

## Environmental and Social Data Sheet

### Overview

Project Name: Rehabilitation of Maputo Project  
 Project Number: 2012-0070  
 Country: Mozambique

#### Project Description:

The project comprises the rehabilitation of the airside infrastructure at Maputo International Airport (MIA) in Mozambique. The airport is located in the South of the country, in the North West suburban area of Maputo. It is the largest airport in Mozambique, main gateway to the country and the base for LAM Mozambique Airlines. In 2012, it processed 825 000 passengers.

At present, many of the aircraft pavements and the airfield lighting system are in a poor condition and present a real and on-going safety hazard to aircraft operations. The current International Civil Aviation Organization (ICAO) safety audit reports serious airfield safety deficiencies at the airport. The project will address many of these through the rehabilitation of the runways, taxiways, aprons and the airfield ground lighting, as well as the drainage system and other electrical works. New airport terminals were commissioned in 2011 and navigational equipment has recently been replaced. The proposed project will therefore be the final part in ensuring that the airport will be compliant with international airport safety standards.

The project will be co-financed with AFD under the Mutual Reliance Initiative, with AFD as the Lead Financier. The project is being prepared (detailed design, tender documents, etc.) with a grant from the EU Africa Infrastructure Trust Fund (EU-ITF).

EIA required: no

Project included in Carbon Footprint Exercise<sup>1</sup>: no

(details for projects included are provided in section: "EIB Carbon Footprint Exercise")

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

The project primarily involves the rehabilitation and upgrading of existing pavements. All the works are within the existing airport boundary, therefore no significant environmental impacts are expected. There will be impacts during the construction phase, for which an Environmental and Social Management Plan (ESMP) will be implemented. The improvement of safety conditions and of the drainage system will have a positive environmental impact during operation.

While a formal Environmental and Social Impact Assessment (ESIA) is not required, DHV has undertaken a preliminary ESIA under its design consultancy scope. Additionally, the ESMP is under preparation and will be submitted to the lenders as a condition for first disbursement. The ESMP shall also be approved by the Competent Authority.

According to the national legislation, no Public Consultation is required for the project. This will also be the case for a project of this nature under the EU legislation.

<sup>1</sup> 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 CO<sub>2</sub>e/year absolute (gross) or 20,000 tons CO<sub>2</sub>e/year relative (net) – both increases and savings.

The environmental condition and undertaking below will, therefore, be applied:

Condition:

*“The Promoter shall submit to the Bank a satisfactory Environmental and Social Management Plan (ESMP) for the project works”.*

Undertaking:

*“The Promoter shall implement the ESMP for the works included in the project”.*

Subject to the above condition and undertaking being met, the project is acceptable for EIB financing. It has been classified by the AFD as Category B (low to moderate residual risk).

## **Environmental and Social Assessment**

### **Environmental Assessment**

The project will allow Maputo International Airport (MIA) to be compliant with internationally recognized recommended practices for safety in airfields. The project will have a positive impact from an operational point of view since it will decrease the risk of accidents.

It will be carried out in accordance with Mozambique’s regulatory framework<sup>2</sup>. It has been screened out by the Competent Authority<sup>3</sup> and, therefore it does not require an ESIA but is subject to compliance with the standards found in specific directives of good environmental management. This is in accordance with Annex II of the EU EIA Directive 2011/92/EC, that leaves to the Competent Authority the decision whether an EIA is required or not.

In any case, a preliminary ESIA has been undertaken as part of the project preparation with the objective of assessing the potential social and environmental impacts. These impacts will be addressed in an ESMP approved by the Competent Authority, which will also cover the health and safety aspects of the works<sup>4</sup>.

The most notable impacts during construction are those related to an increase of noise levels during the resurfacing and repaving works, especially because these activities will be executed at night to avoid the closure of the airport. The airport is located in the suburban area of Maputo city with housing starting just after the airport fencing. The night works will have an impact and so, to mitigate the risk, measures will include limitation of noise levels by using properly maintained machinery and locating the batching and mixing plants as far as possible from the surrounding neighbourhoods.

Another significant impact related to night works is the increased health risk for the workers. The promoter will be required to apply the International Labour Organization’s (ILO) convention 171 Night Work Convention, 1990 and the International Finance Corporation’s (IFC) “General Environmental, Health, and Safety Guidelines”.

If works are implemented in accordance with the ESMP, residual risks during construction should be minor and manageable.

### **Other Environmental and Social Aspects**

In accordance with the Mutual Reliance Guidelines, AFD, acting as lead financier under this MRI operation, will ensure the regular supervision of the project and its impacts throughout the implementation phase, including the environmental and social aspects of the project.

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<sup>2</sup> Specific legislation include Law 20/97 (the Environment Act) and Decree 45/2004, amended by Decree 42/2008 (Decree on Environmental Impact Assessments).

<sup>3</sup> In a letter from the National Directorate for Environmental Assessment (DNAIA) of the Ministry for the Coordination of Environmental Affairs (MICOA) from November 8<sup>th</sup> 2010.

<sup>4</sup> As required by Decree 45/2004.