



### Project Summary Information

May 23, 2022

|  |   |
|--|---|
| <b>Project Name</b>                      | Thailand: U-Tapao International Airport Expansion Project   |
| <b>Project Number</b>                    | P000575   |
| <b>AIIB member</b>                       | Kingdom of Thailand   |
| <b>Sector/Subsector</b>                  | Transport / Air Transport   |
| <b>Status of Financing</b>               | Under Preparation   |
| <b>Project Description</b>               | <p>This project is part of Thailand's Eastern Economic Corridor (EEC), which aims at developing the less-developed southeast part of Thailand. The EEC includes a mixture of public and private sector investments framed in a long-term development plan. Amongst others, the EEC includes the capacity expansion of U-Tapao International Airport, the construction of a high-speed rail connecting Suvarnabhumi International Airport, Bangkok (metropolitan area), Don Mueang International Airport, and U-Tapao International Airport, the expansion of Map Ta Phut Port and Laem Chabang Port and the development of an airport city around U-Tapao International Airport.</p> <p>AIIB's proposed project is the government's contribution to the airport expansion and operation which will be carried out under a Public-Private-Partnership (PPP) scheme; it is the viability gap financing of U-Tapao International Airport concession which has been awarded to a joint venture for a 50-year period.</p> <p>AIIB's proposed Project consists of the construction of the second runway and a taxiway at the U-Tapao International Airport. The airport is the only air transport facility in the EEC area, which neighbors Bangkok (140 km), and consists of the Chachoengsao, Chonburi, and Rayong provinces.</p> |
| <b>Objective</b>                         | To increase Thailand's international and regional connectivity by upgrading the U-Tapao International Airport.  |
| <b>Expected Results</b>                  | <p>The key results will be measured and monitored using the following indicators:</p> <ul style="list-style-type: none"> <li>(i) Annual number of passengers utilizing the airport</li> <li>(ii) Airport achieving year-over-year increase in global air connectivity as measured by the IATA Air Connectivity Index</li> </ul>   |
| <b>Environmental and Social Category</b> | Category A  |

|   |  |
|---|--|
| <b>Environmental and Social Information</b> | <p><b>Applicable Policy.</b> AIB's 2021 Environmental and Social Policy (ESP) including the Environmental and Social Exclusion List (ESEL) and relevant Environmental and Social Standards (ESSs) will apply to this Project. ESS1 (Environmental and Social Assessment and Management) is applicable, as project activities are likely to have environmental and social risks and impacts during the construction of the second runway and taxiway, related associated facilities and operation of the airport. ESS2 (Involuntary Resettlement) is applicable, as temporary impact on livelihoods and permanent resettlement are expected to occur during the construction and operation phases respectively.</p> <p><b>Environment.</b> The potential environmental impacts related to air transport are noise, disposal of solid waste (including hazardous waste), and generation of wastewater. An Environmental and Health Impact Assessment (EHIA) has been prepared to Thai regulations and is being evaluated for gaps as part of ESDD. Appropriate additional assessments, mitigation measures and plans will be proposed. The results of the noise modeling exercise predict significant impacts on specific areas. The Project will include measures such as a noise and air quality monitoring stations system and a compensation plan to reduce potential noise impacts on the affected communities or the relocation of the sensitive receptors. For solid waste impacts, there will be a waste management plan. The proposed Project involves the construction of a wastewater treatment plant with recirculation, and its residual discharges will be regularly monitored to verify compliance with the national effluent standards.</p> <p><b>Social.</b> The potential social risks and impacts are expected to be typical of large-scale civil works. They will be assessed during the appraisal and dedicated mitigation plans will be prepared. It is expected that noise-related disturbances are likely to occur during the operation phase. Measures to avoid impact and/or compensate project-affected households and community resources, such as schools and hospitals, significantly impacted by noise i.e. Noise Exposure Forecast (NEF) <math>\geq 40</math>, will be evaluated. Risks of Gender-based violence and related social tensions due to Labor influx will be evaluated and inform the preparation of dedicated mitigation measures as necessary.</p> <p><b>Consultations and information disclosure.</b> Three rounds of public consultations for the approval of the EHIA have been undertaken. Their outcome and community sentiments towards the Project are being assessed and additional consultations proposed, if needed. The EHIA and related information in Thai have been disclosed on a dedicated project</p> |
|---|--|

|   |   |  |  |
|---|---|--|--|
|   | <p>website<sup>1</sup>. Additional instruments that may be prepared will be translated into Thai and English and disclosed. Dedicated Stakeholder Engagement Plan will be prepared by the Client.</p> <p><b>Grievance Redress Mechanism (GRM).</b> The existing complaint mechanism will be evaluated against Bank's requirements. The Project GRM will be transparent, gender responsive, culturally appropriate, and readily accessible to impacted communities and construction workers.</p> |  |  |
| <b>Cost and Financing Plan</b>              | <p>Project Cost: USD543.82 million (exclusive of contingencies and taxes)</p> <p><u>Financing Plan:</u></p> <p>AiIB: USD500.0 million</p> <p>Government of Thailand: USD43.82 million</p>   |  |  |
| <b>Borrower</b>                             | Kingdom of Thailand   |  |  |
| <b>Implementing Entity</b>                  | Eastern Economic Corridor Office (EECO)   |  |  |
| <b>Estimated date of loan closing</b>       | Q3 2026   |  |  |
| <b>Contact Points:</b>                      | <b>AiIB</b>   | <b>Borrower</b>  | <b>Implementing Entity</b>   |
| <b>Name</b>                                 | Andres Pizarro  | Chomchak Amonvatana  | Pakorn Rattanakrod   |
| <b>Title</b>                                | Senior Investment Operations Specialist   | Director of the International Cooperation Division         | Director, Office of the PPP Contract Management                    |
| <b>Email Address</b>                        | <a href="mailto:andres.pizarro@aiib.org">andres.pizarro@aiib.org</a>  | <a href="mailto:chomchak@pdm.go.th">chomchak@pdm.go.th</a> | <a href="mailto:pakorn.rat@eeeco.or.th">pakorn.rat@eeeco.or.th</a> |
| <b>Date of Concept Decision</b>             | November 24, 2021   |  |  |
| <b>Estimated Date of Appraisal Decision</b> | Q3 2022   |  |  |
| <b>Estimated Date of Financing Approval</b> | Q3 2022   |  |  |

<sup>1</sup> <http://www.ehia-utprw2.com/>

|   |   |
|---|---|
| <b>Independent<br/>Accountability<br/>Mechanism</b> | AIIB's Policy on the Project-affected Peoples Mechanism (PPM) applies to this Project. The PPM has been established by AIIB to provide an opportunity for an independent and impartial review of submissions from Project-affected people who believe they have been or are likely to be adversely affected by AIIB's failure to implement the ESP in situations when their concerns cannot be addressed satisfactorily through the GRM or the processes of AIIB's Management. Information on AIIB's PPM is available at: <a href="https://www.aiib.org/en/policies-strategies/operational-policies/policyon-the-project-affected-mechanism.html">https://www.aiib.org/en/policies-strategies/operational-policies/policyon-the-project-affected-mechanism.html</a> |
|---|---|