



# Concept Environmental and Social Review Summary

## Concept Stage

### **(ESRS Concept Stage)**

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**BASIC INFORMATION**

**A. Basic Project Data**

Country	Region	Project ID	Parent Project ID (if any)
Dominica	LATIN AMERICA AND CARIBBEAN	P171224	
Project Name	Caribbean Regional Air Transport Connectivity Project - Dominica		
Practice Area (Lead)	Financing Instrument	Estimated Appraisal Date	Estimated Board Date
«PRACTICEAREA»	Investment Project Financing	4/1/2020	6/18/2020
Borrower(s)	Implementing Agency(ies)		
Ministry of Public Works and Ports	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.

Financing (in USD Million)	Amount
<b>Total Project Cost</b>	<b>12.00</b>

**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 [including overview of Country, Sectoral & Institutional Contexts and Relationship to CPF]**

The project will support targeted and integrated 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 –

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Improvement of safety and resilience at the two existing airports; Component 2 – Capacity Building and Project Management. The Project cost is estimated at US\$12 million.

#### D. Environmental and Social Overview

D.1. Project location(s) and salient characteristics relevant to the ES assessment [geographic, environmental, social]

The Commonwealth of Dominica is a small upper-middle-income country in the Caribbean Sea, with a population of 73,543 inhabitants and with a gross domestic product (GDP) of US\$581.48 million. Dominica’s economy depends predominantly on agriculture and tourism. Poverty remains a pervasive development issue, with a poverty headcount of 28.8 percent. Dominica is affected by fiscal sustainability challenges, with public debt levels as high as over 82.7 percent of GDP because of the country’s exposure to natural disasters and external shocks.

Dominica is particularly vulnerable to natural disasters from meteorological and geophysical events. Due to its location within the Atlantic hurricane belt, high-intensity weather events such as high wind, excess rainfall and hurricanes, continue to have adverse effects on vulnerable populations and the productive sectors of the country’s economy. Moreover, the island’s mountainous, rugged landscape creates significant engineering challenges to reducing infrastructure vulnerability to natural disasters and climate change. The steep topographic conditions and rugged interior mean human settlements and physical development are concentrated along narrow coastal areas (particularly in the south and west), with almost 62% of the island’s population living along the coast. Dominica is serviced by two airports: Douglas-Charles (DOM), formerly known as Melville Hall, and Canefield (DCF) Airport, located on the northeast and west-central coasts, respectively. Both lie adjacent to large rivers which cause periodic flooding and damage. The hurricanes in 2017 affected large sections of the runway of DOM. It also periodically suffers effects of strong wave action on the windward coast.

The project aims at enhancing Dominica’s civil aviation safety and airport infrastructure resilience to natural disasters; support sound decision-making related to the development new airport infrastructure, and , harmonizing and implementing safety and security infrastructure. The Main project’s activities are: i) Installation of an Instrument Landing System (ILS) at Douglas Charles Airport (DOM); ii) Installation of Automatic Dependent Surveillance - Broadcast (ADS-B surveillance system) for all of Dominica by installing one ground station (receiver antenna) in Dominica and equipping the control towers of DOM and Canefield Airport (DCF) with a monitor, and training air traffic controllers; iii) Repairs and renewal of crash and rescue equipment at DOM as parts of the electrical system of the airport are still not operational as a consequence of the 2017 hurricanes; and provide the borrower with independent expert analytical support as it finalizes plans for the new airport. The main risks and impacts associated to the above mentioned activities are about: i) providing safe and healthy working conditions for workers ii) generation of wastes and efficient and effective resource use iii) risk of traffic hazard and associated incidents that can harm communities and iv) transparent engagement between the Borrower and project stakeholders, and as a significant contribution to successful project design and implementation.

The results of the initial environmental and social screening activity, indicate that these risk are insignificant. This risks and impacts will be detailed separately for each standard and will be further develop for the appraisal stage ESRS as more information becomes available.



At this stage, project activities are not expected to cause displacement or relocation of individuals or households, since works are meant to be implemented within the boundaries of two existing airports – which are public lands and free of encroachments.

**D. 2. Borrower’s Institutional Capacity**

The project will be implemented by the newly established Project implementation Unit (PIU) at the Ministry of Finance and Dominica Air & Sea Ports Authority (DASPA). The borrower recognizes they lack in-house capacity to manage the requirements of the environmental and social standards associated with the project. The Borrower will rely on the ESF of the Bank and will use the opportunity to build and strengthen their capacity to manage environmental and social risks. An Environmental and Social Specialist will be contracted for the project preparation and implementation phases to prepare different plans, support the implementation of Environmental and Social Management Plan, Stakeholder engagement plan and other relevant subsidiary plans.

**II. SCREENING OF POTENTIAL ENVIRONMENTAL AND SOCIAL (ES) RISKS AND IMPACTS**

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

Moderate

**Environmental Risk Rating**

Moderate

The environmental risk classification is Moderate under the World Bank Environmental and Social Framework based on the nature and scale of the project intervention and client capacity. The project is focused on improvement of existing facilities through installation of new equipment and emergency repairing/renewal of some of the structure. In addition, 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. Fuel handling facilities will be of small scale and risks can be controlled with minimal measures. 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 technical studies under Component 2 will be reviewed to ensure consistency with the requirement of the World Bank Environmental and Social Standards. 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.

**Social Risk Rating**

Moderate

The social risk classification of the project is Moderate. The project will be developed in a context of low institutional and organization capacity for management of the World Bank Environmental and Social Standards, including stakeholder engagement. Technical Assistance and Capacity building activities of the project, while themselves having minimal or no social or environmental impacts, will need effective stakeholder engagement to improve the medium and long term environmental and social sustainability of project results.

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Permanent and/or temporary displacement are not expected. Construction work (if any) will be limited to the retrofitting and upgrading of equipment of existing airports and the installation of two small towers for the ADS-B system at selected locations outside the airports. There are also not likely to be any Indigenous Groups in the project's area of influence. The project will develop a Labor Management Procedure and Occupational Health and Safety to mitigate any risks and impacts associated to the labor force - that will be consisting mainly of direct and contracted workers - as well as a Stakeholder engagement plan and Grievance Redress Mechanism to address potential project related concerns and claims from workers and public.

The Bank will review the Environmental and Social Risk Classification (ESRC) on a regular basis throughout the project life cycle to ensure that it continues to accurately reflect the level of risk the project presents.

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

### **B.1. General Assessment**

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

##### ***Overview of the relevance of the Standard for the Project:***

The standard is relevant for the project. Although the proposed project is likely to reap positive environmental and social benefits through enhancing safety and resilience at the two existing airports and technical assistance; there are potential environmental and social risks and impacts deriving from the implementation of component 1 of the project and related to: (i) management of solid and hazardous waste from disposal of old equipment and construction and machinery during installation of different new equipment and repairing/renewal works; (ii) nuisances related to air and noise emissions from installation and repairing works; (iii) occupational health and safety of workers and supervisors; and (iv) community health and safety to control traffic and ensure that the public does not enter work zones. Signage, and fencing where appropriate, will be needed to cordon off entryways, to ensure public safety. The size of this waste stream is still under assessment as the project continues preparation activities; but is likely to be low.

The implementing agency will carry out an Environmental and Social Assessment (ESA) to assess the project induced environmental and social impacts and associated risk to ensure that the project will be environmentally and socially sound and sustainable; and will be used to inform decision making.

Although the project will not finance nor the design, nor the construction of the new airport -thus, the potential new airport doesn't constitute an associated facility- the ESA will appropriately consider elements to be taken into account by the "cost modeling exercise" such as costs of resettlement and/or environmental mitigation for what could be the construction of the new airport, and as part of the financial model and/or the estimate cost review.

The ESA will consider the requirements of ESF and sector specific WBG EH&S Guidelines for airports. Based on the single ESA for all the sites, site specific Environmental and Social Management Plans (ESMPs) will be prepared for each airport and the ADS-B towers. The ESMP will include protocols for debris management, construction practice, and aviation gas refueling facilities and incorporate standard mitigation procedures, and where necessary, will draw on international good practices and expertise in the aviation sector. Potential for energy efficient lighting and other efficiency measures will be assessed to the extent possible in the context of preparation of each ESMP. The



contractors (repairing and installation) will be required, as a condition of their contracts, to implement/comply with the ESMPs. The project will develop a Stakeholder Engagement Plan (SEP) to manage participation of all stakeholders. The SEP will also address a Grievance Redress Mechanism. The project will also develop an Environmental and Social Commitment Plan (ESCP).

To ensure that the Contingency Emergency Response Component (CERC) Component complies with the requirements of the World Bank Safeguard Policies, the activities identified for financing under Component 4 will be subject to an expedited review by safeguards specialists to determine if they are eligible under the safeguard policies and compliance procedures. Further, the ESA and ESMPs will contain procedures for debris removal and disposal, which should encompass the majority of CERC activities with potential for negative environmental impact. The ESA and the ESMP will have a section that will include: a) the potential emergencies and the types of activities likely to be financed and b) a screening process for the potential emergency response activities, including which kinds of emergency response activities can proceed with no additional environmental or social assessment, and which ones would require assessment (and at what level) prior to being initiated. Implementation arrangements for the emergency response activities under the CERC will also be addressed.

**Areas where “Use of Borrower Framework” is being considered:**

None.

**ESS10 Stakeholder Engagement and Information Disclosure**

The standard is relevant. The main stakeholders are Government workers and officials as well as the public who will make use of airport transportation services and the nearby communities. Government agencies that will be involved (preliminary estimate) are: Ministry of Environment, Climate Resilience, Disaster Management and Urban Renewal; Ministry of Finance; Ministry of Tourism and Culture; Ministry of Planning and Economic Development; Ministry of Housing and Lands; Dominica Air & Sea Ports Authority (DASPA); Dominica Association of Industry & Commerce (DAIC), organization of the Civil Society (Universities, ONGs, other projects present in the Project area of influence among others.

The Government will submit a stakeholder engagement plan (SEP) that outlines a) who the key stakeholders are; b) how they are to be engaged; c) how often the engagement will occur throughout the project; d) how feedback will be solicited, recorded and monitored over the project; e) who will be charged/responsible with this engagement; f) timeline for this engagement, and so on. The World Bank will review the adequacy of the SEP which, as an ES instrument, must be cleared by appraisal. The process of stakeholder engagement will begin during preparation and continue into implementation. Prior to appraisal, the following measures will be implemented: i) stakeholder identification and analysis and ii) planning how the engagement with stakeholders, iii) disclosure of information and iv) consultation with stakeholder. The SEP is expected to be updated from time to time as/if necessary. The Stakeholder Engagement Plan (SEP) will also describe the measures that will be used to remove obstacles to participation, and how the views of differently affected groups will be captured. The Borrower will propose and implement a grievance mechanism to receive and facilitate the resolution of concerns and grievances. The nature of eligible grievances under the GRM will be described in a later date, and when known.



## B.2. Specific Risks and Impacts

A brief description of the potential environmental and social risks and impacts relevant to the Project.

### ESS2 Labor and Working Conditions

This standard is relevant given that the project will hire direct workers that will be engaged directly by the Borrower to work specifically in relation to the project. Some specialized personal may be hired to install state of the art safety equipment and for training (capacity building). Some unskilled workers may also be hired to perform small, repetitive, and unskilled tasks, but relatively in small amount that will be estimated before project appraisal. The project may also be engaged with contracted workers who are people employed or engaged through third parties for different aspects of project implementation including repairing and equipment of airport facilities. The amount will be estimated before project board approval, even though we expect it to be in a small amount (fewer than 50 persons).

Government civil servants are expected to work in connection with the project, whether full-time or part-time. They will remain subject to the terms and conditions of their existing public-sector employment agreement or arrangement, unless there has been an effective legal transfer of their employment or engagement to the project. ESS2 will not apply to such government civil servants, except for the provisions of Protecting the Work Force Occupational Health and Safety. The project does not intend to engage with primary supply workers. The project does not intend to include the use of community workers.

The WBG team will review the specific HR processes and practices for the project in line with due requirements. This includes some requirements for Labor Management Procedures (LMP), Grievance Redress Mechanism and Occupational Health and Safety practices. The LMP will be developed prior to Project effectiveness and implemented throughout Project implementation. A draft LMP will be ready by appraisal.

### ESS3 Resource Efficiency and Pollution Prevention and Management

The standard is relevant. The project will seek to avoid or minimize project-related emissions and generation of waste, and to promote the sustainable use of energy. The repairing and installation of equipment (including dismantling of old equipment) at the airports will generate construction debris and hazardous or non-hazardous waste that need to be disposed of in a proper way. The project will be promoting proper waste management practices as part of the Environmental and Social Management Plans (ESMPs), which may also be used in CERC activities for debris removal and disposal. These measures would help minimization of hazardous and nonhazardous waste production and appropriate management of wastes. These measures will be reflected in the contract documents (for repairing and installation) to ensure the requirements to manage waste from construction operations, including end location of the waste removed. The technical specifications of different equipment will promote energy efficiency and measures to reduce GHG emissions. The project will use energy efficient Light Emitting Diode (LED) bulbs in runway lightening. The project will not undertake GHG accounting given the negligible change in emissions from the project. The standard will inform any upstream TA on the new airport that might be pertinent.

### ESS4 Community Health and Safety



The Standard is relevant considering the repairing/renewal works and installation of equipment at two airports. Although most of the work will be confined to the existing and secured areas of the two airports, some of the associated activities such as transportation of construction materials, machinery and equipment may increase the risk of traffic hazard and associated incidents. In addition, there are some chances of community health and safety risk if unauthorized people enter work zones. The contractor/s will ensure that the public does not enter these work zones. Signage, and fencing where appropriate, will be needed to cordon off entryways, to ensure public safety.

The ESMPs will outline the measures to reduce the community health and safety measures especially establishment of a security perimeter around the site to minimize the risks of injury or accidental exposure to hazardous materials for communities, especially children. This will be done through signage, and temporary fencing where appropriate, will be needed to cordon off entryways, to ensure public (passengers) safety. Further to that, regarding provisions of security and safety, the client has provisions in place to ensure that existing or additional need for security personal at the airport is informed/educated on their role and their conduct (no use of force except for preventative or defense purposes) while on the premises and security personnel shall be screened for past offenses. Security personnel will be present to enforce restriction and to keep people out of harm's way. The ESMPs will also include mitigation measures for storage, handling, transportation and disposal of hazardous materials such as fuels, as part of Airport Security and Safety. Contractor will put in place a traffic management plan to ensure that trucks unloading equipment do not unnecessarily cause traffic jams and so equipment and supplies can be safely offloaded. This standard will inform any upstream TA on the new airport that might be pertinent.

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

The project will not finance nor the design, nor the construction of the new airport, therefore project activities will not require the acquisition and restrictions on land use. However, the financial model and/or the estimate of project costs will consider the estimated costs of resettlement and/or environmental mitigation for what could be the construction of the new airport. To the extent that the cost estimates developed through the TA consider resettlement costs, those costs should be based on a resettlement model that is consistent with ESS5.

The selected locations for ADS-B tower locations are expected to be on public lands with no affectations to people. However their access routes will be screened and further evaluated in the ESA. If the purchase or acquisition of any lands is needed, then ESS5 will become relevant, and such activity will be done in compliance this standard.

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

Although the standard seems not relevant at this stage, the ESA will consider this standard and the relevance of the standard will be further investigated at project appraisal. The issue of bird collisions during the operational phase will be reviewed as part of environmental and social assessment.

In addition, the TA will consider the provisions of the standard if any preliminary analysis regarding location of new infrastructure is to be supported. It will include possible impacts on terrestrial and marine habitats as well as migratory birds and flyways.





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

The standard is currently not relevant. There are no persons who meet the definition of indigenous people present in the project’s airport locations. While it is unlikely that the ADS-B towers would be placed at sites that could potentially affect indigenous peoples, such locations would be screened out in the ESA as a precaution.

**ESS8 Cultural Heritage**

Although the project does not likely envisage any impacts on physical, cultural, and/or archaeological sites, the standard is considered relevant since some of the works may require excavation below ground. The borrower will rely on a chance finds procedure contained as a precaution in the project’s ESMPs and as part of construction contracts to be awarded under the project.

**ESS9 Financial Intermediaries**

The standard is currently not relevant, as there are no FIs involved in the project.

**B.3 Other Relevant Project Risks**

To date there are no additional risks or impacts that have been identified.

**C. Legal Operational Policies that Apply**

**OP 7.50 Projects on International Waterways** No

**OP 7.60 Projects in Disputed Areas** No

**III. WORLD BANK ENVIRONMENTAL AND SOCIAL DUE DILIGENCE**

**A. Is a common approach being considered?** No

**Financing Partners**

Not applicable.

**B. Proposed Measures, Actions and Timing (Borrower’s commitments)**

**Actions to be completed prior to Bank Board Approval:**

Preparation of Environmental and Social Commitment Plan (ESCP)

- Preparation, consultation and disclosure of the Stakeholders Engagement Plan (SEP)

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- Preparation, consultation and disclosure of Environmental and Social Assessment (ESA) and Environmental and Social Management Plans (ESMPs)
- Draft Labour Management Procedures.

**Possible issues to be addressed in the Borrower Environmental and Social Commitment Plan (ESCP):**

The ESCP will likely address, at a minimum, commitments related to the following:

- Preparation and implementation of site specific ESMPs for each airport and the ADS-B towers, incorporating appropriate measures into all repairing/renewal works and installation of equipment contracts prior to initiation of corresponding works at any project site
- Preparation and implementation of Labor Management Procedures and a Grievance Redress Mechanism for Project workers.
- Preparation and implementation of Health and Safety Procedures for both workers and for the affected communities
- Establishment of a project Grievance Redress Mechanism
- Finalization and implementation of Stakeholder Engagement Plan
- Monitoring and reporting of implementation of environmental and social management plan
- Capacity building of implementing agency on environmental and social risk management.

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**C. Timing**

**Tentative target date for preparing the Appraisal Stage ESRS**

01-Apr-2020

**IV. CONTACT POINTS**

**World Bank**

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**Borrower/Client/Recipient**

Borrower: Ministry of Public Works and Ports

**Implementing Agency(ies)**



Implementing Agency: DASPA

#### V. FOR MORE INFORMATION CONTACT

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#### VI. APPROVAL

Task Team Leader(s):	Malaika Becoulet, Vickram Cuttaree
Practice Manager (ENR/Social)	Valerie Hickey Recommended on 24-Jul-2019 at 21:45:21 EDT
Safeguards Advisor ESSA	Noreen Beg (SAESSA) Cleared on 30-Jul-2019 at 10:14:55 EDT