



Project Information Document (PID)

Concept Stage | Date Prepared/Updated: 23-May-2019 | Report No: PIDC27180

**BASIC INFORMATION****A. Basic Project Data**

Country Dominica	Project ID P171224	Parent Project ID (if any)	Project Name Caribbean Regional Air Transport Connectivity Project - Dominica (P171224)
Region LATIN AMERICA AND CARIBBEAN	Estimated Appraisal Date Apr 01, 2020	Estimated Board Date Jun 18, 2020	Practice Area (Lead) Transport
Financing Instrument Investment Project Financing	Borrower(s) Ministry of Public Works and Ports	Implementing Agency DASPA	

Proposed Development Objective(s)

The development objective is to improve air transport safety in compliance with international and regional standards, enhance resilience of aircraft operations to natural disasters, and, support informed planning of the new airport in the targeted country.

PROJECT FINANCING DATA (US\$, Millions)**SUMMARY**

Total Project Cost	12.00
Total Financing	12.00
of which IBRD/IDA	12.00
Financing Gap	0.00

DETAILS**World Bank Group Financing**

International Development Association (IDA)	12.00
IDA Credit	12.00

Environmental and Social Risk Classification

Concept Review Decision



Moderate

Track II-The review did authorize the preparation to continue

Other Decision (as needed)

B. Introduction and Context

Country Context

In 2017, Dominica had a population of 73,925 inhabitants and a GDP per capita of US\$ 7,609. Its main sectors were tourism and agriculture, contributing 37.6% and 14.4% of GDP, respectively. Tourism also accounted for 34.4% of total employment (13,000 jobs)¹. However, according to the IMF's latest August 2018 Article IV Consultation Press Release, GDP was projected to contract by 14% in 2018, mainly due to a major decline in agriculture and tourism services following the devastation caused by Category 5 Hurricane Maria in 2017.

Dominica's decline in GDP is closely linked to its low resilience and vulnerability to recurrent natural disasters. In 2017, Hurricane Maria caused US\$1.3 billion in losses – equivalent to 226% of GDP – damaging large swaths of agriculture lands and damaging or destroying the roofs of an estimated 90% of buildings². Only two years before, Tropical Storm Erika caused damages equivalent to 96% of Dominica's GDP – including rendering its main airport inoperable for about three months.³

Sectoral and Institutional Context

Air transport is vital to Dominica's development and resilience to natural hazards. As an island nation, air transport is Dominica's primary connection to the rest of the Caribbean region and the world. Further, the vulnerability of the island to natural hazards and its lack of land connectivity makes air transport crucial for effective disaster risk management, particularly in the delivery of relief aid.

However, as of today, Dominica is the least connected OECS (the Organization of Eastern Caribbean States) country. Dominica has two airports: Douglas-Charles (DOM), which is located on the northeast coast, and Canefield (DCF), which is located on the west coast, north of the capital Roseau. Both airports have limited capability to support greater air connectivity for Dominica due to physical constraints and their lack of resilience to natural disaster. DOM is the main gateway connecting Dominica to the rest of the world with a volume of 131,340 passengers in 2016⁴ and with non-stop scheduled service to Antigua, Barbados, British Virgin Islands, Guadeloupe, Puerto Rico, Saint Croix, Saint Lucia, Saint Thomas, and Sint Maarten as of May 2019; DCF serves as a secondary airport close to the capital, but with limited commercial passenger traffic due to runway length constraints. As of May 2019, DCF had non-stop charter service available to Guadeloupe, Martinique, Saint Croix, Saint Lucia, and Saint Thomas. While traffic volumes are relatively low at DCF, it is much closer to the capital Roseau (only 5 KM) and therefore has an important role in intra-regional business traffic and for medical emergency evacuations. Further, it provides critical backup capacity during natural disasters, thus providing redundancy and strengthened regional connectivity to the island particularly in emergency situations such as occurred after Tropical Storm Erika when DOM was closed for three months due to flooding. See Annex 1 for additional discussion about the role of DCF.

¹ Travel and tourism contributed *directly* to 12.4% (US\$ 64.3 million) of the country's GDP, and to 11.3% of employment (4,000 jobs).

² <https://www.nytimes.com/2018/03/19/travel/dominica-hurricane-maria-recovery.html>

³ <http://www.worldbank.org/en/news/feature/2015/12/01/dominica-lost-almost-all-gdp-climate-change>,

<https://www.imf.org/en/Publications/CR/Issues/2018/09/05/Dominica-2018-Article-IV-Consultation-Press-Release-and-Staff-Report-46204>

⁴ Landrum & Brown, Dominica Airport Master Plan Study Briefing, July 31, 2017



Taking into consideration the previously mentioned challenges and recognizing the strategic importance of airport infrastructure, the Government of Dominica has recently prepared a master plan for a new, higher-capacity airport located at a higher elevation on the northeast part of the island. The current cost estimate is US\$220 million, although significant uncertainty remains in the cost estimates (especially the earthwork element). A financial model for the new airport project has not yet been prepared which would provide estimates of the financial performance of the new airport under various assumptions about traffic, revenues, costs, and funding.

Relationship to Regional Partnership Strategy

The proposed project is aligned with the Regional Partnership Strategy (RPS) for the Organization of Eastern Caribbean States (OECS) for the period FY15-19. It supports the realization of the RPS overall strategic goal – to support the OECS in laying the foundations for sustainable inclusive growth – by increasing competitiveness and resilience in Dominica and, more specifically, by contributing to the achievement of the following outcomes: (i) Outcome 1 (Improved investment climate), through improvements in transport connectivity, (ii) Outcome 2 (Increased tourism benefits with stronger linkages to agribusiness) by enhancing the quality and standard of airport infrastructure which is an essential component for growth in tourism and its spillover effect on agriculture, and (iii) Outcome 9 (Increased capacity to manage natural hazards) by supporting the Government to better manage the impact of shocks and adapt to changing circumstances through the improvement of resilience in airport infrastructure and systems.

C. Proposed Development Objective(s)

The development objective is to improve air transport safety in compliance with international and regional standards, enhance resilience of aircraft operations to natural disasters, and, support informed planning of the new airport in the targeted country.

Key Results (From PCN)

Progress towards achievement of the Project Development Objective will be measured through the following key indicators:

- Number of international and regional air transport safety standards complied with
- Number of aircraft arrivals using ILS precision approaches
- Number of diverted aircraft due to inclement weather
- Improved fire and rescue services for emergency operation at DOM (yes/no)
- Improved analyses available for decision making related to the planned new airport (yes/no)

D. Concept Description

The project will support targeted and coordinated technical assistance and investments to improve Dominica's air traffic safety, airport infrastructure resilience to natural disaster, and decision-making capacity for major air transport sector investments. This will be done through a combination of safety and operational improvements concentrated in the two existing airports of Dominica – and technical assistance activities aiming at strengthening the capacity of DASPA and Department of Civil Aviation. The proposed project would comprise two components: Component 1 – Improvement of safety and resilience at the two existing airports; Component 2 – Technical Assistance & Capacity Building. The Project cost is estimated at US\$12 million.



Legal Operational Policies	Triggered?
Projects on International Waterways OP 7.50	No
Projects in Disputed Areas OP 7.60	No

Summary of Screening of Environmental and Social Risks and Impacts

The Environmental and Social Risks Classification (ESRC) for this project is moderate, with a Moderate Environmental Risk Classification and a Low Social Risk Classification.

The project is focused on improvement of existing facilities through installation of new equipment and emergency repairing/renewal of some of the structure. Around 60% of project resources will be utilized on technical assistance and capacity building. The physical improvement and installation of equipment of existing airport facilities will take place in locations that are within urbanized and developed areas with restricted access, thus minimizing community health and safety risks. The limited scale works are straightforward small civil works and the country context does not provide additional environmental and social risk. Permanent and/or temporary displacement are not expected and there are no Indigenous Groups in the project area of influence.

Measures to mitigate the potential risks and impacts, will be included in the Environmental and Social Management Plan (ESMP) to be prepared by the Client and disclosed in-country and on the WB's external web site. The relevant environmental and social instruments will be incorporated into the Environmental and Social Commitment Plan (ESCP) to be prepared and agreed with the Client as a requirement of the legal agreement that will ensure project compliance with the Environment and Social Standards and the World Bank Group (WBG) Environmental, Health and Safety (EHS) Guidelines. As part of the ESCP, the project will develop and implement a Labor Management Procedure and Occupational Health and Safety to mitigate any risks and impacts associated to the labor force, as well as a Stakeholder engagement plan and Grievance Redress Mechanism to address potential project related concerns and claims from workers and public.

Note To view the Environmental and Social Risks and Impacts, please refer to the Concept Stage ESRS Document.

CONTACT POINT

World Bank

Vickram Cuttaree, Malaika Becoulet
Program Leader

Borrower/Client/Recipient

Ministry of Public Works and Ports



Implementing Agencies

DASPA
Benoit Bardouille
CEO Dominica Air and Sea Port Authority (DASPA)
daspa@cwdom.dm

FOR MORE INFORMATION CONTACT

The World Bank
1818 H Street, NW
Washington, D.C. 20433
Telephone: (202) 473-1000
Web: <http://www.worldbank.org/projects>

APPROVAL

Task Team Leader(s):	Vickram Cuttaree, Malaika Becoulet
----------------------	------------------------------------

Approved By

Environmental and Social Standards Advisor:		
Practice Manager/Manager:		
Country Director:		