



Colombo West International Terminal  
(Private) Limited

# Non-Technical Summary for West Container Terminal – 1 (WCT-1) Project, Colombo, Sri Lanka

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## 1. BACKGROUND

### 1.1 Introduction

In Sri Lanka, the amount of cargo handled in seaports has been rapidly increasing in recent years. To meet such increase in the cargo demand, Sri Lanka Port Authority (hereafter SLPA) is aiming to upgrade their existing cargo handling facilities by constructing the West Container Terminal (the 'Project') at the western part of the existing Colombo Port.

This Non-Technical Summary (NTS) provides a description of that planned upgrade and describes the potential benefits and impacts associated with its construction and operation phase. It also describes how potential impacts generated by the Project will be mitigated and managed while also providing a summary of the public consultation activities carried out and the approach to stakeholder engagement.

### 1.2 Project Description

The West Container Terminal development and operation is part of the Colombo Port Expansion Project (CPEP) which SLPA embarked in April 2008 with the assistance of Asian Development Bank (ADB). Colombo West International Terminal (Private) Limited (hereafter CWIT), the Project Proponent, expects that phase 1 of the terminal, comprising of a quay length of 600 metres, slated to be operational within a period of 24 months. The remainder of the terminal is expected to be completed within another 24 months' time. CWIT has signed an agreement with SLPA for complete terminal development in 60 months. The identified site for berthing the WCT-1 is falling within the premises of the Colombo Port which administratively is located within the Colombo Divisional Secretary's Division (DSD).

### 1.3 Project Location

The proposed West Container Terminal 1 (WCT-1) site is located at the eastern side of western breakwater, inside the Colombo Port. The area for WCT-1 terminal will be reclaimed by sand from the sea. The total requirement of sand volume is estimated to be 15 million m<sup>3</sup> which will be sourced from SLPA sand borrow area at Kerawalapitiya, located 9 km away from Kepungoda and 7.2 km from Basiyawatta towards offshore and 20 km away from Colombo Port and about 8.5 km from Negombo Lagoon mouth.

The dredge material (silt part) from the proposed WCT-1 area will be disposed in the existing offshore dredge material disposal area of SLPA, which is located south-eastern side of the proposed WCT-1 and approximately 4 km away from the proposed terminal. The location of the WCT-1, sand borrow area, dredge material disposal area is presented in **Figure 1**.

The outer edge of the reclamation area will be trimmed to slope and then protected by graded core and armour rocks. The estimated requirement of rock/boulder is 2.5 million ton which will be sourced from two operational quarries located at Thebuwana and Mirigama area. The location of quarries and transport route is presented in **Figure 2**.

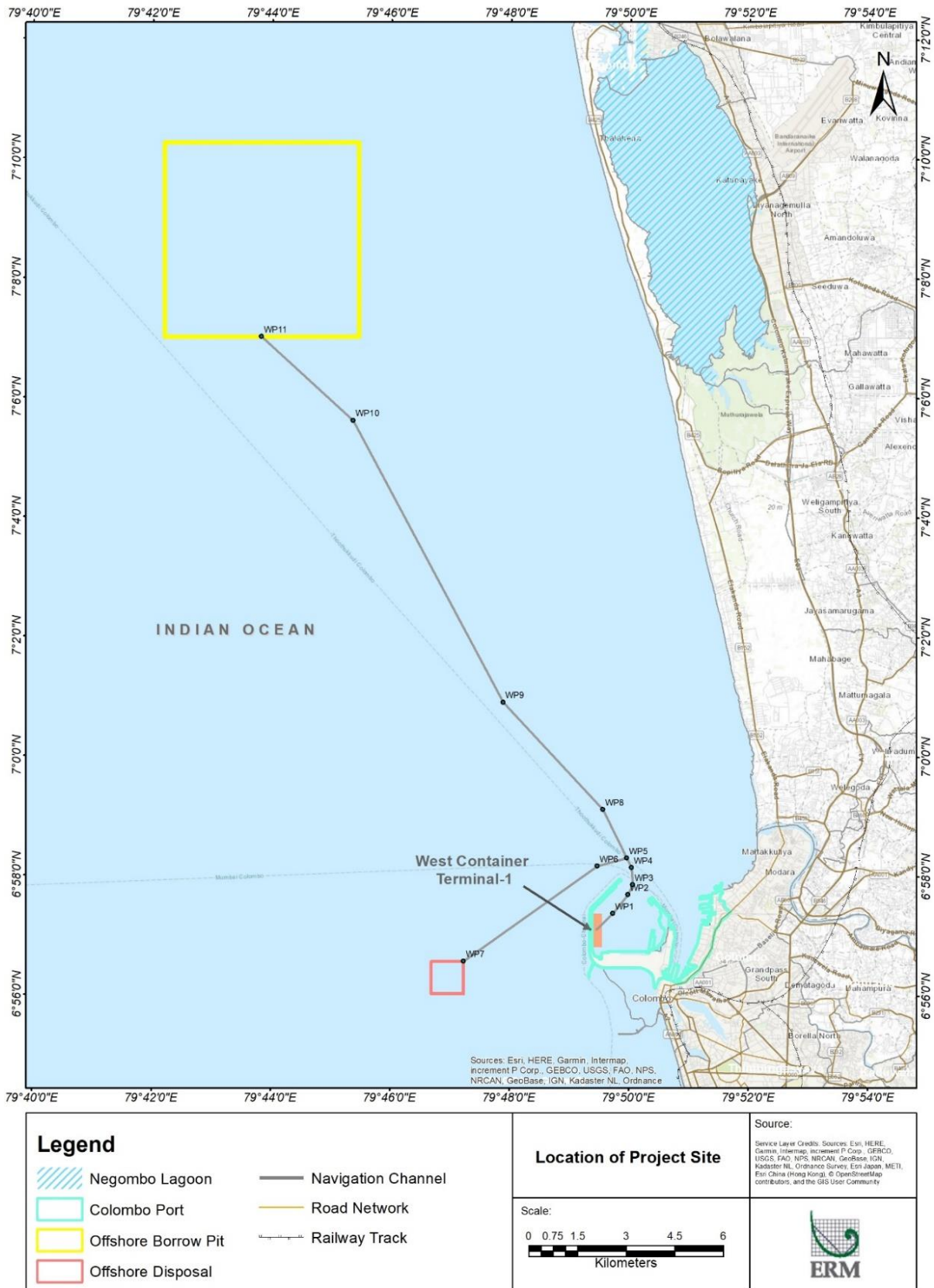


Figure 1 Project Location Map

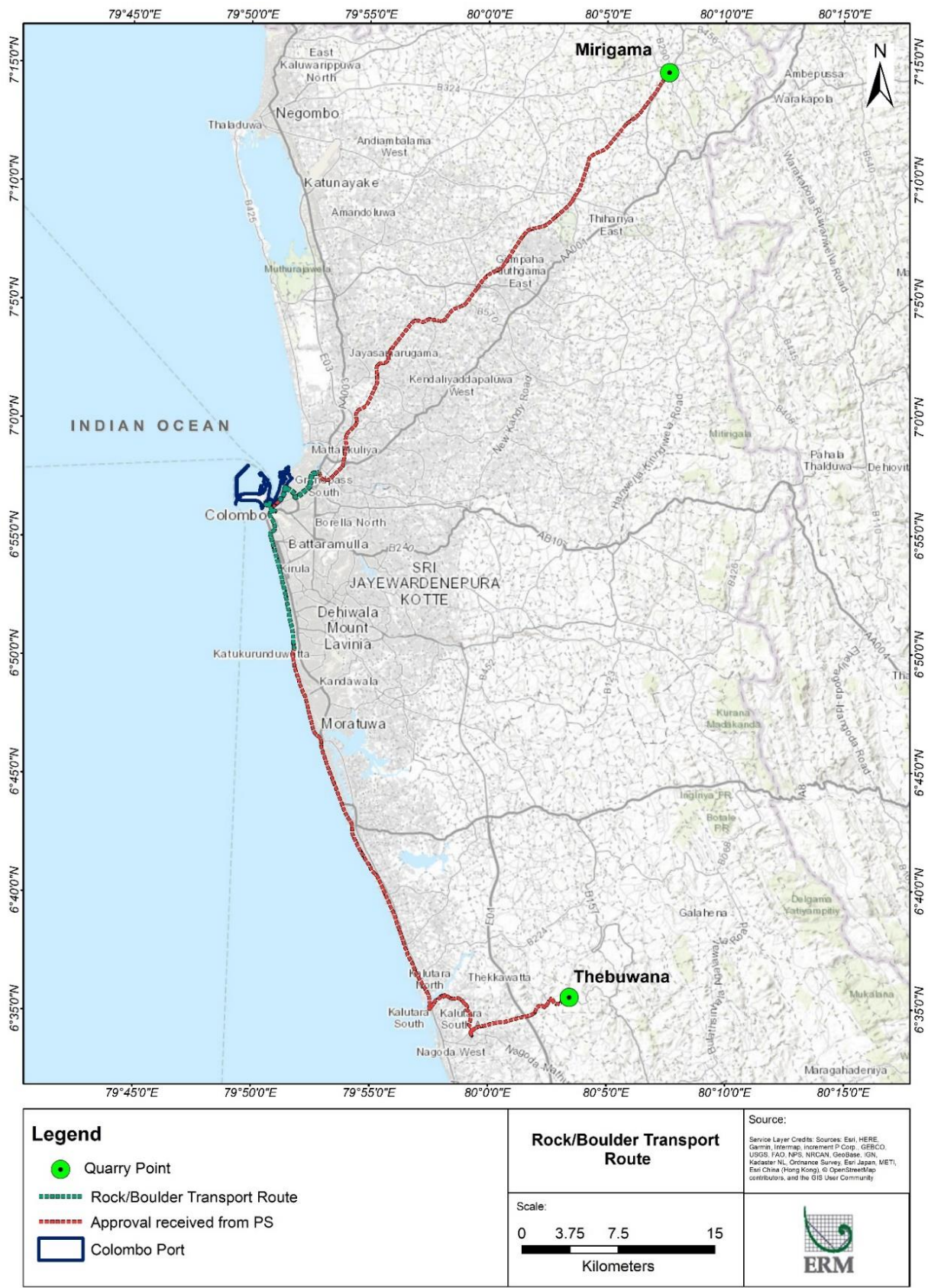


Figure 2 Rock/Boulder Quarry Location and Transport Map

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## 1.4 Description of Project Activities

The proposed WCT1 project would involve construction of basic infrastructure (e.g., quay wall construction and capital dredging) of west container terminal within the existing Colombo Port. The proposed terminal will be developed stage wise, i.e. the construction of 600 meters of quay wall and the terminal area behind it (Phase 1), the completion of the full-length of 1400 meters quay wall (Phase 2) and the completion of the entire Terminal including the availability of the full length of the quay wall (Phase 3) to become fully functional and operational.

Prior to reclamation fill, the existing superficial soft material will be dredged (up to the depth of 4 m) and dumped at the designated offshore disposal area. After removal of soft material from the proposed reclaimed area, underwater containment bund will be developed using sand from the offshore borrow area and place the material at the periphery of the reclamation area to the required level. After completion of the underwater bund, initial reclamation will be carried out by direct dumping and rainbowing of additional suitable material from the offshore sand borrow area. Once the reclamation fill by rainbowing and direct dumping has been completed, the remaining disposal will be done through hydraulic fill and the suitable material shall be pumped towards the reclamation area up to the required levels. To fill the gap between the underwater bund and the quay wall, suitable material shall be stockpiled above the reclamation level. A dredger equipped with a Global Positioning System (GPS) will be used for the sand dredging in the offshore sand extraction area to ensure accurate position thus to restrict the dredging within the designated area. The dredger will be used for the dredging and dumping operations in a continuous manner. For the outer edge of the reclamation area, the rock will be brought to site by road through dumper/ truck. Necessary approval had obtained from Sri Lanka Police to use two designated routes within the Colombo city limits for the transport of rocks and boulders as required by the local regulations.

With an anticipated throughput volume of 3.2 million TEUs, the operation of the new container terminal and investment in the wider superstructure (e.g., buildings and equipment) are expected to be tendered out to a private sector operator under a 30-year concession agreement.

## 2. WHAT IS THE BACKGROUND TO THIS ESIA STUDY & CURRENT ENVIRONMENTAL & SOCIAL BASELINE OF THE AREA

### 2.1 Background and purpose of ESIA Study

The original EIA report for the Colombo Port Expansion Project (CPEP), of which WCT -1 terminal is a part has been prepared in 2005 as per ADB's old environment safeguard guidelines. The IFC Performance standards (PS) were not considered for preparation of the said EIA report. In January 2022, Initial Environment Examination (IEE) Report for Offshore Sand Extraction, for reclamation activities for West Container Terminal-1 (WCT-1) was prepared. It had included comprehensive information on impacts and mitigation measures for sand extraction activity requirements for WCT-1 project. The IEE Report also captured the impact associated with dredging due to East Container Terminal (ECT) being developed by SLPA themselves. This current Environmental and Social Impact Assessment (ESIA) document is prepared only for WCT 1 to ensure that it is compliant with IFC and DFC standards.

The purpose of the ESIA study is to assess the potential negative and positive environmental and social impacts of the project. The ESIA will also determine the significance of potential impacts and recommend mitigation measures to manage those impacts. A 5km zone of influence (ZOI) has been considered for the ESIA study.

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## 2.2 Applicable Regulatory Framework

The report outlines the applicable reference framework that will guide this project and its components and includes both national policies and regulations that are applicable for this project as well as international standards and guidelines, including IFC Performance Standards on Environmental and Social Sustainability (2012); World Bank Group Environmental, Health, and Safety (EHS) Guidelines, including the General EHS Guidelines (2007), relevant sector specific guidelines for ports, harbours, and terminals (2017), DFC's Environmental and Social Policies and Procedure 2020, and EHS Guidelines for Shipping (2007), etc.

## 2.3 Baseline Environment

### *Physical Environment*

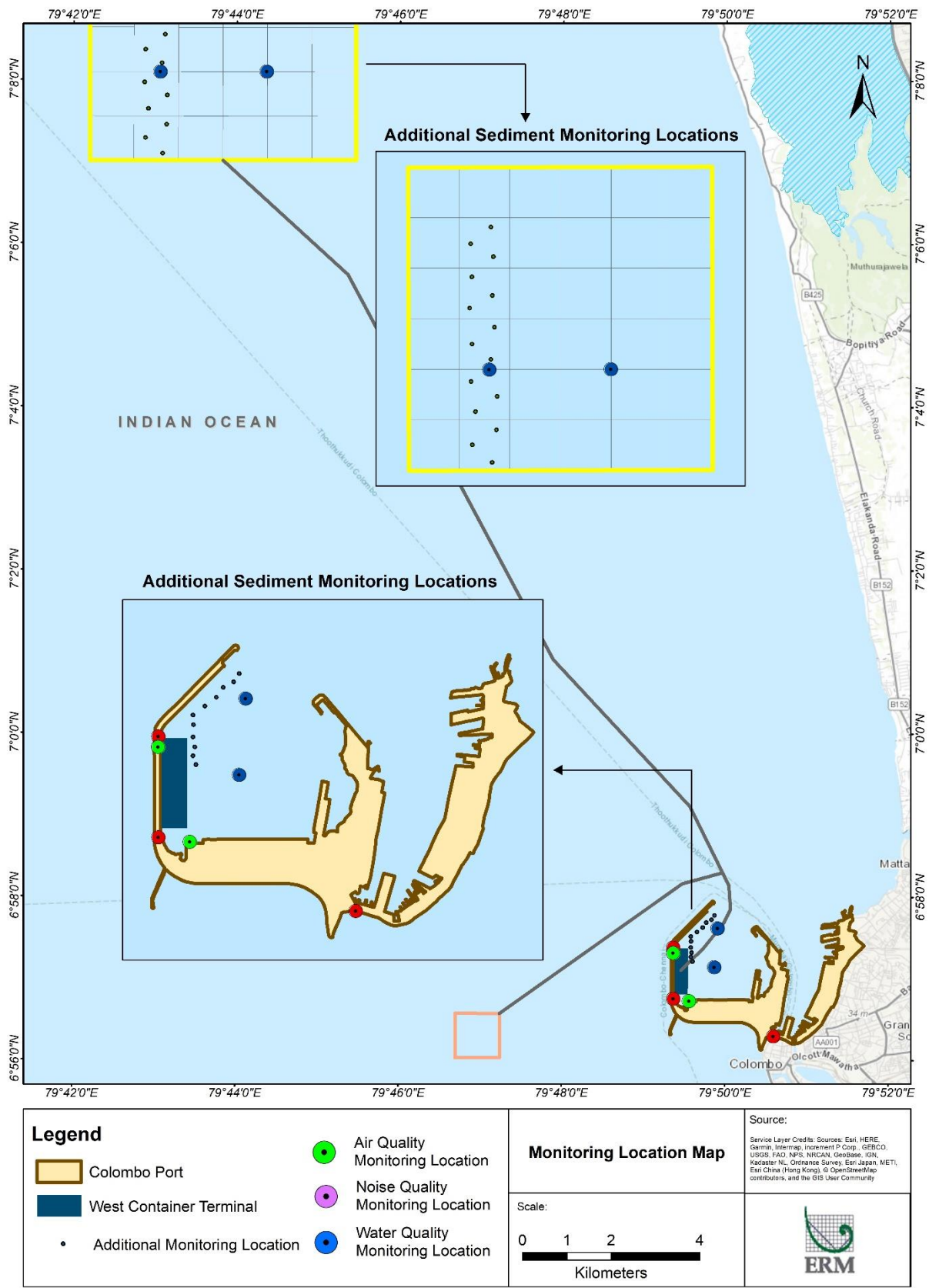
**Air Quality:** Ambient air quality was monitored at three locations within the ZOI during the months of July, October, November, and December. The average concentration of PM<sub>10</sub> and PM<sub>2.5</sub> in all three locations was within the prescribed value of the ambient air quality standard as per CEA, except for AQ-3, near the port main gate. And all remaining parameters, such as SO<sub>2</sub>, NO<sub>2</sub>, and CO, measured at the monitoring locations were within the ambient air quality standard of the CEA. The higher particulate values in the AQ-3 monitoring location could be attributed to vehicular emissions and the generation of re-entrained dust from vehicles plying on the adjoining roads.

**Noise Quality:** Ambient noise monitoring was conducted at three monitoring locations during the study period. The daytime equivalent noise levels at these locations varied from 39.13 dB(A) to 62.62 dB(A), which are in compliance with the CEA standard for industrial and commercial areas of 75 dB(A) as well as the IFC guidelines for industrial and commercial areas of 70 dB(A). The night-time equivalent noise levels at these locations varied from 30.82 dB(A) to 60.32 dB(A), which are in compliance with CEA standard for industrial and commercial areas of 60 dB(A) as well as the IFC guidelines for industrial and commercial areas of 70 dB(A). The higher noise level recorded in NQ-3, could be attributed to traffic movement and existing ports operational activities near the monitoring location.

**Sediment Quality:** Screening level marine sediment quality was monitored from two locations within the basin area and two locations in the sand borrow area. Additional sediment quality was monitored at 11 locations within the basin area and at 15 locations in the sand borrow area. All the heavy metals like arsenic, cadmium, chromium, copper, lead, mercury, nickel, and zinc were well below the intervention value specified in the Dutch Standards. The polychlorinated biphenyls (PCBs) and polycyclic aromatic hydrocarbons (PAHs) were not detected in monitored locations.

**Marine Water Quality:** Marine water quality was analysed from four locations: two from basin areas and two from sand borrow area. In Sri Lanka, there are currently no standards for marine water quality; as a result, surface water quality guidelines created by the European Union (EU) have been adopted. The monitoring parameters like pH, DO, BOD, COD, TSS, ammoniacal nitrogen, and heavy metals (Ar, Cd, Zn, Pb, Hg, Cr, Cu) are well within the standards for the EU with regard to fisheries and aquatic life. Primary monitoring location map for air, noise, water and sediment has been provided in following figure.





**Figure 3 Monitoring Location Map**

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## Biological Environment

**Habitat:** Ecological Appropriate Area of Analysis (EAAA) has been considered to assess the ecology and biodiversity of the area, Modified habitats within the EAAA include the marine part of Colombo Port area; sand borrow areas designated by SLPA for borrow of sands for multiple projects and offshore disposal area. The marine areas outside the Colombo port, vessel movement routes and designated sand borrow areas including the rocky reefs within the EAAA can be considered as natural habitats. On the terrestrial side Negumbo lagoon and Mutturawawella Wetland can be considered as Natural Habitat.

**Flora:** around 123 plant species were reported from the EAAA, which included 77 natives and 46 exotics. None of the plant species found here are endemic to Sri Lanka.

**Fauna:** A total of 270 species of the seven taxonomic groups – the vertebrates (fish, amphibians, reptiles, birds and mammals) and the two selected invertebrate groups (butterflies and dragonflies) are likely to occur here. Of these 234 are native / resident species whereas 17 species were exotic/ introduced species and 20 were endemic.

A total of 27 species of reptiles which include a crocodile, turtles, agamid lizards, geckos, skinks, monitor lizards and snakes. Among these are four endemics, viz. Sri Lankan Keelback (*Xenochrophis asperimus*), Schokari's bronzeback (*Dendrelaphis schokari*), Flowery wolf snake (*Lycodon osmanhilli*) and Dumerul's kukri snake (*Oligodon sublineatus*).

As many as 105 bird species belonging to 48 families were recorded. This includes four endemics Sri Lanka Green-pigeon (*Treron pompadora*), Sri Lanka Crimson Fronted Barbet (*Psilopogon rubricapillus*), Sri Lanka Swallow (*Cecropis hyperythra*), and Lesser Sri Lanka Flameback (*Dinopium psarodes*). A total of 14 migrant species have been recorded in the vicinity during the migratory season and may therefore occur here.

17 species of mammals belonging to 10 families would potentially use the village woodland/plantation and marsh habitats. These include shrews, bats, two wildcats [Rusty spotted Cat and fishing cat], mongoose, otter, civets, porcupine, bandicoots and rats, squirrels and the hare.

Among the invertebrates are 57 species of butterflies representing six families. This also included the two endemics *Appias galena* (Sri Lankan Lesser Albatross) and *Potanthus satra* (Sri Lankan Dart/Tropic dart).

A total of 19 coral species belonging to 13 coral families were recorded in the IEE study. Earlier surveys and consultation with local fishermen has established presence of twenty three freshwater and brackish water species from the waterbodies, canals and marshes surrounding the proposed project site. Among the recorded fish species, one is globally Critically Endangered species Desilvai's Blind Eel (*Monopterus desilvai*). *Monopterus desilvai* is also a range restricted species and assessed as Critically Endangered by the National Red List of Sri Lanka (2012).

**None of the species assessed under Criteria 1, 2 and 3 of IFC PS6 was found to be Critical Habitat Trigger for the project site or the EAAA. Based on the assessment, Criterion 4 and 5 will not be triggered.**

## Socio-Economic Environment

There are twenty Grama Niladhari Divisions (GND) under three Divisional Secretary's Divisions (DSD), i.e. Colombo, Negombo, Wattala located within the Zol. The total population of these three DSDs is 2848819. Colombo is the most populated DS with population of 2479518. Total population in Zol related GND is 120193. Catholic is majority religion in Zol GNDs with 63.3 percent followers.

Secondary data shows that education level in these coastal GNDs is found to be significantly low compared to national level. Only 1 percent to 5 percent people has their university level education.

Drinking water mostly sourced through pipe line water within the Zol. But in Colombo 95.26 percent water demand is meeting through tube well.

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Fisheries communities in Colombo and Negombo will have direct or indirect impact due to their proximity to the project location. The fishermen residing in this regions are one of the major stakeholders. The total fishing population in the affected area is about 36654 from 8692 households. Despite of above statistics, the actual affected fishing community would include those who used certain fishing techniques. Fishermen who use OFRP boats may have direct effects because they frequently stay in the project area for fishing operations, according to information provided by the local fishing community. The fishermen involved in fishing activities in large scale used to cross the area for deep-sea fishing, hence will not have significant impact.

Considering the disturbances for the fishing activities during the dredging period and possible accidents, following proposals are recommended to implement to improve the livelihood of the fisheries community;

As fisheries are anticipated to be impacted by dredging activities, it is advised to implement a suitable management plan which limits dredging to smaller areas at a time by informing the dredger location through digital media to relevant parties to minimize restrictions on fishing.

- To protect the fishermen, CWIT has prepared a strategy for an insurance programme. All registered fishermen who fall under the project's dredging area will be covered by the insurance programme for the duration of the project's operation.
- A formal system will be established with consultation with DFAR's to address any harm that dredging activities may cause to fishing boats and other associated equipment. The Project Proponent/Project Developer will provide compensation for losses brought on by dredging activities based on the assessment and approval of this committee.
- To improve the knowledge of the local fishing community, government authorities, regular awareness program to be held in order develop knowledge on the project activities.

### **3. WHAT ARE THE ENVIRONMENTAL, SOCIAL AND HEALTH & SAFETY ISSUES OF THE PROJECT AND THE PLAN TO MANAGE THEM?**

#### **3.1 Potential Impact and Mitigation Measures**

The following table summarises the main potential positive and negative impacts related to the Project, as well as a summary of the key mitigation measures to ensure that no significant adverse impacts will be caused during the construction or operation phase of the project.

S. No.	Project Activity	Aspect	Potential Impact	Mitigation Measures
<b>Stage 1: Construction of Terminal</b>				
1	Dredging at reclamation area for unsuitable soil	Costal morphology -	Costal morphology -	<ul style="list-style-type: none"> <li>Trailer suction hopper dredgers (TSHD) will used for dredging activity;</li> </ul>
2	Dredging of sand from sand extraction area			<ul style="list-style-type: none"> <li>Trailer suction hopper dredgers (TSHD) will used for dredging activity;</li> <li>Sand extraction is limited to a maximum of 3m at a location to avoid creation of scattered deep holes in the area;</li> <li>Sand extraction should be limited to the prescribed area only;</li> <li>Use suction method to extract the sand;</li> </ul>
3	Dredging of sand at borrow area and discharge in the reclamation area	Surface water quality	Increased sediment load in the receiving surface water body and potential to result in increase of suspended solid, decreased DO and increased BOD	<ul style="list-style-type: none"> <li>Trailer suction hopper dredgers (TSHD) will used for dredging activity;</li> <li>Unsuitable soil from reclamation area will be disposed in the SLPA designated disposal site;</li> </ul>
4	Dredging and disposal of soft (unusable sediment) at land reclamation area			<ul style="list-style-type: none"> <li>Minimise the suspended sediments release through use of modern sand extraction method;</li> <li>The sand extraction can be limited to short-term as much as possible to avoid spawning or migration seasons and other biological critical time period;</li> <li>Maintain proper extraction methods and technology to prevent or minimise and potential damage and contractor should strictly adhere to sand dredging guidelines and strictly follow mitigation measures put forward to minimise sedimentation;</li> <li>Use of silt curtains wherever possible, i.e., along the boundaries of the dredge pocket and the reclamation area within the port basin and/or maintain turbidity level of the site to the standard level with other appropriate methods;</li> <li>Overflow shall be avoided during dredger sailing including sailing from the sand borrow area to the reclamation area;</li> </ul>

S. No.	Project Activity	Aspect	Potential Impact	Mitigation Measures
5	Discharge of untreated sewage from construction site			<ul style="list-style-type: none"> <li>Offshore: All sewage generated will be treated and disinfected on-board and disposed offshore beyond 3 nautical miles (nm) complying with the MARPOL requirements.</li> <li>Onshore: Provision of STP to treat wastewater from construction sites / labour camp proposed to be located within the Port Premises</li> </ul>
6	Discharge of untreated bilge and ballast water		Impacts to surface water body due to mixing of hydro-carbon and chemicals; potential impact on water quality and aquatic ecology	<ul style="list-style-type: none"> <li>The bilge water will be handled by the shipping agent or terminal operator</li> </ul>
7	Fugitive dust emissions from handling of construction materials like sand, cement and aggregate	Ambient air quality	Fugitive emission of dust and potential to degrade the ambient air quality.	<ul style="list-style-type: none"> <li>Construction materials would be stored in designated storage area;</li> <li>The vehicular speed limit of 20 km/hr will be maintained within the project site;</li> </ul>
8	Piling operation; Operation of TSHD	Under water noise and vibration	Potential increase of underwater noise and impact on aquatic fauna	<ul style="list-style-type: none"> <li>A Construction Stage Cetacean Mitigation Plan will be prepared and implemented to reduce the potential impact upon marine mammals;</li> <li>Generate low intensity impulsive noise prior to start of pile driving activities and ensure that any visible marine fauna moves away from the underwater noise source;</li> <li>Periodic monitoring of underwater noise during pile driving activity;</li> <li>Using High frequency - low energy piling technology.</li> </ul>

S. No.	Project Activity	Aspect	Potential Impact	Mitigation Measures
9	Dredging at sand borrow area and reclamation at basin area	Marine ecology	potential impact on benthic habitat and fauna, primary productivity, spawning habitat of marine organism, bioaccumulation of toxic materials, and marine mammals	<ul style="list-style-type: none"> <li>■ avoid rainy season and least impact on small-scale fishing operations;</li> <li>■ Proactive and informed management of the dredging programme as it is executed can often significantly reduce the risk of or minimize the negative impacts. Through modelling and monitoring during execution, impacts may be predicted before being realized, and the dredging programme may be optimized to achieve the environmental objectives. A combination of monitoring, both of the dredge plume and at receptor sites, and dredge plume modeling to guide the dredging works need to be conducted before the beginning of dredging operations;</li> <li>■ Potential impacts on sensitive receptors would also be minimized by conducting dredging works in phases in order to minimize the long term smothering.</li> <li>■ The loading should be made precautionary by reducing the pumping flow during the final stages of the loading process or by reducing the total loading time</li> <li>■ Extraction should be completed within a shorter period of time</li> <li>■ Use of silt curtains wherever possible, i.e., along the boundaries of the dredge pocket and the reclamation area within the port basin and/or maintain turbidity level of the site to the standard level with other appropriate methods.</li> <li>■ Overflow shall be avoided during dredger sailing including sailing from the sand borrow area to the reclamation area</li> <li>■ Monitoring should be conducted in the sensitive receptors such as developing corals for turbidity and possible impacts, rather than the site of the plume or hopper;</li> <li>■ It is recommend that, as a minimum standard, the World Bank guidelines are adhered to, in terms of the acceptable limit of suspended sediment concentration allowed. This equates to 2,000</li> </ul>

S. No.	Project Activity	Aspect	Potential Impact	Mitigation Measures
				<p>mg/l. (World Bank Technical Paper 140) and is derived in order to prevent covering valuable benthic species (e.g. shellfish) which are particularly sensitive to increased suspended sediment concentration.</p> <ul style="list-style-type: none"> <li>■ A Construction Stage Cetacean Mitigation Plan will be prepared and implemented to reduce the potential impact upon marine mammals;</li> </ul>
10.	Transport of rocks & boulders and construction material	Increase of road traffic in site access road	Increase of road traffic and community health and safety	<ul style="list-style-type: none"> <li>■ A traffic management plan will be prepared and implemented to reduce the potential impact on traffic and transport;</li> <li>■ Traffic movement will be restricted during religious festival, school hours, market times in proximity to religious, schools and markets along the site access road;</li> <li>■ Road conditions will be monitored and any damage of road or structures shall be remedied immediately to reduce the potential for significant impacts to the local communities.</li> </ul>
11.	Dredging operations	Fishing activity	<p>Reduction of fish catch due to dredging operation;</p> <p>Damage of fishing gear due to movement of dredger</p>	<ul style="list-style-type: none"> <li>■ A proper warning signal system must be established to inform locations of the vessels operation;</li> <li>■ The project developer should make all the possible attempts at minimizing the disturbances to the fishermen carrying out fishing activities in the area demarcated for sand mining.</li> <li>■ Regular awareness programmes will be conducted for fishing community, government officials etc. in the area in order to enhance their knowledge on the project activities.</li> </ul>
12.	Construction activity and labour residential facility	Occupational health & safety	Accidents and injuries associated with the operation of heavy machinery and other construction activities;	<ul style="list-style-type: none"> <li>■ Occupational health and safety management plan has been prepared for the project, same will be implement by the contractor and sub-contractor;</li> </ul>

S. No.	Project Activity	Aspect	Potential Impact	Mitigation Measures
			Health impacts associated with environmental conditions and changes in environmental quality	
13.	Transport of rock, boulder & construction material and construction activity	Community health & safety	- Change of environment quality due to emission and discharge from the project; Construction traffic movement	<ul style="list-style-type: none"> <li>■ Implement the pollution control measures- like air and noise emission control measures; waste water treatment measures;</li> <li>■ Road and traffic control measures; as proposed under road &amp; traffic section;</li> <li>■ Accessible grievance mechanism for all community groups to report concerns associated with potential Project health impacts</li> </ul>
<b>Stage 2: operation of Terminal</b>				
14.	Discharge of operational waste water and surface runoff	Surface water quality	Surface water body impacts due to increase of organic load potential impact on water quality and aquatic ecology	<ul style="list-style-type: none"> <li>■ Treatment of operational waste water through ETP;</li> <li>■ Sewage will be treated through STP;</li> </ul>
15.	Maintenance of dredging			<ul style="list-style-type: none"> <li>■ Maintenance dredging will be conducted as per plan in coordination SLAP</li> </ul>
16.	Sourcing of workforce for construction activity Opportunity for local enterprises	Socio-economic opportunities	Positive impact - job and economic opportunity	<ul style="list-style-type: none"> <li>■ Some skilled and semi-skilled workers will be sourced by the contractors.</li> <li>■ CWIT will encourage contractors to hire appropriate positions from the local community</li> <li>■ Community Grievance Management Process for addressing any valid complaints from the community within the. ZOI</li> </ul>
13	Operation of back up DG sets and ships	Ambient air quality	Emission of gases will have the potential to degrade the ambient air quality of the nearby community.	<ul style="list-style-type: none"> <li>■ Periodic ambient air quality monitoring as per Environmental Monitoring Plan;</li> </ul>



S. No.	Project Activity	Aspect	Potential Impact	Mitigation Measures
				<ul style="list-style-type: none"> <li>Explore minimizing the usage of diesel-based generators and avoid any idling; Explore usage of cleaner fuels - such as natural gas for large engines and equipment;</li> </ul>
17.	Operation of machineries & equipment and vehicles	Noise quality	There will be an increase in ambient noise levels with potential impacts on site workers	<ul style="list-style-type: none"> <li>All DG sets would be provided with acoustic enclosures;</li> <li>Appropriate PPEs (e.g. ear plugs) will be used by workers while working near high noise generating equipment.</li> <li>Period maintenance of equipment need to be carried out</li> </ul>
18.	Operation of terminal and movement of ships	Marine ecology	<ul style="list-style-type: none"> <li>- Potential impact on marine ecology due to discharge of discharge of untreated waste water and runoff water;</li> <li>- Potential impact to marine mammals due vessel movement.</li> </ul>	<ul style="list-style-type: none"> <li>Implement the surface water quality management plan (Refer to SI. No. 14)</li> <li>A Operational Stage Cetacean Mitigation Plan will be prepared and implemented to reduce the potential impact upon marine mammals;.</li> <li>Implement the underwater noise management plan (Refer to SI. No. 8)</li> </ul>

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## 4. HOW WILL STAKEHOLDERS BE ENGAGED IN THE PROJECT?

### 4.1 Who are the Key Stakeholders?

The stakeholders of the WCT1 project have been mapped through a consultative process and the key stakeholders have been identified as follows:

- Fisherman community (permanent and seasonal)
- Grama Niladhari or Village Officer of respective Grama Niladhari division
- Local community from coastal villages at Negombo, Wattala and Colombo DS
- Women Family members of fishermen family
- Boat Owners at fish landing point
- CWIT
- Central Environment Authority (CEA)
- Marine Environment Protection Authority (MEPA)
- Sri Lanka Port Authority (SLPA).

### 4.2 What is the Stakeholder Engagement Plan?

A Stakeholder Engagement Plan (SEP) has been developed with the objective of identifying key stakeholders and ensuring that they are informed in a timely manner of the potential impacts of the Project. The main objective of SEP is to guide stakeholder consultations across various stages of the project, while meeting the requirements of the applicable reference framework for the Project.

It will be reviewed and updated on a regular basis. If activities change or new activities relating to stakeholder engagement commence, the SEP will be revised and brought up to date. The SEP will also be reviewed periodically during Project implementation and updated, as necessary.

The SEP includes the following:

- Identification of the stakeholder groups in the project location;
- Identification of specific measures to allow meaningful engagement with different stakeholder groups in a transparent manner;
- Dissemination of adequate information to the stakeholder groups in an appropriate manner;
- Mechanism of dissemination of information and consultation; and
- Detailing out the mechanism for documentation of the activities undertaken and the reporting and monitoring of the same.

### 4.3 What is the Procedure for communicating with Stakeholders?

CWIT has already established a team of officers who are undertaking Stakeholder Engagement. The team is headed by the Project Director. The SEP may be implemented through an Implementing Agency that will be hired by CWIT, or a dedicated team within CWIT (environmental & social manager or community liaison officer) will manage the SEP. The implementing agency selected will report to the Project Director and will work in close coordination and with support of Environmental & Social Manager and Community Liaison Officer.

As part of the implementation of the SEP, CWIT will record the following on an ongoing basis:

- Type of information disclosed, in what forms (e.g., oral, brochure, reports, posters, radio, etc.);

- 
- The locations and dates of any meetings undertaken to date; and
  - Company response to issues raised, including any commitments or follow-up actions.

#### **4.4 Would the Project have a Grievance Redressal Mechanism?**

Keeping in mind the need for appropriate stakeholder engagement and the need to be aware of stakeholder concerns during the construction and operations phase, a structured Grievance Redressal Mechanism has been designed and will be implemented shortly. The Project Management provide the assurance that if there are questions, queries, complaints or grievances regarding future projects by stakeholders then the same will be managed through an accountable and transparent process. The GRM (Grievance Redressal Mechanism) will work within the existing national and state's legal and accountability frameworks and will provide an additional opportunity to stakeholders and interested parties to resolve their project specific grievances.