

Public Information Summary

Host Country	Sierra Leone
Name of Borrower	Summa Airports (SL) Limited
Project Description	The Borrower will use loan proceeds to finance the expansion, renovation, and operation of the Freetown International Airport in Sierra Leone.
Proposed DFC Loan	\$150,000,000
All-Source Funding Total	\$281,500,000
Policy Review	
Developmental Objectives	The Project is expected to have a positive development impact on Sierra Leone, a low-income country, through the structural improvement to Freetown International Airport, which is the country's only international airport. High-quality transportation infrastructure is a driver of economic development by connecting suppliers, producers, and consumers to markets. Limited investment in Sierra Leone's Lungi International Airport left its taxiways and runway in need of urgent repair. The Project also addresses the airport's safety deficiencies with the construction of a new air traffic control tower. In addition to improving air transit in Sierra Leone, this Project supports economic growth through the creation of over 600 new permanent full-time jobs for operation and maintenance of the airport.
Environment and Social Assessment	<p>SCREENING: The Project has been reviewed against DFC's categorical prohibitions and determined to be categorically eligible. The Project is screened as Category B because it involves upgrades/refurbishment of an existing airport within the current site boundary, with no extension of the runway. Impacts are generally site-specific, largely reversible, and readily addressed through adequate mitigation measures. The Project is subject to Climate Resiliency Screening per Executive Order 13677.</p> <p>APPLICABLE STANDARDS: DFC's preliminary environmental and social due diligence indicates that the Project will have impacts that must be managed in a manner consistent with the following of the International Finance Corporation's (IFC) 2012 Performance Standards:</p> <ul style="list-style-type: none"> • PS 1: Assessment and Management of Environmental and Social Risks and Impacts; • PS 2: Labor and Working Conditions;

- PS 3: Resource Efficiency and Pollution Prevention;
- PS 4: Community Health, Safety, and Security; and
- PS 5: Land Acquisition and Involuntary Resettlement.

No cultural heritage sites have been identified at the site, and the Project is not anticipated to adversely impact Indigenous Peoples or biodiversity. Therefore, PS 6, 7, and 8 are not triggered by the Project at this time.

In addition to the Performance Standards listed above, the following IFC Environmental, Health and Safety Guidelines are applicable to the Project:

- IFC EHS General Guidelines (April 30, 2007); and
- IFC EHS Guidelines for Airports (April 30, 2007)

KEY ENVIRONMENTAL AND SOCIAL ISSUES AND MITIGATION: Primary environmental and social issues of concern include community/aviation safety and emergency preparedness and response, waste management, management of hazardous materials; community health and nuisance impacts such as noise; air emissions, labor management including occupational health and safety (OHS); displacement of some informal cassava growers near the runway fence, management of contractors during construction and operations, and retrenchment of workers at the end of construction as well as after the first year of operations.

Community/Aviation Safety and Emergency Preparedness and Response: The Project is being designed to comply with ICAO Category 1 standards. The Sierra Leone Airport Authority will continue to operate the Air Traffic Control (ATC) tower and implement appropriate ATC procedures.

Major Project-related risks include flooding, extreme weather, worker and pedestrian safety incidents, refueling accidents, and aircraft accidents. The Project developed an Emergency Preparedness and Response Plan for the construction phase of the Project, and a new emergency response center was constructed with housing for fire engines, first responder facilities, and a first responder team.

During operations, if the Project takes over operation of the Airport Rescue and Fire Fighting facility from the SLCAA, they will follow the Rescue and Fire Fighting Service Procedures Manual, which provides details of coordinated responses based on the nature and severity of emergency events, addresses potentially catastrophic incidents such as

aircraft crashes and fires, and includes a fire-fighting plan and training program applicable to airport and aircraft emergencies.

The Project also has a Memorandum of Understanding (MOU) with the Sierra Leone Maritime Administration to ensure well-coordinated cooperation and collaboration for the provision of trained personnel, facilities, and specialized equipment in the event of an aircraft emergency within the coastal waters of Sierra Leone.

Waste Management: For both construction and operations, general waste is disposed of at a GoSL-approved landfill located approximately 2.5 km from the Project location. Plastic and paper wastes generated are collected and transported to recycling centers. Hazardous wastes such as oily rags, will be disposed of at approved and licensed waste facilities.

Hazardous Materials Management: A new fuel farm and storage facility will be constructed in the new airport footprint, which will service all aircraft movements as required. This will require new storage tanks, truck fueling facilities and receiving facilities, administrative building, and will be constructed with limited secure access and adequate spillage containment measures. The existing fuel storage farm will be closed. The spillage containment measures for the new fuel farm comply with the IFC Performance Standards and are appropriate. The new fuel farm will be operated by a third party under a sub-concession agreement at handover.

Noise: Because the DFC-supported project is not increasing the capacity of the airport to handle additional flights or its ability to handle larger planes, the DFC-supported Project is not anticipated to result in an increase in background noise levels of more than 3 dB at the nearest receptor. The Project will also implement noise mitigation and monitoring measures, including promoting the use of less noisy aircraft, installing noise barriers, ensuring fixed-utilities operate at acceptable noise levels, and monitoring and responding to noise-related grievances.

Labor Management and Occupational Health and Safety: The Project will need to properly handle the retrenchment of workers at the end of construction as well as after the first year of operations when surplus staff are expected to be released. The Project will also need to monitor the implementation of MOU's defining the role of airport service contracts which are presently administered by the GoSL and were not initially included in the scope of the concession agreement.

The Project's construction health and safety standards comply with international HSE requirements and align with the requirements of the United States Occupational Safety and Health Administration for activities including, working at heights, leading edge protection and

	<p>confined space entry. The Project also developed an OHS and Accident Prevention Plan for the construction-phase of the Project.</p> <p>The Borrower will be required to monitor the relocated cassava growers in alignment with IFC PS 5 as part of the Operational Phase Environmental and Social Management Plan required by DFC.</p>
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