



Tonga Climate Resilient Transport Project II (P176208)

EAST ASIA AND PACIFIC | Tonga | Transport Global Practice |
IBRD/IDA | Investment Project Financing | FY 2022 | Seq No: 1 | ARCHIVED on 17-Mar-2022 | ISR50563 |

Implementing Agencies: Ministry of Infrastructure, Kingdom of Tonga

Key Dates**Key Project Dates**

Bank Approval Date: 10-Dec-2021

Effectiveness Date: 17-Feb-2022

Planned Mid Term Review Date: --

Actual Mid-Term Review Date:

Original Closing Date: 30-Jun-2029

Revised Closing Date: 30-Jun-2029

Project Development Objectives

Project Development Objective (from Project Appraisal Document)

To improve the climate resilience and safety of the Recipient's transport sector, and in case of an Eligible Crisis or Emergency, respond promptly and effectively to it.

Has the Project Development Objective been changed since Board Approval of the Project Objective?

No

Components Table

Name

Component 1: Capacity Building on Transport Planning and Policies:(Cost \$1.10 M)

Component 2: Climate Resilient and Safe Infrastructure Solutions:(Cost \$34.46 M)

Component 3: Project Management:(Cost \$2.44 M)

Component 4: Contingency Emergency Response Component (CERC)

Overall Ratings

Name	Previous Rating	Current Rating
Progress towards achievement of PDO	--	<input type="checkbox"/> Satisfactory
Overall Implementation Progress (IP)	--	<input type="checkbox"/> Satisfactory
Overall Risk Rating	--	<input type="checkbox"/> Moderate

Implementation Status and Key Decisions

The project was approved by the World Bank on December 10, 2021 and became effective on February 17, 2022. This is the first ISR of the project. The volcanic eruption and tsunami in January 2022, together with the COVID19 lockdown in February 2022, has slowed down progress on the key consulting service activities under procurement. Project Management Unit (PMU) for the project has been operating with four key roles vacant since November 2021, but all of the vacant positions will be filled by March 2022.



Risks

Systematic Operations Risk-rating Tool

Risk Category	Rating at Approval	Previous Rating	Current Rating
Political and Governance	☐ Moderate	--	☐ Moderate
Macroeconomic	☐ Moderate	--	☐ Moderate
Sector Strategies and Policies	☐ Moderate	--	☐ Moderate
Technical Design of Project or Program	☐ Low	--	☐ Low
Institutional Capacity for Implementation and Sustainability	☐ Moderate	--	☐ Moderate
Fiduciary	☐ Substantial	--	☐ Substantial
Environment and Social	☐ Substantial	--	☐ Substantial
Stakeholders	☐ Moderate	--	☐ Moderate
Other	☐ Substantial	--	☐ Substantial
Overall	☐ Moderate	--	☐ Moderate

Results

PDO Indicators by Objectives / Outcomes

To improve the climate resilience and safety of the Recipient's transport sector				
▶ Vulnerable project roads made more resilient to climate events (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	100.00
Date	26-Feb-2021	--	09-Mar-2022	28-Feb-2029
Comments:	The identification of vulnerable project roads will be conducted by the TC RTP Vulnerability Assessment. A denominator will be the total length of the project road sections classified as vulnerable by the Vulnerability Assessment. More resilient will be determined when resilience enhancements - recommended by design consultant, are implemented on the vulnerable project roads.			
▶ Population having access to roads with upgraded climate resilience (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	40,000.00
Date	26-Feb-2021	--	09-Mar-2022	28-Feb-2029



Comments:	A measure of increase in population having access to roads upgraded with climate resilience measures, for example, repairs, rehabilitation or reconstruction of existing road pavement layers and/or surfacing, provision of sealed shoulders and raising road levels; drainage improvements; spot slope stabilization; and rock wall revetment strengthening. The number of population having access is measured as the census population in the same districts of the upgraded roads.			
► High road accident risk locations improved with road safety measures (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	50.00
Date	26-Feb-2021	--	09-Mar-2022	28-Feb-2029
Comments:	High road accident risk locations will be identified by road safety audit. Improved with road safety measures, for example, line-marking, provision/widening of sealed shoulders, signage, intersection controls, and removal/mitigation of roadside hazards. Road safety measures from the road safety audits will be incorporated into the works.			
► Proportion of major outer islands ports with enhanced climate resilience in accordance with design standard to withstand 50-year return period storm event (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	20.00	--	0.00	60.00
Date	26-Feb-2021	--	09-Mar-2022	28-Feb-2029
Comments:	This indicator applies to breakwaters and other port works at Nafanua Port ('Eua) and Taufa'ahau Port (Ha'apai). The major outer islands consists of 5 main ports in 'Eua, Ha'apai, Vava'u, Niuatuputapu, and Niuafu'ou. Accordingly, the denominator of the indicator is 5. The design standard takes into consideration the magnitude of event, generally relating to wave height, so that a structure is designed to survive with no or minimal damage. The likelihood of a design event impacting a structure is a function of the probability of event occurrence and the time frame being considered. The project will follow the design of structures to withstand storm events of 50-year return period, which is equivalent to a 25 year design life (timeframe). The baseline number is 20% as one of the outer islands ports, Neiafu in Vava'u is located inside a natural harbor and considered sufficiently resilient.			
► Increased safety of 'Eua Kaufana Airport with upgraded runway (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	Yes
Date	26-Feb-2021	--	09-Mar-2022	28-Feb-2029
Comments:	Upgrading of the 'Eua Kaufana Airport including runway, apron and surrounding grassed areas will make airport operations safer. A resealed runway will reduce the incidence of loose stones being dislodged and striking aircraft.			
► Enhanced climate resilience and operational safety at regional airports under preventative and corrective maintenance program for airport equipment and facilities (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	Yes
Date	26-Feb-2021	--	09-Mar-2022	28-Feb-2029
Comments:	Preventive and corrective maintenance program in place for equipment and facilities at international airports.			



Intermediate Results Indicators by Components

Component 1: Capacity Building on Transport Planning and Policies				
▶ Number of women who receive training on commercial driver licenses and obtain licenses (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	40.00
Date	26-Feb-2021	--	09-Mar-2022	28-Feb-2029
Comments:	Accumulated number of women who receive training on commercial driver licenses and obtain licenses. Measure positive impact on female employment opportunity in transport sector through obtaining driver licenses.			
▶ Road Asset Management System updated and operational (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	Yes
Date	26-Feb-2021	--	09-Mar-2022	28-Feb-2029
Comments:	The MOI Road Asset Management System (RAMS) will be improved and in operation.			
▶ Documentation to update Roads Act and Traffic Act completed (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	Yes
Date	26-Feb-2021	--	09-Mar-2022	28-Feb-2029
Comments:	Documents including manuals, and guidelines that will update Roads Act and Traffic Act.			
▶ Strategic plan for Maritime Maintenance Fund completed (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	Yes
Date	26-Feb-2021	--	09-Mar-2022	28-Feb-2029
Comments:	Strategic plan for developing a Maritime Maintenance Fund to maintain port infrastructure on the outer islands is prepared.			
▶ Business opportunity seminars for domestic companies held (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target



Value	0.00	--	0.00	4.00
Date	26-Feb-2021	--	09-Mar-2022	28-Feb-2029
Comments:	The indicator will be measured as accumulated number of the opportunity seminars organized. CSU will organize this event annually and PMU will contribute to the seminars.			

Component 2: Climate Resilient and Safe Infrastructure Solutions

► Roads rehabilitated (Kilometers, Corporate)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	45.00
Date	26-Feb-2021	--	09-Mar-2022	28-Feb-2029

☐ Roads rehabilitated - rural (Kilometers, Corporate Supplement)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	45.00

☐ Roads rehabilitated - non-rural (Kilometers, Corporate Supplement)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	0.00

► Number of locations with road safety baseline and design audits completed (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	40.00
Date	26-Feb-2021	--	09-Mar-2022	28-Feb-2029

Comments: Number of the locations where road safety audits will be carried out mainly in Tongatapu and Vava'u.

► Number of airports with new rescue fire trucks and ancillary equipment delivered and in use (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	3.00
Date	26-Feb-2021	--	09-Mar-2022	28-Feb-2029

Comments: Rescue fire trucks, construction of storage facilities and ancillary equipment and goods will be provided to improve capacity for emergency landing response and readiness at the Lupepau'u International Airport (Vava'u), Salote Pilolevu (Ha'apai), and Kaufana ('Eua) airports.

► Regional Airport Asset Maintenance Contract is in place (Yes/No, Custom)



	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	Yes
Date	26-Feb-2021	--	09-Mar-2022	28-Feb-2029
Comments:	Performance-based contract is put in place to maintain critical mechanical and electrical airport assets whose failure would compromise safety or disrupt operations at international airports.			
► People with enhanced access to transportation services (Number, Corporate)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	45,000.00
Date	26-Feb-2021	--	09-Mar-2022	28-Feb-2029
Comments:	The indicator measures the number of direct beneficiaries that experience improved access to transport infrastructure and services that have been built or rehabilitated through a WBG-financed project (including highways, rural roads, urban and interurban roads, mass transit systems, ports/waterways, railways, and airports). Beneficiaries typically experience reductions in cost and time to travel and/or improvements in safety, as well as increased access to markets, job opportunities, and health and education services. In urban areas, beneficiaries include the increase in the number of users of improved services. In rural areas, beneficiaries include the increase in the number of people who live in proximity to improved services.			
<input type="checkbox"/> People with enhanced access to transportation services - Roads/Highways (Number, Corporate Breakdown)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	40,000.00
Date	26-Feb-2021	--	09-Mar-2022	28-Feb-2029
<input type="checkbox"/> People with enhanced access to transportation services – Aviation (Number, Corporate Breakdown)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	25,000.00
Date	28-Feb-2022	--	09-Mar-2022	28-Feb-2029
<input type="checkbox"/> People with enhanced access to transportation services – IWT/ Ferries (Number, Corporate Breakdown)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	10,000.00
Date	21-Feb-2022	--	09-Mar-2022	28-Feb-2029
Component 3: Project Management				
► Grievances registered related to delivery of project benefits that are addressed (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target



Value	0.00	--	0.00	75.00
Date	26-Feb-2021	--	09-Mar-2022	28-Feb-2029
Comments:	A measure of citizen engagement. Corporate requirement. This will be measured by GRM database.			

Performance-Based Conditions

Data on Financial Performance

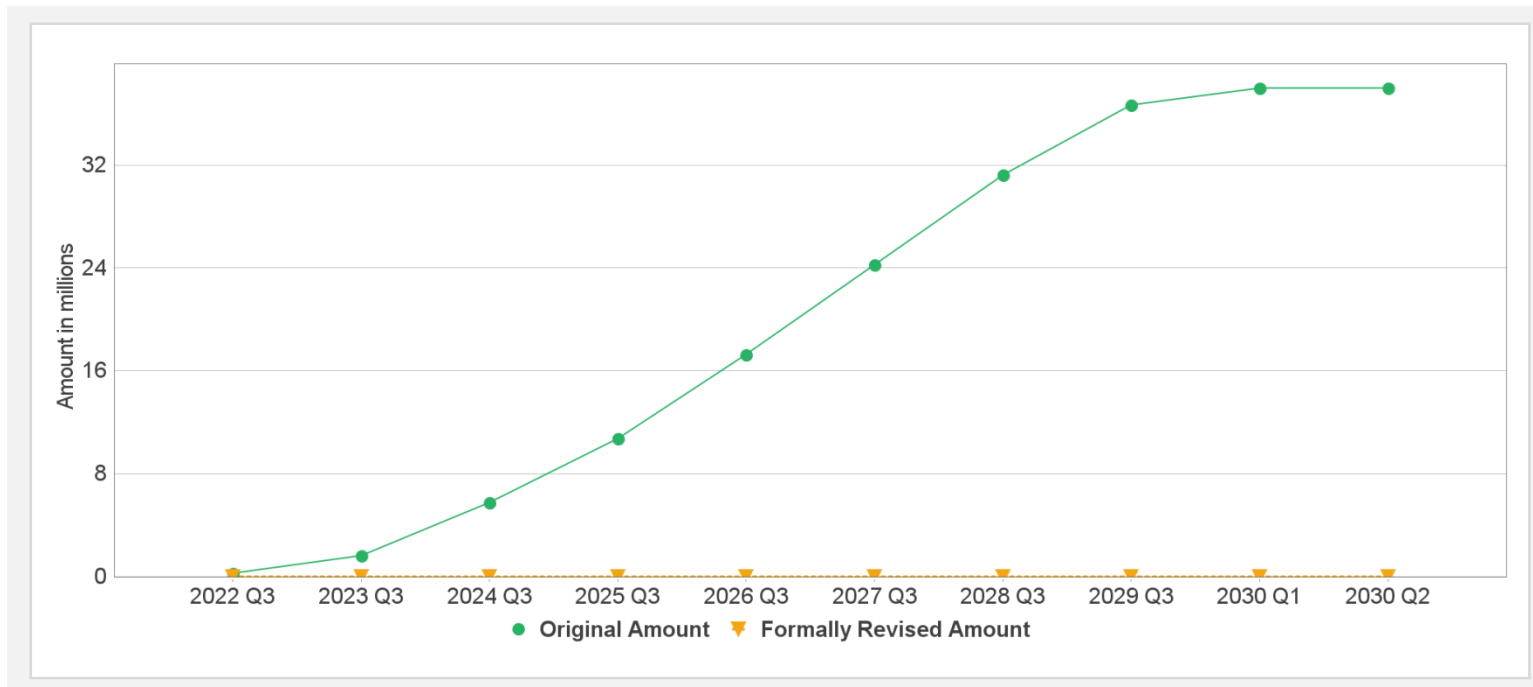
Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	% Disbursed
P176208	IDA-D9110	Effective	USD	38.00	38.00	0.00	0.00	37.88	0%

Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P176208	IDA-D9110	Effective	10-Dec-2021	31-Jan-2022	17-Feb-2022	30-Jun-2029	30-Jun-2029

Cumulative Disbursements





PBC Disbursement

PBC ID	PBC Type	Description	Coc	PBC Amount	Achievement Status	Disbursed amount in Coc	Disbursement % for PBC
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Restructuring History

There has been no restructuring to date.

Related Project(s)

There are no related projects.
