



# Appraisal Environmental and Social Review Summary

## Appraisal Stage

### **(ESRS Appraisal Stage)**

Date Prepared/Updated: 08/28/2023 | Report No: ESRSA02954



## I. BASIC INFORMATION

### A. Basic Project Data

Country	Region	Project ID	Parent Project ID (if any)
Mauritius	EASTERN AND SOUTHERN AFRICA	P180266	
Project Name	Rodrigues Airport Project		
Practice Area (Lead)	Financing Instrument	Estimated Appraisal Date	Estimated Board Date
Transport	Investment Project Financing	8/20/2023	9/29/2023
Borrower(s)	Implementing Agency(ies)	Estimated Decision Review Date	Total Project Cost
Ministry of Finance	AML - Airport Mauritius Limited, Airport of Rodrigues Limited (ARL)	8/15/2023	200,000,000

#### Proposed Development Objective

The Project Development Objective (PDO) is to improve air transport access and enhance the climate resilience and productivity of the island of Rodrigues.

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

No

### C. Summary Description of Proposed Project Activities

Mauritius has undergone significant economic transformation since gaining independence in 1968, leading to a GDP per capita of US\$10,216 in 2022, the second highest in Sub-Saharan Africa. However, Rodrigues, a small volcanic island in the Republic of Mauritius, still faces more considerable development challenges than the main island, further complicated by its considerable vulnerability to natural hazards and climate change. Tourism is a key opportunity for the development of the island, with the islands Tourism Development Plan (TDP) aiming to attract higher-spending international tourists and encourage longer stays, while the Sustainable Integrated Development Plan for Rodrigues (SIDPR) seeks to increase the island's carrying capacity through sustainable development.

Tourist arrivals on Rodrigues Island have shown continuous growth over the past two decades, with a high in 2019 of around 78,000 visitors. Following the reopening of borders in March 2022 after the COVID-19 pandemic, Rodrigues



experienced a surge in demand for air travel, amplifying the need for improvements in its air infrastructure. The goal for 2030 is to accommodate 120,000 passengers, which will require upgrading the airport to allow larger jet aircrafts, thus reducing travel time, increasing cargo transport capacity, and attracting more direct flights. The new runway at the airport will enable Rodrigues to amplify tourism's impact on the island's economy and society.

Rodrigues airport has limited connectivity due to its short runway, which affects the type of aircraft that can land there, airlines' operating costs, ticket fares, growth, and cargo opportunities. To address these limitations, a new runway is proposed at Rodrigues airport, which will allow large single-aisle jet aircraft with greater passenger and luggage capacity to land there, thereby also facilitating more direct flights from international locations. The new runway will also enhance Rodrigues Island's resilience to climate change impacts, improving the island's preparedness and response to disasters, and ensuring a regular supply of necessities. The construction of the new runway will also enable air cargo services, vital for the import and export of high-value perishable goods, supporting the development of high-yield tourism on the island.

The project will finance the following components:

#### Component 1: Infrastructure Development (US\$170 million - indicative)

The project will fund the construction of a new 2,100 m long by 45 m wide runway, new taxiways, aircraft parking stands, apron expansion, stormwater drains, airfield ground lighting, control systems, floodlighting, navigational aids, and building infrastructure. The new runway will have a 140m clear strip on either side of the centerline and includes Runway End Safety Areas (RESA) complying with ICAO standards at either end. The project also includes the construction of a new control tower, a rescue and fire-fighting station, a boat house, ramp and jetty, a new meteo building, quarantine building, power center building, and cold storage and incinerator buildings. These facilities adhere to energy-efficient performance standards equivalent to Level 1 EDGE Certification and are fully electrified, using renewable energy sources. The design, operations, and maintenance of these facilities consider resilience features, particularly flooding. The project will also finance the construction of new taxiways, aircraft parking stands, and apron expansion. The apron expansion will have ground power units and a new hydrant refuelling system serving all new aircraft parking stands. Additional infrastructure includes a perimeter road, service road, fencing, a gate post, access roads, a car park, landscaping works, and new power and water supply systems.

#### Component 2: Technical Assistance for Project Implementation and Sector Reforms (US\$10 million - indicative)

Sub-component 2.1: Support to sector development and air transport liberalization.

This sub-component will finance technical assistance for developing a national air and maritime transport strategy, supporting the government to develop a strategy for liberalizing its aviation sector, and revising BASAs to include Rodrigues airport for select regional carriers. It will also finance capacity building to enhance safety oversight, expertise, and compliance with the Chicago Convention and its annexures. Training initiatives will focus on climate change, resilience, promoting women in aviation, and aviation safety for ARL, AML, and relevant GoM staff. It will also support the government to review the implications of joining the Single African Air Transport Market (SAATM).

Sub-component 2.2: Support to project implementation.



This will include the financing of necessary consultancy services, studies, equipment, and technical assistance for the direct management of the project, such as the recruitment of a Project Implementation Unit, the PIU's Project Technical Units, environmental and social studies and audits, trainings, among others.

Component 3: Support Rodrigues' sustainable development and the implementation of the SIDPR with a particular focus on water and food security (US\$10 million - indicative)

This component will support local governments, rural communities, and the private sector on Rodrigues Island to implement a sustainable territorial development strategy by financing technical assistance and small key investments that enhance Rodrigues' agri-food system and water resources sustainability, with significant participation by women in fisheries and agriculture.

Sub-component 3.1: Strengthening of the local food systems.

This sub-component aims to enhance food security, value addition, and reduction in food waste through technical assistance and capacity building for local authorities in areas like extension services, fisheries management, post-harvest efficiency, and food safety. It seeks collaboration with local institutions and the private sector to secure reliable food access and increase exports from Rodrigues. Technical support will align with the Sustainable and Profitable Fisheries Strategy 2023-2032 for Rodrigues, with a focus on developing untapped off-lagoon potential.

Sub-component 3.2: Supporting improved water management and development.

This sub-component will finance technical assistance and small investments to support the strengthening of Integrated Water Resources Management and Development (IWRMD) in Rodrigues Island. It includes small works for the protection and rehabilitation of existing water sources, assessing the potential of groundwater, identifying and designing new reservoirs, developing sanitation improvement plans, institutional development support for Rodrigues Public Utility Company (RPUC), and technical assistance for the development of regulation and technical standards for desalination plants.

Component 4: Supporting the sustainable development of the Tourism sector in Rodrigues (US\$10 million equivalent)

Sub-component 4.1: Supporting tourism promotion and attraction of investments.

Initiatives include a review of institutional capacity followed by a tailored strengthening program, support for green certification, and hiring an international branding consultancy to develop a distinctive brand for Rodrigues. This involves creating a brand manual, training programs, brand signage, digital marketing strategies, and upgrading local handicraft producers. The sub-component will also support improvement of government-to-business services, including digitization of registration, licensing, and permitting procedures in the tourism sector to enhance attraction of investments.

Sub-component 4.2: Skills development to support the tourism sector.

This sub-component will finance a comprehensive skills development program in Rodrigues' tourism sector. Implemented by a specialized hospitality training entity, the program will offer targeted courses for a range of tourism-related roles including hotel management, service staff, maintenance personnel, tour guides, taxi drivers, artisans, and public officials. The trainings aim to uplift service standards, introduce professionalism, and promote career potential to the youth of the island, with provisions made to encourage women's participation in traditionally male-dominated professions. Trainings will also cover green sustainability practices.



Sub-component 4.3: Supporting sustainable tourism among SMEs.

This sub-component will provide matching grants to small businesses for sustainable upgrades and retrofits aligning with Rodrigues' brand standards. The grant approval process will prioritize women-led or owned businesses and emphasize sustainability. Upgrades must comply with top energy efficiency standards, and grants up to US\$50,000 will be offered to incentivize formalization of businesses. These initiatives will promote business formalization, women's empowerment, and environmental sustainability in Rodrigues' tourism sector.

Sub-component 4.4: Strengthening sustainable tourism infrastructure.

This sub-component will invest in enhancing tourism product offerings in Rodrigues, focusing on infrastructure, signage, trails, and site development. It will inventory key sites and invest in their improvement, including signage and grooming of trails. These efforts aim to enrich the ecological and natural experience of the island, supporting Rodrigues' brand attributes and promoting environmental responsibility.

Component 5: Contingent Emergency Response (CERC) (US\$0 million).

This Component will facilitate access to rapid financing by allowing for the reallocation of uncommitted project funds in the event of a natural disaster. The government may request that the World Bank reallocate project funds to support emergency response and reconstruction.

## **D. Environmental and Social Overview**

### **D.1 Overview of Environmental and Social Project Settings**

Rodrigues is a 108 km<sup>2</sup> autonomous outer island of the Republic of Mauritius. It is situated 560 km from the main island of Mauritius. The island is of volcanic origin with the southwestern dominated by a karst plain of coral sandstone. The karst shoreline is protected from extreme waves due to a large coral reef which surrounds the island. There is 38 major river basins and four nature reserves including marine protected areas on the island. Of relevance is the 34ha Anse Quito a key biodiversity reserves and the South-East Marine Protected Area, covering 43km<sup>2</sup> along the south-east of the island. The vegetation types consist mostly of coastal grasslands dominated by secondary thickets with several tree species of conservation importance. Faunal species are mostly exotic, with one endangered endemic bat species occurring in Anse Quito reserve and likely to be impacted. Five marine mammal species (four dolphin and one whale) are observed in the coastal waters of Rodrigues while hawksbill turtles are known to visit the island. There are no fish species of concern. Coral reefs are dominated by *Acropora muricata* a near threatened coral species which are likely to be impacted by the project activities. There are several interconnecting cave structures with potential cultural importance near the project area.

The population size in 2019 was estimated at 43,538 people. The local economy is largely dependent on Mauritius, with the main source of income being export of sea products, cattle and food crops and with a new focus on tourism. Service delivery on the island is generally poor. Only 85% of households have waste collected. There are two existing waste facilities Roche-Bon-Dieu dump site and Ponte-au-Sel wastewater treatment plant (WWTP) of which the status is unknown. Wastewater is collected in septic tanks and transported to Ponte-au-Sel for disposal.

Water resources are scarce with the main source being water abstraction from boreholes, rainwater harvesting, desalination and springs. Highland aquifers are important sources of freshwater for residential and agricultural use.



With several boreholes existing on the island. There are currently 5 main desalination plants on the island for water supply, which are not functioning effectively, with smaller desalination units installed at hotels and resorts. Currently the existing water supply and distribution network can only provide half the daily water needs for the population. Component 3 will support technical assistance to support improved water supply on the island as well as small scale rehabilitation works on the existing water networks (desalination plants) to improve efficiency and brine management. Sites for Component 3 activities have not yet been identified and will be screened and selected during project implementation.

The airport expansion aspect of the project is located within the existing Plaine Corail Airport, in the municipal district and village of Plaine Corail, 15km from the capital Port Mathurin and main port. The estimated population of the village of Plaine Corail is approximately 40 people, consisting of 55% women and 45% men, with an average age of 40 and 26, respectively. Agriculture and fishing are mainly practiced in the villages close to the project. Construction materials will be imported and transported via road past several villages to the project site.

The existing airport consist of an existing runway, terminal building, fire rescue and police station. Component 1 includes activities with particular relevance to the World Bank's Environmental and Social Standards (ESSs). Activities supported include construction of a new asphalt runway, control tower, taxiways, sea rescue firefighting station and boat house, which require relocation of critical endangered and endangered floral species which is currently underway. The new runway is proposed along the shoreline and will require land to be reclaimed and sea rescue will require dredging activities which will impact on marine environment. Cave structures with cultural heritage may be impacted during construction of the runway while bats, Anse Quitar river and nature reserve, estuaries and marine environment may be impacted during operations due to additional lighting, poor management of storm water and waste during operations. Approximately 15 households with 61 inhabitants and another 37 non-residents engaged in fishing, livestock raising, and farming have been affected to date by the proposed project development. The households have all been relocated and provided new houses outside the airport component footprint, while alternative sites are being provided for those engaged in farming, livestock raising and fishing.

Through components 3 and 4, the project will support Rodrigues Rodrigues' sustainable development and the implementation of the Development Plan for Rodrigues (SIDPR) will facilitate socio-economic development on the island in line with the Sustainable Integrated Development Plan for Rodrigues (SIDPR). Component 3 will include technical assistance to strengthen farmers organizations and SMEs as well as conduct rapid assessments of key value chains, agri-logistics, and potential for new market development, including food demands from tourism. Component 3 will also provide support for strengthening of integrated water resources management and development (IWRMD) on Rodrigues Island, including small works for the protection and rehabilitation of existing water sources including desalination plants; assessing the potential of groundwater, and identification and designing of a new reservoir(s) to reduce the demand-supply gap.

Component 4 will support technical assistance to develop Rodrigues as a tourism destination with an aim to increase tourism from 97,000 tourists per year in 2017 to 150,000 tourists per year in 2030. Component 4 will focus on sustainable tourism, capacity building through skills development, greening of tourism facilities and services as well as development of key aspects of the island such as hiking and biking trails, etc. Sites for Component 4 activities will be screened and selected during project implementation.



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

The Borrower is the Government of Mauritius (GoM), a middle income country, and the implementing agency will be Airport of Mauritius Limited (AML). AML is a public company with GoM as majority shareholder, and owns and operates Mauritius International Airport SSRIA. AML is considered a sophisticated operator, with experience in implementing large airport construction projects including implementation of lender funded airport and infrastructure construction projects under the French Development Agency (AFD) and EU. This will be the first project prepared with the World Bank in Mauritius under the Bank's Environmental and Social Framework (ESF). AML has an established integrated environmental and safety management system (IESMS) in line with ISO45001, including a carbon reduction and energy efficiencies management plan for its operations. The IESMS makes provision for rigorous health and safety and environmental training and monitoring and review of system effectiveness. Airport of Rodrigues (ARL) a public company and subsidiary of AML and owned by Airport Holding Limited (AHL). ARL is the owner and licensed operator of Plaine Corail Airport. ARL is 100% owned by AML which is 100% owned by AHL a publicly owned company consisting of 51% GoM and 49% Mauritius Investment Corporation.

A dedicated Project Implementation Unit (PIU), including full time site-based environmental specialist, health and safety specialist and social specialist will be established during project implementation to oversee the implementation of the project including preparation of bid documents, completion of additional technical, environmental and social assessments as needed for activities developed under Components 3 and 4, and appointment of an EPC contractor. Most of these key staff will be AML staff initially, until such time that dedicated project staff can be appointed prior to project implementation. The PIU staff will be supported by additional specialized consultants on an as-needed basis. The ESCP makes provision for AML to prepare a Terms of Reference (ToR) for the establishment of the PIU including recruitment of qualified and experienced environmental, health and safety and social specialists. The PIU E&S staff will be required to oversee the preparation, implementation and monitoring of all environmental and social instruments associated with all components of the project. The PIU staff will further be supported by the supervision engineering team containing an environmental and health and safety specialist and social specialist to oversee the activities under component 1, and possibly for other works linked to other components as they become defined and move to implementation. All TORs involving environmental and social oversight by PIU, contractors and supervising engineers shall be reviewed by the World Bank. In addition, the PIU will collaborate with technical specialists to be housed within the RRA, to support the various tourism-agricultural-water resources interlinkages as well as capacity building for the RRA and related sectors/agencies. These technical specialists will be identified on an as-needed basis during project implementation.

A Project Steering Committee (PSC) consisting of representatives of the Ministry of Finance, AHL, Rodrigues Regional Authority and Ministry of External Communications will be established, in addition to the PIU, to coordinate flow of information between relevant key stakeholders. AML will closely work with the relevant agencies during the project implementation including relevant sectoral institutions from agriculture, fisheries, water resources, water supply and sanitation and tourism. For civil aviation-related activities, the PIU will closely collaborate with the Department of Civil Aviation, in particular, for activities related to civil aviation oversight and safety during construction. To ensure continued alignment with the integrated sustainable development plan, it is proposed that a territorial development working committee be created to provide technical input to the PSC. This committee would be composed of no more





than three senior staff members identified from key priority sectors to be nominated by the RRA, with the participation of at least one member from the private sector.

The Mauritius National Assembly unanimously adopted two laws giving Rodrigues autonomy to create a decentralized government system, which led to establishment of the Rodrigues Regional Assembly (RRA). The RRA has powers to propose legislation applicable to the island, while matters related to security, foreign affairs, health and education remains the responsibility of the Parliament of Mauritius. The RRA consist of 18 members and an executive council headed by the Chief Commissioner who is tasked to inform the Mauritian Prime Minister on matters of the island. Environmental protection is governed under the Environmental Protection Act (2002) (EPA), under the Ministry of Social Security, National Solidarity and Environmental and Sustainable Development. The EPA provides for the application of the Act to the island of Rodrigues and the ability of RRA to make regulations applicable to the island under the Act. The EIA process under EPA and managed by the Environmental Assessment Department is considered to be well-established taking a multidisciplinary approach by working in close collaboration with technical line ministries and institutions.

The RRA was involved in preparation of social instruments during preparation of the existing Environmental and Social Impact Assessment prepared for the Agence Française de Développement (AFD). Prior to the Bank becoming involved in the project, the RRA prepared and implemented a Resettlement Action Plan (RAP) (based on AFD guidance) for affected households on or near the project site, and is preparing a socioeconomic study.

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

### A. Environmental and Social Risk Classification (ESRC)

High

#### A.1 Environmental Risk Rating

High

The environmental risk rating is considered high due to the anticipated long-term and permanent adverse direct, indirect and cumulative impacts associated with activities under Component 1 that may result from the expansion of the runway and airport operations. Adverse long-term and permanent environmental impacts during construction include i) impacts on critical endangered and endangered terrestrial biodiversity; ii) impacts on critical endangered and near threatened marine biodiversity and coastal habitats due to land reclamation and desalination plant activities iii) increase in traffic due to transport of construction equipment and materials; iv) noise and vibration impacts from earthworks; v) increase pressure on fresh water resources; vi) impacts of construction waste including general and hazardous waste and large quantities of spoil material; vii) soil and groundwater pollution; viii) occupational and community health and safety risk; and x) impacts on cultural heritage (archaeology and paleontology) associated with the caves. Operational phase impacts includes; i) increase air emissions including greenhouse gasses, noise and light pollution, ii) increase in generation of solid waste; iii) increase pressure on limited water resources; iv) soil and groundwater pollution due to polluted run-off; v) fires and uncontrolled release of hazardous material into the marine and protected terrestrial environment. The airport expansion will support downstream economic development of tourism activities, which will increase pressure on already constraint natural resources, degradation of terrestrial and marine ecosystems, potential loss of protected areas, and increased solid and liquid waste. The project will further support technical assistance (TA) under Components 2, 3 and 4 to support sector reforms, improve freshwater supply,





cold chain and value addition systems to strengthen food security including fisheries and to develop tourism on the island. The technical assistance will largely focus on development of master plans and skills development with a low to moderate impact, while support to development of the cold chain and value addition and fisheries may have a moderate to significant downstream impacts if fishing activities are not adequately managed to prevent over exploitation and damage to marine ecosystems. The Terms of References for the TAs will incorporate environmentally sustainable considerations in line with national laws and those of good international industry practices to make provision for the consideration of adequate mitigation measures associated with down stream risks and impacts. Under sub-component 3.2, minor rehabilitation works to existing desalination plants are considered. The scope of these works have not yet been defined, but is considered to likely have a moderate to low risk due to the allocated value (1.5 million USD) of the activities. Similarly, the grant match to the value of 50,000 USD to support small scale enterprises and last mile infrastructure development to the value of 4 million USD under Component 4, are considered to be of low to moderate risk but can only be fully assessed once the scope has been defined.

**A.2 Social Risk Rating**

Substantial

The Social risk rating for this project is considered Substantial, due primarily to the potential adverse and irreversible impacts of physical and/or economic dislocation that may be caused by the project to households, businesses, a primary school and a health care center located in or near the project’s Component 1 footprint. These include people with farming, livestock herding and fishing interests, but the number of affected PAPs for Component 1 is expected to be relatively small, including 61 members of 15 households and 37 non-residents involved in fishing, livestock herding or farming identified to date. However, the relocation of people to nearby communities and the need to share community land for farming and herding activities may cause some localized tensions or competition for scarce resources including water. The resettlement activities were already planned and implemented prior to the World Bank involvement in the project, so an audit was conducted of the status and outcomes of the resettlement process with recommendations provided to ensure the RAP implementation meets ESS 5 standards. The airport expansion, especially as it relates to national and island government plans for expansion of tourism and related economic activities could have downstream social impacts on the communities surrounding the airport but also more broadly across the island, which has limits on land availability, water resources or ability to manage waste products. Some stakeholders, including women and other vulnerable groups may be excluded from accessing benefits provide by the project and related economic opportunities. Component 3 water and food security investments, which will include some civil works, as well as some Component 4 tourism development activities such development of hiking and biking trails, may incur some social risks, including possible physical or economic displacements, increased risk of SEA/SH or exclusion of some groups or individuals from the benefits of these components. Given the relatively small-scale works anticipated for these components, these risks and appropriate mitigation measures will only be determined once Component 3 and 4 sites and activities have been determined and can be screened for social risks.

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

**B.1 Relevance of Environmental and Social Standards**

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

Relevant

The project was screened based on information received during discussions with the ARL and the review of available documentation including a final draft environmental and social impact assessment (ESIA), Protection and Preservation Plan and Strategy for the protected trees, resettlement audit prepared for the project and the sustainable integrated

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development plan for Rodrigues. Feasibility study prepared by GIBB took into consideration seven proposed runway alignments and assessed it from a technical and environmental view. The current alignment was found to be most feasible to mitigate environmental impacts and will be further refined as the design is being finalized in an attempt to minimize impacts on the marine environment.

The activities supported under the Component 1 may result in adverse environmental and social (E&S) risks and impacts that must be managed in line with the ESSs. The preliminary ESIA of 2019 for activities under Component 1 was updated to align with the requirements of the World Bank Environmental and Social Framework (ESF) and World Bank Group Environmental Health and Safety Guidelines (WBG EHS) and disclosed on January 27, 2023. The ESIA assessed potential E&S risks and impacts based on the current design and will be finalized once the detail designs are available. Several studies were updated as part of the revised ESIA to further assess potential impacts on noise and air quality, marine and terrestrial biodiversity, traffic, cultural heritage and socio-economic impacts. The extent of the marine works will only be fully known during implementation once the contractors approach are known. For the updating of the ESIA a worst-case scenario was considered to assess impacts and propose mitigation measures as part of the Environmental and Social Management Plan (ESMP) and marine biodiversity management plan to be developed during implementation. The strategy and action plan for the relocation of the critical endangered trees affected by the project are under implementation by Mauritius Wildlife and overseen by the Rodrigues Regional Assembly (RRA). There are some uncertainties about the level of success of transplanting one of the species of mature trees. As a contingency, plant material is being cloned in a nursery to ensure net gain. Additional fresh water will be required for construction, the ESIA proposed the installation of a temporary desalination plant. Impacts associated with the desalination plant on marine environments, have been assessed to the extent possible, as the location is not known at this stage and will be refined once the location of the desalination plant have been confirmed. The ESIA proposed discharge limits in line with national and WBG ESHG requirements. The runway construction will entail large scale earthworks. The current design considers a cut-and-fill approach with a surplus of materials of 1,478,325m<sup>2</sup> requiring disposal. Re-use or disposal locations for the excess material is still under investigation and is likely only going to be confirmed during implementation. The project is located close to the coast, therefore climate change factors such as rise in sea levels and more frequent storms surges may affect the development. The ESIA indicated that the project is not subjected to sea level rise on any climate risks. The scope of the designs required the engineer to consider of climate risks and sustainability as part of the final design.

The ESIA identified risks and mitigations associated with water availability and pollution to soil and groundwater resources, disposal of waste including excess spoil materials (ESS3), noise impact associated with increase in air traffic, traffic risks and community health and safety (ESS 4) from transporting of materials, impacts on marine (turtle and coral) and terrestrial fauna (bats) biodiversity and ecosystem services (ESS 6) and the need for resettlement (ESS5) of two additional households. The ESMP identified several plans to be prepared during implementation and provide guidelines for their preparations, namely a marine biodiversity plan, dredging and reclamation management plan, surface and wastewater management plan, terrestrial biodiversity management plan, waste and hazardous material management plan, traffic management plan, air quality monitoring plan, community and occupational health and safety management plan and workforce management and training plan among others. The timing for preparing these management plans is stipulated in the ESCP. A Labor Management Procedures (LMP) was prepared as part of the ESMP for all project workers, as well as SEA/SH Prevention and Response Guidelines. The ESCP shall include a requirement to ensure all relevant environmental approvals for project activities as required will be obtained prior to commencing with the respective activity for which approval is required.



Impacts associated with ancillary activities, including among other the establishment of a construction camp, quarries and an asphalt plant will be assessed in a separate ESIA and mitigation measures included in an ESMP. The contractors will be required to prepare a site-specific Construction ESMP, during implementation, to mitigate impacts of ancillary activities once details have been finalized.

A RAP Completion Audit was conducted of the RAP outcomes to ensure compliance with ESS 5 guidelines on involuntary resettlement and livelihood replacement. The Audit included recommendations for completing livelihood replacement requirements for fisherman as well as proper stakeholder engagement, information disclosure requirements and grievance redress through the project's main GM. The Audit was disclosed, and the existing RAP will be updated. A Resettlement Framework (RF) will be developed during early implementation to provide guidance for any yet-to-be-specified Component 3 and 4 activities which may require land acquisition or economic or physical displacement of households or businesses..

Components 3 and 4 will support the preparation of technical studies, capacity building, through technical assistance (TA) and small scale interventions to improve water supply, strengthen cold chain management, fishing and agricultural activities and promote sustainable tourism on the island in line with the Rodrigues Strategic Development Plan (SDP) prepared in 2023. Activities with physical interventions under both components 3 and 4 will be screened using a checklist in the Environmental and Social Management Framework (ESMF).

While the full scope of the TA activities and small scale physical interventions are still to be finalized, it is anticipated to largely focus on development of master plans and skills, with moderate to low downstream impacts. While the TA support to the development of the cold chain and fisheries may have a moderate to significant downstream impacts if fishing activities are not adequately managed to prevent over exploitation and damage to marine ecosystems. The Terms of References for the TAs will incorporate environmentally sustainable considerations in line with national laws and those of good international industry practices to make provision for the consideration of adequate mitigation measures associated with downstream risks and impacts. The small scale interventions include minor rehabilitation of existing desalination plants under sub-component 3.2, the scope has not yet been defined. Activities under sub-component 3.2 will be screened using the checklist in the ESMF, and an audits and corrective action plan prepared for each facility followed by the preparation of a site specific ESMP as stipulated in the ESCP.

Component 4 will support small grants to the value of 50,000 USD to for sustainable tourism for small to medium size enterprises and last mile activities to promote climate resilient tourism activities, of which the extent and scope of potential impacts is not fully known. The activities supported by the grants will be overseen by the PIU and will be screened against an exclusion list contained in the ESCP and ESMF. A grants manual will be prepared setting out the process and criteria for applying and issuing of the small grants. Proposed activities will be screened against an exclusion list which excludes projects from grant support if the project involves substantial or high risk activities, or activities which requires any resettlement, projects which involve child labor or forced labor; or have a negative adverse impact on biodiversity, among other. At this stage the risk of the potential projects to be supported by small grants are not fully known but anticipated to be of low or moderate risks considering the small grant allowance of up to 50,000 USD per investment.



In case the Contingency Emergency Response Component (CERC) (Component 5) is activated, activities envisaged under CERC will be similar in nature and design as activities under the project and following the similar eligibility criteria and exclusion lists in line with the ESMF to be prepared for Component 3 and 4 activities under this project. A CERC Operations Manual which includes the CERC ESMF will be prepared and cleared by the Bank prior to the activation of the CERC activities.

### **ESS2 Labor and Working Conditions**

Relevant

The standard is relevant as the project will involve direct workers, contracted workers and primary suppliers under Component 1. Since AML is a publicly owned, the relevance of civil servants under Component 1 will be further assessed during project appraisal preparation. All requirements of ESS2 will apply to project direct and contract workers while the application of ESS2 will be limited to the child labor and forced labor and OHS requirements for government civil servants, if found relevant. Activities under Component 1 will support large scale construction activities which will require large number of laborer's to be brought to the island. The preliminary estimates of the labor force (contracted workers) needed for construction activities is around 450 workers, of which around 30% are expected to be expatriates, and the other 70% will be a mix of local workers from Rodrigues Island as well as from Mauritius Island. Additional workers, including some with specialized skills, may be needed for works and other activities carried out under components 3 and 4, but the scope and timing of those activities will only be identified during implementation. The LMP prepared for the project also will include guidelines for proper assessment and management of potential risks of child labor, forced labor and OHS issues for primary supply workers.

The ESIA assessed potential impact to the health and safety of workers. Likely safety hazards include i) interaction with moving machinery, ii) accidental drowning due to marine works, iv) exposure to hazardous substances, v) exposure to communicable diseases and (vi) potential works at night. To ensure fair labor practices and health and safety of workers during the construction and operations of the airport, AML needs to ensure international good practices concerning labor and working conditions, Occupational Health and Safety, GBV/SEA-SH as well as conformity with applicable legal framework of Mauritius and Rodrigues are included as part of all bidding documents. The project duration is estimated at 27 months with a 24-month defects liability period. It is likely that worker camps will be needed to house some or all the workers for component 1 and possibly for other components, especially those not already resident on Rodrigues Island. Bringing workers in from outside, even from Mauritius Island, could cause some economic, social or cultural tensions with local communities, including a risk of GBV/SEA incidents. Labor Management Procedures (LMP) have been developed for the project workforce, including a worker grievance mechanism (GM) and SEA/SH provisions as part of the ESMP included in the ESIA and disclosed prior to appraisal.

The ESIA assessed potential health and safety risks associated with the construction phase for Component 1 and made provisions for the preparation of an OHS plan in line with the WBG EHSGs within the timeline specified in the ESCP. The contractors will be required to prepare site and activity specific risk assessments, Construction OHS Plan and Emergency Preparedness and Response Plan upon appointment and prior to commencing with the activities associated with Component 1. The project will be utilizing the Bank procurement documents and will therefore ensure that all bidding documents adequately addresses occupational health and safety, labor management and SEA/SH requirements.

The execution of the TA activities under Component 3 and 4 is likely to be overseen by civil servants, therefore aspects of child and forced labor and occupational health and safety as stipulated in ESS 2 will apply. For consultants executing



the studies under the TAs all requirements of the ESS 2 will apply. The provisions for labor requirements including occupational health and safety for downstream projects will be included in either the ToRs or the instruments that will be prepared namely ESMP for small scale rehabilitation of water works, grants manual for grant-supported activities and the ESMF for activities with physical interventions under Components 3 and 4. The entity responsible for the small grants will be need to ensure that occupational health and safety requirements of both the national law and those in ESS2 are upheld by the grant recipients.

### **ESS3 Resource Efficiency and Pollution Prevention and Management**

Relevant

Availability of fresh water is scarce on Rodrigues with most households depending on rain harvesting, boreholes and the RRA operated desalination plants for water supply. To meet the water requirements of approx. 40m<sup>3</sup> per day for construction purposes, a temporary desalination plant will be installed. Impacts associated with a desalination plan may include, increase seawater temperature, salinity, turbidity and algae bloom which negatively impact marine ecosystems. Impacts associated with the desalination plant still need to be fully assessed. Studies to assess the capacity of the receiving environment and related impacts to aquatic biota and marine ecosystems at potential discharge locations, can only be finalized once the location and abstraction and discharge points have been confirmed. Generic mitigations for management of impacts associated with a desalination plant and discharge limits in line with national and WBG ESHG requirements have been included in the ESMP.

Operational water needs are anticipated to increase from a daily average of 12.5m<sup>3</sup> per day during peak season to 21m<sup>3</sup> per day. Due to the unreliability of available fresh water supply, the ESIA proposes an integrated water management approach, during which rainwater will be harvested and wastewater treated and recycled for re-use which will meet the water requirements of the airport during operations. A new wastewater treatment system with a design capacity of 30m<sup>3</sup> will be constructed and the existing facility dismantled. Polluted runoff may further impact cave systems, marine ecosystems including the South-East Marine Protected Area (SEMPA) and marine species such as turtles and dolphins. To manage potential pollutants from the stormwater, the new runway designed incorporated oil separators for pretreatment as part of the stormwater discharge system. Discharge water will need to comply with the requirements stipulated in the national regulations captured in the ESMP.

The geotechnical studies have been finalized and indicated that the karstic geological formations do not pose a structural integrity risk for the runway. Caveats are mostly located 10m below ground, while small shallow caveats will be filled in with concrete to strengthen the runway integrity. Karstic stone is considered porous and could therefore contribute to groundwater pollution as a result of spills from construction equipment. The ESMP makes provision for a karst and groundwater monitoring plan during construction and operations.

The construction will require large scale cut-and-fill earthworks to level the runway. According to the current design there will be an excess of material (approx. 1,478,325m<sup>2</sup>) which will need to be discarded. Re-use or disposal locations for the excess material is still under investigation and is likely only to be confirmed during implementation. Three sites namely Mt Marie, Mt Travers and Mt Topaz, were identified as possible material sources. The ESIA assessed the impacts associated with material extraction and transportation from Mt Marie and Mt Travers only. Impacts associated with transportation of materials are discussed under ESS4. No blasting would be required for quarrying activities. The ESMP made provision for a quarry and rehabilitation plan to be developed. Demolition waste from the resettled houses is not suitable for re-use in construction and will therefore be considered for backfill in quarries.



Domestic and hazardous waste management on the island is limited. Regulations are in place for dumping and transportation of domestic and hazardous waste and landfill and transports are required to be licensed. Poor waste management could lead to environmental degradation, marine pollution and community health issues. Waste at the airport is being managed by RodClean, a company responsible for waste collection and management on Rodrigues Island. The contractor will be required to prepare a waste management plan for PIU approval indicating waste management practices during construction. An oil-fired incinerator with a capacity of 75kg/hr will be constructed as part of the project to deal with organic waste from kitchens, all non-conforming consignments, detained plants/ dead animals. The updated ESIA assessed incinerator emissions and impacts associated with the waste management in line with ESS3 and the WBG EHS standards. The ESMP makes provision for a waste management plan to be prepared for construction in line with ESS3. An operational waste management plan considering the 3Rs will be prepared in consultation with the Rodrigues Regional Assembly based on the waste management planning of the island. To manage potential pollutants from the construction, process the ESMP requires the contractor to prepare a hazardous material management plan. The timing of these plans is captured in the ESCP.

Climate risk and resilient considerations and energy efficiency are included as part of the scope of the design and will take into consideration sea level rise and infrastructure exposure to storms, and energy sufficient lighting. The design includes installation of energy efficient LED lighting throughout all new installations. Construction equipment, combustion from aircraft take-off and landing, ground support, waste incineration and diesel generators will impact on air quality and contribute to GHG emissions. The estimated GHG emissions associated with the operations of the airport is estimated at 2 137 tCO<sub>2</sub>e. AML has an existing Carbon management plan to reduce its airport carbon footprint. The management plan will be adopted to the extent possible for the Rodrigues airport, taking into consideration the size of the airport and available resources. The ESMP provide guidance for the preparation of an air quality monitoring plan to be developed for both the construction and operational phases of the project.

The small-scale rehabilitation of existing desalination plants under sub-component 3.2, is anticipated to improve efficiency, water losses as well as improve brine management to meet international standards. The full extent of the rehabilitation works, and possible environmental impacts will only be known during implementation. Identified desalination plants will be screened and identify gaps to improve environmental management at the facilities will be included in the ESMP as stipulated in the ESCP. The ToRs to be prepared for the activities supported under the TAs will need to consider conservation of water and other natural resources, energy efficiency and aspects of waste management among other to minimize impacts on the environment. The ESMF to be prepared for the grants and last mile infrastructure, respectively, will need to assess activities for potential adverse impacts in line with ESS3.

#### **ESS4 Community Health and Safety**

Relevant

Many of the estimated 450 workers to be engaged during the construction phase for Component 1 will not be from Rodrigues, including 30 percent expatriates and some portion of the 70 percent who will include Rodrigues Islanders as well as other workers from Mauritius Island, which could include a mix of Mauritian nationals and locally-based foreign workers from Madagascar, India or elsewhere. Due to the limited travel opportunities between Mauritius Island and Rodrigues, the construction phase for Component 1 and possibly other components will require one or more worker camps, which potentially could put a strain on local resources, including water supply and sanitation facilities and waste management services near the airport and surrounding communities. Worker influx may also put additional strain on health services. The airport will remain operational as to not overly negatively impact community accessibility to urgent





medical care or essential supplies from Mauritius. Keeping the airport operational may pose a public and air safety risk, which will need to be considered and mitigated as part of the ESIA and ESMP and Contractors OHS Plans. If there are periods of time when airport operations and flights will need to be halted temporarily, they will need to be well managed and communicated in advance to all stakeholders. The presence of workers from outside the community also creates a risk for SEA/SH. A number of SEA/SH risks were identified in the ESIA and measures identified in the ESIA and LMP to raise awareness of SEA/SH risks within the community and with project workers, as well as establishing worker codes of conduct and incident reporting mechanisms, and identifying on or off-island referral paths for survivors of SEA/SH incidents. SEA/SH Risk is currently considered to be Moderate, this assessment will be reviewed and revised if necessary based on future field missions and further due diligence investigation of the SEA/SH context in Mauritius and more specifically on Rodrigues Island, as it applies to all components of the project. This assessment will be used as the basis for developing the project's SEA/SH action plan.

Activities supported under Component 1 will lead to an increase marine and road traffic as a result of construction equipment and materials that will be transported from Mauritius to Port Mathurin and project site. A traffic assessment prepared as part of the ESIA; and the ESMP requires the contractor to prepare a traffic management plan as part of the Contractors ESMP. Two potential transportation routes were assessed and the ESIA made recommendations for the western coastal route to be considered as it has the least impact on community health and safety. The need for existing roads to be upgraded will be assessed during project implementation once the contractor is onsite.

A new air traffic control tower, fire fighting station and sea rescue center will be constructed as part of the activities under Component 1. The design of the new facilities are done in accordance with building regulations including aspects of universal access and life and fire safety as set out in the WBG EHS guidelines. As part of the Bank due diligence, the existing aerodrome operational emergency plan for the airport was reviewed. The plan takes into consideration all major emergencies associated with airports in line with international standards. During construction, the contractor will be required to prepare an emergency preparedness and response plan taking into consideration potential emergency situations associated with the construction activities such as spills to the marine environment, serious health and safety incidents including fire etc. The ESMP provides guidelines for the preparation of the construction emergency preparedness and response plan.

Both construction and operations of the airport are likely to contribute to noise within the immediate airport area. According to the ESIA there are no sensitive receptors within the immediate airport vicinity that will be adversely impacted by noise. The ESMP provides mitigations measures for noise and recommended a noise management and monitoring plan to be developed based on the WBG EHS and International Civil Aviation Organization (ICAO) requirements during implementation. It further sets out the noise limited in line with national regulations and WBG EHS Guidelines. The ToRs to be developed for the TA studies under Component 3 and 4 will make provisions to assess potential impacts of downstream investments on community health and safety, and where required will incorporate any additional mitigation measures. The ESMF to be prepared for Component 3 and 4, will assess activities for potential adverse impacts in line with ESS4.

#### **ESS5 Land Acquisition, Restrictions on Land Use and Involuntary Resettlement**

Relevant

ESS 5 is relevant to this project. The construction of the new runway and other associated facilities requires acquisition of some land and physical or economic displacement of some households and businesses, much of which already occurred prior to Bank involvement in the project. A Resettlement Action Plan (RAP) was previously prepared by the





Rodrigues Regional Assembly, and implemented, including construction of replacement houses and relocation of the project-affected persons (PAPs). Those affected by displacement included 15 households totaling 61 residents, as well as an additional 37 non-residents using land required by the project, including 25 fishers, a tour boat operator, and nine persons raising livestock and two farmers.

A RAP Completion Audit was conducted of the RAP outcomes to ensure compliance with ESS 5 guidelines on involuntary resettlement and livelihood replacement, as well as proper stakeholder engagement and information disclosure requirements. Existing information indicates that while RRA workers implementing the resettlement maintained contact with the displaced persons before, during and after the resettlement process, no formal grievance redress mechanism was set up during the resettlement process or more generally for project activities, and it is unclear to what extent vulnerable groups were consulted. The Resettlement Audit provided more information on this aspect of the resettlement activities, the Audit was disclosed, and the existing RAP will be updated to reflect recommendations for dealing with outstanding issues. At least two other households located within the project footprint near the site of the new control tower will need to be resettled, and there may be additional land acquisition and resettlement needed due to ancillary activities for Component 1, including upgrading and heavy use of community roads by project vehicles during construction phase, as well as other land acquisition or resettlement that may be needed near borrow pits or other new project facilities that may be located outside the current airport footprint.

The ESMP prepared with the ESIA will require the contractor to screen ancillary activities and identify any need for land acquisitions, and a RAP will be prepared if necessary. As part of airport operational safety requirements, an exclusion zone may be proposed, including on or offshore coastal locations near the site of the new runway, for which access may be blocked by airport security enclosures or other restrictions. The exclusion zone, if applicable, may have an adverse negative impact on community livelihood of artisanal fisherman. Already, new fishing posts (seasonal housing for non-resident fishers), as well as storage facilities for nets and other fishing equipment, and a boathouse for a tour boat operator were constructed outside the project perimeter to replace four existing fishing posts and tour operator's boathouse that needed to be relocated. The full relevance of the exclusion zone and potential impact on artisanal fisherman will only be known once the design has been finalized and will therefore be assessed as part of the final ESIA.

Component 2 activities are largely TA and are not expected to require land acquisition and temporary or permanent physical or economic displacement.

A Resettlement Framework and ESMF will be developed during early implementation to provide guidance for any yet-to-be-specified Component 3 and 4 activities which may require land acquisition or economic or physical displacement of households or businesses.

### **ESS6 Biodiversity Conservation and Sustainable Management of Living Natural Resources**

Relevant

Endangered and critically endangered tree species were identified that will be directly impacted by the construction of the new runway. There are three critical endangered and four endangered trees species within the project area of which four individual trees will be directly impacted by the runway alignment. A Strategy and Action plan was prepared in collaboration with the Mauritian Wildlife Foundation as part of the preliminary ESIA in 2019 and is being overseen by the Rodrigues Regional Assembly (RRA), for the conservation and translocation of the impacted tree species. The Action plan sets out the methodology and budget for conserving these species with an aim to obtain a net gain in accordance



with ESS6. The preliminary ESIA indicated a total of 80 propagated specimens of the critical endangered and endangered tree species will be aimed to be re-planted. Mature specimens of the directly impacted species are in the process of being transplanted in suitable protected areas. There are some uncertainty regarding the level of success of transplanting one of the species of mature trees, however the specialist report indicated some level of confidence in the success of the proposed methodology. As a contingency, plant material is currently being cloned in a nursery.

The alignment requires the reclamation of approximately 3 ha of sea. Potential impacts of the dredging activities on the endangered hawkbill and green turtle and near threatened coral species (*Acropora muricata*) were identified in the preliminary ESIA. According to marine specialist report, no turtle species were observed during the site visit, and locals reported very low sightings during the year. Silt from the reclamation process, is not likely to impact on a near threatened coral species or sea weed beds all located no less than 1 km from the project site. The seabed in the project area is mostly characterized by sandy muddy to coarse substrate colonized by algae type of habitats and is not considered sensitive. A marine biodiversity management plan will be developed during the implementation, to monitor and manage impacts from construction on the marine environment.

Anse Quitor nature reserve, a critical habitat, is located adjacent to the airport development. It is an important bird and biodiversity site according to iBat and contains viable populations of several of Rodrigues's most important endemic plant species and host endemic bird and endangered bats species. The terrestrial biodiversity assessment identified the presence of the endangered flying fox bat and evidence of a critically endangered and endangered mollusk species. No evidence of live specimens of the *Tropiphodora* mollusk was found in April 2023 but low numbers have been confirmed across other parts of the island. Even though the flying fox is considered endangered, a local conservation specialist confirmed that there has been a significantly increase in the population of flying foxes on Rodrigues island. An updated terrestrial biodiversity study to assess the impacts of airports operations on the flying foxes and construction impacts on the mollusk species, and indicated that the project is not likely to have an adverse impacts on these species. A preliminary Terrestrial Biodiversity Management and Monitoring Plan was developed as part of the specialist report which will be finalized based on the mitigation measures presented. The timing for preparing and finalization of the marine and terrestrial biodiversity management plans are captured in the ESCP. Impacts associated with the flying foxes during operations should be considered as part of the airports wildlife management plan.

The Topaze Bay fishing reserve and the SEMPA is located near the project site and small islands, namely Desiree, Fregate and Crab Island located within the Project area. There are existing management organizations and plans for Topaze and SEMPA. The authority responsible for the SEMPA have been engaged on the proposed project and will be further consulted during the preparation of the Marine Biodiversity Management Plan. The impacts of the development of the sea rescue facility on small scale artisanal fisherman was assessed as part of the resettlement action plan that was prepared for the project.

Component 3 will support TA to strengthen of agricultural and fishing activities in particular to improve cold chain supply and implementation of the Sustainable and Profitable Fisheries Strategy of Rodrigues with an emphasis of relieving the pressure on overfished lagoon resources to the untapped off-lagoon potential. The ToRs to be prepared for the Component 3 and 4 activities will consider and assess potential impacts on biodiversity in line with ESS6. Activities supported under Component 3 and 4 will be screened against the exclusion list and screening tool in the ESMF to exclude any activities with a potential adverse negative impact on biodiversity.



**ESS7 Indigenous Peoples/Sub-Saharan African Historically Underserved Traditional Local Communities**

Not Currently Relevant

This standard is not considered relevant for this project.

**ESS8 Cultural Heritage**

Relevant

The standard is relevant as activities under Component 1 with particular relevance includes bulk earthworks, blasting and vibration which may negatively impact on fossil finds located within the karst formation and nearby cave structures. The preliminary ESIA identified several areas of paleontological interest within the greater airport footprint, these include several cavities of paleoclimate importance and caves. Areas of particular interest according to the preliminary ESIA includes the Grotte Fougere which contains sediments with fossils in excellent conservation status. The ESCP will include a requirement for a Chance Finds Procedure to be prepared as part of the ESMP to address any potential finds during construction. The ESMP will further require the Contractor to screen and assess any areas for ancillary works for any cultural and heritage significance prior to commencing with such activities. The ToRs to be developed for the TA studies under Component 3 and 4 will make provisions to assess potential impacts of downstream investments on cultural heritage, and where required will incorporate the relevant mitigation measures as part of the environmental and social assessments. Small scale activities with physical interventions under Component 3 and 4 will be screened using a screening tool in the ESMF to identify potential impacts on areas of cultural heritage.

**ESS9 Financial Intermediaries**

Not Currently Relevant

This standard is not currently relevant for this project.

**ESS10 Stakeholder Engagement and Information Disclosure**

Relevant

ESS 10 is relevant for this project. A robust and ongoing effort to engage stakeholder and disseminate information about the project as it proceeds is needed to meet ESS 10 requirements. Previously there were some initial consultations held in connection with project preparation, including meetings with nearby communities to explain the details of the project, and ongoing interactions between RRA and AML and households and economic activities being displaced by the project. An initial Stakeholder Engagement Plan (SEP) was prepared and disclosed and lays out a mechanism for regularly communicating with project stakeholders. Efforts are needed to ensure women and/or other potential vulnerable groups or individuals have been consulted as to their particular concerns about the project and its impacts. Despite having already carried out resettlement activities, there was no grievance mechanism (GM) in place for the project, for those being resettled or for other stakeholders who may have other grievances or concerns they wish to express about the project. The Resettlement Audit provides more information on the extent to which vulnerable groups have been consulted and identifies concerns expressed by the already-relocated communities that will need to be captured and resolved. The SEP outlines the characteristics and project-related interests and concerns of the relevant stakeholder groups, and the proposed timing and methods of engagement throughout the life of the project. Particular stakeholders of interest include the directly affected communities, Anse Quitor Nature reserve, NGOs and development partners who are focused on biodiversity conservation including marine protection, community agricultural and fishery organizations, environmental and conservation authorities and municipalities among others. The project will in particular ensure that the needs and voices of vulnerable people (female-headed households, elderly, youth, people with disabilities, or any other disadvantaged communities or individuals) are heard through inclusive consultation and participation to ensure that they can equally participate and benefit from the Project. The



Project will also ensure that respective provisions on gender equality and the mitigation of gender-based violence, sexual exploitation and abuse and sexual harassment (SEA/SH) will be implemented, while also ensuring strong participation of women and other vulnerable groups in the project activities.

Further consultations and updating of the SEP will be carried out in early implementation to inform and engage stakeholders on possible food security, water supply, fishing, and tourism development activities to be considered under Components 3 and 4.

**B.2 Legal Operational Policies that Apply**

**OP 7.50 Projects on International Waterways** No

**OP 7.60 Projects in Disputed Areas** No

**B.3 Other Salient Features**

**Use of Borrower Framework** No

The use of a Borrower framework is not being considered for this project

**Use of Common Approach** No

As part of the loan, grant funding will be provided by the European Union (EU) which will support the TA activities under Component 2.

**C. Overview of Required Environmental and Social Risk Management Activities**

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

Component 1.

The final draft ESIA and ESMP for component 1 will be finalized based on the final designs no later than 1 month from the Project Effective Date, and requirements incorporated in the bidding documents. A separate environmental and social assessment and ESMP will be prepared for the ancillary activities such as the desalination plant, crusher and asphalt plant, associated with Component 1 prior to the activities being undertaking and only after the necessary environmental authorizations have been obtained. The contractor will be required to prepare and submit for Bank No objection the Construction Environmental and social management plan.

Component 3 and 4

Prepare, adopt and implement an Environmental and Social Management Framework (ESMF) proportional to the nature and magnitude of the environmental and social risks and impacts of the subprojects with physical interventions under Component 3 and Component 4 of the Project, consistent with the relevant ESSs within two months of the project effective date. The ESMF will further contain an exclusion list of activities not eligible for

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financing under these two components. An E&S audit will be conducted on the existing desalination plants which will be rehabilitated as part of the minor interventions under component 3 and a site specific ESMP will be prepared to address any gaps.

**Component 5**

A CERC Manual will be prepared which will include a description of the ESHS assessment and management arrangements and the CERC-ESMF in accordance with the ESSs. The manual will be prepared during implementation and the adoption of the manual will be a withdrawal condition under the loan agreement.

**III. CONTACT POINTS**

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**V. APPROVAL**

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Public Disclosure