

Luxembourg, 20th June 2024**Public**

Environmental and Social Data Sheet

Overview

Project Name:	<i>CABO VERDE Blue Economy Sustainable Ports FL</i>
Project Number:	<i>2022-0860</i>
Country:	<i>Cabo Verde</i>
Project Description:	<i>Framework Loan to finance the rehabilitation and expansion of various ports in the archipelago of Cabo Verde (on different islands including Santo Antão, São Vicente and Sal), as well as of the country's main shipyard located in São Vicente, contributing to the sustainability and resilience of the sector.</i>
EIA required:	Multi-investment project. EIA requirements vary
Project included in Carbon Footprint Exercise ¹ :	No

Environmental and Social Assessment

All components of the project will be located either in the port service area of any the Ports of Cabo Verde or in the existing shipyard in Mindelo (São Vicente). The following list includes the potential schemes identified by the Promoters at appraisal stage.

- Porto Grande Expansion (Mindelo, São Vicente);
- Porto Novo Expansion (Santo Antão);
- Porto da Palmeira Expansion (Sal);
- Superstructure and equipment components in several port locations, including OPS systems, led lighting and solar panels for energy production;
- Rehabilitation of CABNAVE Shipyard.

Final eligibility of the aforementioned schemes and their compliance with environmental, climate and social requirements and standards of the EIB will be checked at allocation stage. This list is not final and might be updated during project allocation phase.

Environmental Assessment

Some of the schemes may fall under Category A or Category B as defined in the national legal framework of Environmental Impact Assessment (*Decreto Lei n. 27/2020 de 19 de Março – Regime Jurídico de Avaliação de Impacto Ambiental*). The Promoter will be requested to provide the corresponding environmental and social impact assessment (ESIA) report and its legal approval issued by the competent authority (*DIA – Declaração de Impacto Ambiental*), as required and where necessary, before allocation.

¹ Only projects that meet the scope of the Carbon Footprint Exercise, as defined in the EIB Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: 20,000 tonnes CO₂e/year absolute (gross) or 20,000 tonnes CO₂e/year relative (net) – both increases and savings.



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The extent of the impacts and the proposed mitigation measures associated to the different projects will be analysed before each allocation.

Some of the schemes are also expected to be in line with the transversal objectives of the Bank by contributing to the Climate Action objectives: i) mitigation as it concerns infrastructure dedicated to transshipping freight between the transport modes enabling low carbon water transport in line with the EU Taxonomy and infrastructure supporting alternative fuels supply at the ports and ii) adaptation by considering the increasing sea level rise and other meteocean data during the project timeline. The project is therefore consistent with the EIB Transport Lending Policy.

Social Assessment, where applicable

As the projects will be implemented within the existing port service areas and/or in the existing shipyard in Mindelo, no resettlements, loss of livelihood or other significant negative social impacts are expected. On the other hand, the Promoters have identified some general socio-economic benefits for the region, in terms of employment and economic growth.

All the projects are expected to incorporate within their contractual framework Health and Safety management plans in line with national law requirements.

Public Consultation and Stakeholder Engagement

Where required, public consultation will be conducted in line with the requirements of the national legal framework of Environmental Impact Assessment (*Decreto Lei n. 27/2020 de 19 de Março – Regime Jurídico de Avaliação de Impacto Ambiental*), which foresees a minimum 30 working days of public disclosure of the relevant documents.

The Bank will verify compliance with all the above requirements at allocation of the different project schemes.

Project Allocations

The **Porto Grande Expansion scheme (Mindelo, São Vicente)** was proposed for allocation together with the appraisal of the Framework Loan. The scheme consists of the expansion and reorganization of Porto Grande. The main objective is to provide for additional capacity and efficiency to the port facilities by building new quays and yards and by separating port functional areas by type of cargo flows. This project was included in the Porto Grande Masterplan for 2018-30 and was also aligned with the Regional Spatial Planning Scheme of São Vicente and the PEDS II (Cabo Verde Strategic Plan for Sustainable Development II 2022-26).

Environmental Assessment

The project falls under Categoria A (“Maritime works”) and therefore was subject to an EIA procedure as per national law (Decreto Lei n. 27/2020 de 19 de Março – regime jurídico de avaliação de impacte ambiental). The environmental competent authority is the Direcção Nacional do Ambiente from the Ministério da Agricultura e Ambiente. The Environmental Impact Statement (DIA - Declaração de Impacto Ambiental) was issued by the Competent Authority, on the 19th December 2023.

The main environmental impacts identified in the EIA reports and related environmental permits include and distinguish impacts during construction vs. operation and temporary vs. permanent. The most significant impacts occurring during the construction phase are: additional road and machinery traffic in the vicinity of the site (with the associated noise and vibration production), additional vibration generated in the maritime environment, temporary visual impacts mainly from the urban shore side, temporary decrease of water quality and increase in turbidity, disturbance of local marine ecosystems (namely in the sea bottom and closer to the construction works) and additional waste.



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During the operation phase the main negative impacts identified in the EIA reports and related environmental permits are: permanent landscape change, changes on the local hydrodynamics and sediment dynamics, disturbance of local marine ecosystems during maintenance operations.

As significant positive impacts, the EIA report identifies enhancement of the regional economy, job creation, increase of port capacity and additional tax revenues.

No impacts in nature protected areas have been identified. The closest nature protected area is the Parque Natural de Monte Verde, the highest point of the island located approximately at 8 km from Mindelo.

In general, as per the environmental permit and related documents, the main negative impacts are expected to range between not very significant and negligible. According to the EIA Report, these impacts are expected to be controlled after the implementation of the related mitigation and monitoring measures. The permanent positive impacts have been classified as significant in the related environmental permits.

The EIA report also included an environmental management plan and defined several mitigation measures, including monitoring plans and prescriptions to be undertaken before, during and after the completion of the construction works. These measures include adequate organization and planning of the constructions methods (taking in account the synergies between both project components and reducing impacts in certain areas and timelines), adequate identification of the working areas, undertake a social economic study to identify development opportunities for a sustainable cruise and port sector in a regional context and the implementation of monitoring and management plans.

The investments are related to the development of port infrastructure. These are expected to contribute to Climate Action mitigation by being dedicated to transshipping freight between the transport modes enabling low carbon water transport (in line with EU Taxonomy) at ports; and also to Climate Action adaptation by considering the increasing sea level rise and other meteocean data during the project timeline. Therefore, the project is aligned with the EIB Climate Bank Roadmap.

Public Consultation and Stakeholder Engagement

The EIA Report was subject to the required public consultation as defined in the national law. These procedures were undertaken between 19th October and 30th November of 2023 and all the relevant documents were made available to the public, both physically and electronically. The results of the public consultation were taken in consideration on the decision-making process by the competent authority.

Conclusions and Recommendations

The Promoter ENAPOR has experience in the implementation of similar projects within the port sector and has been undertaking similar ones recently. The technical department of the Promoter ENAPOR includes a unit dedicated to environmental matters. The Bank's appraisal officers met some of the Promoter's staff members during the mission, which took place in January 2024. ENAPOR's project team is technically competent and experienced, liaising in external consultants for certain environmental related tasks of the corresponding projects.

Conditions

- The Promoters shall not commit any EIB funds against schemes prior to the completion of the related environmental procedures, including the completion of an ESIA report,



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its public disclosure and the issuance of the corresponding environmental impact statement and permit by the environmental competent authority.

- Prior to allocation, the Promoters will be required by the Bank to provide evidence that the environmental assessment procedures have been undertaken in line with the applicable legislation and the EIB's Environmental and Social Standards, which may include:
 - A copy of the ESIA report prepared to specific projects / schemes, whenever applicable;
 - Summary or official confirmation of the public consultation of the ESIA report undertaken in line with the timelines defined in national law, whenever applicable;
 - A copy of the environmental impact statement (*DIA – Declaração de Impacto Ambiental*) issued by the Competent Authority, as appropriate;

Undertakings

- The Promoters shall ensure that adequate environmental, social, health and safety management plans, defined according to the legal requirements and the EIB's Environmental and Social Standards, are implemented and monitored during construction of the project and notify the Bank of any unexpected impacts or incidents during the works.
- The Promoter shall fully implement all the prescriptions indicated in the relevant environmental impact statements (*DIA – Declaração de Impacto Ambiental*) issued by the Competent Authority, as appropriate.