Government of Saint Lucia
Caribbean Regional Air Transport Connectivity Project (P170860)
Environmental and Social Assessment (ESA)

Virtual Consultation Meeting







Presentation Outline

1. Introduction
2. Project Implementation Unit (PIU)
3. Project Description:
    - Duration
    - Cost
    - Project objectives
    - Main environmental/social Risks
    - Mitigation Measures
4. Public participation
5. Grievance Redress Mechanism (GRM)
6. Access to ESA

PROJECT IMPLEMENTATION UNIT (PIU)

CATCOP project

Saint Lucia Air and Sea Ports Authority (SLASPA)

Telephone: (758) 457-6104

email: slu.catcopgrm@slaspa.com

PROJECT DESCRIPTION



- The location of the project is the **Hewanorra International Airport (UVF)** and **Vigie Airport (SLU)**
- **The project does not include works related to the new Airport Terminal Building at UVF**
- **Communications towers at Moule-a-Chique and Vigie Hill would also have equipment installed**



PROJECT DESCRIPTION

- **Project Start Date:** April 2020
- **Project End Date:** December 2024
- **Project Cost:** USD 45 Million

PROJECT DESCRIPTION

Specific Project Components:

- Component 1: Improvements of UVF Runway Resilience and Operational Safety
- Component 2: Air Traffic Safety and Efficiency Improvements
- Component 3: Institutional Strengthening
- Component 4: Project Management
- Component 5: Contingent Emergency Response Component (CERC)

PROJECT DESCRIPTION

The proposed project's main activities are:

1) Runway resurfacing at Hewanorra International Airport (UVF)
2) Installation of Runway End Safety Areas (RESAs) at UVF
3) Drainage improvements at UVF
4) Air Rescue and Fire Fighting improvements at UVF
5) Installation of an Instrument Landing System (ILS) at UVF runway
6) Installation of Automatic Dependent Surveillance - Broadcast (ADS-B surveillance system) for all of Saint Lucia
7) Installing two ground stations (receiver antennae) outside the existing airports (most likely on Moule-a-Chique and Vigie Hill)
8) Air Traffic Control technical studies and updating of UVF Aeronautical Charts
9) Institutional Strengthening of SLASPA and Department of Civil Aviation
10) Emergency Response Component

PROJECT DESCRIPTION



Typical ADS-B Ground Station



ILS (Instrument Landing System)

Glide Slope Station



ILS (Instrument Landing System)

Localizer Antenna Array

PROJECT DESCRIPTION



Runway and drainage channels at UVF

ENVIRONMENTAL/SOCIAL RISKS

The potential negative impacts identified for the project can be placed into two categories:

1) Pre-construction and Construction Phase
2) Operation Phase

It is important to note that there are design details that are not yet known in full until the project is underway and technical studies are completed; therefore, this ESA (assessment) is “preliminary” in nature

ENVIRONMENTAL/SOCIAL RISKS

The potential negative impacts associated with the project are:

1. **Pre-construction and Construction Phase**

- **Labour Demand, Labor Influx and Worker Health and Safety**
  - Gender consideration in participation and employment opportunities
  - Use of child labour
  - Unsafe working conditions and inadequate safety equipment
  - Exposure to high levels of noise, dust or fumes

ENVIRONMENTAL/SOCIAL RISKS

The potential negative impacts associated with the project are:

1. **Pre-construction and Construction Phase**

- **Waste Management**
  - improper management and disposal of hazardous, solid and liquid wastes can be detrimental to both the terrestrial and marine/riverine environment
  - mishandling of construction wastes can lead to pollution of soils, and the entry of these substances into the marine/riverine environment
  - Use of other hazardous materials such as asphalt, paints and other chemicals.
  - Abandoned, buried fuel lines could be discovered
  - Firefighting foam has been found to be toxic

ENVIRONMENTAL/SOCIAL RISKS

The potential negative impacts associated with the project are:

1. **Pre-construction and Construction Phase**

- **Water Resource Management and Energy Efficiency**
  - Equipment selected will promote energy efficiency and measures to reduce greenhouse gas (GHG) emissions.
  - Runway lighting system will utilize energy efficient Light Emitting Diode (LED) bulbs.
  - There are no opportunities for water conservation given the scope of the project.

ENVIRONMENTAL/SOCIAL RISKS

The potential negative impacts associated with the project are:

1. **Pre-construction and Construction Phase**

- **Air Pollution and Noise Emission**
  - Increased noise levels from construction activities adjacent to or within communities and residential areas,
  - vibrations from the use of heavy equipment such as rollers can negatively impact surrounding communities
  - Fugitive dust formation – stock piling of construction materials or soil
  - Air emissions from vehicle exhaust or machinery operation

ENVIRONMENTAL/SOCIAL RISKS

The potential negative impacts associated with the project are:

1. **Pre-construction and Construction Phase**

- **Increased Traffic and Community Safety**
  - Disruption of traffic flow due to the movement of machinery and equipment and transportation of construction materials
  - Increased traffic delays
  - Unauthorized persons and public entering work areas/zones



Roads near UVF

ENVIRONMENTAL/SOCIAL RISKS

The potential negative impacts associated with the project are:

1. **Pre-construction and Construction Phase**

- **Land Acquisition and Resettlement** (ESS5 - Land Acquisition, Restrictions on Land Use and Involuntary Resettlement)**:**
  - physical displacement (relocation, loss of residential land or loss of shelter)
  - economic displacement (loss of land, assets or access to assets, leading to loss of income sources or other means of livelihood)

ENVIRONMENTAL/SOCIAL RISKS

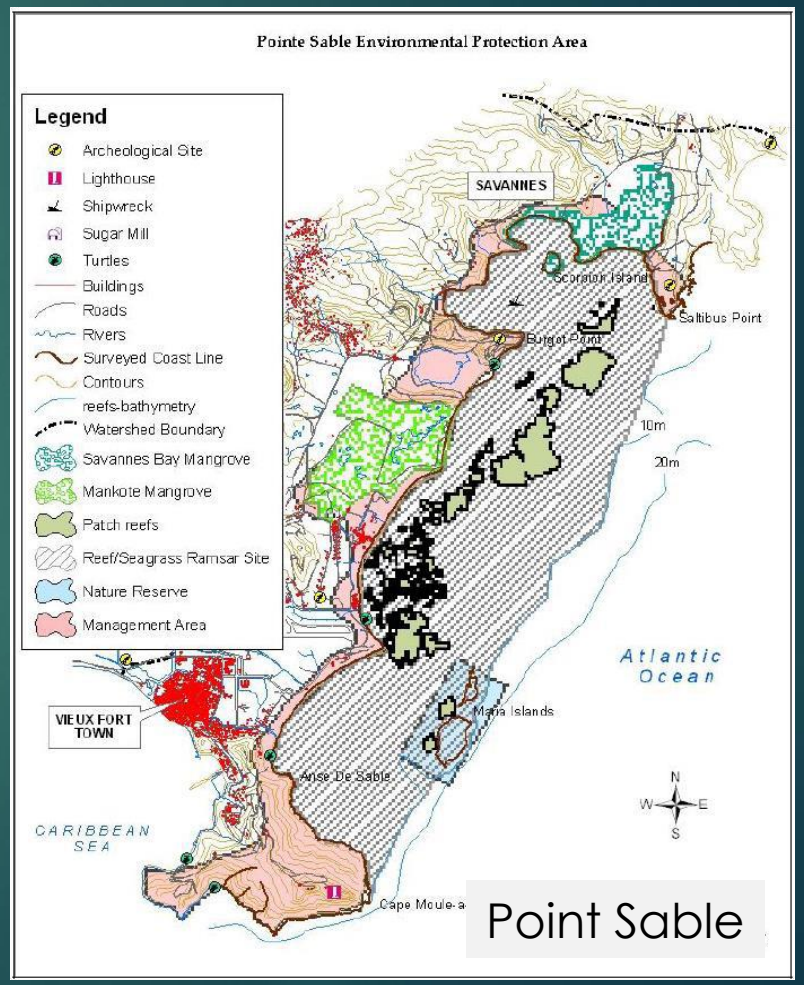
The potential negative impacts associated with the project are:

1. **Pre-construction and Construction Phase**

- **Loss of Natural Habitat and Biodiversity**
  - Inadvertent impacts to Point Sable Marine Protected Area or La Tourney Nature Reserve
  - Bird strikes and wildlife intrusion of premises



La Tourney



Point Sable

ENVIRONMENTAL/SOCIAL RISKS

The potential negative impacts associated with the project are:

1. **Pre-construction and Construction Phase**

- **Storm water, Erosion and Sedimentation**
  - Runoff of sediment, oil and grease, or trash into the sea
  - Civil works at the airports resulting in erosion and sedimentation that could impact off-site coastal and marine/riverine habitat
  - Construction of access roads and tower pads could produce erosion and sediment runoff

ENVIRONMENTAL/SOCIAL RISKS

The potential negative impacts associated with the project are:

1. **Pre-construction and Construction Phase**

- **Indigenous people**
  - Doesn't apply: there are no persons who meet the definition of indigenous people present in the project's airport locations.

ENVIRONMENTAL/SOCIAL RISKS

The potential negative impacts associated with the project are:

1. **Pre-construction and Construction Phase**

- **Loss of or Damage to Archaeological and Cultural Resources**
  - With any excavation or earth-moving activities, there is the possibility of coming across or "chance finding" what may appear to be an historical or cultural artefact
  - Historical, cultural, and paleoAmerindian relics exist at Vigie Hill and Moule-a-Chique

ENVIRONMENTAL/SOCIAL RISKS

The potential negative impacts associated with the project are:

1. **Pre-construction and Construction Phase**

- **Lack of Disclosure and Stakeholder Engagement**
  - Failure to present to the public, the Environmental Social Assessment (ESA), Stakeholder Engagement Plan and Grievance Redress Mechanism for the project

ENVIRONMENTAL/SOCIAL RISKS

The potential negative impacts associated with the project are:

2. **Operation Phase**

- Potential impacts associated with the airport improvements are similar to that of the existing operational airport and are not considered further since this will remain unchanged.
- Opportunities for improvements will be continuous throughout the operation of the airport, in operating procedures such as security and access control, bird and wildlife management, waste management, water and energy conservation, and other relevant areas.

MITIGATION MEASURES

- Our plans for reducing negative impacts

Project Aspect / Impact	Mitigation Measure
Environmental Assessment	• The ESA will be updated, disclosed, and once detailed designs are known and technical studies have been made.
Environmental Management Plans (ESMPs)	• ESMPs have been made for works at airports and off-site communications towers • The ESMPs will also be updated as the ESA is updated • The ESMPs will be included in contracts for all works

MITIGATION MEASURES

- Our plans for reducing negative impacts

Project Impact	Mitigation Measures
Labor Demand, Labor Influx and Worker Health and Safety	• Labor Management Procedures are included in the ESA • Workers and contractors will be engaged in accordance with the labor laws of Saint Lucia and gender considerations. • Best management practices to ensure worker safety and acceptable working conditions
Waste Management	• Promote proper waste management practices • Develop Waste Management Plan using information in ESA and ESMPs • Consult Saint Lucia Solid Waste Management Authority for guidance on the disposal of e-waste and hazardous materials/substances • Strict controls on FOD (foreign object debris) on runway • Asphalt, oils, petroleum products, and other chemicals must be stored, used, and controlled • Screening of soils and water for residual hydrocarbons or foam

MITIGATION MEASURES

- Our plans for reducing negative impacts

Project Impact	Mitigation Measure
Water Resource Management and Energy Efficiency	• Equipment selected will promote energy efficiency • Negligible change in emissions from the project • No impact on water conservation
Air Pollution and Noise Emission	• Standard measures will be employed to reduce impacts of dust (e.g. wetting of road surfaces), noise (barriers or personal protection equipment), and air emissions (equipment and vehicle maintenance)

MITIGATION MEASURES

- Our plans for reducing negative impacts

Project Impact	Mitigation Measure
Traffic and Community Safety	• Works will be confined to the existing and secured areas of the two airports and communications towers • Movement of machinery and equipment and transportation of construction materials will be managed to avoid traffic delays in the vicinity of the airports • Proposed project activities will be in restricted areas and fenced • Contractor will prepare a Traffic Management Plan and Community Health and Safety Plan using information from ESMPs • If new security personnel are needed, then a Security Plan will also be prepared

MITIGATION MEASURES

- Our plans for reducing negative impacts

Project Impact	Mitigation Measure
Land Acquisition and Resettlement	• Project activities will not cause displacement or relocation of individuals or households as all works will be within the boundaries of the two existing airports and communications towers • If new towers must be constructed for ADS-B antennae will be located outside the existing airport properties, then any land acquisition will be screened out and excluded
Loss of Natural Habitat and Biodiversity	• No loss of natural habitat as airports and towers are on lands without essential ecosystem value • No works will be done on La Tourney River • SLASPA's bird and wildlife management plans will be followed and improved upon

MITIGATION MEASURES

- Our plans for reducing negative impacts

Project Impact	Mitigation Measure
Storm water, Erosion and Sedimentation	• Drainage design will be done to avoid any sediment or trash input to coastlines and Point Sable Marine Protected Area • Standard and best practice civil works procedures (silt fences, trash traps, berms, revegetation) will be used to prevent erosion and sedimentation that could impact off-site coastal and marine/riverine habitat • Existing access roads and towers will be used where possible to prevent erosion and sediment runoff • Quarries must be licensed and have adequate runoff and erosion control

MITIGATION MEASURES

- Our plans for reducing negative impacts

Project Impact	Mitigation Measure
Loss of or Damage to Archaeological and Cultural Resources	• The relevant authorities will be contacted for historical or cultural artefacts "chance find" • Locations for ADS-B antenna at Vigie and Moule-a-Chique will be confirmed and screened during detailed design
Disclosure and Stakeholder Engagement	• Public disclosure of ESA and ESMPs, as well as the Stakeholder Engagement Plan (SEP) and Grievance Redress Mechanism (GRM) for the project

PUBLIC INFORMATION AND COMMUNITY ENGAGEMENT

Public participation in the project is the responsibility of the Project Implementation Unit (PIU):

- PIU will follow the Stakeholder Engagement Plan (SEP)
- Encourage stakeholders to raise questions or comments about the project or consultation process
- Public disclosure of project information to stakeholders throughout the life cycle of the project
- Convening public consultations (meetings and workshops), where information will be provided on the project
- PIU will receive and record stakeholders' queries, concerns and complaints, as well as provide resolutions for project related issues, through the Grievance Redress Mechanism (GRM)

PUBLIC PARTICIPATION

Stakeholders relevant to the Project:

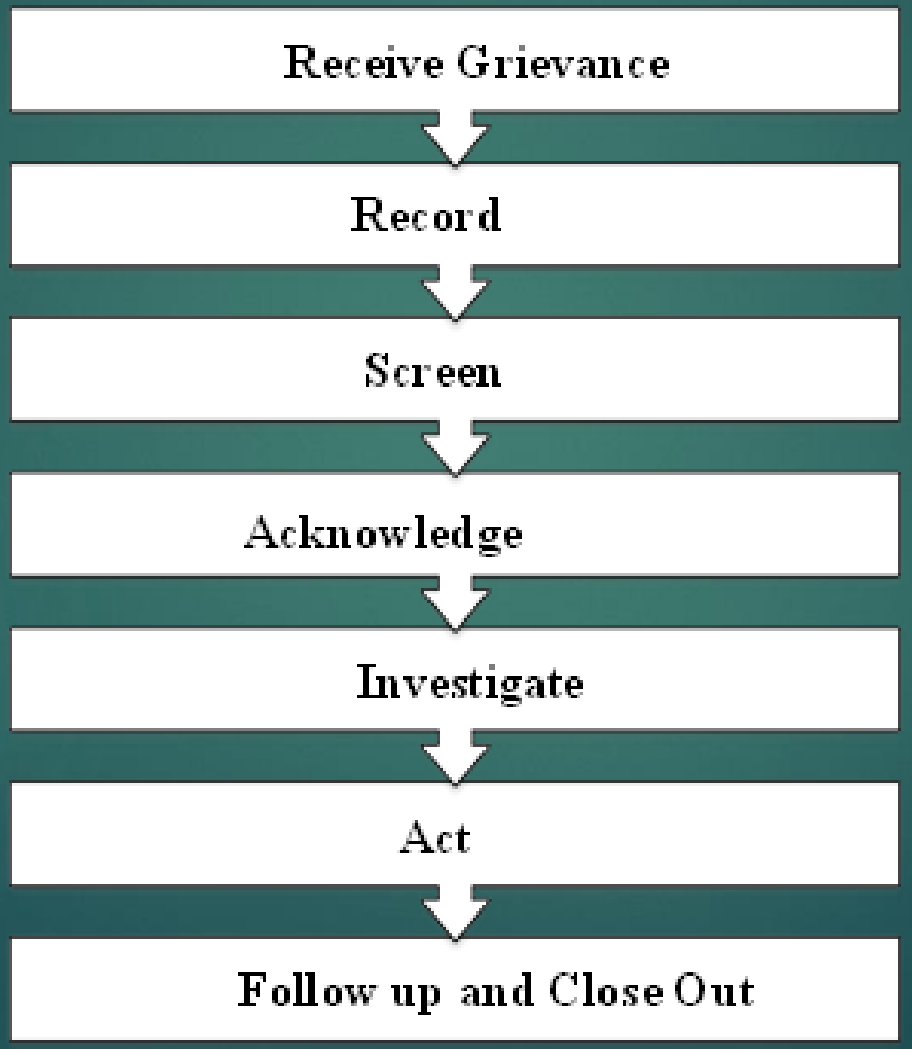
- Nearby communities at both airports
- Public who will make use of airport transportation services
- Government workers and officials
- Dominica Association of Industry & Commerce (DAIC)
- Organization of the Civil Society (Universities, ONGs)
- Eastern Caribbean Civil Aviation Authority (ECCAA)

GRIEVANCE REDRESS MECHANISM (GRM)

Purpose of GRM:

- To receive and facilitate the resolution of concerns and grievances
- Address communities and individuals who believe that they are adversely affected by the project
- Methods of making complaints, such as in writing, email, telephone or anonymously to the office of the Project Implementation
- Meeting with the affected party / complainant to find a solution acceptable to all parties
- The Complainant also has the option of approaching the World Bank, if their grievance cannot be resolved by the Project Implementation Unit.

GRIEVANCE REDRESS MECHANISM PROCESS FLOW



ACCESS TO ENVIRONMENTAL AND SOCIAL ASSESSMENT (ESA)

Project related documents such as Environmental and Social Assessment (ESA),to be made available to the public:

- website address TBD

- In addition, the SLASPA appreciates comments and suggestions in the following email address within next 30 days (mention date:)
- slu.catcopinfo@slaspa.com
- SLASPA will respond to emails within 3 working days.

THANK YOU FOR YOUR TIME AND PARTICIPATION

CONTACT INFORMATION

CATCOP project

Saint Lucia Air and Sea Ports Authority (SLASPA)

Telephone: (758) 457-6104

Email: slu.catcopgrm@slaspa.com