

Environmental and Social Data Sheet

Overview

Project Name:	Essential Aviation Safety Upgrade – Malawi
Project Number:	20120603
Country:	Malawi
Project Description:	The civil aviation system in the landlocked country of Malawi in southeast Africa has a number of significant safety, security and operational deficiencies. It is suffering from years of under investment and a lack of structure, maintenance and training. The deficiencies have been highlighted in recent International Civil Aviation Organisation (ICAO) safety oversight audits and if not addressed threaten the closure or downgrading of the country's two principal airports in Lilongwe and Blantyre. The project aims to address a number of these deficiencies and involves the provision of new safety and security related equipment at the two airports, the upgrade of related essential airport infrastructure and targeted institutional capacity building. The project will contribute towards Malawi complying with international civil aviation standards to ensure a safe operating environment for airlines and passengers in the future.
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The project primarily involves replacing outdated and unreliable safety, security and operational equipment at Kamuzu and Chileka Airports in Malawi. The old equipment is to be replaced by new equipment, largely located in the same position or serving the same purpose as the old. It is all located inside the existing airport boundary and there will be no direct increase in aircraft or passenger handling capacity as a result. The negative impacts on the environment are therefore expected to be negligible.

The Promoter considers that as such, and under the terms of the national Environmental Management Act (EMA) of 1996, it is not required to undertake an Environmental Impact Assessment (EIA). However, the Promoter is in the process of documenting the basis of its assessment and will be making a submission to the Ministry of Environment and Climate Change Management (MECCM) to get this validated. This follows the principles of the EU EIA Directive for projects such as this.

To rectify a major security non-compliance, the Promoter is in the process of relocating 18 houses that are currently within the airport boundary and home to 35 people, comprising essential airport staff and their families. They are to be relocated to housing immediately south of the airport that will provide improved living conditions for them. With regular consultation and no objection to date, the relocation is expected to be complete within 6 months.

Given the above, the following environmental condition and undertaking will be applied:

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.

Condition

The Promoter shall provide evidence satisfactory to the Bank that the Ministry of Environment and Climate Change Management confirms that there are no significant environmental impacts resulting from the project and that no further environmental impact assessment is required. This shall include a statement that there are no significant impacts on any nature conservation sites.

Undertaking

The Promoter shall keep the Bank informed of the progress being made towards completing the process of relocating the families currently living in houses situated within the airport boundary and shall in any case ensure that this is completed in advance of the completion of works to upgrade the airport perimeter security fencing.

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

Environmental and Social Assessment

Environmental Assessment

As noted above, environmental impacts from the project are expected to be negligible. There are some relatively minor civil works, such as the replacement of the perimeter security fencing and a new fire station at Chileka Airport, but here the impacts are expected to be very minor and related only to the construction works. If required, these will be dealt with under a construction environmental management plan that the Contractor will be asked to prepare and implement under the guidance and review of the Project Implementation Support team and/or an officer from the MECMM if required.

Social Assessment, where applicable

There are 18 houses located within the airport boundary at Chileka Airport, in which a total of 35 people are currently living. The houses have been there since about the mid-1970s and have been home to airport staff and their families. The staff are from the essential firefighting, meteorological and airport maintenance services. At present, the families have access to their houses through a gate in the airport perimeter security fence. This presents a significant security threat as the gate does not appear to be policed on a permanent basis, leaving the airport and its facilities open to unauthorised intrusion. This is in direct contravention to the requirements of the International Civil Aviation Organisation (ICAO) for the security of civil aviation.

To remedy this, the Promoter is in the process of relocating the people to a housing estate immediately south of the airport perimeter. It is being carried out on a phased basis with the firefighting staff being the last to move. Funding constraints have slowed the process down a little but it is expected that the relocation will be completed within the next 6 months.

The people affected have been consulted on a regular basis and have not lodged any complaint or objection to date. The houses they will be moving to will give them much improved living conditions and access to shared social infrastructure.

Other Environmental and Social Aspects

The Promoter has little environmental capacity within its own organisation. This will be one of the points to be addressed during the institutional strengthening and capacity building phases. There is also a United Nations Development Programme (UNDP) project ongoing at present (2013 to 2016) to support and advise the MECMM on mainstreaming, coordination, capacity development and information management at national and district levels in respects of environmental and resources management. It is expected that this will filter down to project promoters such as this to ensure that environmental management is improved across the board in Malawi in the future.