

## Environmental and Social Review Summary (ESRS) Lima Airport Expansion – PERU

**Original language of the document:** English  
**Issuance date:** November, 2021

### 1. General Information of the Project and Overview of Scope of IDB Invest’s Review

The Jorge Chavez International Airport (“JCIA” or “Lima Airport”) is Peru’s main domestic and international airport. Since 2001, it is operated by Lima Airport Partners S.R.L. (“LAP”, the “Concessionaire” or the “Company”), under a 40-year concession contract (extendable to 50 years). In 2019, the Concessionaire started a major airport expansion, to be completed by January 2025 (the “Expansion Project”). This expansion consists of the construction of a new runway, a control tower, and a passenger terminal, as well as all the auxiliary infrastructure (energy, water, sewage, drainage, lighting, signs, communications, fuel, solid waste, etc.) and associate facilities (taxiways, aircraft aprons, internal and external accesses, parking, fire station and rescue base, etc.).

The proposed operation will partially<sup>1</sup> fund the design, development, and construction of the new passenger terminal and aircraft apron, as well as the repayment of an existing bridge loan acquired by LAP for the execution of the initial construction of the airside works (collectively the “Project”).

Due to restrictions arising from the COVID-19 pandemic<sup>2</sup>, the Environmental and Social Due Diligence (“ESDD”) process was conducted primarily remotely, with the support of an Environmental and Social Consulting firm. During this process, IDB Invest, among other activities, performed the following: i) conducted interviews with executives from key areas of the Company (environmental, social, occupational health and safety); ii) analyzed LAP’s Environmental and Social Management System (“ESMS”), including related plans and procedures; iii) evaluated the social and labor information related to the Project; iv) analyzed issues related to cumulative impacts management as well as the risks and impacts of climate change; v) reviewed emergency preparedness and response plans and procedures for anthropogenic and natural emergencies; vi) evaluated the stakeholder consultation and engagement process; vii) analyzed the noise management plans; and viii) evaluated the land acquisition and compensation process carried out by the Ministry of Transport and Communications (“MTC”) of Peru to ease the land required for the airport expansion.

### 2. Environmental and Social Categorization and Rationale

The Project has been classified as Category A, in accordance with IDB Invest’s Environmental and Social Sustainability Policy (ESSP), because the Project and its associated facilities will produce, among others, the following impacts: i) dust generation from excavation and earthworks activities, as well as vehicular traffic; ii) production of polluting gases due to the transit of vehicles and machinery during construction and aircraft operation; iii) increased noise and vibrations levels due

---

<sup>1</sup> Complimentary financing will be provided by other Lenders.

<sup>2</sup> COVID-19 is the infectious disease caused by the coronavirus discovered in Wuhan, China in December 2019 (<https://www.who.int/emergencies/diseases/novel-coronavirus-2019>).

to the use of heavy machinery during construction and thereafter due to aircraft operations; iv) domestic and industrial wastewater production; v) possible soil contamination; vi) generation of household solid waste, industrial waste (excavation material, pavement waste, debris, paper, wood, metal debris, rags impregnated with grease, etc.), and hazardous waste (generated by aircraft operations, etc.); vii) potential impacts on occupational health and safety issues for workers; viii) disruption of vehicular traffic within the surrounding roads, both during construction and operation; ix) possible impact on biodiversity; and x) generation of expectations associated to employment that the Project may generate. Most of these impacts and risk are moderate, however some are of high significance.

The Project triggers the following International Finance Corporation (“IFC”) Performance Standards (“PS”): PS1 Assessment and Management of Environmental and Social Risks and Impacts; PS2 Labor and Working Conditions; PS3 Resource Efficiency and Pollution Prevention; PS4 Community Health, Safety, and Security; PS5 Land Acquisition and Involuntary Resettlement; PS6 Biodiversity Conservation and Sustainable Management of Living Natural Resources; and PS8 Cultural Heritage.

### **3. Environmental and Social Context**

LAP is the exclusive concessionaire to build, operate, and maintain JCIA, the main airport facility for the movement of cargo and passengers to domestic and international destinations in Peru. The JCIA, located in the Constitutional Province of Callao, is the gateway to the country (85% of international origin and destination (“O/D”) passenger traffic) and a very important hub for South America. Lima Airport is one of the most important in the region, connecting Lima with 19 domestic and 24 international destinations and serving 16 airlines.

In 2015, LAP started creating the conceptual design for the JCIA expansion. In 2019, following the handover of the land eased by the MTC for the Project, LAP started construction. The Expansion Project is divided into 3 work packages (“WP”). To date, WP1 for earthworks and demolition has been completed; WP2, which includes the construction of a new control tower and runway, is in progress and is expected to be completed in July 2022; and WP3 that, includes the design and construction of a new passenger terminal and aircraft aprons, has been awarded to a contractor in August 2021 and construction is expected to take approximately 38 months.

For the Expansion Project, the Company has prepared all environmental management instruments required by Peruvian legislation (Law No. 27446) and complied with the requirements of the Directorate of Environmental Assessment for Infrastructure Projects (“DEIN”, for its acronym in Spanish) of the National Environmental Certification Service for Sustainable Investments (“SENACE”, for its acronym in Spanish), and of the General Directorate of Social and Environmental Affairs (“DGAAM”, for its acronym in Spanish) of the MTC.

#### **3.1 General characteristics of the Project’s site**

The Expansion Project site is located alongside the existing Lima Airport, in the constitutional province of Callao. The Project Area of Direct Influence Area (“DIA”<sup>3</sup>) is comprises the current AIJC

---

<sup>3</sup> The area where the direct impacts of the Project will occur.

concession area and a buffer zone located within the Callao District. The latter is a densely populated urban area, home to all types of industrial, commercial and service activities, and patches of residential areas that are denser as long as they move away from the airport. The required land has been delivered by the MTC to LAP.

The study area is located on the central coast of Peru, at the west of the city of Lima, close to the sea. The climatic characteristics of this region, in general, are typical of the Peruvian coastal desert, which consists of intense and permanent aridity, and a thermal condition that, combined with the variability of relative humidity, determines the succession of two annual seasons: a warm season in summer and a temperate season in winter.

The soils of the Expansion Project area of influence are characterized by anthropic fillings and a mixture of coarse and fine soils with remains of construction and demolition materials. There are also fine surface soils that were previously used as agricultural land.

The area of influence of the Expansion Project is located on the aquifer that has formed the alluvial basin of the Rímac River and the Chillón River, where the water table is relatively shallow, being found at depths less than 1.0 m in some parts. This aquifer, constantly recharged, is highly productive and is intensively exploited for agricultural and urban supply purposes.

The biological characterization identified the vegetation units of wetland, riparian vegetation, cultivated areas and vegetation associated with parks and gardens. Regarding sensitive species, the MEIA mentions the "huarango" (*Vachellia macracantha*) as recorded in the Near Threatened ("NT") category according to national legislation (D.S. N° 043-2006-AG), however on the International Union for Conservation of Nature ("IUCN") Red List<sup>4</sup> it presents a category of Least Concern ("LC"). None of other species has been included in the IUCN Red List; while only the "sábila" (*Aloe vera*) has been included in Appendix II of the Convention on International Trade in Endangered Species of Wild Fauna and Flora ("CITES"). No species found in the area is considered endemic to Peru.

Regarding avifauna, only the peregrine falcon (*Falco peregrinus*) is considered NT, according to national legislation (DS N° 004-2014-MINAGRI). According to the IUCN, the remaining bird species are of minor importance. No endemic species were recorded.

Two species of small mammals, the "pericote" (*Mus musculus*) and the "rata gris" (*Rattus norvegicus*), both considered invasive and introduced and, therefore, with national or international conservation category, have been recorded. As for larger mammals and bats, no species have been found within the study area.

The whorltail iguana (*Stenocercus sp.*), was recorded in the Vegetation unit associated with cultivated areas. No anuran species and no reptile or amphibian species included in any national conservation category were recorded in the study area.

---

<sup>4</sup> Last assessed in June 2018 (<https://www.iucnredlist.org/>)

A total of 301 environmental liabilities related mainly to asbestos, silos and abandoned wells were identified (Walsh, 2017), 294 of which have been remedied and approved by the Environmental Authority. The remaining 6 areas awaiting remediation are 1 dumpsite and 5 piezometric wells.

### 3.2 Contextual risks

Peru has huge gaps in its nutrition, health, education, employment, and population well-being indicators. The country exhibits great contrasts: while in the metropolitan region there are sectors with a Human Development Index (“HDI”) similar to first world countries, in rural areas there are sectors comparable to less-developed countries.

Callao is one of the smallest provinces in the country but also one of the most densely populated. The main city of the province is the City of Callao (considered part of the metropolitan areas of Lima), which has the natural port of the City of Lima founded in viceregal times, that brings together the largest port and industrial infrastructures in the country and its most important airport, the Jorge Chávez International Airport.

The scarcity of financial resources to cover household expenses has resulted in the incorporation, from an early age, of children and adolescents into family work. This, in addition to impeding access to the educational system, has also been the cause of an increase in cases of mistreatment and sexual abuse<sup>5</sup>.

The COVID-19 pandemic exposed shortcomings of the population’s access to health in Peru. Inequality in access to a fragmented and underfunded health system, coupled with a lack of protection for health workers, has placed Peru among the 10 countries with the highest per capita death rate in the world. According to the National Statistics Institute, the informal employment rate in Peru was 72.6% during 2020<sup>6</sup>. In this context, the mandatory measures implemented to deal with the pandemic had a particularly strong impact on livelihoods.

According to the Inter-American Commission on Human Rights (“IACHR”), Peru has a high level of conflict due to poor administration of services, impunity, legal uncertainty regarding land ownership, unconsented exploitation of natural resources, lack of implementation of Convention 169 of the International Labor Organization (“ILO”), and unresolved structural problems. This situation severely affects the human rights of its inhabitants, especially those of its native peoples who, on several occasions, have seen their rights to their ancestral lands undermined and have been victims of exclusion, inequity, racism, and discrimination.

The state has failed to respond effectively to continuing high rates of violence against women and girls<sup>7</sup>. Peru has high levels of violence and insecurity, with high homicide and femicide rates, as well as high rates of crimes against the physical integrity of people and property. Crime is the result of a long process of institutional undermining, marginalization, and inequality. The dismantling of state

---

<sup>5</sup> Challenges, newsletter; Economic Commission for Latin America and the Caribbean (ECLAC), United Nations Children’s Fund (UNICEF) and Regional Office for Latin America and the Caribbean (UNICEF TACRO).

<sup>6</sup> <https://www.inei.gob.pe/estadisticas/indice-tematico/ocupacion-y-vivienda/>

<sup>7</sup> <https://www.amnesty.org/en/location/americas/south-america/peru/>

structures that exercised violence during armed conflict created a vacuum that the state has not been able to fill, to the benefit of parallel power groups and organized crime.

The country's biodiversity and natural resources are not used in a sustainable manner and the population is constantly exposed to the effects of climate change and recurrent natural disasters.

#### **4. Environmental Risks and Impacts and Proposed Mitigation and Compensation Measures**

##### **4.1 Assessment and Management of Environmental and Social Risks**

###### **4.1.a E&S Assessment and Management System**

As part of the contractual commitments specified in the Concession Contract, LAP implements and maintains a Quality Management System (“QMS”), an Environmental Management System (“EMS”), and an Occupational Health and Safety Management System (“OHSMS”) (all together, the “Management Systems”). LAP’s management system is mature and functioning, with objectives, targets and indicators to measure effectiveness of key environmental, safety, health and social programs and aligned with continuous improvement. The scope of the system covers airport operations and the works of the Expansion Project.

The ESMS adopted by LAP is in line with international best practices (ISO 14001:2015), which objective is to establish LAP's guidelines for the care and preservation of the environment, and to manage, control and minimize the environmental impacts generated. In 2004, the certification of this ESMS was achieved for the "Service and Operation of J CIA as a whole; design, construction and installation of the improvements contemplated in the Airport Expansion and Remodeling Project".

In 2013, LAP first certified its OHSMS under the OHSAS 18001:2007 standard, with the objective to achieve a workplace free of accidents, illnesses, or injuries, and by 2020 obtained certification under ISO 45001:2018<sup>8</sup>.

In 2020 LAP updated its Management Systems Manual, to reflect: i) updates according to the new version of the ISO 45001:2018 standard, as well as guidelines related to the activities of the Expansion Project; ii) inclusion of the Integrated Risk Management Manual and the Strength Weakness, Opportunities and Threats (“SWOT”) Strategy Matrix within the process of identifying risks and opportunities; iii) updates according to the new 2015 versions of the ISO 9001 and ISO 14001 standards; iv) incorporated items for the alignment to the ISO 26000 standard; v) included details related to the calculation of the carbon footprint; and vi) updated organizational structure and descriptions, according to recent changes.

###### **4.1.b Policy**

LAP has a Sustainability Policy oriented to the generation of value and continuous improvement, understanding sustainability as the means for the transformation and development of the organization. The Policy integrates commitment to environmental protection, health, safety and

---

<sup>8</sup> Which replaces OHSAS 18001.

social development into a balanced business model, through transversal and reliable relationships. This policy applies to all its collaborators, as well as to their activities related to the airport operations and the Expansion Project.

#### 4.1.c Identification of Risks and Impacts

##### 4.1.c.i Direct and indirect impacts and risks

The detailed Environmental Impact Study (“EIA”), its Modification (“MEIA”)<sup>9</sup> and the Technical Supporting Reports (*Informes Técnicos Sustentatorios*, “ITS”) for the Expansion Project were developed in adherence to Peruvian regulations and the specific terms of reference approved by SENACE. These studies and reports present and analyze the environmental and social risks and impacts of the entire expansion in considerable detail, including those generated by the associated facilities.

The Expansion Project maintains a matrix of environmental and social impacts and risks that is continuously updated as new risks or impacts are identified.

##### 4.1.c.ii Analysis of alternatives

The analysis of alternatives was carried out as part of the MEIA, within the concession lands of the AIJC and applying the following criteria: i) vulnerability to natural hazards and evacuation scenarios; ii) the impact on biologically sensitive areas (wetlands); iii) urban zoning regulations; iv) the direction of climatic conditions; and iv) proximity to communities.

Within these criteria, and in consultation with the potentially affected population and the local and sectorial Authorities, adjustments were made to the final layout (the one approved in the MEIA, with slightly modified sections within the ITS) to avoid direct adverse effects on the population or on areas of ecological interest, and to comply with the technical requirements to maintain the level of service.

##### 4.1.c.iii Cumulative impact analysis

The Cumulative Impacts Analysis (“CIA”) for the Expansion Project evaluated the most relevant cumulative effects generated by the expansion activities, together with other projects and external pressure sources on the Valued Environmental and Social Components (“VECs”) within a spatial scope, the area of direct social influence that was presented in the MEIA, and a determined time limit. The CIA was based on information from existing environmental and social studies and information available in the public domain and field observations made by an external Environmental Consultant.

---

<sup>9</sup> Directorial Resolution N° 00036-2018-SENACE-PE/DEIN

The projects included in the CIA were: i) the Santa Rosa Bridge - Accesses - Roundabout and Overpass, Callao Region; ii) the Branch 4 of Line 2 of the Lima Metro; and iii) the Peripheral Road Ring.

The VECs included on the CIA are air quality and environmental noise, vehicular traffic, safety and community health, for the construction phase and environmental quality - environmental noise and vibrations, and community health for the operational phase.

The CIA also included External Pressure Sources, such as the poverty condition and social vulnerability of the affected population, their organizational capacity and perceptions, as well as natural risks.

The CIA formulates a series of actions to be carried out at the project and regional management level, including LAP's participation in worktables<sup>10</sup> with the authorities of the Regional Government of Callao, the Provincial Municipality of Callao, the National Police and the MTC to address a joint strategy for the management of citizen insecurity, the increase in traffic congestion and the effects of the increase in particulate matter, sound pressure level, and combustion gases. All these actions are condensed in a cumulative impact mitigation plan, which identifies for each action the VEC it will influence and the description of the action<sup>11</sup>.

#### 4.1.c.iv Gender risks

In Latin America, there is a significant gender gap, defined as the differential and unequal access to economic, political participation, educational, and occupational opportunities based on sex or gender. This gap is reinforced by pervasive cultural norms regarding acceptable roles for men and women and is exacerbated by weak legal protections and/or inadequate social response. The gender gap leads to gender discrimination, unequal access to public services, educational differentials, pay and labor differences, and lagging political participation rates. The gender gap index score for Peru is 0.72, which is tied for 16<sup>th</sup> out of 26 Latin American countries<sup>12</sup>.

Gender-based violence and harassment ("GBVH") is also a significant problem in Latin America and the Caribbean, which has the highest rate in the world. Brazil, Mexico, Argentina, Peru, El Salvador, and Bolivia represent 81% of global cases. The number of reported cases of femicides in Peru (128) is average for Latin America<sup>13</sup>. GBVH has been exacerbated by the COVID-19 pandemic, including in Peru, where there were almost 16,500 cases of gender-based violence between March and December 2020 and calls to emergency sexual violence hotline almost doubled 2019 rates<sup>14</sup>.

---

<sup>10</sup> To those that LAP is invited by the Authorities.

<sup>11</sup> The responsibilities will depend on the result of the actions that are concluded and agreed at the worktables, which the Peruvian State could generate.

<sup>12</sup> [Gender gap index in Latin America 2021 | Statista.](#)

<sup>13</sup> [Number of femicides in Latin America by country 2019 | Statista.](#)

<sup>14</sup> [COVID-19: rise of gender violence in Latin America | Statista.](#)

No specific gender risks were identified in the Expansion Project MEIA. LAP is aware of the regional gender risks, however, and has addressed them through strong policies of non-discrimination, equal opportunity, and intolerance for GBVH.

#### 4.1.c.v Climate change exposure

The area of influence of the Expansion Project is affected by high seismic and tsunami hazards. According to the Atlas of Hazards of Peru (INDECI, 2010), there are two zones with different seismic hazards: a "relatively low" seismic hazard zone, consisting of land where the water table is sufficiently deep, located predominantly on the east side of the area of influence, and a "very high" hazard zone, consisting of land with high or flooded water tables, located on the west side. The area west of Gambetta Avenue<sup>15</sup> is also affected by the tsunami hazard.

Since 1994, the Rímac River, located in the Project's area of influence, has overflowed and affect human settlements located to the south of its banks (Gambetta Baja, Ramón Castilla, Cáceres, Dulanto). This mainly due to inadequate riverbed clearings, the absence of river defenses, the predominance of illegal constructions or constructions that did not comply with technical standards, and the lack of preparation of the population to face a disaster of this type (Ferradas, 1994). However, at present, these conditions have improved significantly; in fact, there have been two major floods in Lima (1998 and 2017) that produced flows in the Rimac river higher than those of 1994 and such impacts have not been repeated.

Based on a global climate model, the Expansion Project's infrastructure has a moderate to high exposure to changes in precipitation patterns, as well as sea level rise in the wider project area. Considering the latter and that all these factors have been included in the designs of the planned structures, the Expansion Project's overall vulnerability to climate change is low.

#### 4.1.d Management Programs

LAP's Management Systems include procedures for managing, among others, the following issues: occupational health and safety; waste; hazardous waste; wildlife; stakeholder relations; biodiversity; critical habitats; vehicular traffic; road safety; and physical security.

#### 4.1.e Organizational Capacity and Competency

All environmental, social, health and safety matters are under the responsibility of LAP's Development and Sustainability manager, who has a team of E&S specialists to implement and monitor all related E&S programs with the support of Organizational Development, Labour Relations, Reputation Management and Sustainability areas, among others of the Company, as appropriate.

In addition, LAP has dedicated team to manage all Expansion Project E&S related matters including an Environmental Manager, a Health and Safety Manager, a Quality Assurance Manager and a Security Manager who is also in charge of contractor and labour relations.

---

<sup>15</sup> The Gambetta Avenue, that runs parallel to the seashore, is located between west of the airport, between the latter and the ocean.



Social management of LAP's current airport operations and the Expansion Project is consolidated under the leadership of the Sustainability Manager.

#### 4.1.f Emergency Preparedness and Response

LAP has a detailed Contingency Plan (*Plan de Respuesta ante Emergencias*), which describes the main procedures and measures for risk management and response to possible accidents affecting health, safety, environment and infrastructure during the construction, operation and maintenance, and closure stages of the Expansion Project. The emergencies identified (with their corresponding measures to manage them) and addressed in this plan are earthquakes, tsunami, fire, explosions, hazardous material emergencies (leaks or spills), criminal acts, occupational accidents, social divergences, airport accident, and mechanical failure of a transport vehicle in a restricted area (apron and taxiways).

This Contingency Plan, presented as part of the MEIA, is complementary to the Emergency Plan of AIJC operated by LAP and approved by the Civil Aviation General Management of the MTC, which contains emergency response procedures concerning aircraft operations and other activities deployed at the airport.

When necessary (e.g., if a new element is introduced into the Expansion Project that could cause emergency events), the Contingency Plan will be revised and updated by professional experts in the field or by companies with duly accredited experience.

#### 4.1.g Monitoring and Review

The Expansion Project is supervised by a redundant system of internal and external agents. LAP has an Audit Procedure for the entire expansion of the JICA, in which internal audit teams comprise of the quality, environmental and OHS managers of the Company, keep track and verify all the internal processes of the Management Systems, including the environmental and social commitments required by the Expansion Project. In addition to verifying the correct environmental and social monitoring of the Expansion Project<sup>16</sup>, the annual internal audits conducted by the Management Systems produces data for the continuous improvement of such system.

The external agencies are the MTC, through the DGAAM which carries out environmental audits and reviews of LAP's Annual Environmental Compliance Reports; and the external auditors that maintain LAP's various quality, environmental and social, and OHS certifications in force.

#### 4.1.h Stakeholder Engagement

The Expansion Project's Stakeholder Engagement Plan (*Plan de Participación de Partes Interesadas de la Ampliación del Aeropuerto Internacional Jorge Chávez -AIJC*) includes a summary of consultation activities (that will be described further on in this document), a list of stakeholders

---

<sup>16</sup> Often performed with the use of an electronic document management system ("EDMS") where the data that is routinely collected through the oversight activities at each work front.

(including governmental agencies and local communities), and a description of the Expansion Project's stakeholder program. The latter includes the following sub-programs: i) external stakeholder participation; ii) preventive monitoring; iii) local employment; iv) external grievance mechanism; and v) technical committee to mitigate noise. The plan also includes sections on regulatory compliance, schedule, roles and responsibilities, and monitoring and reporting.

#### 4.1.h.i Disclosure of Information

The Expansion Project information is disclosed to communities in accordance with the Stakeholder Engagement Plan, which includes a social stakeholder map. This map assigns to each stakeholder the type and format of communication to be used (meetings, workshops, official correspondence, presentations, printed material, audiovisual material, reports, text messages, etc.), the internal responsibility for approaching the stakeholder in question, the duration of the process, and the specific dates on which the dissemination events are to take place.

The dissemination process is carried out by Social Coordinators and Promoters, who attend different zones and communities of the Expansion Project's area of influence. These managers are familiar with the culture, traditions, customs, and language of the communities, which facilitates feedback and two-way communication.

Internally, LAP also discloses information, both to its personnel and its contractors, using the following channels: the Code of Conduct, the institutional website, e-mails, training events, and printed communications.

#### 4.1.h.ii Informed Consultation and Participation

LAP conducted three rounds of consultation for the Expansion Project. The first consisted of participative workshops during the development of the MEIA. The workshops consisted of 13 meetings with approximately 1,800 participants that took place from October 14 to 17, 2017. LAP sent out 141 invitation letters to stakeholders and posted 230 flyers in local communities in advance of the workshops. The workshops included presentations by LAP and Walsh, the consultant that conducted the MEIA. The Expansion Project received 297 questions and comments, 27 of which were written and 170 of which were oral. Major themes of the comments were resettlement, noise, and traffic.

The second round of consultation consisted of participative workshops after presentation of the MEIA. The workshops comprised 15 meetings with over 1631 participants (some participants would not sign attendance sheets) that took place from March 8 to 12, 2018. LAP sent out 141 invitation letters to stakeholders and posted 200 flyers in local communities in advance of the workshops. The workshops included presentations by LAP and Walsh. The Expansion Project receive 254 questions and comments, 94 of which were written and 160 of which were oral. The major themes of the comments were noise, traffic, work opportunities, and social investment.

The last round of consultation included public hearings after the second round of participative workshops. The hearings consisted of six meetings with over 1024 participants (some participants would not sign attendance sheets). The hearings were announced in local newspapers and on the

radio, and 210 flyers were posted in local communities. The hearings included presentations by the SENACE, LAP, and Walsh. They resulted in 118 questions and comments, the major themes of which were noise, traffic, work opportunities, and social investment.

In addition, four community relations specialists conducted interviews with community members before each of the consultation stages described above. These interviews resulted in 38 agreements (*actas*) signed before the first participative workshops, 32 agreements before the second participative workshops, 38 agreements before the public hearings, and 33 agreements after the public hearings.

#### 4.1.h.iii Indigenous Peoples

The Expansion Project is not located near any indigenous communities and is not anticipated to impact any Indigenous Peoples.

#### 4.1.h.iv Private Sector Responsibilities Under Government-Led Stakeholder Engagement

Stakeholder engagement is the sole responsibility of the Client. No Government-led stakeholder engagement has taken place or is envisioned to take place.

#### 4.1.i External Communication and Grievance Mechanisms

##### 4.1.i.i External communication

The Expansion Project's Stakeholder Engagement Plan includes an external stakeholder participation program. The objective of this program is to provide stakeholders with timely, relevant, and accessible information about the Expansion Project, to provide them with opportunities to express their opinions and concerns, and for LAP to consider and respond to these opinions and concerns.

##### 4.1.i.ii Community grievance mechanism

LAP has a Community Grievance Mechanism (*Procedimiento de Atención de Quejas o Reclamos*) that will continue to be implemented during the Expansion Project. The mechanism indicates that LAP responds to grievances within 30 business days of receiving them. Grievances (oral, written, or anonymous) can be lodged by telephone, e-mail, in person at LAP's Information Office, at LAP's or its contractor's Mobile Module, or on LAP's website. The mechanism describes roles and responsibilities for receiving and responding to grievances, as well as procedures for receiving and registering, reviewing and managing, and resolving grievances.

##### 4.1.i.iii Provisions for addressing vulnerable groups' grievances

LAP's Community Grievance Mechanism can receive complaints from anyone and is accessible to all people, including vulnerable groups.

#### 4.1.j Ongoing Reporting to Affected Communities

In addition to the ongoing reporting to affected communities via activities described in LAP's Stakeholder Engagement Plan, LAP has a news section on its website for sharing information with the public. This news website has a specific subsection on the Lima Airport Expansion<sup>17</sup>. LAP also has social media pages that it utilizes to share information with the public about the Expansion Project.

#### 4.2 Labor and Working Conditions

Labor requirements during the construction phase will be directly related to the progress of the implementation of the Expansion Project and will depend on the execution schedule, availability of personnel and specific technical conditions. It is estimated that at the peak of the Expansion Project there will be between 2,800 and 3,800 workers.

During the construction phase, both skilled and unskilled labor will be required. It is expected that not less than 10% of the unskilled labor will come from the DIA. In the case of skilled labor, the contractor will be requested to prioritize recruitment from the Expansion Project's DIA.

##### 4.2.a Working Conditions and Management of Worker Relationships

###### 4.2.a.i Human Resources Policies and Procedures

LAP has an Internal Work Regulation (*Reglamento Interno de Trabajo*) approved in 2014 by the Regional Government of Callao. The regulation includes articles on: i) employer obligations and powers; ii) worker admission and continued employment; iii) worker rights and duties; iv) prohibitions; v) working schedules and hours; vi) lateness; vii) absences; viii) overtime; ix) permits and licenses; x) paid time off; xi) holidays; xii) remuneration and benefits; xiii) personnel evaluations; xiv) occupational health and safety; xv) worker insurance; xvi) worker rewards and sanctions; xvii) terminations; xviii) social welfare; xix) personal data; xx) HIV and AIDS protection and prevention; xxi) sexual harassment; and xxii) exercise of collective labor rights.

LAP has a standalone Sexual Harassment Policy (*Política de Sensibilización, Prevención y Sanción del Hostigamiento Sexual de LAP*), a standalone Inclusion and Diversity Policy (*Política de Inclusión y Diversidad de LAP*) and a Code of Conduct (*Código de Conducta de Lima Airport Partners S.R.L.*) that applies to the Company, its contractors, and its suppliers.

###### 4.2.a.ii Working Conditions and Terms of Employment

LAP's Internal Work Regulation states that workers must be provided with copies of their work contracts and that these contracts must include the following information: i) duration; ii) job position; iii) work start date; iv) remuneration; v) work schedule and hours; vi) qualifications of the position; and vii) any special conditions. The regulation also states that the Company's workers have the right to understand their remuneration and benefits.

---

<sup>17</sup> <https://www.lima-airport.com/esp/Paginas/Noticias-Listado.aspx?tema=4>.

#### 4.2.a.iii Workers' Organizations

LAP guarantees the free exercise of the collective rights of its workers, including the right to unionize, bargain collectively, and to strike, within the limitations of Peruvian law. It also states that the Company's workers have the right to unionize, bargain collectively, and strike, as recognized in Peru's Constitution.

LAP currently has a Collective Work Agreement with a union that represents workers at the Lima Airport (*Sindicato Único de Trabajadores Aeroportuarios de Lima Airport Partners, "SUTRALAP"*). The agreement is dated June 12, 2019 and covers 2020 and 2021.

#### 4.2.a.iv Non-discrimination and Equal Opportunity

LAP's Internal Work Regulation states that it is the Company's obligation to avoid all forms of discrimination in the workplace, including based on sex, race, religion, opinion, language, sexual orientation, nationality, social class, skin color, age, political activities, and disability. It states that it is the right of the Company's workers to not be discriminated against based on sex, race, religion, opinion, and language. It also states that workers with sexually transmitted diseases, specifically HIV and AIDS, have the right to equal treatment and confidentiality.

In addition, LAP has an Inclusion and Diversity Policy, which: i) has statements on respect for diversity, work equity, and non-discrimination; ii) includes a section on the utilization of gender-neutral language in Company oral and written communications, as well as the use of diverse people in their visual communications; iii) describes the composition and activities of the Company's Diversity and Inclusion Committee; and iv) states the Company's commitment to promote inclusion and diversity within its contractors.

#### 4.2.a.v Retrenchment

LAP's Internal Work Regulation states that worker contracts must stipulate the duration of employment. The regulation also includes procedures for the firing of workers for cause. Workers can only be fired for causes recognized under Peruvian law.

#### 4.2.a.vi Grievance Mechanism

LAP has a Worker Grievance Mechanism for its employees (*Procedimiento de Atención de Quejas y Reclamos de Colaboradores*). The mechanism states that workers should first lodge a grievance with their immediate supervisor or the manager in charge of their area. The manager can either resolve the claim or refer it to Human Resources. The grievance can be lodged either orally or in writing, but its resolution must be documented in writing. If unsatisfied with the outcome of this process, the worker can lodge the grievance directly with Human Resources. Human Resources must respond to the complaint within 15 business days. The worker must respond to the Compliance Officer within seven days if unsatisfied with the outcome. Grievances are registered and all related documentation is maintained for five years.

LAP will develop and implement a Worker Grievance Mechanism specifically for people working on the expansion project, including contractors and subcontractors.

#### 4.2.b Protecting the Workforce

##### 4.2.b.i Child Labor

LAP's Internal Work Regulation states that the Company rejects all forms of child labor.

##### 4.2.b.ii Forced Labor

LAP's Internal Work Regulation states that the Company rejects all forms of forced labor.

#### 4.2.c Occupational Health and Safety

As part of its Management System, LAP has an Occupational Health and Safety Plan for the Expansion Project, which uses ISO 45001:2018 as a benchmark and aims to establish the OHS management to provide safe working conditions that do not cause injuries and occupational diseases to workers participating in the Expansion Project and provide general guidelines for the management of OHS based on the legal regulations and requirements of LAP. This plan is mandatory for all LAP personnel and its contractors.

As part of the legal compliance regarding OHS (according to the requirements of DS 011-2019-MINTRA of the Ministry of Labor), the Plan: i) must be updated according to any changes to the Expansion Project; ii) all workers are required to wear appropriate personal protective equipment ("PPE"), prior to entering the facilities; iii) a safety talk should be conducted and visitors should be equipped with the appropriate PPE; iv) all new personnel, regardless of their position and their admission to the Program, must have a mandatory environmental and social, and OHS induction by the contractor; v) disclose LAP policies, environmental aspects and impacts related to Program activities, solid waste management and the Emergency Response Plan; vi) the contractor must implement a training and awareness program aimed at its workers, in order to reinforce knowledge regarding the implementation of environmental and social management procedures applicable to its activities; and vii) all documentation related to OHS regulations and programs, the Accident Prevention Plan, and the Occupational Risk Analysis Program should be available at the work fronts and offices.

Likewise, LAP has a Plan for the Surveillance, Prevention and Control of COVID-19 in the Workplace based on the technical resolution of the MINSAs<sup>18</sup> and MTC<sup>19</sup> and approved by the Occupational Health and Safety Committee ("COSSO"), which is mandatory for all LAP personnel and its contractors, subcontractors, suppliers, and any visit to the Expansion Project site. Every day prior to

---

<sup>18</sup> Technical document "Guidelines for the surveillance, prevention and control of the health of workers at risk of exposure to COVID-19", contained in Ministerial Resolution No. 239-2020-MINSA, which establishes obligations for the return and reincorporation to their job.

<sup>19</sup> Ministerial Resolution 257-2020- MTC, Annex V: Sectorial health protocol for the prevention of COVID-19 in the execution of airport infrastructure works.

starting work, all workers receive a health and safety reinforcement talk, as well as the protocol for managing COVID-19.

In general, regarding the measures adopted to deal with the health emergency generated by the COVID-19 pandemic, all persons entering the Expansion Project's areas must submit to the following protocol: i) taking and recording of their body temperature at the entrance and exit of the offices or work fronts; ii) distancing, use of a mask and glasses, application of hand sanitizer, and disinfection of shoes with chlorinated water; iii) frequent hand washing; and iv) isolation in an area exclusively for this purpose, in the event of registering any symptoms associated with COVID-19.

#### 4.2.d Provisions for people with disabilities

LAP's Internal Work Regulation states that the Company does not discriminate based on disabilities. In addition, the Lima Airport has provisions for people with disabilities, including ramps and elevators, disability-accessible bathrooms, and handicap parking spaces.

#### 4.2.e Workers Engaged by Third Parties

LAP's Code of Conduct applies to its contractors. It states that the Company does not accept any form of exploitation of children and adolescents. It prohibits child labor as defined by ILO conventions and national laws and regulations. It also prohibits all forms of forced and compulsory labor, as well as involuntary work that violates human rights.

LAP has a procedure for the Entry of Contractors (*Ingreso de Empresas Contratistas*) that states that contractors are responsible for complying with LAP's occupational health and safety and environmental standards, for designating a person responsible for this compliance, and to immediately report all accidents and hazardous incidents to LAP.

LAP also has a Contractor Management Plan (*Plan de Gestión de Contratistas*) that applies to all Expansion Project contractors and subcontractors. The plan includes a section on roles and responsibilities for LAP managers as well as contractors. It describes the requirements of contractors before they can begin working on the Expansion Project and upon completion of their work. It requires contractors to assign personnel responsible for environmental and health and safety ("EHS") performance, monitor and manage their EHS performance, and report on their EHS performance to LAP.

LAP will implement audits of contractor EHS performance during the Expansion Project and develop corrective action plans to address non-conformities identified during these audits.

#### 4.2.f Supply Chain

LAP's Code of Conduct, applicable to its suppliers and contractors: i) states that the Company does not accept any form of exploitation of children and adolescents; ii) prohibits child labor as defined by ILO conventions and national laws and regulations; iii) specifically states that suppliers must not participate in any form of forced labor; iv) prohibits all forms of forced and compulsory labor, as well as involuntary work that violates human rights; and v) states that suppliers must guarantee a

safe, secure, healthy, and hygienic work environment and take measures to prevent accidents and adverse health effects that may occur as a result of their activities.

LAP also has a Supplier Registration and Evaluation Procedure (*Procedimiento de Registro y Evaluación de Proveedores*) that states that suppliers must sign an affidavit that they have received and will comply with LAP's Code of Conduct.

#### 4.3 Resource Efficiency and Pollution Prevention

##### 4.3.a Resource Efficiency

##### 4.3.a.i Greenhouse Gases

LAP has a Carbon Footprint Policy that reaffirms its commitment to implement the best operating practices, promoting the reduction of greenhouse gas (GHG) emissions and energy efficiency.

LAP performed the calculation of GHG emissions for 2019, for scopes 1 and 2 (all direct emissions and indirect emissions generated by the company's electricity consumption) and obtained a certificate based on ISO 14064-3:2006 standard. This calculation was aimed at obtaining Airport Carbon Accreditation ("ACA") Level 1, as well as determining its main GHG emissions-generating activities and, based on this, implementing reduction strategies.

##### 4.3.a.ii Water Consumption

The water requirements for the Project construction phase will be provided by: i) the existing water supply of the AIJC; ii) two duly licensed underground water wells; iii) five new underground water wells; iv) external water tanker trucks supplied by a Service Provider Company ("EPS", for its acronym in Spanish); and v) the public water supply network managed by Potable Water and Sewerage Service of Lima ("SEDAPAL", for its acronym in Spanish), for easily accessible areas.

For the operation stage, the future water demand projections for the expansion of the AIJC indicate an increase of 2.4 times the actual demand. Based on this estimate, LAP has obtained the water availability of the aquifer for 15 new underground water wells. Based on the hydrogeological study, LAP will determine the number of wells needed for the expansion.

LAP has obtained the permits for the exploration and construction of these new wells, but not for the use of water. This authorization must be requested to the Water National Authority ("ANA", for its acronym in Spanish).

As part of the MEIA's Environmental Management Strategy, there is a Water Resource Management Program, where optimization measures are presented for each phase of the Expansion Project, such as: i) awareness talks on the efficient use of water; ii) installation of meters to measure and control consumption inside and outside the terminal; and iii) adaptation of the water pumping and sanitary equipment maintenance program to reduce water leaks.



#### 4.3.b Pollution Prevention

As part of the Environmental Management Strategy of the MEIA, there is an Effluent Management Program, which establishes the measures to control possible effects on the quality of surface and underground water. This program foresees: i) preventing and minimizing the environmental impact generated by the effluent discharges generated by the construction and operation of the JCIA; and ii) defining activities for the proper handling, transportation, treatment and final disposal of aircraft waste. Similarly, for an adequate management of the water resource, LAP will carry out the corresponding coordination with the SEDAPAL for the disposal of effluents and, in addition, consider the provisions established in the sanitary legislation<sup>20</sup> and regulations<sup>21</sup>.

As part of the MEIA's Environmental Management Strategy, there is the Atmospheric Emissions and Noise Management Program, where measures are taken to prevent and minimize the environmental impact generated by particulate matter and combustion gases emitted by construction activities and operation of the AIJCH Expansion. However, these measures do not cover the operation of the aircraft and its impacts on environmental quality and human health for the surrounding communities.

The information presented in the MEIA<sup>22</sup> and the complementary study reports of air quality and noise, show exceedances for PM<sub>10</sub> and PM<sub>2.5</sub>, and noise against national regulations and WBG General EHS Guidelines. Also, the JCIA Air Operations Acoustic Study (INERCO 2018) concludes that the percentage for "high annoyance" and "sleep disturbance" in the year 2041 (with the operation of the two runways) would be increased by 24% and 10 % (respectively), compared to the base year 2015. This added to the inconvenience caused by the cumulative impacts due to the execution of other infrastructure projects (Line 2 and Branch 4 of the Lima Metro, Santa Rosa Bridge and the Peripheral Road Ring, mainly), represents a significant negative social impact. Based on these future scenarios and the presence of cumulative impacts, LAP will carry out a new noise modeling with real and precise information, provided with monitoring, prior to the start of operations.

Although noise generated by air traffic is not the responsibility of LAP, it is expected that the Company will promote the creation of technical dialog spaces aimed at seeking noise mitigation strategies with national authorities, especially with the Technical Committee, that are aligned with the "balanced approach" fostered by the International Civil Aviation Organization ("ICAO").

#### 4.3.b.i Wastes

LAP has a Solid Waste Management and Minimization Plan for the Expansion Project, in compliance with the Environmental Management Strategy of the MEIA and current sanitary regulations. This plan includes measures for the identification, minimization, segregation, storage, reuse, recovery, recovery and treatment of the waste, and the collection, transportation and final disposal of

---

<sup>20</sup> Chief Resolution (R.J., for its acronym in Spanish) No. 030-2016-ANA, for the classification of the marine-coastal water body of Peru; as well as the R.J. No. 139-2014-ANA and No. 203-2014-ANA.

<sup>21</sup> Supreme Decree No. 004-2017-MINAM, published on June 7, 2017, which approves the National Environmental Quality Standards for Water (ECA, for its acronym in Spanish).

<sup>22</sup> As required in the preparation of the MEIA, the measurement of these environmental parameters of the baseline is carried out without a project.

hazardous and non-hazardous solid waste, by a Solid Waste Operating Company (“SWOC”) authorized by MINAM. The plan also includes all activities and services, and states that all contracts associated with the construction of the AIJC expansion and must be implemented by all LAP personnel and by all permanent and sporadic contractors and subcontractors, and service providers that develop work within the concession areas of the Expansion Project.

#### 4.3.b.ii Hazardous Materials Management

LAP’s Solid Waste Management and Minimization Plan for the Expansion Project establishes measures for the management of hazardous solid waste, such as contaminated rags, traces of hydrocarbons and chemical substances, oil filters, batteries, paints, solvents, waste from first aid medical care, as well as waste from the construction and demolition that present dangerous characteristics in accordance with current regulations (such as asbestos, treated wood, fluorescent lamps, among others) and waste from electrical and electronic equipment. In addition, in accordance with the Sectoral Health Protocol applicable to the Expansion Projects contained in the National Plan for Infrastructure for Competitiveness (“PNIC”), masks and gloves used by construction personnel and waste generated in the disinfection of environments, are also considered hazardous waste.

#### 4.3.b.iii Pesticide Use and Management

Since its beginning, the Expansion Project has not used herbicides, pesticides, or similar chemical substances (fertilizers, defoliators, etc.) for vegetation control. At present, this activity is performed manually with industrial size lawn mowers, and without the use of herbicides.

LAP has an Integrated Pest Management Program, whose objective is to provide healthy and pest-free environments (rodents and insects, dangerous and harmful to human health), in accordance with the applicable and current sanitary regulations. This program uses only verified chemical products and is executed by a professional service company, both duly registered and authorized by the Health Authority.

### 4.4 Community Health, Safety and Security

#### 4.4.a Community Health and Safety

To mitigate the effects on vehicular traffic that will be generated during the construction of the Expansion Project due to the transportation of cargo and personnel, LAP has developed Vehicular Traffic Plan for the Expansion Project (*Plan de Tráfico Vehicular durante la Construcción*). This plan presents the results of a traffic evaluation, based on the analysis of vehicular traffic and pedestrian traffic, and includes mitigation plans for both external and internal traffic, as well as procedures for internal traffic. Although the plan states that the Expansion Project’s construction activities are not anticipated to have significant traffic impacts, it includes measures to mitigate both vehicular and pedestrian traffic. The former includes: i) safety signs in strategic places; ii) minimization of traffic restrictions or obstructions; iii) use of detours to ensure non-interruption of traffic in the event of lane closures; and iv) vehicular crossings for any open trenches across roads. The pedestrian

mitigation measures include: i) signs to indicate temporary detours; ii) no interruption of pedestrian traffic; and iii) wood or steel crossings for any open trenches across walkways.

However, there are currently no specific strategies to minimize or mitigate the environmental and social impacts caused by the increase of vehicular traffic during the operation of the JCIA. According to the social actors and stakeholders' perceptions (set forth in the multiple consultation events), this impact represents one of their greatest concerns, not only due to road congestion and the decrease in road safety, but also due to the deterioration of environmental quality, and the increase of noise, particles, and combustion gas emissions.

Although the traffic generated during the operation of the JCIA is not the responsibility of LAP, it is expected that the Company will coordinate with the municipalities of Callao and Lima strategies to improve traffic into and out of the airport.

#### 4.4.a.i Infrastructure and Equipment Design and Safety

LAP complies with the technical requirements for airport operations and the development of airport infrastructure, applying the regulations of the ICAO, specifically Section 2AA of the Airport Design Manual - Rescue and Fire Fighting. In addition, in compliance with Technical Standard A. 130 – Safety Requirements of the National Building Regulations<sup>23</sup>, the designs of the Life and Fire Safety Systems (“L&FS”) will comply with the international standards of the National Fire Protection Association (“NFPA”).

However, after construction but prior to the operational phase, a credited qualified L&FS professional will inspect all the new facilities of the Expansion Project and issue a certificate that the Expansion Project buildings and facilities were built as per the previously approved L&FS design and that all L&FS devices were installed as designed and tested as required by international requirements.

#### 4.4.a.ii Hazardous Materials Management and Safety

LAP does not transport hazardous materials for the construction and operation of the Expansion Project.

#### 4.4.a.iii Ecosystem Services

The Expansion Project MEIA identifies two provisioning ecosystem services (biological resources and ecological function), three regulating ecosystem services (erosion regulation, water regulation, and water reservoir and purification), and one cultural ecosystem service (landscape quality) associated with the artificial wetland that has recently developed on the airport expansion property. The MEIA also notes that this area is heavily polluted due to its location in an urban habitat; therefore, the Expansion Project will not result in a substantial modification of ecosystem services to the community.

---

<sup>23</sup> DS No. 011-2006-HOUSING

#### 4.4.a.iv Community Exposure to Disease

The only community health impact identified in the Expansion Project MEIA is a potential moderate impact to community auditory health due to noise from increase vehicular and air traffic. The MEIA includes an Environmental Monitoring Plan (*Plan de Vigilancia Ambiental*) that requires quarterly noise monitoring at 10 stations and at 14 stations continually to monitor occupational noise levels within the concession area<sup>24</sup>.

Other than the above, given the number of workers required at each of the work fronts and that most of the labor will come directly from the Lima metropolitan area (and therefore will not need Project-specific accommodations), the Expansion Project is not expected to be a source of community illness.

#### 4.4.a.v Emergency Preparedness and Response

LAP's Emergency Response Plan (*Respuesta ante Emergencias*) has procedures for communicating with neighboring before, during, and after emergencies.

#### 4.4.b Security Personnel

LAP has a Security Management Plan for the Expansion Project (*Plan General de Seguridad del Proyecto Ampliación del AIJCH – LAP*) that describes: i) the measures, including human barriers, electronic surveillance, physical barriers, security protocols, and investigations to be implemented; ii) the procedures for responding to low, medium, high, and immediate-level threats; and iii) the roles and responsibilities for both the national police and private security companies. It also contains the obligation of the latter to comply with international standards on human rights and the use of force; describes communication procedures for security incidents; includes a log of security incident simulations conducted at the airport; and presents the airport's security performance indicators.

Regarding the security at the airport, LAP has an agreement with the National Police of Peru (*Policía Nacional del Peru, or "PNP"*) that states that the obligation of the PNP to provide training to its personnel on human rights and that both LAP and the PNP will act with respect for applicable international human rights standards.

### 4.5 Land Acquisition and Involuntary Resettlement

The Lima airport expansion required the acquisition and easement of about 676 hectares ("ha") of land that was occupied by homes, businesses, and agricultural fields. Law No. 27329, which was passed in 2000, declared the expropriation of these properties as a public necessity and empowered the former Ministry of Transportation, Communications, Housing, and Construction (now MTC), to

---

<sup>24</sup> According to the ITS approved by the Peruvian state (SENACE: Directorial Resolution No. 00003-2021-SENACE-PE / DEIN) in January 2021, the environmental noise monitoring system was optimized, resulting in a requirement of 5 stations for each runway, which makes a total of 10 monitoring stations.

implement a Compensation and Involuntary Resettlement Plan (*Plan de Compensación y Reasentamiento*, or “PACRI”) to acquire and ease the land for the airport expansion.

The PACRI was developed to comply with World Bank and the Inter-American Development Bank (“IDB”) operational policies. A High-Level Expropriation Commission (*Comisión de Alto Nivel para la Expropiación*, or “CANETA”) was formed in 2000 and functioned until 2010 to develop files and initiate the expropriation process. In 2010, the Informal Property Formalization Organization (*Organismo de Formalización de la Propiedad Informal*, or “COFOPRI”) conducted a census of the area needed for the Project, which established a cutoff date of September 2, 2010. The expropriation process began in 2012 after approval of the PACRI. COFOPRI identified a total of 759 properties in the area and 707 beneficiaries. Of these, 196 were beneficiaries of a Resettlement Program, 110 of a Home Acquisition Resettlement Program, and 401 of an Assisted Compensation Program. The PACRI also included an Income Generation Support Program.

In 2019, LAP conducted an audit and prepared a report documenting the land acquisition and resettlement process. The report concludes that: i) the process was based on census data; ii) the process complied with national laws and was aligned with World Bank and IDB operational policies (i.e., it improved the situation of affected landholders); iii) the PACRI was properly implemented; iv) PACRI beneficiaries were given the choice between the three programs listed above; v) compensation was based on family conditions; vi) affected landholders were provided with adequate information during the various stages of the process; vii) the PACRI compensated all landholders, regardless of whether they owned or occupied the land; viii) the process included livelihood restoration; ix) there was a resettlement office in the area; x) there was a temporary rental program available for landholders waiting for their new homes to be ready; and xi) the assisted compensation program improved the quality of life of the resettled families due to them having access to services and being relocated to a better location. The report also includes the following recommendations for the Peruvian government: i) implement a program to monitor the processes of registry verification and registration of transfers; ii) conduct an evaluation of the structural conditions of houses in Santa Rosa<sup>25</sup>; and iii) include the landholders resettled in Santa Rosa in state small business development programs. The only recommendation for LAP was for them to provide the report to the MTC.

#### 4.6 Biodiversity Conservation and Natural Habitats

##### 4.6.a General

The Expansion Project's area of influence is outside any Protected Natural Areas (“PNA”) and Buffer Zones (“BZ”), according to the State National Service of Natural Protected Areas (“SERNANP”, for its acronym in Spanish).

The design of the Expansion Project was made in such a way as to avoid or minimize impacts on biodiversity or living natural resources. However, despite the efforts that were made, this could not be fully achieved. Likewise, in order to compensate the loss of biodiversity for negative impacts or

---

<sup>25</sup> Land provided by CORPAC, S.A., and recently changed to San Agustín Urbanization. The land is located in the district of San Martín de Porres.

effects that cannot be avoided, corrected or mitigated by construction, an environmental compensation plan is being implemented that includes a set of actions that have to generate environmental benefits. similar or proportional to the loss caused.

#### 4.6.b Protection and Conservation of Biodiversity

The MEIA identified five vegetation units: i) desert plains and slopes; ii) vegetation associated with cultivated areas; iii) vegetation in parks and gardens; iv) wetlands; and v) riparian vegetation. Of the latter, the wetlands stands out, which, according to the General Environmental Law (Law 29895), constitutes a fragile ecosystem despite presenting a high level of fragmentation due to the presence of adjoining urban areas and limited resilience.

Since the impact on the wetland could not be avoided, the MEIA, as part of the Environmental Management Strategies, includes a Compensation Plan (*Plan de Compensación Ambiental*) that involves the restoration of some wetlands in the Ventanilla Wetlands Regional Conservation Area (*Área de Conservación Regional Humedales de Ventanilla*) as an offset to compensate for the loss of the wetland required by the Expansion Project. This plan contemplates the restoration of 66.04 ha to compensate for the loss of 44.03 ha of habitat, as well as actions to manage and develop local species and to raise the overall ecosystem quality level.

LAP will assume responsibility for executing and monitoring the offset until achieving zero net loss or a positive net gain in biodiversity. Therefore, LAP will submit Biodiversity Monitoring Reports for the offset and provide metrics to determine the net variation of biodiversity.

#### 4.6.c Management of Ecosystem Services

As mentioned before, the Expansion Project MEIA identifies two provisioning ecosystem services (biological resources and ecological function), three regulating ecosystem services (erosion regulation, water regulation, and water reservoir and purification), and one cultural ecosystem service (landscape quality) associated with the artificial wetland recently developed on the airport expansion property. The MEIA also notes that such wetland has seasonal variations; it varies its size as a result of anthropic actions; and is heavily polluted due to its location in an urban habitat. Therefore, it determines that the Project's influence in this ecosystem service is not material. Nevertheless, consequent impacts will be compensated by the creation of an offset, as described before.

#### 4.6.d Sustainable Management of Living Natural Resources

The Expansion Project will not involve the primary production of living natural resources.

##### 4.6.d.i Supply chain

For any input or material of local origin, LAP verifies that its extraction or manufacture has been carried out in accordance with Peruvian laws for the protection of biodiversity. However, because of the difficulty this presents, it does not do so for inputs or materials produced outside the country.

#### 4.7 Indigenous Peoples

The Expansion Project is not located near any indigenous communities and is not anticipated to impact any Indigenous Peoples.

#### 4.8 Cultural Heritage

No archaeological sites, historic structures, or living heritage sites have been identified within the Expansion Project concession area. Nonetheless, the Company has obtained a Non-Existence of Archaeological Remains Certificate (*Certificado de Inexistencia de Restos Arqueológicos*, or “CIRA”) from the Ministry of Culture<sup>26</sup> that indicates that there are no known archaeological resources within the Expansion Project concession area. Also, to comply with Peruvian regulations, LAP developed an Archaeological Monitoring Plan (*Plan de Monitoreo Arqueológico*, or “PMA”) approved by the Ministry of Culture<sup>27</sup> before ground-disturbing construction activities.

##### 4.8.a Chance Find Procedures

This PMA includes a chance find procedure that will be triggered in the event of the unanticipated discovery of archaeological resources during ground-disturbing activities.

### 5. Local Access of Project Documentation

The documentation relating to the Expansion Project can be accessed at the following link: <https://www.lima-airport.com/esp/lap-negocios-y-proyectos/ampliacion-del-aeropuerto/ampliacion-del-aeropuerto> and <https://www.lima-airport.com/esp/lap-negocios-y-proyectos/acerca-de-lap/sostenibilidad>.

---

<sup>26</sup> CIRA No. 98-0086.

<sup>27</sup> Resolución Directoral N° 26-2019/DDC CALLAO/MC