Project Information Document (PID)
## BASIC INFORMATION

### A. Basic Project Data

<table>
<thead>
<tr>
<th>Country</th>
<th>Project ID</th>
<th>Project Name</th>
<th>Parent Project ID (if any)</th>
</tr>
</thead>
<tbody>
<tr>
<td>St. Lucia</td>
<td>P170860</td>
<td>Caribbean Regional Air Transport Connectivity Project - St. Lucia</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Region</th>
<th>Estimated Appraisal Date</th>
<th>Estimated Board Date</th>
<th>Practice Area (Lead)</th>
</tr>
</thead>
<tbody>
<tr>
<td>LATIN AMERICA AND CARIBBEAN</td>
<td>24-Mar-2020</td>
<td>28-May-2020</td>
<td>Transport</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Financing Instrument</th>
<th>Borrower(s)</th>
<th>Implementing Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Investment Project Financing</td>
<td>St. Lucia</td>
<td>Saint Lucia Air and Sea Ports Authority</td>
</tr>
</tbody>
</table>

### Proposed Development Objective(s)

The Project Development Objectives (PDO) are to (i) improve operational safety and navigation efficiency of air transport and (ii) enhance resilience of St. Lucia’s airport infrastructure to natural disasters.

### Components

- Component 1: Improvement of UVF Runway Safety and Resilience
- Component 2: Modernization of Air Navigation Systems
- Component 3: Institutional Strengthening
- Component 4: Project Management
- Component 5: Contingent Emergency Response

## PROJECT FINANCING DATA (US$, Millions)

### SUMMARY

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Project Cost</td>
<td>45.00</td>
</tr>
<tr>
<td>Total Financing</td>
<td>45.00</td>
</tr>
<tr>
<td>of which IBRD/IDA</td>
<td>45.00</td>
</tr>
<tr>
<td>Financing Gap</td>
<td>0.00</td>
</tr>
</tbody>
</table>

### DETAILS

World Bank Group Financing
B. Introduction and Context

Regional and Country Context

1. **Considering the Caribbean island nations’ lack of land connectivity and their tourism sector’s emergence as a key economic pillar, improved air transport connectivity is key to economic growth and shared prosperity for the region.** On average, tourism’s contribution to GDP rose from 12 percent in 2011 to 15.2 percent in 2017 and accounted for 4.3 percent of jobs during the same year. Almost half of these contributions can be traced to capital investment in the travel and tourism industry while a third is linked to tourism-related service industries.

2. **St Lucia is highly vulnerable to natural disasters and climate change and the shock of the coronavirus pandemic has dramatically altered the panorama of OECS economies.** The climate events have further demonstrated the critical importance of climate/disaster resilient transportation systems – especially air transport – when called to provide immediate life-saving response in post-disaster situations and to contribute to a speedy economic recovery. Such connectivity is likely to be more and more crucial given that climate change is expected to increase the frequency, intensity and impacts of extreme weather events in the region, including hurricanes, storm surges and flooding. St. Lucia is highly exposed to hydro-meteorological and geological hazards and the impacts of climate change, which leads to significant negative impacts to its economic stability and social development gains. St. Lucia is among the top high-risk countries in the world, ranking 18th globally in terms of vulnerability of its GDP to weather-related losses from 1997 to 2016. While COVID19 and local containment measures have paralyzed the tourism sector, economic recovery will rely a lot on the capacity of St Lucia’s airports to support safe and resilient air transportation.

Sectoral and Institutional Context

3. **Like most Caribbean countries, Saint-Lucia is highly dependent on air transportation.** Currently there are two airports in St. Lucia which are vital for the regional movement of people and goods and for the tourism sector with its increased demand However, the existing airport infrastructure and navigation system in St. Lucia faces non-compliance with the international standards on safety oversight and need to be improved. The country has been red-flagged since 2013 under the Universal Safety Oversight Audit Programme of the International Civil

---

1 Global Climate Risk Index 2018
Aviation Organization (ICAO)\(^2\), raising significant concerns about Saint-Lucia’s ability to properly oversee airports, aircraft, and air navigation services. The use of non-precision air navigation instruments\(^3\) may limit the number arrivals during adverse meteorological conditions. Moreover, the existing agreement between Martinique and Saint-Lucia for the provision of radar coverage and data to Saint-Lucia is coming to an end in 2021, which might curtail air navigation capabilities of Saint-Lucia if no further action is adopted. The oversight of both regulation and infrastructure and operations management of the Saint-Lucia air transport sector could be improved, particularly in the areas of Crash Fire Rescue, maintenance, climate resilience, wildlife management and gender diversity.

4. **At the regional level, the airspace is fragmented with no fewer than 10 Air Navigation Service Providers (ANSPs) in the Eastern Caribbean alone.** Poor cohesion of the regional space with no overarching entity providing air traffic control across the entire airspace leads to increased operational complexity, indirect routings, longer travel times and higher costs.

**C. Proposed Development Objective(s)**

Development Objective(s) (From PAD)
The Project Development Objectives (PDO) are to (i) improve operational safety and navigation efficiency of air transport and (ii) enhance resilience of St. Lucia’s airport infrastructure to natural disasters.

**Key Results**

5. Progress towards achievement of the Project Development Objectives (PDO) would be measured through the following PDO indicators:

(i) UVF runway in compliance with additional ICAO standards/requirements;
(ii) Modernization of air navigation systems and oversight;
(iii) Crash and fire rescue capability improved at UVF;
(iv) Regional capacity building program on air traffic control and management prepared and endorsed
(v) Change in discharge capacity of the runway drainage system at UVF; and

**D. Project Description**

6. **The proposed Project would include five components:** (i) Improvement of UVF runway safety and resilience; (ii) Modernization of air navigation systems; (iii) Institutional strengthening; (iv) Project management; and (v) Contingent emergency response. Total Project cost is estimated at US$45 million.

7. **Component 1: Improvement of UVF Runway Safety and Resilience (US$ 32.5 million).** This component will improve the operational safety and flood disaster resilience of runway at UVF, the most critical piece of aviation infrastructure, and support St. Lucia to comply with ICAO’s Standards and Recommended Practices (SARPs). This component would finance, *inter alia*, (a) rehabilitation of UVF runway; (b) upgrade of marking and installation of energy-efficient LED lighting system on the runway; (c) construction of paved stopways and Runway End

---

\(^2\) [https://www.icao.int/safety/Pages/USOA-P-Results.aspx](https://www.icao.int/safety/Pages/USOA-P-Results.aspx)

\(^3\) Area navigation (RNAV), Very high-frequency Omnidirectional Range (VOR), and Non-directional beacon (NDB),
Safety Areas (RESAs); (d) improvement of airfield drainage; (e) improvement of crash fire rescue facilities; and (f) technical assistances related to these civil works, including engineering design and supervision, social and environmental safeguard activities.

8. **Component 2: Modernization of Air Navigation Systems (US$ 4 million).** This component will improve air traffic safety and efficiency as well as strengthen resilience for air traffic navigation during bad weather through the modernization of air navigation systems. This component would finance *inter alia*: (a) installation of Instrument Landing System (ILS) at UVF; (b) installation of Automatic Dependent Surveillance - Broadcast (ADS-B), at both UVF and SLU airports, including one or more ground stations, a receiver antenna, air traffic control tower monitors and onboard transmitters for St. Lucia-based aircrafts, all of which are helicopters; and (c) relevant technical assistances.

9. **Component 3: Institutional Strengthening (US$ 4.5 million).** This component aims to strengthen the institutional capacity of the GoSL on managing, developing, operating and overseeing their airports and air transport operations through a combination of regional and St. Lucia’s specific technical assistance activities. While the main beneficiaries will be SLASPA staff, most of these activities will be closely coordinated with the Civil Aviation Department under Ministry of Economy and ECCAA as they would be beneficiaries of the Component as well.

10. **Component 4: Project Management (US$ 3 million).** The component will assist SLASPA in its project management activities, in particular, a dedicated project implementation unit (PIU) which will be responsible for overall management, supervision, fiduciary control, and monitoring and evaluation (M&E) of the Project.

11. **Component 5: Contingent Emergency Response ($0 million).** This Component will provide immediate response to an eligible emergency. As such, in the event of such eligible emergency as defined in the CERC Annex to the Project Operations Manual, and at the request of the government, the Component would finance emergency activities and expenditures through the reallocation of funds from the Project.

<table>
<thead>
<tr>
<th>Legal Operational Policies</th>
<th>Triggered?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Projects on International Waterways OP 7.50</td>
<td>No</td>
</tr>
<tr>
<td>Projects in Disputed Areas OP 7.60</td>
<td>No</td>
</tr>
<tr>
<td>Summary of Assessment of Environmental and Social Risks and Impacts</td>
<td></td>
</tr>
</tbody>
</table>

12. The Environmental and Social Risk Classification of the project is Moderate under the World Bank Environmental and Social Framework. 07 (Seven) Environmental and Social Standards (ESSs) of the World Bank Environmental and Social Framework (ESF) are relevant for the project. The implementing agency has carried out a preliminary Environmental and Social Assessment (ESA) of the project based on the current available information. The ESA
confirmed that potential environmental and social risks are limited in number, likely reversible in nature, and can be mitigated with measures that are readily identifiable and technically and economically feasible. The ESA includes a Labor Management Plan (LMP) and three separate Environment and Social Management Plans (ESMPs) for the airports and off-site ADS-B towers, as well as a Monitoring Plan. The ESA also incorporates an Environmental and Social Management Framework for Contingent Emergency Response (CERC) component. The preliminary ESA will be updated during the detailed design stage. The client also prepared the Stakeholder Engagement Plan (SEP) and draft Environmental and Social Commitment Plan (ESCP). In addition to the World Bank funded CATCOP project, the Government of Saint Lucia is also planning to initiate a separate redevelopment project at UVF. The scope, timing and inter-dependence of the project with the bank funded project were reviewed. It was determined that the redevelopment project will not be considered as ‘Associated Facilities’.

E. Implementation

Institutional and Implementation Arrangements

13. The proposed Project would be implemented by the Saint Lucia Air and Sea Ports Authority (SLASPA) which will host a dedicated Project implementation Unit (PIU). SLASPA will be responsible for management of all the project activities, including technical, procurement, financial management, monitoring and evaluation (M&E) and environment and social safeguard aspects (including citizen engagement). SLASPA will establish a new PIU within its organization and ensure that the PIU has sufficient capacity to manage the project and to ensure compliance with Bank’s latest procurement, financial management, and environmental and social standards procedures. The PIU will be staffed with project manager and specialists covering procurement, financial management, safeguards (including citizen engagement), technical matters and monitoring and evaluation. The relevant departments of SLASPA will provide technical inputs to the PIU.

CONTACT POINT

World Bank

Satoshi Ogita
Senior Transport Specialist

Kavita Sethi
Senior Transport Economist

Malaika Becoulet
Transport Specialist

Borrower/Client/Recipient

St. Lucia
Implementing Agencies

Saint Lucia Air and Sea Ports Authority  
AMY CHARLES  
Manager Air Traffic  
amy.charles@slaspa.com

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

APPROVAL

| Task Team Leader(s): | Satoshi Ogita  
| Kavita Sethi  
| Malaika Becoulet |

| Approved By |
| Environmental and Social Standards Advisor: |
| Practice Manager/Manager: |
| Country Director: | Kathryn Ann Funk | 04-Apr-2020 |