Appraisal Environmental and Social Review Summary

Appraisal Stage

(ESRS Appraisal Stage)

Date Prepared/Updated: 04/06/2020 | Report No: ESRSA00468
BASIC INFORMATION

A. Basic Project Data

<table>
<thead>
<tr>
<th>Country</th>
<th>Region</th>
<th>Project ID</th>
<th>Parent Project ID (if any)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grenada</td>
<td>LATIN AMERICA AND CARIBBEAN</td>
<td>P172951</td>
<td></td>
</tr>
</tbody>
</table>

Project Name: Grenada - Caribbean Regional Air Transport Connectivity

<table>
<thead>
<tr>
<th>Practice Area (Lead)</th>
<th>Financing Instrument</th>
<th>Estimated Appraisal Date</th>
<th>Estimated Board Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport</td>
<td>Investment Project Financing</td>
<td>4/7/2020</td>
<td>5/28/2020</td>
</tr>
</tbody>
</table>

Borrower(s): Grenada


Proposed Development Objective(s)

The Project Development Objective (PDO) is to (i) improve operational safety and navigation efficiency of air transportation, (ii) increase the climate and disaster resilience of MBIA and (iii) strengthen Grenada’s capacity in civil aviation and airport management.

Financing (in USD Million)

<table>
<thead>
<tr>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Project Cost</td>
</tr>
</tbody>
</table>

B. Is the project being prepared in a Situation of Urgent Need of Assistance or Capacity Constraints, as per Bank IPF Policy, para. 12?

No

C. Summary Description of Proposed Project [including overview of Country, Sectoral & Institutional Contexts and Relationship to CPF]

The proposed activities will directly improve Grenada’s overall aircraft operational safety and resilience, contributing to the modernization of air navigation systems, implementing ICAO-required RESAs, and strengthening Grenada’s capacity in civil aviation regulation and airport management. Resilience will be strengthened for the RESA, ILS and through technical assistance (such as sea wall defense) and capacity building (climate resilience planning,
maintenance, airport operations etc...). Technical assistance activities will also strengthen GAA and the Ministry of Tourism and Civil aviation capacity to management MBIA airport with a focus on safety and resilience.

The proposed project would include four components: (i) Operational Safety and Resilience Enhancement, (ii) Technical Assistance and Capacity Building, (iii) Project Management and (iv) Contingent Emergency Response.

Component 1: Operational Safety and Resilience Enhancement ($11.5 million) - This component would improve the aircraft operational safety at MBIA through new navigational aids and infrastructure improvements.

Component 2: Technical Assistance and Capacity Building ($3.5 million) - This component aims to (i) strengthen the institutional capacity of GAA and Department of Civil Aviation through a combination of regional and Grenada-specific technical assistance activities. The focus would be on enhancing (i) aircraft operational safety and associated air transport sector regulatory oversight; (ii) the quality of airport management and operations; and (iii) institutional skills and programs related to climate / disaster resilience and gender diversity.

Component 3: Project Management ($2 million) - This component would finance the operating costs for the proposed project and trainings for the Project Coordination Unit, when necessary.

Component 4: Contingent Emergency Response ($0 million): This component would finance the implementation of emergency works, rehabilitation and associated assessments, at the Government’s request in the event of a disaster. The component will be triggered and disbursed in accordance with an Emergency Action Plan prepared by the Government of Grenada and the CERC’s implementation modalities.

D. Environmental and Social Overview

D.1. Project location(s) and salient characteristics relevant to the ES assessment [geographic, environmental, social]

The project focuses on the Maurice Bishop International Airport (MBIA), Grenada’s principal gateway to the world. MBIA is located on the Point Salines peninsula in the extreme southwestern section of the Island of Grenada and seven (7) miles from the capital city of St. George’s. It is adjacent to the Grand Anse area, which is the main hotel belt. The Frequente Industrial Park is 2 km away on the main road leading to and from the Airport. The Runway System consists of two runways (10, 28) on one strip at an elevation of 41 ft (12 m) above mean sea level. MBIA began operations on October 28, 1984.

The Grenada Airports Authority (GAA), a statutory corporation, is responsible for the management, control and supervision of airport operations in Grenada. GAA’s head office is located on the MBIA premises, and directly employs 249 staff. The airlines companies, Immigration, Customs, shops and offices provide additional employment. The security system of the airport includes X-ray scanners for the purpose of screening passengers and baggage entering the sterile area, provision of manually operated screening devices, and CCTV coverage. In addition to GAA’s own full-time security officers, the Royal Grenada Police Force provides additional security service.

Component 1 (US$ 9 million) is designed to improve the operational safety of MBIA through new navigation aids and infrastructure improvements. It will include: (i) Construction of Runway End Safety Areas (RESAs) of 90-m length on each end of the runway (10, 28); (ii) Installation of an Instrument Landing System (ILS) (Category I) for approaches to
Runway 10; (iii) Setting-up an Automatic Dependent Surveillance – Broadcast (ADS-B) system; (iv) Installation of a Precision Approach Path Indicator (PAPI) for Runway 28; and, (v) Installation of other equipment required to meet ICAO standards such as a second X-ray scanner for cargo and a cold storage facility.

In addition to project interventions within the existing airport perimeter, the project will support the installation of one or two antennae for the Automatic Dependent Surveillance – Broadcast (ADS-B) system. The antennae need to be placed on hilltops outside the existing airport property, for which existing communications tower facility will be preferred. The locations of the towers/antennae will be finalized during the detailed design based on the results of technical studies during implementation. In the unlikely event that the tentatively selected locations are not suitable and a new tower must be constructed to install the antenna, then it has been agreed that the DOI will screen out locations on land (public or private) and/or access roads where there could be informal users who have structures, crops or pasture animals on vacant areas, and will exclude any locations that could involve involuntary resettlement or impacts to natural habitat.

The technical specifications of the equipment and the detailed engineering and design of the physical works are not yet fully defined but will be developed during project implementation. A preliminary environmental and social assessment (ESA) was prepared based on the available information on the scope of the different activities and considers the World Bank’s Environmental, Health and Safety (EHS) General Guidelines and the specific Guidelines developed for Airports. The ESA determined that the physical works and installations will occur within the airport premises and on one or two existing communications tower(s), and are unlikely to have any significant environmental and social impacts due to the limited footprint and scale of the proposed activities. Once detailed locations and designs are known, the ESA will be updated accordingly.

According to the assessment carried out during project preparation, project activities will not cause displacement or relocation of individuals or households, since works are meant to be implemented within the boundaries of the existing airport – which is public land and free of encroachments – and on existing communication tower facilities.

In addition to the proposed World Bank funded CATCOP project, the GoG is also planning to initiate a separate redevelopment project at MBIA focusing on resurfacing of runway, rehabilitation of air terminal and other facilities funded by the EXIM Bank of China. The issue of ‘Associated Facilities’ was reviewed at the concept stage. The proposed activities and outputs under the EXIM Bank of China’s support focus on the improvement of the existing physical facilities in the MBIA, while CATCOP aims to (i) elevate compliance of Grenada’s air transport with regional and international safety & airfield capacity standards; and (ii) enhance resilience of airport infrastructure to natural disasters in the MBIA. Although both the projects are expected to contribute in the overall improvement of the MBIA at the outcome level and may benefit each other, the activities of the two projects are not directly and significantly related and the proposed CATCOP project would be viable without the EXIM Bank of China funded activities and vice versa. While some activities may be carried out contemporaneously, the starting timeline of the two operations are likely to be different (the resurfacing and other EXIM Bank of China funded works are expected to be started in October 2020, while the proposed CATCOP activities would take more time since these require hiring of the consultants for engineering design after the project approval and procurement of contractor services. None of the activity to be financed by the EXIM Bank of China has met all the three criteria of the ‘Associated Facilities’. Accordingly, it was determined that the redevelopment project would not be considered as associated since it does not meet all the three criteria of ‘Associated Facilities’ as per as per paragraph 11 and footnote 18 of ESS1 because i) additional works at the airport may or may not be contemporaneous with the CATCOP project; ii) some of the works
would be at different physical locations, and iii) the CATCOP project would be viable with or without the runway repaving or air terminal rehabilitation. However, the DOI will follow proper communication approach to inform different stakeholders about the scope of the Bank funded project and the Chinese EXIM Bank funded project.

Component 2 (US$8 million) would finance technical assistance (TA) to the GAA and includes: (i) Training ($1.5 million) of Air Traffic Control (ATC) staff; (ii) Institutional Strengthening – GAA and Department of Civil Aviation; (iii) preparation of a Wildlife Management Plan to meet ICAO standards; (iv) preparation of an Aviation Sector Strategic Plan; and, (v) preparation of a long-term strategy for MBIA’s Sea Defense. The requirements set out in paragraphs 14–18 of ESS1 will be applied to TA activities as relevant and appropriate to the nature of the risks and impacts. Preliminary TORs for each TA activity have been drafted and included in the ESA. As is the case with the physical works, details of the technical studies will be finalized during project implementation and the scope and outputs of TA activities will be reviewed so that the advice and other support provided is consistent with the ESF.

Component 3 (US$3 million) would finance the operating costs for the proposed project, and the staffing and training for the DOI.

Component 4 (US$0 million) is designed as ‘Contingent Emergency Response’ and would finance the implementation of emergency works, rehabilitation and associated assessments, at the Government’s request in the event of a disaster. The component will be triggered and disbursed in accordance with an Emergency Action Plan prepared by the Government of Grenada and the Contingent Emergency Response Component’s implementation modalities. This component can be implemented all over Grenada in the event of disaster. The environmental and social management framework (ESMF) of the Contingent Emergency Response Component has been incorporated in the ESA.

D. 2. Borrower’s Institutional Capacity
The project will be implemented by the Department of Implementation (DOI) established within the Ministry of Infrastructure Development, Public Utilities, Energy, Transportation and Implementation (MOIID). For the civil aviation related activities, the DOI will closely collaborate with the Grenada Aviation Authority (GAA). The borrower recognizes they lack in-house capacity to manage the requirements of the environmental and social standards associated with the project. The Borrower will rely on the ESF of the Bank and will use the opportunity to build and strengthen their capacity to manage environmental and social risks. Consequently, the Borrower has contracted an experienced Environmental and Social Consultant to lead project preparation and will recruit an Environmental and Social Specialist for the implementation phase. The environmental and social commitment plan (ESCP) includes actions to enhance E&S management capacity.

II. SUMMARY OF ENVIRONMENTAL AND SOCIAL (ES) RISKS AND IMPACTS

A. Environmental and Social Risk Classification (ESRC) Moderate

Environmental Risk Rating Moderate
The environmental risk classification is Moderate under the World Bank Environmental and Social Framework based on the location, type, sensitivity and scale of project intervention, nature and magnitude of potential E&S risks and impacts, and client capacity and ownership. The project is focused on improvement of existing facilities through small-scale construction and installation of safety equipment within the existing airport and communications facilities
that are within previously developed areas with restricted access, thus minimizing community health and safety risks. The physical works (under Component 1) are not complex and are relatively small in terms of construction and installation of equipment. The risks and impacts are expected to be (i) predictable and expected to be temporary and/or reversible; (ii) low in magnitude; (iii) site-specific, without likelihood of impacts beyond the actual footprint of the Project; and (iv) low probability of serious adverse effects to human health and/or the environment. The Technical Assistance (under Component 2) is considered type 2 (supporting the formulation of policies, programs, plans, strategies or legal frameworks) and type 3 (strengthening borrower capacity); accordingly, the requirements set out in paragraphs 14–18 of ESS1 will be applied to TA activities as relevant and appropriate to the nature of the risks and impacts.

Measures to mitigate the potential risks and impacts relevant to construction and installation of equipment (Component 1) are standard methods and have been included in the Environmental and Social Management Plans (ESMPs) prepared by the Client within the preliminary ESA, which has been disclosed in-country and on the WB’s external web site. Although the client has limited capacity on environmental and social management, they have recruited an experienced Environmental and Social Consultant for the project preparation phase who is familiar with ESF. The Borrower has also agreed to include environmental and social capacity building in the project through staffing of a dedicated Environmental and Social Specialist during project implementation. The client has prepared the Environmental and Social Commitment Plan (ESCP) incorporating relevant environmental and social instruments and will agree as a requirement of the legal agreement to ensure compliance with the Environment and Social Standards and the World Bank Group (WBG) Environmental, Health and Safety (EHS) Guidelines.

Social Risk Rating

The social risk classification of the project is Moderate.

Temporary or permanent displacement will not be supported under the project. The main social risk will be related to labor management in the project. In order to address this, the project has developed Labor Management Procedures and a Worker Grievance Redress Mechanism to receive and resolve worker concerns and to prevent the use of any child or forced labor. Additionally, a Stakeholder Engagement Plan (SEP) with its associated project-wide Grievance Redress Mechanism (GRM) has been developed to address any concerns from the general public and other project stakeholders.

The Bank will review the Environmental and Social Risk Classification (ESRC) on a regular basis throughout the project life cycle to ensure it continues to accurately reflect the level of risk the project presents.

B. Environment and Social Standards (ESSs) that Apply to the Activities Being Considered

B.1. General Assessment

ESS1 Assessment and Management of Environmental and Social Risks and Impacts

Overview of the relevance of the Standard for the Project:

The standard is relevant to the project. Although the project is expected to reap positive environmental and social benefits through the enhancement of safety and resilience at the MBIA airport, it has potential environmental and
social risks associated with the construction works related to the RESA and the new Cold Storage Facility. The main environmental and social risks and impacts are associated with i) waste management of solid and hazardous waste associated with minor civil works and installation of new safety equipment; ii) nuisances related to air and noise emissions; iii) occupational health and safety of workers and supervisors; and iv) community health and safety from any increases in traffic due to construction activities along with ensuring public does not venture into construction zones.

The implementing agency has assessed the E&S risks of the project through the preparation of an initial Environmental and Social Assessment (ESA). This initial ESA includes ESMPs specific to each of the civil works and installation of equipment. The ESMPs include protocols for debris management, construction practice, and health and safety issues. Where necessary the ESMPs draw on good international practice in aviation sectors, including relevant sections of the WBG’s EHS General Guidelines and the specific Guidelines developed for Airports.

The ESA also addresses E&S Strengthening to be financed by Component 2 of the project. Draft TORs for the Wildlife Management Program and the Sea Defense Strategy have been included in the ESA and consider the provisions of the ESF. The TORs will be finalized during project implementation and the requirements set out in paragraphs 14–18 of ESS1 will be applied to Technical Assistance (TA) activities as relevant and appropriate to the nature of the risks and impacts. The updated TOR, work plans or other documents defining the scope and outputs of TA activities will be reviewed so that the advice and other support provided is consistent with ESSs 1–10. The environmental and social management framework (ESMF) of the Contingent Emergency Response Component has been incorporated in the ESA in line with the Bank’s CERC Guidance (Oct. 2017).

Contractors will be required, as a condition of their contract, to implement and comply with the ESMPs. The ESA including the ESMPs will be updated during the detailed engineering design and integrated into the specifications of the works and instrumentation supplied during project implementation. The Government of Grenada (GoG) has engaged an experienced Environment and Social Consultant for the project preparation phase and has agreed to hire an Environmental and Social Specialist for the implementation phase of the project. The project has developed an SEP with an associated project-wide GRM, as well as an Environmental and Social Commitment Plan (ESCP) in agreement with the Bank which covers the requirements related to Components 1, 2 and 4.

ESS10 Stakeholder Engagement and Information Disclosure

The standard is relevant. The main stakeholders of the project include government workers, and officials, as well as members of the general public who utilize the MBIA and the residents of nearby communities. Identified stakeholders include: Ministry of Tourism and Civil Aviation; Ministry of Infrastructure Development; Ministry of Finance; Ministry of Labor; Ministry of Foreign Affairs; Eastern Caribbean Civil Aviation Authority; and , Grenada Airport Authority. Organizations of the Civil Society (Universities, NGOs, other projects present in the Project area of influence), and commercial organizations, including those who operate concessions at the airport (e.g. shops and duty free) are also considered stakeholders, and under the category of other interested parties. As a result of the ESA, and the building of the SEP, it is not foreseen that the project will cause negative impacts on disadvantaged and/or vulnerable people.
The GoG has prepared a SEP which provides for adequate consultation and inclusion of the community as well as vulnerable and interested groups in the project area of influence who may experience minor disruptions due to the increased activity in the airport area. The project SEP outlines the measures that will be used to facilitate participation, and how the views of different affected groups will be captured, and describes a) who the key stakeholders are; b) how they are to be engaged; c) how often the engagement will occur throughout the project; d) how feedback will be solicited, recorded and monitored over the project; e) who will be charged/responsible with this engagement; f) timeline for this engagement, budget, and so on. The process of stakeholder engagement has begun during preparation and will continue into implementation. The following measures have been implemented: i) stakeholder identification and analysis; and ii) planning the engagement with stakeholders. The SEP is expected to be updated from time to time as necessary. The SEP includes a Grievance Redress Mechanism (GRM) to receive and facilitate the resolution of concerns and grievances, which builds upon existing systems already in place for GoG employees, unionized workers, and the airport authority in general. The GRM will be administered by the DOI.

B.2. Specific Risks and Impacts

A brief description of the potential environmental and social risks and impacts relevant to the Project.

ESS2 Labor and Working Conditions

This standard is relevant given that the project will be engaged with direct workers that will be engaged directly by the Borrower to work specifically in relation to the project. Some specialized personnel may be hired to install state of the art safety equipment and for training (capacity building) purposes. Some unskilled workers may also be hired to perform small, repetitive, and unskilled tasks. The project may also engage contracted workers through third parties for different aspects of project implementation. This number is expected to be small (fewer than 50 persons).

Government civil servants who are expected to work in connection with the project, whether full-time or part-time, will remain subject to the terms and conditions of their existing public-sector employment agreement or arrangement, unless there has been an effective legal transfer of their employment or engagement to the project. ESS2 will not apply to such government civil servants, except for the provisions of Protecting the Work Force Occupational Health and Safety. The project does not intend to engage with primary supply workers nor to include the use of community workers.

The WBG team has reviewed the specific HR processes and practices for the project in line with due requirements, as reflected in a Labor Management Plan (LMP) with a Worker Grievance Redress Mechanism (separate from that described under the ESS10 section, and in line with an existing system in place for GoG employees, unionized workers or the airport authority), as well as Occupational Health and Safety practices. The LMP is included as an annex in the ESA and will be disclosed at the national level and in the Bank’s external website. The LMP includes a draft Code of Conduct for contract(s) and workers, that includes: maintain a safe working environment, report work situation that he/she believes are not safe or healthy and remove himself/herself from a work situation which he/she reasonable believes presents an imminent and serious danger to life or health; treat other people with respect, and not discriminate against specific groups such as women, people with disabilities or children; not engage in sexual harassment, sexual exploitation, or abuse; not engage in any form of sexual activity with individuals under
the age of 18; report violation of code of conduct, and not retaliate against any person who reports a violation of the code of conduct.

ESS3 Resource Efficiency and Pollution Prevention and Management

The standard is relevant. The project will seek to avoid or minimize project-related emissions and generation of waste, and to promote the sustainable use of energy. The repairing and installation of equipment (including dismantling of old equipment) at the airports will generate some amount of construction debris and hazardous or non-hazardous waste that need to be disposed of in a proper way.

The project will be promoting proper waste management practices as part of the ESMPs, which may also be used in CERC activities for debris removal and disposal. These measures will help minimize hazardous and nonhazardous waste production and appropriately manage wastes. These measures will be reflected in the contract documents (for repairing and installation) to ensure the appropriate management of waste from construction and rehabilitation operations, including end location of the waste removed. The technical specifications of different equipment will promote energy efficiency and measures to reduce GHG emissions; however, the project will not undertake GHG accounting from the project given the negligible change in total emissions.

The preliminary ESA will be updated during the design phase once sufficient equipment information is available, and then will review the possible generation of electronic waste as a result of change of technology and replacement of old equipment.

ESS4 Community Health and Safety

The Standard is relevant considering the transportation of materials related to small-scale construction work and installation of equipment at MBIA. Although most of the work will be confined to the existing and secured areas of the airport, transportation of construction materials, machinery and equipment may increase the risk of traffic hazard and associated incidents. In addition, there are some potential for community health and safety risks if unauthorized people enter work zones. The contractor/s will ensure that the public does not enter these work zones through signage, and fencing where appropriate, to cordon off entryways and ensure public safety.

Airport security personnel are already in place. The project will review the requirement of additional security personnel including the provision of hiring additional security officers on temporary basis, deploying additional members of Royal Grenada Police Force, and/or a private security company. The ESA/ESMP update at the detailed design stage will determine whether additional security personnel and a corresponding Security Plan are needed.

As part of the implementation of the ESMPs, the Contractor will put in place a traffic management plan (TMP) to ensure that trucks unloading equipment do not cause traffic jams and can safely offload equipment and supplies. The ESMPs also include mitigation measures for storage, handling, transportation and disposal of hazardous materials such as fuels, as part of Airport Security and Safety. Additionally, the terms of reference, work plans or other documents defining the scope and outputs of TA activities will be reviewed to ensure consistency with ESS4.
ESS5 Land Acquisition, Restrictions on Land Use and Involuntary Resettlement
The standard is not currently relevant. No project-related land acquisition or restrictions on land use will take place and therefore, there is no potential for physical displacement (relocation, loss of residential land or loss of shelter) or economic displacement (loss of land, assets or access to assets, leading to loss of income sources or other means of livelihood). The tower on which the ADB-S antenna will be located will most likely be on an existing communications facility tower, but this still must be confirmed during the detailed design phase. In the unlikely event that a new tower is required, the ESA update will screen out any location on land (public or private) where there could be informal users who have structures, crops or pasture animals on vacant areas.

ESS6 Biodiversity Conservation and Sustainable Management of Living Natural Resources
This standard is considered relevant considering the scope of the Technical Assistance especially the preparation of the Wildlife Management Plan and the implementation of any works that may be identified by the preparation of the long-term Coastal Defense Strategic Plan for MBIA. Preliminary TORs have been included in the draft ESA and consider any potential effects of wildlife management activities, as well as potential impacts on coastal or nearshore marine ecosystems in the planning process for future coastal defenses. The TOR will be updated as details become available during implementation. The terms of reference, work plans or studies defining the scope and outputs of TA activities will be reviewed to ensure consistency with ESS6.

ESS7 Indigenous Peoples/Sub-Saharan African Historically Underserved Traditional Local Communities
The standard is not currently relevant. There are no communities who meet the definition of indigenous people present in the project’s area of influence.

ESS8 Cultural Heritage
The standard is relevant. The construction activities in Component 1 potentially will include excavations, specifically for the construction of the RESA. Also, the airport is in an area where Amerindian relics have been located and mapped in a nation-wide inventory (see Figure 14 of the ESA). Accordingly, the ESA includes a chance find procedure in the project’s ESMP which will be included in any construction contracts awarded under the project. The chance find procedure includes: i) setting out how chance finds associated with the project will be managed, ii) including a requirement to notify relevant authorities of found objects or sites by cultural heritage experts; iii) fencing-off the area of finds or sites to avoid further disturbance; iv) conducting an assessment of found objects or sites by cultural heritage experts; v) identifying and implementing actions consistent with the requirements of this ESS and national law; and, vi) training project personnel and project workers on chance find procedures.

ESS9 Financial Intermediaries
The standard is currently not relevant, as there are no FIs involved in the project.
B.3 Other Relevant Project Risks

None

C. Legal Operational Policies that Apply

OP 7.50 Projects on International Waterways

No

OP 7.60 Projects in Disputed Areas

No

III. BORROWER’S ENVIRONMENTAL AND SOCIAL COMMITMENT PLAN (ESCP)

<table>
<thead>
<tr>
<th>DELIVERABLES against MEASURES AND ACTIONS IDENTIFIED</th>
<th>TIMELINE</th>
</tr>
</thead>
<tbody>
<tr>
<td>ESS 1 Assessment and Management of Environmental and Social Risks and Impacts</td>
<td></td>
</tr>
<tr>
<td>Environmental and Social Assessment (ESA)</td>
<td>03/2020</td>
</tr>
<tr>
<td>Environmental and Social Management Plans</td>
<td>03/2020</td>
</tr>
<tr>
<td>Contractor ESMP</td>
<td>09/2021</td>
</tr>
<tr>
<td>ESS 10 Stakeholder Engagement and Information Disclosure</td>
<td></td>
</tr>
<tr>
<td>Stakeholder engagement plan</td>
<td>03/2020</td>
</tr>
<tr>
<td>Establishment of project grievance mechanism</td>
<td>03/2020</td>
</tr>
<tr>
<td>ESS 2 Labor and Working Conditions</td>
<td></td>
</tr>
<tr>
<td>Labor Management procedures</td>
<td>03/2020</td>
</tr>
<tr>
<td>Grievance mechanism for the project workers</td>
<td>12/2020</td>
</tr>
<tr>
<td>Occupational health and safety (OHS) measures</td>
<td>03/2021</td>
</tr>
<tr>
<td>ESS 3 Resource Efficiency and Pollution Prevention and Management</td>
<td></td>
</tr>
<tr>
<td>Waste management plan</td>
<td>03/2021</td>
</tr>
<tr>
<td>Hazardous materials control plan</td>
<td>03/2021</td>
</tr>
<tr>
<td>Resource Efficiency and pollution prevention and management measures</td>
<td>03/2021</td>
</tr>
<tr>
<td>ESS 4 Community Health and Safety</td>
<td></td>
</tr>
<tr>
<td>Traffic and road safety plan</td>
<td>03/2021</td>
</tr>
<tr>
<td>--------------------------------------</td>
<td>---------</td>
</tr>
<tr>
<td>Community health and safety plan</td>
<td>03/2021</td>
</tr>
<tr>
<td>Emergency response plan</td>
<td>03/2021</td>
</tr>
<tr>
<td>Security plan</td>
<td>03/2021</td>
</tr>
</tbody>
</table>

ESS 5 Land Acquisition, Restrictions on Land Use and Involuntary Resettlement

ESS 6 Biodiversity Conservation and Sustainable Management of Living Natural Resources

Wildlife management program           | 12/2021 |

ESS 7 Indigenous Peoples/Sub-Saharan African Historically Underserved Traditional Local Communities

ESS 8 Cultural Heritage

Chance Find procedure as part of ESA  | 03/2020 |

ESS 9 Financial Intermediaries

B.3. Reliance on Borrower's policy, legal and institutional framework, relevant to the Project risks and impacts

**Is this project being prepared for use of Borrower Framework?**  
No

**Areas where “Use of Borrower Framework” is being considered:**  
None.

### IV. CONTACT POINTS

**World Bank**

<table>
<thead>
<tr>
<th>Contact</th>
<th>Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vickram Cuttaree</td>
<td>Program Leader</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Telephone No:</th>
<th>Email:</th>
</tr>
</thead>
<tbody>
<tr>
<td>5220+31876 /</td>
<td><a href="mailto:vcuttaree@worldbank.org">vcuttaree@worldbank.org</a></td>
</tr>
</tbody>
</table>

**Borrower/Client/Recipient**

Borrower: Grenada

**Implementing Agency(ies)**

Implementing Agency: Ministry of Infrastructure Development, Public Utilities, Energy, Transport and Implementation
V. FOR MORE INFORMATION CONTACT

The World Bank
1818 H Street, NW
Washington, D.C. 20433
Telephone: (202) 473-1000
Web: http://www.worldbank.org/projects

VI. APPROVAL

Task Team Leader(s): Vickram Cuttaree
Practice Manager (ENR/Social) Valerie Hickey Cleared on 21-Mar-2020 at 20:12:7 EDT