# 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>Haiti</td>
<td>P170907</td>
<td>Caribbean Regional Air Transport Connectivity Project - Haiti</td>
<td></td>
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</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>20-Feb-2020</td>
<td>28-May-2020</td>
<td>Transport</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Financing Instrument</th>
<th>Borrower(s)</th>
<th>Implementing Agency</th>
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</thead>
<tbody>
<tr>
<td>Investment Project Financing</td>
<td>Ministry of Economy and Finance</td>
<td>Unite Centrale d'Execution of the Ministry of Public Works (UCE)</td>
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</tbody>
</table>

**Proposed Development Objective(s)**

The objective of the Project (PDO) is to: (i) improve operational safety and navigation efficiency of air transport in the Recipient’s territory; and (ii) increase the climate and disaster resilience of associated infrastructure at the Recipient’s international airports.

**Components**

- Component 1– PAP and CAP operational safety and navigation efficiency investments
- Component 2– PAP and CAP airfield drainage system improvements
- Component 3 – Institutional strengthening & Project Management
- Component 4 – Contingent Emergency Response

## PROJECT FINANCING DATA (US$, Millions)

### SUMMARY

<table>
<thead>
<tr>
<th>Total Project Cost</th>
<th>66.00</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Financing</td>
<td>66.00</td>
</tr>
<tr>
<td>of which IBRD/IDA</td>
<td>66.00</td>
</tr>
<tr>
<td>Financing Gap</td>
<td>0.00</td>
</tr>
</tbody>
</table>

### DETAILS

World Bank Group Financing
Environmental and Social Risk Classification
Moderate

Decision
The review did authorize the team to appraise and negotiate

B. Introduction and Context

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. Past extreme weather events and other natural disasters in the Caribbean Sea (e.g., hurricanes, flooding, earthquakes, and landslides) have demonstrated the region’s lack of resilient infrastructure systems sufficiently capable of continuing to deliver essential services when affected by natural disasters. 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.

3. Haiti is one of the countries with the highest exposure to multiple natural hazards in the world, and climate change exacerbates these risks. Ninety-six percent of the Haitian population lives in areas considered at risk. Haiti is also the poorest country in the Western hemisphere, with a GDP per capita of US$739.60 in 2016, and a Human Development Index ranking 169 out of 189 countries. Haiti also lags behind in most areas of gender equality, including women’s access to employment, professional opportunities and wage gaps. Haiti’s female labor force participation is higher than the LAC average; however, unemployment rates are also high, and the quality of jobs are low.

Sectoral and Institutional Context
4. Like most Caribbean countries, Haiti is highly dependent on air transportation. However, the existing airport infrastructure and navigation system at PAP faces non-compliance with the international standards on safety oversight, operational and logistical aspects. Haiti scores 1.78 percent in Effective Implementation (EI) of ICAO’s Standards and Recommended Practices (SARPs) with regards to Air Navigation Services compared to a global average of 67.42 percent. Both international airports – PAP and CAP - are exposed to potential impacts from natural disasters and climate change. These impacts include extreme temperatures which can increase the risk of buckling of airport runways, taxiways and flooding which can inundate and damage airfield pavements,
parked aircraft. The oversight of both regulation and infrastructure and operations management of the Haitian air transport sector could be improved, particularly in the areas of Crash Fire Rescue, maintenance, climate resilience, wildlife management and gender diversity.

5. **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 objective of the Project (PDO) is to: (i) improve operational safety and navigation efficiency of air transport in the Recipient’s territory; and (ii) increase the climate and disaster resilience of associated infrastructure at the Recipient’s international airports.

**Key Results**

**PDO Level Indicators**

6. The project is expected to achieve the following results:
   (i) Targeted upgrade of air navigation systems achieved;
   (ii) PAP and CAP runways in compliance with ICAO standards/requirements;
   (iii) Average Runway Occupancy Time (ROT) of airplanes at PAP;
   (iv) Average number of days per year the discharge exceeds the capacity of the airport drainage system.

D. Project Description

7. The proposed Project would include four components: (i) PAP and CAP operational safety and navigation efficiency investments; (ii) PAP and CAP airfield drainage system improvements; (iii) Institutional strengthening & Project Management; and (iv) Contingent Emergency Response. Total Project cost is estimated at US$66 million.

8. **Component 1: PAP and CAP operational safety and navigation efficiency investments (US$46 million).** This component would finance infrastructure and equipment at Haiti’s two international airports – PAP and CAP – aimed at improving aircraft operating conditions in compliance with international safety standards as per the requirements of the ICAO SARPs and OFNAC and improving navigation/taxiing efficiency to better accommodate existing air traffic volumes and air traffic surges associated with post-disaster relief flights. The civil works to be financed under Component 1 would integrate climate/disaster resilience measures through appropriate choice of materials and design of enhanced drainage features.

9. **Component 2: PAP and CAP airfield drainage system improvements (US$10 million).** These investments seek to reduce the risk of airfield flooding associated with the annual rainy season, hurricanes, and climate change at PAP and CAP by increasing the drainage capacity at both airfields and thus improve their climate/disaster resilience.

10. **Component 3 – Institutional strengthening & Project Management (US$ 10 million).** This component aims to (i) strengthen the institutional capacity of the MTPTC, AAN and OFNAC for managing, operating and overseeing airport operations and their development through a combination of technical assistance activities, training and (ii) finance Project implementation support.
11. Component 4 – Contingent Emergency Response (US$0 million). Due to the high risk of catastrophic events in Haiti, the proposed Project would include a contingent component for rapid response in the event of an eligible emergency, subject to the request of the GoH.

<table>
<thead>
<tr>
<th>Legal Operational Policies</th>
<th>Triggered?</th>
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<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>
</tbody>
</table>

Summary of Assessment of Environmental and Social Risks and Impacts

12. A preliminary environmental and social screening is outlined in the Stakeholder Engagement Plan (SEP) and identifies the following potential risks and impacts associated with the Project: (i) Risks linked to waste management; (ii) Impacts on the communities from the construction activities including the increase of dust and noise, and the labor influx; (iii) Community health and safety risks, particularly related to traffic management and road safety; (iv) Risk of inadequate time and capacity of the PIU to prepare and implement the project according to the ESF, coupled with the fragile status of the governance structures and security challenges that may hinder timely implementation and supervision of E&S measures; (v) Finally, there may be a risk related to community support as the proposed interventions may be perceived as only benefiting particular groups and may not be considered a priority by certain segments of the population. Based on an assessment of the proposed CATCOP activities and considering contextual factors such as project location and institutional capacity, the Project presents Moderate environmental and social risk. The mitigation measures will be detailed in the site-specific Environmental and Social Management Plans and in the Environmental and Social Commitment Plan (ESCP). The ESCP and SEP will be consulted and disclosed by appraisal. The ESCP as well as the Labor Management Plan will be finalized by Board approval. The detailed description of risks and a summary of proposed measures are included in the Environmental and Social Review Summary (ESRS).

E. Implementation

Institutional and Implementation Arrangements

13. The proposed Project would be implemented by, and under the fiduciary responsibility of the MTPTC through its Project implementation Unit (PIU), the Central Execution Unit (Unité Centrale d’Exécution – UCE). AAN and OFNAC as the main beneficiaries of Project technical assistance activities under Component 3, have been closely involved in project preparation and will continue to play a key role during implementation.

CONTACT POINT

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**APPROVAL**

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**Approved By**

| Environmental and Social Standards Advisor: |
| Practice Manager/Manager: |
| Country Director: | Anabela Abreu | 02-Mar-2020 |