Combined Project Information Documents / Integrated Safeguards Datasheet (PID/ISDS)

Appraisal Stage | Date Prepared/Updated: 20-Sep-2018 | Report No: PIDISDSA24690

BASIC INFORMATION

A. Basic Project Data

Country	Project ID	Project Name	Parent Project ID (if any)
St Maarten	P167347	Sint Maarten Emergency Debris Management Project	
Region	**Estimated Appraisal Date**	**Estimated Board Date**	**Practice Area (Lead)**
LATIN AMERICA AND CARIBBEAN	21-Sep-2018	27-Sep-2018	Social, Urban, Rural and Resilience Global Practice
Financing Instrument	**Borrower(s)**	**Implementing Agency**	
Investment Project Financing	Government of Sint Maarten, Government of Sint Maarten	Ministry of General Affairs, National Recovery Program Bureau	

Proposed Development Objective(s)

To manage debris from the hurricane and reconstruction activities to facilitate recovery and reduce risks.

Components

Debris Clearance and Management
Technical Assistance
Project Management and Implementation Support

The processing of this project is applying the policy requirements exceptions for situations of urgent need of assistance or capacity constraints that are outlined in OP 10.00, paragraph 12.
Yes

PROJECT FINANCING DATA (US$, Millions)

SUMMARY

Total Project Cost	18.00
Total Financing	18.00
of which IBRD/IDA	0.00
Financing Gap	0.00

DETAILS

Non-World Bank Group Financing	
Trust Funds	18.00
Free-standing Single Purpose Trust Fund	18.00

Environmental Assessment Category

A-Full Assessment

Decision

Other Decision (as needed)

B. Introduction and Context

Country Context

Sint Maarten is a high-income constituent country[1] of the Kingdom of the Netherlands in the Caribbean. It occupies the southern half of an island shared with the French overseas collectivity of Saint Martin. It is the most densely populated country in the Caribbean with a population of roughly 40,000 and a per capita Gross Domestic Product (GDP) of $25,381.[2] Sint Maarten is currently rebuilding after damages caused by Hurricane Irma that claimed lives and deteriorated the socio-economic environment on the island.

Sint Maarten is highly vulnerable to natural disasters and adverse climatic events due to its location within the hurricane belt. For the past decades, the country has been exposed to numerous high winds and hurricanes, including notably intense storms; Donna in 1960 (Category 3), Luis in 1995 (Category 4), and Irma 2017 (Category 5 plus). Due to the size of the country, a single storm has the potential to directly impact the entire population. High winds, excessive rainfall and flooding are the principal risk factors, while the country is also vulnerable to earthquakes. Coastal areas are exposed to flood risk from storm surge and tsunamis. Increased urbanization along with climate change and limited country capacity to build with resilience add to the country's vulnerability to natural hazards.

Natural hazards have catastrophic impacts on the country's economy which is essentially tourism-based. The restaurants, hotels, and other tourism-related sectors, including the wholesale and retail trade, the real estate, renting and business activities sectors account for approximately 45 percent of Sint Maarten's GDP. Activities in the transport, storage and communication sector, 11 percent of GDP,

[1] Sint Maarten is one of the four constituent countries of the Kingdom of the Netherlands, along with Netherlands, Aruba, and Curacao

[2] From Central Bank of Curacao and Sint Maarten, based on 2018 estimates.

are also related to the tourism sector. The tourism sector contributed 73 percent to the country's total foreign exchange income in 2016. Sint Maarten's harbor is a significant port for cruise tourism in the Caribbean, with 1.7 million cruise passengers visiting per year. The airport is an important hub for regional travel with a large network of connecting flights across the Caribbean. However, the economy has seen limited growth in recent years and the economy remains exposed to tourism trends and weather shocks.

Urgent Need of Assistance

Sint Maarten is in need of urgent assistance after the Hurricane Irma, a category 5 plus hurricane that hit the island on September 6, 2017. Winds of more than 185 mph (296km/h) left a trail of devastation throughout the country. During landfall, the storm's eye passed directly through Sint Maarten exposing it to the highest wind velocities in the storm. Irma was shortly followed by another small-scale hurricane, Maria, on 19th of September, further damaging the country's infrastructure. The World Bank estimates damages and losses related to Hurricane Irma at US$ 1.38 billion (129.5 percent of GDP) and US$ 976.5 million (91.8 percent of GDP), respectively, affecting 90 percent of all infrastructure and large parts of the natural environment.

Reconstruction and recovery needs are greater than currently identified public and private resources. Sint Maarten's economy is expected to contract 8.5 percent in 2018, following an estimated 4.5 percent contraction in 2017. Growth is projected to rebound in 2019 and the country is expected to return to its pre-Hurricane Irma real GDP level by 2025. Private external finance from direct investment, loans, pay-out of insurance claims and funds held abroad will be needed to finance reconstruction of private properties and businesses. Public finances face a sharp decline in tax revenue due to the economic contraction and, at the same time, increased expenditure needs to reconstruct public infrastructure and to assist the affected population.

Sint Maarten's overall unemployment rate (6.2 percent) and youth unemployment rate (23.8 percent) in 2017[3] have significantly risen following the hurricane due to the shutting down of tourism businesses. The tourism sector suffered from significant damages to the airport, accommodations, and tour operator equipment, dramatically reducing the number of tourist arrivals. Micro, small, and medium-sized enterprises (MSMEs) have experienced significant loss of capital due to the impacts of the hurricane. Households need access to finance to rebuild homes and fully reengage in economic activities. Rapid economic recovery and reconstruction are critically needed to generate revenues and avoid further job loss, and support to stimulate access to finance and business recovery are needed to enable the private sector to grow and contribute to Sint Maarten's overall economic recovery.

Sint Maarten has made substantial efforts to address the most urgent needs following Hurricane Irma (e.g. initial debris removal, sheltering roofless populations, resumption of government and business services). Nevertheless, recovery needs are massive and the country has limited capacities to manage this scale of resilient reconstruction. To support rapid and sustainable recovery, on April 16, 2018, the Government of Netherlands established a €470 million Single Donor Trust Fund (SDTF) managed by the World Bank. This SDTF will finance activities for the recovery, reconstruction and resilience building of Sint Maarten selected from the Government of Sint Maarten's National Recovery and Resilience Plan

[3] According to the Sint Maarten Government Statistical Yearbook 2017.

(NRRP), which outlines the country's recovery needs. The SDTF Steering Committee. composed of one representative each of the World Bank, the Government of Sint Maarten and the Government of the Netherlands is mandated to approve recovery projects as well as required capacity building activities. The Steering Committee decides by consensus of its members, approves projects, and monitors the progress of agreed activities. The Steering Committee has approved four priority projects: (a) the Sint Maarten Emergency Recovery Project I (P167339); (b) a Sint Maarten Emergency Debris Management Project (P167347); (c) a Sint Maarten Skills and Training and Strengthening of the Social Projection System Project (P167368); and (d) the proposed Sint Maarten Hospital Resiliency & Preparedness Project (P167532). The Emergency Debris Management Project (P167347) is described in this document.

Debris Management in Sint Maarten: Hurricane Irma caused extensive property damage, producing debris both from the damage itself and the subsequent demolition and reconstruction activities. Thus far an estimated 100,000 m^3 debris has been cleared and collected and remain in temporary storage and another estimated 100,000 m^3 remain in public spaces or will be produced by the ongoing demolition and reconstruction activities. Also, it is estimated that up to 130 shipwrecks remain in the main lagoon (Simpson Bay) as a result of the hurricane. Hurricane debris that remains unmanaged is a barrier to reconstruction, contributes to negative aesthetic impacts, and provides breeding grounds for mosquitos that carry dengue, chikungunya and zika, which poses direct health risk for the population as well as economic losses due to negative media coverage in the tourism industry related to health threats. Currently, the collection of hurricane debris and the debris resulting from reconstruction activities is not carried out separately by type of debris, a practice that would facilitate recycling and treatment. Also, limited final treatment, disposal and or sale of the debris has resulted in accumulated debris at temporary storage and the municipal disposal site with concomitant health and environmental risks. Abandoned ships that were damaged in the storm also pose risks to property and the environment, are a navigational hazard, and are reducing aesthetics of important tourism areas.

Debris is managed by the Ministry of Public Housing, Spatial Planning, Environment and Infrastructure (VROMI), which also manages solid waste collection and disposal services. VROMI collects the debris through a series of private sector contracts and is responsible for its processing and disposal on Great Salt Pond Island near Phillipsburg.

The Great Salt Pond Island includes two sites receiving debris from the hurricane and its recovery: a) a temporary storage area designated for debris from the hurricane and its reconstruction which includes an area where metal processing is ongoing and where automobiles are stripped of metals and crushed and processed; b) the municipal disposal site, where debris is mixed with household and commercial waste and where processing of rubble is ongoing. Issues of concern related to the two sites include recurrent fires. A preliminary assessment revealed the fires with are below the surface of the sites with temperatures exceeding 300 degrees Centigrade. The risks from such subsurface fires include: (i) creation of unstable areas (crevasses and pits) that could result in the movement and collapse of the slope; and (ii) air quality degradation from the smoke from smoldering waste and the related odor emitted from the site. Suppressing the subsurface fire is therefore an urgent priority that calls for immediate technical measures, dedicated financial resources, and the concerted efforts of the various line Ministries in Sint Maarten. In addition, to extinguishing the fire, other risks can be reduced through the rehabilitation and reorganization of both sites to (i) provide a site where newly collected debris could be safely stored and processed with improved procedures, and (ii) rehabilitate the temporary debris disposal site to its previous use.

The Ministry of Public Health, Social Development and Labor (VSA) also plays a role in debris management through the clearance of debris to reduce risks of mosquito borne illnesses. VSA currently runs a program that uses health unit volunteers to educate the population about mosquito breeding grounds, including ways to prevent discarded containers and trash from becoming breeding grounds for mosquitoes. For example, VSA health workers pre-identify zones of operation and launch door to door education campaigns focused on vector-related issues. They identify potential breeding grounds for mosquitoes and share this information with VROMI, who then pick up the debris and containers in the identified areas.

The project responds to the urgent need to reduce the environmental, health and safety risks of debris and its management, as well as to reduce the negative aesthetic impact of debris on the economy. This will be done by clearance and collection of debris, recovery of shipwrecks, and reusing, recycling, treating and disposing of the debris in a manner that reduces risks. To reduce risks of the current and past debris storage, processing and disposal practices, the project envisions to restore the temporary debris storage site as a recreational site, while reducing risks at the municipal disposal site over a period of time through suppression of the fire and stabilizing the slope, upgrading and improving operation, preparing a plan for eventual closure and rehabilitation. The project will also encourage citizen engagement and employment through a labor-intensive program and enhanced communications as part of the improved systems of debris management.

C. Proposed Development Objective(s)

Development Objective(s) (From PAD)

The PDO is to support Sint Maarten's recovery through management of debris from the hurricane and reconstruction activities, to facilitate recovery and reduce risks.

Key Results

- Volume of debris safely cleared and processed (m^3)
- Numbers of vessels safely recovered and salvaged

D. Project Description

A. Project Components

Component 1. Debris Clearance and Management.

Provision of goods, works, and non-consulting services for the following:

(a) *Collection of debris.* Collection of hurricane debris and debris from constructions activities, including the use of procedures for separation of debris by materials for easier processing and treatment;

(b) *Fire suppression, reorganizing and upgrading the debris storage and municipal disposal*

sites. Upgrading of debris storage and municipal disposal site to improve their organization and layout and to reduce risks, and the introduction of improved operational practices to enhance separation, improve storage and reduce environmental and safety risks of operation, through (i) fire suppression activities at the disposal and debris storage sites; (ii) carrying out of civil works and provision of equipment to reorganize the layout of the disposal site, allow for better separation and recycling and improve operation; (iii) provision of Operating Costs related to manage the disposal site under improved operational procedures;(iv) development of a plan for the safe closure of the municipal disposal site and considering options for mining recoverable materials and (v) recovery of materials and rehabilitation of the debris storage site, and restoration of said site to a recreational facility;

(c) *Debris processing and disposal.* (i) Provision of equipment and facilities to manage the debris, and service contracts for recycling, reuse, treatment, destruction or disposal of debris materials; and (ii) creation of an artificial reef or fishing grounds using debris, in an environmentally sustainable manner;

(d) *Vessel recovery and ship salvaging.* Provision of assistance for the removal and salvaging (including break down, treatment, recycling and disposal) of vessels in Simpson Bay;

(e) *Debris Clearance.* (i) Removal of debris from public spaces and private properties to curbside; (ii) collection of debris for vector control purposes; (iii) assessment, monitoring and supervision of debris related vectors; and (iv) beautification of public areas, focusing on debris removal and landscaping; and

Component 2. Technical Assistance.

Provision of technical assistance, including training and workshops in relation to the following:

(a) *Technical design and operational support*. Development and review of designs, technical specifications and operational supervision and advice for debris clearance and management under Part 1 of the Project;

(b) *Emergency debris management plan*. Development and formalization of an emergency debris management plan, including: (i) a guide for debris inventory, (ii) technical specifications for debris collection, handling and processing, (iii) pre-identification of temporary disposal and processing sites, and (iv) an approach for pre-contracting including draft contracts;

(c) *Legal and training support for contract management*. Provision of legal support to improve debris management and solid waste contracts and provide training in drafting, negotiations and management of infrastructure and operational contracts;

(d) *Communications strategy*. Implementation of a communications plan for debris management, vector control and solid waste management, including a complaints system, educational materials, and a public awareness campaign;

(e) *Citizen engagement.* Carrying out of a study to assess and determine recommendations on how best to engage with the public to increase citizens engagement in the debris collection system; and

(f) *Environmental and health monitoring.* Monitoring of environmental conditions in the context of debris collection and processing to improve safety of workers and the nearby population and to monitor Project related *improvements.*

Component 3. Project Management and Implementation Support.

(a) Strengthening and development of the institutional capacity of VROMI in managing the Project, in relation to solid waste management infrastructure, including monitoring and evaluation, supervision of solid waste management activities, defining specific needs for goods acquisition and/or technical assistance, coordination with the Interim Recovery Committee ("IRC") and the National Recovery Program Bureau ("NRPB") to ensure complementarity with projects implemented through the Recipient's recovery program.

(b) Provision of support, under the NRPB, to oversee the Project and liaise with the VROMI, including in respect to procurement under the Project.

(c) Provision of Operating Costs for the Project.

E. Implementation

Institutional and Implementation Arrangements

The government is establishing a National Recovery Program Bureau (NRPB) that will be responsible for implementation of this project as well as all other recovery and resilient projects selected by the SDTF Steering Committee under the NRRP. The Bureau will carry out technical, administrative, legal, financial and procurement responsibilities and will be staffed to lead project implementation. It will have overall responsibility for ensuring compliance with fiduciary agreements, procurement guidelines, social and environmental management, monitoring, reporting and evaluation of processes and results. It will coordinate all aspects of the project with relevant ministries and conduct consultative and reporting functions.

Before the Bureau is in place, project implementation will be carried out by the Interim Recovery Committee (IRC), which was established by the government to implement the emergency recovery projects after the hurricane. Until the NRPB is in place, IRC will serve as a primary project implementation

unit (PIU) for the project. The IRC includes technical, administrative, legal, safeguards, financial and procurement staff to handle Project implementation. It acts as an overarching project implementation support unit, coordinating with and assisting all co-executing ministries/agencies, and reports directly to the Prime Minister and the Minister of General Affairs. The Bank will provide support and capacity building to the IRC and the NRPB. Project implementation will be carried out in accordance with the terms and conditions agreed between the Government of Sint Maarten and the World Bank, as set forth in the Grant Agreement.

The Ministry of Public Housing, Spatial Planning, Environment and Infrastructure (VROMI), and the Ministry of Public Health, Social Development and Labor(VSA) will also play implementation roles. VROMI will provide technical advice on debris management. The Debris project manager, tasked with overseeing the Debris Management Project, will be in the IRC/ NRPB and liaise with a Solid Waste Manager in VROMI. The latter is responsible for providing inputs on the technical aspects of the project – e.g., technical specifications, review of safeguards, ToRs, supervision and other needs – to the Project manager in the NRPB. The NRPB project manager's responsibility is to report to the Program Manager, deliver ToRs, technical specifications, etc., to the Procurement team of NRPB and act as a coordinator for the Debris Management Project.

VSA will coordinate closely with VROMI, and assist with the identification of major debris sites and locations of demolition waste that serve as breeding grounds for mosquitos, to be targeted for cleanup through the labor-intensive program under the project. In addition, VSA will provide guidance to VROMI on how to implement project activities related to vector control and help monitor progress through the monitoring indicator defined in the results framework. VSA will also coordinate with VROMI and the IRC/NPRB on the air quality monitoring as part of the environmental safeguards for the fire suppression activities.

For particular activities, IRC/NRPB will coordinate with other Government agencies, including the Department of Civil Aviation, Shipping and Maritime Affairs (for ship salvaging activities) and the Ministry of Justice (for debris cleanup activities related to car wreck disposal) as well as liaise with the Natures Foundation and the Simpson Bay Lagoon Authority (under Ministry of Tourism, Economic Affairs, Transport and Telecommunication (TEATT) for the ship recovery and salvaging activities supported under the project.

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F. Project location and Salient physical characteristics relevant to the safeguard analysis (if known)

The project is located in Sint Maarten. At the time of appraisal, the combination of detailed activities and locations were not fully defined. In general, however, the major areas could be preliminarily identified. In particular, debris will be removed from sites throughout the island; and ships (recreational boats and small commercial barges) will be salvaged from the Simpson Bay lagoon, a portion of which has been classified as a Ramsar site is an international waterway shared with the Collectivity of Saint Martin (Republic of France). The Great Salt Pond Island which is surrounded by water, is receiving debris and includes the site of the

temporary hurricane debris storage and the municipal waste disposal site and suffers from recurrent fires There is a small informal settlement adjacent to the sites and a portion of the residents benefit from informal recycling in the municipal disposal site and are being directly impacted by the poor air quality from the recurrent fires.The Great Salt Pond Island also hosts government offices and private companies and is near to Philipsburg which is the capital of Sint Maarten and the port that receives cruise ships.

G. Environmental and Social Safeguards Specialists on the Team

Gibwa A. Kajubi, Social Safeguards Specialist
Gunars H. Platais, Environmental Safeguards Specialist
Yasmin Tayyab, Social Safeguards Specialist
Ximena Rosio Herbas Ramirez, Environmental Safeguards Specialist

SAFEGUARD POLICIES THAT MIGHT APPLY

Safeguard Policies	Triggered?	Explanation (Optional)
		The Project will result in overall positive environmental benefits as it will properly manage debris, reduce health risks due to mosquito vectors, and improve aesthetics and environmental quality; it will also reduce risks associated with current debris management practices including improved occupational health and safety and reduction of risks related to slope stability, fires and air quality at the municipal disposal site and temporary debris storage site.
Environmental Assessment OP/BP 4.01	Yes	However, some impacts and risks may result from the types of activities to be implemented under the project that will need assessment and management. The project is rated Category A due to the risks associated with the activities at the temporary debris storage site and the municipal waste disposal site. These higher risks are related to the fire suppression activities for subsurface fires due to the complexity of the task, possible air quality impacts, and worker and community health and safety issues in the context of undertaking this activity.

For environmental safeguards, the following instruments will be developed by the client: (a) an ESIA to assess the environmental pollutants and risks associated fire suppression activities ; (b) an ESIA to assess the nature of the air, water and other pollution at the temporary disposal site and municipal disposal site and the impacts of planned improvements at the sites including their recontouring, upgrading and reorganization, improved operation and closure plan for the municipal disposal site; and, the recovery of materials and rehabilitation of the temporary disposal site; (c) ESMPs will be developed to manage the risks associated with specific project activities including (i) recovery of recreational boats (yachts and sailboats) and small commercial vessels (barges) in Simpson Bay (addressing impacts that include health and safety, removal and management of oils and gasoline and dust and waste management); (ii) creation of recreational diving and/or fish breeding sites in the ocean and debris collection, clearance and storage (addressing issues including appropriate siting) and (iii) processing of the debris to maximize the ecological benefits and avoid contamination; and (d) a general ESMP to manage risks related to general works (including air and water pollution risks, health and safety issues, worker influx issues and spill management) that do not warrant a full ESMP (e.g., car removal and salvaging (electronics are stripped and largely reused), soil transport, labor intensive debris clearance, small works, etc). All the instruments will be prepared following the WBG Environmental, Health and Safety General Guidelines and the WBG EHS Industry sector guidelines for Waste Management Facilities.

In terms of the social aspects, temporary or permanent resettlement is likely needed to limit the exposure of households and businesses located near the disposal site to smoke during firefighting activities and to reduce the risks of waste slope instability. The community of 100 to 300 households and business located near the disposal site also includes waste pickers. While waste-picking is not their full-time employment, many take large metal containers and equipment and other materials from

		the municipal disposal site, and extract what they require. The restriction of access of the waste pickers to disposal site may impact their livelihoods. A RAP will be developed as necessary to deal with loss of livelihoods and any temporary or permanent displacement.
Performance Standards for Private Sector Activities OP/BP 4.03	No	The policy on Performance Standards for private sector activities does not apply considering that it will not be led by the private sector. It should be noted that the private companies contracted under the project activities, including the fire suppression activities, collection of the debris, ship salvaging, the operation of the municipal disposal site and the debris processing will have to follow environmental management plans as per OP 4.01.
Natural Habitats OP/BP 4.04	Yes	This policy is triggered because some of the debris removal is in Simpson Bay which includes a Ramsar Site. Some vessels have already been removed from the Bay but others remain to be salvaged. The ESMP will assessing any negative impact, and to managing associated risks related to impacts on the natural habitat.
Forests OP/BP 4.36	No	OP 4.36 on forests is not triggered because Project activities will not be conducted in forest areas.
Pest Management OP 4.09	Yes	This policy on pest management is triggered as the municipal disposal site management may require managing pests (e.g. flies, roaches, rodents as well as mosquitoes at the collection sites). The project will also support education of the population and removal of debris that can contribute to mosquito breeding grounds, as part of the integrated pest management approach for these vectors. A Pest Management Plan will be prepared along with the other safeguard documents. The document will be completed and cleared prior to the implementation of the relevant activities in the project.
Physical Cultural Resources OP/BP 4.11	Yes	This policy on Physical Cultural Resources is triggered because although there will be no construction, it is possible that the debris clean up process could unearth items of cultural value. In addition, cleanup activities may involve work in and around buildings of cultural significance (churches, etc.). The ESMPs will contain a procedures section in case there are chance finds of items of cultural significance.

Indigenous Peoples OP/BP 4.10	No	This policy is not triggered as there are no groups that meet the criteria of the OP/BP 4.10 Indigenous peoples in Sint. Maarten.
Involuntary Resettlement OP/BP 4.12	Yes	To assess the impacts and risk the project will conduct an ESIA to determine the number of households and businesses that may have to be displaced and relocated temporarily or permanently including the loss of livelihoods for the community in the proximity of the municipal disposal site. Any temporary or permanent displacement will require a Resettlement Action Plan outlining mitigation and compensation measures as applicable per World Bank Policy.
Safety of Dams OP/BP 4.37	No	This policy is not triggered because project activities will not involve construction of dams or depend on existing dams.
Projects on International Waterways OP/BP 7.50	Yes	This policy is triggered as boat salvaging will occur in Simpson Bay lagoon which is a body of water shared with the Collectivity of Saint Martin, which is Part of France. The Republic of France has been notified as required under OP 7.50; and no response was received during the prescribed notification period. The proposed activities are neither expected to cause appreciable harm to the interests of the Republic of France nor are they expected to be appreciably harmed by the Republic of France's possible use of Simpson Bay.
Projects in Disputed Areas OP/BP 7.60	No	The policy on Disputed Areas is not triggered because the project will not work in areas that are under dispute.

KEY SAFEGUARD POLICY ISSUES AND THEIR MANAGEMENT

A. Summary of Key Safeguard Issues

1. Describe any safeguard issues and impacts associated with the proposed project. Identify and describe any potential large scale, significant and/or irreversible impacts:

Environmental impacts. The Project will result in overall positive environmental benefits as it will properly manage debris, reduce health risks associated with current debris management practices including improved occupational health and safety and reduction of risks related to slope stability, fires and air quality at the municipal disposal site and temporary debris storage sites; mosquito vectors. It will also result in improved aesthetics and environmental quality. However, some impacts and risks may result from the types of activities to be implemented under the project that will need assessment and management. These include:

Fire suppression: The activity has inherent safety risks and environmental risks that need management. These relate to air quality; occupational health and safety; slope stability risk and contamination from fire-fighting foams and application of water and soil. One community that lives adjacent to the landfill may be significantly affected by some of these activities (fire fighting, etc), thus potentially requiring temporary or permanent displacement. A RAP will be developed if displacement proves necessary.

Debris collection and clearance: Debris collection has potential negative occupational health and safety impacts; potential negative impacts on traffic; and negative environmental impacts related to the handling of small amounts of hazardous waste.

Improvements in the municipal disposal site: The municipal disposal site is an existing facility that will need improved environmental and social standards mainly with regard to fire control, recontouring and stabilizing the landfill slopes, upgrading the infrastructure, improving operational practices and developing a plan for closure. Current practices currently pose an environmental threat to health and human safety and lead to exposure to air pollution formed through the burning of metals and other hazardous waste. In addition, landfill workers that handle waste are constantly exposed to risks other than air pollution (exposure to vectors including rodents, flies, sharps, etc). The project aims to separate the waste, and quell the fires, effectively reducing air pollution and other risks, thus improving environmental outcomes.

Rehabilitation of the temporary debris storage site: The temporary debris site will have to be ultimately rehabilitated and converted into useful space. Both the civil works associated with the rehabilitation activities in the temporary debris storage site and the final use of the site can have important environmental impact that the project needs to assess, minimize and mitigate as part of the project design.

Debris processing: There are occupational health and safety risks to both the workers and the community. The most common environmental impacts that will need to be mitigated are associated with living near and working sites and include: air emissions; pollutant emissions to surface and groundwater; accumulation of hazardous substances in the soil; visual intrusion on landscapes; contamination and accumulation of toxic substances in the food chain; and more broadly air pollutants; spillage of hazardous substances, spread of vector diseases, nuisance from odors, and increased traffic in surrounding communities. Some components (e.g., potentially electronics or fiberglass) may need processing to be done through private companies. Any processing that would be done by private companies or facilities (for example electronic components that cannot be reused) either in Sint Maarten or abroad would have to meet environmental and social standards which would be included in the bidding documents and contract.

Vessel salvaging: The project will recover and salvage the recreational boats (sailboats and yachts) and small commercial vessels (barges) in Simpson Bay. The potential environmental impacts are similar to that of debris processing. Removal and decommissioning will also have risks associated with managing oil and gasoline removal from vessels as part of the process. The project will use standard procedures for removal and handling.

Civil works: Common impacts associated with the activities of construction and rehabilitation of small civil works include: (i) increased level of dust, noise, and vibration; (ii) pollution risks; and (iii) health and safety.

Social impacts. The Project will result in overall social benefits not only the community living around the landfill but to the entire island, as it will properly manage debris, reduce health risks due to recurrent fires and vector borne diseases and generally improve aesthetics and environmental quality. It will also reduce risks associated with current debris management practices through improved occupational health and safety. However, component 1b

(improvements at the municipal disposal site and temporary debris storage site and the fire suppression activities) may require physical relocation with land acquisition; and may affect livelihoods of the informal waste-pickers. Additionally, the risks associated with exposure to the recurrent fire and/or the fire suppression activity may require moving households and businesses in the proximity of the municipal disposal site either temporarily or permanently.

Some resettlement temporary or permanent is likely to be needed to ensure the safety of persons during fire suppression and related activities. There is an estimated 100 to 300 households and/or businesses located near the municipal disposal site. The ESIA will identify the risks and will recommend appropriate safety zones and mitigation measures. The main source of livelihood for citizens of the island living in proximity to the dump appears to be a government pension, supplemented by earnings from informal recycling. Children do attend school and receive health services offered by the government. Given that some of the residents around the landfill may be undocumented migrants, temporary or permanent displacement may require additional consultation with the households and the Government in light of their status in order to to ensure that undocumented migrants are included in the consultation process so that they can be equal beneficiaries of the project.

2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:
Long term impacts may include the displacement of households from the vicinity if this displacement becomes permanent. Other long-term impacts are of a positive nature as it will eliminate the risks associated with the reduced air quality near the municipal disposal site and temporary debris storage site and the long term presence of debris. The Project activities will also reduce long term impacts of the risks associated with current debris management practices directly through the project efforts and by strengthening capacity to implement these practices.

Specifically, the project will properly manage an estimated 200,000 m3 of debris (100,000 m3 of which will be cleared, collected and processed while 100,000 m3 of debris that is in temporary storage will be only be processed) and up to 130 vessels currently in the country. Additionally, improved collection and management of debris will directly help reduce the main risks from current debris storage and disposal practices through upgraded practices and reduction of risks including the suppression of recurrent fire at the temporary and municipal disposal In addition, the clearance of space and destroyed structures will also help hasten the pace of reconstruction of others infrastructure and housing which will provide a long term positive impact.

Indirect impacts related to Labor, Health and Safety for workers and Community Health and Safety, including gender based violence are included in the Safeguards Action Plan and will be considered in the preparation of labor influx management plans, and community safety and gender based violence mitigation plans. All workers will be expected to comply with the WB Group Environmental Health and Safety Guidelines.

3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.

The Project will undertake an options assessment (covering siting, technology, approach and including prioritization and staging of the interventions) for each of the activities in order to best respond to the urgent need for debris management and reduce the risks posed by current practices, while avoiding, minimizing and mitigating environmental and social impacts of the activities themselves.

4. Describe measures taken by the borrower to address safeguard policy issues. Provide an assessment of borrower capacity to plan and implement the measures described.

A safeguards action plan has been prepared with the Recipient and will be implemented in accordance with Paragraph 12 of the World Bank's Investment Project Financing Policy, which allows deferral of safeguards requirements, if the Bank deems the recipient to be in urgent need of assistance because of a disaster or conflict. Such an exception for deferral of environmental and social requirements has been granted for this Project and the Bank has prepared, as required under this deferral, the Safeguards Action Plan (SAP). The Safeguards action plan is guided by the dual objective of ensuring that there is a roadmap for safeguards compliance during project implementation and providing clear guidance on the types of actions and instruments required to facilitate speedy implementation of emergency services. It provides a time-bound plan setting forth the steps and the sequential planning and coordination for project activities and the preparation of the relevant safeguards instruments by the Government of Sint Maarten to ensure compliance with Bank safeguard policies.

The Safeguards Action Plan includes:

Responsibility: IRC will be responsible for implementation of the Safeguards Action Plan. They will collaborate with the Ministry of VROMI (Office of Public Works) and VSA in providing technical oversight, including technical review of the documents and supervision. As part of preparation an assessment of their capacity was undertaken. As a new institution, they have no experience with World Bank Policies. A staffing plan has been developed for the IRC including safeguards specialists and training will be provided for them on World Bank Safeguards.

Instruments: For environmental safeguards, the following instruments will be developed by the client: (a) an ESIA to assess the environmental pollutants and risks associated with fire suppression activities ; (b) an ESIA to assess the nature of the air, water and other pollution at the temporary disposal site and municipal disposal site and the impacts of planned improvements at the sites including their recontouring, upgrading and reorganization, improved operation and closure plan for the municipal disposal site; and, the recovery of materials and rehabilitation of the temporary disposal site; (c) ESMPs will be developed to manage the risks associated with specific project activities including (i) recovery of recreational boats (yachts and sailboats) and small commercial vessels (barges) in Simpson Bay (addressing impacts that include health and safety, removal and management of oils and gasoline and dust and waste management); (ii) creation of recreational diving and/or fish breeding sites in the ocean and debris collection, clearance and storage (addressing issues including appropriate siting) and (iii) processing of the debris to maximize the ecological benefits and avoid contamination; and (d) a general ESMP to manage risks related to general works (including air and water pollution risks, health and safety issues, worker influx issues and spill management) that do not warrant a full ESMP (e.g., car removal and salvaging (electronics are stripped and largely reused), soil transport, labor intensive debris clearance, small works, etc). All the instruments will be prepared following the WBG Environmental, Health and Safety General Guidelines and the WBG EHS Industry sector guidelines for Waste Management Facilities.

For Social Safeguards Environment and Social Impact Assessments (for the fire suppression activities and the upgrading, operation and closure plan of the municipal disposal site and temporary debris storage site under component 1b of the project) will determine if households and businesses will need to be temporary or permanently resettled and as necessary Resettlement Action Plan or Plans will be developed. Any impacts on livelihoods will be assessed as part of ESIAs of particular activities and addressed as part of any associated ESMP. It is expected that the necessary analysis under the ESIAs to determine if RAPs are needed will be completed within 4 months of approval of the project to allow timely preparation of the RAPs and implement mitigation measures in order to avoid project delay. Additionally, as part the safeguards action plan the IRC will be staffed with the necessary specialists and contract the necessary work at the time of approval.

Gender Based Violence and Worker Influx: The safeguards action plan will require the inclusion of these issues in the safeguards instruments based on the most recent guidance from the World Bank and will review the potential influx and impacts from retrenchment after finalization of activities as well as issues resulting from interaction with the communities. The World Bank guidance on gender based violence will be used as a basis for this work and all workers will be expected to comply with the World Bank Group Environmental Health and Safety Guidelines.

Consultation and disclosure: The Government will provide the public information on the project; undertake communications to property owners and to local communities and all safeguards documents will be consulted and publicly disclosed in accordance with World Bank Policies. Consultations will ensure that undocumented migrants are included in the consultation process so that they can be equal beneficiaries of the project.

Grievance Redress Mechanism: A Grievance and Complaints Redress Mechanism will be prepared and the procedures and processes for submitting complaints will be communicated to the public; and A Grievance Complaints Logging System (GCLS) will be put in place to receive and handle complaints.

Training and capacity building: Training and capacity building of the project safeguards specialists will be undertake through World Bank staff and consultants to ensure sufficient capacity to implement World Bank safeguard policies.

Timeline for implementation of the safeguards action plan: All safeguards documents are expected to be finalized within 8 months of approval of the grant.

5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people.

The Safeguards Action Plan specifies that the project activities and instruments will require consultations and on-going communication with key stakeholders in Sint Maarten that include property owners (for ship salvaging; container and vehicle debris management; and for debris clearance on private properties) and to local communities and businesses (for Great Salt Pond Island Activities and other activities that may have a nearby community), ensuring that undocumented migrants are included in the consultation process so that they can be equal beneficiaries of the project. Relevant ministries involved with the implementation or coordination of the projects activities will also need to be consulted. The IRC will be the main vehicle for citizen engagement and will provide the public information on the project and implementation requirements and arrangements. All documents will be consulted and publicly disclosed in accordance with World Bank Policies.

B. Disclosure Requirements

The review of this Safeguards has been Deferred.

Comments

Safeguards have been deferred as a result of the emergency situation. However, a Safeguards Action Plan has been prepared outlining the schedule for preparation of the safeguards instruments. According to the plan 2 ESIAs and 6ESMPs, and 1 PMP will be prepared for the project prior to implementation. RAPs will also be prepared as needed.

The review of this Safeguards has been Deferred.

Comments
A safeguards action plan has been prepared with the Recipient and will be implemented in accordance with Paragraph 12 of the World Bank's Investment Project Financing Policy, which allows deferral of safeguards requirements, if the Bank deems the recipient to be in urgent need of assistance because of a disaster or conflict. Such an exception for deferral of environmental and social requirements has been granted for this Project and the Bank has prepared, as required under this deferral, the Safeguards Action Plan (SAP), a project-level safeguards planning document that provides a time-bound plan setting forth the steps and the sequential planning and coordination for project activities and the preparation of the relevant safeguards instruments by the Government of Sint Maarten to ensure compliance with the safeguards requirements.

The review of this Safeguards has been Deferred.

Comments
A pest management plan will be prepared as part of the instruments prepared for the project.

C. Compliance Monitoring Indicators at the Corporate Level (to be filled in when the ISDS is finalized by the project decision meeting)

OP/BP/GP 4.01 - Environment Assessment

Does the project require a stand-alone EA (including EMP) report?
Yes
If yes, then did the Regional Environment Unit or Practice Manager (PM) review and approve the EA report?
NA
Are the cost and the accountabilities for the EMP incorporated in the credit/loan?
Yes

OP/BP 4.04 - Natural Habitats

Would the project result in any significant conversion or degradation of critical natural habitats?
No
If the project would result in significant conversion or degradation of other (non-critical) natural habitats, does the project include mitigation measures acceptable to the Bank?
NA

OP 4.09 - Pest Management

Does the EA adequately address the pest management issues?
NA

Is a separate PMP required?
Yes
If yes, has the PMP been reviewed and approved by a safeguards specialist or PM? Are PMP requirements included in project design? If yes, does the project team include a Pest Management Specialist?
No

OP/BP 4.11 - Physical Cultural Resources
Does the EA include adequate measures related to cultural property?
NA
Does the credit/loan incorporate mechanisms to mitigate the potential adverse impacts on cultural property?
NA

OP/BP 4.12 - Involuntary Resettlement

Has a resettlement plan/abbreviated plan/policy framework/process framework (as appropriate) been prepared?
No
If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan?
NA

OP 7.50 - Projects on International Waterways

Have the other riparians been notified of the project?
Yes
If the project falls under one of the exceptions to the notification requirement, has this been cleared with the Legal Department, and the memo to the RVP prepared and sent?
NA
Has the RVP approved such an exception?
NA

The World Bank Policy on Disclosure of Information

Have relevant safeguard policies documents been sent to the World Bank for disclosure?
No
Have relevant documents been disclosed in-country in a public place in a form and language that are understandable and accessible to project-affected groups and local NGOs?
No

All Safeguard Policies

Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?
Yes

Have costs related to safeguard policy measures been included in the project cost?
NA

Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?
NA

Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?
Yes

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APPROVAL

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