



European Investment Bank (EIB)

Luxembourg, 23 November 2021

## Environmental and Social Completion Sheet (ESCS)

### Overview

Project Name:	REHABILITATION OF MAPUTO AIRPORT
Project Number:	2012-0070
Country:	Mozambique
Project Description:	Critical airside refurbishment works at Maputo International Airport to ensure compliance with international safety standards. The works include the rehabilitation of runway, taxiway and apron pavements and the upgrade of the airfield lighting system.

### Summary of Environmental and Social Assessment at Completion

Maputo International Airport (IATA code: MPM) is located in the South of Mozambique, in the suburban area of Maputo, the capital and by far the country's largest city. MPM is the busiest airport, the main gateway to the country and the hub for the country's flag carrier LAM Mozambique Airlines. MPM handles a small number of passengers that would classify it as a small regional airport by European standards. In 2019, the airport handled a record 1.1 million passengers.

The airport acts as a gateway to the country and to neighbouring regions. The airport plays a key role in making the region internationally accessible, with the majority of passengers connecting through Maputo to reach other destinations within the country.

#### **EIB notes the following Environmental and Social performance and key outcomes at Project Completion.**

The project is now complete. The project has been carried out in accordance with Mozambique's legal and regulatory framework. The project scope of works has been screened out by the Competent Authority and therefore it did not require an Environmental and Social Impact Assessment (ESIA). Had the project being carried out within the EU the project's scope would have fallen under Annex II of the EIA Directive 2011/92/EC (the applicable Directive at the time of appraisal), which leaves to the Competent Authority the decision whether an EIA would be required or not.

A preliminary ESIA has been undertaken as part of the project preparation with the objective of assessing any potential social and environmental impacts. The identified impacts have been addressed in an Environmental and Social Management Plan (ESMP) that covered environmental and social issues, as well as the health and safety aspects of the works. The ESMP was drafted by an independent engineering consultancy and approved by the Competent Authority.



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The preliminary ESIA has identified a number of impacts, mostly during construction. During construction the impacts identified were related to soil contamination, noise and vibration-related emissions, as well as health and safety concerns. These impacts have been judged to be of little significance, largely restricted to the airport site and mitigable. A number of measures have been put in place to minimise these impacts, including the application of best available construction practices in order to minimise soil contamination and noise emissions. The application of these practices was monitored by the independent engineer during the construction works.

In the operation phase, i.e. after the execution of rehabilitation works, the environmental and social impacts were considered to be minor. The most relevant negative impact was judged to be lack of subsequent employment, due to the fact that the workers contracted in a temporary base, may lose jobs with the end of the construction activities. This was largely mitigated given the thriving construction market at the time.

In summary, the negative impacts identified for all social and environmental issues have been mitigated and are no longer existing.

#### **Summary opinion of Environmental and Social aspects at completion**

EIB is of the opinion based on reports from the promoter and inputs provided by Lenders' Supervisors during Construction that the Project has been implemented in line with EIB Environmental and Social Standards, applicable at the time of appraisal.