

Consultation Report

Pacific Aviation Investment Project -Kiribati

8/9/2011

Kiribati National Task Force

RECORD OF THE MINUTES
ON THE

PUBLIC CONSULTATIONS
FOR WORLD BANK FUNDED PROJECT ON
PACIFIC AVIATION INVESTMENT PROJECT (PAIP)
Tuesday 9 August, 2011

Place of consultations: Bonriki and Tekawai ae Boou involving 4 communities in total:

1. Kiribati Protestant Church (KPC) Maneaba in Bonriki
2. Roman Catholic maneaba in Bonriki
3. Tekawai ae Boou maneaba
4. AA Maneaba Bonriki Village

There were two groups formed for the purpose of conducting the public consultation for a day only. The two groups were made of the following persons:

In Group 1 Team Leader: Ms. Teboranga Tioti, Deputy Secretary, MCTTD
Mr. Benitera Tabokai, Director of Civil Aviation
Mr. Puta Tofinga, Environment Inspector, ECD, MELAD
Mr. Tebwatoki Tawetia, Senior Education Officer, ME

In Group 2 Team Leader: Mr. Moanataake, PMU, Ministry of Finance and Economic Development
Ms. Ruta Ioata, Airport Manager, Civil Aviation
Mr. Tiubeta B. Rimon, Assistant Manager, Civil Aviation
Ms. Taati Eria, Environment Public Awareness Officer, Environment and Conservation Division

WELCOME REMARKS:

1. Normally in every maneaba either an old man or a chairperson from the village welcomed the Consultation Teams and to invite the Team to start the discussion and to be followed by the Team leader to explain the purpose of the visit and to explain the details of the discussion.

INTRODUCTION:

2. The discussion began with words of thanks by the Team Leader addressing the Community for their willingness in accepting the invitation and for the use of “te maneaba” meeting hall.
3. Then followed by the Team Leader to introduce members of the Team. Consequently the Team Leader proceeds in following guidelines established and agreed in the meeting of the combined National Steering Committee and Stakeholders held on 5 Aug, 2011:
 - 1) Purpose of the visit
 - 2) Safeguard Documents:
 - i) Environment Management Plan (EMP)
 - ii) Resettlement Policy Framework (RPF)
 - 3) Closing Remarks.

For each end of the topic the community is invited to provide inputs and comments and is summarized in Table 1 below.

SAFEGUARD DOCUMENTS

Outcomes of the discussion was briefly set out in the Table below:

Table 1: Summary of Topics, Talking Points and Inputs/Comments from the Community

Topics	Talking points	COMMUNITY Inputs/Comments KPC Maneaba	COMMUNITY Inputs/Comments Catholic Maneaba	COMMUNITY Inputs/Comments Tekawai ae Boou maneaba	COMMUNITY Inputs/Comments AA maneaba
		Group 1 (14:20–16:05)	Group 2 (13:45–15:50)	Group 1 (17:05–18:30)	Group 2 (16:04–17:35)
		Attendance = 12 (3 women)	Attendance = 50 (9 women)	Attendance =34 (12 women)	Attendance =39 (9 women)
1. Purpose of the visit	1. Delivered by the Team Leaders explaining why making a visit to the community in explaining that this is a requirement by the World Bank that the community should be consulted about the progress of the project and to get their views and comments on the EMP and RPF documents. The Team Leaders proceed further in describing the project in the	Usually a most senior person spoke on behalf of the community giving words of thanks and appreciation. The community appreciated the system used by WB whereby they were given the opportunity to be part of the planning process. Only a few attended the consultation in	Welcome remarks delivered by the Chairperson of the whole of Bonriki Village. This community is comprised of landowners who have issues with aviation projects and the water reserve.	Two persons delivering welcome remarks. One as a chairperson of the community and then the old man as a senior respected person. More than 60% of this community are new landowners who bought their plots from the Bonrikilandowners. This community strongly support the project to be implemented given that it is going to be	Again the team was welcomed the usual way. Words of welcome are delivered by the chairperson of the community. The Team was given the go ahead with the presentations. Most of issues and concerns raised in the Catholic

	<p>following manner: i) Describing briefly what the Pacific Aviation Investment Project is.</p> <p>ii) Letting the Community know that it is a World Bank (WB) funded project.</p> <p>iii) Giving the details of what project items to be funded.</p> <ul style="list-style-type: none"> • World Bank - Estimated to \$20.3 million covering: Cassidy terminal, lighting, Ronton -Cassidy Runway road, Bonriki terminal, Airport Management Reform, fence, CAA support, etc) • New Zealand - \$17.5 million 	<p>this community as most of them are Government employees and most of them are new settlers bought their lands in the area.</p>		<p>funded from the generous donors. They want to see that project is proceeding further.</p>	<p>Maneaba were also raised in this community.</p>
--	---	--	--	--	--

	<p>(Cassidy runway resurfacing)</p> <ul style="list-style-type: none"> • Taiwan loan - \$15.5 million (runway resurfacing) <p>iv) Telling people that the program is aligning itself with other civil aviation projects with different components financed by different donors, the Government of New Zealand and the loan from Taiwan.</p> <p>v) And then highlighting again the two important WB safeguard documents: the EMP and RPF as main focal areas of the discussion. Telling the community that this is the process by WB to incorporate their inputs and comments to reframe the draft</p>				
--	--	--	--	--	--

	<p>detailed design before it is finalised.</p> <p>2. Outlining the order of presenting telling the community that the next topics to be presented include: 1) EMP by Mr. Puta Tofinga for Group 1 and Ms. Taati Eria for Group 2 both from Environment and Conservation Division (ECD) and 2. RPF by Mr. Benitera Tabokai, DCA for Group 1 and Mr. Tiubeta Rimon and Ms. Ruta Ioata for Group 2.</p>				
<p>2) Environment Management Plan (EMP)</p>	<p>The topic was presented by introducing a Kiribati version of Table A 2.1 for all projects of the EMP document to the community. Copies were distributed in the meeting and Mr.</p>	<p>1. Runway Drainage System</p> <p>The Community felt that the EMP does not address the drainage problem of the existing runway. Cleaning</p>	<p><u>1. Borrow sites</u></p> <p>It is a concern that Bonriki lagoon has been the borrow site in the previous airport upgrading, and has great impact</p>	<p>1. Borrow sites</p> <p>The same concern raised in the Bonriki Catholic maneaba.</p> <p>The community worries about the disappearing of their land and being eroded in the</p>	<p>1. Borrow sites</p> <p>Where is the mud going to be acquired from? All we know Bonriki lagoon has been one of the previous borrow sites, thus has devastated much of marine foods</p>

	<p>Tofinga went into each of the first column on Potential Risks and then discussed each of the Environment and Social Mitigation Measures.</p> <p>Talking points include:</p> <p>i) Explaining potential risks by following the list in Table A2.1. The list of items under each of the 3 stages of development: 1. Detailed Design/Pre-construction stage 2. Construction Stage and 3. Operation stage.</p> <p>ii) Letting the community know International Standards and</p>	<p>of the existing drainage is not sufficient and therefore asked if a new drainage system be installed and additional drainage to cover areas that are most affected be considered as currently the Community are having the problems of flooding and mosquitoes</p> <p>2. Gates with lighting Agrees that gates are constructed with lighting for accessing to the other side of the runway.</p> <p>3. Social and</p>	<p>on various sea food, will it be used again as the borrow site?</p> <p><i><u>Teams Response:</u> This is will be noted for inclusion in the EMP, however it should be noted that the area concerned has been restricted for such activity in the past 5 years or more. Now it is a mangrove nursery or replanting area under Kiribati Climate Change Adaptation program.</i></p> <p><u>2. Waste Disposal</u></p> <p>i) A concern of where to dispose the tarseal when the airport is upgraded.</p> <p>ii) What is exactly meant by</p>	<p>process and the loss of marine habitat during and after mud and sand mining.</p> <p>Can the mud and sand be sourced from overseas?</p> <p>2. Mitigation measures</p> <p>Despite that the community has little knowledge in particular the engineering/technical aspects of the project, they see the important of mitigation measures to follow the International Management Guidelines and those of the existing management systems in the host country.</p> <p>3. Casual labourers</p>	<p>like sea shells and lagoon fish.</p> <p>Team Response: Hopefully if there is a need for the mud, the mud will be taken from areas already allocated and identified by Environment, and no more from Bonriki Lagoon side.</p> <p><u>2. Waste Disposal</u></p> <p>i) How are the wastes going to be managed?</p> <p>ii) Has the project specified a place at which is going to accumulate or collect and dispose waste?</p> <p><i>Team response:</i> 1) As already indicated in the EMP all waste that could be</p>
--	---	---	--	---	---

	<p>Procedures (ISP) stated in the matrix to be used in addressing and mitigating environment and social potential risks identified on each of the 3 stages of development.</p> <p>iii) The ISP includes:</p> <ul style="list-style-type: none"> • Traffic management (e.g. signage) for quarry or borrow pit entrance and exits in the Quarry Management Plan(s) • Methods of Workplan • Safety Management Plan • Effective Drainage Systems • Quarry Management Plan • Resettlement Plan • Health and Safety 	<p>Economic Benefits</p> <p>The Community wants to see if there are direct economic and social benefits received by the village people. They believe that if this is the case, in the longterm, the support from the community be improved for the sustainability of the airport aviation development as a whole.</p>	<p>waste? The waste that normally surrounds your home or the waste from the Project work?</p> <p><u>Teams Response:</u> <i>We believe the existing tarseal will be reused like in the road project and to make sure that safe means of disposal is indicated otherwise. Waste in this case is meant for those materials etc that generate during the construction and has to be properly disposed off at the end of the construction period by the contractor.</i></p> <p>3. Noise</p> <p>Noise pollution from landing and takeoff of the aircraft is becoming a problem for</p>	<p>The request if casual labour is sourced from the community.</p> <p>4. Improvement of the road around the airport</p> <p>To avoid the regular use of the runway, the improvement of the road around the airport will allow buses, delivery trucks for cargoes and other means of transportation have easy access. Currently many users on S. Tarawa and Betio are using the concerned road.</p>	<p><i>recycled or reused in other forms will be processed that way</i></p> <p><i>2) No not yet but will be considered in the design phase</i></p> <p>3. Noise Pollution</p> <p>i) Is there any help from the project where the villagers will not be affected by the noise of the work?</p> <p>ii) Is there any compensation for noise disturbance for affected people?</p> <p><i>Teams response</i></p> <p><i>1) Yes, as already mentioned in the EMP the work will only be on during daytimes only</i></p> <p><i>2) This have to be raised to the concerned authority</i></p>
--	--	--	--	--	--

	<p style="text-align: center;">measures</p> <p>The Community was invited to provide inputs and comments. Their comments and inputs are listed in the next column of this matrix.</p>		<p>people's hearing, is there any form of mitigation measure to the problem?</p> <p><i><u>Teams Response:</u> This is very difficult as your village is right/very close to the runway, however we believe the design can consider means of noise reduction to a more acceptable limit.</i></p> <p><u>4. Fence</u></p> <p>1. Support the idea of no gate for crossing if the law states that then we are left with options to request for the following: - a good road that surrounds the airport as a</p>	<p>4. Fence</p> <p>i) What is the exact legislation for the fence wouldn't be any allowances for crossing? ii) Is there any way for us to be provided a gate for crossing? iii) Well for safety reasons, I think we will agree with the terms of full closure of runway. iv) Since there will be no runway crossing as prevention for runway incursions will the road be improved for better easy travel?</p> <p><i>Team Response</i></p> <p><i>1) The current legislations state no allowances for crossing 2) Will submit this request to the</i></p>
--	---	--	---	--

			<p>means for accessing the other side of the airport;</p> <ul style="list-style-type: none"> - Means of transport (rented bicycles); - upgrading of road needs to be done straight after airport upgrading from the remaining materials; - building a recreational centre/park; <p>2. Request that an access gate for crossing to the other side may be allowed for the following reasons:</p> <ul style="list-style-type: none"> i) it is really hard to travel around the 		<p><i>appropriate authority and hopefully to have their answers in the next round of this public consultation</i></p> <p><i>3) Your views are noted</i></p> <p><i>4) No problem, as under the different project (Tarawa road upgrading) which is about to commence soon, your request was already in the design of the new road</i></p>
--	--	--	---	--	---

			<p>airport at a long distance ii) hard to carry stuff therefore will provide short cuts to ease hardship of travelling around the airport with heavy load iii) For more freedom or having the right to move freely over our lands rather than restraining us more less in a crowded area without much space for farming.</p> <p><u>Teams Response:</u> <i>It should be noted that the fence will provide main access gates for crossing to the other side. The number and</i></p>		
--	--	--	---	--	--

			<p><i>locations will be determined latter during the design works.</i></p> <p><u>5. Water flow</u></p> <p>Water that flow off the runway normally has eroded some parts of nearby lands and even flooded nearby homes, is it possible to have the water running off the runway be drained to a certain catchment tank and be reused for Bonriki villagers?</p> <p><u>Teams Response:</u> <i>This will be one of the Design Team TOR to look into this rather than disposing the runoff directly into the lagoon</i></p>		
--	--	--	--	--	--

<p>3) Resettlement Policy Framework</p>	<p>The topic was introduced by Mr. Tabokai, DCA and Aviation staff Ms. Ruta Ioata and Mr. Tiubeta Rimon who introduced the topic in a similar way the EMP was presented. The Kiribati version of the Information Booklet was the basis for the discussion as well as the RPF document.</p> <p>RPF is a guideline at which it looks at the compensation means to whoever or whatever is to be affected by the project or during the implementation of the project thus the RPF is a guideline for Resettlement Plan</p> <p>This RPF will not only serve as a guideline for</p>	<p>1. Resettlement Proposal to relocation to Kiritimati and other two Northern Line Islands be an option to leave the airport alone. The old man asked if the general consensus must be obtained from the community as it is a sensitive issue.</p> <p>2. Noise Disturbances: takeoffs and landings A concern over the impact of a loud sound during landings and takeoff. Can be the study or a survey conducted so</p>	<p>1. Casual labour</p> <p>i) Bonriki villagers be considered in any form of project at which has to happen on Bonriki itself</p> <p>ii) Employment means at the airport if needed after the completion of upgrading request that the opportunity be given to Bonriki people first</p> <p>iii) If should there be a need for labour from Bonriki all request be forwarded to</p>	<p>1. Borrow sites</p> <p>Land erosion be the problem that could be caused by sand and mud mining. How these can be mitigated and how to compensate the loss of landowners land and to ask for the evaluation method and rates to be used.</p> <p>2. Casual labour</p> <p>It is the request of the community could have a share in providing labour inputs in any project activities.</p>	<p>1. Resettlement</p> <p>The community sees it as an option. However there is a need to do the survey report on this proposal.</p> <p>2. Compensation of sand and mud mining</p> <p>It is a concern for the cause of coastal erosion and the loss of marine life. The community asked for compensation if it is the case and a proper study to be conducted.</p> <p>3. Information</p>
--	---	--	---	---	--

	<p>compensation but also as a safeguard document to those who might be affected.</p> <p>As being proved from the last upgrading, there are negative impacts occurred such as an area at the end of runway covered with coal-tar, big ponds at the end of Temaiku from digging of mud and many others which landowners had not paid compensations</p> <p>This RPF will make sure that these negative impacts will not be happen again but if accidentally happened or any other unforeseen, those who might be affected shall be compensated according regardless gender and age.</p>	<p>that the community is convinced to allow the proposal for a relocation.</p>	<p>village chairman only</p> <p><i><u>Teams Response:</u> This will be highly recommended as we believe villagers/community participation will not only enhance the implementation of the project, but also create the sense of ownership. However, this will entirely be the government of the day decisions</i></p> <p><u>2. Airport Project disturbances</u></p> <p>i) Since there are many restrictions according to the use of the airport, it is best that airport be closed and let us enjoy the</p>		<p>Booklet</p> <p>The community appreciates that their concerns are well attended in the RPF document.</p> <p>4. Casual Labour</p> <p>i) Employment means at the airport if needed after the completion of upgrading request that the opportunity be given to Bonriki people first</p> <p>ii) If should there be a need for labour from Bonriki who should we contact for registration? As most of the labours required in the past filled up</p>
--	--	--	---	--	---

	<p>Talking points were topics that based on the questions and answers provided in the Information Booklet that has been translated to Kiribati and distributed in the meeting and the RPF itself. Main topics included the followings:</p> <ul style="list-style-type: none"> i) Procedures to make a claim on assets and affected persons ii) Appropriate Compensation policies <p>The Community was invited to provide inputs and comments. Their comments and inputs are listed in the next column of</p>		<p>leisure of our land</p> <p>ii) The problem in maintaining airport projects for upgrading can only be solved by resettling Bonriki village people to other places (Australia & New Zealand)</p> <p><i><u>Teams Response:</u></i> <i>We strongly believe that this is the best way forward, but regrets that this is beyond this projects scope nevertheless we'll include it for government future considerations</i></p> <p><u>3. Land acquiring</u></p> <p>i) Does the land need to be acquired by the</p>		<p>from the Village side.</p> <p>5. Land acquiring</p> <p>i) If there any found disturbances which are not mentioned in the EMP/RPF and seen during the implementation of project will there be still compensation for that?</p> <p><i><u>Team response:</u></i> <i>Any form of disturbances before and during implementation of the project will therefore be compensated, only if verified to be appropriate.</i></p> <p>6. Dust Pollution</p> <p>i) How is the project going to deal with dust</p>
--	--	--	--	--	--

	this matrix.		<p>project?</p> <p><i><u>Teams Response:</u></i> <i>Since the project will be carried out on the existing footprint of the airport, there is no intention to acquire more land</i></p> <p><u>4. Dust Pollution</u></p> <p>i) How is the project going to deal with dust pollution to the nearby residents?</p>		<p>pollution to the nearby resident?</p> <p><i><u>Teams Response:</u></i> <i>This is included in the EMP, the dry and dusty earth etc will be dampened/wetted prior working with it</i></p>
--	--------------	--	---	--	--

4. Closing Remarks

Normally the team leaders delivered the closing remarks. On behalf of the team, words of appreciation is given to the communities with a token of \$50 given to each community for the purpose of using the maneaba and a traditional mweaka which is official for undertaking the community consultation. They were reminded that this is not the end of the consultation process but there are more in the future where they will be invited in the same way as this consultation was conducted. The response given is very positive.

End of the meeting

MINUTES OF KPC CONSULTATION SATURDAY 13TH APRIL 2013

TEAM LEADER: SAS TAARE URIAM

TEAM MEMBERS: REINA TIMAU, AAKO TEIKAKEE AND RUTA IOATA

The consultation took place in one of Kiribati Protestant Church function known as children's day as it was the only means in getting a bigger crowd.

12:15pm Mr Tabuki introduces the visit and so handed over to the team

SAS: introduces the team and its purpose

Reina: Goes on explaining the KAIP project and what we are expecting out of the consultation

- *Airport terminal improvements*
- *Runway upgrading*
- *Fences*
- *Possible impacts to villagers and how the project will raise facilities as a result of the first consultation that will help prevent vandalism of airport facilities*
- *Where will these facilities be located???*

Village responds and questions

- 1. Government knows better about the leases on Bonriki best to decide the place of the facilities(Mr Tabuki village president)*
- 2. If the fence is raised and how would villagers access the other side; do we need to take a bus? In the previous years the fence that was raised did not last long, so how would you manage to raise up again knowing it will not last???(Mr Nakau Nareau)*

Team responding

Ms Aako Teikake: There will be gates provided as to solve the problem of tearing down the fences

- 3. Again as said previously GOK knows the leases of bonriki and when the location is finalized and if the land is not leased then approach to the landowner need to be made or village representatives visiting the land owner either way can be done (Mr Tabuki village president)*
- 4. Talking about the recreational facilities are useful measures and good solution to help in the vandalism situation as young people normally use the runway as their sports area; thus a soccer field would be more applicable to Bonriki villagers as basketball, volleyball and tennis are not commonly played by our youths(Mr Tokannang Maio). Location is the pond opposite Police station if filled and these recreational facilities are build there as space is a problem for bonriki now.*
- 5. Adding to that why not Gymnasium building where Aviation can make money of it and for the villagers to use as well*

Team respondent

Ms Reina Timau: *We take notes of the two requested facilities as during the first consultation and the two were only mentioned, however will take it up for discussion.*

Pastor

- *Gives thanks to the team visit and what they have shared*
- *Also extends appreciation to the religion members on their comment and recommendations*
- *Good communication among villagers and the government is always a good foundation of good development*

The consultation ended at around 1:45pm

MINUTES OF BONRIKI VILLAGE CONSULTATION MONDAY 15TH APRIL 2013

TEAM LEADER: DS TEBORANGA TIOTI

TEAM MEMBERS: AAKO TEIKAKEE AND RUTA IOATA

ATTENDEES: 35 PEOPLE; 4 OF THEM ARE WOMEN

MEETING STARTS: 1430

MEETING VENUE: CATHOLIC CHURCH MANEABA

Mr Tabuki introduces the visit and so handed over to the team

DS introduces the team and its purpose and goes on explaining what is expected as follow

- *The recreational facilities at which project is ready to finance are Public Toilet and multipurpose court*
- *Where will these facilities be located???*
- *Will these facilities be a solution to the vandalism acts???*

Village responds and questions

1. *Thanking the team for the visit and what they shared is the answer to what we have proposed during the first consultation. As for the location we have identified the place as next to the primary school; old pond. Filling of the area and survey may need to be in place before implementation.
As for the toilet location probably the lagoon area as we are faced with space limitation however other village members can decide a better location if they have better place that will be very beneficial to the village members (Tataa)*
2. *In relation to the Toilet block, what kind of toilet block that you are describing toilet block for the multipurpose court or for the village???*

Team responding

Ms Teboranga Tioti: Toilet block depends on the village needs or suitability

2. *If as mentioned like others preferred the location opposite the Police station; pond, if that is final then it wont be a solution to the problems as it is quite far to go to and what we recommend to be near the main village and next to the primary will be more convenient.*
3. *The ideal for these projects as toilet blocks is for the village as whole not for which end of the village but to give places and location at which can make the whole village happy (Tabuki)*

Team respondent

Ms Teboranga Tioti: Thanks to all comments, thus this is why we do the consultation to all village members as we need to get everyone's views on where will it be best to build the

blocks. Even before building it there are such laws to consult like Environmental Act, Civil Aviation Act, ICAO standards. In regards to location next to the primary (multipurpose court) consulting the principal she said it would be a disturbance

1. It is funny to hear different views of principals, as we consulted the previous principal and she said it was ok but really is surprising to have objection from the recent principal, however to be frank Principals are not from Bonriki and they normally change over a period of time, and do not know what is good for Bonriki people and the children.

Team responding

Ms Aako Teikake: Current situation- Aerodrome is in compliance with ICAO standards and thus runway strip is not up to standard, transitional slope not compliant and many more which will require the support of the village and cooperation. We need you to understand the length and width, slope so that whatever location you are looking at will not be affected by the future development of the airport

1. Designated area for the multipurpose that we are suggesting I am assuming it will not be affected, and as for future expansion of the airport. Should any expansion to be taken place we request that expansion be made to the north so that village people are less affected.

Team responding

Ms Teboranga Tioti: thanking everyone for their comment and all is noted yet we are still to confirm the location of the toilet block.

2. Concerning the Recreational facilities would it be possible to have a Mwaneaba build as for place of waiting or shelter???
4. A question the toilet block that is mentioned is it for the multipurpose court or for the village???

Team responding

Ms Teboranga Tioti: These toilet blocks are for the village, and so we would like to know where it would be build and how will it be managed and maintained

2. What is manageable and maintainable if toilet block for the village, would be more convenient if the blocks are build on the landmarks if the blocks are to be built for every person.
1. Should the toilet blocks are to target the community then its best build at the churches as it can be maintained and managed
5. We want to know the number of toilet blocks that are to be build so that we can know and decide in more better and manageable situation for the whole village.

Team responding

Ms Teboranga Tioti: Apologies as we have no idea on the exact number of the toilet blocks but we assuming that the consultation will give good idea on the number of blocks.

2. *Now knowing that airport is not compliant and still need to expand further, it creates tension of anxious, however would like to know what are the rules of the ICAO in place for people that will likely to be affected, looking at the outer islands airfields really isolated from the village but not like airfield here in Bonriki. What are the benefits to us landowners from such upgrading of the aviation/airport???*
3. *The ideas as mentioned really appreciated, as landowners need to be considered in any works that will happen on Bonriki village such as laborers or other works that could allow villagers to benefit from.*
1. *To sum up there is no objection for the airport upgrading as we know about the project and its importance, but as others mentioned about the benefits more less like compensating for their land use obviously we are aware of the airport upgrading and thankful that we are always considered in the long run. Nevertheless the multipurpose court will surely help youth away from using the runway and also ensuring the stop of vandalism.*

Ms Teboranga Tioti: We thank all the comments and the welcoming of the village and so if there is no more clarification or questions then that is all from the team.

The consultation ended at around 3:45pm

Appendix G

Environment License Application Form



Project No.	
Date of receipt	
RR number	
Review date	
Site visit date	
Status	

GOVERNMENT OF KIRIBATI
MINISTRY OF ENVIRONMENT LANDS AND AGRICULTURAL DEVELOPMENT
 P.O. Box 234,, Bikenibeu, Tarawa, Republic of Kiribati
 Tel. No. (686) 28000/28425 Fax: (686) 28334
Email: information@environment.gov.ki

Environment Licence Application Form

1. Contact Information

Name of applicant Ministry of Communications, Transport and Tourism Development
 (must be an individual person, corporation or government body)

Contact Address

Betio, Tarawa, KIRIBATI

Telephone +686 26003 Mobile _____ Fax _____

Email:

teboranga@gmail.com

2 Background Information

Name of project (ESA) Kiribati Aviation Investment Project

Type of project

(government/private/commercial) Government – Ministry of Communications,
 Transport and Tourism Development

Location of the project Bonriki International Airport, South Tarawa
 (attach site plan if applicable)

Proposed implementation date _____

2. Site description detailing the state of the environment

Please refer to attached Basic Environmental Impact Assessment and Environmental Management Plan, Section 4.0 Environmental and Social Environment

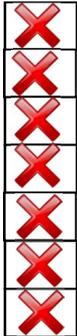
3 Project Description

Purpose of the project (attach supplement information if available) _____
 Refer to Section 1.0 and 2.0 of the attached BEIA and EMP _____

Size of the project (design specifications to be provided if applicable) _____
 Refer to Section 2.0 and Appendix A for a Description of Works and design plans _____

Persons or contractors who will undertake the activity ___Not yet known_____

5. Specify activity/activities below if they are going to involve or be part of this proposed Project.

Activities	Tick below
Activities involving significant coastal and marine impact <ul style="list-style-type: none"> • extraction of aggregates, minerals, stones or shingles, sand, reef mud and beach rock— • clearance of live corals, mangroves and seagrass • construction work below the high water mark • construction of seawalls • land reclamation • establishment of boat channels • dredging 	
Activities requiring significant materials <ul style="list-style-type: none"> • brick manufacture • landfilling 	
Activities involving significant waste products <ul style="list-style-type: none"> • operation of waste disposal plants including recycling and collection systems • operation of drainage, disposal or sewerage systems • chemical treatment of timber 	

Other Activities – Refer to ESA list	Specify if any
<ul style="list-style-type: none"> • Activities using significant natural resources 	The project will import all necessary equipment or material (e.g. aggregate).
<ul style="list-style-type: none"> • Activities involving harmful chemicals 	The project will make use of hazardous substances (e.g. fuel, lubricants, bitumen), which are to be managed in accordance with the BEIA and EMP.

<ul style="list-style-type: none"> • Activities involving a significant alteration of the environment 	<p>The project involves upgrading and maintenance type activities on existing infrastructure. There will not be any further permanent alteration of the environment as a result of project activities.</p>
--	--

<p>I certify that the above information is true.</p>	
<p>Signature _____</p>	
<p>Name of person (providing information) _____</p>	
<p>Date _____</p>	

Note: It is an offence under section 30 of the *Environment Act 1999* to provide false or misleading information

Attach any other relevant information (in the form of Project document, Study report, etc.)

Lodgment Requirements/Conditions.

1. For seawall and mining activities (sand and gravel, reef mud dredging), please obtain license forms from Land Management Division(LMD) before applying for an Environment Licence.
2. Application fee of \$10.00