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COMBINED PROJECT INFORMATION DOCUMENTS / INTEGRATED SAFEGUARDS DATA SHEET (PID/ISDS)

Additional Financing

Report No.: PIDISDSA22623

Date Prepared/Updated: 17-Aug-2017

I. BASIC INFORMATION

A. Basic Project Data

Country:	Tuvalu	**Project ID:**	P163856
		Parent Project ID (if any):	P128940
Project Name:	Tuvalu Aviation Investment Project Additional Finance III (P163856)		
Parent Project Name:	Pacific Aviation Investment - Tuvalu (P128940)		
Region:	EAST ASIA AND PACIFIC		
Estimated Appraisal Date:	15-Aug-2017	**Estimated Board Date:**	09-Nov-2017
Practice Area (Lead):	Transport & ICT	**Financing Instrument:**	Investment Project Financing
Borrower(s)	Ministry of Finance and Econmic Development		
Implementing Agency	Ministry of Transport and Communications		
Is this project processed under OP 8.50 (Emergency Recovery) or OP 8.00 (Rapid Response to Crises and Emergencies)?			

Financing (in USD Million)

Financing Source	Amount
IDA Grant	8.75
Financing Gap	0.00
Total Project Cost	8.75

Environmental Category:	
Appraisal Review Decision (from Decision Note):	The review did authorize to proceed with Negotiations, in principle
Other Decision:	
Is this a Repeater project?	No

B. Introduction and Context

Country Context

Located approximately 1,100 km north of Fiji, Tuvalu consists of nine islands, with a total land area of

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around 26 km2. Fongafale, the main island within Funafuti atoll, is home to the capital and just under 50 percent of the country's population of some 10,000people. It is also where the country's hospital, high schools, a branch campus of the University of the South Pacific, radio station, main port, as well as most of the businesses are located. The island is in most places less than 75m wide, which provides limited space for any development. Tuvalu is very low-lying country with a maximum elevation of approximately 4.5 meters. These geographical features have considerably exposed Tuvalu to the impacts of climate change. Storm surges, king tides and floods are common occurrences. These have intensified due to changes in weather patterns, and sea level rise (estimated by some at about 5 mm/year). The more frequent and extreme weather events such as tropical storms and cyclones have resulted in significant damage to the islands and their inhabitants in the past.

Sectoral and Institutional Context

The runway of Funafuti International Airport (FUN) which is located at the widest part of Fongafale (about 650m) covers around one third of the whole island and plays a key role in connecting Tuvalu to the region. Unlike most other Pacific Island Countries, whichpredominantly rely on their airports for bringing tourists into their countries, FUN is Tuvalu's strategic lifeline. Tourism accounts for roughly half of all arrivals, however, given the shortage of work opportunities in Tuvalu there is a significant migrant work culture reliant on air travel to reach associated work destinations. Travel for education, health and family connections are also common.

C. Proposed Development Objective(s)

Original Project Development Objective(s) - Parent

The project development objective is to improve operational safety and oversight of international air transport infrastructure.

Current Project Development Objective(s) - Parent

The project development objective is to improve the safety and security of air transport and associated infrastructure.

Proposed Project Development Objective(s) - Additional Financing

The project development objective is to improve operational safety and oversight of international air transport infrastructure.

Key Results

The results framework has been updated with three new indicators: (i) implementation of repair and resiliency works for FUN runway; (ii) successful implementation of the GBV and VAC Prevention Action Plan by the major civil works contractors (i.e., the runway drainage and the flight services center/fire tender shelter contractors); and (iii) successful implementation of GBV and VAC counselling strategy.

D. Project Description

The proposed AF (AF3) is necessary to finance: (i) design and construction of emergency repairs addressing pavement defects on Funafuti runway. These failures have resulted from water pressure under the recently paved runway and will see sub-runway venting drains installed and possibly pumps; (ii) the supervision cost for the runway civil works and construction of the flight services center and fire tender shelter—including through the defect liability period; (iii) ongoing monitoring of the impact of the civil works on the sub-runway water pressures; (iv) a budget shortfall under the parent

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project due to foreign exchange fluctuations and higher than anticipated supervision costs; and, (v) enhanced GBV and VAC prevention activities, OHS and ESMP monitoring tools and trainings for civil works contractors.

Component Name:
Component A: Aviation Infrastructure Investments
Comments (optional)
There will be a cost increase of US$8.55 million to Component A. The cost increase will finance: (i) design and construction of runway resiliency work to address pavement defects; (ii) monitoring of the runway post-construction; and, (iii) additional supervision cost of civil works for the runway climate resiliency works, overruns in the current project, as well as the flight services center and fire tender shelter and the defect liability period supervision.

Component Name:
Component C: Project Support
Comments (optional)
A component cost increase of US$0.2 million will be allocated to Component C to: (i) implement GBV and VAC protection. This will include activities such as: (a) delivery of training for runway and terminal contractor staff on GBV and VAC; (b) establishment of counseling service for victims of GBV and VAC; (c) in-country professional GBV training for counselors and other partners; (d) Monitoring and Evaluation of GBV and VAC outcomes; (e) adaptation of Grievance and Complaint Logging System to fully integrate GBV and VAC related complaints and encryption mechanism for sensitive information; and; (ii) OHS and ESMP monitoring tools and training including: (a) development of storage/reporting modules for OHS activities including training for staff usage; and (b) piloting of mobile-based tools.

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

Funafuti International Airport (FUN) is located on the largest island in Tuvalu, Fongafale, the width of which ranges from 20 meters to 650 meters. The airport is surrounded by villages and government buildings. There are no official protected areas on Funafuti island. The proposed works under AF3 are expected to be within the airport footprint, a laydown area adjacent to the airport and a concrete batching plant located approximately 2km from the airport. All locations are leased by the Government of Tuvalu. Transportation of materials will occur between the shipping port, concrete batching plant and the airport along the main road, and between the laydown area and the airport across public roads and the runway. No other land requirements are anticipated.

F. Environmental and Social Safeguards Specialists

Penelope Ruth Ferguson, Environmental Safeguards Specialist

Ross James Butler, Social Safeguards Specialist

II. IMPLEMENTATION

The executing agency for the project is the Recipient through the Ministry of Finance and Economic Development (MFED). The implementing agency is the Ministry of Transport and Communications (MCT), supported by the Department of Civil Aviation. A National Steering Committee (NSC) oversees the project and monitors the project's implementation, as well as advising on any concerns or issues that may arise with regards to project implementation. As part of the regional program, a Technical and Fiduciary Service Unit (TFSU) supports the overall Program management. These services cover planning, budgeting, engineering design, procurement, contract management, financial management, monitoring and evaluation,

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safeguards supervision and reporting requirements. A Tuvalu Project Support Team (PST), comprised of a Project Manager, Accountant/Contracts Officer and Administrative Assistant liaises with the TFSU, and provides country-based oversight and management, including inputs and reporting, as required. The PST supports the MCT in monitoring implementation progress, signing of contracts, providing authorization for contract payments, and providing information for progress reporting. The TFSU will update the Project ESMP to cover the civil works required under the AF3. ESMP implementation for construction activities is carried out by the Contractor through the Contractor's ESMP (CESMP) which embodies the requirements of the Project ESMP. Supervision Engineers will supervise the implementation of the CESMP on a regular basis, and TFSU safeguards specialists will provide oversight, carry out intermittent site visits and provide specialist advice where required.

III. SAFEGUARD POLICIES THAT MIGHT APPLY

Safeguard Policies	**Triggered?**	**Explanation (Optional)**
Environmental Assessment OP/BP 4.01	Yes	The original project was classified Category B based on the screening criteria provided in the Environmental and Social Management Framework (ESMF) prepared for the Pacific Aviation Investment Project. There is no change to the classification, as the proposed physical interventions funded by AF3 will have impacts similar in nature and scale to the original project. Physical interventions include maintenance of the runway surface, and drainage of storm water and ground water infiltration. The potential environmental impacts from the above interventions are mostly construction-related, temporary in nature and can be addressed through engineering design and by implementing sound environmental management of construction activities. The area of influence is limited to the airport footprint, the laydown area (adjacent to the airport), the concrete batching plant and the transportation routes between these sites and the shipping port. Aggregates will be imported or used from existing stockpiles. No local reef or sand mining will be undertaken. In summary, the main potential environmental impacts and concerns identified include: (i) construction-related nuisances such as noise,

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		dust from construction and exhaust emissions from machines; (ii) construction workers' and community health and safety; (iii) risks from the use and disposal of hazardous materials such as used fuel and lubricants; (iv) location, nature and scale of drainage water treatment and disposal; and (v) solid waste management during construction. The Project ESMP has been updated to reflect the concept for the maintenance works, the GBV and Environmental monitoring activities.
Natural Habitats OP/BP 4.04	No	This policy remains not triggered as there are no natural habitats within the project area of influence.
Forests OP/BP 4.36	No	This policy remains not triggered as there are no forests within the project area of influence.
Pest Management OP 4.09	No	This policy remains not triggered as there will be no purchase or use of pesticides.
Physical Cultural Resources OP/BP 4.11	No	This policy remains not triggered as there are no physical cultural resources within the project area of influence.
Indigenous Peoples OP/BP 4.10	No	
Involuntary Resettlement OP/BP 4.12	Yes	The policy was triggered for the original project and a Resettlement Policy Framework has been prepared and disclosed. The RPF for the parent project is still relevant and does not require updating. The proposed works under AF3 are expected to be within the airport footprint, laydown area adjacent the airport, and the concrete batching plant. The government has leases for all sites. No Abbreviated Resettlement Action Plan (ARAP) is required. In the event that existing landholdings/leases do not cover the area required for the development, an ARAP will be prepared to address any additional land requirements.
Safety of Dams OP/BP 4.37	No	
Projects on International Waterways OP/BP 7.50	No	
Projects in Disputed Areas OP/BP 7.60	No	

IV. Key Safeguard Policy Issues and Their Management

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A. Summary of Key Safeguard Issues

1. Describe any safeguard issues and impacts associated with the proposed project. Identify and describe any potential large scale, significant and/or irreversible impacts:
Works to date under the Parent project, Additional Financing I and Additional Financing II, have included repairs and upgrades to the runway, resurfacing and repairs to the main road on Funafuti and construction of a new terminal. There have been no significant safeguards incidents or near misses, and no grievances have been reported. Minor incidents have been identified and remedied by the Supervising Engineer or Contractor without significant harm. A Memorandum of Understanding was signed on 2nd April 2015 with the land owners of the airport to provide an interim lease arrangement for the airport. An Abbreviated Resettlement Action Plan was prepared at the time of consultations. 38 Kaitasi (family-based landowning groups) were involved (estimated in the ARAP to represent 2880 individuals). The MoU outlines the annual rate of land lease as $AU3,000/acre, which is the standard Government rate. No non-land assets were affected and there were no resettlement or displacement of people. The Memorandum of Understanding will expire in September 2017 and the TvAIP and the Government of Tuvalu are currently working with affected landowners to ensure a new MoU or lease is completed by September 2017. The PST and MCT have also managed the compensation for tree trimming in the airport Operational Limitation Surface (OLS). In early 2017 they did not follow the provisions of the Resettlement Policy Framework with regard to compensating project affected people prior to cutting down trees, but has moved expeditiously to address this. There are no potential large scale, significant and / or irreversible impacts with the scope of work subject to additional financing. Potential impacts from local aggregate mining will be avoided by importing aggregates. All construction works will be completed within the airport precinct, laydown area adjacent to the airport and concrete batching plant (approximately 2km from the airport along the main road), with only minor impacts on neighbors and bystanders (noise, dust, transportation of materials by heavy vehicles).
2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:
The improvements to the runways are anticipated to reduce the amount of regular maintenance on the runway compared to the 'do nothing' scenario; this will avoid potential ongoing impacts from regular maintenance works. Drainage design should take into account the potential health and safety impacts of treatment and disposal infrastructure to avoid indirect or long term impacts from storm water and ground water drainage.
3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.
The 'do nothing' scenario would lead to increased regular maintenance and eventual runway failure or inoperability during periods of heavy rain or high tides. This would be disruptive to airport operations and, if not well supervised, could affect public safety. Alternative concepts for drainage have been identified in a technical study by University of Auckland and the selected method was cheaper with less disruption to airport operations. No significant difference in the avoidance or mitigation of safeguards impacts has been identified between

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the options.
4. Describe measures taken by the borrower to address safeguard policy issues. Provide an assessment of borrower capacity to plan and implement the measures described.
The TFSU are providing safeguards supervision oversight to support the PST. The TFSU have two part-time, experienced consultants providing this service. An international consultancy firm prepared the ESMP for the runway, road and terminal civil works, in compliance with OP4.01, and the TFSU completed the Version G of the ESMP for the Additional Financing III. Contractors are required to prepare Contractor's ESMP (CESMP), which are reviewed by TFSU and the Task Team prior to implementation. The Supervising Engineer supervises the Contractors CESMP implementation and provides safeguards compliance reports with their regular reporting to PST. The current roles and responsibilities of the PST and TFSU for safeguards will continue to be implemented for the additional financing. New supervision consultants and contractor(s) will adhere to the practices to date.
5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people.
Consultation has been ongoing throughout the preparation and implementation of the parent project and the additional financing projects. Consultations regarding safeguards instruments have been held in September 2011 (public consultation for parent project), October 2012 (Government stakeholders for the road project), March and April 2015 (landowners for the ARAP) and on the latest version of the ESMP (Version G) in July 2017 (public). Consultations with the Women's Council, Tuvalu Family Health Association and the Gender Affairs Department occurred in April 2017 and the stakeholders contributed to the development of Component C. Ongoing communications and engagement with the public has been done via radio announcements and site open days. One-on-one consultations have been undertaken by the PST and Contractor with village leaders, airport vendors, neighbouring businesses and with households, schools, businesses and residences along the road, before and during civil works activities. The PST has a complaints number and signs at the office and on construction sites, informing people of the project and how to make a complaint.

B. Disclosure Requirements

Environmental Assessment/Audit/Management Plan/Other	
Date of receipt by the Bank	15-Aug-2017
Date of submission to InfoShop	18-Aug-2017
For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	
"In country" Disclosure	
Tuvalu	18-Aug-2017
*Comments:*The original Project ESMP was received by the Bank on 19 August 2011, disclosed in country on 23 September 2011 and disclosed by the World Bank on 15 September 2011.	

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Resettlement Action Plan/Framework/Policy Process	
Date of receipt by the Bank	15-Aug-2013
Date of submission to InfoShop	15-Aug-2013
"In country" Disclosure	
Tuvalu	15-Aug-2013
Comments:	
Tuvalu	
Comments:	
Tuvalu	
Comments:	
If the project triggers the Pest Management and/or Physical Cultural Resources policies, the respective issues are to be addressed and disclosed as part of the Environmental Assessment/Audit/or EMP.	
If in-country disclosure of any of the above documents is not expected, please explain why::	

C. Compliance Monitoring Indicators at the Corporate Level

OP/BP/GP 4.01 - Environment Assessment						
Does the project require a stand-alone EA (including EMP) report?	Yes	[X]	No	[]	NA	[]
If yes, then did the Regional Environment Unit or Practice Manager (PM) review and approve the EA report?	Yes	[X]	No	[]	NA	[]
Are the cost and the accountabilities for the EMP incorporated in the credit/loan?	Yes	[X]	No	[]	NA	[]
OP/BP 4.12 - Involuntary Resettlement						
Has a resettlement plan/abbreviated plan/policy framework/process framework (as appropriate) been prepared?	Yes	[X]	No	[]	NA	[]
If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan?	Yes	[X]	No	[]	NA	[]
Is physical displacement/relocation expected?	Yes	[]	No	[X]	TBD	[]
Is economic displacement expected? (loss of assets or access to assets that leads to loss of income sources or other means of livelihoods)	Yes	[]	No	[X]	TBD	[]

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The World Bank Policy on Disclosure of Information						
Have relevant safeguard policies documents been sent to the World Bank's Infoshop?	Yes	[X]	No	[]	NA	[]
Have relevant documents been disclosed in-country in a public place in a form and language that are understandable and accessible to project-affected groups and local NGOs?	Yes	[X]	No	[]	NA	[]
All Safeguard Policies						
Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?	Yes	[X]	No	[]	NA	[]
Have costs related to safeguard policy measures been included in the project cost?	Yes	[X]	No	[]	NA	[]
Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?	Yes	[X]	No	[]	NA	[]
Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?	Yes	[X]	No	[]	NA	[]

V. Contact point

World Bank

Contact:Nora Weisskopf
Title:Transport Analyst

Contact:Christopher R. Bennett
Title:Lead Transport Specialist

Borrower/Client/Recipient

Name:Ministry of Finance and Econmic Development
Contact:Vavau Fatuuga
Title:Acting Permanent Secretary
Email:vfatuuga@gmail.com

Implementing Agencies

Name:Ministry of Transport and Communications
Contact:Vitoli Iosefa
Title:PST Manager
Email:faaoga@gmail.com

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VI. For more information contact:

The World Bank
1818 H Street, NW
Washington, D.C. 20433
Telephone: (202) 473-1000
Web: http://www.worldbank.org/projects

VII. Approval

Task Team Leader(s):	Name:Nora Weisskopf,Christopher R. Bennett	
Approved By:		
Safeguards Advisor:	Name: Svend Jensby (SA)	Date: 17-Aug-2017
Practice Manager/Manager:	Name: Almud Weitz (PMGR)	Date: 17-Aug-2017
Country Director:	Name:Jane Millicent Sprouster (CD)	Date:18-Aug-2017