

# Quarterly Report 17

ENVIRONMENTAL AND SOCIAL MONITORING REPORT  
April 1 – June 30, 2024

Prepared by: Project Management Unit

Report date: July 30, 2024

Princess Juliana International Airport Operating Company, Sint Maarten



## Document Tracking

Version	Author(s)	Reviewed by	Cleared by	Approval Date
1	PMU		World Bank	05 Aug 2024

## Disclaimer

This report is prepared by the Princess Juliana Airport Operating Company (PJIAE) as part of the Sint Maarten Airport Terminal Reconstruction Project. The information in this must only be used for its intended purpose. Contact Information: [p2-project@sxmairport.com](mailto:p2-project@sxmairport.com)

## Table of Contents

List of Tables .....	iii
List of Figures .....	iii
Abbreviations and Acronyms .....	iv
Glossary of Project related terms. ....	vi
Environmental and Social Monitoring Report .....	1
1. Introduction .....	1
1.1 Context – Environmental and Social Framework.....	1
2. Progress Update.....	3
2.1 Procurement Management .....	3
2.1.1 Main Works – Terminal Reconstruction .....	3
2.1.2 Equipment Packages (Supply of goods and related services) – Terminal Reconstruction.....	3
2.2 Project Management .....	2
2.2.1 Main Works – Terminal Reconstruction .....	2
2.2.2 Equipment Packages – Supply of goods and related services .....	2
2.3 Environment and Social Risk Management .....	4
2.3.1 Monitoring and Reporting .....	4
2.3.2 Environmental and Social Standards .....	5
2.3.3 Capacity Support.....	15
3. Planned Activities.....	18
4. Challenges.....	19
Appendix I – Project Procurement Packages .....	21
Appendix II – Incident Report Summary .....	22
Appendix III - PMU Organogram .....	23
Appendix IV – Photos from the field.....	24
Appendix V – Stakeholder Engagement.....	28
Appendix VI – Grievance Redress Mechanism.....	29

## List of Tables

<b>Table 1:</b> Progress made on the Project’s performance during the period January 1 – March 31, 2024, disaggregated by Environmental and Social Standards.....	4
<b>Table 2:</b> Planned Activities for the period April 1 – June 30, 2023.....	18
<b>Table 3:</b> Project procurement strategy and status summary for all procurement packages as of March 31, 2022. ....	21
<b>Table 4:</b> Summary of Project related incidents submitted over the reporting period.....	22
<b>Table 5:</b> Stakeholder engagement activities for the reporting period. ....	28
<b>Table 6:</b> Summary of Project related complaints submitted during the period.....	29

## List of Figures

<b>Figure 1:</b> PJIAE’s Project Management Unit Organogram .....	23
---	----

## Abbreviations and Acronyms

---

AST	Atlantic Standard Time
AVSAF	Aviation Safety & Security, Sint Maarten Civil Aviation Authority, Immigration, Customs and Alpha Team/Police Facilitation Meetings
BHS	Baggage Handling System
BZK	Minister of the Interior and Kingdom Relations ( <i>English translation from Dutch</i> )
BOQ	Bill of Quantity
CAP	Corrective Action Plan
C&D	Construction and Demolition
C-ESMP	Contractor's Environmental and Social Management Plan
C-GRM	Contractor's Grievance Redress Mechanism
COVID-19	Corona Virus Disease - described in 2019
DAAB	Dispute Avoidance/Adjudication Board
DS	Direct Selection/Direct Sourcing
EIB	European Investment Bank
ES	Environmental and Social
ESCP	Environmental and Social Commitment Plan
ESF	Environmental and Social Framework
ESHS	Environmental Social Health and Safety
ESMP	Environmental and Social Management Plan
ESMR	Environmental and Social Monitoring Report
ESS	Environmental and Social Standards
EP	Equipment Package
FIDIC	International Federation of Consulting Engineers ( <i>English translation from French</i> )
FOD	Foreign Object Debris
GBV	Gender-based Violence
GOSM	Government of Sint Maarten
GON	Government of The Netherlands
GRM	Grievance Redress Mechanism
ISO	International Organization for Standards
ITT	Information, Technology and Telephony
IPKO	Inter Parliamentarian Kingdom Consultation ( <i>English translation from Dutch</i> )
JHA	Job Hazard Analysis
LMP	Labor Management Procedures
M	Million
MAC	Mold Assessment Consultant
MSIP	Management Strategies and Implementation Plan
NRPB	National Recovery Program Bureau
OHS	Occupational Health and Safety
ORAT	Operational Readiness and Airport Transition
P2	Package 2
PBB	Passenger Boarding Bridges
PJIA	Princess Juliana International Airport
PJIAE	Princess Juliana International Airport Operating Company N.V.
PJIAH	Princess Juliana International Airport Holding
PMU	Project Management Unit
POC	Public Outreach Campaign
PPSD	Project Procurement Strategy for Development

## Abbreviations and Acronyms

---

Q [1]	Quarter [One]
QR	Quarterly Report
RFA	Request for Approval
RFB	Request for Bid
RFC	Request for Clarification
RFQ	Request for Quotation
S3	Safety class in accordance with the standard EN ISO 20345:2011
SBOD	Supervisory Board of Directors
SE	Supervising Engineer
SEA	Sexual Exploitation and Abuse
SEP	Stakeholder Engagement Plan
SH	Sexual Harassment
SOP	Standard Operating Procedure
SPD	Standard Procurement Document
SSE	Security Screening Equipment
SXM	PJIA's international code name
TEATT	Tourism, Economic Affairs, Transport and Telecommunications Ministry
TBC	To be confirmed
TBD	To be determined
TOR	Terms of Reference
VROMI	Ministry of Public Housing, Spatial Planning, Environment & Infrastructure <i>(English translation from Dutch)</i>
VSA	Ministry of Public Health, Social Development and Labor <i>(English translation from Dutch)</i>
WB	World Bank
WMS	Work Method Statement

## Glossary of Project related terms<sup>1</sup>

---

Accident	This refers to occupational accidents on worksites, or other accidents which happen in project areas (for example car accidents etc.).
Airport Community	Personnel working at PJIA through a service provider with a PJIAE issued pass or PJIA pass holder. The service providers are collectively referred to the Airport Community (which is PJIA Stakeholder Organisation, Group or Individual. See the Project's Stakeholder Engagement Plan for details. <i>Source PJIAE.</i>
Associated Facility	Means facilities or activities that are not funded as part of the project and, in the judgment of the Bank, are: (a) directly and significantly related to the project; and (b) carried out, or planned to be carried out, contemporaneously with the project; and (c) necessary for the project to be viable and would not have been constructed, expanded or conducted if the project did not exist. For facilities or activities to be Associated Facilities, they must meet all three criteria.
Environmental and social impacts	Refer to any change, potential or actual, to: (i) the physical, natural, or cultural environment, and (ii) impacts on surrounding community and workers, resulting from the project activity to be supported.
Environmental and social risk	Is a combination of the probability of certain hazard occurrences and the severity of impacts resulting from such an occurrence.
FIDIC, Red Book	Representative body for national associations of consulting engineers representing engineering professionals and firms globally. FIDIC provides varying types of international standard forms of contract for use on nation and international construction projects. "These documents cover a range of issues including risk management, project sustainability management, environment, integrity management, dispute resolution techniques and insurance and a number of guides for quality-based selection, procurement and tendering procedures." FIDIC's Red Book is its form for Conditions of Contract for Construction. <i>Source: FIDIC</i>
Gender-based Violence	Umbrella term for any harmful act that is perpetrated against a person's will and that is based on socially ascribed (i.e., gender) differences between males and females.
Grievance	Concerns and complaints of project-affected parties in connection with the project, about the Borrower's [PJIAE's] environmental and social performance.
Grievance Redress Mechanism	A set of procedures and processes, to be used as a means to address and resolve issues and grievances related to project implementation. The grievance mechanism will be proportionate to the risks and impacts of the project.
Hindrance	Project related matters affecting the airport's operations that are addressed or responded to immediately (same day) as opposed to the Project's GRM's 15- and 60-day time bound requirements. <i>Source: PMU</i>

---

<sup>1</sup> Source: The World Bank Group, except where a different source is indicated.

## Glossary of Project related terms<sup>1</sup>

Incident	<p>Is an accident or negative event resulting from failure of complying with Bank safeguards policies, or conditions that occur because of unexpected or unforeseen events during project implementation. Examples of incidents include fatalities, serious accidents and injuries; social impacts from labor influx; sexual exploitation and abuse (SEA) or other forms of gender-based violence (GBV); major environmental contamination (such as hydrocarbon or chemical spills with low to medium environmental impact); loss of biodiversity or critical habitat; loss of physical cultural resources; and loss of access to community resources.</p> <p>Effective, June 21, 2023, The World Bank introduced to the PMU its updated Incident reporting requirements, where injuries resulting in 3 days or more time off are considerable reportable to the Bank <i>inter alia</i>.</p>
Incoterms	<p>Are a set of internationally recognized trade rules which define the responsibilities of sellers and buyers. Incoterms specify who is responsible for paying for and managing the shipment, insurance, documentation, customs clearance, and other logistical activities. <i>Source: International Trade Administration.</i></p>
Sexual Exploitation and Abuse	<p>Any actual or attempted abuse of a position of vulnerability, differential power, or trust, for sexual purposes, including, but not limited to, profiting monetarily, socially or politically from the sexual exploitation of another. Sexual abuse is further defined as “the actual or threatened physical intrusion of a sexual nature, whether by force or under unequal or coercive conditions.” Women, girls, boys and men can experience SEA. In the context of World Bank supported projects, project beneficiaries or members of project-affected communities may experience SEA.</p>
Sexual Harassment	<p>Unwelcome sexual advances, requests for sexual favors, and other unwanted verbal or physical conduct of a sexual nature. SH differs from SEA in that it occurs between personnel/staff working on the project, and not between staff and project beneficiaries or communities.</p>
Snag List	<p>The snag list, also known as a punch list, is a document that lists the final work items remaining before a construction project is considered complete. Contractors add all work that does not conform to the specifications in the construction contract to the snag list. Items on a snag list typically include minor corrections, alterations, or repairs that are required before the release of final payment. <i>Source: Procore</i></p>

# Environmental and Social Monitoring Report

## 1. Introduction

The Sint Maarten Airport Terminal Reconstruction Project is financed through a World Bank (the Bank) managed Trust Fund<sup>2</sup> with a grant from the Government of the Netherlands and a loan from the European Investment Bank through On-lending Agreements with the Government of St Maarten as well as Counterpart Funds. This Trust Fund was created specifically for the purpose of reconstruction projects following damage caused by the passage of Hurricane Irma. The National Recovery Program Bureau (NRPB) is responsible for the preparation, implementation and evaluation of the projects that are financed by the Trust Fund. The PJIAE, together with the NRPB implements the Sint Maarten Airport Terminal Reconstruction Project (the Project).

PJIAE has established a dedicated Project Management Unit (PMU) Department for overall project implementation and has contracted the services of a Supervising Engineer (SE) Firm for the day-to-day supervision of the project related Contractor and Suppliers and their respective sub-contractors. All formal correspondence (submissions, instructions, request for approvals and clarifications etc) are done through the SE between the PMU and Contractor or Supplier and vice versa.

The project has 4 components. These are Component 1 – Terminal Reconstruction, Component 2 – Capacity Building for PJIAE, Component 3 – Capacity Building for NRPB and Component 4 – OPEX Support. Component 1 – Terminal Reconstruction, the main component in terms of scope and scale, is comprised of the procurement of one Works and seven Goods Packages. That is, the main works contract (Package 2 or P2) and the seven Equipment Packages (EPs). The scope of the reconstruction includes the full refurbishment of the Terminal facilities in a phased approach. See **Appendix I** for summary of status of the Project's procurement packages. While the reconstruction is taking place, the Airport is open and fully operational throughout the project execution period.

### 1.1 Context – Environmental and Social Framework

As of October 1, 2018, the World Bank's new Environmental and Social Framework Policy (ESF) applies to all new Investment Project Financing (IPF). The ESF enables the World Bank and Borrowers (in this case PJIAE) to better manage environmental and social risks of projects and to improve development outcomes. As a requirement of the ESF, an Environmental and Social Management Plan (ESMP)<sup>3</sup>, an Environmental and Social Commitment Plan (ESCP)<sup>4</sup> and a Stakeholder Engagement Plan (SEP) were prepared specifically for the Package 2 Project and collectively set out the roles and responsibility of PJIAE and its Contractors and subcontractors in relation to the potential environmental and social risks and impacts of the project against material measures, actions, and timeline. The ESF consists of ten Environmental and Social Standards (ESS)<sup>5</sup> which sets out the requirements that apply to Borrowers. Of the ten ES Standard, six are applicable to PJIAE and its Project. ESS 5, 6, 7 and 9 are not applicable to this Project. Those applicable to the Project are detailed in **Table 1**.

<sup>2</sup> The Sint Maarten Recovery, Reconstruction and Resilience Trust Fund <https://nrpbxsm.org/trust-fund/>

<sup>3</sup> ESMP: [https://sxmairport.net/reports/PJIAE%20ESMP%20\(November%202021\).pdf](https://sxmairport.net/reports/PJIAE%20ESMP%20(November%202021).pdf)

<sup>4</sup> ESCP: [https://sxmairport.net/reports/PJIAE%20ESCP%20\(December%202021\).pdf](https://sxmairport.net/reports/PJIAE%20ESCP%20(December%202021).pdf)

<sup>5</sup> World Bank Environmental and Social Standards: <https://www.worldbank.org/en/projects-operations/environmental-and-social-framework>

These Environmental and Social Monitoring Reports (ESMR) provide details on the Environmental and Social (ES) performance of the main works contractor for the Project. ESMRs are prepared quarterly and submitted to the World Bank through the National Recovery Program Bureau (NRPB) no later than 30 days after the end of each calendar quarter. The Effectiveness Date of the Sint Maarten Airport Terminal Reconstruction Project is April 7, 2020, and Quarterly Reports (QR) are due thereafter for the life of the Project. Reporting for other components and specializations, including monitoring and evaluation are covered under other routine reports of the project. For updates on previous reporting periods, please see the Project's webpage, documents menu<sup>6</sup> (filter by reports for ease).

As the execution of this Project is comprised of both works and goods contract packages, the main works Contractor is required to prepare, for acceptance by the PMU, a site-specific Contractor's Environmental and Social Management Plan (C-ESMP) building on the Management Strategies and Implementation Plans (MSIPs) from the bidding phase. The C-ESMP will be updated intermittently as part of the adaptive management of the Project. The goods Suppliers for the Equipment Packages are not required to provide their own ESMP, however important aspects of the Bank's ESS are addressed from the bidding phase, and all Suppliers are required to adhere to PJIAE's ESMP and the C-ESMP.

---

<sup>6</sup> Project Documents : <https://www.sxmairport.com/construction.php?pageid=6>

## 2. Progress Update

This Section provides an update, status and summary for the implementation of varying subject matters related to the Procurement, Progress and ES performance of the Project for the period April 1 – June 30, 2024. **Table 1** below, disaggregated by Environmental and Social Standard, details the progress made on the material measures and actions as mandated by the ESCP. Whilst Section 3, **Table 2** outlines planned activities for the subsequent reporting period (July 1 – September 30, 2024).

Following a 5-month tender period, the main works contract commenced and has advanced substantially with 2 (Departure and Check-In) out of the 3 major airport Halls within the Terminal completed and taken over by the Client. A snag list tracking is in place as well as a Defects Notification Period. All seven equipment packages (for the supply of goods and related services) have also commenced with varying levels of progress and completion, including Equipment Package 7 which was subdivided into nine Lots, following a failed tender for a single Supplier. See respective sections following, for further details.

### 2.1 Procurement Management

#### 2.1.1 Main Works – Terminal Reconstruction

Following the World Bank (the Bank) approved one-envelope process, a substantial works bid was executed. The Request for Bids (RFB) was issued on October 26, 2020, and closed on March 23, 2021. A total of 4 Bids were received following the Bank approved electronic bid submission process. This was followed by an evaluation process with an ambitious timeline, which was met and saw the approval and award, signing and commencement of contract in July, August and October 2021 respectively.

The main works contract is executed under FIDIC Redbook which is managed by a Supervising Engineer (SE) firm Royal Haskoning DHV (the SE) on behalf of the Borrower or Client (PJIAE). The successful bidder is Ballast Nedam International Projects (BNIP) B.V. (the Contractor). Following the contract commencement October 4, 2021, ongoing meetings between the PMU, the SE and the Contractor are routinely held as part of the project management and implementation. See Section 2.2 for details.

#### 2.1.2 Equipment Packages (Supply of goods and related services) – Terminal Reconstruction

**Equipment Package 1 - Passenger Boarding Bridges:** Request for Bid (RFB) was launched on October 1, 2021, and closed on January 25, 2022. A No Objection for the Evaluation Report was received from the World Bank on March 23, 2022, and the contract commenced on April 20, 2022. The successful supplier is a Joint Venture Shenzhen CIMC Tianda Airport Support Ltd & CIMC Tianda Netherlands Cooperatief UA or CIMC Tianda for short (EP1 Supplier), which have since completed their contractual obligations.

**Equipment Package 2 – Baggage Handling System:** Request for Bid (RFB) was launched on October 21, 2021, and closed on January 11, 2022. A No Objection for the Evaluation Report was received from the World Bank on March 25, 2022, and the contract commenced on April 20, 2022. The

successful supplier is Glidepath Limited<sup>7</sup> (EP2 Supplier) which has commenced under contract and substantially advanced.

**Equipment Package 3 – Security Screening:** Following a No Objection from the World Bank to use direct selection method (on March 7, 2022), an Invitation for quotation was issued and a quotation received on March 31, 2022. A No Objection for the Evaluation Report and draft was received from the World Bank on July 6, 2022, and the contract signed (and thereby commenced) on July 11, 2022. The successful supplier is Sectus Technologies (Canada) which has commenced under contract and substantially advanced.

**Equipment Package 4 – Self-Serve Baggage Drop:** An international competitive tender was advertised on March 23, 2022, and closed on May 24, 2022, with the subsequent evaluation resulting in the contract award on August 23, 2022. The successful supplier is Materna IPS USA Corp which have since completed its contractual obligations.

**Equipment Package 5 – Digital Signage:** Request for Quotation was launched on July 27, 2022, and closed on September 9, 2022. The evaluation has been completed and the contract signed, dated November 29, 2022. The successful supplier is Indo Caribbean Enterprises (Winward Islands) B.V which has commenced under contract and substantially advanced.

**Equipment Package 6 – Hold Room Seating:** Following an approved change from request for quotation, an invitation for quotation via direct selection, was issued on January 13, 2023, and closed on January 23, 2023. The evaluation has been completed and the contract signed, dated February 27, 2023. The successful Supplier is PHP Real which have since completed its contractual obligations.

**Equipment Package 7 – Furniture, Fixtures and Appliances:** The package was initially procured as a single tender with 3 lots on January 27, 2023, with the closing deadline of March 3, 2023. Only one Bid was received for a portion of the RFB and therefore not qualified. This package was reconsidered and subdivided into several lots for better uptake including local suppliers as follows using RFQ procedure. The successful Suppliers are listed below which have all completed its contractual obligations to ship to Island and or source locally and install.

- Lot - Appliances (PDG)
- Lot – Bar Canteen Furniture (DWR/MK)
- Lot – Business Stools (CK Office)
- Lot – Business Lounge Chairs (Work Lab)
- Lot – Cave Chairs (Work Lab)
- Lot – Children Furniture (Six Inch)
- Lot – Tables (Agati)
- Lot – Task Chairs (Cariburo)
- Lot – Waste Bins (Forms & Surfaces)

Following an adjustment of project scope and schedule arising from a previous variation order, the Suppliers that were delayed as a result, have since completed their respective contract amendments and the outbound installations for Phases 1 (Departure Hall) and 2 (Check-In Hall). Respective installations for Phase 3 (Arrival Hall) are pending.

<sup>7</sup> Glidepath Ltd. has since been united with the ALSTEF Group under which the company now brands.

## 2.2 Project Management

### 2.2.1 Main Works – Terminal Reconstruction

Since the commencement of contract, the Contractor mobilized its Key Personnel, including the Environmental, Social, Health and Safety (ESHS) Specialist and completed the setup of its site offices. This includes the procurement and shipment of construction and safeguard material and supplies; ongoing hiring of workers and subcontractors; preparation and maintenance of site for works as needed; updating of the Contractor’s Environmental and Social Management Plan (C-ESMP). Monthly Reports for Technical Progress and ESHS have been submitted up to May 2024 respectively by the Contractor, both of which have since been accepted and the status of the ESHS Monthly Reports are summarized in Section 2.3 below. The Supervising Engineer’s Monthly Reports up to May 2024 submitted for review by the PMU before being shared with the Bank.

The PMU continues to assist the PJIAE’s Technical and Operations Divisions of PJIAE with enabling and concurrent works and or documentation in the operational portion of the Terminal. This included hurricane preparedness document review as well as service level agreements for the use and or maintenance of the newly installed equipment packages arising from the Project.

The new Departure Hall on Level 1 (Phase 1) and Check-in Hall on Level 0 (Phase 2) were taken over on November 15, 2023, and February 9, 2024<sup>8</sup> (in the previous reporting periods), which are significant project milestones. The newly purchased and installed outbound aspect of the Equipment Packages namely the Passenger Boarding Bridges (EP1), Baggage Handling System (EP2), Security Screening Equipment (EP3), Self-serve Bag Drop (EP4), Digital Signage Equipment (EP5), Holding Room Seating (EP6) and partial Furniture, Fixtures and Appliances (EP 7) as well as Automated Border Control and Self-serve kiosks *inter alia* (not funded by this Project) were commissioned following the successful Site Acceptance Tests (SATs), where appropriate.

With two new phases in use for the most part, the footprint of the construction site has shifted substantially, with the previous operational area on the ground floor, now the focus for the current dismantling and permanent works (Phase 3 – Arrival Hall) which commenced in late November 2023. For this reporting period, construction and installation works have progressed including demolition and dismantling, terrazzo flooring, intumescent paint, electricals, drywall erection, among other things. The Food Court and Business Class Lounge (as part of the Departure Hall) were taken over by the airport’s operations for respective Concessionaire’s outfitting and use. The Executive Offices on Level 2 are now occupied by PJIAE’s Staff from early April 2024.

The detailed extensive punch list of items (from Phases 1 and 2) continue to be managed and executed for the already taken over areas. The permanent works has advanced with about 92% progress as of June 30, 2024<sup>9</sup>.

### 2.2.2 Equipment Packages – Supply of goods and related services

Equipment Package 1 - Passenger Boarding Bridges (PBB) kick off meeting with the SE, PMU and EP1 Supplier was held on May 4, 2022, with ongoing routine progress meetings. During the reporting period the PBB Supplier progressed with various coordination and documentation activities for

<sup>8</sup> Takeover of the Check-In Hall was phased over the period January 22 – February 9, 2024.

<sup>9</sup> Earned Cumulative Progress per the SE estimate as of June 30, 2024.

submission and review/acceptance by the Engineer, completed the fabrication and shipped all four passenger boarding bridges. Installation of the PBB's commenced in March 2023 and was completed in May 2023. This package has been completed and considered closed.

Equipment Package 2 – Baggage Handling System (BHS) kick off meeting with the SE, PMU and EP2 Supplier was held on May 16, 2022. Following early site access in June 2023, in this reporting period the Supplier completed the installation of the outbound aspect of the BHS including site acceptance and integration tests on time for the takeover of the new Check-In Hall (Phase 2) as planned. EP 2 is at approximately 81% completion and is pending access to the current construction site (Phase 3) to install the inbound portion of the BHS, planned for mid-July 2024.

Equipment Package 3 – Security Screening Equipment (SSE) kick off meeting with the PMU, SE and EP 3 Supplier was held on August 11, 2022, followed by routine progress meetings. The SSE Supplier carried out training and equipment testing for 'go live' of new Departure back in November 2023. During this reporting period the Supplier completed the installation of Staff screening leading to the basement. Installation progress holds at approximately 99% completion until installation of remaining equipment is ready for Phase 3, planned for August 2024.

Equipment Package 4 – Self-Serve Baggage Drop (SSB) kickoff meeting was held on October 3, 2022. EP 4 Supplier participated in dedicated and joint project progress meetings, as well as conducted site visits as part of due diligence and coordination with other Suppliers and the main works Contractor. During this reporting period the Supplier completed its installation in is now considered closed with 100% progress.

Equipment Package 5 – Digital Signage Equipment (DSE) kickoff meeting was held on January 9, 2023. The DSE Supplier progressed with the various coordination and documentation activities for submission of and review/acceptance by the Engineer. During this reporting period the Supplier completed its installation for the respective phase. EP 5 is at approximately 89% completion and is pending access to the current construction site for the Phase 3 installations, planned for August 2024.

Equipment Package 6 – Holding Room Seating (HRS) contract has been signed 27 Feb 2023 and kicked off February 28, 2023. Items arrived and accepted on July 17, 2023. This is a CIF<sup>10</sup> contract and thereby is considered completed once the items were accepted by PJIAE through its SE. During this reporting period, seating was placed by the Operations Department to their own needs. This package has been completed and considered closed.

Equipment Package 7 – Furniture, Fixtures and Appliance (FFA) was divided into several lots with all the contracts for supply of goods signed and shipment and or arrival of majority of the items completed and installed or in storage pending installation, with 100% progress reported.

The progress of all the Equipment Packages as at the end of June 2024 was 94%.

The overall progress of the project (main works and equipment packages) is 92%.

---

<sup>10</sup> Incoterms CIF: Cost Insurance and Freight

### 2.3 Environment and Social Risk Management

The activities for this reporting period focused on the new construction footprint – Phase 3 (Arrival Hall), corresponding update of the C-ESMP, ongoing engagement with respective the Equipment Packages Suppliers, ongoing waste management, mold monitoring and audit scheduling.

Further, routine review and acceptance of contractor’s ESHS Monthly Reports is ongoing along with ESHS project meetings and walkthrough of project sites, continued stakeholder engagement including ongoing Operational Readiness and Airport Transition (ORAT) and GRM management.

**Table 1** details the current activities for the quarter April 1 – June 30, 2024, disaggregated by environmental and social standards as per the project’s Environmental and Social Commitment Plan (ESCP).

With all seven equipment package Suppliers now on board, Kick-Off meetings are held with Suppliers, where the World Banks’ role and thereby the conditions in the respective RFB/Qs and Contracts were discussed. Suppliers are not required to prepare their own C-ESMP but when working on the Contractor’s site which is governed by a C-ESMP, they will need to however, adhere to certain aspects. Further, Suppliers are reminded of the need to comply with applicable environmental, social, health and safety regulations, laws and guidelines including PJIAE’s own ESMP and ESCP. These requirements include though not limited to, waste management, Occupational Health and Safety, Hazards at the Work Site, Noise Control, Traffic Management and Labor Management.

**Table 1:** Progress made on the Project’s performance during the period April 1 – June 30, 2024, disaggregated by Environmental and Social Commitment Plan.

No.	Safeguards	Status
<b>2.3.1 Monitoring and Reporting</b>		
A1	Regular Reporting: Environmental and Social monitoring (quarterly) reports	<ul style="list-style-type: none"> <li>○ Eligibility for first disbursement met.</li> <li>○ Sixteen Quarterly (ESM) Reports covering the period April 2020 to March 2024 have been cleared by the World Bank and disclosed on the Project’s webpage (under Project Documents menu of the Construction tab) of the PJIAE’s (SXM Airport) website<sup>11</sup>.</li> <li>○ This report is the 17<sup>th</sup> Quarterly (ESM) Report for the period April 1 to June 30, 2024.</li> </ul>
A2	<b>Contractor Reporting:</b> Monthly Environmental, social, health and safety (ESHS) monitoring report	<ul style="list-style-type: none"> <li>○ Main works contract commenced on October 4, 2021.</li> <li>○ Monthly ESHS Reports for October 2021 through May 2024 were submitted. Following a few rounds of review and feedback through the Supervising Engineer, the respective reports, up to May 2024 have been accepted with comments, which carries over to subsequent reporting period.</li> </ul>

<sup>11</sup> Project Document Menu: <https://www.sxmairport.com/construction.php?pageid=6>

No.	Safeguards	Status
		<ul style="list-style-type: none"> <li>○ The ESHS Report for June 2024 is due in the subsequent reporting period and expected to be submitted on time.</li> <li>○ The initial C-ESMP was first received on September 27, 2021, and accepted with conditions on November 25, 2021, which is a requirement of the ESCP before actual works can start. The updated C-ESMP was accepted on July 2, 2022, and August 14, 2023. A fourth update was carried out during the previous reporting period, was accepted in this reporting period on April 4, 2024, and shared with the Bank on April 26, 2024. See ESS 1, 1.3 for C-ESMP details.</li> <li>○ The Contractor continues to submit work methods statements, isolation certificates and or job hazard analyses as needed through the SE using the Project's project management software tool Procore.</li> <li>○ Labor recruitment has been ongoing since the initial Job Fair held December 18, 2021. A second Job Fair for an array of construction trades, was held September 10, 2022, with relatively low uptake. The Contractor participated in the Labor Department's National Job Fair on November 16, 2023, wrapping up the Contractor's 3<sup>rd</sup> and final obligatory Job Fair.</li> </ul>
<b>B</b>	<b>Incidents and Accidents Notification:</b>	<ul style="list-style-type: none"> <li>○ There are no reportable<sup>12</sup> incidents to the Bank for this reporting period. See <b>Appendix II</b> for Incident summary.</li> <li>○ There are 8 reportable incidents to date.</li> <li>○ See definition of incidents and accidents as provided by the World Bank in Glossary Section (page 4). On June 21, 2023, the Bank informed PJIAE that it had revised its internal incident management process and required PJIAE to use a new 3-part Incident Reporting Process (per incident), with immediate effect and new thresholds.</li> </ul>
<b>2.3.2 Environmental and Social Standards</b>		
<b>ESS 1: Assessment and Management of Environmental and Social Risks and Impacts</b>		
<b>1.1</b>	<b>Organizational structure:</b> Establish and maintain an organizational structure with qualified staff and resources to support the management of E&S risks, including an	<ul style="list-style-type: none"> <li>○ PMU Staffing remains complete. See <b>Appendix III</b> for the PMU Organogram.</li> <li>○ The Environmental and Social Specialist's contract is for the period September 1, 2023, to July 31, 2024. The intention is to extend PMU Specialists'</li> </ul>

<sup>12</sup> Incidents required to be reported to the World Bank based on specified criteria.

No.	Safeguards	Status
	E&S Specialist and a Communications Officer.	<p>respective contracts, including the Environmental and Social Specialist to Q4 2024.</p> <ul style="list-style-type: none"> <li>○ Communication and stakeholder matters are shared between PJIAE's Management (external stakeholders) and the PMU (internal stakeholders).</li> <li>○ Supervising Engineer (SE) Contract<sup>13</sup> was signed on September 16<sup>th</sup>, 2020, and on Island full time since July 2021, conducting duties, including E&amp;S back-office support for audits and fortnightly ESHS progress meetings. Three ESHS audits were conducted to date in Q3 2022, Q4 2022 and Q3 2023 respectively. A fourth and final ESHS Audit initially planned for this reporting period has been rescheduled to late Q3 2024.</li> <li>○ A full time ESHS personnel was slated to join the SE's Team to give in person support to the project. However, this has not been realized to date mainly due to requisite permitting requirements. The SE and PMU Teams continues to maintain written and verbal communication with each other and with relevant government authority towards obtaining requisite permit(s). During this report period the permit process is still not finalised but the selected person is now expected to be on site in late July 2024.</li> </ul>
1.2	<p><b>Update and Implementation of the ESMP, LMP and SEP:</b> The ESMP, LMP and SEP may be revised from time to time with prior written agreement from the Bank, and implemented in compliance with the requirements of ESS, all in a manner acceptable to the Bank.</p>	<ul style="list-style-type: none"> <li>○ Initial versions of the ESMP (including the LMP in Appendix 2) and SEP were completed on August 30, 2019. As part of the adaptive management and additional financing process, the ES Documents (ESMP, ESCP and SEP) have been reviewed and updated following the World Bank's process. Updated versions (November and December 2021 respectively) have been published under Project Documents<sup>14</sup> menu of the Project webpage.</li> <li>○ Comments from the World Bank's Social and Environmental Specialists were incorporated in the ES considerations of the equipment packages contracts for EPs 1 - 5.</li> </ul>
1.3	<p><b>Management of Contractor:</b> Incorporate the relevant aspects of the ESCP, including the relevant E&amp;S documents and/or plans (e.g., ESMP), and the Labor Management</p>	<ul style="list-style-type: none"> <li>○ With the main works Contractor on board: <ul style="list-style-type: none"> <li>● Key Personnel: The ESHS Specialist representative is in place executing duties with the support of two ESHS Officers.</li> </ul> </li> </ul>

<sup>13</sup> Paid by PJIAE directly. Not funded through WB or EIB.

<sup>14</sup> Project Documents : <https://www.sxmairport.com/construction.php?pageid=6>

No.	Safeguards	Status
	<p>Procedures, into the ESHS specifications of the procurement documents with contractors. Thereafter, PJIAE shall ensure that the contractors comply with the ESHS specifications of their respective contracts. These requirements include, inter alia:</p> <ol style="list-style-type: none"> <li>1. The contractors shall propose an ESHS specialist(s), with terms of reference and experience satisfactory to the Bank, as the Contractor's Key Personnel at the Site.</li> <li>2. The contractors shall submit a code of conduct, in form and substance satisfactory to the Bank, that shall apply to the contractor's employees and subcontractors.</li> <li>3. The contractors shall be required to submit to PJIAE for approval and subsequently implement a Contractor's Environment and Social Management Plan (C-ESMP).</li> </ol>	<ul style="list-style-type: none"> <li>• Code of Conduct (COC): Signed COC forms part of the signed contract (Section 5) between PJIAE and the Contractor. The COC further forms part of mandatory induction training for all personnel (workers, subcontractors and long-term PJIAE personnel) on site. An Induction briefing is provided for all escorted visitors.</li> <li>• C-ESMP: <ul style="list-style-type: none"> <li>▪ Applicable to the Contractor's approved sites as per terms of signed Contract.</li> <li>▪ Version 1 (Revision 4) accepted with conditions on November 25, 2021.</li> <li>▪ C-ESMP 1<sup>st</sup> Update: Version 2 (Revision 6) accepted on July 02, 2022.</li> <li>▪ C-ESMP 2<sup>nd</sup> Update: Version 3 (Revision 7) accepted on August 14, 2023.</li> <li>▪ C-ESMP 3<sup>rd</sup> Update: Version 4 (Revision 8) accepted in this reporting period on April 5, 2024.</li> </ul> </li> </ul>
1.4	<p><b>Mold Spore Monitoring:</b> Carry out a mold spore monitoring program, as specified in the ESMP, through an environmental remediation consultant as a third party.</p>	<ul style="list-style-type: none"> <li>○ Mold monitoring is now funded under this Project, effective March 1, 2022, and a contract is in place for a third-party consultant to conduct semi-annual monitoring of mold. Other respective mold remediation and monitoring works were funded by the Borrower and or the Contractor as required.</li> <li>○ The first through fifth rounds of mold monitoring conducted semi-annually since commencement on October 4, 2021, with clearance received each time.</li> <li>○ Where made, the main works contractor adhered to and or implemented the recommendations of the mold assessment Consultant.</li> <li>○ For this reporting period, the sixth and final obligatory round of monitoring (during the reconstruction phase) took place on April 8-11, 2024. A Report was prepared, and the findings required no further measures. This Report was shared with the Project Parties and the World Bank which was cleared by the latter on June 5, 2024.</li> </ul>

No.	Safeguards	Status
		<ul style="list-style-type: none"> <li>○ For previous mold monitoring related details, see Table 1, 1.4 of ESM Quarterly Report No. 13<sup>15</sup>.</li> </ul>
<b>ESS 2: Labor and Workers Conditions</b>		
2.1	<p><b>Labor Management Procedures (LMP):</b> Implement, and ensure the implementation of, the Labor Management Procedures (LMP) established in accordance with the requirements of ESS2 and reflected in this ESCP. The LMP shall be applied to the Direct Workers, including staff of PJIAE being the beneficiaries under Component 4. PJIAE shall require contractors to implement their own labor management procedures for its contracted workers in accordance with the LMP.</p>	<ul style="list-style-type: none"> <li>○ PJIAE's LMP is included as Appendix 2 of ESMP dated August 2019. The LMP was reviewed and updated together with the project's ESMP in November 2021.</li> <li>○ Measures from LMP incorporated into the ES Requirements of the contract.</li> <li>○ According to the LMP, the age limit for work is 18 or older. This conservative limit set by PJIAE has informed the age limit for hires under the project. The conditional age limits for both the World Bank and Government of St Maarten are lower.</li> <li>○ PJIAE strengthened its commitment to optimize local labor for the reconstruction works through locally announced Procurement Notices, Local Labor drives and screening through the Chamber of Commerce and Invest (COCI)<sup>16</sup> and contractual obligations with signed Contractor<sup>17</sup>.</li> </ul>
2.2	<p><b>Grievance Redress Mechanism for Project Workers:</b> Require and ensure that contractors establish, maintain, and operate a Grievance Mechanism (GRM), satisfactory to the Bank, to address Project workers' workplace concerns. PJIAE shall monitor implementation by the Contractor. The PJIAE shall also ensure that its GRM is aligned with the ESS 2 requirements for workers</p>	<ul style="list-style-type: none"> <li>○ GRM Plan received as part of updated C-ESMP, accepted July 02, 2022. Contractor's GRM is now operational and available for workers to submit complaints or observations.</li> <li>○ Contractor's grievance submission: <a href="https://care.ballast-nedam.nl/initiate/210612">https://care.ballast-nedam.nl/initiate/210612</a></li> <li>○ Workers' grievances, if any, are handled by the ESHS Specialist of the Main Works Contractor and reported in its monthly ESHS Reports.</li> <li>○ The Contractor has reported 22 grievances (in the previous reporting period) that were all closed out. Explanation provided is that these are from 2022, considered informal, did not need to be escalated for handling, and based on data mining are now reported for completeness.</li> </ul>
2.3	<p><b>Occupational Health and Safety Measures:</b> Require and ensure that contractors implement occupational and health</p>	<ul style="list-style-type: none"> <li>○ OHS Plan received as part of C-ESMP, has been accepted with ongoing review as needed. This includes measures for dust, noise, odour and</li> </ul>

<sup>15</sup> ESM Quarterly Report No. 13:

[https://sxmairport.net/reports/Quarterly%20\(ESM\)%20Report%20No.%2013%20\(Apr%20-%20Jun%202023\)%20for%20disclosure.pdf](https://sxmairport.net/reports/Quarterly%20(ESM)%20Report%20No.%2013%20(Apr%20-%20Jun%202023)%20for%20disclosure.pdf)

<sup>16</sup> Local Labor and Contractor registration [St. Maarten Chamber of Commerce & Industry](#)

<sup>17</sup> Contractor and GOSM signs Scope of Service Agreement: <https://www.721news.com/2021/12/minister-ottley-and-ballast-nedam-international-project-signs-sos-agreement-first-job-fair-scheduled-for-december-18th-2021/>

No.	Safeguards	Status
	<p>measures, include emergency preparedness and response measures, and a Code of Conduct as described in the ESMP. In addition, PJIA shall require and ensure contractors develop (prior to the start of construction works) and implement a site-specific OHS management plan consistent with measures in the ESMP developed for the Project.</p>	<p>other nuisances and or hazards which may result during the reconstruction works.</p>
<p><b>2.4</b></p>	<p><b>Emergency Preparedness and Response:</b> Implement an Emergency Management Plan, as described in the ESMP to respond to the natural and man-made disasters that may happen during Project implementation. PJIAE shall require contractors to develop emergency response measures in the C-ESMP.</p>	<ul style="list-style-type: none"> <li>○ Emergency and Response Plan received as part of updated C-ESMP was accepted July 02, 2022.</li> <li>○ Project Parties (PMU, SE and Contractor), through PJIAE obtained Hurricane Passes in the event of storm events for 2022 and 2023.</li> <li>○ PJIAE (Operations), PMU, SE and Contractors met to discuss and align emergency response for the operational and non-operational side of the Terminal. Comments incorporated in current C-ESMP and captured in subsequent reporting as part of adaptive management.</li> <li>○ During this reporting period, the Contractor summarised its hurricane preparedness measures for each of the Contractor managed Sites, in the event of a storm warning.</li> </ul>
<p><b>2.5</b></p>	<p><b>Project Workers Occupational Health and Safety Awareness:</b> Require and ensure contractors provide training to all workers, before they start working on site, and throughout the duration of the works. Training to focus on basic environment, social, occupational health and safety risks associated with the proposed construction works and the workers' responsibility. Contractors' site engineers will provide a weekly or ad-hoc (if and when required) toolbox talks and/or meetings with the construction workers on community, environment, social, occupational health and safety risks associated with the construction activities.</p>	<ul style="list-style-type: none"> <li>○ Induction training is ongoing. This training is mandatory for new personnel on site (be it PJIAE, PMU, SE, Contractor and their respective sub-contractors). Visitors for short duration and restricted access who are escorted by authorised personnel may not need to do the induction training, but instead are provided with a safety briefing.</li> <li>○ Two thousand and forty-nine individuals have participated in the induction training sessions to date, including safety briefings, with 149 receiving training for this reporting period.</li> <li>○ Basic PPE is required outside of the PPE free zone for all personnel on site (including visitors). Basic PPE includes a hard hat, high visibility vest and safety shoes (S3 standard). Additional PPE is used as required, depending on the circumstance. This includes eye, ear, hand and fall protection etc.</li> <li>○ Signs and safety stations (first aid kits, fire extinguishers, etc.) throughout site, remain in place and inspected routinely. Information such</li> </ul>

No.	Safeguards	Status
		<p>as telephone numbers, is updated on safety stations as required.</p> <ul style="list-style-type: none"> <li>○ Mass Toolbox talks are given weekly with new or reiterated topics each Monday morning at 7:30AM. Information for Topics, dates and attendees is provided as part of the ESHS Monthly Report. Participation is mandatory for all Contractor workers, sub-contractors and key personnel. The Contractor also uses this forum for announcements and to address matters arising such as corrective measures, precautions and incident prevention.</li> <li>○ Toolbox Talk topics for Q2 2024 include though not limited to Safety Alerts, Heart, Cold and Flu prevention, housekeeping is safe keeping, falling load and collision, Dengue Virus, Workplace complacency, hurricane preparedness, being a father and safety on the job and respiratory protection.</li> </ul>
<b>ESS 3: Resource Efficiency and Pollution Prevention and Management</b>		
3.1	<p><b>Resource Efficiency and Waste Management:</b> Implement measures to promote resource efficiency and manage waste and hazardous materials as described in the ESMP. In addition, contractors will include appropriate measures in the C-ESMP, including obtaining required permits.</p>	<ul style="list-style-type: none"> <li>○ A Waste Management Plan was received as part of the C-ESMP on September 27, 2021, which was accepted through the Supervising Engineer following review and feedback by the respective teams of Supervising Engineer, PMU, World Bank and the NRPB, on November 25, 2021. For the subsequent updates of the C-ESMP, there was no substantial change or comments to the Waste Management Plan.</li> <li>○ Whilst the overall approach for the treatment of waste remains, over former reporting quarters (Q4 2022 – Q2 2023), there was a substantial recourse to the staging location for waste handling and processing along with requisite permissions, assessments and screenings towards project compliance. For details, see Table 1, 3.1 of ESM Quarterly Report No. 13<sup>18</sup>.</li> <li>○ Separated waste continues to be moved from the construction site to the approved staging site in a timely manner and is stockpiled within a fenced area.</li> <li>○ During the previous reporting period, a substantial volume of separated waste was staged given the ongoing dismantling and demolition works of the Phase 3 construction footprint along</li> </ul>

<sup>18</sup> ESM Quarterly Report No. 13: [sxmairport.net/reports/Quarterly \(ESM\) Report No. 13 \(Apr - Jun 2023\) for disclosure.pdf](https://sxmairport.net/reports/Quarterly%20(ESM)%20Report%20No.%2013%20(Apr%20-%20Jun%202023)%20for%20disclosure.pdf)

No.	Safeguards	Status
		<p>with processing of select waste streams at the staging site. However, onward movement of the processed waste is slower than anticipated, which has been flagged as a concern to the Contractor, considering the reconstruction schedule is in its final phase. Given the capacity constraints of the main waste management Service Provider, the Contractor gives direct support to provide manpower and transportation where needed.</p> <ul style="list-style-type: none"> <li>○ During this reporting period, the Contractor focused on further clean up and separation of existing stockpiles at the staging site, which may have become mixed over time, explored local alternatives for the appropriate handling of other waste streams (for example plastic, wood and glass), whilst streams such as metal, concrete and cardboard continue to be removed from staging site by other local 3<sup>rd</sup> party handlers.</li> <li>○ The Contractor has dissolved its contract with its initial Waste Management Service Provider and negotiated with a new interested 3<sup>rd</sup> party for the handling of remaining waste streams with a planned start time in July 2024.</li> <li>○ Since project commencement as stipulated in the Contractor's C-ESMP, hazardous material is handled separately. That is, stored in containers at the construction site (as opposed to the non-hazardous waste staging site), pending appropriate disposal/shipment off Island following the completion of the reconstruction. Hazardous material arising from the project includes empty containers from paint, resins, compounds and the like used in the reconstruction process.</li> </ul>
<b>ESS 4: Community Health and Safety</b>		
4.1	<p><b>Traffic and Road Safety:</b> Implement measures to manage traffic and road safety as described in the ESMP. In addition, PJIAE shall require and ensure that contractors develop and implement a site-specific traffic management plan (as part of the C-ESMP), including details on, inter alia, traffic volume, routes, and time of travel.</p>	<ul style="list-style-type: none"> <li>○ Traffic and Road Safety Plan received on September 27, 2021, as part of C-ESMP, has been accepted on November 25, 2021, with planned review for the subsequent quarter.</li> <li>○ Traffic management measures in place. These included dedicated safe and parking for contractors, sub-contractors and workers; traffic/parking signs; traffic cones/barricades where appropriate, awareness of national traffic ordinance for use of public roads.</li> </ul>
4.2	<p><b>Community Health and Safety:</b></p>	<ul style="list-style-type: none"> <li>○ The Contractor has erected reinforced fencing around the work areas to prevent unsafe or</li> </ul>

No.	Safeguards	Status
	<p>Community exposed to construction-related health and safety are airport staff and passengers. PJIAE shall implement and ensure the implementation of measures to address community health and safety risks in accordance with the ESMP. To manage community health and safety, PJIAE shall require and cause contractors, as part of their C-ESMP, to:</p> <ol style="list-style-type: none"> <li>1. Barricade the work areas with hard fencing to prevent entry of airport staff and passengers in the construction areas,</li> <li>2. Place adequate signboards to divert staff and passengers away from the construction works, and</li> <li>3. Also place flagmen to direct them away from the construction areas. PJIAE shall ensure and cause all visitors to the work area to wear basic PPEs such as appropriate footwear, hard hats and vests.</li> </ol>	<p>accidental entry of the public, airport staff and passengers into the construction site. Secured perimeter fencing and barricades erected in October 2021 remain in place and are maintained, and adjusted as needed, for the Contractor's (construction and storage) sites.</p> <ul style="list-style-type: none"> <li>○ The Contractor has mounted signs to divert the public, airport staff and passengers away from the project sites.</li> <li>○ The Contractor has imposed the need for PPE to enter the construction site and has created a PPE free corridor to allow the Contractor, Supervising Engineer, PMU personnel and visitors safe access to offices without the need for PPE. This PPE free corridor is subject to closure if no longer deemed safe and shifted as needed for safe traversing.</li> <li>○ Minimum PPE for the construction site is safety shoes (slip resistance soles, toe protection and puncture resistance), High visibility vest and hard hats.</li> <li>○ The Contractor also imposed a dress for all persons entering the construction site due to increased risks as the volume and types of works advances. The dress code is applicable for the entire site including all offices, construction yard, and the (construction) terminal. The dress code is: No Shorts, No Skirts, No Sleeveless shirt/blouse (no bear shoulders), no open toes shoes and no high heels in addition to properly donned PPE when required.</li> </ul>
4.3	<p><b>Code of Conduct:</b> The Project shall be implemented in accordance with PJIAE's Code of Conduct, which is attached to the ESMP. In addition, PJIAE shall require and cause contractors to develop and implement a Code of Conduct reflecting community, health and safety prevention and mitigation measures including inter alia prevention of gender-based violence, sexual exploitation, and abuse as described in the ESMP.</p>	<ul style="list-style-type: none"> <li>○ The Contractor's Key Personnel Team has signed the Code of Conduct (COC). This COC is part (Section 5) of the signed contract between PJIAE and the Contractor.</li> <li>○ The PMU and SE teams are allowed access to relevant documents, for audits, monitoring and verification purposes of training participation and signed codes of conduct.</li> <li>○ COC and other company policies are incorporated in the contract agreement between the Management of PJIAE and the individuals (including the PMU). See Annex 2 of the ESMP<sup>19</sup>.</li> </ul>
4.4	<p><b>Security Personnel:</b></p>	<ul style="list-style-type: none"> <li>○ Security Plan received on September 27, 2021, as part of C-ESMP, has been accepted on November</li> </ul>

<sup>19</sup> ESMP: [https://sxmairport.net/reports/PJIAE%20ESMP%20\(November%202021\).pdf](https://sxmairport.net/reports/PJIAE%20ESMP%20(November%202021).pdf)

No.	Safeguards	Status
	<p>The PJIAE to ensure that the construction works are carried out inside a secured facility of the airport and PJIAE shall guarantee that contractors ensure that their security personnel sign the Code of Conduct and undergo regular training programs and be provided with basic requisite training and knowledge of the World Bank Group's IFC Security Management Guidelines.</p>	<p>25, 2021, and again on July 2, 2022, following an update.</p> <ul style="list-style-type: none"> <li>○ Security Firm subcontractor submitted and subsequently accepted by the PMU through the Supervising Engineer. Security personnel current function to provide gate access (entry and exit) to PMU, Supervising Engineer and Contractor personnel only.</li> <li>○ Effective March 28, 2022, Security personnel are on duty 24 hours, 7 days a week.</li> <li>○ Security personnel also participated in the site induction training which includes signing of the Code of Conduct.</li> <li>○ Knowledge of the World Bank Group's IFC Security Management Guideline was completed on August 22, 2022. The Sub-contracted security firm, through the Contractor, provided awareness training to its personnel assigned to the Project.</li> <li>○ The site remains under surveillance as installed by the Contractor in Q4 2022, along with signage indicating same.</li> </ul>
4.5	<p><b>Universal Access:</b> The PJIAE to ensure that the restoration and/or replacement of Airport Terminal's facilities incorporate the concept of universal access as part of works design. These include restoration/replacement of ramps, elevators and toilets for persons with disabilities.</p>	<ul style="list-style-type: none"> <li>○ Measures for Universal Access maintained or enhanced, where possible, in the overall architectural re-design of the Terminal which forms part of the main works contract.</li> </ul>
4.6	<p><b>Referral Service Provider for Incidents of Sexual Abuse:</b> GRM procedure to address issues of sexual harassment and /or abuse. PJIAE shall identify a referral service provider to refer incidents.</p>	<ul style="list-style-type: none"> <li>○ An occupational health service provider has been contracted (effective October 18, 2021) as a referral service provider for the project. Funding for this service is now allocated under the Project, and a new contract (effective June 02, 2022), which supersedes the initial contract, is now in place. See 10.2 below.</li> <li>○ A contract extension for 12 months was finalised and signed by Management to align with the reconstruction schedule.</li> </ul>
<b>ESS 8: Cultural Heritage</b>		

No.	Safeguards	Status
8.1	<p><b>Chance Finds:</b> While no cultural heritage (superficial or sub-surface) has been identified in the airport terminal area, the works contract shall include a standard chance finds clause consistent with the ESMP.</p>	<ul style="list-style-type: none"> <li>○ Measures for Chance Finds are incorporated into the ES Requirements of the main works contract.</li> <li>○ There are no ‘chance finds’ to date.</li> </ul>
<b>ESS 10: SEP and Information Disclosure</b>		
10.1	<p><b>Stakeholder Engagement Plan Implementation:</b> The SEP, updated as required under action 1.2 above, shall be implemented in accordance with the requirements of ESS10. Representatives of PJIAE staff were in the SEP consultations. PJIAE shall ensure that stakeholders are made aware of the GRM and other requirements of the World Bank’s social and environmental safeguards.</p>	<ul style="list-style-type: none"> <li>○ Stakeholder Engagement is ongoing with presentations, social media content and or tours on the status, challenges, and updates of the Project.</li> <li>○ Though demanding at times, the PMU, SE and Contractor remain flexible to accommodate meetings and tour requests as appropriate. This reporting period had eleven stakeholder engagements (tours, presentations and or consultations) including routine facilitation meetings with the Airport Community, ten (non-exhaustive) project related news features, in addition to social media posts<sup>20</sup>. See <b>Appendix V</b> for Summary of the Stakeholder Engagement for the reporting period.</li> <li>○ Notices for Hindrances and ‘For Your Information’ as well as in person tours, though reduced since Phase 3, are ongoing for project progress updates to the PJIAE Staff and the Airport Community.</li> <li>○ Restoring A Princess media campaign is ongoing. During this report period, four episodes (Episodes 24 through 27) were released to the public using You Tube social media platform<sup>21</sup>.</li> <li>○ The Restoring A Princess video series was the Gold Winner of the NYX Award in 2 categories for Tourism and Construction<sup>22</sup> as well as a Gold Winner of a Viddy Award<sup>23</sup>.</li> <li>○ The World Bank initiated a Stakeholder Engagement Case Study for this project that has been drafted with assistance from the PMU. During the reporting period, the second draft as well as a draft related draft Blog Post was reviewed by a wider PJIAE audience and</li> </ul>

<sup>20</sup> Instagram: @sxmairport <https://www.instagram.com/sxmairport?igsh=eDhmeTd4MW5sZzkz>

<sup>21</sup> YouTube Playlist: <https://www.youtube.com/playlist?list=PLR3ThXopwPLLa9we0X6AThrOmyT80d1oq>

<sup>22</sup> NYX Gold Winner: <https://nyxawards.com//winner-info.php?id=5533>

<sup>23</sup> Viddy Gold Winner: <https://enter.amcpros.com/viddy/entry/restoring-a-princess/>

No.	Safeguards	Status
		<p>feedback shared with the Bank. The PMU awaits the next steps from the Bank.</p> <ul style="list-style-type: none"> <li>○ See <b>Appendix IV</b> – Photographs for examples of stakeholder engagement for reporting period.</li> </ul>
10.2	<p><b>Grievance Redress Mechanism (GRM):</b> PJIAE has an existing grievance mechanism (GM) in place, described in the SEP, which shall be maintained and operated to receive and respond to concerns and grievances from the staff, passengers and other stakeholders that may arise from the Project.</p>	<ul style="list-style-type: none"> <li>○ GRM (Complaints) webpage<sup>24</sup> remains active with QR code on all Hindrance Notices for increased awareness and use.</li> <li>○ As part of adaptive management of the project, the GRM procedures<sup>25</sup> was updated (April 2022) to include clearer consideration for Gender-based and sexual (exploitation, abuse or harassment) violences following the confirmation of a Referral Service Provider (linked to 4.6 above) to provide care, in the event of an offence.</li> <li>○ Seven submissions were received for this reporting period, all of which were considered hindrances (or nuisances) arising from works which were responded to and closed in real time.</li> <li>○ In this reporting period, one complaint remains open. See <b>Appendix VI</b> for Summary and status of the relevant GRM for the reporting period.</li> </ul>
<p><b>2.3.3 Capacity Support</b></p>		
C1	<ul style="list-style-type: none"> <li>● Provide awareness training on the environmental, social, health and safety issues associated with construction works including HIV/AIDS, sexual exploitation and abuse, and gender-based violence.</li> </ul>	<ul style="list-style-type: none"> <li>○ A presentation on the Environmental and Social standards was delivered at the PJIAE/NRBP Project Meeting No. 9 on June 26, 2020.</li> <li>○ A presentation on the Environmental and Social standard was delivered to the PJIAE's Project Team (key technical staff, involved in the implementation of project) at the Project Teams PJIAE/PMU fortnightly Meeting No. 26 on November 4, 2020. Meeting Minutes and copy of presentation (PDF) available upon request.</li> <li>○ NRPB facilitated COVID-19 Prevention training, December 2, 2020, with the Collective Prevention Services (CPS) geared towards the Trust Fund project. Four PJIAE staff members (including 2 persons from the PMU) participated.</li> <li>○ NRPB facilitated GBV training in collaboration with the World Bank which took place on April 22 and May 6, 2021.</li> <li>○ The World Bank facilitated ESF in Practice training March 14 – 18, 2022. Three PMU members participated and completed training.</li> </ul>

<sup>24</sup> Grievance Redress Mechanism (Complaints) webpage: <https://www.sxmairport.com/construction.php?pageid=5>

<sup>25</sup> GRM Procedures: [https://sxmairport.net/reports/GRM%20Procedure%20\(Website\).pdf](https://sxmairport.net/reports/GRM%20Procedure%20(Website).pdf)

No.	Safeguards	Status
		<ul style="list-style-type: none"> <li>○ The World Bank facilitated virtual regional training in Grievance Redress and Mitigation of sexual exploitation, abuse and harassment on April 4, 5, and 7, 2022.</li> <li>○ The World Bank facilitated an in-person training for the management of the Contractor’s ES Performance on June 21, 2023.</li> <li>○ The World Bank facilitated an in-person, 4-day training for Implementing the ESF in the Caribbean on November 6 - 9, 2023.</li> <li>○ The World Bank facilitated an in-person training on Gender-based Violence, Sexual Exploitation and Abuse and Sexual Harassment on November 29, 2023.</li> <li>○ The World Bank facilitated a Support Mission for this Project March 4-8, 2024, including site visits which was summarized via an Aide Memoire.</li> <li>○ The World Bank facilitated weeklong Country Program Portfolio Review including, an in-person Results Fair and Discussion Panel over the period March 11 – 15, 2024 including side events.</li> <li>○ The World Bank facilitated a 3-day Geo-Enabling Initiative for Monitoring and Supervision (GEMS) Training on June 25, 26 and 28, 2024 toward the potential use of an open-source software on the Sint Maarten Trust Fund related projects. PJIAE participated in one day of this training for awareness purposes.</li> </ul>
<p><b>C2</b></p>	<ul style="list-style-type: none"> <li>● PJIAE to provide awareness training to contractors on environmental and social issues associated with the ongoing construction works.</li> <li>● Contractors to provide OHS awareness training to their workers.</li> </ul>	<ul style="list-style-type: none"> <li>○ ES awareness and requirements outlined in Kick Off September 8, 2021, as well as during the extensive review process of the initial submission of the C-ESMP.</li> <li>○ ESHS matters continued to be discussed in weekly Progress Meetings up until October 18, 2022. Dedicated ESHS fortnightly meetings commenced October 31, 2022, where standard, new and or ongoing environmental and social risk management matters are addressed.</li> <li>○ Induction Trainings are ongoing for the Contractor, the process for which was further streamlined due to high demand in Q3 2023.</li> <li>○ Mass toolbox talks are ongoing for the Contractor. Mass toolbox Talks effective January 17, 2022, are held every Monday morning at 7:30 AM. A new topic is discussed or reiterated each week based on progress, demands and needs. Daily toolbox</li> </ul>

No.	Safeguards	Status
		talks by trade and/or personnel are held as needed.

### 3. Planned Activities

The activities planned for the next reporting period are focused on the completion of the reconstruction of Phase 3 (Arrival Hall). **Table 2** details the planned activities for the next quarter July 1 – September 30, 2024.

**Table 2:** *Planned Activities for the period July 1 – September 30, 2024.*

No.	Activity	Description
1.	Supervising Engineer	<ul style="list-style-type: none"> <li>○ Continued supervision of the General Contractor works and the Suppliers for EP 1, EP 2, EP 3, EP 4 and EP 5.</li> <li>○ HSE back-office support to conduct final ESHS Audit, Aug/Sep 2024.</li> </ul>
2.	Main Works (Component 1)	<ul style="list-style-type: none"> <li>○ Ongoing permanent works in Phase 3 reconstruction footprint including completion of terrazzo floor and minor intumescent paint work, plumbing and electrical, duct work, wall panels and completion of offices.</li> <li>○ Ongoing management of the waste staging site in keeping with Debris Management Plan.</li> <li>○ Review of ESHS Monthly Report toward acceptance for June, July and August 2024.</li> <li>○ Ongoing Induction Training for new personnel including SE and PJIAE personnel as needed.</li> <li>○ Fortnightly ESHS meetings and walkthroughs for Q3 2024.</li> <li>○ Final (optional) mold monitoring surveillance following the completion of reconstruction main works and the takeover of Phase 3 in Oct 2024.</li> <li>○ DAAB routine in person meeting in Sep 2024.</li> </ul>
3.	Equipment Packages (Component 1)	<ul style="list-style-type: none"> <li>○ EP 2 – BHS: Installation of Phase 3 (inbound and transit) BHS (Jul – Sep 2024).</li> <li>○ EP 3 – SSE: Installation of Phase 3 (inbound and transit) SSE (Aug 2024).</li> <li>○ EP 5 – DSE: Installation of Phase 3 (inbound and transit) DSE (Aug 2024).</li> </ul>
4.	Stakeholder Engagement	<ul style="list-style-type: none"> <li>○ Ongoing stakeholder engagement. This is a mix of in person and or virtual customized content for stakeholder groups such as facilitation meetings, Restoring A Princess video series, press releases etc.</li> <li>○ Review of the formatted Project’s Stakeholder Engagement Case Study, as led by the World Bank, if available.</li> </ul>
5.	Governance	<ul style="list-style-type: none"> <li>○ ES Working Group – ad hoc meetings.</li> <li>○ PJIAE-NRPB-World Bank Progress Meetings – Monthly.</li> <li>○ PJIAE Management Steering Committee Meetings - Fortnightly</li> </ul>

#### 4. Challenges

- Given the steel-framed construction of the base building, and with regular operations being located adjacently to the construction activities, there is the real and continuing risk of high decibel noise, odour and other related hindrances from the construction works impacting operations on a sporadic basis.
  - The mitigating strategy is a combination of measures such as work time and location adjustment, hindrance notices to inform and manage expectations of Users along with general measures as outlined in the C-ESMP.
  - PMU receives and captures hindrance notices from Users to assess, inform and improve mitigating measures as works progress.
- The aforementioned co-location of construction works, and full-fledged operation of a busy international airport remains a challenge, not only for managing hindrances but also for operational risk to the airport, as well as for efficiently sequencing and prioritizing works between the main Contractor (BNIP) and PJIAE's various Suppliers, which together are risks to project milestones being reached on schedule.
  - A mitigating strategy is to temporarily relocate part of airport operations (i.e., Arrivals) out of the main Terminal building to a standalone facility. Construction of the standalone or Temporary Arrivals Facility started in July 2023, was commissioned on October 11, 2023, and remains in use for Arrivals for the scheduled construction timeline.
  - An ES screening and assessment plan was submitted to the NRPB and World Bank. Following a few rounds of review, the plan was cleared by the Bank on April 24, 2023.
- The construction works are impacted by the Contractor's constrained ability to manage construction debris arising from the site, primarily as a result of the initial offsite staging location being discontinued and the limited area available in the interim location on site for debris processing.
  - The mitigating strategy between PJIAE and the Contractor was to bring a nearby former shipyard location online by Q1 2023.
  - PJIAE has received clearance and approval from the Government of Sint Maarten<sup>26</sup> and the World Bank to proceed with the new staging site. All terms<sup>27</sup> imposed have been met by PJIAE and the site is now being utilized for the Project.
  - PJIAE has written to the Government of Sint Maarten through its VROMI Ministry requesting continued use of the site for the terms July – December 2023, January to June 2024 and July to December 2024. With no response to date, the NRPB has been following up on this on PJIAE's behalf. Still no response has been received to date.
- Taking into consideration the lessons learned from the Departure Hall Go Live (November 15, 2023), the management of PJIAE opted for a transitioned approach over a 2-week period, for

<sup>26</sup> Office of the Prime Minister, VROMI Ministry and NRPB

<sup>27</sup> Fees, Debris Management Plan (including Work Method Statement) and Baseline Study

the takeover of the Check-In Hall on January 22, 2024. The new Check-In Hall incorporates multiple technologies such as the Baggage Handling System, X-Ray Machines and Self-Service Bag Drop equipment packages, new pre-Check-In Kiosks and LED videowalls.

- Given the higher risks associated with the commissioning of the check-In Hall, both the new and current Check-In Halls were simultaneously operational to give adequate redundancy. Noting that this led to a delay in the handover of the current (old) Check-In Hall to the main works Contractor and Suppliers for scheduled (Phase 3) works.

## Appendix I – Project Procurement Packages

The Project's Procurement Packages that are subject to the World Bank's procurement strategy comprise of one Works Package and seven Goods (or Equipment) Packages as listed below in **Table 3**.

**Table 3:** Project procurement strategy and status summary for all procurement packages as of June 30, 2024.

Package	Description	Category	Method	Bank Review	Launch Date	Closing Date	Start Date <sup>28</sup>	Procurement Status <sup>29</sup>	Contract Status
1 Package 2 (P2)	Main works reconstruction	Works	RFB	Prior	26 Oct 2020	23 Mar 2021	04 Oct 2021	Completed	Commenced
2 Equipment Package 1 (EP-1)	Passenger Boarding Bridges	Goods	RFB	Prior	03 Oct 2021	25 Jan 2022	20 Apr 2022	Completed	Completed
3 Equipment Package 2 (EP-2)	Baggage Handling System	Goods	RFB	Prior	21 Oct 2021	11 Jan 2022	20 Apr 2022	Completed	Commenced
4 Equipment Package 3 (EP-3)	Security Screening	Goods	DS	Prior	09 Mar 2022	31 Mar 2022	11 Jul 2022	Completed	Commenced
5 Equipment Package 4 (EP-4)	Self-Serve Baggage Drop System	Goods	RFB	Post	23 Mar 2022	24 May 2022	23 Aug 2022	Completed	Completed
6 Equipment Package 5 (EP-5)	Digital Signage Equipment	Goods	RFQ	Post	27 Jul 2022	09 Sep 2022	29 Nov 2022	Completed	Commenced
7 Equipment Package 6 (EP-6)	Hold Room Seating	Goods	DS	Post	13 Jan 2023	23 Jan 2023	1 Feb 2023	Completed	Completed
	Waste Bins		RFQ		1 June 2023	5 Jun 2023	21 July 2023	Completed	Completed
	Appliances		RFQ		24 Apr 2023	15 May 2023	24 June 2023	Completed	Completed
	Business Lounge Furniture		RFQ		15 May 2023	05 Jul 2023	20 July 2023	Completed	Completed
	Children's area Furniture		RFQ		30 June 2023	05 July 2023	24 July 2023	Completed	Completed
	Chairs and Stools		RFQ		18 July 2023	23 Jul 2023	05 Sep 2023	Completed	Completed
	Task Chairs		RFQ		24 Apr 2023	15 May 2023	22 Jun 2023	Completed	Completed
8 Equipment Package 7 (EP-7) (Furniture, Fixtures & Appliances)	Bars/ canteen/ furniture	Goods	RFQ	Post	15 May 2023	17 Jul 2023	20 Jul 2023	Completed	Completed
	Tables		RFQ		15 May 2023	5 July 2023	20 Jul 2023	Completed	Completed
	Business Lounge Chairs		RFQ		15 May 2023	5 July 2023	25 Jul 2023	Completed	Completed
			RFQ						

<sup>28</sup> Based Contract signing or kick-off meeting dates.

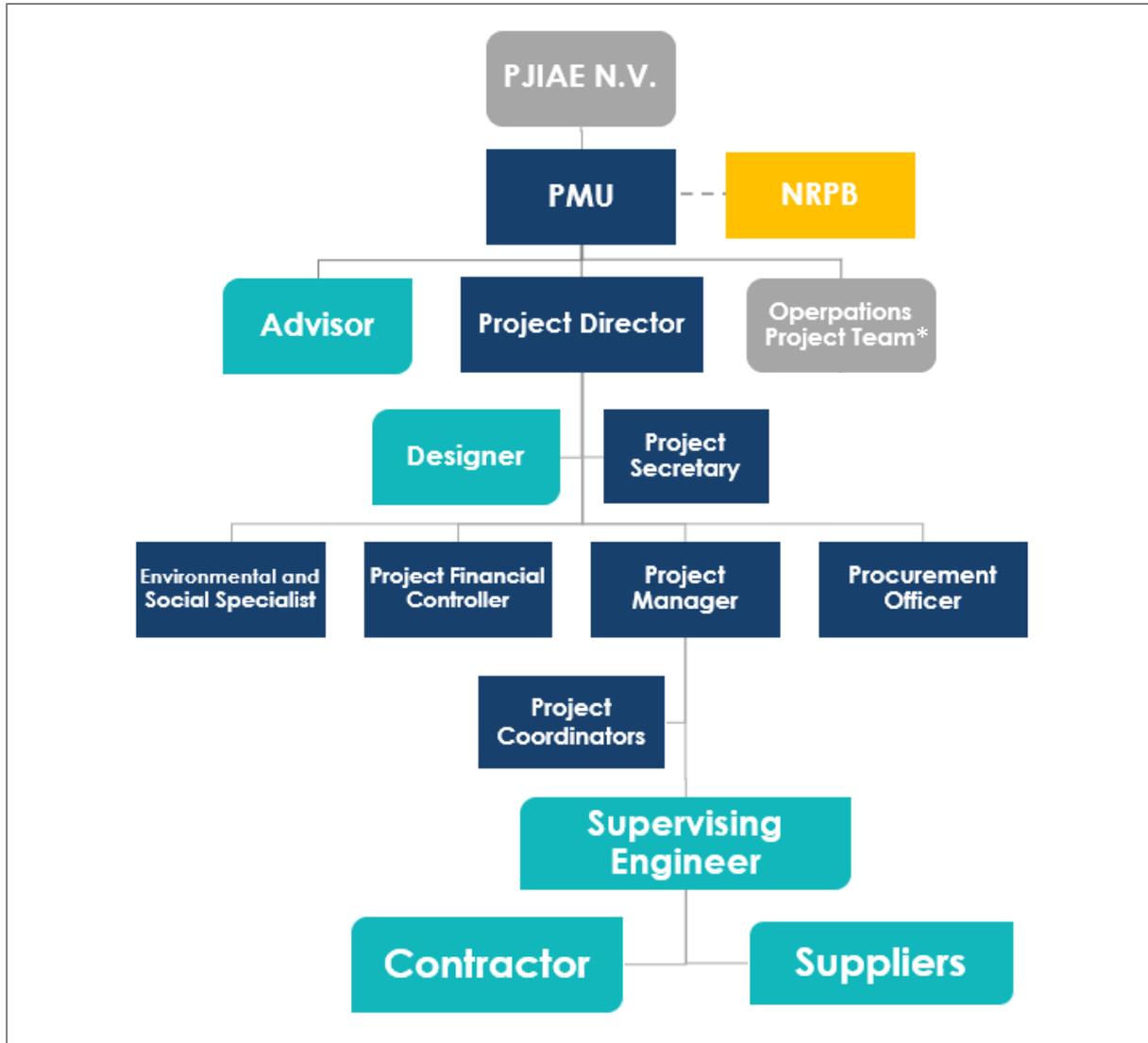
<sup>29</sup> Bid Flow Process (High level): Launch > Request for Clarification(s) > Close > Opening > Evaluation > Evaluation Report > Notice of Intent to Award > Standstill Period > Award > Negotiations > Signing > Commencement.

## Appendix II – Incident Report Summary

**Table 4:** Summary of Project recordable incidents to date. There were no reportable incidents to the Bank for this reporting period (April 1 – June 30, 2024).

No.	Incident	Date	Corrective Measure	Response Date	Status
<b>Incidents</b>					
1.	Hindrance	15-Feb-2022	- Breach repaired. - Notices, awareness, and sensitization	15-Feb-2022	Closed
2.	Injury	24 Aug 2022	- First aid and medical treatment	24 Aug 2022	Closed
3.	Injury	19 Sep 2022	- First aid and medical treatment - Trade specific awareness discussion	19 Sep 2022	Closed
4.	Injury	28 Sep 2022	- First aid and medical treatment - Trade specific training and discussion	28 Sep 2022	Closed
5.	Injury	20 Jun 2023	- First aid and medical treatment - Trade specific awareness discussion	20 Jun 2023	Closed
6.	Injury	27 Jun 2023	- First aid and medical treatment - Trade specific awareness discussion - Trade specific revised methodology	27 Jun 2023	Closed
7.	Hot works	27 Jul 2023	- Lessons learned session with CAP. - Improved work method statement.	27 Jul 2023	Closed
<b>Accidents</b>					
8.	Collision	05 May 2023	- Repair and sensitization	12 May 2023	Closed

### Appendix III - PMU Organogram



**Figure 1:** PJIAE's Project Management Unit Organogram for the Sint Maarten Airport Terminal Reconstruction Project.

\*Operations Project Team include representatives from various Department of PJIAE. These are Information Technology and Telephony, Security, Operations, Rescue and Fire Fighting, Commercial (including Communications), Facility Maintenance, Electrical and Mechanical and Quality Departments.

## Appendix IV – Photos from the field

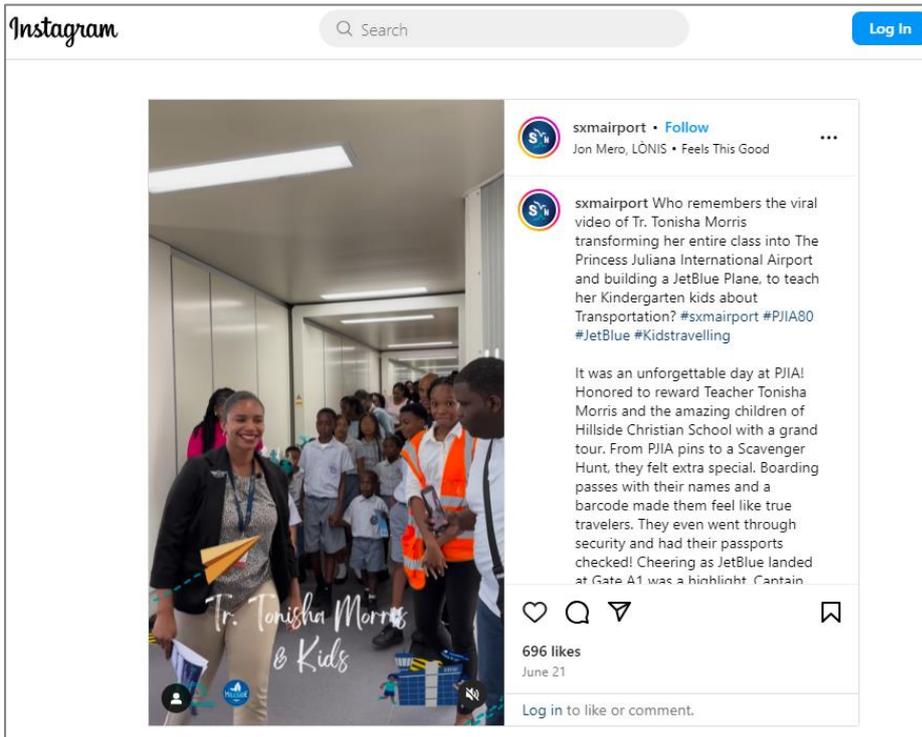
### Stakeholder Engagement



**Photograph 1 (May 2024):** Representatives of Project Parties and PJIAH, following a tour of the construction site – Phase 3 with the newly appointed Minister of TEATT (center).



**Photograph 2 (Jun 2024):** Project Director (right) facilitating a tour of the construction site – Phase 3 with the newly appointed Minister of Finance (2<sup>nd</sup> left).

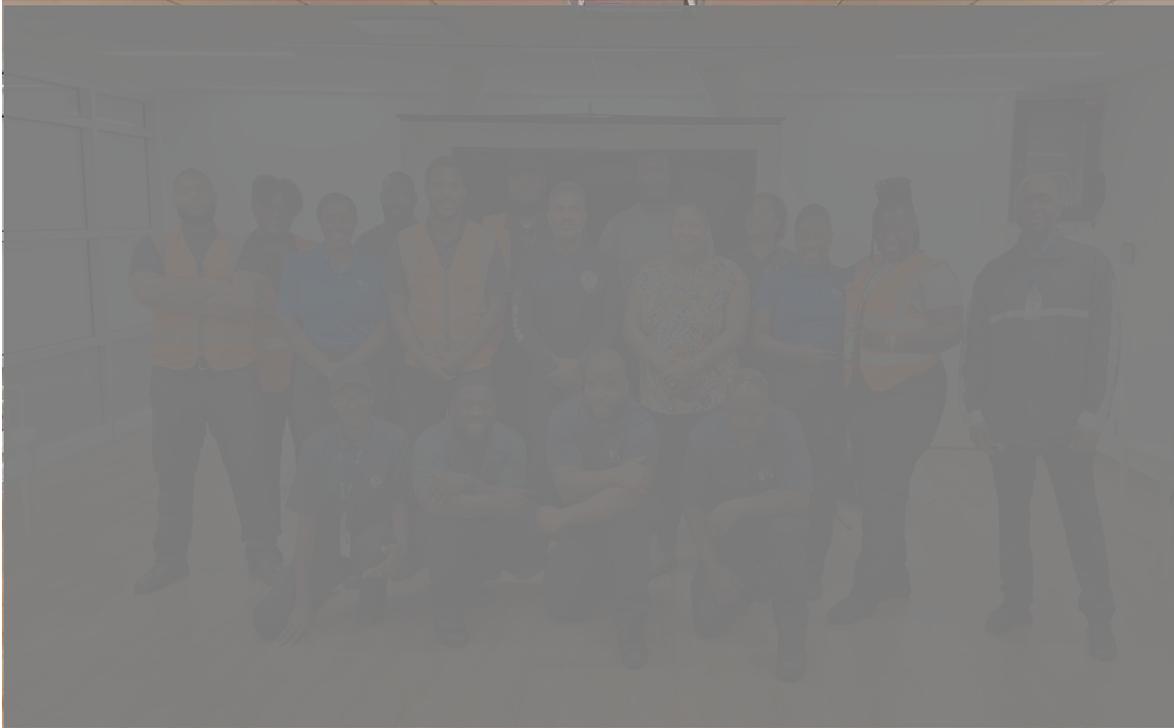


**Photograph 3 (Jun 2024):** Following a local teacher’s innovative transformation of her classroom to PJIA, PJIAE invited her and her students to experience the newly unveiled Check-In and Departure Hall, including use of the newly installed equipment. See video here <https://www.instagram.com/reel/C8ejmGXOBbA/?igsh=MWo4ZHZnN2xeXYxaw==>

**Terminal Reconstruction - Main works**



**Photograph 4 (Apr 2024):** Showing 3<sup>rd</sup> party Consultant (foreground) collecting data as part of mold monitoring surveillance in the B Gates area of the Phase 3 construction Site.



**Photograph 5 (May 2024):** Showing PJIAE Staff utilizing the training room of the newly occupied executive offices on Level 2, which was reconstructed as part of the main works. This photo will be redacted for the published version of this report.



**Photograph 6a (Feb 2204) and 6b (May2024):** Showing progress of terrazzo floor works in the Baggage Claim area of the Phase 3 construction site.

### Terminal Reconstruction – Equipment Packages



**Photograph 7a and 7b (Jun 2024):** Equipment Package 7 – Showing examples of furniture purchased under the equipment package 7 for the new Business Class Lounge, that opened on July 1, 2024.

## Appendix V – Stakeholder Engagement

**Table 5: Stakeholder Engagement Activities for the period April 1 – June 30, 2024.**

No.	Date	Stakeholder	Summary	Comments
1.	28 Mar 2024 <sup>30</sup>	General Public	Restoring A Princess video series	Season 2 Episode 3 – <a href="#">Once Upon Arrival</a> Part 1
2.	16 Apr 2024	General Public	Restoring A Princess video series	Season 2 Episode 4 – <a href="#">Once Upon Arrival</a> Part 2
3.	07 May 2024	General Public	Restoring A Princess video series	Season 2 Episode 5 – <a href="#">Come Fly With Me</a>
4.	15 May 2024	Immigration and Marechaussee	Office space reconnaissance	-
5.	24 May 2024	New TEATT Minister and Cabinet	Presentation and Tour with discussion related to construction timeline <i>inter alia</i> .	See Photo 1
6.	29 May 2024	Insurance Broker, Property Appraiser and Lead Insurer	Site reconnaissance and due diligence related to Insurance extension (construction) and property respectively.	-
7.	05 Jun 2024	NRPB and FIN Department	Tour - Questions mainly related to observed progress against the planned timeline.	Meeting held with Management Board, the new Ministry of Finance and Cabinet. Due to time constraints, the tour with the Minister and Cabinet was rescheduled to 10 Jun 2024.
8.	06 Jun 2024	General Public	Restoring A Princess video series	Season 2 Episode 6 – <a href="#">The Basement Part 2</a>
9.	10 Jun 2024	New Finance Minister and Cabinet	Tour - Other than timeline, queries on layout. Improved understanding of scope, complexity and challenges of the reconstruction.	See Photo 2
10.	10 Jun 2024	All Staff	Internal Newsletter which speaks to the takeover of the new Departure and Check-In Halls.	-
11.	25 Jun 2024	General Public	Restoring A Princess video series	Season 2 Episode 7 – <a href="#">Summer Schedule</a>
12.	27 Jun 2024	Aviation Safety & Security, Sint Maarten Civil Aviation Authority, Immigration, Customs and Alpha Team/Police Group (AVSAF)	Routine Facilitation Meeting with stakeholder group. Project update (Phase 3) provided.	-

<sup>30</sup> This was not reported in the previous report, so including here for completeness.

## Appendix VI – Grievance Redress Mechanism

**Table 6:** Summary of Project related complaints submitted during for the period April 1 – June 30, 2024.

No.	Item	Date Received	Response	Response Date	Status
1.	Hindrance - Odor	05 Apr 2024	Affected area was since closed off.	~12 Apr 2024	Closed
2.	Hindrance - Noise	05 Apr 2024	Works completed by the time hindrance was received.	05 Apr 2024	Closed
3.	Hindrance - Odor	10 May 2024	No obvious single source of odor identified.	10 May 2024	Closed
4.	Hindrance - Odor	11 May 2024	No obvious single source of odor identified.	11 May 2024	Closed
5.	Hindrance - Leak	13 May 2024	Urgent contain, clean up and repair.	13 May 2024	Closed
6.	Hindrance – System Failure	16 May 2024	System reboot	16 May 2024	Closed
7.	Hindrance - Noise	30 May 2024	Hazard concerns addressed confirming odor not due to intumescent paint but stacked works. Odor complaints since ceased.	30 May 2024	Closed
<b>Status of Open items from previous reporting Quarter(s)</b>					
8.	Indirect: Nonpayment claim between subcontractors	28 Sep 2022	Project Party demonstrated payments; Complainant since confirmed most of outstanding payment received.	In progress	Still Open