Luxembourg, 18th October 2017

# Environmental and Social Data Sheet

## Overview

Project Name: *Port Victoria Rehabilitation*

Project Number: *20080432*

Country: *Seychelles*

Project Description: *The project consists of the rehabilitation and expansion of the Commercial Port within Port Victoria. This facility is in a state of serious disrepair and has insufficient berthing and yard space to operate efficiently and to meet future needs. The works will include detailed design and construction of a new quay offset from the existing quay, demolition as necessary of the existing quay, extension of the port yard area and dredging.*

*The project will allow for secure, safe and environmentally sound handling of goods, improve efficiency of port operations and nautical access and increase the overall port capacity by providing more berth length and yard area. This will provide a more efficient and sustainable logistic chain for the consumers and exporters in the Seychelles.*

EIA required: yes

Project included in Carbon Footprint Exercise[1]: no

## Environmental and Social Assessment

### Environmental Assessment

An environmental and social impact assessment[2] for the project was completed in 2016 in accordance with the requirements of the regulations of the Government of the Republic of Seychelles and the EIB Environmental and Social Handbook.

The ESIA has been submitted to the Government of the Republic of Seychelles and approval (Notice of Acceptance) was issued by the approving body, the Ministry of Environment, Energy and Climate Change (MoE) on 6 February 2017. The approval contained a number of conditions related to earthworks, dredging, water quality, waste management and pollution control. It also requires the Promoter, Seychelles Port Authority (SPA), to prepare and implement a Project Implementation Plan and Construction Environment Management Plan prior to commencement of construction, to be submitted to the MoE. Further the MoE requires the SPA to appoint an environment officer to monitor the works. Finally, prior to commencement of the works SPA is to hold a meeting with all project stakeholders to ensure that all are aware of the recommendations, provisions and mitigation measures outlined in the ESIA.

[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.

[2] Environmental and Social Impact Assessment Report, MTBS and Gibb Seychelles, October 2016

The ESIA has assessed the potential impacts of the project, in particular considering air and water quality, land use, ecology, waste, noise, cultural heritage and human activity.

The primary concern is related to dredging and the impacts on water quality and ecology. Although the areas to be dredged have been previously dredged, there is a possibility that the seabed has developed new ecology. This will need to be assessed during the baseline survey to be undertaken in the next stage of study. There are no areas of environmental importance within close proximity of the project, the nearest site being the St Anne Marine National Park, which is approximately 5km to the east of the port.

Dredging works will need to be carefully planned and undertaken and appropriate sediment control used to minimise effects on the water column and ecology. A dredging management plan will be required and the works monitored closely. With these in place the residual impact is expected to be minor.

During construction there may be increased noise, air pollution and waste but during operation there is an expectation of a reduction in these effects as the port will operate more efficiently reducing waiting vessel turnaround times, using modern equipment and adopting green port principles. An environmental management plan and monitoring plan will be required before start of the works.

With these actions the project, located within the existing port, is expected to have minor long term effects on the environment.

An AWARE climate and geological risk screening exercise was undertaken for the project. The project climate risk was rated as Medium, with the main risks being, as would be expected, sea level rise, flooding and wind speed increase. The results of the screening have been taken into consideration in the design. The quay wall will be designed to take into account the effects of sea water rise and flooding from storm surges by adding an allowance to its top level in accordance with international practice.

## Public Consultation and Stakeholder Engagement

Stakeholder consultations took place as part of ESIA in July 2015. Further consultation meetings took place with Civil Society and the Mount Fleuri Fishers Community in August and September 2016. Main issues raised in the consultations related to the preservation of an historic lighthouse in the main access channel to the port and access to the fisheries base to the north of the commercial port during construction. Preservation of the lighthouse is an important heritage issue and the SPA will ensure it is preserved. SPA will also ensure that appropriate access is maintained to the fisheries base.

There will be ongoing engagement with the public during the project construction and this will be set out in a stakeholder engagement plan.

## Other Environmental and Social Aspects

An environmental management plan, monitoring plan, dredging management plan and stakeholder engagement plan will be prepared and the SPA construction management team will include an environmental officer with responsibility to monitor compliance with the environmental approval requirements.

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A baseline survey was not undertaken as part of the ESIA and this will be required in the next stage of the project for environmental monitoring purposes prior to any construction works.

## Conclusions and Recommendations

A full ESIA has been undertaken for the Project and approval granted by the MoE. Therefore the project is acceptable for EIB financing in E&S terms provided the following conditions and undertakings are met.

**Conditions**

- Prior to first disbursement the Promoter agrees to perform the following to the satisfaction of the Bank
  - Appoint an Environmental Officer to the Promoter's project management team to oversee all environmental and social aspects of the project. For this position the Promoter will provide the Bank with a CV, job description and details of working hours.
  - Appoint a recognised and experienced specialist Environmental Consultant to identify and undertake as necessary additional environmental analysis and assessment in connection with the requirements of the Notice of Acceptance of the EIA Report and in accordance with the Bank's Environmental and Social Handbook.
  - Prepare a stakeholder engagement plan for the project detailing how constructive dialogue will be maintained between the Promoter, the affected communities and other interested parties throughout the project, including details of a complaints handling mechanism.

- Prior to first disbursement for construction works the Promoter agrees to perform the following to the satisfaction of the Bank
  - A baseline environmental survey.
  - A dredging management plan.
  - A detailed environmental monitoring plan.
  - Provide documentary evidence that they have complied with the requirements of the "Notice of Acceptance of the EIA Report" and "Environmental Authorisation" for the project, dated 6 February 2017, issued by the Ministry of Environment of the Government of the Seychelles.

**Undertakings**

- The Promoter shall ensure that the environmental and social mitigation measures will be implemented in accordance with the project ESIA and corresponding environmental authorisations and the requirements of the Bank's Environmental and Social Handbook, and will notify the Bank of any unexpected impact during environmental monitoring.