

**INTEGRATED SAFEGUARDS DATA SHEET
APPRAISAL STAGE**

Report No.: ISDSA1319

Date ISDS Prepared/Updated: 24-Sep-2012

I. BASIC INFORMATION

1. Basic Project Data

Country:	Samoa	Project ID:	P126504
Project Name:	Enhancing Climate Resilience for West Coast Road (P126504)		
Task Team Leader:	James A. Reichert		
Estimated Appraisal Date:	15-Oct-2012	Estimated Board Date:	13-Dec-2012
Managing Unit:	EASNS	Lending Instrument:	Specific Investment Loan
Sector:	Rural and Inter-Urban Roads and Highways (85%), General transportation sector (15%)		
Theme:	Climate change (100%)		
Financing (In USD Million)			
Financing Source			Amount
Borrower			2.22
Strategic Climate Fund Grant			14.80
Total			17.02
Environmental Category:	B - Partial Assessment		
Is this a Repeater project?	No		

2. Project Objectives

The project development objectives are to (i) improve the climate resilience of the West Coast Road; and (ii) enhance local capacity to strengthen the climate resilience of Samoa's road network.

3. Project Description

The West Coast Road (WCR) is a key infrastructure component of the Samoa Economic Corridor. It provides a vital land transport link between Apia, Faleolo International Airport and Mulifanua inter-island ferry wharf. The road runs parallel, and occasionally adjacent to, the coast. It is vulnerable to high rainfall events (leading to surface flooding and deterioration of the road surface), and extreme high sea levels (leading to accelerated erosion of the road profile). In addition, the road surface is compromised, particularly at its eastern end, by a high water table, which contributes to deterioration of the road pavement.

Under the Second Infrastructure Asset Management Project (SIAM-2), technical assistance was provided to carry out a detailed feasibility study to upgrade the drainage of the WCR to increase its resilience to extreme weather events. The Enhancing Climate Resilience of the West Coast Road Project (CRWCR) will implement the study's findings and extend the works to include a general rehabilitation of the road profile and surface in the affected areas

The proposed project comprises three components as described below:

Component 1: (US\$15.70 million) Improving Climate Resilience of the WCR.

Proposed works under this component will improve the West Coast Road (WCR) pavement by raising and strengthening, where necessary, sealing shoulders, improving longitudinal and cross drainage, and associated costs for drainage easements. These investments will serve to: (a) reduce road closures during extreme weather events and high sea levels; (b) avoid surface flooding and impounding of water, which contributes to road deterioration and adversely impacts roadside communities; (c) reduce road deterioration due to runoff and increasingly high water tables, and generally improve pavement quality to reduce future maintenance requirements; and (d) contribute to increased road safety by providing a roadside pathway for pedestrians and dedicated bus stops and facilities.

The proposed construction works on the WCR will address these recommendations of the drainage study by making improvements to the road pavement, including raising and strengthening where necessary; sealing the road shoulders, and improving longitudinal and cross-drainage.

All road reconstruction works are planned to take place within the existing road reserve, but the need to access roadside properties to complete the associated drainage works was identified in the SIAM2 study.

Technical assistance will also be included in this component for the detailed design and supervision of the WCR works. This will mitigate capacity and delivery quality risk to project implementation.

Component 2: (US\$0.80 million) Vulnerability Assessment of the Samoa Road Network.

Although the WCR is the main focus of the CRWCR, many other links of the Samoa road network share similar vulnerability issues, in particular: (i) coastal exposure to sea level rise; (ii) storm surge; (iii) wave action during cyclones and tsunamis; (iv) inland flooding and landslips during extreme rainfall events; (v) earthquake damage; and (vi) accelerated pavement deterioration due to extreme weather and rising water tables in some locations.

This component involves technical assistance designed to bring about transformative change in the way that climate change is addressed in the Samoa roads sector. The assistance will assess the climate change and disaster vulnerability of the main road network of Samoa as a whole, and prepare a climate resilience/adaptation strategy for the road network. This will involve using best available climate change and natural hazard risk information to identify key hazard types and risk levels (sea level rise, tropical cyclones, extreme rainfall and temperature events, tsunami, etc), and then assessing the likely severity and timing of risk impacts for all links of the major road network. In particular, the analysis will use latest results from the Pacific Climate Change Science Program and the Pacific Catastrophe Risk Assessment and Financing Initiative. Based on this analysis, the study

will then prepare a road network adaptation strategy that will (a) outline a general climate change adaptation policy framework and objectives for the road network; (b) identify and prioritize specific locations that require investments to improve the resilience of the road network; (c) identify and define specific measures to update design and planning standards and maintenance procedures taking into account expected climate change; and (d) review the institutional and legal framework and recommend specific reforms required to facilitate climate change resilience in the roads sector from infrastructure and operational perspectives.

Component 3: (US\$0.74 million) Project Management.

Recognizing the current work load of the Land Transport Authority (LTA), the size and significance of the proposed project, and following the satisfactory arrangements of SIAM-2 and the PTRP, technical assistance for project management will be provided under the project. A PMU would assist with the preparation of procurement documentation, financial management arrangements, and monitoring and evaluation of results and indicators. Incremental operating costs associated with LTA's costs to carry out adequate management and supervision of project activities would also be financed under this component.

4. Project location and salient physical characteristics relevant to the safeguard analysis (if known)

The CRWCR will be implemented along the West Coast Road from Faleolo International Airport to Apia. The technical assistance components will be carried out throughout Samoa.

5. Environmental and Social Safeguards Specialists

Victoria Florian S. Lazaro (EASPS)

Gerardo F. Parco (EASPS)

6. Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/ BP 4.01	Yes	The rehabilitation of the West Coast road will involve road carriageway improvement, pavement rehabilitation and improvement of drainage and road shoulders, among others. These activities may have some adverse impacts on the physical environment, communities along the road and the public using the road. Impacts related to construction activities and other project related impacts will be managed through an Environmental Code of Practice (ECOP), which will be based on the existing relevant Samoa Codes of Environmental Practice.
Natural Habitats OP/BP 4.04	No	There are no known sensitive natural habitat areas along the West Coast Road. The improvements works on the will be limited to the current alignment and right way. No natural habitats will be affected.
Forests OP/BP 4.36	No	Improvement works will be limited to the current alignment and existing road right of way. The works will not affect any forests.

Pest Management OP 4.09	No	The project will not be using or promoting use of pesticides.
Physical Cultural Resources OP/ BP 4.11	No	The road exists and the road right of way is clear of any structures which may be considered as PCR. No issues on PCR were raised during public consultations.
Indigenous Peoples OP/BP 4.10	No	This policy is not triggered because the Samoan society is homogenous and is considered to be of a shared ethnicity.
Involuntary Resettlement OP/BP 4.12	Yes	Although the road is existing, minor land acquisition may be required in certain areas for road enhancement. However, the settlement pattern of the area shows that structures and other developments are not situated at the road boundary, therefore few encroachments are expected. To account for possible land acquisition and easements required, a Resettlement Policy Framework (RPF) will be formulated for the project. Existing RPFs for ongoing Bank Assisted infrastructure projects (e.g. SIAM2, SPTRP) may serve as guides in this project. During implementation, together with the detailed engineering design, a Resettlement Action Plan based of the RPF will be drafted as necessary.
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.

II. Key Safeguard Policy Issues and Their Management

A. Summary of Key Safeguard Issues

<p>1. Describe any safeguard issues and impacts associated with the Restructured project. Identify and describe any potential large scale, significant and/or irreversible impacts:</p> <p>Rehabilitation of the West Coast Road will involve road carriageway improvements, pavement rehabilitation, and improvements of drainage and road shoulders, among others. There will be no new road openings. Rehabilitation work will be limited to within the existing road right of way. The rehabilitation of the existing road may have some adverse impacts on the physical environment, communities along the road and the public using the road. These impacts are mostly construction related, such as increased dust, noise and traffic congestion. These are typical impacts associated with construction activities, which are local, temporary and can be mitigated through proper measures. Consultations with the communities in the area, have identified issues of concern to the stakeholders, including the importance of preserving community bathing pools along the road. The operation of quarry sites as a source of materials will also have potential negative impacts on the environment, if not managed properly.</p>

<p>Only minor impact on land acquisition is expected with the CRWCR. Aside from the fact that most activities will happen within the legal road reserve, the settlement pattern in Samoa is generally many meters away from the road. Concrete fences and other developments made of permanent building materials are not common. The impact would be minor land take and temporary disruption due to construction of drainage discharge runoff to the coast. During consultations with various groups, attendees acknowledged and accepted that improved drainage run off would benefit both the road users and owners of flood prone areas over the long-term.</p>
<p>2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:</p>
<p>The long-term impact of the proposed improvements to the road is mostly positive. Having a climate resilient road will ensure that the country's most important transport corridor would be more resilient to climate events and remain open more of the time. Faster travel times and a more reliable connection between the airport and the capital Apia will have economic and personal benefits to the community. Improvement of the sidewalks and bus stops will also improve safety along the road. Better road conditions will lead to increased travel speed of vehicles which may have consequences on safety of motorists and pedestrians. Construction related impacts from civil works will be short-term and temporary.</p>
<p>3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.</p>
<p>Not applicable.</p>
<p>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.</p>
<p>An Environmental Code of Practice (ECOP) has been prepared for the project to mitigate the impacts of construction-related activities during construction. This ECOP will be included in works contracts and contractors will be obligated to comply with the guidance in the ECOP during construction and implementation of the project. Impacts identified during the community consultations and impacts related to quarry sites have also been included in the ECOP. The cost of implementing the mitigating measures embodied in the ECOP will be part of the overall project cost of the winning contractors. The Planning and Urban Management Agency (PUMA) and the LTA will monitor compliance of the contractor/s with the ECOP. An Information Education Campaign will also be carried out by the LTA after completion of the road to educate the stakeholders regarding safety rules and proper road safety.</p> <p>A Land Acquisition and Resettlement Framework (LARF) was prepared for the CRWCR. This was discussed during several consultations with multiple stakeholders. The Bank reviewed the LARF and found it to be compliant to OP 4.12. The LTA/PUMA has also demonstrated adequate knowledge and skills in implementing resettlement action plans through an ongoing Bank project (SIAM-2). The Government will provide funds for any compensation payments, as well as other activities associated with resettlement.</p>
<p>5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people.</p>
<p>Key project stakeholders include the LTA, PUMA, Ministry of Natural Resources and Environment, and other government entities expected to have specific roles in the implementation of the project. Stakeholders from the communities are residents and village leaders, Matais (heads of families) and representatives of non government organizations. Samoa has a very complex system of consultation and it is guided by written and oral guidelines sensitive to their culture.</p>

The Samoa Codes of Environmental Practice, dated April 2007, strictly prescribes acceptable procedures for carrying out consultations. For this project a series of consultations were carried out, as summarized in the following table:

Dates	Venue	Participants
January 20, 2012	Samoa National Council of Churches Hall, Sogi	28 Sui o le Nuu (Village Mayors)
January 25, 2012	Tooa Salamasina Hall, Sogi, Apia	14 representatives of government agencies and private sector entities affected by road improvements
January 19 to 27, 2012	At individual locales and offices	20 individual consultations
February 7, 2012	Tooa Salamasina Hall, Sogi, Apia	87 village leaders and residents

The results of the consultations showed strong support for the CRWCR, and suggestions for better design and implementations were provided by participants, particularly in the area of safety and land acquisition. Documentation of these consultations is annexed to the LARF and has been disclosed on the websites of the LTA and MNRE, and at the InfoShop in Washington, DC.

The ECOP was disclosed locally on the websites of the Land Transport Authority and the Ministry of Natural Resources and Environment, and in the Bank's InfoShop.

B. Disclosure Requirements Date

Environmental Assessment/Audit/Management Plan/Other	
Date of receipt by the Bank	08-Aug-2012
Date of "in-country" disclosure	07-Aug-2012
Date of submission to InfoShop	08-Aug-2012
For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	
Resettlement Action Plan/Framework/Policy Process	
Date of receipt by the Bank	08-Aug-2012
Date of "in-country" disclosure	07-Aug-2012
Date of submission to InfoShop	08-Aug-2012
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:	

C. Compliance Monitoring Indicators at the Corporate Level (to be filled in when the ISDS is finalized by the project decision meeting)

OP/BP/GP 4.01 - Environment Assessment	
Are the cost and the accountabilities for the EMP incorporated in the credit/loan?	Yes [<input type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
OP/BP 4.12 - Involuntary Resettlement	
If yes, then did the Regional unit responsible for safeguards or Sector Manager review the plan?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]

The World Bank Policy on Disclosure of Information	
Have relevant safeguard policies documents been sent to the World Bank's Infoshop?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
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 [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
All Safeguard Policies	
Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Have costs related to safeguard policy measures been included in the project cost?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?	Yes [<input type="checkbox"/>] No [<input type="checkbox"/>] NA [<input checked="" type="checkbox"/>]

III. APPROVALS

Task Team Leader:	James A. Reichert	
<i>Approved By</i>		
Sector Manager:	Name: Michel Kerf (SM)	Date: 25-Sep-2012