

Environmental and Social Data Sheet

Overview

Project Name:	AIRSIDE SAFETY WORKS - ROBERTS AIRPORT MONROVIA
Project Number:	20130261
Country:	Liberia
Project Description:	Roberts International Airport (RIA) is located 50km east of the capital city of Monrovia in Liberia in West Africa. It is the main international airport in the country and a critical piece of national strategic infrastructure. The project concerns the urgent rehabilitation of the runway, which is in very poor condition and presents a real and ongoing safety risk to aircraft. It also includes improvements to the pavement drainage system, the construction of Runway End Safety Areas (RESAs), the replacement of the runway lighting and the provision of various items of operational and safety related airport equipment. The project will result in a much improved level of compliance with civil aviation international safety standards.
EIA required:	no
Project included in Carbon Footprint Exercise ¹ :	no

Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

The project primarily involves the urgent rehabilitation of existing aircraft pavements to ensure that there are safe operating conditions for aircraft.

All the works are to be carried out within existing airport boundaries and as there there is no capacity expansion the only impacts will be those during the construction period, arising directly from the construction process itself. On this basis, the Environmental Protection Agency (EPA) has advised that a formal Environmental and Social Impact Assessment (ESIA) will not be required and that a Construction Environmental Management Plan (CEMP) will be sufficient for mitigating the construction impacts. This will be prepared initially by a consultant and then refined and implemented by the Contractor following approval by the EPA.

The environmental conditions and undertaking below will be applied:

Condition (to first disbursement)

The Promoter shall provide evidence satisfactory to the Bank that the project has received the necessary Certificate of Approval from the Environmental Protection Agency. This shall include a statement that there are no significant impacts on any nature conservation sites.

The Promoter shall submit to the satisfaction of the Bank the final approved Construction Environmental Management Plan for the project.

Undertaking

The Promoter shall ensure that the approved Construction Environmental Management Plan for the project is implemented.

¹ Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100,000 tons CO₂e/year absolute (gross) or 20,000 tons CO₂e/year relative (net) – both increases and savings.

Subject to the above being met, the project is acceptable for EIB financing.

Environmental and Social Assessment

Environmental Assessment

NACO is preparing an Initial Environmental Review (IER), which will be one of the formal documents that the Promoter submits to the EPA to obtain the Certificate of Approval. The IER will not only assess any environmental issues associated with this urgent safety related project, but will also document the baseline conditions for any full ESIA that the EPA are likely to require for the proposed longer term airport redevelopment programme.

Notwithstanding the requirement for a formal submission, the EPA has verbally advised in advance that the project will not require a formal ESIA. The vast majority of the environmental impacts will occur during the construction phase and will be related to issues such as the milling and disposal of the existing pavement material (some of the milled pavement material may be reused to construct airside perimeter roads), an increase in construction traffic, management of waste and other hazardous materials, and noise and dust emissions.

Typical mitigation measures will include dust suppression, monitoring of noise and air emissions from construction equipment, traffic management planning, use of designated disposal sites, delivery of construction materials at off-peak times, etc.

If works are implemented in accordance with the approved CEMP, residual risk during construction should be minor and manageable.

The project is urgent for safety reasons, but should the longer term redevelopment of the airport follow on, which will involve the replacement and expansion of the terminal facilities and the rehabilitation of the remainder of the taxiways and aprons – there would appear to be no obvious environmental issues that would constrain further development. This will of course need to be verified through a formal ESIA process.

Social Assessment

The Contractor will be required to implement an HIV/Aids awareness and management strategy.

Public Consultation and Stakeholder Engagement

Formal public consultation will not be required for the runway rehabilitation project. It will be however be required as part of the ESIA process for the subsequent stages of development, as required under the Environmental Protection and Management Law of Liberia (2003).

Other Environmental and Social Aspects

To monitor compliance with the approved CEMP, the EPA will assign an officer to make regular visits to the site and to liaise with the Promoter and Contractor accordingly.

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