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Report No: PAD1669

INTERNATIONAL DEVELOPMENT ASSOCIATION

PROJECT PAPER

ON A

PROPOSED ADDITIONAL CREDIT

IN THE AMOUNT OF SDR12.10 MILLION  
(US\$ 16.62 MILLION EQUIVALENT)

TO THE

INDEPENDENT STATE OF SAMOA

AND

PROJECT RESTRUCTURING

FOR THE

SAMOA AVIATION INVESTMENT PROJECT

JUNE 6, 2016

Transport & ICT Global Practice  
East Asia and Pacific Region

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## CURRENCY EQUIVALENTS

(Exchange Rate Effective February 29, 2016)

Currency Unit = Tala  
WST 2.5967 = US\$1  
US\$1.38131 = SDR 1

FISCAL YEAR  
January 1 – December 31

## ABBREVIATIONS AND ACRONYMS

AF	Additional Financing
APW	Faleolo International Airport
CEMP	Contractor's Environmental Management Plan
DA	Designated Account
DSA	Debt Sustainability Analysis
EIB	European Investment Bank
EIRR	Economic internal rate of return
EMP	Environmental Management Plan
GOS	Government of Samoa
GRM	Grievance Redress Mechanism
IA	Implementing Agency
ICAO	International Civil Aviation Organization
IDA	International Development Association
IESMP	Integrated Environmental and Social Management Plan
MNRE	Ministry of Natural Resources and Environment
MOF	Ministry of Finance
MWTI	Ministry of Works, Transport and Infrastructure
PAIP	Pacific Aviation Investment Program
PASO	Pacific Aviation Safety Office
PDO	Project Development Objective
PICs	Pacific Island Countries
PRIF	Pacific Regional Infrastructure Facility
PUMA	Planning and Urban Management Agency
SAA	Samoa Airport Authority
SAIP	Samoa Aviation Investment Project
SCG	Shanghai Construction Group
SDR	Special Drawing Rights
TFSU	Technical and Fiduciary Services Unit
VFR	Visiting Friends and Relatives
VSAT	Very Small Aperture Terminal

Regional Vice President:	Victoria Kwakwa
Country Director:	Franz R. Drees-Gross
Senior Global Practice Director:	Pierre Guislain
Practice Manager/Manager:	Michel Kerf
Task Team Leader:	Christopher J. De Serio

**SAMOA**  
**SAMOA AVIATION INVESTMENT PROJECT – ADDITIONAL FINANCING**

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## ADDITIONAL FINANCING DATA SHEET

*Samoa*

*Samoa Aviation Investment Project Additional Financing (P157241)*

*EAST ASIA AND PACIFIC REGION*

*Transport & ICT Global Practice*

Basic Information – Parent									
Parent Project ID:		P143408			Original EA Category:		B - Partial Assessment		
Current Closing Date:		30-Jun-2019							
Basic Information – Additional Financing (AF)									
Project ID:		P157241			Additional Financing Type (from AUS):		Scale Up		
Regional Vice President:		Victoria Kwakwa			Proposed EA Category:		B		
Country Director:		Franz R. Drees-Gross			Expected Effectiveness Date:		30-Jun-2016		
Senior Global Practice Director:		Pierre Guislain			Expected Closing Date:		30-Jun-2019		
Practice Manager/Manager:		Michel Kerf			Report No:		PAD1669		
Team Leader(s):		Christopher J. De Serio							
Borrower									
Organization Name		Contact		Title	Telephone		Email		
Independent State of Samoa		Mr. Lavea Tupa'imatuna Iulai Lavea		Chief Executive Officer, Ministry of Finance	68534333		iulai.lavea@mof.gov.ws		
Project Financing Data - Parent ( Samoa Aviation Investment Project-P143408 ) (in USD Million)									
Key Dates									
Project	Ln/Cr/TF	Status	Approval Date	Signing Date	Effectiveness Date	Original Closing Date	Revised Closing Date		
P143408	IDA-H9140	Effective	06-Mar-2014	08-May-2014	06-Aug-2014	30-Jun-2019	30-Jun-2019		
P143408	TF-17019	Effective	08-May-2014	08-May-2014	08-May-2014	30-Jun-2019	30-Jun-2019		
Disbursements									
Project	Ln/Cr/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	% Disbursed
P143408	IDA-H9140	Effective	USD	25.00	25.00	0.00	1.31	21.25	5.22
P143408	TF-17019	Effective	USD	0.30	0.30	0.00	0.24	0.06	78.75

<b>Project Financing Data - Samoa Aviation Investment Project Additional Financing ( P157241 ) (in USD Million)</b>				
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<input type="checkbox"/>	Loan	<input type="checkbox"/>	Grant	<input type="checkbox"/>	IDA Grant
<input checked="" type="checkbox"/>	Credit	<input type="checkbox"/>	Guarantee	<input type="checkbox"/>	Other

Total Project Cost:	17.87	Total Bank Financing:	16.62
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Financing Gap:	0.00
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<b>Financing Source – Additional Financing (AF)</b>	<b>Amount</b>
BORROWER/RECIPIENT	1.25
International Development Association (IDA)	16.62
<b>Total</b>	<b>17.87</b>

<b>Policy Waivers</b>	
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Does the project depart from the CAS in content or in other significant respects?	No
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Explanation
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Does the project require any policy waiver(s)?	No
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Explanation
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<b>Team Composition</b>				
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<b>Bank Staff</b>				
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Name	Role	Title	Specialization	Unit
Christopher J. De Serio	Team Leader (ADM Responsible)	Transport Specialist	Transport	GTIDR
Cristiano Costa e Silva Nunes	Procurement Specialist	Senior Procurement Specialist	Procurement	GGODR
David Bruce Whitehead	Financial Management Specialist	Financial Management Specialist	Financial Management	GGODR
Aldo Giovannitti	Team Member	Air Transport Specialist	Air Transport	GTIDR
Charles E. Schlumberger	Team Member	Lead Air Transport Specialist	Air Transport	GTIDR
Christopher R. Bennett	Co-Team Leader	Lead Transport Specialist	Transport	GTIDR
Kanya Hilary Baratha Raj	Team Member	Team Assistant	Administrative Client Support	EACNF
Marjorie Mpundu	Counsel	Senior Counsel	Legal	LEGES
Loren Atkins	Counsel	Associate Counsel	Legal	LEGES
Nicholas John	Environmental	Consultant	Environment	GENDR

Valentine	Specialist				
Ross James Butler	Safeguards Specialist	Senior Social Development Specialist	Safeguards		GSURR
Chau-Ching Shen	Team Member	Senior Finance Officer	Loan Officer		WFLAN
<b>Extended Team</b>					
<b>Name</b>		<b>Title</b>		<b>Location</b>	
<b>Locations</b>					
<b>Country</b>	<b>First Administrative Division</b>	<b>Location</b>	<b>Planned</b>	<b>Actual</b>	<b>Comments</b>
Samoa	null	Faleolo	X	X	
<b>Institutional Data</b>					
<b>Parent ( Samoa Aviation Investment Project-P143408 )</b>					
<b>Practice Area (Lead)</b>					
Transport & ICT					
<b>Contributing Practice Areas</b>					
<b>Cross Cutting Topics</b>					
[ X ] Climate Change					
[ ] Fragile, Conflict & Violence					
[ ] Gender					
[ ] Jobs					
[ ] Public Private Partnership					
<b>Sectors / Climate Change</b>					
Sector (Maximum 5 and total % must equal 100)					
Major Sector	Sector	%	Adaptation Co-benefits %	Mitigation Co-benefits %	
Transportation	Aviation	92	50		
Public Administration, Law, and Justice	Public administration-Transportation	8			
Total		100			
<b>Themes</b>					
Theme (Maximum 5 and total % must equal 100)					
Major theme	Theme	%			

Trade and integration	Regional integration	46		
Trade and integration	Trade facilitation and market access	46		
Public sector governance	Other public sector governance	6		
Social protection and risk management	Natural disaster management	2		
Total		100		
<b>Additional Financing Samoa Aviation Investment Project Additional Financing (P157241)</b>				
<b>Practice Area (Lead)</b>				
Transport & ICT				
<b>Contributing Practice Areas</b>				
<b>Cross Cutting Topics</b>				
[ X ] Climate Change				
[ ] Fragile, Conflict & Violence				
[ ] Gender				
[ ] Jobs				
[ ] Public Private Partnership				
<b>Sectors / Climate Change</b>				
Sector (Maximum 5 and total % must equal 100)				
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Transportation	Aviation	92	50	
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Theme (Maximum 5 and total % must equal 100)				
Major theme	Theme	%		
Trade and integration	Regional integration	46		
Trade and integration	Trade facilitation and market access	46		
Public sector governance	Other public sector governance	6		
Social protection and risk management	Natural disaster management	2		
Total		100		

## **I. Introduction**

1. This Project Paper seeks the approval of the Board of Executive Directors to provide Additional Financing (AF) consisting of an International Development Association (IDA) Credit in an amount of SDR 12.1 million<sup>1</sup> (or US\$16.62 million equivalent) to the Independent State of Samoa for the Samoa Aviation Investment Project (SAIP) (Project ID P143408, IDA-H9140).
2. The proposed additional IDA Credit would finance the costs related to changes in the co-financing arrangements with the European Investment Bank (EIB) and an expanded scope of work required because of a new terminal investment financed by the Export-Import Bank of China (China EXIM Bank).
3. In addition, the proposed Additional Financing includes a Level II Restructuring of SAIP to:
  - Revise the Results Framework and monitoring indicators;
  - Change safeguard requirements to acknowledge the new terminal investment through development and monitoring of an Integrated Environmental and Social Management Plan (IESMP), and associated legal covenants;
  - Change financing arrangements and disbursement estimates;
  - Change components and costs; and
  - Change the implementation schedule.
4. The modifications proposed as part of this restructuring are within the scope of SAIP, and will not change the Project Development Objective (PDO) or impact the fiduciary or implementation arrangements that are currently in place for SAIP. The expanded scope of investment will not detract from SAIP's current activities, no additional safeguards will be triggered, and there will be no change to the safeguards rating.

## **II. Background and Rationale for Additional Financing in the amount of US\$16.62 million.**

5. The economy of Samoa, like other remote and sparsely-populated Pacific Island Countries (PICs), is highly dependent on air transport. Airline services are regular, but limited. In 2013, the travel industry's contribution to Samoa's economy was more than 20 percent of gross domestic product (GDP), with international tourism receipts amounting to approximately US\$137.2 million. Failure to address aerodrome safety, particularly as it relates to runway and apron conditions that would result in eventual withdrawal or curtailment of international airline services, would ultimately affect the flows of tourism, remittances, labor, goods, services, knowledge and investments.<sup>2</sup>
6. In December 2011 IDA approved the Pacific Aviation Investment Program (PAIP), a regional, horizontal Adaptable Program Loan that consists of a series of projects designed to ensure that critical aviation infrastructure meets operational safety requirements, as well as to strengthen

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<sup>1</sup> Comprising a national IDA contribution of SDR 1.2 million (about US\$ 1.7 million equivalent) and a regional IDA contribution of approximately SDR 10.9 million (about US\$14.92 million equivalent).

<sup>2</sup> This risk materialized in Vanuatu in early 2016 when Air New Zealand, QANTAS and Virgin Airlines halted all flights due to concerns over the runway condition. There was a major negative impact on tourism as well as migrant workers.



regulatory compliance of international air transport of the participating PICs. Major elements of the US\$187.2 million program focus on the upgrading of airport infrastructure and aeronautical equipment, and the strengthening of policy and regulatory capacity. Phase I of PAIP included projects in Kiribati, Tonga and Tuvalu. Samoa entered the program in April 2014 as Phase 2, and IDA has since approved Phase 3 incorporating Vanuatu in May 2015. IDA also approved a Pacific Aviation Safety Office (PASO) Reform Project in September 2013 in support of the regional entity's regulatory mandates.

7. SAIP was approved by the Board of Executive Directors on April 8, 2014 and became effective on August 6, 2014, with total IDA grant financing of SDR 16.3 million (US\$25 million equivalent). The IDA funding comprised a US\$5 million national IDA grant and a US\$20 million regional IDA grant. A counterpart contribution of approximately US\$5 million is in the form of foregone taxes. The Pacific Region Infrastructure Facility (PRIF) is contributing US\$300,000 for the direct engagement of the Pacific Aviation Safety Office in regulatory advisory services.

8. The original project design included four components with a total cost of US\$38.64 million:

- *Component A: International Airport Infrastructure Investments (total costs of approximately US\$32.52 million, including taxes and contingencies).* Carrying out of aviation infrastructure investments at the Faleolo airport, including: rehabilitation of airport runways, taxiways, and aprons; installation of new navigation aids, automatic weather monitoring, safety and security equipment, and air traffic control equipment; upgrading of generator capacity and installation of energy efficient equipment such as terminal lighting; provision of water storage tanks; security improvements such as closed circuit television; upgrading of runway lighting; provision or upgrading of fire safety equipment; provision of the Very Small Aperture Terminal (VSAT) secure communications system; and provision of the design and supervision consulting services required for implementation of the infrastructure investments.
- *Component B: Strengthening Policy and Regulatory Capacity, and Training (total costs of approximately US\$1.57 million, including taxes and contingencies).* Carrying out of technical assistance and training designed to improve aviation sector management, policy, safety and security oversight; development of a national aviation policy; and safety and security oversight audits.
- *Component C: Strengthening airport operations and management capacity (total costs of approximately US\$1.58 million, including taxes and contingencies).* Carrying out of activities to strengthen airport operations and management capacity, including among other things: studies to assess the current conditions of the aviation sector and airports; development of a strategic business plan; and training on aviation policy, management, and operations.
- *Component D: Project Support (total costs of approximately US\$2.97 million, including taxes and contingencies,).* Provision of support required for the project, including, among other things: technical, advisory, and administrative support to the PAIP Technical and Fiduciary Services Unit (TFSU) and the Project Support Team; and annual subscriptions for the operation of the VSAT infrastructure during project implementation.

9. Project Status. The Project is in the second year of a five year implementation schedule. The progress towards achieving the PDO and project implementation progress have been rated *Satisfactory* and *Moderately Satisfactory*, respectively since December 2014. Legislation for the introduction of the AU\$5 Safety and Security Levy on international departing passengers was approved by the Government of Samoa (GOS) in May 2015 and revenue collection started in October 2015. This represents a major policy achievement (as reflected in the project outcome indicators) that will result in increased fiscal resources towards safe and secure air transport.

10. The Design and Supervision consultant for the airside pavement works on the runway, taxiway and apron has developed initial designs for the original scope of works; however, the need for proper interface of airside apron pavements and fuel hydrant infrastructure with the new terminal building and associated air bridges, as well as modifications to airfield drainage, has created implementation delays. Procurement of the Design and Supervision Consultant of airfield ground lighting, navigational aids and air traffic control equipment is in progress and is expected to commence in April 2016. The site location and specifications of the VSAT equipment for the regional point-to-point aeronautical communication network has been finalized, and its supply and installation are expected to be completed in 2016. New fire safety uniforms and other equipment have been procured and are in use. Purchasing through a regional procurement (acquiring the equipment for all PAIP projects at the same time) is under way for two fire rescue vehicles to meet the specified airfield rescue and firefighting Category 9. Delivery is expected by mid-2017. While the implementation scheduled has shifted, the project is still on track to conclude before the current closing date of June 30, 2019. No extension of closing date is foreseen at this time.

11. The project is in compliance with the legal covenants and there are no outstanding audits. As noted above, the collection of the safety and security levy was complied with in October 2015. The recipient is compliant with all financial covenants of the legal agreement including audited financial statements. All other covenants related to project management and reporting are currently in compliance.

12. As of March 31, 2016, the disbursement rate for the original IDA Grant (H9140) was 5.22 percent (or approximately US\$1.31 million of the total current grant equivalent of US\$22.56 million available). This reflects the inability of the project to undertake full designs and tender runway works until the terminal design – funded separately (see below) – can be completed. The associated PRIF Grant (TF-17019) has disbursed 78.75 percent (or US\$236,250 of the US\$300,000 available). The disbursement rates of both the original IDA Grant and proposed IDA Credit are expected to accelerate significantly in 2017 as the major civil works are expected by then to be fully underway.

13. Rationale for AF and Restructuring. The need for the AF and restructuring at this stage of the implementation cycle stems from two developments: (i) the Government's decision to build a new, expanded terminal building that increases the project scope; and (ii) the Government's decision to replace EIB financing with IDA due to more favorable borrowing terms. There are no foreseen savings from other project activities that can be applied to the AF.

14. Terminal Expansion: In September 2014 (after SAIP approval), GOS advised that it had committed to upgrading the terminal, car park and other infrastructure at Faleolo International Airport and awarded a US\$56 million design-build contract to Shanghai Construction Group (SCG) to be financed by a China EXIM Bank loan. The terminal investment decision is driven by Samoa's

development strategy of attracting a more robust aviation market and enabling the growth of the Samoan tourism industry. As a result of the GOS terminal investment decision, additional civil works are now required with respect to the terminal and airside pavement interfaces. Revision of the apron pavement strength design will be required, as well as an apron and taxiways expansion of approximately 9,500m<sup>2</sup> to create a total surface area of approximately 45,500m<sup>2</sup> to enable safe aircraft operations. The new terminal interface, which includes passenger air bridges, also requires a reconfiguration of fuel hydrant infrastructure to accommodate new aircraft parking patterns and modifications to the airfield drainage. These changes increase the investment and project management costs of the airside pavements by approximately US\$8.28 million.

15. Considering the nature of the additional project activities and the concurrent implementation timeframes, the terminal building project is considered to be an associated project. The implication for the GOS and World Bank is that management of the impacts associated with the terminal upgrade (expected to include issues such as materials sourcing, traffic and pedestrian management, workplace safety and other construction related impacts) will need to comply with the World Bank's environmental and social management safeguard policies. To meet the World Bank policy requirement on Environmental Assessment (OP/BP4.01), as well as ensure application of GOS legislation, an Integrated Environmental and Social Management Plan (IESMP) has been developed that will ensure consistency in identification of environmental and social impacts, and outline the requisite mitigation measures to be defined in the Contractor's Environmental Management Plans for both SAIP and the terminal project.

16. European Investment Bank Financing: At the time of the original project approval, parallel financing from the European Investment Bank (EIB) of US\$8.34 million equivalent in concessional loans and grants was envisaged. The expectation was that the EIB would finance three activities: (i) a portion of the runway, taxiway and apron pavement (lending of approximately US\$7.52m equivalent) under Component A; (ii) a Samoa National Air Transport Strategy under Component B (grant funding of approximately US\$0.41m equivalent); and (iii) an SAA Strategy and Business Plan under Component C (grant funding of approximately US\$0.41m equivalent). As part of its debt management strategy, the GOS has since requested that IDA Credit resources be used to meet all SAIP activities, including those that were previously to be financed by the EIB. The GOS rationale for the change in project financiers is that the longer tenure and concessional terms of IDA Credit provide greater fiscal flexibility in the medium term. The dated legal covenant in the Financing Agreement on securing EIB financing by December 31, 2014, is no longer relevant, and would therefore be removed as part of the project restructuring.

17. Several alternatives to the use of IDA for additional financing were considered. These included increasing the EIB contribution to cover the expanded scope. However, the GOS debt management strategy is to use IDA resources due to the lower cost of capital. Three technical solutions were considered: (i) maintaining the existing arrangements, with SAIP rehabilitating the existing apron and SCG extending the apron to meet the new terminal requirements; (ii) SAIP financing the runway and navigational aids, and the terminal project undertaking all apron and fuel hydrant infrastructure works; or (iii) SAIP financing all airside investments and SCG constructing all landside investments. The first alternative above was not pursued, as dividing the apron rehabilitation and improvement works between two contractors was not considered a sound technical proposition. The second option was not aligned with the GOS strategy, which seeks to limit debt exposure under the China EXIM loan in favor of drawing upon IDA concessional borrowing. The

third alternative was adopted as it would enable GOS to use IDA resources to finance all airside investments under SAIP and would be the most efficient for implementation.

18. There is no change to the original project development objective, which is to improve operational safety and oversight of international air transport and associated infrastructure. An additional results indicator on citizen engagement is now included, which is intended to report on the resolution of issues through the grievance redress mechanism established as part of the project's implementation arrangements.

19. There are also no changes to the implementation, fiduciary or disbursement arrangements in the project. The recipient has requested a segregated designated account (DA) for the AF to assist in managing the funds, which is consistent with the existing arrangements where the PRIF DA is segregated from the original IDA. With the exception of Part 2(c) as defined in the Financing Agreement, which is funded through the PRIF Grant, the additional IDA Credit will finance eligible expenditures (exclusive of taxes): (i) at 100 percent of goods, works, non-consulting services, consultants' services, training and operating costs; and (ii) at 100 percent of TFSU costs paid as per the terms of the Service Agreement. The recipient's contribution is in the form of foregone taxes. Project procurement will continue to be carried out in accordance with the World Bank's "Guidelines: Procurement of Goods, Works and non-consulting services under IBRD Loans and IDA Credits and Grants by World Bank Borrowers" dated January 2011; and "Guidelines: Selection and Employment of Consultants under IBRD Loans and IDA Credits and Grants by World Bank Borrowers" dated January 2011, as this is consistent with the current Program arrangements.

20. The additional financing remains aligned with the Government's Strategy for the Development of Samoa (2012-2016), which recognizes that improving transport infrastructure is a priority for enabling growth in tourism. It is also consistent with the World Bank Group's Country Partnership Strategy (CPS) (2013-2016) (Report 67194-WS) and with the World Bank Group's twin goals of ending extreme poverty and boosting shared prosperity as it seeks to ensure access and connectivity to global and regional markets in a remote island country. Further, the CPS acknowledges that the level of finance required for aviation investments exceeds the national IDA allocation. Additional IDA Regional funding is again being leveraged with a national IDA contribution of SDR1.2 million (about US\$1.7 million equivalent) and a regional IDA contribution of approximately SDR10.9 million (about US\$14.92 million equivalent). The primary justification for utilizing Regional IDA resources is that the connective infrastructure investments in improved international airport infrastructure and aviation safety oversight can bring regional cross-country benefits by further enabling potential intra-regional passenger and air freight services.

### III. Proposed Changes

#### Summary of Proposed Changes

Additional Financing in a total amount of US\$16.62 million is sought to:

- (i) Increase the scope of air side pavement works (US\$8.28 million), and accommodate an incremental increase to project management costs due to the increase in activities under the AF. In particular, the GOS decision to construct a new airport terminal building requires expansion and strengthening of the apron and taxiways, reconfiguration of the fuel hydrant

- infrastructure, and modifications to airfield drainage; and
- (ii) Replace the co-financing originally envisaged from EIB (US\$8.34 million) - all activities would now be funded through IDA resources.

The original Financing Agreement would be amended to:

- (i) Remove EIB as co-financier and delete the related legal covenant;
- (ii) Make eligible for IDA financing the two technical assistance activities - the National Air Transport Sector Strategy and the Samoa Airport Authority (SAA) Strategy and Business Plan - which were previously to be funded by EIB;
- (iii) Amend Schedule 1 – Project Description to reflect the change in scope of works to include the apron expansion and fuel hydrant reconfiguration as eligible project activities;
- (iv) Include the requirement of an Integrated Environmental and Social Management Plan (IESMP) related to the safeguard association between SAIP and the new terminal development project financed by China EXIM Bank; and
- (v) Revise several definitions to ensure consistent use of terms throughout the Program.

Change in Implementing Agency	Yes [ ] No [ X ]
Change in Project's Development Objectives	Yes [ ] No [ X ]
Change in Results Framework	Yes [ X ] No [ ]
Change in Safeguard Policies Triggered	Yes [ ] No [ X ]
Change of EA category	Yes [ ] No [ X ]
Other Changes to Safeguards	Yes [ X ] No [ ]
Change in Legal Covenants	Yes [ X ] No [ ]
Change in Loan Closing Date(s)	Yes [ ] No [ X ]
Cancellations Proposed	Yes [ ] No [ X ]
Change in Disbursement Arrangements	Yes [ ] No [ X ]
Reallocation between Disbursement Categories	Yes [ X ] No [ ]
Change in Disbursement Estimates	Yes [ X ] No [ ]
Change to Components and Cost	Yes [ X ] No [ ]
Change in Institutional Arrangements	Yes [ ] No [ X ]
Change in Financial Management	Yes [ ] No [ X ]
Change in Procurement	Yes [ ] No [ X ]
Change in Implementation Schedule	Yes [ X ] No [ ]
Other Change(s)	Yes [ ] No [ X ]

**Development Objective/Results**

**Project's Development Objectives**

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

**Change in Results Framework**

Explanation:  
 In consultation with SAA, a new citizen engagement indicator is added to the results framework - SAA to publish periodic reports on Grievance Redress Mechanism (GRM), including time taken to resolve issues and the resolution rates. The GRM has already been established for the project and is being monitored by SAA. The Quarterly Progress reports include information on complaints received and how these have been addressed, and the time in which resolution was achieved.

**Compliance**

**Other Changes to Safeguards**

Explanation:  
 There are no changes to the current Environmental Category B classification. However, SAIP is associated with the China EXIM Bank funded terminal improvement project as the terminal building is being developed at the same project location, is being implemented contemporaneously, and will have an impact on the ability of the project to deliver improved operational safety. Agreement between the terminal contractor, SCG, the Ministry of Finance (MOF) as signatory to the terminal contract, and SAA was reached on implementing an IESMP for all investments at Faleolo Airport, which will support greater coordination and alignment with Samoa's own codes and international good practice.

**Covenants - Additional Financing ( Samoa Aviation Investment Project Additional Financing - P157241 )**

Source of Funds	Finance Agreement Reference	Description of Covenants	Date Due	Recurrent	Frequency	Action
IDA	Schedule 2, Section II. A.F.1 Safeguards	Carry out the Project in accordance with the provisions of the Integrated Environmental and Social Management Plan (IESMP).		X	Continuous	New
IDA	Schedule 2, Section II. A.F.2 Safeguards	Ensure that each contract for civil works in the Project Area of Influence includes the obligation of the relevant contractor and any sub-contractors to comply with the relevant provisions of the IESMP applicable to such civil works commissioned/awarded pursuant to said contract, including the obligation to possess all required permits and licenses for construction		X	Continuous	New

		material extraction.				
IDA	Schedule 2, Section II. A.F.3 Safeguards	Ensure that all waste generated in the Project Area of Influence shall be safely and adequately managed and disposed of, in a manner satisfactory to the Association, and in accordance with the IESMP.		X	Continuous	New
IDA	Schedule 2, Section II. A.F.4 Safeguards	(a) Monitor the status of compliance with the IESMP; and (b) Prepare and furnish quarterly reports on the results of such monitoring activities, giving details of: (a) measures taken in furtherance of the IESMP; (b) conditions, if any, which interfere or threaten to interfere with the implementation of the IESMP; and (c) remedial measures taken or required to be taken.		X	Continuous	New
IDA	Schedule 2, Section II. A.F.5 Safeguards	Afford the Association a reasonable opportunity to review the reports prepared under paragraph 4 of this Part F, and thereafter shall carry out or cause to be carried out, with due diligence, all remedial measures agreed with the Association so as to ensure the proper implementation of the Project in accordance with the IESMP.		X	Continuous	New
IDA	Schedule 2, Section II. A.F.6 Safeguards	Not amend or waive any provision of the provisions of the IESMP. In the event of a conflict between the provisions of the IESMP, and those of this Agreement, the latter shall prevail.		X	Continuous	New

**Covenants - Parent ( Samoa Aviation Investment Project - P143408 )**

Ln/Cr/TF	Finance Agreement Reference	Description of Covenants	Date Due	Status	Recurrent	Frequency	Action
IDA-H9140	Schedule 2, Section I.A.2: National Steering Committee (NSC)	The Recipient shall establish, by not later than sixty (60) days after effectiveness of the project, and maintain at		Compl ied with	<input type="checkbox"/>	Continuous	No Change

		all times throughout the project implementation period, the NSC with powers and composition satisfactory to the Association.					
IDA-H9140	Schedule 2, Section I.B: Service Agreement	The Recipient shall procure the services of Technical Fiduciary Service Unit (TFSU), through Tonga Airports, Ltd. (TAL), to assist the Recipient and SAA with implementation of the Project, under a Service Agreement.		Complie d with	<input type="checkbox"/>	Continuous	No Change
IDA-H9140	Schedule 2, Section I.C.1(e): Project Support Team	The SAA shall establish, and thereafter maintain throughout the project implementation period, the Project Support Team with powers and composition satisfactory to the Association.		After delay compli ed with	<input type="checkbox"/>	Continuous	No Change
IDA-H9140	Schedule 2, Section I.G: Safety and Security Levy	The Recipient, through SAA, shall, not later than September 30, 2014, and thereafter at all times throughout the project implementation period, collect from departing international air passengers a levy in a minimum amount equivalent to five Australian Dollars (AU\$5) to recover aviation safety and security expenditures incurred by the Recipient.		After delay compli ed with	<input type="checkbox"/>	Continuous	No Change
IDA-H9140	Article IV, 4.02	The co-financing deadline for the effectiveness of the Co-financing Agreement is December 31, 2014.		Not compli ed with	<input type="checkbox"/>	Continuous	Marked for Deletion

**Conditions**

Source Of Fund	Name	Type



<b>Description of Condition</b>										
<b>Risk</b>										
<b>Risk Category</b>								<b>Rating (H, S, M, L)</b>		
1. Political and Governance								Moderate		
2. Macroeconomic								Substantial		
3. Sector Strategies and Policies								Substantial		
4. Technical Design of Project or Program								High		
5. Institutional Capacity for Implementation and Sustainability								Substantial		
6. Fiduciary								Moderate		
7. Environment and Social								High		
8. Stakeholders								High		
OVERALL								High		
<b>Finance</b>										
<b>Loan Closing Date - Additional Financing ( Samoa Aviation Investment Project Additional Financing - P157241 )</b>										
<b>Source of Funds</b>						<b>Proposed Additional Financing Loan Closing Date</b>				
International Development Association (IDA)						30-Jun-2019				
<b>Change in Disbursement Estimates (including all sources of Financing)</b>										
Explanation: Disbursement estimates are updated to reflect the total lending amount and to account for early lags in the implementation cycle.										
<b>Expected Disbursements (in USD Million)(including all Sources of Financing)</b>										
Fiscal Year	2016	2017	2018	2019						
Annual	5.00	25.00	11.00	7.17						
Cumulative	5.00	30.00	41.00	48.17						
<b>Allocations - Additional Financing ( Samoa Aviation Investment Project Additional Financing - P157241 )</b>										
Source of Fund	Currency	Category of Expenditure	Allocation		Disbursement % (Type Total)					
			Proposed		Proposed					
IDA	XDR	Goods, works, non-consulting services, consultants' services, Training, TFSU Costs and Operating	12,100,000		100.00					

		Costs (excluding Part 2(c))		
		<b>Total:</b>	12,100,000	

**Reallocation between Disbursement Categories**

Explanation:

The withdrawal table in the Original Financing Agreement is revised to reflect the actual amount of SDR committed to refund the preparation advance, with the remaining resources reallocated to the primary disbursement category.

Ln/Cr/TF	Currency	Current Category of Expenditure	Allocation		Disbursement % (Type Total)	
			Current	Proposed	Current	Proposed
TF-17019	USD	CS for Part 2(c)	300,000.00	300,000.00	100.00	100.00
TF-17019		Designated Account	0.00	0.00	0.00	0.00
		<b>Total:</b>	300,000.00	300,000.00		
IDA-H9140	XDR	Goods, works, non-consulting services, consultants' services, Training, TFSU Costs and Operating Costs (excluding Part 2(b) and 3(b))	16,070,000.00	16,249,191.00	100.00	100.00
IDA-H9140		Refund of Prep Advance	230,000.00	50,809.00	0.00	0.00
IDA-H9140		Designated Account	0.00	0.00	0.00	0.00
IDA-H9140		Designated Account	0.00	0.00	0.00	0.00
		<b>Total:</b>	16,300,000.00	16,300,000.00		

**Components**

**Change to Components and Cost**

Explanation:

The four original project components remain, but with the following changes:

- (a) Component A: International Airport Infrastructure Investments - Carrying out of aviation infrastructure investments at the Faleolo airport, including: rehabilitation of airport runways, taxiways, and aprons; installation of new navigation aids, automatic weather monitoring, safety and security equipment, and air traffic control equipment; upgrading of generator capacity and installation of energy efficient equipment such as terminal lighting; provision of water storage tanks; security improvements such as closed circuit television; upgrading of runway lighting; provision or upgrading of fire safety equipment; provision of the VSAT secure communications system; and provision of the design and

supervision consulting services required for implementation of the infrastructure investments.

Change: Under this component, IDA financing would be provided in place of EIB funding in the amount of approximately US\$7.52 million. The component activities would also be redefined to include the apron expansion and fuel hydrant reconfiguration as discrete project activities. This would increase the cost of the component by an additional US\$9.20 million (including taxes, and price and physical contingencies), bringing the total component cost to US\$41.72 million.

(b) Component B: Strengthening Policy and Regulatory Capacity, and Training - Carrying out of technical assistance and training designed to improve aviation sector management, policy, safety and security oversight; development of a national aviation policy; and safety and security oversight audits.

Change: Funding in the amount of US\$0.41 million from EIB would now be provided by IDA. The original cost and composition of this component remains unchanged.

(c) Component C: Strengthening airport operations and management capacity - Carrying out of activities to strengthen airport operations and management capacity, including, among other things: studies to assess the current conditions of the aviation sector and airports; development of a strategic business plan; and training on aviation policy, management, and operations.

Change: Funding in the amount of US\$0.41 million from EIB would now be provided by IDA. The original cost and composition of this component remains unchanged.

(d) Component D: Project Support - Provision of support required for the Project, including, among other things: technical, advisory, and administrative support to the PAIP Technical and Fiduciary Services Unit (TFSU) and the Project Support Team; and annual subscriptions for the operation of the VSAT infrastructure during Project implementation.

Change: Funding in the amount of US\$0.32 million would provide for additional project management support required by the increase in scope of works.

The additional financing increases the total project costs from US\$38.64 million to revised total costs of US\$48.17 million. This now comprises an IDA grant of US\$25 million equivalent, and IDA Credit of US\$16.62 (covering the cost of replacing all EIB funding of US\$8.34 million, as well as the expanded scope of works), for a total IDA contribution of US\$41.62 million. Counterpart funding in the form of foregone taxes (at 15 percent) amounts to approximately US\$6.25 million in total, or an additional US\$1.25 million as part of the Additional Financing package. PRIF is also contributing US\$0.3 million.

<b>Current Component Name</b>	<b>Proposed Component Name</b>	<b>Current Cost (US\$M)</b>	<b>Proposed Cost (US\$M)</b>	<b>Action</b>
Component A: International Airport Infrastructure Investments	Component A: International Airport Infrastructure Investments	32.52	41.72	Revised
Component B: Strengthening Policy and Regulatory	Component B: Strengthening Policy and Regulatory Capacity,	1.57	1.57	Revised

Capacity, and Training	and Training			
Component C: Strengthening Airport Operations and Management Capacity	Component C: Strengthening Airport Operations and Management Capacity	1.58	1.58	Revised
Component D: Project Support	Component D: Project Support	2.97	3.30	Revised
	<b>Total:</b>	38.64	48.17	

**Other Change(s)**

Implementing Agency Name	Type	Action
Samoa Airport Authority	Implementing Agency	No Change

**Change in Implementation Schedule**

Explanation:

The implementation schedule is revised to take account of delays incurred to date and to reflect updated procurement milestones. Bidding of runway civil works is expected by August 2016.

**Appraisal Summary**

**Economic and Financial Analysis**

Explanation:

**Economic Analysis.** As with the original project, the cost benefit analysis is predicated on the assumption that any loss in tourism GDP would entail a loss of economic welfare. In the case of the additional finance, the economic analysis has been adjusted to reflect the change in scope of works and related increase of the total airside development and project management costs under SAIP (US\$45 million), the capital investment of the new airport terminal (US\$56 million), and the timing of interventions, which has experienced a two-year delay.

Accuracy of forecast figures has been improved through the substitution of the previously estimated data with real data for the years 2013 and 2014. The new data constitutes the basis for the forecast GDP and the forecast revenue streams coming from the consolidation of tourism and travel over the period 2012-2041. In the updated economic analysis, the original methodology has not been changed.

The ‘with-project’ case assumes that the investments are undertaken in the period 2016-2018; the ‘without-project’ case assumes that no actions would take place until a later year (2024) when jet service disruption would warrant investments to rehabilitate the runway. The disruptions caused by the lack of investments lead to a 25 percent loss of travel GDP (i.e. lost remittances and tourism), during disruption of scheduled services. The with-project scenario benefits derive from the fact that: (i) this same expenditure is not made at a later date, and (ii) there is no loss of travel GDP.

	Project cost overrun	Loss of Travel GDP	GDP growth		
			3.6%	2.0%	1.0%
<b>EIRR% / NPV(US\$ m)</b>					
<b>With</b>	0%	0%	<b>25.3   70.1</b>	<b>23.1   55.1</b>	<b>21.8   46.7</b>

<b>Case</b>	20%	0%	<b>22.7   63.3</b>	<b>20.6   48.3</b>	<b>19.4   39.9</b>
<b>Without Case</b>	0%	25%	<b>21.4   44.5</b>	<b>19.4   33.2</b>	<b>18.2   27.0</b>
	20%	25%	<b>19.0   37.7</b>	<b>17.2   26.4</b>	<b>16.1   20.2</b>

Using a base case of two percent GDP growth rate, the model yields an Economic Internal Rate of Return of 23.1 percent and a Net Present Value (at 12 percent discount rate) of US\$55.1 million. Sensitivity analyses were carried out to test a range of possible scenarios as reflected through combinations of different GDP growth rates (between 1 and 3.6 percent), which impact on the accuracy of forecasted tourism growth rates, as well as sensitivity to project cost overruns (20 percent). The sensitivity analysis indicates that the EIRR is robust even in the low-case GDP growth scenario of 1 percent and a 20 percent cost overrun.

**Financial Analysis.** The SAA financial analysis conducted at project appraisal has been updated to include the proposed additional IDA Credit, as well as the capital expenditure provided by the Government contribution through the China EXIM Bank borrowing. As part of its terminal development strategy, the GOS has prepared base, development and best case growth scenarios that are predicated on the tourism receipts and ancillary services generated by the airport upgrades and development, and include new revenues from the increase of the projected movements starting from the year 2019. According to GOS, new flights will be serviced by Boeing 777, 747 or 767 between Asia, North America and South America using Samoa as a transiting destination. Beyond the identified new market, additional Airbus 320/Boeing 737 monthly flights to New Zealand and Australia bolster this forecast.

Operating costs, total expenses and operating revenue were forecasted by GOS over the three identified scenarios for the period 2015-2034, using the SAA's 2015 revenue projection of US\$5.19 million (SAT 13.5 million) as the basis of the forecast. By GOS's own estimates in the best case scenario, operating expenses exceed operating revenues, particularly given the significant up-front expenditures under the best-case scenario (terminal development). GOS acknowledges that costs in excess of SAA revenue would be recapitalized under SAA since the capital cost would be included in its assets.

The analysis shows that cash flows from SAA's operations could potentially fund repayment of the IDA credit alone but would be insufficient to fund the entirety of debt service that the combined IDA and China EXIM financing would entail. GOS will therefore assume the loan repayments pertaining to both the China EXIM Bank-financed terminal investments and the air side investments under additional IDA Credit. Debt service obligations between 2025 and 2035 will see a cumulative annual principle and interest payment for both sources of US\$3.4 million – US\$ 3.9 million (SAT 8.84 million to SAT 10.14 million) through the maturity of the China EXIM loan, and dropping after that to US\$0.51 million (SAT 1.33 million) equivalent through the end of the IDA Credit amortization period (2056).

To improve SAA's stand-alone financial viability, GOS will likely need to support measures that can increase SAA's revenue. Those measures might include: (i) directing 50 percent of upper airspace revenue to SAA; (ii) transferring all national aerodrome assets back to SAA (e.g. Fagali'i Airport); and (iii) adjusting landing charges, ground handling concession, passenger facility charges, community service obligations, car parking rates, and land lease rates. SAA is in the process of developing an aeronautical pricing model that will be used to forecast the fiscal impact of such changes in order to inform government decision makers and airport stakeholders on the effectiveness, sustainability and

justification of such measures prior to making any changes in pricing. The aeronautical model will also be a key input to the technical assistance related to the SAA Business Strategy being funded through SAIP.

With MOF assuming debt servicing for both the China EXIM Bank-financed terminal investments and the IDA funded airside improvements, the financial model's assumptions and outputs indicate that SAA's revenues allow it to meet its operational expenses, routine maintenance, and some portion of asset renewal. However, future GOS capital subsidies to SAA may be necessary in the medium to long term to renew major long-lived assets as they require replacement (e.g. the runway and terminal).

The model developed for the financial analysis is available in the project files.

**Debt Sustainability.** The 2015 joint International Monetary Fund/World Bank debt sustainability analysis (DSA) indicates that Samoa is currently at a medium risk of debt distress, based on an assessment of the outlook for public external debt, which currently stands at around 54 percent of GDP. The DSA includes the China Exim Bank loan to fund the new airport terminal in its projections. The additional IDA credit financing of US\$16.62 million will increase Samoa's debt-to-GDP ratio only slightly over the three years to 2018 (by around two percentage points), and will have an even smaller impact on the present value of debt to GDP, given the highly concessional nature of IDA credits. On its own, therefore, the additional financing will not prompt any change in Samoa's medium risk of debt distress rating.

### Technical Analysis

#### Explanation:

The decision to include air bridges as part of the terminal upgrading project creates a need to modify the existing scope of works on the IDA-financed airfield pavements. The interface of the two assets will require a change in the pavement strength characteristics to accommodate aircraft parking configurations, an expansion of the current apron and taxiways by approximately 9,500m<sup>2</sup> to enable safe aircraft movements, and resultant impacts on the fuel hydrant configuration to meet the new parking stand requirements. Further, the footprint of the new terminal will also impact on surface and internal hydrological and drainage requirements. Detailed topographical data for the entire airport site will inform drainage and grading plans to improve serviceability of the pavement rehabilitation and resilience to severe weather events. The new terminal project and the air side pavement rehabilitation and improvement program (runways, taxiways, aprons) under SAIP are inter-dependent and without the Additional Financing, neither project will be fully functional and achieve its expected economic benefits.

### Social Analysis

#### Explanation:

There is no involuntary resettlement required for this project, a situation which has not changed as a result of the additional finance. All terminal works (including the site laydown and workers camp) are situated on the existing footprint of Faleolo Airport. The project is expected to bring positive social impacts to both the local and regional communities by improving air transportation. A program level Environmental and Social Management Framework (ESMF) was originally prepared in the context of

PAIP and appropriate project safeguards documentation was prepared, consulted and disclosed during project preparation.

The terminal project is an associated project. SAA has since developed an IESMP, that contractors for both the landside terminal project and the airside infrastructure project will adhere to, which was disclosed through the World Bank InfoShop and through local government offices on January 30, 2016. Free, prior and informed consultation has influenced the design of the project, and provision of social and economic benefits as a result of the improved airport infrastructure (for example through the identification of potential income generation activities in reserved areas at and in the environs of the airport).

### **Environmental Analysis**

#### **Explanation:**

The project remains Category B under Safeguard Policy OP4.01 Environmental Assessment. Project impacts are site-specific and none of them are irreversible. The terminal project is an associated project. As mentioned above, SAA has developed an IESMP, which was disclosed through the World Bank InfoShop and through local government offices on January 30, 2016.

The IESMP brings together Samoa's Codes of Environmental Practice and international good practices identified in Phase 1 of PAIP to ensure that both the landside terminal project and the airside infrastructure project adhere to the same environmental standards. The IESMP is also consistent with the PAIP ESMF. Further, for the airside infrastructure project, standard practices and environmental management procedures during construction will be incorporated in both a project Environmental Management Plan (EMP) and Contractor EMPs (CEMPs). These provisions will satisfactorily mitigate anticipated impacts such as dust and noise emission, heavy traffic between the airport site and the quarries, disposal of milled material not reused in the project, management of storm water, and health and safety of workers and bystanders. Land disturbances will occur within the footprint of the airport; however noise, dust and vibration may be experienced by those living and working at or near the airport and the transport route. Mitigation measures for construction impacts are addressed in the IESMP, EMP and CEMPs and were discussed during public consultation. During operation, runway drainage will need to be managed. The source of aggregates is presently unknown, however at least two quarries on Upolu could potentially provide appropriate materials. The IESMP states that the identified quarry must have a quarry license and must have been issued development consent (similar to an environmental license) from the Planning and Urban Management Agency (PUMA).

### **Risk**

#### **Explanation:**

Overall implementation risk has been elevated from its original rating at project approval from moderate to a current rating of high for the following reasons.

**Technical Design.** The increased complexity of integrating the terminal with airside pavement and fueling infrastructure has resulted in the elevation of the risk from moderate to high. SAA has appointed a Terminal Project Manager to further facilitate coordination of the two projects.

**Institutional Capacity for Implementation and Sustainability.** While MOF remains responsible for servicing the debt, the risk is elevated from moderate to substantial as SAA revenue forecasts will be negatively impacted by the operational and maintenance requirements for an expanded terminal and the level of capital necessary for future airfield pavement maintenance interventions. A project activity to develop a SAA Business Strategy will facilitate setting of aeronautical and non-aeronautical charges, and inform the MOF on the level of subsidy required to meet operational mandates.

**Environmental and Social.** The risk is elevated from moderate to high because the World Bank's safeguard policies will need to apply to the terminal as a result of project association. An IESMP has been developed to cover both sets of investments, however the ability of SAA to enforce the IESMP provisions is unproven. Safeguards training and the involvement of the TFSU environmental safeguards specialist will be provided to mitigate this risk.

**Stakeholders.** The risk is elevated from moderate to high. Airline carriers operating into Faleolo have expressed concern that the cost of borrowing for the terminal investment will be passed on to the traveling public through increases to both passenger facility and aeronautical charges that could compromise service demand and operator profitability. Additional consultations will be conducted during the forthcoming review of aeronautical pricing as part of the SAA Business Strategy activity.

## V. World Bank Grievance Redress

21. Communities and individuals who believe that they are adversely affected by a World Bank (WB) supported project may submit complaints to existing project-level grievance redress mechanisms or the WB's Grievance Redress Service (GRS). The GRS ensures that complaints received are promptly reviewed in order to address project-related concerns. Project affected communities and individuals may submit their complaint to the WB's independent Inspection Panel which determines whether harm occurred, or could occur, as a result of WB non-compliance with its policies and procedures. Complaints may be submitted at any time after concerns have been brought directly to the World Bank's attention, and Bank Management has been given an opportunity to respond. For information on how to submit complaints to the World Bank's corporate Grievance Redress Service (GRS), please visit <http://www.worldbank.org/GRS>. For information on how to submit complaints to the World Bank Inspection Panel, please visit [www.inspectionpanel.org](http://www.inspectionpanel.org).



## RESULTS FRAMEWORK

Project Name:	Samoa Aviation Investment Project Additional Financing (P157241)	Project Stage:	Additional Financing	Status:	DRAFT
Team Leader(s):	Christopher J. De Serio	Requesting Unit:	EACNF	Created by:	Christopher J. De Serio on 19-Oct-2015
Product Line:	IBRD/IDA	Responsible Unit:	GTI02	Modified by:	Christopher J. De Serio on 15-Feb-2016
Country:	Samoa	Approval FY:	2016		
Region:	EAST ASIA AND PACIFIC	Lending Instrument:	Investment Project Financing		
Parent Project ID:	P143408	Parent Project Name:	Samoa Aviation Investment Project (P143408)		

### Project Development Objectives

Original Project Development Objective - Parent:

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

Proposed Project Development Objective - Additional Financing (AF):

### Results

Core sector indicators are considered: Yes

Results reporting level: Project Level

### Project Development Objective Indicators

Status	Indicator Name	Core	Unit of Measure		Baseline	Actual(Current)	End Target
No Change	Regulatory certification of safety and security at project	<input type="checkbox"/>	Text	Value	APW certified	APW certified	Re-validation of certification of

	airports						APW in accordance with CAR-Part 139.
				Date	01-Jan-2014	15-Feb-2016	30-Jun-2019
				Comment			
No Change	State requirements for safety measured by Universal Safety Oversight Audit Programme (USOAP) reaches global ICAO average	<input type="checkbox"/>	Percentage	Value	56.43	56.43	41.38
				Date	31-Dec-2010	15-Feb-2016	30-Jun-2019
				Comment			
Revised	Modernization of air traffic management	<input type="checkbox"/>	Text	Value	No VSAT or ADS-B	VSAT designed and hardware on order; regional ADS-B workshop conducted in 2015	VSAT or ADS-B operational
				Date	01-Jul-2014	15-Feb-2016	30-Jun-2017
				Comment			
No Change	Implementation of a regional safety and security levy for departing international passengers	<input type="checkbox"/>	Text	Value	No levy	AU\$5 collected from each departing international passenger	AU\$5 collected from each departing international passenger
				Date	01-Jul-2014	15-Feb-2016	30-Sep-2014
				Comment		Achieved. Approved by Government with collection beginning 1 Nov 2015.	

Intermediate Results Indicators							
Status	Indicator Name	Core	Unit of Measure		Baseline	Actual(Current)	End Target
No Change	Navigation and safety aids fully operational	<input type="checkbox"/>	Percentage	Value	0.00	0.00	100.00
				Date	01-Jul-2014	15-Feb-2016	30-Jun-2018
				Comment		Design and Supervision contract to be awarded in March 2016	
Revised	Rehabilitation of APW pavement	<input type="checkbox"/>	Percentage	Value	0.00	0.00	100.00
				Date	01-Jul-2014	15-Feb-2016	30-Jun-2018
				Comment		Design of air side pavements drafted.	
No Change	Achievement of Fire Standards at APW	<input type="checkbox"/>	Text	Value	Category 8	Category 8	Category 9
				Date	01-Jul-2014	15-Feb-2016	30-Jun-2017
				Comment		Tender issued as part of regional procurement activity.	
No Change	Successful implementation of agreed training plan	<input type="checkbox"/>	Text	Value	No Training Plan	Training Needs Assessment under preparation	Training Plan completed
				Date	01-Jul-2014	15-Feb-2016	30-Jun-2019
				Comment			
New	SAA publishes periodic reports on GRM resolution rates	<input type="checkbox"/>	Yes/No	Value	Yes	Yes	Yes
				Date	31-Dec-2015	15-Feb-2016	30-Jun-2019
				Comment			