



Combined Project Information Documents / Integrated Safeguards Datasheet (PID/ISDS)

Appraisal Stage | Date Prepared/Updated: 31-Jan-2018 | Report No: PIDISDSA23849



BASIC INFORMATION

A. Basic Project Data

Country Samoa	Project ID P165943	Project Name Enhanced Road Access Project Additional Financing	Parent Project ID (if any) P145545
Parent Project Name Enhanced Road Access Project	Region EAST ASIA AND PACIFIC	Estimated Appraisal Date 30-Jan-2018	Estimated Board Date 28-Feb-2018
Practice Area (Lead) Transport & Digital Development	Financing Instrument Investment Project Financing	Borrower(s) Ministry of Finance	Implementing Agency Land Transport Authority

Proposed Development Objective(s) Parent

To restore key road sector assets damaged by extreme weather events and enhance the climate resilience of critical roads and bridges in Samoa.

Components

Road and Bridge Reconstruction
Technical Assistance
Project Management

Financing (in US\$, millions)

SUMMARY

Total Project Cost	3.36
Total Financing	3.36
Financing Gap	0.00

DETAILS

Environmental Assessment Category
Partial Assessment (B)



Decision

The review did authorize the preparation to continue

Other Decision (as needed)

B. Introduction and Context

Country Context

- 1. Project Background.** Tropical Cyclone Evan (TCE) struck Samoa on December 13 and 14, 2012. Over the two-day period five people were killed and approximately 4,250 were temporarily displaced, with 6,000 people evacuated after high winds damaged homes and Apia's Vaisigano River broke its bank. In response to TCE, the Government declared a 30-day state of emergency, subsequently calling for international assistance, and engaging local contractors, civil society groups, and the international community in the relief and rehabilitation effort. Building on the Bank's successful and long-term engagement in Samoa's road sector, the Enhanced Road Access Project (ERAP) was part of the Bank's response to TCE. The project provided funding to repair roads and bridges damaged by TCE, and to upgrade, rehabilitate and/or reconstruct existing road sector assets to higher standards to strengthen their resilience to climate change and extreme weather events.
- 2.** A Level 2 Restructuring was approved on 22 February 2016 to finance shortfalls on the East Coast Inland Route (ECIR) and pedestrian access routes that were constructed under the Post-Tsunami Reconstruction Project (PTRP). These fell within the objectives and scope of ERAP. Adjustments were also made to the results framework to reflect the fact that the new activity would result in a slightly reduced scope.
- 3.** The Additional Financing (AF) is necessary to help cover cost overruns for Leone Bridge and projected overruns for Mali'oli'o Bridge, and to support financing of climate resilient road works.
- 4. Country Context.** The Independent State of Samoa (Samoa) is a small remote Pacific Island Country (PIC) with a population of approximately 197,000 people¹. Samoa consists of the two large islands of Upolu and Savai'i, and several smaller islands, and has a total land area of approximately 2,935 km². Like many PIC's, Samoa is vulnerable to extreme weather events. The latest information from the Pacific-Australia Climate Change Science and Adaptation Planning Program (PACCSAP)² indicates that the frequency and intensity of extreme weather and climate events, such as heavy rainfall, strong winds and storm surges is already on the rise throughout the region. Such events cause severe damage to infrastructure and other economic assets, and have adverse effects on livelihoods. Samoa has been heavily impacted by natural disasters including Cyclone Ofa (1990), Cyclone Val (1991) and Cyclone Evan (2012). The Damage and Loss Assessment³ following Tropical Cyclone Evan (TCE) reported that the combined physical damage and economic losses to

¹ Samoa Bureau of Statistics.

² "Climate Variability, Extremes and Change in the Western Tropical Pacific: New Science and Updated Country Reports," Pacific-Australia Climate Change Science and Adaptation Planning Program, 2014.

³ Samoa Post-Disaster Needs Assessment, Cyclone Evan 2012, Government of Samoa, March 2013.



transport infrastructure, houses, and tourism facilities were estimated at US\$204 million, approximately 28 percent of the total value of goods and services produced in 2011.

Sectoral and Institutional Context

5. Of Samoa's total population, about 70 percent lives within one km of the coast, and critical infrastructure including roads, hospitals, schools, places of employment, port facilities, tourist facilities, power plants and airports, are located primarily in the coastal zone. The transport network therefore faces a range of issues that increase vulnerability such as: (i) coastal exposure to sea-level rise, storm surge, and wave action during cyclones and tsunamis; (ii) flooding and landslides associated with extreme rainfall events; (iii) damage from earthquakes; and, (iv) accelerated pavement deterioration due to extreme weather and rising water tables.
6. Samoa's transport network is of critical importance to the country's economy through supporting trade and promoting commercial activity by facilitating the movement of goods and services, and providing safe and efficient access to social services including schools and health facilities.

C. Proposed Development Objective(s)

Original PDO

7. To restore key road sector assets damaged by extreme weather events and enhance the climate resilience of critical roads and bridges in Samoa.

Current PDO

8. To restore key road sector assets damaged by extreme weather events and enhance the climate resilience of critical roads and bridges in Samoa.

Key Results

9. It is proposed to update the results framework to reflect the adjustments to project activities. This includes: (i) updates to the PDO indicators to reflect the outcome of the project and activities; and, (ii) updates to intermediate indicators to reflect the outputs of the activities carried out under the associated project components. To monitor progress towards the PDO, a core set of indicators has been identified:
 - Improved connectivity through rehabilitation of the road network to improved standards; and,
 - Improved connectivity through rehabilitation or replacement of water crossings to improved standards.

D. Project Description

10. ERAP consists of three components:
 - Component 1: Road and Bridge Reconstruction
 - Component 2: Technical Assistance
 - Component 3: Project Management
11. There will be a cost increase of US\$3.36 million to Component 1. This component finances the repair of roads and bridges following TCE, and the rehabilitation and/or reconstruction of existing road sector assets



to strengthen their resilience to climate change and extreme weather events. The Government decided that their needs would be best met by the full replacement of two bridges rather than rehabilitating them. For Leone Bridge, works on the bridge were originally estimated at US\$3.00 million; however, the complexity of the design meant that the costs were higher than originally envisaged. At completion, the cost for the bridge replacement was US\$4.37 million, with a US\$1.37 million cost overrun compared to the originally estimated value. For Mali'oli'o Bridge, the original estimate was US\$3.00 million. However, given the experience with Leone Bridge and that consultants' rates and unit costs for works tend to be relatively high in Samoa largely due to limited competition and remoteness from major markets, it is expected that the cost of bridge replacement will exceed the cost estimate that was envisaged during project preparation.

E. Implementation

Institutional and Implementation Arrangements

12. The executing agency for the project is the Ministry of Finance (MoF). The Implementing Agency for ERAP is the Land Transport Authority (LTA). A Project Management Division (PMD), responsible for World Bank funded projects, sits within the LTA. An individual international consultant (Technical Advisor) has been supporting LTA's PMD.
13. Whilst LTA are the Project Implementing Agency, MoF have contracted the Project Management Consultancy (PMC) services to a private consulting firm, to provide project management support to help implement ERAP. The consulting firm is responsible for ensuring that IDA's fiduciary and reporting requirements are met.
14. LTA has also recruited a part-time Safeguards Specialist to manage the safeguards aspects of the ERAP sub-projects. The Safeguards Specialist commenced work on 1 October 2017 under an initial 12-month contract, which will be renewed annually in subsequent years to ensure adequate oversight of safeguards policy implementation.

F. Project location and Salient physical characteristics relevant to the safeguard analysis (if known)

The Leone Bridge is one of the three bridges providing access from the villages along the east coast of Upolu Island into the Apia urban area. It was severely damaged during Tropical Cyclone Evan in 2012 and was closed to traffic up until the new bridge was opened in July 2017. The Mali'oli'o Bridge site is located in the north-east of Savai'i Island (Samoa's second largest island) and will provide an all-weather crossing of the Mali'oli'o River. Residents to the north of the river must cross it to access public services (including the hospital) that are located in the south-east section of the island. The existing crossing comprises a concrete ford downstream from the proposed bridge site that facilitates access along the North Coast Road. Flow in the river is highly intermittent and is limited to non-existent for much of the average year meaning that access is available on the majority of days via the ford. However, the river is prone to periodic flash-flooding making the ford impassable for short periods after heavy rain. The new bridge will involve construction of a



concrete arch bridge and a 1.6 km new road extension to connect the northern bridge abutment to the existing North Coast Road.

G. Environmental and Social Safeguards Specialists on the Team

Nicholas John Valentine, Environmental Safeguards Specialist
Craig Andrew Clark, Social Safeguards Specialist

SAFEGUARD POLICIES THAT MIGHT APPLY

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	<p>The original project was classified Category B. There is no change to the classification, as the proposed physical activities funded by the AF will have associated impacts similar in nature and scale to the original project. Physical activities include road and bridge construction.</p> <p>Environmental assessments under the project are governed by the Environmental and Social Management Framework (ESMF). An Environmental and Social Management Plan (ESMP) was prepared for the Leone Bridge and satisfactorily implemented via a Contractor’s ESMP.</p> <p>For the Mali’oli’o Bridge an Environmental and Social Assessment has been prepared and a Land Acquisition and Resettlement Plan is being finalized. Once both documents are cleared by the Bank they will be disclosed in-country and on Infoshop. Disclosure is anticipated in February 2018.</p>
Natural Habitats OP/BP 4.04	No	No natural habitats are present within the sub-projects’ areas of influence.
Forests OP/BP 4.36	No	No forests will be impacted by the sub-projects.
Pest Management OP 4.09	No	The project does not involve the use of pesticides.
Physical Cultural Resources OP/BP 4.11	No	There are no known physical cultural resources (PCR) within the sub-projects’ area of influence; however,



		the ESMF includes a chance finds procedure in the event that PCR are discovered.
Indigenous Peoples OP/BP 4.10	No	Policy guidance for indigenous peoples in Samoa has been revised since the parent project was designed and it is now recognized that the overwhelming majority of the Samoan population is indigenous, hence this policy is not triggered. However consultations and land acquisition processes are undertaken in a culturally appropriate manner on all sub-projects.
		Preparation and implementation of involuntary resettlement is guided by a Land Acquisition and Resettlement Framework approved for the Enhanced Road Access Project and is included as part of the Environment and Social Management Framework.
Involuntary Resettlement OP/BP 4.12	Yes	A Land Acquisition and Resettlement Plan (LARP) is being prepared for the Mali'oli'o Bridge, and will be disclosed once finalized. The construction of a new approach road for Mali'oli'o Bridge will create involuntary resettlement impacts. These impacts are limited to losses of marginal strips of productive land, loss of trees and secondary structures. Resettlement impacts are not expected to have significant impacts on livelihoods and no resettlement is anticipated. Rehabilitation of Leone Bridge is on the original footprint of the bridge and has no resettlement impacts.
Safety of Dams OP/BP 4.37	No	Not applicable.
Projects on International Waterways OP/BP 7.50	No	Not applicable.
Projects in Disputed Areas OP/BP 7.60	No	Not applicable.

KEY SAFEGUARD POLICY ISSUES AND THEIR MANAGEMENT

A. Summary of Key Safeguard Issues

1. Describe any safeguard issues and impacts associated with the proposed project. Identify and describe any potential large scale, significant and/or irreversible impacts:

The key safeguards issues associated with the Leone Bridge replacement included protection of water quality, community health and safety, and construction-related impacts (e.g., noise). The Contractor satisfactorily managed all potential impacts during the course of construction and no residual impacts resulted from the works. The Mali'oli'o



Bridge involves the construction of a 1.6 km approach road through an area of regrowth vegetation that includes some productive crop trees. The vegetation does not constitute natural habitat as human activity has substantially modified the primary ecological functions. The road alignment will be situated on customary land, which will be acquired and compensated in accordance with World Bank policy and Samoan law. A traditional Samoan residential structure (faleo'o) will need to be relocated a short distance and some crops and trees will need to be removed. The relocation of the faleo'o does not involve displacement and the owner will be compensated to allow it to be rebuilt. All crops and trees will be compensated in accordance with established Samoan Government compensation rates. Construction-related impacts are not expected to be significant and can be mitigated through good industry practice, which is embodied in the Samoa Codes of Environmental Practice (COEP). There are no large scale, significant and/or irreversible impacts associated with the sub-projects.

2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area: No indirect or long-term negative impacts are expected from future activities in the area of the sub-projects. For Mali'oli'o Bridge, several location and alignment options were considered and subject to several rounds of consultations with the local community. The alignment was selected based on least impact and community preferences.

3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts. A number of alternatives were considered for the Mali'oli'o Bridge replacement including bridge designs, bridge locations and road alignments, and were subject to several rounds of consultations with the local community. The preferred road alignment has the least impact on environmental and social assets in the subject area.

4. Describe measures taken by the borrower to address safeguard policy issues. Provide an assessment of borrower capacity to plan and implement the measures described. LTA has recently recruited a consultant Safeguards Specialist who will oversee the finalization of safeguards instruments for Mali'oli'o Bridge and ensure that adequate safeguards monitoring and supervision is enacted during the construction phase. This recruitment has substantially increased LTA's capacity to manage environmental and social risks on sub-projects and the project will continue to finance this role through to completion. A Grievance and Complaint Logging System (GCLS) has been developed for the project and training provided. The GCLS should be used for all physical works contracts going forward.

5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people. The governing Environmental and Social Management Framework (ESMF) - incorporating the Land Acquisition and Resettlement Framework (LARF) – has been disclosed on the LTA website and is still deemed to be adequate. The key stakeholders for the Mali'oli'o Bridge sub-project are the customary landowners whose land will be acquired for the access road and the remaining residents of Samalae'ulu village through which the Mali'oli'o River passes. The village residents and leaders were consulted on a number of occasions during the design process to determine the preferred bridge location and access road alignment. The affected landowners were consulted extensively during the preparation of the Land Acquisition and Resettlement Plan (LARP) and this will continue through to payment of compensation prior to construction commencing. For the Mali'oli'o Bridge an Environmental and Social Assessment has been prepared and the LARP is being finalized. Once both documents are cleared by the Bank they will be disclosed in-country and on Infoshop. Disclosure is anticipated in February 2018.



B. Disclosure Requirements (N.B. The sections below appear only if corresponding safeguard policy is triggered)

Environmental Assessment/Audit/Management Plan/Other

Date of receipt by the Bank 08-Dec-2015	Date of submission for disclosure 31-Aug-2016	For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors
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"In country" Disclosure

Samoa
04-Feb-2016

Comments

Disclosed on Samoa Land Transportation Authority website.

The review of this Safeguards has been Deferred.

Comments

Resettlement Action Plan/Framework/Policy Process

Date of receipt by the Bank 08-Dec-2015	Date of submission for disclosure 31-Aug-2016
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"In country" Disclosure

Samoa
04-Feb-2016

Comments

Disclosed on Samoa Land Transportation Authority website.

The review of this Safeguards has been Deferred.

Comments

If the project triggers the Pest Management and/or Physical Cultural Resources policies, the respective issues are to be addressed and disclosed as part of the Environmental Assessment/Audit/or EMP.

If in-country disclosure of any of the above documents is not expected, please explain why:



NA - documents have been disclosed in-country.

C. Compliance Monitoring Indicators at the Corporate Level (to be filled in when the ISDS is finalized by the project decision meeting) (N.B. The sections below appear only if corresponding safeguard policy is triggered)

OP/BP/GP 4.01 - Environment Assessment

Does the project require a stand-alone EA (including EMP) report?

Yes

If yes, then did the Regional Environment Unit or Practice Manager (PM) review and approve the EA report?

Yes

Are the cost and the accountabilities for the EMP incorporated in the credit/loan?

Yes

OP/BP 4.12 - Involuntary Resettlement

Has a resettlement plan/abbreviated plan/policy framework/process framework (as appropriate) been prepared?

Yes

If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan?

Yes

Is physical displacement/relocation expected?

Yes

Provide estimated number of people to be affected 2

Is economic displacement expected? (loss of assets or access to assets that leads to loss of income sources or other means of livelihoods)

No

The World Bank Policy on Disclosure of Information

Have relevant safeguard policies documents been sent to the World Bank for disclosure?

Yes

Have relevant documents been disclosed in-country in a public place in a form and language that are understandable and accessible to project-affected groups and local NGOs?

Yes



All Safeguard Policies

Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?

Yes

Have costs related to safeguard policy measures been included in the project cost?

Yes

Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?

Yes

Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?

Yes

CONTACT POINT

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APPROVAL

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Country Director:	Mona Sur	05-Feb-2018