

REPUBLIC OF CAPE VERDE



MILLENNIUM CHALLENGE ACCOUNT – CABO VERDE

PREPARATORY STUDIES FOR THE FIRST PHASE OF
THE PORT OF PRAIA EXPANSION AND MODERNIZATION PROJECT

Contract n° MCA-CV/05/INF

ENVIRONMENTAL IMPACT ASSESSMENT
FOR THE CARGO VILLAGE,
THE CONNECTING ROAD AND THE QUAY 2 COMPLEX



This Environmental Impact Assessment (EIA) concerns the whole Port of Praia Expansion and Modernization Project but focuses on three project items which are going to be implemented as a first step: the Cargo Village, the Connecting Road and the Rehabilitation of the Quay n°2 Complex.

The breakwater, the extension of the quay n°1 and the reclaimed container yard will be launched separately, as a second step.

This document consists of the following sections:

- A. A description of the institutional and legal framework.
- B. A description of the local environment.
- C. A description of the port project.
- D. A comparison of the various project alternatives with regard to their environmental impacts.
- E. An identification and an assessment of all environmental impacts.
- F. An identification of mitigation & compensation measures and a monitoring programme.
- G. The Environmental Management Plan.

Besides, six annexes are attached to this EIA:

- 1. An environmental marine survey report
- 2. An environmental land survey report
- 3. An environmental report on noise
- 4. The MCC environmental guidelines
- 5. The minutes of the Public Workshop held in Praia in August 2007
- 6. The minutes of the Public Workshop held in Praia in January 2008

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ANNEXES:

ANNEX 1:	ENVIRONMENTAL MARINE SURVEY REPORT
ANNEX 2:	ENVIRONMENTAL LAND SURVEY REPORT
ANNEX 3:	ENVIRONMENTAL REPORT ON NOISE
ANNEX 4:	ENVIRONMENTAL GUIDELINES (MILLENIUM CHALLENGE CORPORATION)
ANNEX 5:	MINUTES OF THE PUBLIC WORKSHOP HELD IN PRAIA IN AUGUST 2007
ANNEX 6:	MINUTES OF THE PUBLIC WORKSHOP HELD IN PRAIA IN JANUARY 2008

A. INSTITUTIONAL AND LEGAL FRAMEWORK

1. INSTITUTIONAL AND LEGAL FRAMEWORK

1.1. INSTITUTIONAL FRAMEWORK

The state agencies that oversee studies on the environment in Cape Verde are:

- The National Assembly through a special Commission of the Ministry of Agriculture, Food, Environment, Energy and Water,
- The Government through the Ministry of Agriculture, Food and Environment together with the Environment General Office, The National Commission for the Environment, the National Commission for Water and several Non-Governmental Organizations,

Emphasis is placed on the central role played by the Environment General Office (DGA) with its prerogatives and ability to contribute to the definition of the National Environment Policy; to participate in the elaboration of plans, programmes and projects related to activities associated with the environment and natural resources; and to define measures of evaluation of the quality of water and air, and noise.

1.2. LEGAL FRAMEWORK

1.2.1. Cape Verde regulations

Law n° 86/IV/93


The Basic Law of Environmental Policy establishes the basis for environment policy development and implementation in Cape Verde, especially concerning prevention of deterioration of environmental quality. Articles 30, 31 and 32 establish the objectives and required content of **environmental impact assessments (EIAs)** with respect to new projects. The EIA must aim at maintaining the balance among various natural environment components. The EIA must include:

- Analysis of the local environment study,
- Study of modifications resulting from the implementation of the project,
- A full inventory of foreseeable impacts, and measures to suppress, reduce and compensate the possible impacts on the natural environment.

Decree-Law n°29-2006, 6 March 2006

This decree-law sets the framework for the environmental evaluation of the development projects:

- Chapter 1 gives the general provisions of the evaluation: objectives, concepts, scope of the evaluation.
- Chapter 2 presents the institutional framework: competent authorities, municipal environmental committees, evaluation committee.

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- Chapter 3 describes the requirements for implementing an environmental evaluation: initialization of the evaluation process, presentation of the evaluation, technical assessment of the competent authority, participation of the public, *ex-post* monitoring.
 - Chapter 4 indicates the penalties that will be applied to projects that fail to comply with the provisions of the decree.
 - Appendix 1 lists the different types of projects subject to environmental evaluation.
 - Appendix 2 is intended to define the structure and content of the environmental impact study.

1.2.2. MCC Environmental guidelines¹

The Millennium Challenge Corporation ("MCC") recognizes that the pursuit of sustainable economic growth and a healthy environment are necessarily related. The purpose of these guidelines is to establish a process for the review of environmental and social impacts¹ to ensure that the projects undertaken as part of programs funded under Millennium Challenge Compacts with eligible countries ("Compacts") are environmentally sound, are designed to operate in compliance with applicable regulatory requirements, and, as required by the legislation establishing MCC, are not likely to cause a significant environmental, health, or safety hazard.

These guidelines are primarily intended to describe the principles of environmental impact assessment that Compact-eligible countries will be expected to apply in the context of a Compact.

¹ January 20, 2006

2. APPLICATION TO THE PRAIA PORT PROJECT

2.1. BRIEF DESCRIPTION OF THE PROJECT

The Government of Cape Verde, acting through the Millennium Challenge Account – Cabo Verde (MCA-CV) and using the proceeds of a grant from the U.S. Government Millennium Challenge Corporation (MCC), intends to undertake a project to upgrade the facilities and operating systems at the Port of Praia to be able to handle forecasted cargo growth efficiently and economically through the year 2020. The project aims to guarantee greater productivity in the terminal, bringing the Port into compliance with International Maritime Organization (IMO) environmental and security requirements and standards, and lowering overall cargo distribution costs in Cape Verde.

The MCC Pre-feasibility Study for Improvements defined a two-phased development program to be implemented over five years.

Phase I	Phase I will consist of: <ul style="list-style-type: none">▪ Construction of a cargo village on the plateau above the port to house an inland container depot (ICD) for storing empty containers, stripping, stuffing and CFS (container & freight station) operations, a Customs Impoundment Area (CIA) and a business park for housing ENAPOR, Customs and agents' offices.▪ Construction of a new port road from the cargo village to the port.▪ At quay n°2, removal of old quayside warehouses, repairs to the quay apron and fenders, and re-pavement of the back-up yard.
Phase II	By amendment to the contract, the Consultant has been asked to evaluate the possible environmental impacts of Phase II as well. Phase II will consist of: <ul style="list-style-type: none">▪ Development of a breakwater to solve the wave problem in the harbor.▪ Extension of quay n°1 to 450 m.▪ Creation of a 4 to 6 hectare container yard behind quay n°1 using

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