

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

Report No.: PIDISDSA15645

Date Prepared/Updated: 01-Dec-2015

I. BASIC INFORMATION

A. Basic Project Data

Country:	Tonga	Project ID:	P156018
		Parent Project ID (if any):	P128939
Project Name:	Tonga Aviation Investment Project - Additional Financing (P156018)		
Parent Project Name:	Pacific Aviation Investment - Tonga (P128939)		
Region:	EAST ASIA AND PACIFIC		
Estimated Appraisal Date:	30-Nov-2015	Estimated Board Date:	28-Jan-2016
Practice Area (Lead):	Transport & ICT	Lending Instrument:	Investment Project Financing
Sector(s):	Aviation (100%)		
Theme(s):	Administrative and civil service reform (20%), Regional integration (60%), Natural disaster management (10%), Climate change (10%)		
Borrower(s):	Ministry of Finance and National Planning		
Implementing Agency:	Tonga Airport Ltd		
Financing (in USD Million)			
	Financing Source	Amount	
	BORROWER/RECIPIENT	0.00	
	IDA Grant	7.25	
	Pacific Regional Infrastructure Facility Trust Fund	0.21	
	Total Project Cost	7.46	
Environmental Category:	B - Partial Assessment		
Appraisal Review Decision (from Decision Note):	The review did authorize the team to appraise and negotiate		
Other Decision:			
Is this a	No		

Repeater project?	
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B. Introduction and Context

Country Context

The Kingdom of Tonga consists of 169 islands and has a total population of around 120,000. The country lies in the South Pacific and stretches over a distance of about 800 kilometers from north to south, covering a total land area of 748 square kilometers with an Exclusive Economic Zone (EEZ) of about 700,000 square kilometers. The population is primarily Polynesian, with a literacy rate close to 99 percent and a relatively low incidence of poverty. However, its small size, geographic dispersion and isolation, and limited natural resources provide a narrow economic base.

With its remote locations, small size, dispersed islands setting and other geographical factors, Tonga faces many challenges in developing and maintaining sustainable internal (intra- and interisland), regional and international transport and communication linkages, all of which are crucial to the economic development and social well-being of its population. The country is faced with limited capital resources and asset deterioration, combined with financial and administrative constraints typical of a small (micro) country, as well as increasingly onerous international transport security requirements.

Tonga has a large expatriate community and the aviation sector provides the link between friends and relatives at home in Tonga and those living elsewhere. Some 40% of passengers are visiting friends and relatives. Tonga also plays a key role in search and rescue (SAR) covering the Cook Islands, Fiji, and Samoa. Tonga’s geographical location within the region includes agreements with regional neighbours (e.g. Fiji, Niue, and New Zealand).

Sectoral and institutional Context

Aviation infrastructure is crucial to Tonga’s trade and connectivity between island groups, to the Pacific region and the rest of the world.

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.

Key Results

D. Project Description

Under the proposed AF, the project’s four components would remain:

- Component A: Aviation Infrastructure Improvements: Investments in key aviation infrastructure at Fua’amotu (TBU) and Vava’u (VAV) international airports, including but not limited to runway resurfacing, terminal building improvements and communications, navigation

and surveillance aids.

- **Component B: Aviation Sector Reform and Training.** Technical support to the ongoing sector reform process including but not limited to training for airport and regulatory staff, development of technical and legislative documentation and ongoing technical assistance in safety and security oversight through PASO. This component also includes support to the reform of PASO including preparation of a business plan and funding of restructuring costs.
- **Component C: Strengthening Airport Operations and Management Capacity.** This component includes: (i) a study into the Options for Regional Aviation Supply; (ii) a study to review the options for Long-Term Sustainability of Aviation Infrastructure; and (iii) an Analysis of Flight Information Region (FIR) to review the revenues received by the participating countries for access to the FIR and to consider options for improvements to the current approach.
- **Component D: Project Support.** Support required by various parties involved in the implementation of the project, primarily the Technical and Fiduciary Services Unit (TFSU) and the Project Manager for TAIP.

The majority of the Additional Financing investments will aim to complete activities under the parent project. The only new construction activity proposed under the AF is a new Air Traffic Control Tower (TBU) at Fua'amotu International Airport (USD 2.50 million): The existing control tower location needs to be relocated to be more centered on the runway to provide unhindered sightlines, which is key for touchdown areas. When the original airport was developed, the runway was under 2000 meters in length, but this was extended to over 2600 meters in the late 1990's. New technologies such as ADS-B, upgraded airfield ground lighting and communications equipment in the current tower are also not compliant with the current positioning of the existing tower. The A3 Strategic Infrastructure Plan outlined the optimal location for the tower, which meets the compliance requirements of the airport operations certificate.

In addition to the new control tower, the AF will upgrade the control tower cab for Lupepau'u International Airport (USD 250,000) by replacing equipment with up-to-date technologies to meet airport certification requirements. This is expected to have minimal impacts, which will be readily managed with the existing ESMP.

Component Name

Component A: Aviation Infrastructure Improvements

Comments (optional)

Component Name

Component B: Aviation Sector Reform and Training

Comments (optional)

Component Name

Component C: Strengthening Airport Operations and Management Capacity

Comments (optional)

Component Name

Component D: Project Support

Comments (optional)

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

The investments will be at Tonga's two main airports: Tongatapu Fua'amotu International (TBU) and Vava'u (VAV). These provide access to the main population and holiday centers respectively. The project's investments will take place entirely on existing airport lands.

The only additional structural/infrastructure works proposed under the AF would be the construction of a new air traffic control tower at Fua'amotu International Airport. This tower would be located wholly within the secure airfield adjacent to other airfield infrastructure (fire station etc).

F. Environmental and Social Safeguards Specialists

Nicholas John Valentine (GENDR)

Ross James Butler (GSURR)

II. Implementation

Institutional and Implementation Arrangements

The AF does not include any changes to the implementation arrangements of the parent project. The recipient remains the Ministry of Finance and National Planning (MFNP), with Tonga Airports Ltd. (TAL) as the implementing agency. The Technical Fiduciary and Services Unit (TFSU) of TAL continues to provide technical support to the project and a National Steering Committee (NSC) continues to advise the government.

III. Safeguard Policies that might apply

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	The physical interventions of the parent project include improvements to the runways, improvements to terminals, and provision of navigation aids. The only construction/infrastructure related activities proposed by the AF is the construction of a new air traffic control tower in a new location wholly within the secure area of the airfield. All activities (for parent and AF) will be undertaken within the areas of the existing airports. The project

		<p>is Category B based on the screening criteria provided in the Environmental and Social Management Framework (ESMF) prepared for the Pacific Aviation Investment Project. 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. As noted above, the area of influence is very limited as the civil works will be carried out within the existing property boundaries of the airports. In summary, the main potential environmental impacts and concerns identified include: (i) construction-related nuisances such as noise, dust from construction and exhaust emissions from machines; (ii) disturbance to local traffic; (iii) construction workers' and community safety; (iv) risks from the use and disposal of hazardous materials such as used fuel and lubricants; (v) land clearance around the boundary of the airport; (vi) solid waste and wastewater management during construction and operation.</p> <p>In February 2011 an overarching ESMP (Tonga Airports Limited and Ministry of Public Enterprises, February 22, 2011. Environmental and Social Management Plan for Tonga Aviation Infrastructure Investment Project) was published for all components of the TAIP.</p> <p>This EMSP has now been updated to address the minor additional impacts associated with the control tower construction.</p> <p>In addition to the new control tower, the AF will fund an upgraded control tower cab for Lupepau'u International Airport (USD 250,000): the control tower cab needs upgrading and replacement of equipment with new technologies to meet airport certification requirements. This is expected to have minimal impacts which will be readily managed with the existing ESMP.</p>
Natural Habitats OP/BP 4.04	No	
Forests OP/BP 4.36	No	
Pest Management OP 4.09	No	

Physical Cultural Resources OP/BP 4.11	No	
Indigenous Peoples OP/BP 4.10	No	
Involuntary Resettlement OP/BP 4.12	No	
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

A. Summary of Key Safeguard Issues

<p>1. Describe any safeguard issues and impacts associated with the proposed project. Identify and describe any potential large scale, significant and/or irreversible impacts:</p> <p>The only construction/infrastructure related activities proposed by the AF is the construction of a new air traffic control tower in a new location wholly within the secure area of the airfield.</p> <p>The physical interventions of the parent project include improvements to the runways, improvements to terminals, and provision of navigation aids. All activities will be undertaken within the areas of the existing airports. The project is Category B based on the screening criteria provided in the Environmental and Social Management Framework (ESMF) prepared for the Pacific Aviation Investment Project. 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. As noted above, the area of influence is very limited as the civil works will be carried out within the existing property boundaries of the airports. In summary, the main potential environmental impacts and concerns identified include: (i) construction-related nuisances such as noise, dust from construction and exhaust emissions from machines; (ii) disturbance to local traffic; (iii) construction workers' and community safety; (iv) risks from the use and disposal of hazardous materials such as used fuel and lubricants; (v) land clearance around the boundary of the airport; (vi) solid waste and wastewater management during construction and operation.</p> <p>Following the safeguards approach laid out by the ESMF, an Environmental Management Plan (EMP) was prepared to address the afore mentioned environmental impacts and concerns. The EMP will form part of the contract and hence the contractor will be legally bound to comply with the EMP. The EMP comprises four main components, namely, mitigation plans, monitoring plans, institutional arrangements, and a field supervision checklist. It covers the design, construction and operational phases of the project, and summarizes the budget, reporting arrangements, timing and the responsibility for its implementation and supervision. The mitigation measures are built on relevant national laws and regulations, EHS Guidelines for Occupational Health and Safety, and OP4.01. The field supervision checklist will be used by the supervising engineers. The signed checklists will be provided to the Head of Civil Aviation Department (CAD), who will be responsible for the compliance reporting to the Bank.</p>

<p>The project will not have an impact on people's lands, assets, access to assets or livelihoods in any way. Investments are taking place on existing airports, and therefore no land acquisition or resettlement is envisioned. These lands are not used in any way by any persons outside the airports, as all airports are fenced and secure and are used for aviation operations only. No businesses will be affected in any way by the project. The lands where the two airports are located are already leased by GoT. In early 2011 negotiations were completed with lease holders at Fua'amotu and Vava'u Airports to renew lease agreements with the GoT. These negotiations resulted in major increases in the annual lease rates. The GoT decided it would hold these agreements and sub-lease to TAL.</p> <p>OP 4.10 Indigenous People is not triggered because people in the project area in Tonga are not considered indigenous as per the World Bank's Indigenous People's Policy (OP 4.10). Tongans are predominantly homogenous (Polynesian). The 2006 Census for the Kingdom of Tonga showed that over 96 percent of the Tongan population is Tongan (Polynesian).</p>
<p>2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:</p>
<p>The improved airport safety and facilities as the result of the project may increase the frequency of flights, and traffic of vehicles and people in the surrounding area. The flight frequency, though expected to grow, will still be low. Therefore the increase in long-term impacts is expected to be marginal. Furthermore, flight safety (especially during approach/landing and departure) will be increased greatly as a result of the new air traffic control tower.</p>
<p>3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.</p>
<p>There are no project alternatives as the investments are being made at the existing airports and relocation of the airports is not feasible because of the cost under the parent project have been identified and management systems included in the ESMP.</p>
<p>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.</p>
<p>In February 2011 an overarching ESMP (Tonga Airports Limited and Ministry of Public Enterprises, February 22, 2011. Environmental and Social Management Plan for Tonga Aviation Infrastructure Investment Project) was published for all components of the TAIP.</p> <p>This EMSP has now been updated to address the minor additional impacts associated with the control tower construction and has been disclosed in country and at the InfoShop. The implementation of the ESMP shall be monitored by the Design and Supervision Consultant on behalf of MCTDD. The Ministry of the Environment (MOE) shall oversee environmental compliance. With the combination of the supervision consultant and MOB there is sufficient capacity to address safeguard issues. Potential risks in implementing the ESMP due to low client capacity will be mitigated by having the project's Design and Supervision.</p> <p>Consultant monitor and report on safeguard compliance as part of their project supervision activities. The Bank and the Design and Supervision Consultants will continue to provide training to the Airport operational staff and the environmental staff in Tonga. Consultations were undertaken by the Borrower and the feedback will be used during project design. Importantly, a dedicated safeguards person is presently being recruited by the TFSU to monitor safeguards across the PAIP projects.</p>
<p>5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure</p>

on safeguard policies, with an emphasis on potentially affected people.
The key stakeholders of the project are the people who live or work in buildings close to the airport. Consultations have been held to inform stakeholders of the proposed project, the potential impacts, and proposed measures and arrangements to address the impacts. Other potential stakeholders include airport passengers, aircraft operations and airport services providers.

B. Disclosure Requirements

Environmental Assessment/Audit/Management Plan/Other	
Date of receipt by the Bank	28-Oct-2015
Date of submission to InfoShop	03-Dec-2015
For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	////
"In country" Disclosure	
Tonga Region	05-Nov-2015
<i>Comments:</i> The revised ESMP version needs to be redisclosed in-country and at Infoshop to include findings from consultations. Consultations were done in country on November 26, no major issue was found.	
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 [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
If yes, then did the Regional Environment Unit or Practice Manager (PM) review and approve the EA report?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Are the cost and the accountabilities for the EMP incorporated in the credit/loan?	Yes [<input type="checkbox"/>] No [<input type="checkbox"/>] NA [<input checked="" type="checkbox"/>]
The World Bank Policy on Disclosure of Information	
Have relevant safeguard policies documents been sent to the World Bank's Infoshop?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
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 [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
All Safeguard Policies	
Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Have costs related to safeguard policy measures been included	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]

in the project cost?	
Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]

V. Contact point

World Bank

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Borrower/Client/Recipient

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VI. For more information contact:

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VII. Approval

Task Team Leader(s):	Name: Julie Babinard, Christopher R. Bennett	
Approved By		
Safeguards Advisor:	Name: Peter Leonard (SA)	Date: 04-Dec-2015
Practice Manager/ Manager:	Name: Arturo Ardila Gomez (PMGR)	Date: 04-Dec-2015
Country Director:	Name: Franz R. Drees-Gross (CD)	Date: 08-Dec-2015