled in the training program and 1,146 were awarded the Caribbean Vocational Qualification (CVQ) and international certification over the course of the project which ended in September 2013.
- ii. **Youth Employment Programme (YEP)** – The YEP was established to equip vulnerable youth (classified as school leavers aged 17 to 25, particularly unemployed or under-

employed youth who have been in trouble with the law, single mothers and individuals who have dropped out of school) with the technical and vocational, entrepreneurship and life skills required to create sustainable livelihoods. After completing their training programmes, graduates undertake internships at various companies, and many are offered full-time jobs at these establishments. The programme is administered by the Centre for Adolescent Renewal and Education (CARE).

- iii. **Youth Agricultural Entrepreneurship Program (YAEP)** – This program was launched by the Ministry of Agriculture in 2011 to encourage individuals aged 18 to 35 to become agri-entrepreneurs. Participants were selected and trained in 2013. To date seventy-eight (78) participants are engaged in various enterprises namely, aquaculture, apiculture, vegetable production (open field and greenhouses - fifteen (15) erected to date) and livestock production.
- iv. **Youth Enterprise Equity Fund (YEEF)** - The YEEF is a source of equity financing aimed at providing venture capital financing to entrepreneurs aged 18 to 35, to enable them to circumvent the impediments associated with the financing of business start-ups. Since the inception of the Fund in 2010, 14 investments were approved, 12 of which have been disbursed at a value of EC\$514,044.
- v. **National Apprenticeship Programme (NAP)** was established by the GoSL as a means of increasing the marketability of youth to employers, while providing the youth with job placements. The overall goal is to help alleviate the high unemployment rate amongst the youth especially in the south of the island.

The Programme provides a solution to a key issue facing the labour market - low level of certification which results in a high unemployment rate. The NAP identifies training areas for young people and links them with certified training in line with requirements of the job market. The NAP partners with the private sector including a new IT investor- OJo Labs and the Caribbean Hotel and Tourism Institute which offers certified training in several areas of hospitality to achieve this objective.

- vi. **Support for Creative Industries** – The GoSL also provides support under a number of locally funded programmes to young Saint Lucians to develop the arts and cultural products as a means of creating self-employment.

The Government of Saint Lucia also implemented the following short-term employment initiatives to provide employment for adults who did not have the requisite academic background or work experience to obtain employment in the formal labour market:

- NICE (April 2012 to March 2017)
- SMILE (2012 to 2017)

5.5 Integration of the Urban Economy into National Development Policy

UN Habitat defines the urban economy as the promotion of urban strategies and policies that strengthen the capacity of cities to realize their full potential as drivers of economic development including employment and wealth creation.

An integral aspect of the Government of Saint Lucia's national development policy is the implementation of a long-term integrated and sustainable development plan that will stimulate economic growth resulting in employment and wealth creation. In 2008, the Government commissioned the production of a twenty-year road map for the future development of the island. The document, entitled 'Saint Lucia National Vision Plan', provides a broad overview of Saint Lucia and the development issues faced by the island. The Plan also serves as a framework through which the entire nation can share in a common vision to position Saint Lucia as a major economic player in the Eastern Caribbean.

The National Vision Plan is predicated on the issues discussed in the Quadrant Economic Development Plan. Quadrant Economics represents a framework within which the spatial character of local economic systems may be leveraged. The Plan presents a two-pronged approach to Saint Lucia's economic development. On one hand it builds on the Government's "live local-work local" initiative, ensuring that future investment is spread throughout the island by creating jobs at the local level to facilitate the circulation of wealth within communities. Secondly, by encouraging tourism development at a regional level, the pattern of workforce migration to the primary tourist area in the North-West Quadrant will be reduced, and additional business opportunities created within the other quadrants.

A major component of the National Vision Plan is the redevelopment of Castries, Saint Lucia's capital and only city. Development plans for Castries include its transformation into a thriving, multicultural, business, residential and tourist destination. The following initiatives are prerequisites for achieving the aforementioned goal:

- i. Relocation of the cargo and light industrial operations from the Castries Harbour to Cul-de-Sac, to facilitate the re-development of the area into a lifestyle cruise ship port destination with the capacity to accommodate mega vessels;
- ii. Establishment of new commercial space to accommodate the entertainment, leisure and retail businesses that are expected to develop as a result of the redevelopment of Port Castries;
- iii. Road network expansion and rationalization;
- iv. Relocation of unplanned communities;
- v. Introduction of new residential communities;
- vi. Storm and wastewater treatment;

- vii. Increased availability of paid parking areas and an improved public transportation service;
- viii. The creation of additional green areas in the city.

Some progress has been made with respect to the implementation of the above mentioned initiatives with the implementation of the following projects:

- i. The expansion of cruise ship berth number one at Pointe Seraphine to accommodate genesis class (mega) cruise ships was completed in 2017, and on January 17, 2018, the Saint Lucia Air and Sea Ports (SLASPA) welcomed the first mega vessel, Royal Caribbean's Anthem of the Seas, which has a five thousand (5,000) passenger capacity, to Port Castries.
- ii. Development of a Serenity Park – a public open space at the northern entrance of the city of Castries in 2011 with seating, Wi-Fi, restaurant facilities, fountains and pathways
- iii. In February 2018, the Castries Constituency Council commenced a public education campaign through its website and social media to educate the public about the impending installation of solar parking meters in the city.

5.6 Challenges and Lessons Learnt

1. Improving Municipal Finance

Financing is the largest constraint to effecting urban management and development initiatives. The new Local Government Bill can help address this. It can also provide an opportunity to raise finance from taxes, borrowing and other sources.

2. Strengthening Access to Housing Finance

- a) Affordability is the greatest issue affecting the take up of housing finance. Low-income and indigent households, including those in steady employment, in many cases do not own any collateral or have sufficient savings to qualify for a loan at a credit union or a commercial bank.
- b) On the supply side, the cost of land development based on the standards and requirements of the Planning Department is very high. Land is also consolidated with urbanization and hence in high demand. Overall these factors make for high cost and unaffordability of serviced land.
- c) Credit unions are more amenable than commercial banks to providing financing to applicants from low income households if the latter present an offer letter for the purchase of land from the Department of Housing, Urban Renewal and Telecommunications.

3. Supporting Local Economic Development

- a) Inadequate policy development results in substantial delays in the drafting of legislation required to support local economic development initiatives.
- b) Residents of local municipalities are best placed to determine what their development needs are. What they really need is guidance to develop a road map and strategic plan to facilitate that development. These however must be compliant with national and regional plans and policies.

4. Creating Decent Jobs and Livelihoods

- a) Obtaining sufficient data to monitor the effectiveness of the training and employment generation projects and programmes implemented.
- b) Securing domestic and foreign investment that creates decent jobs for local residents.
- c) Employment and training programmes should be evaluated and restructured to ensure that the programmes are meeting their objectives.
- d) Specific programmes should target PWD specifically using methods and programmes similar to those adopted for the unemployed youth and young mothers. This would require employers to adopt an Equal Opportunities policy.

5.7 Future Challenges and Issues for the New Urban Agenda

- a) There is clearly a need to consolidate and mainstream the implementation of urban economy development initiatives that have already been designed or that have commenced and need to be replicated and/or made more sustainable. The challenge is to identify and allocate the required resources and management capacity to do so. The optimal management framework would be a multiple-stakeholder, LED-type partnership.
- b) There may be scope for expanding the use of fiscal incentives driven stimulus packages to boost urban economy development, including housing initiatives. The challenge is to design and manage these packages in a manner that confines their application to the implementation of time-bound and area-specific programmes, so that fiscal leakage is minimized.
- c) Local government agencies need to be more integrally involved in advancing the urban economy development agenda. Given the complexity of the multitude of development issues to be addressed in various urban communities, local authorities need to adopt a more strategic medium to long term perspective on their roles and responsibilities. Such an approach would include the formulation of well-structured multi-year medium term programmes and budgets, which would be able to attract a stream of financing from central government and possibly external donors, as well as serve as a framework for revenue-sharing arrangements where applicable.

- d) Improving local finance is important however, capacity building and stringent administrative procedures for the improved collection and remittance of property tax are required.
- e) It is expected that enhanced powers to collect property tax will result in an overall increase in the collection of property tax. This should offset the diversion of some central funding to local authorities via a revenue sharing arrangement. An agreed formula for tax revenue sharing needs to be adhered to and considered within a wider framework that takes into account the need to ensure parity among urban areas, since larger urban areas typically have a larger tax base.
- f) All borrowing by LAs must be guaranteed by central government and as such ultimately counts towards sovereign debt. The capacity of LAs to borrow is therefore constrained by GoSL debt management targets.

Table 5.7.1 Summary of Challenges – Urban Economy

Improving Municipal Finance	Key Challenges
Improving Municipal Finance	<ul style="list-style-type: none"> -Consolidate and mainstream urban economy economic initiatives -Identify and allocate the required resources and management capacity to implement economic initiatives -The optimal management framework would be a multiple-stakeholder, LED-type partnership. -Necessary powers for the collection of property and other taxes -Investment in capacity building to facilitate tax and revenue collection -LA borrowing is a sovereign debt and as such constrained by Central Government Borrowing
Improving Housing Finance	<ul style="list-style-type: none"> -Collaboration with Credit Unions (more adaptable terms for low income people) -Expand use of Fiscal Stimulus Package that is targeted and time bound to ensure effectiveness and reduce fiscal leakage
Supporting Local Economic Development	<ul style="list-style-type: none"> -Capacity of LA to support investment, develop and manage project funded by funding agencies -Development of partnerships for urban management and economic development
Creating Decent Jobs	<ul style="list-style-type: none"> -Attracting Private Investment to support Job creation -Development of Partnerships with the Private Sector -Facilitation of training and job placement programmes for disadvantaged groups

6. HOUSING AND BASIC SERVICES

6.1 Slum Upgrading and Prevention

Slums are defined as large agglomerations of houses (high density) of poor and non-durable construction (including declining structures) often located in hazardous areas - riverbanks, flood-prone zones and steep slopes and without the formal supply of basic infrastructure and services, including public space, sufficient living space or secure tenure. Slums reflect signs of visible poverty and social marginalization, land hunger, potential areas of high morbidity and mortality, disaster vulnerability and crime. The CSO applied this multi-criteria definition to the 2010 Census data set, and the analysis revealed that 8.2% of the national population or 13,568 people live in slum households (Table 6.1.1). In the intercensal period 2010-2020, this figure is expected to be higher.

Most of the slum households are located in urban areas and many emerged from the former rental of lands in peri-urban areas by private landowners due to their proximity to the urban core, jobs and services. Other lands in minor urban centres were historically rented by the Catholic Church.

Table 6.1.1 Distribution of Slum Households by Sex

				Sex		Total
				Male	Female	
Household Type	Not A Household	Slum Household		74857	77170	152027
				7369	6199	13568
Total				82226	83369	165595

Central Statistical Office 2018 – Based on 2010 Population and Housing Census

Larger slums emerged on public land, some in prime locations, including beachfront and port locations - in Vieux-Fort on lands vested in the national investment agency and on expansion lands for Port Castries. Other squatted lands are along river banks – Canaries and Anse la Raye and on public lands in rural locations -Talvern and Bexon. Some are in conjunction with former sugar estates (Cul-de-Sac and Mabouya Valleys). The Department of Housing, Urban Renewal and Telecommunications (DHURT) estimates that there are 50 squatter settlements in Saint Lucia (up from the previous estimate of 33 settlements) comprising 6,000 people (ECMC 2007).

The DHURT is responsible among other areas, for Housing Policy and Strategy. The Department supports public relocation projects, slum prevention working in tandem with the Department of Physical Planning, and provides housing assistance. In 2001, DHURT implemented the Shelter Development Project (SDP), co-financed by CDB and aimed at improving the shelter conditions of low-income households. The project included four (4) sub components: -

- i. Programme for the Regularization of Unplanned Developments (PROUD) commenced in 2001. Phase 1 was completed in 2014 and achieved the resettlement of 2,000 beneficiaries, 800 of whom have full transfer of title. Phase 2 of the programme targets 6 remaining sites not completed in Phase 1. A Phase 3 is ongoing and will target six (6) unplanned settlements. Another initiative is the PROUD Settlement Upgrade Programme.
- ii. A sites and services sub component, including the establishment of a revolving fund (SSRF). This involved the implementation of work to develop serviced residential lots. The funds from the sale of the lots will be placed in a revolving fund to be utilized for future implementation. The national sites and services project is ongoing with the initial development of lots in three sites. The Bois D'Orange Development Project is one such site but has an element of rationalization.
- iii. Core Unit Construction (CUC): This sub component includes the construction of forty-two (42) starter units. The units will be sold as land and house packages to low and middle income households that qualify through a priority means test. The completed sites and service beneficiaries will be targeted and the funds will be paid into the revolving fund.
- iv. Home Improvement Loan Programme: This sub component was discontinued and the available funds were diverted to the CUC component.

Outside the Housing Department and the NHC, Invest Saint Lucia makes land available for housing in the south through a combination of rationalisations, new lots and major land developments.

6.2 Improving Access to Adequate Housing

In accordance with the UN HABITAT urban indicators, adequate housing is defined in relation to the durability of the structure (roof and walls) and the level of overcrowding (number of persons to a room). The CSO (2018) estimates (using the 2010 Census data) that 93% of urban dwellers in core and peri-urban areas live in adequate housing⁷. In Suburban areas as is the norm, the percentage is higher, around 96.8% (Table 6.2.1).

⁷ Appendix 3 provides the method, variables and tables derived from the composite index on Slum Housing

Table 6.2.1 Distribution of Urban Population Living in Inadequate Housing

Location	Inadequate Housing		No. in Adequate Housing	Total Population
	Number	%		
Urban Core	922	7.2%	11,856	12778
Peri Urban	1636	7.3%	20574	22210
Sub Urban	1306	3.2%	38731	40037
Total Urban	3864	5.1%	71161	75025
Rural	5769	6.3%	84700	90469
National	9633	5.8%	155861	165494

CSO- Generated Index 2017 applied to 2010 Census data

The inadequate supply of housing is an issue of national concern. A Housing Needs Assessment Report (2014) estimates that the housing deficit was 11,400 units (DHURT, 2017). The shortfall in the supply of both public and private sector housing is primarily due to the prohibitive cost of infrastructural development, especially high construction/labour costs. The DHURT estimates that approximately sixty-four (64%) of the working population earns EC\$40,000 or less per annum, an income that would make it challenging to purchase a house and land package at current prices.

The private sector is the main supplier of owner-occupied housing and targets buyers in the upper to middle income brackets. Public sector housing is facilitated by the DHURT in collaboration with the National Housing Corporation (NHC) and targets low to middle-income households. Most of the projects include an unplanned settlement regularization component. The NHC had an active housing development programme from 1996 to 2007. Financial constraints led to a period of major inactivity between 2008 and 2014 (Table 6.2.2). In 2018 the agency plans to undertake developments in *Choc Estate, Talvern, River Doree, Bois Jolie, Dennery, and Belaire, Roseau*.

In 2011, the Saint Lucia National Housing Policy and Twenty-year Strategic Plan of Action were approved. The overall objective of the housing policy is the provision of adequate and affordable housing, with an increased emphasis on multi-family housing, as a viable option for low to middle-income households, and the development and implementation of affordable micro-finance solutions.

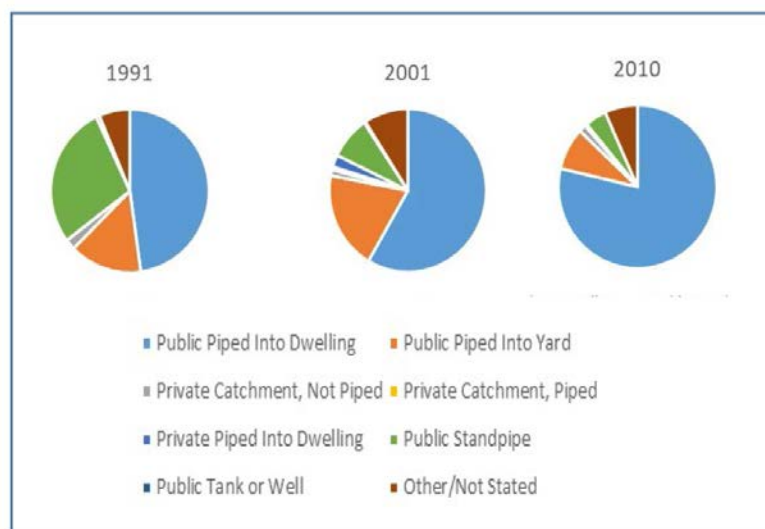
Table 6.2.2 Projects Undertaken by the HUDC/NHC from 1996 to 2015 (NHC 2017)

No.	Year Started	Developments	No. of Lots	No. of Houses
1	1996	Karibelle	53	0
2	1998	Beausejour Phase One	70	55
3	1999	Union	60	11
4	2000	Hewanorra Orchard	78	45
5	2000	Derriere Morne	36	0
6	2001	Beausejour Phase Two	184	57
7	2002	La Toc	25	0
8	2003	Cresslands Phase One	48	0
9	2004	Black Bay	120	50
10	2006	Monchy	183	0
11	2007	Marigot	115	100
12	2007	Cresslands Phase Two	49	0
13	2015	Monchy	188	42
Total			1,209	266

To reduce the housing deficit in the lowest income brackets, the DHURT commenced a National Sites and Services Programme (NSSP) in 2014. Over one hundred (100) sites were identified island wide (public and private land) for the development of serviced lots with the requisite infrastructure and utilities. The lots were to be sold at a subsidized price to the aforementioned households.

6.3 Ensuring Sustainable Access to Safe Drinking Water

The level of access of the urban population to safe drinking water is high, at 98.7%. This is higher than the national average of 88.4%, with the majority having public pipe borne water.

Figure 6.3.1 – Drinking Water Source, 1991-2010 (CSO)

Saint Lucia has made several strides since 1996 with improving water supply – construction of John Compton Dam, supporting storage and distribution systems, along with the implementation of area water supply systems nationally. As can be seen in Figure 6.3.1 there is a steady decline in the use of public standpipes and an increase in the public potable supply directly to consumers.

Ensuring access to safe drinking water is the joint responsibility of: - The Ministry of Health (Environmental Health Department and Public Health Board), the Ministry of Agriculture (Water

Resources Management Agency (WRMA) and the Forestry Department) and the Water and Sewage Company Ltd. (WASCO).

The Environmental Health Department conducts water quality monitoring on a weekly basis, testing for turbidity, chlorine residue and pH balance, while testing of water samples for E. coli content is carried out by the Caribbean Public Health Agency (CARPHA).

The WRMA was established under the Water and Sewerage Act No. 14 of 2005 and became functional in November 2008. The agency issues water abstraction licenses, monitors water quality and quantity in rivers and springs, and validates the integrity of primary data on the state of water resources. It works in close collaboration with the Forestry Department, which has responsibility for reforestation and protecting the water catchments.

The provision of potable drinking water is the sole domain of WASCO, a public corporation which operates and maintains four (4) major water supply systems: The John Compton Dam/Theobalds Plant and Hill 20 (in the north) and the Grace and Beausejour (in the south), as well as nineteen (19) minor water supply systems. There have been significant improvements in the quality and distribution of potable water since 1998, as a result of the following initiatives spearheaded by the Government:

- **The Roseau Basin Water Development Programme (1992 – 1998):** Construction of the John Compton Dam, Theobalds Water Treatment Plant and installation of three major pipelines.
- **Northern Water Supply Improvement Project (2001 – 2006):** Installation of a 20” pipeline from the Castries Sea Port to Choc.
- **Water Supply Infrastructure Improvement Project (2005 – 2009):** Major elements included upgrading of the pump station at the John Compton Dam; improvements to the raw water transmission line between Vanard and Sarot and the upgrading of the Theobalds Water Treatment Plant to a capacity of 10 MGD.

However, water shortages and poor water quality remain issues in some parts of the island, particularly in the Dennery and Vieux-Fort areas. This situation is exacerbated by the impacts of severe weather and other climate change related events. A number of strides have been made to improve access to safe drinking water in the aforementioned areas with the completion of the following projects:

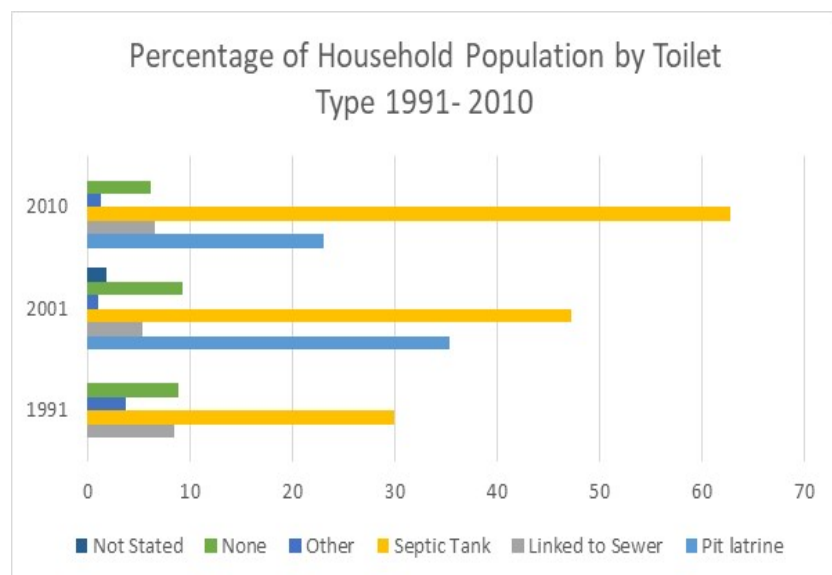
- i. **Redevelopment of the Water Supply in Vieux-Fort.** Feasibility and Design Studies are complete. An energy audit for the Vieux-Fort project commenced in February 2018.
- ii. **Improvement of Water Quality at Micoud:** A clarifier and filter were installed at the Micoud Water Treatment Plant in 2017.
- iii. **Improvement of Water Quantity and Quality at Desruisseaux:** An intake was constructed on the main Desruisseaux River and the water treatment plant was replaced in 2017.
- iv. **Hill 20 to La Croix Mains Extension Project:** New water lines (7,680 feet) were installed in 2017.
- v. **Belvedere to Bouton Water Extension Project (rural):** The installation of approximately 10,700 feet of pipe, a pump and a water tank in 2018.

- vi. **The Dennery Water Supply Project (rural):** installation of intake, storage, treatment and distribution infrastructure in 2018, funded by the Mexican Government. Phase II will be supported with a loan from the CDB.

6.4 Ensuring Sustainable Access to Basic Sanitation and Drainage

Access to adequate sanitation is a basic human right and is directly linked to public health and the incidence of infectious diseases. It is a core SDG and central to the new Urban Agenda. Sanitation thus covers the adequacy of sewage and solid waste disposal, drainage and the incidence of diseases linked to poor sanitation.

Figure 6.4.1 Sewage Disposal Type by District 1991-2010, (CSO 2010)

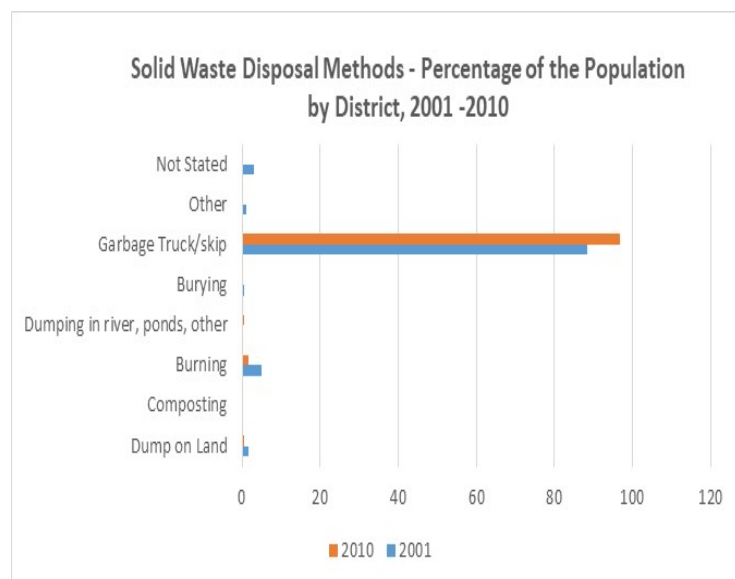


Nationally over the last 30-year period, the adequacy of sewage waste disposal has improved showing a trend away from the use of pit latrines to flush toilets (from 30% to 62.8%), Figure 6.4.1. According to the CSO 2018 Assessment of Urban Areas, the use of pit toilets is greater in rural areas (17.28% in 2010) compared to urban areas (5.29%). The use of flush toilets in rural and urban areas

is however on average at 30% reflecting the presence of housing developments in the countryside. The use of sewer systems is below 10%. The decommissioning of a sewer system in the south accounts for the reduction in use through to 2010. Sewage waste disposal is the purview of the Department of Health and the Water and Sewerage Company Inc. (WASCO).

The SLSWMA was established in 1995 to improve solid waste collection and disposal as part of a regional World Bank supported project. SLSWMA is responsible for the collection of solid waste generated from residential properties, government/public offices and institutions. The Authority also provides ship waste and hazardous waste collection services upon request. Biomedical waste is treated in a steam sterilization unit housed at the Deglos Sanitary Landfill (located in the north), one of two landfills operated by the agency.

Figure 6.4.2 Solid Waste Disposal Methods by District (CSO 2010)



The dominant solid waste management method used in Saint Lucia is standard collection via Garbage truck operated by the SLSWMA since 1995. Data for 1991 was not available however it can be seen from Figure 6.4.2 that the use of acceptable disposal methods is increasing (88.4% in 2001 to 96.8% in 2010). While this figure is high it is known that indiscriminate dumping of garbage in road side skips is an issue especially in high density areas with limited vehicular access.

Private haulers are contracted to collect residential and institutional waste in eleven (11) solid waste collection zones on a bi-weekly basis. The only exception is the Castries Inner Waste Collection Zone where solid waste is collected three times a week in some localities and on a daily basis (excluding Sundays) in the city centre. A bulky waste service is provided once a month. Businesses are required to make their own arrangements for solid waste collection.

There is at present no collection service or depots for recyclables. A limited amount of recycling has been undertaken by private enterprises since the early 1990s, and there are currently twenty-one (21) recyclers on the island who recycle various materials, including plastic, paper and cardboard, glass, metal, e-waste, oil and batteries. It is anticipated that a more formalized approach to recycling will be established with the implementation of the National Waste Management Strategy (completed in November 2017).

Wastewater treatment is handled by WASCO which manages the Rodney Bay Sewerage Treatment Facility and the Castries sewerage network. The dominant form of sewage disposal (62.8%) is septic tank, however, in high density urban areas, unplanned developments and locations with geology limitations, inadequate sanitation and the indiscriminate disposal of black water, pose long standing issues. A Vieux-Fort Sewage Needs Assessment Project was completed in 2006, and feasibility studies for wastewater treatment in the Castries Basin were undertaken in 2012 (Smith Warner) and 2016 (SAFEGE). However, there are no plans to construct wastewater treatment plants in the aforementioned areas in the near future due to funding constraints.

The Ministry of Infrastructure provides approval for the construction of roadside drains for residential and commercial construction as a submission requirement for planning approval, and monitors compliance during the construction phase. The Environmental Health Department (through the Public Health Board) provides approval for and undertakes monitoring of the discharge and disposal of effluent (grey and black water).

A national drainage assessment programme is now being undertaken under the World Bank Disaster Vulnerability Reduction Project (DVRP) to mitigate drainage issues, especially in flood prone areas.

6.5 Improving Access to Clean Domestic Energy

The Saint Lucia Electricity Services Ltd. (LUCELEC), the National Utilities Regulatory Commission (NURC) and the Ministry of Sustainable Development work in concert to improve access to clean domestic energy in Saint Lucia.

In keeping with the Government's commitment to obtain thirty-five percent (35%) of the island's energy requirements from renewable sources by the year 2020, LUCELEC, the island's sole electricity provider, expanded its power generation mix to include renewables. This decision is expected to reduce the company's dependence on fossil fuels for energy generation and decrease the amount of GHG emissions produced by its power plants. A list of Saint Lucia's key clean energy initiatives is provided in Table 6.5.1

Based on the above projected provision and private applications processed or to be processed by LUCELEC under the net metering arrangement, close to 3,585 homes or 6% of households nationally are expected to benefit.

Table 6.5.1 Clean Energy Projects in Saint Lucia (1999-2015)

Date	Description of Initiative
1999	Demonstration solar photovoltaic (PV) project implemented at the Bouton School.
2002	LUCELEC study to establish wind energy as a potential alternative. Thirty-four (34) sites were identified (primarily on the East Coast).
2009 to 2010	Pilot project implemented by LUCELEC to integrate rooftop solar PV into the grid. Solar PV systems were installed on the Castries Market (4kW), National Trust building at Pigeon Island (12kW) and the Vieux-Fort Secondary School (4kW). Consumers with PV systems are allowed to sell energy to the grid through an interconnect agreement and net metering programme. Fifty-eight (58) systems with a capacity of 512kWp were connected to the grid.
2010	National Energy Policy approved by the Cabinet of Ministers
January 2011	LUCELEC commissioned the first renewable energy system on the grounds of its administrative office in Vieux Fort.
November 2013	A 4.3kW solar PV system was installed on the Marchand Community Centre.
2014	LUCELEC and Wind Tex Energy signed an agreement to jointly undertake feasibility studies for the development of a 12mW wind farm in Dennery.
April 2016/ March 2018	Completed geothermal energy related surface exploration studies. Public consultations on the project were to commence in March 2018
November 2015	A 25kW solar PV System on the National Mental Wellness Centre (NMWC) was connected to the grid - realized an average reduction in energy consumption from the main electricity grid of at least five percent (5%).

Source: National Stocktaking on Climate Change Report 2017

Table 6.5.1 Cont'd Clean Energy Projects in Saint Lucia (1999-2015)

February 2016	A 25kW Solar PV System on the National Emergency Management Organization (NEMO) building was connected to the grid. As a result of this system and the implementation of a lighting retrofit, NEMO has realized more than fifty percent (50%) reduction in energy consumption from the electricity grid.
September 2016	A 5.4kW Solar PV System was installed on the Governor General's residence
2016	The National Energy Transition Strategy (NETS) was completed.
2016	The NURC, an independent regulatory commission, was established to oversee electricity production. Between February 2017 and January 2018 NURC processed 85 solar PV applications, 17 of which have been connected to the grid.
February 14, 2017	Bid delivery deadline for the supply and installation of solar PV array for the Owen King European Union Hospital.
Feb 2018	A 25kW Solar PV System on Sir Arthur Lewis Community College
May 2018	Expected completion date and connection to the grid for LUCELEC solar PV farm in Vieux-Fort. The farm is expected to power 3,500 homes when the sun is shining.

Source: National Stocktaking on Climate Change Report 2017

6.6 Improving Access to Sustainable Means of Transport

Saint Lucia's public transport system is solely road-based. The island's population is too small to support a viable light rail or metro system, or an intra-island ferry as alternatives.

The island's public transport system comprises a total of one thousand, three hundred and four mini-buses (1,304), including sixty-seven (67) eleven-seaters, six hundred and forty-one (641) fourteen-seaters and five hundred and seventy-four (574) fifteen-seaters. A total of 47,318 passengers commute daily, based on the number of buses and seating capacity. Nationally, a total of 40,752 (2010 Census) people do not own a car and depend on public transportation. Consideration of the two variables (people not owning a car and seating capacity X average number of trips) indicates that access to public transportation is generally acceptable.

A key issue is the availability of transport outside peak hours especially on routes where commuter traffic is low. The Transport Department plans to undertake the following activities, in an effort to facilitate the development of a more efficient, convenient and sustainable public transportation service: -

- A route rationalization review was conducted to understand and evaluate transport patterns with a view to providing customized bus services for particular areas;
- The construction of a bus terminal in the city to preclude the need to have buses parked along roadways during off-peak hours.

The department is also exploring the implementation of the following measures to improve the delivery of bus services: -

- The use of bigger electric vehicles to provide non-stop travel on certain bus routes;
- The installation of an electronic bus fare collection system and a scheduled bus service.

6.7 Challenges and Lessons Learnt

1. Slum Upgrading and Prevention

The Development Control Authority under the Physical Planning and Development Act (2001), has powers of enforcement to restrict illegal development (construction without planning) through a process of serving notices (enforcement and stop), court action and demolition, as well as the declaration of special enforcement areas that allow for the removal of structures without a court order. The process of serving notice through to litigation is long winded, and development is allowed to continue during this period. Demolition is a drain on the public purse and the level of non-compliance usually outstrips available budgets. In addition, enforcement of the planning law is not sufficiently effective in preventing squatting.

The PROUD Programme, Social Development Fund (SSDF) and the Constituency Development Programmes (funded by the ROC on Taiwan to undertake social, physical and economic programmes identified by parliamentarians on a constituency basis) have contributed to slum upgrading initiatives. The PROUD programme regularised several settlements and completed the transfer of 800 titles out of a total of 2,000 titles. Despite the subsidized cost of land and the use of legal sale and title transfer agreements, many beneficiaries do not conclude payments. The power to enforce agreements in locations where houses (immovable) already exist is difficult and the monitoring of payments is a tedious exercise.

2. Access to Adequate Housing

A key challenge associated with the provision of adequate housing is how to effectively address the acute shortfall in the supply of affordable public and private sector housing in urban areas. Private developers only undertake housing developments that target upper middle to high income households and the National Housing Corporation is unable to break-even on housing developments that target low-income households, because of the high cost of labour and undeveloped land.

3. Access to Safe Drinking Water

The source of potable water is water intakes on the island's rivers. These are easily impacted by extreme weather events. During Hurricane Tomas (2010) the water sector suffered significant damage including the siltation of the Roseau Dam, the main dam in the North. With the increase in frequency and intensity of weather events due to climate change this source of water abstraction is vulnerable.

WASCO is a distributor of abstracted water but not the manager of the resource. Deforestation and contamination from land use are among the key issues affecting the quality of the potable water supply. Drought is another issue, especially on the south and south east coasts. Improvements in the density of automatic rainfall stations, especially in the south, are required to provide an accurate picture of the water (resource) supply to these areas particularly during the dry season.

It is very challenging to obtain the financial resources required to establish and maintain a well-functioning laboratory to conduct water quality tests. Staffing constraints also make the regular monitoring of all water catchments a difficult undertaking.

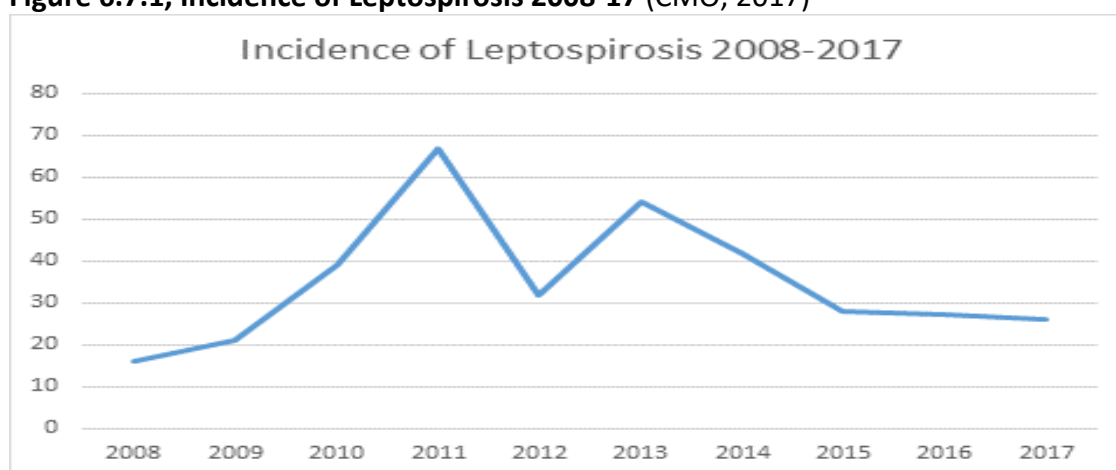
4. Sustainable Access to Basic Sanitation

The inability of the Saint Lucia Solid Waste Management Authority (SLSWMA) to stop the indiscriminate dumping of garbage in water courses and on vacant lots is a major issue.

Financial constraints limit the SLSWMA's ability to execute the household composting and derelict vehicle removal programs, or to conduct public education campaigns.

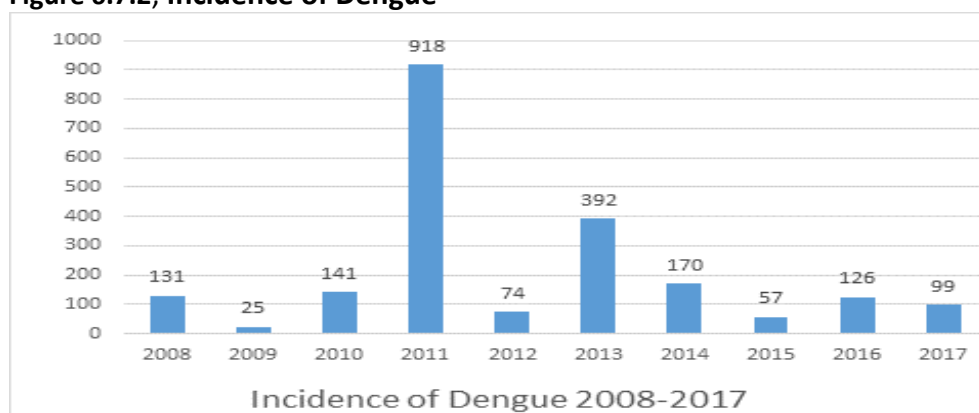
The garbage collection service has been under-funded by the GoSL for the last five (5) years. Garbage haulers are consequently unable to use their contracts as collateral to obtain financing to purchase proper compacting vehicles.

Figure 6.7.1, Incidence of Leptospirosis 2008-17 (CMO, 2017)



There are serious public health risks associated with the indiscriminate dumping of solid waste. Saint Lucia experienced a serious outbreak of Leptospirosis in 2000, spurring the establishment of a cross sectoral national committee to manage the eradication of the issue. Figure 6.7.1.

Figure 6.7.2, Incidence of Dengue



Source: MOH 2017

Relatedly the prevalence of mosquito vector borne diseases such as Dengue, Zika and Chikungunya are also associated with inappropriate solid waste disposal including derelict vehicles and disused tires, household practices of inappropriate storage of water where access to services are inadequate, among other factors. Saint Lucia experienced a Chikungunya epidemic in 2014. While this is not expected to be an issue going forward given the immunity of the population to this virus, the outbreaks of Dengue and Zika can emerge again. Figure 6.7.2 shows these trends.

6.8 Future Challenges and Issues to be Addressed by the New Urban Agenda

1. Slum Upgrading and Prevention

Squatting is a manifestation of poverty, land hunger and a negative attitude to publicly owned land. Its eradication is a never-ending pursuit. In 2006 there were thirty (30) squatter settlements in Saint Lucia. Today this number has increased to fifty (50). The programme to regularise informal settlements will as a result be a continuous exercise that will require government attention and financing. There are plans to implement a third phase of the PROUD Programme.

To resolve the issue of non-payment for regularised plots and the resulting non-transfer of title, a financial package that better serves low income households could be negotiated with financial institutions, for example local credit unions, and could constitute part of the offer and sale agreement. This would necessitate a partnership approach with the respective credit unions.

There is a need for advocacy, education and sensitization regarding planning standards and regulations. The Housing Department embarked on sensitization programmes that involve the school curriculum and the Saint Lucia Association of Planners embarked on a sensitization programme in the island's secondary and tertiary schools. These efforts need to be continued on an ongoing basis to have positive effect.

2. Access to Adequate Housing

The tastes and preferences of low-income households are not commensurate with their immediate earning capacity. Many household heads typically aspire to own a single family, three-bedroom, concrete block house. Multiple family home ownership must be emphasized and promoted to temper the fixation on single family homeownership.

3. Access to Safe Drinking Water

The growing demands of urbanisation, including the growth in tourism plants with amenities, for example water parks and golf courses, can pose a challenge to the sustainable supply of potable water, despite the aforementioned improvements to the water infrastructure in the south. The construction of a major dam on the Troumasse River is a long term proposal that may have to be considered.

In addition to growing demands, the potential impacts of droughts as a result of climate change will prompt the consideration of options such as desalination, rainwater harvesting and ground water abstraction. The latter was the subject of an extensive Integrated Water Resources Study conducted in 2012 that involved prospecting for ground water on select river banks in Saint Lucia.

4. Sanitation and Drainage

Sewage disposal in Saint Lucia, generally speaking, is adequately managed, however, the sewage system in Castries is overloaded and needs to be upgraded.

The sewage disposal systems in many towns and villages experience challenges in terms of geology (impermeable rocks that are not suitable for the construction of septic tanks and/or a high water table). A fresh assessment of this situation is required.

The disposal of liquid waste (grey water) from residential, touristic, commercial and industrial establishments are growing issues of affecting water quality in ports, beaches and coastal areas. A comprehensive assessment of this needs to be undertaken.

7. INDICATORS

Summary Data-Based on 2010 Population Census Data

Indicator	Percentage %
Population and Social Data	
% of people living in slums	8.2%
% of people living in urban areas	45%
% of urban population with access to adequate housing	90.5%
% of urban population with access to safe drinking water	98.7%
% of urban population with access to adequate sanitation	74.2%
% of urban population with access to regular domestic waste collection	97%
% of urban population with access to clean domestic energy	0.1% (Population census 2010)
% of urban population with access to public transport	97%
Level of Effective Decentralization for Sustainable Urban Development	
% of policies and legislation on urban issues to which local authorities (LA) contributed	This was difficult to determine quantitatively
% share of income and expenditure allocated to LAs	
% of LA expenditure financed from local revenue	20% Castries Constituency Council; other LAs are centrally managed and revenue generation very minor (below 0.1% or less)
% LAs that have implemented policies that support local economic development and the creation of decent jobs and livelihoods	100%
% of LAs that adopted urban safety and security policies and strategies	100%
% of LAs implementing plans/designs for sustainable cities responding to population growth	0% but all participate in central government initiatives regarding same
Share of GDP produced in urban areas	CSO estimates that 80% of GDP is produced in urban areas (difficult to estimate as business data is submitted on an island basis and not disaggregated by location)

Table 7. List of Consultees

1.

Name of Individual	Organization	Position
Justin Sealy	Saint Lucia Solid Waste Management Authority	General Manager
Kemwell Jn. Baptiste	Ministry of Agriculture	Chief Extension Officer
Miguel Montoute & Junior Mathurin	WRMA	Director & Senior Water Resource Officer
Kerry Joseph & Sarah Leon	Department of Economic Planning	Deputy Chief Economist & Economist
Wenn Gabriel	Environmental Health Department, Ministry of Health	Chief Environmental Health Officer
Benise Joseph & Cantara Cooper	Department of Sustainable Development, t	Energy Officer & Executive Cadet
Ann-Margaret Adams	Ministry of Tourism	Tourism Officer III
Laurianus Les Floris & Marie Dalsan	Saint Lucia Solid Waste Management Authority	Deputy General Manager & Operations & Landfill Manager
Joyceline Eugene	Ministry of Education	Coordinator Guidance & Counselling
Barbara Innocent-Charles	Small Enterprise Development Unit, Ministry of Commerce	Director SEDU
Claudius Emmanuel	Ministry of Finance	Director of Budget
Jean-Michel Parle	LUCELEC	Systems Development Engineer
Aloysius Barthelemy	Project Coordination Unit,	Project Coordinator, Geothermal Project
Donovan Williams, Tommy Descartes, Tanzania Toussaint	Ministry of Equity, Social Justice, Empowerment, Youth Development, Sports, Culture and Local Government	Permanent Secretary, Deputy Director, Social Transformation, Deputy Director, Community Services
Siegruid John	National Housing Corporation	Housing Officer
Jerome Jules & Kerne Antoine	National Utility Regulatory Commission (NURC)	CEO & Energy Specialist
Joseph Joseph	Saint Lucia Fire Service	Chief Fire Officer
Naomi Cherry & Ulanda Antoine	Ministry of Infrastructure	Civil Engineers
Lenita Joseph	Transport Department	Chief Transport Officer
Peter Norville	WASCO	Strategic Planning Manager
Alana Lansiquot-Brice & David Desir	Invest Saint Lucia	Mgr. Investment Promotion & Fulfilment and Lands Administration Mgr.
Gillian Vidal-Jules & Brender Portland	Attorney General's Office	Director of Legislative Drafting & Solicitor General
Milton Desir	Royal Saint Lucia Police Force	Deputy Police Commissioner
Ted King	Royal Saint Lucia Police Force	Head, Community Relations Branch
Edwin St. Catherine	Central Statistical Office	Director of Statistics

Name of Individual	Organization	Position
Linn Browne	Central Statistical Office	Statistician
Jacinta Francis	Central Statistical Office	Head of Census / Statistician
Sherma Lawrence	Central Statistical Office	Technician
Cornelius Edmund	LUCELEC	Head of Planning
Mayor Peterson Francis	Castries Constituency Council	Mayor
Deputy Mayor Jenny St. Croix	Castries Constituency Council	Deputy Mayor
Mavista Edward	Castries Constituency Council	Lead for Special Initiatives
Stephen Griffith	Anse La Raye Constituency Council	Chairman
Reeves Lawrence	Anse La Raye Constituency Council	Dep. Chairman
Elisa Desir	Anse La Raye Constituency Council	Councillor
Mayor Orricia Denbow-Bullen	Vieux-Fort Constituency (south)	Mayor
Keezya Joseph	Vieux-Fort Constituency (south)	Town Clerk
Natasha Clovis	Vieux-Fort Constituency Council (north)	Clerk
Mayor Pias Gagardine	Soufriere Constituency Council	Mayor
Enora Justin	Choiseul Constituency Council	Clerk
Danielle Belizaire	Gros-Islet Constituency Council	Deputy Mayor
Brenda Paul	Micoud Constituency Council	Chairperson
Santura Williams	Dennerly South Constituency	Clerk
Winston Bicar	Laborie Constituency Council	Clerk
Josephine Mauricette	Canaries Constituency Council	Clerk
Karen Augustin	Department of Physical Planning	Chief Planner
Clem Bob	Development Control Authority	Chairman
Jenny Daniel	Department of Housing, Urban Renewal and Telecommunications	Chief Housing and Urban Renewal Officer
Margaret St. Louis	Department of Housing, Urban Renewal and Telecommunications	Physical Planning Officer
Marketing Departments	Civil Service Cooperative Credit Union	
	First Caribbean Bank; Bank of Saint Lucia; First National Bank Royal Bank of Canada; Scotia Bank	

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APPENDICES

APPENDIX 1

ANNEX A

Prepared by: **Technical Staff of the Ministry of Economic Development, Housing, Urban Renewal, Transport and Civil Aviation**
Date: **June 2016**

TERMS OF REFERENCE

THIRD UNITED NATIONS CONFERENCE ON HOUSING AND SUSTAINABLE URBAN DEVELOPMENT (HABITAT III)

1.0 BACKGROUND

The New Urban Agenda is the first step for operationalizing sustainable development in an integrated and coordinated way at global, regional, national, sub-national and local levels. By creating an action-oriented road map for implementation, the New Urban Agenda will drive the achievement of the 2030 Agenda for Sustainable Development, especially Goal 11, of making cities and human settlements inclusive, safe, resilient and sustainable, as well as other targets across the Sustainable Development Goals.

The New Habitat Agenda adopted in 1996 called for a partnership action plan to improve the quality of life in cities and human settlements. Heads of State and Governments committed themselves to the following two main goals and to implement a plan of action based on these goals:

1. Adequate shelter for all, and
2. Sustainable human settlements in an urbanizing world.

With respect to the goal of “Adequate shelter for all”, Heads of State and Governments committed themselves to enabling people to obtain shelter that is healthy, safe, secure, accessible and affordable and that includes basic services, facilities and amenities in which everyone enjoys freedom from discrimination in housing and legal security of tenure (all fully consistent with human rights standards, paragraph 39 of the Habitat Agenda). In the Millennium Declaration, Heads of State and Governments committed themselves to improving the lives of at least 100 million slum dwellers by 2020. They also committed themselves to reducing the proportion of the population without adequate sustainable access to drinking water and basic sanitation by fifty percent (50%) in 2015.

With respect to the goal of “Sustainable human settlements in an urbanizing world”, the Heads of State and Governments committed themselves to developing societies that make efficient use of resources within the carrying capacity of ecosystems and by providing all

people, in particular those belonging to vulnerable and disadvantaged groups, with equal opportunities for a healthy, safe and productive life in harmony with nature and their cultural heritage and environmental protection, thereby contributing to the achievement of national sustainable development (paragraph 42, Habitat Agenda).

2.0 OBJECTIVES OF THE CONSULTANCY

2.1 Overall Objectives

The overall objective of this consultancy is to compile information and prepare a draft National Report for Saint Lucia for the Third United Nations Conference on Housing and Sustainable Urban Development (HABITAT III).

2.2 Specific Objectives

- To conduct an analysis of the information gathered relating to housing and sustainable development from the government and other related agencies;
- Based on the information gathered, prepare a draft national UN Habitat III report, as per the terms of reference developed by the UN Habitat and outlined at the beginning of Annex A above, for review and approval by Department of Housing, Urban Renewal and Telecommunications.

3.0 SCOPE OF WORK

General and Specific Activities

In carrying out this assignment, the Consultant will be required to:

1. Compile and conduct an analysis of the agency specific reports collected from the various government or other related agencies;
2. Review and report on the indicators, best practices, case studies, good policies and action plans such as National Habitat II reports, national urban policies (where they exist), national urban development strategies, etc.
3. Prepare and submit a draft national report which should not exceed 25,000 words or 50 pages, inclusive of tables and illustrative material. The report should be prepared using MS Word, single line spacing and font size 12. The report should follow the structure outlined below:

▪ **Urban Demographic Issues and Challenges for a New Urban Agenda**

(Maximum of 4,160 words inclusive of tables and illustrative material)

Describe what the Central Government, Local Authorities (including urban centres) and other sub-national governmental authorities, in partnership with stakeholders have achieved through the Habitat Agenda in the areas listed below. Also, describe the challenges experienced and lessons learnt in these areas, as well as future challenges and issues that could be addressed through a New Urban Agenda.

1. Managing rapid urbanization (540 words)
2. Managing rural-urban linkages (540 words)
3. Addressing urban youth needs (540 words)
4. Responding to the needs of the aged (540 words)
5. Integrating gender in urban development (540 words)
6. Challenges experienced and lessons learnt in these areas (1-5) (730 words)
7. Future challenges and issues in these areas (1-5) that could be addressed by a New Urban Agenda (730 words)

▪ **Land and Urban Planning: Issues and Challenges for a New Urban Agenda**

(Maximum of 4,160 words inclusive of tables and illustrative material)

Describe what the Central Government, Local Authorities (including the urban centres) and other sub-national governmental authorities, in partnership with stakeholders have achieved through the Habitat Agenda in the areas listed below. Also, describe the challenges experienced and lessons learnt in these areas, as well as future challenges and issues that could be addressed through a New Urban Agenda.

1. Ensuring sustainable urban planning and design (540 words)
2. Improving urban land management, including addressing urban sprawl (540 words)
3. Enhancing urban and peri-urban food production (540 words)
4. Addressing urban mobility challenges (540 words)
5. Improving technical capacity to plan and manage cities (540 words)
6. Challenges experienced and lessons learnt in these areas (1-5) (730 words)
7. Future challenges and issues in these areas (1-5) that could be addressed by a New Urban Agenda (730 words)

- **Environment and Urbanization: Issues and Challenges for a New Urban Agenda**
(Maximum of 3,560 words inclusive of tables and illustrative material)

Describe what the Central Government, Local Authorities (including the urban centres) and other sub-national governmental authorities, in partnership with stakeholders have achieved through the Habitat Agenda in the areas listed below. Also, describe the challenges experienced and learnt in these areas, as well as future challenges and issues that could be addressed through a New Agenda.

1. Addressing climate change (540 words)
2. Disaster risk reduction (540 words)
3. Reducing traffic congestion (540 words)
4. Air pollution (540 words)
5. Challenges experienced and lessons learnt in these areas (1-3) (700 words)
6. Future challenges and issues in these areas (1-3) that could be addressed by a New Urban Agenda (700 words)

- **Urban Governance and Legislation: Issues and Challenges for a New Urban Agenda**
(Maximum of 4,160 words inclusive of tables and illustrative material)

Describe what the Central Government, Local Authorities (including the urban centres) and other sub-national governmental authorities, in partnership with stakeholders have achieved through the Habitat Agenda in the areas listed below. Also describe the challenges experienced and lessons learnt in these areas, as well as future challenges and issues that could be addressed through a New Urban Agenda.

1. Improving urban legislation (540 words)
2. Decentralization and strengthening of local authorities (540 words)
3. Improving participation and human rights in urban development (540 words)
4. Enhancing urban safety and security (540 words)
5. Improving social inclusion and equity (540 words)
6. Challenges experienced and lessons learnt in these areas ((1-4) (730 words)
7. Future challenges and issues in these areas (1-4) that could be addressed by a New Urban Agenda (730 words)

- **Urban Economy: Issues and Challenges for a New Urban Agenda**
(Maximum of 4,160 words inclusive of tables and illustrative material)

Describe what the Central Government, Local Authorities (including the urban centres) and other sub-national governmental authorities, in partnership with stakeholders have achieved through the Habitat Agenda in the areas listed below. Also, describe the challenges experienced and lessons learnt in these areas, as well as future challenges and issues that could be addressed through a New Urban Agenda.

1. Improving municipal/local finance (540 words)
2. Strengthening and improving access to housing finance (540 words)
3. Supporting local economic development (540 words)
4. Creating decent jobs and livelihoods (540 words)
5. Integration of the urban economy into national development policy (540 words)
6. Challenges experienced and lessons learnt in these areas (1-4) (730 words)
7. Future challenges and issues in these areas (1-4) that could be addressed by a New Urban Agenda (730 words)

▪ **Housing and Basic Services: Issues and Challenges for a New Urban Agenda**

(Maximum of 4,800 words inclusive of tables and illustrative material)

Describe what the Central Government, Local Authorities (including the urban centres) and other sub-national governmental authorities, in partnership with stakeholders have achieved through the Habitat Agenda in the areas listed below. Also, describe the challenges experienced and lessons learnt in these areas, as well as future challenges and issues that could be addressed through a New Urban Agenda.

1. Slum upgrading and prevention (540 words)
2. Improving access to adequate housing (540 words)
3. Ensuring sustainable access to safe drinking water (540 words)
4. Ensuring sustainable access to basic sanitation and drainage (540 words)
5. Improving access to clean domestic energy (540 words)
6. Improving access to sustainable means of transport (540 words)
7. Challenges experienced and lessons learnt in these areas (1-4) (780 words)
8. Future challenges and issues in these areas (1-4) that could be addressed by a New Urban Agenda (780 words)

▪ **Indicators**

Provide data for Saint Lucia for the following urban indicators. Data should be for 1996, 2006 and 2013, when possible disaggregated by gender.

- i. Percentage of people living in slums
- ii. Percentage of urban population with access to adequate housing
- iii. Percentage of people residing in urban areas with access to safe drinking water
- iv. Percentage of people residing in urban areas with access to adequate sanitation
- v. Percentage of people residing in urban areas with access to regular waste collection
- vi. Percentage of people residing in urban areas with access to clean domestic energy
- vii. Percentage of people residing in urban areas with access to public transport
- viii. Level of effective decentralization for sustainable urban development measured by: (i) Percentage of policies and legislation on urban issues in whose formulation local and regional governments participated from 1996 to the present; (ii) percentage share of both income and expenditure allocated to local and regional governments from the national budget; (iii) percentage share of local authorities' expenditure financed from local revenue
- ix. Percentage of city, regional and national authorities that have implemented urban policies supportive of local economic development and creation of decent jobs and livelihoods
- x. Percentage of city and regional authorities that have adopted or implemented urban safety and security policies or strategies
- xi. Percentage of city and regional authorities that have implemented plans and designs for sustainable and resilient cities that are inclusive and respond to urban population growth adequately
- xii. Share of national gross domestic product (GDP) that is produced in urban areas
- xiii. Any other urban-related data relevant to the National Report

▪ **Case Studies and Policy Documents**

The report should include case studies, action plans and policy documents, etc. on successful approaches to the implementation of the Habitat Agenda. These documents should be illustrative of the achievements mentioned in the Habitat III national report. However, these documents should not be submitted as part of the national report, but as additional material.

4.0 CONSULTANT'S REPORTING OBLIGATION

The Government of Saint Lucia will provide logistic support for the duration of the assignment. Logistical support to be provided by the Department of Housing, Urban Renewal and Telecommunications shall include facilitation of access to all available documents which are pertinent to the assignment and to facilitate contact with Government agencies or personnel with whom the Consultant may need to confer. The researcher will be required to report to the Chief Housing and Urban Renewal Officer of the Department of Housing, Urban Renewal and Telecommunications or any other officer designated for this purpose.

5.0 LIST OF DELIVERABLES

The researcher will provide the Department of Housing, Urban Renewal and Telecommunications with four (4) printed copies of a draft report and one electronic copy of the same at the end of the assignment. The Department of Housing, Urban Renewal and Telecommunications will review the report and provide the researcher with comments on the report submitted, within ten (10) working days of receipt of the report. The final report shall be submitted within ten (10) working days of receipt of comments from the Client.

APPENDIX 2

SUPPORTING DATA REPORT FOR INDICATORS

1. Determination of Urban Population

A precursor to deriving the data for urban areas was the re-examination of the definition of the terms urban and rural. As currently and historically reported in the national census, the central urban area, meaning core areas of the city of Castries; the towns of Gros-Islet, Soufriere and Vieux-Fort, and the six (6) villages were considered urban. All areas outside these locations were classified as *nonurban or rural*. Using the most recent satellite image of Saint Lucia (2014) a visual assessment of settlements was undertaken. Urban areas were classified into three (3) categories. The basic unit of assessment was the settlement. Settlement boundaries are determined and reported in the national census based on respondents' perception of where they live.

- Urban Core: Central Business District and contiguous surrounding built area with urban roads and services.
- Urban Periphery: Housing areas with mixed urban uses on the fringe of but continuous with the urban core.
- Sub-Urban Areas: Housing and mixed-use areas around urban peripheral areas, either contiguous or separated by small tracts of vegetated area.

Areas separated from the urban periphery or related sub-urban areas, with large tracts of vegetated areas and agricultural land were considered rural. It should be noted that an observable trend in the 2010 Census is the growth of housing developments in rural areas.

The above definitions provide a more accurate base for reporting census statistics relevant to the indicators set in the New Urban Agenda, and going forward provide an adequate base for inter census comparisons and the UN Habitat Indicator Monitoring.

Table 1.1 Distribution of Population by Urban and Rural – 2010 Census

Urban/Rural	Total Population	%
Urban Core	12,778	8%
Urban Peripheral	22,210	13%
Sub-Urban	40,036	24%
Total Urban	75,024	
Rural	90,469	55%
TOTAL	165,493	100.00%

2. Urban Indicators

i. Percentage of People Living in Slums

8.2% of the population live in slum households.

Table 1.2 Methodology for estimating Slum Households

Slum areas were determined through a three (3) stage process.
1) Using GIS, the area in sq. km. of each settlement was determined and was divided by the total population.
2) High Population density (top 20% of most densely populated communities)
Class 1 - 0 to 310 persons per sq. km.
Class 2 - Over 310 to 650
Class 3 - Over 650 to 1,350
Class 4 - Over 1,350 to 2,500
Class 5 - Over 2,500 to 16,500 persons per sq. km.
3) A multi-criteria or composite index of five (5) characteristics of vulnerable or poor conditions (three (3) or more simultaneously occurring) was developed and applied to the census data
1) Overcrowding (three (3) or more persons per room)
2) Poor roof
3) Poor walls
4) Access to services – lighting, water supply, Internet connection (new key indicator of wellbeing)
5) Unsecure tenure (rented land whether or not the house is owned, and squatting)

ii. Percentage of Urban Population with Access to Adequate Housing.

Ninety-five point five percent (90.5%) of the urban population has access to adequate housing, while nine point five percent (9.5%) live in inadequate housing, using the definition provided below. This is higher than the national average of five point eight percent (5.8%) and the rural average of six point three (6.3%).

Using the UN Habitat definition of adequate housing, two variables were considered - the durability of the physical structure in terms of roof and walls, and the level of overcrowding.

Other important related variables such as basic services (water and electricity) and sanitation (sewage and solid waste disposal method) were not included as these are covered as individual variables reported as part of the UN Habitat Report. A composite index for the physical state of housing and the level of overcrowding was developed and applied to the 2010 Census data set.

Table 1.3 Adequate Housing (CSO 2018)

SETTLEMENT	HOUSING CONDITION		MALE	FEMALE	TOTAL
Urban Centre	Housing Situation	Adequate Housing	5,915	5,941	11,856
		Inadequate Housing	458	464	922
	Total		6,373	6,405	12,778
Urban Periphery	Housing Situation	Adequate Housing	10,276	10,298	20,574
		Inadequate Housing	779	857	1,636
	Total		11,055	11,155	22,210
Sub-Urban	Housing Situation	Adequate Housing	18,752	19,979	38,731
		Inadequate Housing	636	670	1,306
	Total		19,388	20,649	40,037
Urban			1,873	1,991	3,864
Rural	Housing Situation	Adequate Housing	42,569	42,131	84,700
		Inadequate Housing	2,790	2,979	5,769
	Total		45,359	45,110	90,469
NATIONAL	Housing Situation	Adequate Housing	77,512	78,349	15,5861
		Inadequate Housing	4,663	4,970	9,633
	TOTAL POPULATION		82,175	83,319	165,494

iii Percentage of People Residing in Urban Areas with Access to Safe Drinking Water

Ninety-eight point seven percent (98.7%) of the urban population has access to safe drinking water. Water provided through a private source, whether piped or not piped, along with water abstracted from a river or spring, were considered unsafe sources as the quality and level of treatment of the water was not validated.

iv Percentage of People Residing in Urban Areas with Access to Adequate Sanitation

Seventy-four point two percent (74.2%) of people living in urban areas have access to adequate sanitation. Flush toilets, whether linked to a sewer or septic tank, were considered adequate.

Other forms such as a pit latrine/VIP were considered inadequate. Other related sanitation variables such as drainage were not reported in the census and solid waste collection is covered separately in this report.

v. Percentage of People Residing in Urban Areas with Access to Regular Waste Collection

Close to 97% of the urban population has access to regular waste collection.

Waste collection via truck, whether private or public, and composting were considered acceptable means of solid waste disposal while the dumping of solid waste on land or in a water course and burning were considered unacceptable.

Table 1.4 Distribution of Urban Population by Solid Waste Disposal Type

Solid Waste Disposal	Urban /Rural					Total
	Urban	Urban Per	Sub Urban	TOTAL URBAN	Rural	
Dumping (land)	32	47	43	122	628	750
Compost	0	1	16	17	81	98
Burning	94	124	179	397	1,773	2,170
Dumping river/sea/pond	27	60	133	220	350	570
Burying	3	31	22	56	111	167
Garbage truck/skip/bin – public	12,459	21,684	38,684	72,827	86,630	159,457
Garbage truck/skip/bin – private	108	176	741	1,025	567	1,592
Other	6	21	136	163	143	306
Not Stated	50	66	82	198	184	382
Total	12,779	22,210	40,036	75,025	90,467	165,492

CSO -Population Census 2010

vi Percentage of People Residing in Urban Areas with Clean Domestic Energy

The use of clean energy is low. The national census revealed that 0.1% of the urban population use clean energy (solar or wind). Since 2010, the Government of Saint Lucia has made several strides in renewable energy under a number of climate change initiatives, including formulating and approving a National Energy Transition Strategy. With solar energy gaining acceptance because of greater access to photovoltaic and related technology, along with GOSL initiatives to produce renewable energy from photovoltaic systems on public buildings, several individual

households have opted mainly for solar energy, selling unused energy to the national grid based on a net metering arrangement with the Saint Lucia Electricity Services, LUCELEC.

vii Percentage of People Residing in Urban Areas with Access to Public Transport

Close to 97% of the urban population has access to public transportation (estimated using proxy indicators).

This statistic was difficult to obtain due to the absence of the collection of such data and the general complexity of transport data itself – due to private ownership of the service and the lack of a scheduled bus service, along with the necessary compliance monitoring.

A rough estimate/proxy was used to determine access by the urban population to public transport. The 2010 Census reports that 64% of the population living in urban areas do not own a car. As a result, 48,665 people will depend on public transport as a means of transportation. Data from the Department of Transport (2017) indicates that 1,304 privately owned buses operating in 30 bands or routes serve this segment of the population. Based on the seating capacity of the vehicle stock and working with the conservative assumption that four (4) trips per day were made by buses in the north to Castries, and elsewhere buses commuted twice a day, it is estimated that a total of 47,318 passengers commute daily.

The close approximation of these two (2) figures – passengers transported per day and the number without a car, roughly indicates that access to public transport is good – close to 97%.

viii Level of Decentralization

(i) Percentage of Policies and Legislation on Urban Issues in whose Formulation Local Government Participated in 1996 to the Present

Legislation

Constituency Development Act 2012 – 100%

Policy Initiatives – Initiated by LAs

Rodent Control Initiatives

Sanitation and Assistance with Vector Control

Vending in Restricted Areas – 100%

Castries Parking Zones - 2017

Policy/Plan – was consulted and participated in: -

Castries Redevelopment Plan, OAS 1999

National Vision Plan (IDEA) 2007 Sewage Proposal /Plan 2007

Greater Castries Transportation Study 2005

Castries Sewage Study 2012

(ii) Percentage % Share of Income and Expenditure Allocated to Local Government from the National Budget

Table 1.5 – Expenditure and Income: Local Government

		% Share
Share of Income		
Recurrent	7,068,3037	1.6%
Capital	2,766,703	
Total for Local Government	19,835,066	
Total National	1,073,345,10	
Share of Expenditure		
Recurrent	1,151,510,900	1.31%
Capital	362,141,300	
Total Local Government	1,513,652,200	
Total National		

GOSL, 2016 Estimate of Expenditure (author's calculations)

(iii) Percentage (%) share of Local Authorities Expenditure Financed from Local Revenue

Apart from the Soufriere Regional Development Foundation whose finances are derived from user fees for assets vested in the SRDF, and the Castries Constituency Council with powers of autonomy under the Corporation Act, all other local authorities collect minimal amounts of revenue and are required to remit revenue collected to the Central Government. The Castries Constituency Council (City) obtains approximately \$1mil annually from revenue collection. This is included in its annual budget for capital and recurrent spending. All other councils depend on centralised financing from the Government of Saint Lucia to fund their operations (recurrent and capital).

ix Percentage of *Local and National Authorities* Implemented Urban Policies Supportive of Local Economic Development and Creation of Decent Jobs

Table 1.6 Urban Projects and Initiatives by Local Authority

Urban Area	Urban Projects and Initiatives
Castries	
National Government	-Vendors' Market Project (CIDA 1996) -Castries Market Enhancement -Urban Housing Project (New CDCs)
LA	-Expansion Areas for Street Vending -Shopping Centre – Jeremie Street and Darling Road -Parking Area around Derek Walcott Square - Saturday Night Street Party (Food and Beverage Booths) - Fish Vending Facility - Saturday Street Market
Anse la Raye	
National Government	-Water Supply System at Au Tabor -Fisheries Complex and Vending Areas
LA	-Mangrove Cleaning and Tourism Tour Development -Tourism Readiness Support in preparation for employment with major hotels
Canaries	
National Government	-Canaries Bridge Reconstruction
LA	- Beautification and Clean up - Support for Jounen Kweyol
Laborie	
National Government	-Rudy John Park Upgrading and Development -Craft Market
LA	-Berthing facilities in conjunction with Laborie Foundation - Street Vending and Market
Soufriere	
National Government	Soufriere Jetty -Sports Stadium (vending and spin-offs) -Soufriere Bridge
LA	-Waterfront Upgrading and Craft Market - Tet Paul Gros Piton Trail - Enhancement of facilities including vending at Sulphur Springs - Tour guide training and employment creation
Choiseul	
National government	Craft Centre – La Fargue

Urban Area	Urban Projects and Initiatives
LA	Beautification
Laborie	
National Government	-Rudy John Park Upgrading and Development -Craft Market
LA	Berthing facilities in conjunction with the Laborie Foundation - Community Tourism Initiative (EU funded 2006) - Street Vending
Dennerly	
National Government	- Fisheries Complex - Mandele Point and La Pointe tourism developments under EU CBEAT Project - National Enrichment Learning Programme (NELP) Training programme
LA	Saturday Night Fish Lime Street Vending
Micoud	
National Government	Proposed Waterfront Development Project Redevelopment of Micoud Primary School
LA	Beautification and Clean up Mural of Sport Heroes After school Programme
Vieux-Fort	
National Government	- Fisheries Complex - cold storage and processing, facilities and lockers for fishers (1999) - National Abattoir (2014) - Free Zone (1999)
LA	-Vieux-Fort Square and Vending Areas
Gros-Islet	
National Government	HRDC Centre New Office and Market facility – Local Government Coastal Road – opening up of sea front
LA	Friday Night Activity - Vending Consideration of CARILED initiative

vi. Percentage of City and Regional Authorities that have adopted or implemented Urban Safety and Security Policies and Strategies

All LAs implement urban safety and security policies and strategies in collaboration with the Saint Lucia Royal Police Force. The Castries City Council has a small constabulary and has recently expanded this to include officers to support the safety of tourists. All LAs with a night economy and activities hire private security.

vii. Percentage of City and Regional Authorities that have implemented Plans and Designs for Sustainable and Resilient Cities that are Inclusive and Respond to Population Growth Adequately

This is beyond the current purview of all LAs, however all participate when consulted by central agencies. The Local government Bill provides for the greater involvement of LAs in the planning of urban areas

viii. Share of National Gross Domestic Product (GDP) that is Produced in Urban Areas

Business entities also report as single entities as opposed to sub offices or branches operating in disparate geographic regions, this data is consequently not directly available. The Census Statistical Office estimates that 80% of GDP is produced in urban areas.

3. URBAN AREAS BY DISTRICTS -2010

Urban Core 

Urban Periphery 

Sub Urban 

CASTRIES

SETTLEMENTS	CORE	PERIPHERY	SUB URBAN	TOTAL
BANANNES BAY - CASTRIES	0	364	0	364
BARNARD HILL - CASTRIES	0	169	0	169
BELLA ROSA - CASTRIES	0	0	261	261
BOIS CATCHET - CASTRIES	0	0	67	67
CALVARY - CASTRIES	0	29	0	29
CEDARS - CASTRIES	0	472	0	472
SUNBILT - CASTRIES	0	0	628	628
CITY - CASTRIES	846	0	0	846
GRASS STREET - CASTRIES	0	126	0	126
PEATS GAP - CASTRIES	0	63	0	63
CITY GATE - CASTRIES	0	0	394	394
DARLING ROAD - CASTRIES	0	341	0	341
FAUX A CHAUD - CASTRIES	0	330	0	330
HOSPITAL ROAD - CASTRIES	0	560	0	560
JOHN COMPTON HIGHWAY - CASTRIES	0	0	23	23
LA TOC - CASTRIES	0	0	826	826
LASTIC HILL - CASTRIES	0	460	0	460
NEW VILLAGE - CASTRIES	0	384	0	384
PATTERSON'S GAP - CASTRIES	0	231	0	231
PAVEE - CASTRIES	0	1,168	0	1,168
ROSE HILL - CASTRIES	0	510	0	510
WATERWORKS - CASTRIES	0	558	0	558
WILTON'S YARD/GRAVE YARD - CASTRIES	0	78	0	78
CASTRIES	0	199	0	199
AURENDEL HILL - CASTRIES	0	565	0	565
BAGATELLE - CASTRIES	0	1,293	0	1,293
BISSEE - CASTRIES	0	0	692	692
BISHOP'S GAP/GHIRAWOO ROAD - CASTRIES	0	692	0	692
BOCAGE - CASTRIES	0	0	1,462	1,462
CARELLIE - CASTRIES	0	0	1,176	1,176
RAVINE CHABOT - CASTRIES	0	0	517	517

CICERON - CASTRIES	0	0	2,830	2,830
MONKEY TOWN/CICERON - CASTRIES	0	0	1,016	1,016
COUBARIL - CASTRIES	0	0	257	257
ENTREPOT - CASTRIES	0	0	942	942
INDEPENDENCE CITY - CASTRIES	0	0	389	389
LA CLERY - CASTRIES	0	0	1,475	1,475
ACTIVE HILL - CASTRIES	0	0	683	683
CHASE GARDENS - CASTRIES	0	0	419	419
YORKE HILL - CASTRIES	0	0	323	323
LA PANSEE - CASTRIES	0	957	0	957
GEORGEVILLE - CASTRIES	0	117	0	117
LESLIE LAND - CASTRIES	0	323	0	323
MARCHAND - CASTRIES	0	745	0	745
BLACK MALLET - CASTRIES	0	102	0	102
GEORGE CHARLES BOULEVARD - CASTRIES	0	324	0	324
MAYNARD HILL - CASTRIES	0	581	0	581
TROU ROUGE - CASTRIES	0	420	0	420
MORNE DUDON - CASTRIES	0	2,223	0	2,223
AGARD LANDS - CASTRIES	0	0	872	872
BOIS PATAT - CASTRIES	0	1,188	0	1,188
HILLCREST GARDENS - CASTRIES	0	0	120	120
MORNE ROAD - CASTRIES	0	0	153	153
MOUNT PLEASANT - CASTRIES	0	6	0	6
PARKER'S HILL - CASTRIES	0	3	0	3
ROCK HALL - CASTRIES	0	805	0	805
RAVINE TOUTERELLE - CASTRIES	0	185	0	185
SAN SOUCI - CASTRIES	0	0	615	615
LANSE ROAD - CASTRIES	0	0	361	361
SUMMERSDALE - CASTRIES	0	0	214	214
SUNNY ACRES - CASTRIES	0	0	386	386
TAPION - CASTRIES	0	0	133	133
THE MORNE - CASTRIES	0	0	1,402	1,402
VIDE BOUTEILLE - CASTRIES	0	0	531	531
VIGIE - CASTRIES	0	0	288	288
LA CARRIERE - CASTRIES	0	0	157	157
TOTAL	846	16,571	19,612	37,029

ANSE LA RAYE

	CORE	PERIPHERY	SUB- URBAN	TOTAL
AU TABOR - ANSE LA RAYE	0	0	180	180
AU TABOR HILL - ANSE LA RAYE	0	0	290	290
ST LAWRENCE - ANSE LA RAYE	0	70	0	70
VILLAGE - ANSE LA RAYE	698	0	0	698
VILLAGE/PETITE BOURGH - ANSE LA RAYE	0	15	0	15
TOTAL	698	85	470	1,253

CANARIES

SETTLEMENT	CORE	PERIPHERY	SUB- URBAN	TOTAL
VILLAGE - CANARIES	836	0	0	836
TOTAL	836	0	0	836

SOUFRIERE

SETTLEMENT	CORE	PERIPHERY	SUB- URBAN	TOTAL
FOND BERNIER - SOUFRIERE	0	0	721	721
NEW DEVELOPMENT - SOUFRIERE	0	0	1,190	1,190
PALMISTE - SOUFRIERE	0	0	523	523
TOWN - SOUFRIERE	1,791	0	0	1,791
BARON'S DRIVE/COIN DE L'ANSE - SOUFRIERE	0	351	0	351
LENNY HILL - SOUFRIERE	0	0	115	115
TOTAL	1,791	351	2,549	4,691

CHOISEUL

SETTLEMENT	URBAN	PERIPHERY	SUBURBAN	TOTAL
VILLAGE - CHOISEUL	155	0	0	155

LABORIE

SETTLEMENT	CORE	PERIPHERY	SUB- URBAN	TOTAL
VILLAGE - LABORIE	1,077	0	0	1,077
KENNEDY HIGHWAY - LABORIE	0	261	0	261
TOTAL	1,077	261	0	1,338

VIEUX-FORT

VIEUX-FORT TOWN	CORE	PERIPHERY	SUB- URBAN	TOTAL
BEANE FIELD - VIEUX-FORT	0	0	58	58
BLACK BAY - VIEUX-FORT	0	0	1,025	1,025
DERIERRE MORNE - VIEUX-FORT	0	0	390	390
LA RESSOURCE - VIEUX-FORT	0	0	1,580	1,580
DOCAMEL/LA RESSOURCE - VIEUX-FORT	0	0	206	206
LA TOURNEY/CEDAR HEIGHTS - VIEUX-FORT	0	0	1,392	1,392
MOULE A CHIQUÉ - VIEUX-FORT	0	0	183	183
BRUCEVILLE/SHANTY TOWN - VIEUX-FORT	0	1,231	0	1,231
TOWN - VIEUX-FORT	1,456	0	0	1,456
WESTALL GROUP/THE MANGUE - VIEUX-FORT	0	257	0	257
VIEUX FORT/LABORIE HIGHWAY - VIEUX-FORT	0	0	40	40
TOTAL	1,456	1,488	4,874	7,818

MICOUD

	CORE	PERIPHERY	SUB URBAN	TOTAL
NEW VILLAGE - MICOUD	0	237	0	237
VILLAGE - MICOUD	3,355	0	0	3,355
TOTAL	3,355	237	0	3,592

DENNERY

Settlement	CORE	PERIPHERY	SUB/URB	TOTAL
BOIS JOLI - DENNERY	0	0	205	205
DENNERY BY PASS - DENNERY	0	291	0	291
DENNERY BY PASS/GREEN MOUNTAIN - DENNERY	0	146	0	146
DENNERY BY PASS/ROCKY LANE - DENNERY	0	236	0	236
DENNERY BY PASS/WHITE ROCK GARDENS - DENNERY	0	115	0	115
DENNERY VILLAGE - DENNERY	1,758	0	0	1,758
LA POINTE - DENNERY	0	1,011	0	1,011
	1,758	1,799	205	3,762

GROS-ISLET SETTLEMENT	CORE	PERIPHERY	SUB-URB	TOTAL
GROS ISLET	0	0	276	276
BEAUSEJOUR - GROS ISLET	0	0	1,246	1,246
BEAUSEJOUR/FOSTIN'S DEVELOPMENT - GROS ISLET	0	0	6	6
BEAUSEJOUR/NDC - GROS ISLET	0	0	1	1
BELLA ROSA - GROS ISLET	0	0	156	156
BOIS D'ORANGE - GROS ISLET	0	0	641	641
BOIS D'ORANGE/TROUYA - GROS ISLET	0	0	439	439
BONNETERRE - GROS ISLET	0	0	1,207	1,207
BONNETERRE GARDENS - GROS ISLET	0	0	94	94
CAP ESTATE - GROS ISLET	0	0	575	575
CAP ESTATE/SADDLE BACK - GROS ISLET	0	0	52	52
CAP ESTATE/LOWER SALINE POINT - GROS ISLET	0	0	27	27
CAP ESTATE/UPPER SALINE POINT - GROS ISLET	0	0	27	27
CAP ESTATE/RANCH SITE - GROS ISLET	0	0	14	14
CAP ESTATE/GOLF PARK - GROS ISLET	0	0	164	164
CAP ESTATE/BECUNE PARK - GROS ISLET	0	0	40	40
CAP ESTATE/BECUNE POINT - GROS ISLET	0	0	4	4
CAS EN BAS - GROS ISLET	0	0	770	770
CORINTH - GROS ISLET	0	0	1,942	1,942
CORINTH ESTATE - GROS ISLET	0	0	174	174
MARISULE - GROS ISLET	0	0	1,217	1,217
MARISULE/BON AIR - GROS ISLET	0	0	429	429
MARISULE/EAST WINDS - GROS ISLET	0	0	66	66
MARISULE/TOP OF THE WORLD/BELLE VILLE - GROS ISLET	0	0	8	8
MARISULE/LA BRELLOTTE - GROS ISLET	0	0	10	10
MARISULE/TOP OF THE WORLD - GROS ISLET	0	0	42	42
MASSADE - GROS ISLET	0	0	684	684
MONCHY/LAFEUILLE - GROS ISLET	0	0	560	560
PIGEON ISLAND - GROS ISLET	0	5	0	5
REDUIT - GROS ISLET	0	0	101	101
REDUIT ORCHARD - GROS ISLET	0	0	289	289
REDUIT PARK - GROS ISLET	0	0	248	248
RODNEY BAY - GROS ISLET	0	349	0	349
RODNEY HEIGHTS - GROS ISLET	0	0	359	359
GROS ISLET TOWN - GROS ISLET	807	0	0	807
GROS ISLET/EDGE WATER - GROS ISLET	0	20	0	20
BELLE VUE - GROS ISLET	0	0	444	444
BELLE VUE ESTATE - GROS ISLET	0	0	14	14
TOTAL	807	374	12,326	13,507
TOTAL FOR ALL DISTRICTS	12,779	22,212	40,036	75,027

3. List of Solid Waste Service Providers by Area

LOCATION	COMPANY	COLLECTION FREQUENCY
CASTRIES Urban Core & Periphery	St. Lucia Environmental Company Limited (SLECL)	3 weekly
Castries Sub-Urban South	Shuga Waste	2 weekly
Castries Sub Urban East	Trashbusters Limited	2 weekly
Castries Sub Urban North	Trashbusters Limited	2 weekly
Gros-Islet :– core, periphery and sub-urban	Shuga	2 weekly
Canaries Urban	Serieux's Solid Waste Disposal	2 weekly
Anse la Raye	Serieux's Solid Waste Disposal	2 weekly
Soufriere	Sadoo and Son Ltd.	2 weekly
Choiseul	South Shore Auto Service	2 weekly
Laborie	South Shore Service Ltd.	2 weekly
Vieux Fort Core and Periphery	Sadoo and Son Ltd.	2 weekly
Vieux-Fort Sub urban	Sadoo and Son Ltd.	2 weekly
Micoud	Sadoo and Son Ltd.	2 weekly
Dennerly	South Shores Auto Service	2 weekly

4. Public Transport Stock and Capacity

ROUTE	NO. OF BUSES	SEATING CAPACITY		
		11 SEATER	14 SEATER	15 SEATER
1A	175	3	62	110
1B	87	14	59	19
1D	46	3	31	9
1E	49	1	30	18
1F	3		2	1
2A	53	8	32	7
2B	33		8	22
2C	42		15	25
2H	117		40	77
3A	44	1	13	30
3B	36	2	11	23
3C	28	3	13	12
3D	17	1	6	10
3E	17	1	6	10
3F	26		10	16
4A	34		15	19
4B	28		18	10
4C	61		40	21
4D	14		8	6
4E	36		22	5
4F	24		10	14
4G	24		14	10
4H	17		12	1
4I	13		5	8
4J	17	2	11	4
5A	44	1	33	10
5B	15	2	10	3
5C	57	10	30	17
5D	36	5	25	6
5E	39	5	19	15
5F	72	5	31	36
TOTAL	1,304	67	641	574

5. Public Transport Routes

ROUTE	DESCRIPTION	LOCATION
1A	CASTRIES TO GROS ISLET	DARLING ROAD, CASTRIES
1B	CASTRIES TO BABONNEAU	RECLAMATION GROUNDS, CASTRIES
1D	CASTRIES TO GRANDE RIVIERE	CORNER OF JEREMIE STREET AND DARLING ROAD
1E	CASTRIES TO MONCHY	DARLING ROAD, CASTRIES
2A	CASTRIES TO BEXON	LOWER DARLING ROAD, CASTRIES
2B	CASTRIES TO DENNERY VALLEY	LOWER MICOUD STREET, CASTRIES
2C	CASTRIES TO DENNERY VILLAGE	MONGIRAUD STREET, CASTRIES
2H	CASTRIES TO VIEUX-FORT	HOSPITAL ROAD, CASTRIES
3A	CASTRIES TO LA CROIX	PEYNIER STREET, CASTRIES
3B	CASTRIES TO JACMEL	VICTORIA STREET, CASTRIES
3C	CASTRIES TO MILLET	UPPER MONGIRAUD STREET, CASTRIES
3D	CASTRIES TO ANSE LA RAYE	UPPER BRIDGE STREET, CASTRIES
3E	CASTRIES TO CANARIES	RECLAMATION GROUNDS, CASTRIES
3F	CASTRIES TO SOUFRIERE	CARL CRESCENT STREET, CASTRIES
4A	VIEUX-FORT TO LABORIE	VIEUX-FORT /LABORIE HIGHWAY, VIEUX-FORT
4B	VIEUX-FORT TO BELLEVUE/PIERROT	LOUISVILLE, VIEUX-FORT
4C	VIEUX-FORT TO GRACE/AUGIER/LA RESSOURCE	VIEUX-FORT/LABORIE HIGHWAY, VIEUX-FORT
4D	VIEUX-FORT TO SALTIBUS	VIEUX FORT/LABORIE HIGHWAY, VIEUX FORT
4E	VIEUX-FORT TO CHOISEUL	VIEUX FORT/LABORIE HIGHWAY, VIEUX FORT
4F	VIEUX-FORT TO SOUFRIERE	VIEUX FORT/LABORIE HIGHWAY, VIEUX FORT
4G	VIEUX-FORT TO DESRUISSEUX	LOUISVILLE, VIEUX FORT
4H	VIEUX-FORT TO	CORNER OF LOUISVILLE,

ROUTE	DESCRIPTION	LOCATION
	MICLOUD/TI ROCHER	VIEUX-FORT
4I	VIEUX-FORT TO MON REPOS	BEANFIELD, VIEUX-FORT
4J	SOUFRIERE TO FOND ST JACQUES	BOULEVARD STREET, SOUFRIERE
5A	CASTRIES TO MORNE DU DON	UPPER JERREMIE STREET, CASTRIES
5B	CASTRIES TO ROCKHALL/PAVEE	CORAL STREET, CASTRIES
5C	CASTRIES TO BOCAGE	CHISEL STREET, CASTRIES
5C	CASTRIES TO ENTREPOT	CHISEL STREET, CASTRIES
5C	CASTRIES TO FOND ASSAU	HIGH STREET, CASTRIES
5C	CASTRIES TO CACAO/SUNBUILT	MARY ANN STREET, CASTRIES
5D	CASTRIES TO FORESTIERE	CHISEL STREET, CASTRIES
5E	CASTRIES TO LA CLERY	RECLAMATION GROUNDS, CASTRIES
5F	CASTRIES TO CICERON	ST. LOUIS STREET, CASTRIES
2H	VIEUX-FORT TO CASTRIES	NEW DOCK ROAD, VIEUX-FORT
3F	SOUFRIERE TO CASTRIES	HENRY BELMAR STREET, SOUFRIERE
4F	SOUFRIERE TO VIEUX-FORT	HENRY BELMAR STREET, SOUFRIERE

APPENDIX 3

SUGGESTED INDICATORS

Suggested framework of possible indicators derived from the situational assessment of the Thematic Areas and available and/or data that could be reasonably collected. Section 7 of the Report and TOR outlines the Indicators to be reported in accordance with UN HABITAT requirements

Thematic Area	Suggested Indicator(s)	Source /Comment
1. Urban Demographic Issues and Challenges		
1.1 Managing rapid urbanization	<ul style="list-style-type: none"> • %Population growth • % Growth in number of Households • Changes in landuse in Built Up Area category and Agricultural land • Changes in population density 	Census Information – comparative analysis Time series Aerial and Satellite Imagery information
1.2 Managing rural-urban linkages	<ul style="list-style-type: none"> • No. of Agricultural land policies • No. of Landuse conversion from agriculture • Participation in agriculture: no. of farms; acreage cultivated • Agricultural production 	Ministry of Agriculture (MOA) DCA Sub division and other records Agricultural Census
1.3 Addressing urban youth needs	No. of youth social programmes No. participating by sex Youth unemployment by sex Youth Poverty	Social Agencies Labour Force Surveys CSO, Census CSO; Poverty Assessment
1.4 Responding to the needs of the aged	% population above 65 years No. of social programmes and numbers participating Number of 65 plus year olds on social support % indigent	Census Ministry of Equity, Empowerment Poverty Assessments
1.5 Integrating gender in urban development	<ul style="list-style-type: none"> • No. of Employment programmes targeting gender groups • Employment by Sex and educational attainment • Suicide rates by sex • Health data by sex 	

Thematic Area	Suggested Indicator(s)	Source /Comment
2. Land and Urban Planning		
2.1 Sustainable Urban and Planning Design	<ul style="list-style-type: none"> No. of renewal plans developed and implemented with landscape, open spaces and greening Physical Area of the green components Level of Implementation of Vision Plan Proposals 	Physical Planning, Department of Urban Renewal Vision Plan 2008
2.2 Improving urban land management, addressing urban sprawl	<ul style="list-style-type: none"> Number of Landuse Plans (all levels) developed and approved Number of approved Greenfield developments greater than 1 mile from existing development Development permission granted in the context of a plan 	DCA – Forward Planning; Invest Saint Lucia DCA records
2.3 Enhancing urban and peri-urban food production	<ul style="list-style-type: none"> Number of back yard gardens Number and Value of Programmes by MOA targeting these 	MOA
2.4 Addressing urban mobility challenges	<ul style="list-style-type: none"> Planning/ Implementation of Urban Parking Schemes Number of new Buildings with Wheel chair Access and Ramps – Public & Private Accommodation for wheel chair users: sidewalk ramps, rails Implementation of Bus Terminals Implementation Progress of Castries City Council Urban Renewal Initiative Implementation Progress of Soufriere Initiative Implementation Progress of ISL Master Plan 	Ministry for Infrastructure; DCA, LAS World bank Tourism
2.5 Improving technical capacity to plan and manage cities	<ul style="list-style-type: none"> Capacity Needs Assessments and analysis of requisite skills set 	Periodic Institutional Review of Agencies involved in Land and Urban Planning and Management
3. Environment and Urbanization		
3.1 Addressing climate change	<ul style="list-style-type: none"> Total Carbon Emission values in accordance with Nationally Determined Contributions 	GHGI & Mitigation Assessments as part in BUR and National

Thematic Area	Suggested Indicator(s)	Source /Comment
	<ul style="list-style-type: none"> Advances made with the REDD+ Strategy Assessments to determine carbon sequestration and sinks Cases of vector borne diseases – dengue and Zika and other related 	Communications MOH Records
3.2 Disaster risk reduction	<ul style="list-style-type: none"> % Implementation of DVRP programme % GOSL budget dedicated to DVR and Adaptation 	Ministry of Economic Affairs Monitoring Reports (World Bank PCU)
3.3 Reducing traffic congestion	<ul style="list-style-type: none"> Traffic counts Number of vehicles registered by area Vehicular Imports 	Traffic Counts MOI – Castries and Choc roundabout; Choc and Castries, South and North
3.3 Air pollution	% Implementation of Electric cars in the public sector Ambient Air Measurements	Ministry of Sustainable Development and Infrastructure Reports Need to develop capacity
4. Urban Governance and Legislation		
4.1 Improving urban legislation	Number of New Bills/Laws and Regulations including amendments	AG Statutory Index
4.2 Decentralization and strengthening of local authorities	Number of services provided by LA Increased Powers for LA	
4.3 Improving participation and human rights in urban development	-No. Programmes implemented for the Mentally Challenged -No.PWD employed in the Public Sector -No. Employed in the Private Sector -No. of Public Sector Initiative involving -- PWD in planning and implementation Implementation of Local Government Act	
4.4 Enhancing urban safety and security	-Number of Safety and Security Programmes -Incidence of Violent Crime Other crime statistics - No. Policemen operating in the urban areas	Royal Saint Lucia Police Force and LA Records
4.5 Improving social inclusion and equity	Buildings with disable parking, ramps Sidewalk ramps and rails by urban centre	
5. Urban Economy		

Thematic Area	Suggested Indicator(s)	Source /Comment
5.1 Improving municipal/local finance	% share of revenue and expenditure to LA	
5.2 Strengthening and improving access to housing finance	Public Sector Programmes aimed at Housing finance Packages offered by Banks and Credit Unions	Credit Unions, Commercial and Development Banks
5.3 Supporting local economic development	Number of local economic development projects	Economic Affairs, Sector Ministries including Tourism
5.4 Creating decent jobs and livelihoods	Level of employment	Labour Force Surveys CSO
5.5 Integration of the urban economy into national development policy	Inclusion of Urban Economy Medium Term Development Programme and PSIP	Ministry of Finance
6. Housing and Basic Services		
6.1 Slum Upgrading and Prevention	<ul style="list-style-type: none"> Number or % living in Slums Number of Slums Upgraded or regularised Title transfers from Public Sector Projects	CSO can run composite index on 2020 data Department of Housing Records Number of titles transferred
6.2 Improving Access to adequate Housing	Number of Housing lots delivered for sale by NHC or other	Department of Housing and NHC records
6.3 Sustainable access to safe drinking water	% with access to potable water	WASCO customer base Census data
6.4 Access to basic sanitation and drainage	% with access to SLSWMA refuse collection Incidence of vector borne diseases (leptospirosis and dengue and other)	Census Data SLWMA Department. of Health: (Epidemiology)
6.5 Access to sustainable means of transport	# Using of electric cars by GOSL Other modes of transport: ferry, shuttle and public transportation	Department of Sustainable Development
6.6 Improving access to clean domestic energy	Energy generation from renewable sources – GOSL initiatives Energy generation from renewable sources – Private (net metering) LUCELEC installation of 30Mgw capacity	Sustainable Development – Energy Section LUCELEC Records LUCELEC Vieux-Fort Plant Progress Reports

Thematic Area	Suggested Indicator(s)	Source /Comment

APPENDIX 4

CASE STUDIES, POLICIES AND PLANS

CASE STUDY I

Single Mothers in Life Skills Enhancement Project (SMILE)

1. Background

The SMILE programme was developed and funded by the GOSL in 2012 and was designed to provide soft and technical skills training to young disadvantaged single mothers to empower and enable them to become employed and matched with available jobs on the local job market.

Since commencement, the programme has gone through for four (4) cycles and is executed by the National Skills Development Centre (NSDC). The NSDC falls under the Ministry of Education and administers the national skills development programme and is equipped (with specialised training facilities to undertake practical training and outsourced or in-house trainers) to deliver life skills

along with technical skills training leading to regional certification – as a Caribbean Vocational Certification (CVQ) and Technical and Vocational Education and Training centre. Job internships are provided to facilitate absorption of trainees into the job market. NSDC operates four (4) centres sufficiently geographically spread to ensure easy access to its suite of training programmes based on market needs and demand for training.

The SMILE programme is one of the many programmes ran by the centre. The initial target age was between 15-25 years. This has since been extended to 15-40 years based on the profile of the mothers demanding the service. Table 1 shows the financing and their sources for the SMILE programme.

Table 1 Funding Budget & Sources

Source of Funding	1 st Cycle	2 nd cycle	3 rd Cycle	4 th Cycle
GOSL	1.2 mil	\$500,000	\$500,000	\$500,000

Average of \$6000 per Trainee

2. Programme Description and Requirements

The programme provides grants to young mothers to cover the costs associated with transport, child care, food and tools and supplies. Most of the programmes run for 3-4 months, five days a week between 9 am to 3pm. The grant also covers the cost of certification (paid to the Ministry of Education or other provider of such service for example GAMMA that provides certification in accounts).

The admission process is initiated by application either on line or in person along with official Identification. Applicants sit an entrance exam and are then assessed. A career counselling session is held and the assessed candidate is placed on a suitable and available programme. A precursor to the programme is **soft skills training**: parenting skills, self-defence, self-esteem, job application preparation, entrepreneurship, financial management, productivity and work ethics and the like. The programme also provides a one (1) month internship once there is a suitable opportunity matched with the soft and technical skills of the trainee. The grant continues into the one-month period of internship, to enable the trainee to attend.

The technical training includes core areas demanded by the labour market including: - Data operations, accounting, office administration, massage therapy, hairdressing, early childhood education, housekeeping, baking (cakes, biscuits and pastries) hospitality and crop production. The programme cycle is based on available funding and the balancing of subscriptions (demand for course) against the demands of employers (labour market). The NSDC maintains a mutually symbiotic relationship with private sector and other entities to understand the dynamics of skillset demand as well as research into new areas specifically demanded as these emerge. For example, the data operations training in Vieux-Fort in the first cycle was designed to facilitate employment opportunities in data processing from a FDI in a data management operation in Vieux-Fort.

3. Programme Performance

The programme targets 90 trainees per cycle. Table 1 below shows a total of 490 trainees completed the programme in four (4) cycles, which exceeded the target of 360 trainees. The first cycle was run twice and had a total intake of 140 trainees. A total of 111 or 25% got jobs. The data also shows a trend of a greater demand for office related work and housekeeping. The area in lowest demand is crop production showing perhaps the gender bias of this field to males or the general low preference for work in agriculture.

NSDC maintains a database on trainees and conducts routine Tracer studies to (i) monitor the level of absorption of trainees in jobs locally, and (ii) to match unemployed mothers with suitable jobs on an ongoing basis. NSDC maintains a very good relationship with employers and undertakes periodic research to understand the needs of the labour market.

Table 2 Programmes Offered, Number Completing the Programme & Numbers Gaining Employment

Programme	1 st cycle A & B	Total 1 st Cycle	2 nd Cycle	3 rd Cycle	4 th Cycle	Total
Office Administration			18	37		55
Accounts	17 / 15	32			19	51
Micro Soft unlimited	10	10				10
Cellular services	11	11				11
Data Operations	25 / 19	44				44
Hairdressing			14	13	15	42
Massage Therapy					20	20
Early Childhood			14			14
House keeping			23	18	16	57
Cookery	18 / 15	33			16	49
Bread cakes and pastries			15	19		34

Hospitality	17 / 17	34				34
Crop production			14			14
TOTAL		164	98	87	86	435

No. gaining employment after the programme		28	15	22	46	111
% employed		17%	15%	25%	53%	26%

NSDC Records: One on One Consultation June 2018

4. Lessons Learnt

The NSDC can maximize the scope of its facilities for the continuation of the programme as it possesses centres nationally however the greatest issue is the availability of funding. The average cost per participant can range between \$5,5000 to \$6000. The NSDC is now seeking further funding to continue the programme.

The planned cost of assisting a trainee can go beyond what the programme provides. There have been instances where staff members have made personal contributions to enable trained candidates to take up available jobs. A common request is for food for the household to enable the single mother to take care of her other children.

While the programme exceeded targets in terms of the trainees completing the programme many dropped out mainly because of the lack of family support while some obtained jobs while undergoing training.

To ensure commitment on the part of trainees the NSDC contracted transport and childcare services and paid food grants in arrears rather than making direct and advance payments to trainees.

CASE STUDY II WOMEN IN CONSTRUCTION INITIATIVE

1. Project Description

This project was funded under the Basic Needs Trust Fund (BNTF) through the Caribbean Development Bank (CDB) and targeted West Coast Communities in Saint Lucia where there is currently limited economic activity and hence employment. Poverty levels in the target communities are high in particular among women. The project was implemented by the NSDC with a budget of \$522,000 XCD.

2. Project Objectives

- Increase number of women in the construction sector
- Increase project trainee self esteem
- Sensitize public on women in construction
- Training of 120 women in construction related skills
- Sensitise stakeholders to women in construction

Training Programme: As with the other NSDC programmes a necessary precursor when applicants have been selected to participate is to receive career counselling along with productivity enhancement and self-esteem training. First aid, gender awareness training along with technical vocational orientation were also provided. The training programme included a job attachment programme

Technical Training Areas included: -Carpentry and roofing; masonry and steel bending; electrical installation; AC & refrigeration; Painting and tiling and plumbing.

Results

- 112 trainees completed TECH/VOC training
- 67 trainees went on job placement; 31 gained permanent employment
- Establishment of the West coast construction group by the trainees at the Anse La Raye training centre
- Increased number of women in the construction sector and Stakeholders sensitized to women in construction

Lessons Learnt: The job attachment component was seriously affected by the downturn in the economy especially in the construction sector. Difficulty was encountered in securing an appropriate venue for masonry training.

CASE STUDY III

SOLID WASTE MANAGEMENT PROJECT

1. Background

The Solid Waste Management project was developed in 1993 and was catalysed internally by mounting public health issues resulting from poor waste disposal and the desire to conform to the requirements of the MARPOL convention developed by the International Maritime Organization (IMO) in 1973 for **the Prevention of Pollution from Ships**, with modification in 1978 (MARPOL 73/78. MARPOL is short for marine pollution and is one of the most important international marine environmental conventions developed in an effort to eliminate pollution of the oceans and seas, including dumping of oil, solid waste and air pollution by oil and other harmful substances and to minimize accidental spillage of such substances. Under the convention the Caribbean Area is treated as a Special Area due to the rapid growth in cruise tourism and existing and potential marine pollution.

The project was developed by the OECS Secretariat with assistance from the World Bank. The project formed part of a regional project involving the islands of Grenada, St. Kitts and Nevis, Dominica, Antigua and Barbuda and Saint Lucia.

2. National Circumstances - 1996

At the time of conception of the project, Saint Lucia operated six (6) landfill sites operated by the respective local authorities. The general operation of these landfills did not meet the standard operating practices for landfills – there was little and no compaction of waste, burning was a common practice; there was no special handling of hazard and hospital waste at landfills; limited physical capacity, poor road access, little or no assessment was conducted for leachate contamination and other forms of environmental pollution along with public health issues associated stench, rodents and flies. In one local area waste was collected and pushed out to sea.

A fair percentage of the urban population was not served with collection services (curb side and other) due to issues of vehicle maintenance and capacity to handle difficult terrain in places. Collection services by and large did not include rural areas. Communal receptacles of varying types and sizes were commonly inadequate and the use of skips posed issues with removal due to vehicle maintenance issues. Collection services for ship generated waste at the ports of entry and subsequent handling and disposal by private operators was also not within acceptable standards – lack of sufficient port holding facilities, illegal dumping, waste overspill, delays in removal, odour and rodent issues were common. Lack of public awareness generally and the relatedness of such issues to public health and to the quality of the destination for tourism visitation were also issues.

Another major issue was the inadequate technical and administrative capacity of Local Authorities to manage solid waste disposal and the fragmentation of responsibility at the expense of resource sharing. These included six (6) local authorities, Saint Lucia Air and Seaport Authority (SLASPA) for the management of ship generated waste between ship agents and private haulers and the private sector for commercial and industrial waste. Legal powers were also spread between the Ministry of Health with powers under the Public Health Act Cap 11/ 10; Saint Lucia Air and Seaport Authority Act 10/1983 and Regulations (92/1985), Maritime Areas Act 1984 and the Litter Act-14/993 (later amended to include solid waste) which involves local authorities, police force, public health officers and forest officers under Sections 12 and 13.

The need to address solid waste management issues was increasingly becoming as much of a national issue with the growth in national and urban population and attendant growth in solid waste as it was becoming an international issue with the *special area* designation of the Caribbean area as a hotspot for ship based marine pollution. This was pertinent to the OECS given that most island economies recorded large growth in cruise tourism arrivals. Based on similar issues experienced among other Small Island Developing States (SIDS) the SWMP was conceived with the OECS as the executing agency and facilitator, handling the necessary feasibility studies, project design and development of model standards and legislation.

3. Project Description and Objectives

The project commenced in 1993 and with a duration of 5 years. At the implementation stage the project fell under the Ministry of Planning (Economic Planning) and at the operational stages, the Ministry of Health. The project was funded by the World Bank: International Bank for Reconstruction and Development (IBRD), International Development Agency (IDA) (\$4.6 mil); Global Environmental Facility (GEF) US \$2.45 mil; Caribbean Development Bank (CDB) - \$US 1.73 mil and Government of Saint Lucia (GOSL) -\$US1.7, totalling US \$10.70mil. The project inputs covered seven (7) main areas:

Port facilities: Adequate Reception facilities for storage and handling waste were to be established at the five (5) main ports of entry: - Castries, Vieux-Fort, Marigot, Rodney Bay and Soufriere.

Storage and Collection Nationally: Improvement in storage systems included distribution of 3000 plastic bins in the city for curb side collection, procurement of 60 skip bins, skip hoists, trucks (compacting trucks, flat-bed truck, side loader truck).

Material recovery Facility (8000 tonnes of waste recycled in 1998) glass, metals (brass and copper). Paper and plastic planned.

Landfills: EIA and other technical assessment (hydro-ecological) of the Vieux-Fort Landfill to serve the south of Saint Lucia; assessment and acquisition of Deglos Site in Cul-de-Sac to serve the north of the island.

Equipment and Special Waste Handling: incinerator, tire shredder, stationary compactor or vehicle disposal.

Institutional: establishment of the Saint Lucia Solid Waste Management Agency (SLSWMA); supporting legislation and regulations. A key element was the cost recovery and revenue generation to sustain the operations of the SLSWMA including the power to charge levies.

The following statistics were derived from the information used to determine the level of levies :-

Table 1- Waste Generation Rates

Source of Waste	Waste/kg/day	Source	Waste in Kg per day
Land based Waste		Ship based	
Residential	0.58	Cruise	2.95
Urban Residential	0.52	Merchants	2.3
Industrial, Commercial and Institutional (Urban)	0.45	Yachts	1.6
Industrial, Commercial and Institutional (Rural)	0.27		
Stayover Tourists	1.6		

Source: World Bank Project Appraisal Report April 1995

4. Achievements

- i. The Solid Waste Management Act No.20/96 which established the Saint Lucia Solid Waste Management Authority (SLSWMA) and its functions (see list below) including the power to make regulations (Section 35) and the power to charge levies (Part V sections 26, 28,29) was promulgated in 1996 and the Saint Lucia Solid Waste Management Agency (SLSWMA) established.

The above Act provides for clearly defined functions: - i) Manage, regulate, control and treat waste alone or in conjunction with other agencies; ii) Establish, maintain, improve, regulate and use landfills; iii) Establish facilities for hazardous waste; iv) Maintain transfer stations; v) maintain, safety and maintenance issues; vi) Promote public awareness and education; vii) Develop a network to receive, monitor and respond to public complaints about service effectiveness and collections.

- ii. The centralization of the responsibility has led to a more efficient arrangement for dealing with all matters relating to waste disposal including the management of collection by contracted haulers, public education, revenue arrangements for ship generated waste and commercial, waste.
- iii. In 2010 the Population and Housing Census recorded an 8.4% increase in the use of garbage disposal via trucking from 88.4% in 2001 to 96.8% in 2010.
- iv. Public relations programmes cover waste recycling, littering, bulk waste disposal, garbage collection days, use of the landfill among other areas. This is done on an ongoing basis on radio and TV with the use of local vernacular and cartoon type characters along with the Solid Waste Mascot 'Tin Tin'. Campaigns are routinely aired around events/situations of national interest – Christmas, the hurricane season, outbreaks of mosquito vector borne diseases – Zika, dengue etc. Though difficult to measure outside KAP studies, there is greater visibility of the interrelatedness of waste management and public health issues associated with rodents
- v. A Waste Categorization study was conducted in 2002 and 2007 to guide the pursuance of a waste recycling strategy, public awareness programmes among others.
- vi. A web based spatial complaints management and monitoring system, Fulcrum was established.
- vii. Centralised disposal facilities with SOP procedures that reflect common acceptable universal standards for operation including the conduct of EIA and leachate testing in the initial stages of the location of the landfill facilities. The Deglos Landfill which serves the north of the island

was acquired and established. It has a remaining life of 11 years (from 2018) and the Vieux-Fort Solid Waste Site, six (6) from 2018.

5. Lessons Learnt and Challenges

- i. Financing to augment the budget for general efficient operations of the agency is the main challenge. The agency started with a deficit and there was an earlier intention to levy charges on domestic consumers. (Table 2). The SLSWMA receives a subvention from the GOSL and the rest of their revenue is raised from levies (at ports) SLASPA; haulage and tipping levies at the ports and commercial and other non-residential classes of users.
- ii. Rather than providing the collection and hauling waste directly, the service is outsourced to nine (9) licenced private companies. A complaints management system is being used to monitor complaints and link these to the respective contractor. The proposed development of an app to provide alerts and real-time information on collection should improve the indiscriminate dumping habits especially where the difficulties of terrain or poor road access in high density settlements do not permit curb collection.
- iii. The need to invest in more tire shredders along with their maintenance is an issue. The breakdown resulted in fears regarding mosquito breeding. The agency also has to fumigate the landfills during the rainy season to control mosquitos.
- iv. A total of 84,527 tonnes of waste was generated nationally in 2007 of which 45% was from organic sources followed by plastics 22% (Waste Characterisation Study 2007) with a projected annual increase of 4%. There is thus a need to advance recycling and composting to extend the life of both national waste disposal sites.

Several public awareness programmes have been mounted around the subject of recycling with video and information posted on the agency's website. In conjunction with other programmes and the demonstration effect of the success of a local young entrepreneur using sargassum seaweed to make potent fertilizers, it is hoped that the SLSWMA can succeed in increasing the use of composting at the household and business levels. The separation of waste at the household level is seen as a challenge as habits are difficult to change thus requiring the need for strong and continuous public awareness programmes.

- v. A better framework for enforcement involving law enforcement and enforcement services of local government is required.

CASE STUDY IV

CLIMATE ADAPTATION FINANCING FACILITY (CAFF)¹

1. Background and Objectives

The Climate Adaptation Financing Facility (CAFF) is a component of the Saint Lucia Disaster Vulnerability Reduction Project (DVRP) funded by the World Bank. The DVRP and the CAFF are intended to help Saint Lucia reduce vulnerability to natural hazards and climate change impacts. In the housing sector the CAFF supports components of resilient housing.

Adaptation Financing. Component 3 of the DVRP seeks to create the CAFF to provide small businesses and private citizens with access to financing for climate change adaptation. The facility will provide an incentive for target groups (i.e. individuals, households, private enterprises) to undertake climate resilience-building measures and will provide these loans across socio-economic and gender lines. The Saint Lucia Development Bank (SLDB) has been designated to establish and implement the CAFF.

The total loan amount is \$4.5 mil USD, with \$0.5 mil USD allocated to a technical assistance component. The loan component is to ensure that SLDB has the means to establish a sustainable adaptation lending facility, while the technical assistance component will finance support to SLDB to address gaps in its operational practices, staffing and the marketing of the CAFF.

The CAFF became effective in December 21st 2016 with the SLDB receiving the first tranche of approximately XCD \$2.6 million in March 2017 to on-lend for the specific purpose of reducing the vulnerability of St. Lucia to natural hazards and climate related threats. The targeted sectors are Agriculture, Housing, Manufacturing, Tourism and Services with introductory interest rates ranging from 4.5% to 7.5%. A loan limit per project of E.C.\$100,000.00 is placed on Agriculture, while Housing, Manufacturing, Tourism and Services having a maximum limit of E.C.\$150,000.00. Loan terms are not to exceed 10 years for Agriculture, Services, Tourism and Manufacturing. In the case of housing, a loan term restriction of 7.5 years is stipulated. Table 4 below outlines the terms and conditions for lending and Table 5 provides an exclusion list.

2. Marketing Plan

SLDB has prepared a Marketing Strategy for the CAFF with the assistance of the World Bank. The overall purpose of this Marketing Strategy is to generate awareness of the existence of a new loan facility developed for climate change adaptation and to sensitize

¹ Case study provided by Saint Lucia Development Bank and edited by the author

the population to the ways in which these funds may be applied to better secure homes and businesses against the impacts of natural disasters. The marketing is funded under the technical assistance component of the project.

Several marketing initiatives were carried out during the periods such as:

- Presentation to various organizations from the private and public sectors.
- Advertising through mainstream and social media.
- Soft product launch at Constitution Park, Castries.
- Presentation to participants at the consultation on Saint Lucia's National Adaptation Plan.
- Participated in interviews with local media houses for news inserts aired from August 2017.
- Loan canvassing community meetings were held in two (2) local communities. Loan canvassing will be extended to the south and west coast communities
- A Business mixer is also planned to market the CAFF products to the private business sector
-

3. Project Achievements - Operating Results at March 31st 2018

The project commenced in 2017 with marketing activities which are ongoing in 2018. As such, take up of loans is in its early stages.

Table 1. Sectoral breakdown of cumulative enquiries and approvals- ending March 31, 2018

Sector	Cum. Enquiries	Cum. Approvals(Cum. Approvals(\$)
Housing	109	35	\$828,246.20
Agriculture	9	4	\$155,148.34
Services/Tourism/Manufacturing	5	1	\$150,000.00
Total	123	40	\$1,133,394.54

Housing remains the leading sector both in terms of enquiries and approvals, followed by Agriculture. Services/Tourism/Manufacturing has specific challenges such as the loan limits, which in turn restrict flexibility with the loan term and repayment.

Table 2 Female Borrowers

Female Sub Loan Borrowers	22%
Percentage of outstanding loans in good standing	100%

4. Challenges

Several of the challenges which currently face the CAFF can be attributed to one or a combination of the following factors: -

- The general expectation of the public is for CAFF to be a grant.
- Delays in finalizing the marketing strategy have posed a challenge in building awareness of the CAFF. However, a number of marketing activities have been rolled out to assist in the marketing of the product.
- Disbursement is slow, as persons upon approval are still scanning the market for better rates and better loan repayment options with extended terms.
- Although applicants can be considered for 100% financing, collateral to secure the loans is an ongoing challenge for lending in general. Currently, all loans require 100% security which can take the form of guarantors, bill of sale on equipment, first and second hypothecs, and cash liens. The expectation of the public is for the CAFF to be an unsecured loan facility or a grant.
- Most enquiries also have challenges meeting the acceptable debt service ratio. Therefore, refinancing packages at lower interest rates is more inviting to prospective clients.
- Enquiries quite often reveal that individuals already have established relationships with other financial institutions and thus these institutions already have claim to their assets.
- The loan term is too short, especially in the case of housing, to allow for affordable repayment plans for potential clients.
- Although the CAFF's introductory interest rate is among the lowest on the market, there remain very competitive products on the market with low interest rates; no or little collateral requirements; and no restrictions on purpose of lending with quick turnover time. Environmental and social screening are mandatory for all CAFF projects.
- There is a slow response from regulatory authorities to CAFF Projects. A case in point is with the National Utilities Regulatory Commission (NURC).

- There is an expectation for lower interest rates than the current offering available under the introductory rates.

Table 3. Cumulative Enquiries from April 01, 2017 to March 31, 2018 as per loan purpose

Loan purposes	Period 1	Period 2	Period 3	Period 4	TOTAL
General enquiries	41	2	6	0	49
Solar water systems	6	3	1	0	10
Slope stabilization	1	0	0	0	1
Roofing and guttering	16	1	0	1	18
Retaining walls	9	1	1	5	16
Greenhouses	2	1	0	0	3
PV Systems	5	4	3	3	15
Rain water harvesting	3	0	3	0	6
Drainage	5	0	0	0	5
TOTAL	88	12	14	9	123

Table 4 CAFFLOANTERMSANDCONDITIONS - CAFFLoanTermsby Sector;Purposesand Exclusions

	Agriculture	Housing	Manufacturing/Tourism/Services
LoanLimits	XCD\$2,700–XCD \$100,000 (USD\$1,000– USD \$37,037)	XCD\$2,700–XCD \$100,000 (USD\$1,000– USD \$37,037)	XCD\$2,700–XCD \$150,000 (USD\$1,000– USD \$55,556)
IntroductoryCAFFInterestrates[1]	5.5%-7.5%	4.5%-6.5%	4.5%-7.5%
DefaultCAFFInterestrates	7.5%-9.5%	6.5%-8.5%	6.5%-9.5%
LoanPeriod	<ul style="list-style-type: none"> • Nottoexceed 10 yearsor remainingtermloanfromGOSL,whicheverisshorter. • Graceperiodsonprincipal repaymentwillnotexceedanyperiodofconstruction 	<ul style="list-style-type: none"> • Nottoexceed 7.5 yearsor remainingtermloanfromGOSL,whicheverisshorter. • Graceperiodsonprincipal repaymentwillnotexceedanyperiodofconstruction 	<ul style="list-style-type: none"> • Nottoexceed 10 yearsor remainingtermloanfromGOSL,whicheverisshorter. • Graceperiodsonprincipal repaymentwillnotexceedanyperiodofconstruction
Security	Guarantors RegisteredBillofsale onequipment,vehiclesetc. FirstandsecondhyposCashliens	same	Same
Applicationfee	XCD10	XCD10	XCD10
Appraisalfee	Onehalfof onepercent(1/2%)ofthe principalamount.	Onehalfof onepercent(1/2%)ofthe principalamount	Onehalfof onepercent(1/2%)ofthe principalamount.

	Agriculture	Housing	Manufacturing/Tourism/Services
Loan purposes (indicative)	<ul style="list-style-type: none"> • Drought & disease resistant crops • Fertilizers • Water holding facilities • Drainage • Soil stabilization • Rain water harvesting • Irrigation systems • Greenhouses • Storage facilities • Renewable energy alternatives 	<ul style="list-style-type: none"> • Guttering and fittings • Retaining walls • Drainage • Rain water harvesting • Water holding facilities • Retrofitting of roofs • Renewable energy alternatives • Remodeling of buildings • Land conservation • Structural re- 	<ul style="list-style-type: none"> • Renewable energy alternatives • Rain water harvesting • Water holding facilities • Alternative technologies • Plant remodeling • Retrofitting • Business continuity plans

- Environmental and Social Screening are compulsory for all projects.

Table 5 CAFF Exclusionlist

- Category A projects
 - Any project that requires involuntary resettlement.
 - Other exclusions [based on IFC exclusion list]
- Production or trade in any product or activity deemed illegal under host country laws or regulations or international conventions and agreements, or subject to international bans, such as pharmaceuticals, pesticides/herbicides, ozone depleting substances, PCB's, wildlife or products regulated under CITES.
 - Production or trade in weapons and munitions, alcoholic beverages (excluding beer and wine), or tobacco.¹
 - Gambling, casinos and equivalent enterprises.¹
 - Production or trade in radioactive materials. This does not apply to the purchase of medical equipment, quality control (measurement) equipment and any equipment where the radioactive source is trivial and/or adequately shielded.
 - Production or trade in unbonded asbestos fibers. This does not apply to purchase and use of bonded asbestos cement sheeting where the asbestos content is less than 20%.
 - Drift net fishing in the marine environment using nets more than 2.5 km. in length.
 - Production or activities involving harmful or exploitative forms of forced labor²/harmful child labor.³
 - Commercial logging operations for use in primary tropical moist forest.
 - Production or trade in wood or other forestry products other than from sustainably managed forests.
 - Production or activities involving harmful or exploitative forms of forced labor²/harmful child labor.³
 - Production, trade, storage, or transport of significant volumes of hazardous chemicals, or commercial scale use of hazardous chemicals. Hazardous chemicals include gasoline, kerosene, and other petroleum products.
 - Production or activities that impinge on the lands owned, or claimed under adjudication, by Indigenous Peoples, without full documented consent of such peoples.

A reasonableness test will be applied when the activities of the project company does not comply but would have a significant development impact.

CASE STUDY V

PROUD PROGRAMME

1. Background

The pattern of land ownership in Saint Lucia is reflective of the plantation era where the landscape was dominated by large plantations and subsistence farms in marginal areas. Many of the large estates and marginal areas were acquired by the government to sustain the export of commodity crops (bananas) and transfer title to small farmers, for example in the Mabouya Valley². In the case of Vieux-Fort³, lands were acquired for the construction of the Beanfield airbase in the war years, and in other locations to accommodate public sector projects requiring relocation.

In urban areas, the rental of house lots to low income families by landowners like the Catholic church (a major owner of urban and other lands) and influential local families, led to the growth of poorly serviced, high density settlements mainly of wooden construction (temporary construction due to tenure insecurity) on the periphery of the main urban centres. The main dilemma of the early leaseholds was the cost of servicing lots while at the same time leasing lands at affordable rates to the landless and urban poor.

Several programmes were executed by the Central Planning Unit of the Ministry of Planning in the 1970s and 1980s to improve drainage, access, and basic services on such lands. These programmes achieved positive localised effect but without comprehensive island coverage.

A key challenge of these initiatives was the need to deal with the social and administrative aspects of resettlement:- title transfer; squatting and related statutory obligations of the state for those occupying for more than 30 years; poverty and indigence; personal financing arrangements for land purchase; dedicated service and resources to handle land surveys; dedicated legal services to handle agreements, transfers, non-compliance; transparent system to ascertain need and validate information provided by potential beneficiaries; a sound system to administrate the handling of payments, among other areas. Another key issue was the design, costing and financing of services and implementation including necessary relocations to achieve regularization.

2. ThePROUD Project

² The Mabouya Valley lands were administered by the Mabouya Valley Development Project funded by EDF (\$11 mil) with settlement regularization and development programmes in eight (8) rural communities. The project also included farmer resettlement components.

³ In 1973 the acquired lands in Vieux-Fort became vested in the National Development Corporation (NDC) now trading as Invest Saint Lucia (ISL) to facilitate investment and light industrial development

Against this background the PROUD programme was developed initially as a Government Financed project with the objective of bringing unplanned settlements under planning control, and to develop and implement regularization proposals to improve human conditions targeting existing programmes like the CDB-Funded Basic Needs Trust Fund (BNTF).

In 2000 the GOSL received co-financing from the CDB estimated at \$38 mil XCD to execute the First Phase of the PROUD programme. The project was implemented as a special project by a dedicated team located within the Ministry of Planning and with a direct reporting process to the Permanent Secretary of that Ministry. Later the project was subsumed within the newly established Housing Department. The project was implemented in collaboration with the Physical Planning Section using powers under the Physical Planning and Development Act to declare Special Enforcement Areas and to curtail further squatting in target areas.

The dedicated staff included a Project Coordinator, Economist, Physical Planner, Social Planner, outsourced surveyors and designers. Legal support was provided by the Attorney General's (AG) Chambers.

The CDB funding was packaged under the Shelter Development Project (SDP) aimed at improving the shelter conditions of low-income households. The project covered other areas of housing, the PROUD Project being one of them. The SDP comprised the following four (4) sub components and was executed between 2001-2007: -

- (1) PROUD
- (2) Sites and Services Revolving Fund (SSRF)
- (3) Core Unit Construction: where 100 starter units were to be constructed in Monchy
- (4) Home Improvement Loan Programme: small loans of up to \$15,000 for home improvement for up to 355 homes

Phase I PROUD 2000-2007

- Targeted 11 sites and succeeded in regularizing and servicing up to 1900 lots
- At the end of the project the following seven (7) settlements by and large were completed: Desbarras, Garrand, Bexon, Sarrot, Cendre-de-Feu, L A'bbayee Ravine Poisson and Piaye.

Phase II PROUD— co-financed by CDB under the SDP Programme

- Targeted the remaining 6 communities from Phase 1 in addition to the completion of some aspects of Phase I
- Communities: parts of Bexon, Cendre De Feu, L'Abbyee, La Croix-Laborie, La Ressource (Vieux-Fort) and Sarrot.
- The project continued to facilitate improved access to basic infrastructure and services for residents in these informal settlements and included the provision of serviced lots and technical assistance (TA) to enhance sector capacity.

Phase 111 co financed by CBD : \$80 mil under SDP, Commenced in 2015⁴

- Six (6) settlements were targeted and approximately 1038 households in addition to 650 new lots. These include Pomme /Augier, Cantonment, Aux Piquate, Bruceville, Rock Hall and Aux Lyons. All are urban/suburban areas except Aux Lyons.
- To ensure disaster resilient settlements, the CDB required hazard assessments to be undertaken as a prerequisite for funding the development of Phase111 given the devastating impacts of Hurricane Tomas in 2010 on Saint Lucia. This was recently completed through a contracted service.
- Phase III in 2015 commenced with the conduct of survey works in five communities at a cost in excess of \$2.5 million.

The following quote from the then Prime Minister of Saint Lucia sums up the positive impact of the PROUD programme: “Through PROUD, we are truly helping to build our communities.... With this initiative, we have been able to regularize several squatter settlements, and put electricity, roads, recreational facilities, adequate drainage, and proper garbage collection in place...We are knitting the fabric of the nation by empowering ordinary Saint Lucians, instilling greater pride and greater responsibility in our people. This Government is transforming the lives of the poor and vulnerable, and taking real, tangible steps to address poverty. The very many successes of the PROUD project are there for all to see.” (Newonline Report, 23rd September 2015)

3. Achievements

- Phase 1 was completed in 2014 and achieved the resettlement of 2,000 beneficiaries,
- To date, 800 have full transfer of title.
- 3 urban settlements La Resource (Vieux Fort), Derriere Morne, Bruce Ville,
- 8 rural settlements have benefited: Garrand, Des Barras, La Croix (Laborie), Ravine Poisson, Sarrot, Bexon, Pays Perdu and Piaye

4. Lessons Learnt

- Despite the subsidized cost of land and the use of legal sale and title transfer agreements, many beneficiaries do not conclude payments. The power to enforce agreements in locations where houses (immovable) already exist is difficult and the monitoring of payments is a tedious exercise.

⁴ Newonline Media Reports, 23rd September 2015

- General resistance of the project beneficiaries to accept the need to be relocated to facilitate a logical and workable design. Many want the design to happen around them and still achieve the regularization.
- An agreement for some beneficiaries signals ownership and small sums are paid whenever convenient, requiring a continuous administrative process to receive and monitor payments.
- Public awareness is necessary on an ongoing basis – many perceive the presence of survey pegs to mean they own the land and many engage in the removal of pegs in boundary disputes with their neighbours
- The process of regularization is not a politically neutral process especially when beneficiaries complain to their parliamentarians.
- Though sold at a subsidized cost, lands are sold to occupiers on the following scale to create pride and to remove the idea that the government is providing a ‘handout’: on a square foot basis, a \$2.00 cost is set for new lands, \$1.50 for lands occupied for 5 years, \$1 if land is occupied for 10 years and \$0.50 if land is occupied for over 15 years. In other areas prices ranged from \$2.00 – 2.50 per sq. ft. The prices structure is approved by the Cabinet of Ministers.
- Improving access to finance through partnerships with beneficiaries and their locally based Credit Unions may be worth assessing to support land sales to title transfer.
- The legal process through the office of the AG can be longwinded due to competing demands from other legal matters.
- While squatting is a reflection of land hunger, there is a negative attitude of some members of the public to lands owned by government.
- Infrastructural cost is high and would require continuous funding.
- Density and topographic constraints can militate against the pursuance of the best design options

POLICIES

1. Land Policy (2007)

The National Land Policy was developed through a national participatory process and was approved by the Cabinet of Ministers in 2007. The main goal of the National Land Policy is to guide the use, management, development and administration of land resources in Saint Lucia in order to optimise the contribution of land to sustainable development. The main strategic objectives of the National Land Policy are to:

- Enhance the contribution of land to economic development, including poverty reduction, food security, and employment and revenue generation opportunities for all citizens.
- Facilitate the provision of adequate public services to all, notably in health, education, public utilities, recreation and transportation.
- Provide opportunities for all citizens to have access to adequate shelter.
- Minimise the risk of loss of life, degradation of land resources and other assets from the impact of hazards and disasters.
- Establish and maintain patterns of land use and development that are responsible and sustainable, and that maintain options for future uses.
- Encourage the development and functioning of efficient land markets.
- Conserve the country's biological diversity.
- Support the rehabilitation, restoration and management of degraded lands.
- Maximise the effectiveness and efficiency of land management institutions, systems and procedures.
- Provide a framework for the management, resolution or avoidance of conflicts related to land and its uses.
- Develop and promote a positive cultural relationship between people and the land.

2. National Environmental Policy (NEP)/National Environmental Management Strategy (NEMS) - 2004

This policy and strategy were formulated in 2004 in accordance with the St. George's Declaration of Principles for Sustainable Development in the OECS. The NEP/ NEMS also encompass a number of international conventions that the country has recognized and ratified. These include the United Nations conventions (UNCCD, UNFCCC and UNCBD), the Millennium Declaration and the Barbados Programme of Action for the Sustainable Development of SIDS.

Central to the strategic actions under the NEP/NEMS is a policy-driven approach to environmental management within a framework of Integrated Development Planning; integration of environmental and development concerns and actions at the macro and micro levels; appropriate institutional arrangements and effective instruments for environmental management, capacity building, improved access and availability of pertinent environmental information; public awareness and the promotion of attitudinal and cultural change.

3. National Climate Change Adaptation Policy (2003)

This policy was approved in 2003 and its aim is to foster and guide a national process of addressing the short, medium and long term effects of climate change in a co-ordinated, comprehensive and participatory manner in order to ensure that the opportunities for sustainable development are not compromised and a good quality of life for the people of St. Lucia notwithstanding the vulnerability of the island to the impacts Climate Change. This policy aims also to guide the work of all Governmental, statutory, Non-governmental and Civic entities involved in addressing Climate Change issues as they affect St. Lucia. This Policy and Strategy bear testimony to St. Lucia's commitment to confronting and addressing the challenges within the country's limited economic, financial and technological resources.

Specifically, the Government of St. Lucia, in collaboration with other relevant entities will:

- i. Develop or improve the basis for sound decision making by promoting and fostering the development of capacity to undertake research into and analysis of the relevant climate change processes which may affect coastal settlements. These may include, *inter alia*, sea level rise;
- ii. Undertake a comprehensive assessment of human settlements and related infrastructure at risk from the effects of climate change. The results thereof will be incorporated into national land use and disaster management plans;
- iii. Develop a comprehensive national land use and management plan, which *inter alia*, incorporates climate change concerns and which based upon such concerns, makes prescriptions regarding the location of future settlements and urban development without

compromising water supply and other such requisites for the sustainability of settlements;

- iv. Develop and implement a plan for the relocation or protection of settlement, utilities and infrastructure at risk from the effects of climate change;
- v. Ensure the incorporation of climate change considerations into existing or proposed national emergency plans;
- vi. Promote the development and enforcement of a building code which addresses climate change considerations including hurricane resistance; energy/heat efficiency and flood resistance;
- vii. Ensure that national infrastructure standards (jetties, roads, bridges. etc.) are adequate to withstand the impacts of climate change; and Integrate Climate Change considerations into the physical planning process, including the implementation of Environmental Impact Assessment requirements;
- viii. Implement fiscal measures where appropriate to encourage the adoption of building codes and other relevant measures;
- ix. Foster increased public awareness of climate change and its effects on human settlements;
- x. Encourage the financial sector to develop mechanisms aimed at assisting human settlements affected by climate change.

4. National Communication on Climate Change

Saint Lucia is signatory to the United Nations Framework Climate Change Convention (UNFCCC) and has completed three (3) National Communications (NCs). Each National Communication reported on National Circumstances, Green House Gas Inventory, Vulnerability and Adaptation Assessment, Assessment of Mitigation Measures appropriate to national circumstances; Gaps and Constraints (data, institutional and capacity gaps) and other Related Matters as per IPCC guidelines. The Government of Saint Lucia has shown further commitment to reporting on Climate Change and has requested support to undertake the Biennial Update Reports (BUR) commencing in 2018. Saint Lucia's National Determined Contributions (NDC) to the IPCC was approved and there is a plan for the reduction of emissions and increase in carbon sinks.

5. Energy Policy (2010)

The National Energy Policy was approved in 2010 and was informed by techno-economic analysis of a combination of energy investments that achieves the objectives of maintaining or improving electricity reliability, cost containment and energy independence. The main goal of the policy is to reduce the company's dependence on fossil fuels for energy generation and decrease the amount of GHG emissions.

The techno-economic assessment resulted in the development of a National Energy Transition Strategy (NETS) which lays out a five-year plan of cost-effective energy efficiency programs, renewable energy, and energy storage investments, as well as the necessary regulatory changes to set Saint Lucia on the pathway to meet its energy transition goals. Energy options assessed include geothermal (now being pursued in terms of exploration), wind and solar energy. In the case of the latter the GOSL has led by example and invested under a number of Climate Change Initiatives, in solar panels to produce energy for several Ministries and Agencies in a shared metering arrangement with LUCELEC. In 2012, under the Sustainable Energy for All initiative, Saint Lucia committed to a 35 percent share of renewable energy in the power sector by 2020.

6. The National Environment Policy (NEP) and Management Strategy (NEMS) – 2004 [This is the same caption as 2. Above]

This strategy was published in 2004 outlines the policy framework for environmental management in Saint Lucia. The plan emphasizes the need for this overarching framework in which knowledge of the environment and the physical, biological, social, economic and cultural factors that impact on the environment can be understood and implemented with the overall aim of fostering equitable and sustainable improvement in the quality of life for all Saint Lucians. Priority areas for this policy are: Climate Change; Biodiversity; Waste, Resource Management & Chemicals; Integrated Watershed Management; Water Quality and the Aquatic Environment; Coastal and Marine environments; Air Quality, Atmospheric Deposition and Noise; Natural Disaster Management; Soils and Land-use; Urban Sprawl; and Socio-economic Considerations.

7. Coastal Zone Management Policy, Guidelines (2004)

The CZM Policy was approved in 2004, with concurrent guidelines, strategies and actions, aimed at fostering an integrated approach to coastal zone planning, management and development. The objectives of the island's Coastal Zone Management Policy are to:

- maintain the integrity and productivity of the coastal zone and resources therein;
- optimize the contribution of the coastal zone to social and economic development through the sustainable use of resources and the equitable sharing of benefits; and
- harmonize uses of the coastal zone and provide a framework for the management and resolution of resource use conflicts.

8. National Social Protection Policy (NSPP, 2014)

The NSPP was approved in 2014 and provides a framework for enhancing equity, efficiency and transparency in the delivery of social protection services in Saint Lucia. Given the vulnerability of Saint Lucia as a Small Island Developing State (SIDS) to climate change and its impacts, economic shocks and natural disasters, the Social Protection policy seeks to marry social, economic and environmental factors to address the multi-dimensional nature of poverty. The policy recognises that social protection performs an important role in poverty reduction and strengthening resilience of children, households and communities.

This policy also provides a platform for coordinating programmes among social agencies to reduce the duplication of effort and to make more effective the combined efforts of agencies to reduce poverty and vulnerability. The Policy is supported by a Strategic Plan of Action for achieving the established objectives and combines a mixture of protective, preventive, promotive and transformative measures to achieve the policy objectives. These are as follows:

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- Alleviating economic, social and environmental deprivation, including relief of chronic and extreme poverty (protective);
- Reducing the consequences and impacts of shocks before they occur (preventive);
- Enhancing human capital, real income, capabilities and assets (promotive), while avoiding damage to the existing natural capital in order to facilitate the transition towards a Green Economy; and
- Addressing social equity and exclusion concerns, including discrimination and abuse (transformative).

The Policy is underpinned by the recommendations from the following social assessments – Social Protection and Poverty Reduction in the Caribbean (2004); the Country Report on Social Protection (2004); the Country Poverty Assessment (2005/06); and the Saint Lucia Social Safety Net Assessment (2010) among others.

9. National Youth Policy (2000 and updates in 2015)

In 2000 a National Youth Policy was formulated, which sought to address challenges associated with youth and health, youth and crime, teenage pregnancy, youth and religion, education and training, sports and recreation. Poor attitude, lack of resources and absence of educational and job opportunities leading to high drop-out rates especially among males (65% in 2003-2004) as well as low paid jobs. The policy was enacted in 2003 and reviewed in light of changes in Saint Lucia's socio-economic position in 2015.

The main goal of the National Youth Policy is 'to establish a framework and structure that will provide the youth with a voice, equal opportunities and autonomy, with a view to developing their full potential and ensuring their role and participation in all aspects of nation building' (National Youth Policy 2003). The National Youth Policy will: 1. Provide a vehicle for full participation of youth in national development. 2. Reflect the needs, aspirations and interests of youth in all spheres and at all levels. 3. Encourage self-assertion and the development of self-esteem. 4. Facilitate the holistic development of youth. 5. Guarantee equal opportunity for all young persons regardless of gender, race, ability, political affiliation or social status. 6. Support the self-development and autonomous governance of the youth.

10. Housing Policy and Action Plan (2011)

The main aim of the policy is to provide a clear framework for housing delivery to meet the needs of the populace while maintaining a balance between economic development and environmental sustainability and to ensure that public and private sector housing efforts are implemented according to a set of clear objectives and cohesive approaches.

The Vision of the National Housing Policy is to: Facilitate the provision of adequate and affordable housing that meets the needs of communities; Encourage adequate growth, maintenance and improvement of housing stock to meet human conditions; Promote sustainable mixed-income housing developments that meet the needs of all socio-economic groups and also takes cognizance of the needs of vulnerable groups;

The specific objectives are

- i. Develop an effective and comprehensive legislative and administrative framework that supports housing development.
- ii. Promote effective public and private partnership within the housing sector;
- iii. Increase capacity-building and institutional development within the housing sector;
- iv. Foster active participation of civil society institutions, community-based organizations and individuals in the provision of sustainable housing;

A key priority area is a focus on households in very low to low income or those core experiencing 'housing stress' or in need of 'core housing'.

PLANS

1. National Disaster Response Plan (NDRP)

The NDRP for St. Lucia was approved by the GOSL in 2007. St. Lucia has benefited from several initiatives relating to hazard assessment and mapping, vulnerability and risk assessment. Key among these include: -Coastal Hazard Assessment: multi hazard assessment of coastal areas in all of St. Lucia (Degraf 1985); Flood Risk: all of St. Lucia except Anse La Raye\Canaries (CEPA 2005); Landslide Risk: - detailed for Castries (CEPA 2005); Landslide Risk and Inventory: 11 Watersheds in St. Lucia (Rogers 1995); Drought Maps: all of St. Lucia (World Bank 2007).

2. Agricultural Policy 2009-15

The Ministry of Agriculture programme of work is guided by the National Agricultural policy which identifies the following strategic areas: - economic viability and competitiveness; expanding production and market base; improvement in technology; enhancing food security; rationalising the use of land (protecting agricultural land from conversion to other uses); environmental sustainability; and generating new opportunities for employment of youth in agribusiness.

3. Tourism Master Plan (2005)

Though dated, the Tourism Master Plan has broad objectives that are applicable to the Project area. Key policy goals are:- Establishing tourism as a strategic economic development priority; expanding local participation directly or indirectly in the tourism sector; improving (continuously) the quality of the tourism experience and product and developing a positive and unique identity in generating markets; stimulating and facilitating additional investment in the upgrading, expansion and diversification of the tourism infrastructure and production base; strengthening the backward and forward linkages between tourism and agriculture and other sectors of the economy; capitalising on regional and international opportunities and improving the public's perception of and attitude towards tourism.

4. National Vision Plan (2007)

This is the main strategy for physical and economic development. It promotes balanced spatial development by segmenting the island into four (4) quadrants. Within these quadrants the strategy encourages regional specialization through specific strategic interventions or catalysts to capitalize on the comparative advantages of each region. In the context of the local plans this strategic framework defined some of the key opportunities for local development. The strategy was approved by government as the guiding framework for national and regional development in April 2007

5. The Village Tourism Programme (VIT) -5-year programme funded by GOSL and the CARICOM Development Fund CDF

The objective of the VTP is to create employment and income generating opportunities for the towns and villages while developing the national tourism product to respond to the growing trend for experiential, authentic and unique experiences. Through the following key components, the VTP is intended to assist communities and small businesses participate in the tourism sector and to develop tourism products: -

- Compilation of community product inventories
- Development of community brand
- Development of quality and performance standards
- Development of products and services including tours, sites and attractions, enabling, accommodation and enabling infrastructure,
- Provision of business support services
- Assistance in accessing capital/funding
- Marketing Assistance

List of Laws Relevant to Urban Management

Aliens Landholding Regulation Act (1999)
Crown Lands Ordinance (Cap 108)
Condominium Act of 2006
Constituency Council Act 2012
Disaster Management Act No. 13 of 2006
Draft EIA Regulations and Draft Building Code and Guidelines
Land Development Act of 1971
Land Acquisition Ordinance
Land Adjudication Act (1984)
Land Registration Act (1984) and their various amendments.
Local Government Act 2007
Maritime Areas Act 1984
National Trust Act Cap 6.02
Physical Planning and Development Act (2001),
Property Tax Amendment (1999)
Public Assistance Act 1968
Public Health Act 8/1975 and Regulations (various)
Rent Restriction (2001)
Road Traffic Act 2008
Saint Lucia Air and Sea Ports Authority Act and Regulation
Saint Lucia National Housing Corporation Act of 2001
Saint Lucia Solid Waste Management Authority Act No.8, 2004
Slum Clearance and Housing Ordinance (1971)
Special Enforcement Areas Act (2000)

