



Appraisal Environmental and Social Review Summary

Appraisal Stage

(ESRS Appraisal Stage)

Date Prepared/Updated: 04/17/2023 | Report No: ESRSA02747



BASIC INFORMATION

A. Basic Project Data

Country	Region	Project ID	Parent Project ID (if any)
Tuvalu	EAST ASIA AND PACIFIC	P180674	
Project Name	Tuvalu Safe and Resilient Aviation Project		
Practice Area (Lead)	Financing Instrument	Estimated Appraisal Date	Estimated Board Date
Transport	Investment Project Financing	4/17/2023	5/31/2023
Borrower(s)	Implementing Agency(ies)		
	Ministry of Transport, Energy and Tourism		

Proposed Development Objective

To improve the safety and resilience of the Recipient's aviation sector and to ensure reliable regional air connectivity.

Financing (in USD Million)	Amount
Total Project Cost	23.00

B. Is the project being prepared in a Situation of Urgent Need of Assistance or Capacity Constraints, as per Bank IPF Policy, para. 12?

Yes

C. Summary Description of Proposed Project [including overview of Country, Sectoral & Institutional Contexts and Relationship to CPF]

The project will support improvement of safety and resilience of the aviation sector in Tuvalu. The project will finance (i) safe and resilient airport infrastructure solutions including runway rehabilitation of Funafuti International Airport, (ii) priority capacity strengthening activities in the aviation sector, and (iii) project implementation support.

D. Environmental and Social Overview

D.1. Detailed project location(s) and salient physical characteristics relevant to the E&S assessment [geographic, environmental, social]

Public Disclosure



Tuvalu is a volcanic archipelago and consists of three reef islands: Nanumanga, Niutao, Niulakita and six true atolls: Funafuti, Nanumea, Nui, Nukufetau, Nukulaelae and Vaitupu. The nine islands are low lying, approximately 2m above sea level, and are geologically young, with most having poorly developed sandy or gravel coastline soils. In 2020 Tuvalu had a population of approximately 11,800 with an economy highly dependent on external aid with limited employment opportunities.

The Funafuti International Airport is located on the capital atoll, Funafuti, where over 50 percent of the country's population live. Employment in Funafuti is heavily reliant on the public sector. The latest unemployment statistics from 2016, show that Tuvalu has an unemployment rate of 8.49 percent. Tuvalu's economy is highly dependent on remittances and the country is considered one of the most economically and environmentally vulnerable in the world. It is classified as a Least Developed Country (LDC) by the United Nations and Fragile and Conflict-Affected State (FCAS) by the World Bank. The resulting vulnerability of the country to natural disasters is high.

Funafuti Airport is Tuvalu's strategic lifeline as it is the only international gateway to Tuvalu and plays a key role in connecting Tuvalu to the region. Tourism accounts for roughly half of all arrivals, however, given the shortage of work opportunities in Tuvalu there is significant migrant work culture reliant on air-services to reach work destinations. Travel for education, health and family connections are also common. Funafuti accommodates the country's hospital, primary school, a branch campus of the University of the South Pacific (USP), radio station, main port, as well as most of the businesses. The runway is on the widest part of the island, covering around one third of the whole island.

Tuvalu is facing increasing exposure and extreme vulnerability to the impacts of climate-change induced natural hazards. Frequent tropical cyclones in the Pacific bring damaging winds, rains, and storm surges to Tuvalu. Other challenges include extreme geography and limited economic viability, lean institutional capacity, and unemployment, poor governance, and gender-based violence. The Tuvalu Infrastructure Strategy and Investment Plan (TISIP) 2016–2025 highlights building resilience and climate proofing measures in infrastructure assets. TISIP highlighted the need to protect assets that are vulnerable to wave overtopping, flooding, and high winds.

Key investments as part of TuSRAP include the rehabilitation and repairs of the runway, installation of navigation safety equipment and other priority activities to enhance safety and resilience of the airport infrastructure. A detailed scope of works has been identified through the ongoing precursor project, Tuvalu Aviation Investment Project P128940 (TvAIP). The runway was rehabilitated under TvAIP in 2014 but has experienced failures since then. In March 2015, the runway began to blister and had vent cracks which led to pavement heaving. Independent testing by Auckland University, funded by the Bank, was completed in May 2017 and the report suggested that the depressions and potholes on the runway were caused by venting of air pressure in voids under the pavement potentially caused by tidal movements. Following a lengthy trial to find the most suitable pavement materials, detailed design and specifications for the runway rehabilitation works were completed in 2019. It was decided to focus on the 600m section that is the most critical, rather than the entire runway due to budget constraints. However, since 2019, three rounds of bidding for the runway rehabilitation works were carried out but all failed due to lack of bidder's interest and financial proposals much higher than the Engineer's estimate. As a result, TvAIP cannot complete the rehabilitation works prior to its closing date of June 15, 2023. TuSRAP will now support the remaining rehabilitation works of Funafuti Airport runway.

The runway rehabilitation works will be small in scale and located on the middle 600m of the existing runway. Preliminary engineering design is based on the Report for Ministry of Communications and Transport (MCT),



Government of Tuvalu – Funafuti International Airport Runway Improvements, 125/06660/5b prepared by consultant GHD. Detailed engineering design will be completed as part of the project to include climate resilience measures, by increasing the pavement thickness to withstand the subsurface pressures associated with high tide events and heavy rain fall events, which will likely become more severe in future. The project will build adaptation and resilience to current or expected climate change impacts.

The project location, geographic characteristics and E&S aspects are expected to be of a similar scale and design as for the previous TvAIP project.

D. 2. Borrower’s Institutional Capacity

Ministry of Transport, Energy and Tourism (MTET) will be the implementing agency for the Project. MTET has established knowledge of WB policies and procedures, having implemented TvAIP first phase project under the Safeguard Policies. Environmental and social performance on the TvAIP has been satisfactory with no environmental incidents. There is one outstanding social issue related to the incomplete relocation of the Tuvalu National Council of Women’s café, gift store and workshop, which will be the subject of a Post Closure Action Plan for TvAIP and is reflected in the ESCP for TUSRAP. Mitigation measures for construction related impacts were implemented effectively and the implementing agency showed good capacity to operate the instruments and processes. The same PMU will be responsible for the day-to-day project management of the new project, including FM, procurement, preparation of environmental and social (E&S) risk management instruments, consolidation of workplan and budget, financial audit, compliance with WB ESF, (M&E) and learning system.

A Central Project Management Office (CPMO) was established in 2021 within the Government of Tuvalu Ministry of Finance (MOF) and will provide support and backstopping for the ESF. CPMO has an experienced international Environmental and Social Advisor and a local Environmental and Social Safeguard Specialist. The CPMO is providing support across the portfolio and will also support the MTET PMU for this project. This will include E&S risk management support, review of documentation, and ongoing support during project implementation. CPMO is familiar with the ESF from the preparation and partial implementation of previous projects, including the Tuvalu Learning Project (P171681), Health System Strengthening Project (P175170) and Maritime Investment in Climate Resilient Operations II (P177100).

As a small state, Tuvalu has limited access to E&S specialists thus are subject to capacity risks in the event that E&S risk management consultants are not available. The previous TvAIP PMU, that will be rehired for TuSRAP has experience implementing World Bank funded project including E&S risk management. The PMU was supported by one part-time international E&S consultant who is now the CPMO’s international E&S specialist and will continue to support the TuSRAP project under the CPMO banner. This consultant as part of CPMO is also supporting a number of other WB ESF projects including Tuvalu Learning Project (P171681), Health System Strengthening Project (P175170) and Maritime Investment in Climate Resilient Operations II (P177100). While the International E&S specialist in CPMO has experience implementing ESF projects the PMU members have limited experience with the ESF and will require training and capacity development in this area.

As committed in the ESCP, an E&S specialist will continue to support the PMU within MTET. The PMU will be responsible for all of the activities under Components 1, 2 and 3, including environmental and social (E&S) risk management and stakeholder engagement. The MTET, through the PMU and with support from the CPMO, will coordinate the preparation of a training and capacity building plan for relevant implementing support staff responsible for the Project, including the E&S specialists, to receive training on the project’s ESF instruments,



including the Code of Conduct (CoC) and provisions to prevent SEA/SH, as described in the Environmental and Social Commitment Plan (ESCP).

With the planned capacity building, the Borrower capacity and capability is considered adequate to support the integration of environmental and social risk management into the TuSRAP Project. Ongoing direct support including formal ESF training will be provided to the CPMO and MTET by WB to ensure the requirements of the ESF are satisfied.

II. SUMMARY OF ENVIRONMENTAL AND SOCIAL (ES) RISKS AND IMPACTS

A. Environmental and Social Risk Classification (ESRC)

Moderate

Environmental Risk Rating

Moderate

The Environmental risk rating is Moderate, with mostly temporary impacts which would be managed through conventional E&S risk management approaches. The project is expected to have a largely positive impact through improved safety and resilience of the airport. Construction risks associated with the runway rehabilitation may include handling and disposal of construction materials, waste, community and worker health and safety impacts, contamination of marine water, dust and noise nuisance, soil erosion, and unsustainable sourcing of materials/use of finite resources. Operational impacts due to improvement in runway could include increased consumption of fuel, electricity and water, OHS risks and increased waste generation. Installation of navigation safety equipment will result in waste from packaging and maintenance/replacement, and disposal of equipment at end of life including generation of e-waste. Positive operational impacts are expected from institutional capacity building resulting from the training on airport asset maintenance and operations and support provided for the implementation of the safety improvement actions recommended in the Pre-Certification Assessment Report by PASO, dated February 2023. There will not be any works related to the action plan, and support will be limited to providing training, equipment, and manuals for management procedure and developing protocols. The revised ESMP will include an Environmental and Social Code of Practice (ESCoP) for training activities.

Social Risk Rating

Moderate

The social risk rating is moderate. The project is a continuation of the previous TvAIP). Component 1 activities largely include OHS risks, and community health risks. The project is of a moderate scale, not of high complexity, in locations of low sensitivity. Impacts are largely reversible and able to be mitigated and managed through known and predictable methods. There is a low probability of serious adverse effects to human health. OHS risks include working in high ambient temperatures, and construction works involving hot bituminous products, handling of hazardous materials and construction wastes. Occupational health and safety risks will be managed through the ESMP and LMP which will be aligned to the Good International Industry Practice (GIIP) and Environmental Health and Safety (EHS) Guidelines. There are known and manageable community health and safety risks from traffic management and risks of influx workers including COVID-19, anti-social behavior, sexually transmitted diseases and gender-based violence to be managed through the ESMP, LMP and workers codes of conduct. There may also be temporary interruptions to regular and intermittent recreational uses which occur informally on the runway itself and potentially on asphalt plant, stockpile and laydown sites. The project will finance activities under Component 3(v) to resolve an outstanding resettlement issue under Tv AIP relating to the unfinalized relocation of the Tuvalu National Council of Women (TNCW). All sites envisaged for these Project activities are on long-term government leased land. If no solution can be

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found on government leased land, the existing TV AIP Abbreviated Resettlement Action Plan (ARAP) will be updated to reflect ESF requirements to address any identified gaps. These risks and impacts are balanced against the project's positive impacts on national aviation connectivity and safety.

B. Environment and Social Standards (ESSs) that Apply to the Activities Being Considered

B.1. General Assessment

ESS1 Assessment and Management of Environmental and Social Risks and Impacts

Overview of the relevance of the Standard for the Project:

ESS1 is relevant to the project. The long-term impact of the Project is primarily positive. Rehabilitated runway and ancillary navigation safety equipment will ensure that the country's only international airport will be more resilient to climate events and remain open more of the time. To address potential impacts, an Environment and Social Commitment Plan (ESCP) and Stakeholder Engagement Plan (SEP) have been prepared prior to appraisal, while ESMP and LMP will be prepared during project implementation.

As indicated in the ESCP, the Environmental and Social Management Plan (ESMP) and Labor Management Procedures (LMP) will be prepared within 60 days of effectiveness and before the release of bidding documents, mobilization and commencement of construction works. TuSRAP is a de facto continuation of the TvAIP; it is noted that no new activities are being included in TuSRAP that were not contained in TvAIP. TvAIP has had a recently updated comprehensive ESMP (July 2021) which covers all features of the project. The TvAIP ESMP will be used as a basis for preparing a TuSRAP ESMP to meet ESF requirements. It is not possible to update the ESMP before appraisal as the project being prepared under condensed procedures with very tight preparation schedule. Damage to the runway pavement is likely to worsen with tidal fluctuations and rainfall events. This qualifies as a situation of urgent need of assistance.

The area of influence of the project is limited as the proposed civil works and the equipment replacement/installation will be undertaken on disturbed land already used for construction and storage of materials. Project construction materials including sand and aggregates will be imported to minimize the environmental impacts on the very limited local natural resources. Coral rock and coastal sand mining will be forbidden, and all construction materials will be imported into Tuvalu for this project.

The existing TvAIP ESMP has identified potential risks and impacts associated with rehabilitation of a section of the existing asphalt pavement and installation of navigational aiding system. Mainly, these will result in downstream construction-related nuisances such as noise, dust, and exhaust emissions, generation of non-hazardous construction wastes, storage and handling of fuels and oil for construction vehicles, and accidental damage of assets due to construction activities. To address and manage these risks the contractor will be required to develop and implement a detailed Contractor ESMP (CESMP) to specifically detail how the contractor will implement the requirements of the project ESMP for the works.

Replacement of unsuitable pavement material will lead to the generation of excess construction waste. The existing landfill cannot manage the potential level of waste generated from the project activities. Therefore, the non-hazardous waste which cannot be reused on the project site or recycled on the island will be required to be exported



to another country to be disposed in accordance with GIIP. The movement of waste can also cause pollution at sea if the waste is not properly packaged and prepared for transport.

Installation of navigation safety equipment will result in waste from packaging and maintenance/replacement, and disposal of equipment at end of life including generation of e-waste.

The airport will remain open during the works. There is no alternate runway present at Funafuti and the airport will continue to serve the 3 flights per week (on Tuesdays, Thursdays and Saturdays). The work schedule will be adjusted not to intervene these three flights. The works on the runway will be generally limited to Mondays, Wednesdays, Fridays and Sundays (non-flight days). The contractor will only strip a small portion of the runway each day which can be reconstructed on the same day not to disrupt the air traffic. The contractor will be required to prepare a Traffic Management Plan as part of the CESMP to maintain safety for community, passengers, goods and services.

The ESCP will set out the substantive measures and actions that will be required for the Project to meet E&S requirements over the Project's lifetime. This will include compliance requirements with relevant EHS Guidelines and GIIP, identification, mitigation and management of these risks will be in accordance with the relevant ESS in addition to the local legislation.

As a minimum the below instruments will be used to address the identified risks.

- Project Environment and Social Management Plan (including an ESCoP for training activities)
- Contractor's ESMP (CESMP)
- Solid Waste Management Plan (SWMP)
- Traffic Management Plan (including air traffic)
- Stakeholder Engagement Plan (SEP)
- Labor Management Procedures (LMP)

ESS10 Stakeholder Engagement and Information Disclosure

ESS10 is relevant. The Project recognizes the need for effective, inclusive and meaningful engagement with, and ensuring disclosure of appropriate information to, all relevant stakeholders. A Stakeholder Engagement Plan (SEP) has been prepared to provide a structured approach to engagement with stakeholders on the E&S risks of the project. The SEP reflects the engagement to date as part of the precursor project, TVAIP, and details the engagement which is to occur as part of Project implementation.

The SEP will be disclosed on the CPMO's and TFD's official websites. The SEP identifies and analyses key stakeholders (i.e., affected parties, other interested parties and disadvantaged and vulnerable groups), describes the process and modalities for sharing information on the project activities, incorporating stakeholder feedback into the Project, and defines procedures for reporting on and disclosure of project documents.

The key stakeholders include but are not be limited to: surrounding communities and informal recreational users of the asphalt plant, stockpile and laydown sites, and community and civil society organizations and representatives, including representatives of vulnerable groups, such as persons with disabilities, women, youth, and economically



disadvantaged persons. Institutional stakeholders include the Ministry of Natural Resources, Ministry of Transport, Energy and Tourism, Ministry of Finance, and Funafuti Kaupule. Consultations have been and will be carried out in English and Tuvaluan and in culturally appropriate formats. Consultations will also be undertaken to identify specific issues relating to gender and SEA/SH. Consultation methods are designed with attention to different social groups and sociocultural norms that impede participation and input into decision-making from socially disadvantaged people in a community. Strategies outlined in the SEP will minimise close contact and follow recommended hygiene procedures as outlined in WHO guidance as part of COVID awareness. Further, the SEP outlines the Project’s Grievance Mechanism (GM) which will enable stakeholders to raise project related concerns and grievances.

B.2. Specific Risks and Impacts

A brief description of the potential environmental and social risks and impacts relevant to the Project.

ESS2 Labor and Working Conditions

This standard is considered relevant.

Workers likely to be involved in the project include direct and contracted workers. Direct workers will include employees and consultants of the Project Management Unit (PMU) and the CPMO, which will number up to 10 staff. Contracted workers will likely include selected private providers and construction workers. The final number of contractor workers is not known, but there are expected to be less than 30 workers at any one time. Operational health and safety risks, including potential COVID-19 pandemic risks, will be considered for the construction workers to be engaged in runway resurfacing. A Labour Management Procedure (LMP) will be prepared within 60 days of Project Effectiveness and will identify a range of risks including: 1. Possible non-observance of basic workers' rights (i.e., clear terms of employment, working hours, and prompt payment of wages), 2. Workers’ organizations freedom of assembly and collective bargaining; 3. Possible discrimination in hiring and benefits (i.e., based on gender, religion or ethnicity); 4. Possible engagement of child and/or forced labor by contractor, and project management; 5. Possible involvement of child labor by suppliers in the production of aggregate materials; 6. Risk of Occupational Health and Safety (OSH)-related injuries to construction workers including manual handling of hazardous construction materials including those involving hot bituminous products, slips and falls associated with poor site management, and risk of falls from plant or equipment. Several construction phase occupational health and safety impacts are individually rated as moderate, the nature and scope of the impacts are generally known, temporary, and have management measures that are predictable and likely to be effective.

In response to these risks, the LMP will establish a series of policies and procedures and Codes of Conduct to ensure compliance with the ESF. These include policies and procedures for the following: Terms and Conditions of Employment, Equal Opportunity and Non-discrimination, Hiring of Minors (15-18yrs), Forced Labor, Violence in the Workplace (SEA/SH, conflicts, fights, etc.), , Primary Supply Workers, Occupational Health and Safety, and Incident Reporting. The LMP will include: Worker Codes of Conduct (including SEAH), Code Of Environmental And Social Practice For Contractors. The latter also manages risks of labour influx and health and safety impacts on communities from construction activities. Individuals under the age of 15 will be prohibited from working on the Project by national laws and regulations. Workers aged 15-17 years will only be permitted to work on light duties in accordance with criteria set by ESS2.



A Workers Grievance Response Mechanism (GRM) drawing on national laws and regulations and international best practices is described in the LMP.

Construction activities will result in occupational health and safety risks and impacts which have been included in the ESMP prepared for the precursor project, TVAIP. These will be reviewed and revised to meet ESF requirements and reflect any updated GIIP in the preparation of the ESMP to be prepared within 60 days of effectiveness. This will include mitigation measures to comply with local legislation, the EHS Guidelines and GIIP. More site and design specific detail will be included in the final ESMP as necessary. Measures relating to OHS, to protect workers from injury, illness, or impacts associated with exposure to hazards encountered in the workplace or while working, will be documented in the labor management procedure (LMP) to be prepared within 60 days of effectiveness. The OHS measures will consider the World Bank Group's General EHS Guidelines and will include adequate supplies of PPE, etc.

Emergency preparedness and response procedures will be included in the ESMP and LMP.

ESS3 Resource Efficiency and Pollution Prevention and Management

ESS3 is considered relevant. The infrastructure investments associated with runway upgrade included in Component 1 may result in design, construction, and operation impacts. The preliminary design has considered long term climate change risks to select the appropriate pavement thickness to ensure optimum use of materials.

Rehabilitation, replacement of unsuitable pavement material will lead to the generation of excess soil, asphalt, basecourse and concrete waste. Funafuti has recognized waste management as a significant problem which the community and Government are struggling to overcome. Implementing reuse and recycling opportunities are paramount as are the removal off island of any unusable waste at the end of the project. The island cannot manage the potential level of waste generated from the demolition and construction activities. Asphalt millings, concrete rubble and surplus materials from excavations (considered clean fill material) can either be used to backfill areas where old equipment or infrastructure has been removed. Therefore, stripped material will be recycled as berm fill where possible, but not remixed into the asphalt. It is anticipated that most of the stripped materials can be reused on the airport site. Funafuti Kaupule and the island recycling business will be consulted to determine if the remaining materials or waste can be recycled within the community. The materials & waste which cannot be recycled on the project site or recycled anywhere else on the island will be exported out of Tuvalu for recycling, reuse, or disposal to a licensed landfill. The export of waste to another territory transfers has potential solid waste impacts (e.g. air, land and water pollution). The trans-boundary movement of waste can also cause pollution at sea if the waste is not properly packaged and prepared for transport. If export of non-recyclable waste from the project is required, the Waigani Convention and Basel Convention will be adhered to for shipping and final recycling or disposal at acceptable and licensed waste facilities. The conventions outline the necessary information required for documents (notification and movement) and agreements that need to be in place with the receiving territory.

Freshwater will be used for some construction activities (e.g. dust suppression, and concrete and bitumen production). The impact on current water supply could be major if not properly mitigated through good resource planning. Water efficiency, conservation and reclamation practices will be adopted, for example use of local rainwater collection. The project will support a stormwater management study to assess the existing stormwater



management including drainage, flood risk in the airport and neighboring areas, and potential stormwater reuse, and suggest options to improve the management.

The use and storage of hazardous substances (bitumen, fuel and lubricants) during construction can impact on physical soil and water resources if they accidentally spill or leak into the environment and if hazardous materials are not properly disposed of. There are several project activities which could generate soil and/or water pollution from hazardous substances or materials. If not properly stored or handled, this could result in run off into the local soil or coastal environment. A spill response plan will be in place and all workers will be trained in correct implementation of the spill response plan including the use of spill kits. Spill kits will be available near where hazardous substances are used and stored.

High pH level in wastewater and slurry from concrete production can result in the death of marine organisms should it enter the marine environment. There are also impacts associated with concrete wastewater leaching into the soil and causing contamination. The concrete wash down areas will include collection and treatment systems (e.g., settling pond or tank and concrete slurry treatment) prior to works commencing.

During the construction phase there will be a need for natural resources such as aggregates, asphalt, cement and sand for several activities such as concrete production and surfacing. The Government of Tuvalu has instructed that no locally sourced materials are to be used for any construction project in the country. Therefore, TuSRAP will not extract, or cause to be extracted, any construction materials nor will it use sand from anywhere on the island. Any removal of sand from the beaches of Funafuti or other islands in Tuvalu is not considered sustainable and could result in a net loss of sand from the beaches.

The contractor will develop a Contractor’s ESMP (CESMP) to document and implement specific measures that will be used based on their construction methodology. The Contractor will also develop a Solid Waste Management Plan (SWMP) to be submitted as part of the CESMP. As a minimum the SWMP will include:

- Description of the solid waste streams generated by the works along with estimated quantities.
- A plan for safe storage and handling of waste
- No Tuvalu landfills are to be used for any waste. All waste is to be recycled or disposed of offshore at a permitted facility.
- Identify and utilize suitable local recycling and reuse options.
- Contractor to identify any export permits or conditions for export of waste.
- Identify those persons responsible for implementing and monitoring the SWMP.

Protective measures will include:

- All aggregates and sand will be imported.
- No sand or coral will be taken from any beach in Tuvalu.
- Size of imported construction equipment (excavator, digger, etc.) should be kept to a workable minimum.
- Collection, storage and use of rainwater where possible.
- Settling pond or tank and concrete slurry treatment



ESS4 Community Health and Safety

ESS4 is relevant. While the runway rehabilitation and ancillary navigational improvements will improve the safety and efficiency of air transport, the project's construction and operations may pose direct impacts on affected communities around the runway, such as through increased noise, dust, vibration, traffic from the port to construction site, and the incorrect disposal of waste materials. There are community health and safety risks from the potential influx of foreign workers (though small) including COVID-19, anti-social behaviour, sexually transmitted diseases and gender-based violence to be managed through the ESMP, LMP, and workers codes of conduct. The TvAIP ESMP indicates E&S risks to the communities can be managed by E&S mitigation measures in the Contractor's ESMP (CESMP) that include requirements for noise, dust and vibration control, appropriate fencing, signage and waste management practices, and traffic management plan (including air traffic). In addition, the ESCP and ESMP will require the development of Contractor waste and safety management plans by primary contracting companies. There is no identified risk of unexploded ordnance (UXO) in the existing TvAIP ESMP.

There is no alternate runway present at Funafuti and the airport will continue to serve the 3 flights per week (on Tuesdays, Thursdays and Saturdays). The work schedule will be adjusted not to intervene these three flights. The works on the runway will be generally limited to Mondays, Wednesdays, Fridays and Sundays (non-flight days). The contractor will only strip a small portion of the runway each day which can be reconstructed on the same day not to disrupt the air traffic

The upgraded runway and improvements to navigational aid system will substantially improve the safety and efficiency of air transport.

ESS5 Land Acquisition, Restrictions on Land Use and Involuntary Resettlement

This ESS is considered relevant.

Land required includes temporary asphalt plant, laydown and stockpile sites. All site options are on existing government long term leased land, as is the runway. There may be minor temporary interruptions to informal recreational activities (casual volleyball and soccer games) that may occur on one or more of these sites. Land acquisition is not anticipated, and all expected sites are on existing government leased land. These are to be managed through stakeholder engagement with affected users in the SEP and fencing and traffic management provisions (including air traffic) in the PESMP and CESMP.

Site options for the TNCW's permanent premises café, gift store and workshop are expected to be on government leased land. The process for securing this site is detailed in the Tv AIP Post-Closure Action Plan (PCAP). If no solution can be found on government leased land, the existing TV AIP Abbreviated Resettlement Action Plan (ARAP) will be updated to reflect ESF requirements to address any identified gaps.

ESS6 Biodiversity Conservation and Sustainable Management of Living Natural Resources

This standard is not considered relevant.



The area of influence of the project is very limited as the proposed works and the equipment replacement/installation will be undertaken on disturbed land already used for runway construction and storage of materials. Project construction materials will be imported to minimize the environmental impacts on the very limited local natural resources. The project aims to support wildlife management plan with the sole objective to prevent stray dogs and escaped pigs from entering the runway, and that no other species will be affected or targeted.

ESS7 Indigenous Peoples/Sub-Saharan African Historically Underserved Traditional Local Communities

This standard is not considered relevant.

There are no known groups that meet the criteria in ESS7 as the overwhelming majority of people in Tuvalu (99.1 percent) belong to the Tuvaluan ethnic group (including 7 percent with mixed Tuvaluan and i-Kiribati ethnicity), who will be the overwhelming beneficiaries for the project.

ESS8 Cultural Heritage

The standard is currently not relevant as all construction activities are proposed to occur on already disturbed land. However, the ESMP will include a screening for potential ESS8 risks and “chance finds” procedures. This will include risks and impacts on intangible cultural heritage.

ESS9 Financial Intermediaries

The standard does not apply as the Project does not propose to include financial intermediaries.

C. Legal Operational Policies that Apply

OP 7.50 Projects on International Waterways No

OP 7.60 Projects in Disputed Areas No

B.3. Reliance on Borrower’s policy, legal and institutional framework, relevant to the Project risks and impacts

Is this project being prepared for use of Borrower Framework? No

Areas where “Use of Borrower Framework” is being considered:

The use of Borrower Framework is not considered for this project.

IV. CONTACT POINTS

Public Disclosure



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Borrower/Client/Recipient

Implementing Agency(ies)

Implementing Agency: Ministry of Transport, Energy and Tourism

V. FOR MORE INFORMATION CONTACT

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VI. APPROVAL

Task Team Leader(s):	Satoshi Ogita, Dung Anh Hoang
Practice Manager (ENR/Social)	Ann Jeannette Glauber Cleared on 12-Apr-2023 at 09:56:13 EDT
Safeguards Advisor ESSA	Nina Chee (SAESSA) Concurred on 17-Apr-2023 at 12:50:23 EDT

Public Disclosure