

INTEGRATED SAFEGUARDS DATA SHEET

APPRAISAL STAGE

Report No.: ISDSA1093

Date ISDS Prepared/Updated: 21-Jan-2015

Date ISDS Approved/Disclosed: 21-Jan-2015

I. BASIC INFORMATION

1. Basic Project Data

Country:	Congo, Democratic Republic of	Project ID:	P153085
Project Name:	DRC - Goma Airport Safety Improvement Project (P153085)		
Task Team Leader(s):	Mohammed Dalil Essakali		
Estimated Appraisal Date:	20-Jan-2015	Estimated Board Date:	10-Mar-2015
Managing Unit:	GTIDR	Lending Instrument:	Investment Project Financing
Sector(s):	Aviation (80%), General transportation sector (20%)		
Theme(s):	Infrastructure services for private sector development (30%), Conflict prevention and post-conflict reconstruction (30%), Regional integration (20%), Trade facilitation and market access (20%)		
Is this project processed under OP 8.50 (Emergency Recovery) or OP 8.00 (Rapid Response to Crises and Emergencies)?			Yes
Financing (In USD Million)			
Total Project Cost:	50.00	Total Bank Financing:	50.00
Financing Gap:	0.00		
Financing Source			Amount
BORROWER/RECIPIENT			0.00
IDA Grant			50.00
Total			50.00
Environmental Category:	B - Partial Assessment		
Is this a Repeater project?	No		

2. Project Development Objective(s)

The Project Development Objective is to improve the safety, security, and operations of Goma International Airport.

3. Project Description

The proposed Project will have two components: (a) Airport Infrastructure Investments; and (b) Capacity Building and Project Implementation Support.

Component A: Airport Infrastructure Investments: This component will include investments necessary to urgently enable the airport to meet international safety and security standards, and to bring its capacity to the level prior to the volcanic eruption. The component will include the following activities:

- (a) Rehabilitation of the existing runway, which will include: (i) the removal of lava rock in the northern end of the runway; (ii) the reconstruction of the 335 meters needed to bring the runway's total length to the original 3,000 meters; (iii) the construction of a runway turn pad at the northern end of the runway; (iv) extension of the runway strip and construction of a Runway End Safety Area (RESA) at both runway thresholds; (v) construction of the necessary side drainage system along the western side of the runway; and (vi) installation of runway and taxiway edge lights.
- (b) Rehabilitation and extension of the existing apron, which include the strengthening of the apron's pavement and its extension to a total area of 200 m x 130 m.
- (c) Rehabilitation of the airport's electrical systems, which will include the rehabilitation of the existing power plant and power sub-station, and the provision and installation of electrical equipment.
- (d) Supply and installation of a new mobile control tower.
- (e) The erection of the airport's security fence, by completing the construction of the fence already started with the support of MONUSCO.
- (f) Support to airport rescue and firefighting service, which were established with MONUSCO's support, by providing the necessary tools, parts, supplies, vehicles, as well as training for fire and rescue personnel.
- (g) Rehabilitation of the existing passenger terminal.
- (h) Rehabilitation of the existing cargo area.
- (i) Implementation of the Environmental and Social Management Plans linked to the civil works.

Component B: Capacity Building and Project Implementation Support: This component will include activities necessary to expand lessons learned under the proposed project for the benefits of other airports in DRC, mitigate the risks associated with the volcanic activities in the area, promote interventions to provide social dividends to surrounding communities in this conflict-affected area, and ensure proper project implementation. The component will include the following activities:

- (a) Preparation of a priority airport rehabilitation program. This will include provision of technical assistance to Régie des Voies Aériennes (RVA) to prepare a rehabilitation program benefiting a priority list of national airports. The technical assistance will be based on the results of

the national airport master plan being prepared under the ongoing Multimodal Transport Project and will use the lessons and experience of the proposed project.

(b) Monitoring of volcano risks and strengthening the preparedness of the airport and surrounding communities. This will include the provision of technical assistance, equipment, training, and operating costs. Currently, the monitoring of the volcano is undertaken by the Observatoire Volcanologique de Goma (OVG), and the proposed project will partly support the OVG's program over the period 2015 – 2018.

(c) Provision of technical assistance to strengthen the economic and social fabric of the communities around the airport. The removal of the lava rock from the airport will make available a large quantity of lava rock (basalt) that has an economic value if processed. In the context of high unemployment in the Goma area, the proposed project plans to help provide social dividends to the local communities. The proposed project will support the study of the feasibility of labor-intensive activities including the identification of the demand for by-products of basalt rock—such as cobblestones for street paving—and the logistics of such activities. Based on the results of this feasibility study, the project would develop operational procedures for such activities, and would seek partnerships and collaboration with similar ongoing activities in the Goma area.

(d) Project implementation support. This will include provision of goods, consultant services, training and operating costs to support project coordination, implementation, management, auditing, and monitoring and evaluation. Budget allocation to project management, estimated at about 4 percent of the total project cost is low by DRC standards, but it takes into account the economies of scale of embedding project management within the existing Multimodal Transport Project Implementing Entity (CEPTM). In general, project management costs are high in DRC given the high cost of doing business in the country due to a combination of factors including the poorly developed transport network, difficult terrain and large land mass, which often require travel by air, as well as to the high salaries necessary to attract and retain highly qualified individuals.

4. Project location and salient physical characteristics relevant to the safeguard analysis (if known)

Goma is the capital of Nord-Kivu province, which is situated on the western part of the East African Rift bordering Rwanda and Uganda. The town of Goma and its airport are situated on the shores of Lake Kivu. Lake Kivu is part of the East African rift network. The town and the airport are about 20 km from Mount Nyiragongo, and are on the path of the volcano lava. Mount Nyiragongo peaks at about 3,470 meters (11,380 feet) elevation and reaches almost exactly 2,000 meters (6,560 feet) above Lake Kivu. The airport is located about 3 km from Goma's city center, at an elevation of 1,551 meters. On January 17, 2002, Mount Nyiragongo erupted, and subsequently sent streams of lava into the city of Goma, including the airport. About 30 percent of the airport landing strip was covered by lava. Project activities will be implemented inside the airport operational area, which is still partly covered by lava, which will be removed as part of project activities.

5. Environmental and Social Safeguards Specialists

Antoine V. Lema (GSURR)

Hocine Chalal (GENDR)

6. Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment	Yes	The construction or rehabilitation of the airport

OP/BP 4.01		infrastructure (Component A) may have some adverse impacts. Volcanic lava excavation and removal, the construction and the operation of the airport drainage system, could induce negative environmental and social impacts on adjacent neighborhoods. An ESIA and ESMPs will be prepared during project implementation.
Natural Habitats OP/BP 4.04	No	The project does not involve natural habitats.
Forests OP/BP 4.36	No	The project does not involve forests or forestry.
Pest Management OP 4.09	No	The project does not involve pest management.
Physical Cultural Resources OP/BP 4.11	Yes	To concur with OP 4.01, as excavating lava may provide chance finds of physical cultural resources.
Indigenous Peoples OP/BP 4.10	No	There are no Indigenous Peoples in the project area.
Involuntary Resettlement OP/BP 4.12	Yes	Component A, particularly the construction of the security fence, may induce involuntary resettlement. A RAP will be prepared during project implementation.
Safety of Dams OP/BP 4.37	No	N/A
Projects on International Waterways OP/BP 7.50	No	N/A
Projects in Disputed Areas OP/BP 7.60	No	N/A

II. Key Safeguard Policy Issues and Their Management

A. Summary of Key Safeguard Issues

1. Describe any safeguard issues and impacts associated with the proposed project. Identify and describe any potential large scale, significant and/or irreversible impacts:

No large scale impacts are expected. The project is classified as Environmental Assessment Category B with regard to the activities under Component A. The construction or rehabilitation of the airport infrastructure (Component A) may have some adverse impacts. Volcanic lava excavation and removal, the construction and the operation of the airport drainage system, could induce negative environmental and social impacts on adjacent neighborhoods.

Construction stage. Construction activities will cause temporary impacts on the surrounding environment. Construction impacts on neighborhoods and the natural environment will be minimized or avoided through better environmental planning and integration with civil works design. The lava rock excavated from the airport provides good construction materials, and it will be used for all the aggregate materials needed for runway rehabilitation and for other materials for the airport fence. This significantly reduces the construction environmental impacts. Environmental specifications to mitigate construction related impacts will be prepared and incorporated in civil works contracts and will be enforced by construction supervision.

Volcanic risks. The proposed project area is in the middle of an active volcanic zone. The proposed project includes targeted activities to strengthen the monitoring of the volcanic activities and other geo-hazards in Goma and its surroundings. The proposed project will also support the activities related to preparedness and contingency plans.

Surface water. The existing airport occupies approximately 1.2 square kilometers of land and creates an impervious surface. Impacts of rapid runoff from this impervious area is minor because the land area of the airport is limited compared to the watershed area estimated at more than 140 square kilometers. Because of the lava from the volcanic eruption of 2002 might have modified the hydrology of the watershed around the airport and the eastern part of the city of Goma, specific attention will be paid to ensuring adequate drainage design is implemented as part of the airport rehabilitation. This will ensure that storm water is captured before crossing the runway in order to ensure safe operations for takeoffs and landings, that drainage of the airport surface area is done without generating physical or chemical pollution, and that the airport's drainage is integrated in the Goma city drainage system.

Other environmental issues. As part of project implementation, project subcomponents will include solutions for waste and wastewater management at the airport, which is currently weak. The project will also help strengthen emergency response to various incidents, particularly fire and rescue. Risk management to be strengthened will also include risks associated with fuel storage and transport, including both prevention and emergency preparedness and response plan for potential accidents.

2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:

The building of the drainage system may induce adverse environmental impacts on adjacent neighborhoods at exit, unless well designed.

3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.

Not applicable.

4. Describe measures taken by the borrower to address safeguard policy issues. Provide an assessment of borrower capacity to plan and implement the measures described.

At national level, the DRC has a legislative and regulatory framework which is conducive to good environmental management. In addition, the DRC has signed a number of international treaties and conventions. However, implementation capacity is weak. Environmental policies and their compliance are governed by the Ministry of Environment, Conservation and Tourism (Ministère de l'Environnement, de la Conservation de la Nature et du Tourisme or MECNT). Environmental monitoring and management at MECNT are handled by three departments: (i) Le Groupe d'Etudes Environnementales du Congo (GEEC); (ii) le Centre National d'Information sur l'Environnement (CNIE); and (iii) La Cellule Réglementation et Contentieux Environnementaux (CRCE). The GEEC is responsible for safeguards compliance of all projects in the country, but with emphasis on environmental category "A" projects. GEEC is understaffed and has limited capacity. Despite several donor-funded capacity building initiatives, GEEC still largely relies on donor funds to carry out its field supervision duties.

The proposed project is classified as an "Environmental Category B" operation under World Bank's OP/BP 4.01, and it triggers two World Bank environmental safeguards policies: OP/BP 4.01 – Environmental Assessments, and OP/BP 4.11 Physical Cultural Resources. The proposed

project also triggers OP 4.12/BP Involuntary Resettlement, to mitigate potentially adverse impacts that might result from the construction of the airport's fence. Therefore, the project requires an Environmental and Social Impact Assessment (ESIA) and a Resettlement Action Plan (RAP). No additional safeguards instruments are required for OP 4.11 Physical Cultural Resources, but instructions on how potential chance finds of physical cultural resources will be managed will be covered in the ESIA.

As the proposed project is processed under the exceptional deferral paragraph 12 (a) of OP 10.00, the safeguards action plan, as referred to in paragraph 53 of World Bank's BP 10.0, consists of the preparation of the ESIA and the RAP not later than three months after the Effective Date. The ESIA will include the environmental and social management plan. The preparation of these instruments is the responsibility of the Recipient. CEPTM and RVA have already appointed an independent consultant in December 2014 to carry out the ESIA and prepare the safeguard instruments including the RAP, under terms of reference that were reviewed and approved by the World Bank. A draft environmental and social screening report has already been submitted by the consultant on December 28, 2014. CEPTM and RVA are therefore on track to comply with the requirements of the applicable World Bank safeguards policies ahead of the deadline. Funding for the preparation, implementation, and monitoring of the safeguards instruments has been included in the budget of the proposed project. The project also strengthens the environmental capacity of CEPTM by putting in place an environmental specialist who will be the focal point to ensure the monitoring of safeguards compliance. RVA already has its own environmental specialists, and a focal point will be designated for the proposed project. Civil works will not start prior to the completion and disclosure of relevant safeguards instruments

Addressing the proposed project's safeguards issues and the preparation of the applicable safeguards instruments is benefiting from the existing safeguards instruments of the ongoing World Bank-supported Multimodal Transport Project (MTP, P092537). For the purpose of the MTP, a "Plan Cadre de Gestion Environnementale et Sociale" (Environmental and Social Management Framework) for the air transport component and "Plans et Directives de Gestion Environnementale et Sociale du Secteur de Transport" (Environmental and Social Plans and Directives for the Transport Sector) were prepared and disclosed in-country on December 31, 2009 and on World Bank's Infoshop on January 21, 2010. Those documents include five safeguards instruments: (i) Environmental and Social Management Plans (ESMPs) for each transport subsector, including one for air transport; (ii) an Indigenous Peoples Framework; (iii) a Physical Culture Resources Framework; (c) a Resettlement Policy Framework (RPF); and (e) a Framework for HIV/AIDS Prevention. These instruments, with which CEPTM and RVA are familiar, provide a good basis for the preparation of the safeguards instruments of the proposed project.

5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people.

Key stakeholders are the airport authorities, the UN agencies (particularly MONUSCO), using the airport, the private sector and neighboring communities. The preparation of safeguards instruments will include consultations of the key stakeholders.

B. Disclosure Requirements

Environmental Assessment/Audit/Management Plan/Other	
Date of receipt by the Bank	31-Mar-2015
Date of submission to InfoShop	31-Mar-2015

For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	
"In country" Disclosure	
Congo, Democratic Republic of	31-Mar-2015
<i>Comments:</i> These are the planned dates. The proposed project is processed under the exceptional deferral paragraph 12 (a) of OP 10.00.	
Resettlement Action Plan/Framework/Policy Process	
Date of receipt by the Bank	31-Mar-2015
Date of submission to InfoShop	31-Mar-2015
"In country" Disclosure	
Congo, Democratic Republic of	31-Mar-2015
<i>Comments:</i> These are the planned dates. The proposed project is processed under the exceptional deferral paragraph 12 (a) of OP 10.00.	
If the project triggers the Pest Management and/or Physical Cultural Resources policies, the respective issues are to be addressed and disclosed as part of the Environmental Assessment/Audit/or EMP.	
If in-country disclosure of any of the above documents is not expected, please explain why:	

C. Compliance Monitoring Indicators at the Corporate Level

OP/BP/GP 4.01 - Environment Assessment			
Does the project require a stand-alone EA (including EMP) report?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>]	NA [<input type="checkbox"/>]
If yes, then did the Regional Environment Unit or Practice Manager (PM) review and approve the EA report?	Yes [<input type="checkbox"/>]	No [<input type="checkbox"/>]	NA [<input checked="" type="checkbox"/>]
Are the cost and the accountabilities for the EMP incorporated in the credit/loan?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>]	NA [<input type="checkbox"/>]
OP/BP 4.11 - Physical Cultural Resources			
Does the EA include adequate measures related to cultural property?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>]	NA [<input type="checkbox"/>]
Does the credit/loan incorporate mechanisms to mitigate the potential adverse impacts on cultural property?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>]	NA [<input type="checkbox"/>]
OP/BP 4.12 - Involuntary Resettlement			
Has a resettlement plan/abbreviated plan/policy framework/process framework (as appropriate) been prepared?	Yes [<input type="checkbox"/>]	No [<input checked="" type="checkbox"/>]	NA [<input type="checkbox"/>]
If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan?	Yes [<input type="checkbox"/>]	No [<input type="checkbox"/>]	NA [<input checked="" type="checkbox"/>]
The World Bank Policy on Disclosure of Information			
Have relevant safeguard policies documents been sent to the World Bank's Infoshop?	Yes [<input type="checkbox"/>]	No [<input checked="" type="checkbox"/>]	NA [<input type="checkbox"/>]
Have relevant documents been disclosed in-country in a public place in a form and language that are understandable and accessible to project-affected groups and local NGOs?	Yes [<input type="checkbox"/>]	No [<input checked="" type="checkbox"/>]	NA [<input type="checkbox"/>]

All Safeguard Policies		
Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Have costs related to safeguard policy measures been included in the project cost?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>] NA [<input type="checkbox"/>]

III. APPROVALS

Task Team Leader(s):	Name: Mohammed Dalil Essakali	
<i>Approved By</i>		
Practice Manager/ Manager:	Name: Supee Teravaninthorn (PMGR)	Date: 21-Jan-2015