

PILOT PROGRAM FOR CLIMATE RESILIENCE

Summary - Project/Program Approval Request

1. Country/Region:	Samoa	2. CIF Project ID#:	XPCRWS052A
3. Project/Program Title:	Enhancing the Climate Resilience of West Coast Road		
4. Type of PPCR Investment	Public		
5. Funding Request (in USD million total) for Project/Program:	Grant: US\$14.8 million	Loan: N/A	
6. Approved Preparation Grant	Amount (USD): 200,000	Date: September 17, 2012	
7. Implementing MDB:	World Bank		
8. Other MDB Involvement	N/A	Type of Involvement: N/A	
9. National Project Focal Point:	Mr. Tupa'imatuna Iulai Lavea, CEO, Ministry of Finance (focal point within the central ministry); Mr. Leasi J Galuvao, CEO, Land Transport Authority (focal point within the implementing agency)		
10. National Executing Agency for project/program:	Land Transport Authority, Leasi Galuvao, CEO		
11. MDB PPCR Focal Point and Project/Program Task Team Leader (TTL):	Headquarters-PPCR Focal Point: Kanta Kumari Rigaud – kkumari@worldbank.org	TTL: James Reichert – jreichert@worldbank.org	
12. Project/Program Description:	<p><u>Component 1: Improving Climate Resilience of the WCR (US\$13.45 million from SCF-PPCR and US\$2.02 million from Recipient).</u> This component will implement measures to strengthen the climate resilience of the economically critical WCR, which is a key GoS objective under the SPCR. Proposed works will improve the road pavement between Vailoa Junction in Apia and Mulifanua Wharf (approximately 31 km) by raising and strengthening, where necessary, the WCR, sealing shoulders, and improving longitudinal and cross drainage. These investments will serve to: (i) reduce road closures during extreme weather events and high sea levels; (ii) reduce surface flooding and impounding of water, which contributes to road deterioration and adversely impacts roadside communities; (iii) reduce road deterioration due to runoff and increasingly high water tables, and generally improve pavement quality to reduce future maintenance requirements; and (iv) contribute to increased road safety by providing marked sealed shoulders for pedestrians and dedicated bus stops and facilities.</p> <ul style="list-style-type: none"> • All road reconstruction works are expected to take place within the existing road reserve, but the need to access roadside properties to complete the associated drainage works, which will number about thirty, is expected. • Technical assistance will also be included in this component for the detailed design and supervision of works on the WCR. This will mitigate technical capacity risks and deliver high quality to the design and implementation of construction works. 		

Component 2: Vulnerability Assessment of the Samoa Road Network (US\$0.70 million from SCF-PPCR and US\$0.10 million from Recipient). This component involves technical assistance that will directly support the SPCR by bringing about transformative change in the way that climate change is addressed in the Samoa roads sector. The assistance will assess the climate change vulnerability of the main road network on the two main islands of Upolu and Savai'i, 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, such as sea level rise, tropical cyclones, extreme rainfall and temperature events, tsunamis, etc., and then assessing the likely severity and timing of risk impacts for all major links of the 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: (i) outline a general climate change adaptation policy framework and objectives for the national road network; (ii) identify and prioritize specific locations that require investments to improve the resilience of the national road network; (iii) determine specific measures to update design and planning standards and maintenance procedures taking into account expected climate change; (iv) prepare tools to assess the vulnerability of road assets to climate events, including methodologies for determining the adequacy of existing roads and seawalls to resist climate impacts, and ECOPs for existing and new roads and seawalls; and (v) 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: Project Management and Operating Costs (US\$0.65 million from SCF-PPCR and US\$0.10 million from Recipient). Given the limited capacity in Samoa to manage donor projects, and following the satisfactory arrangements of SIAM-2, technical assistance will be provided to assist LTA in preparing procurement documentation, maintaining a financial management system, reviewing and commenting on technical outputs from consultants, and monitoring and evaluating results and indicators. This data will be shared with the other PPCR-funded project in Samoa and with the PPCR Sub-Committee. This Component will provide funding for specific inter-project SPCR coordination activities, such as: (i) knowledge exchange and lessons learned to feed into the coordination of the SPCR at a programmatic level; (ii) resources for the PMU to participate and contribute to an overall SPCR processes; and (iii) monitoring and evaluating project results. Incremental operating costs would also be financed under this component. This arrangement will help mitigate the capacity risk that LTA faces in implementing the CRWCR.

13. Objective

The project development objectives of the Enhancing Climate Resilience for West Coast Road Project 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.

14. Expected Outcomes:

The project will achieve these objectives by: (a) rehabilitating and upgrading the WCR to strengthen its resilience to climate change and extreme weather events, and serve as a pilot project for more extensive climate-proofing of the Samoa road network; and (b) preparing a vulnerability assessment(s) and climate change adaptation strategy for the road network as a whole.

15. Key Results and Indicators for Success (consistent with PPCR Core indicators):

Result	Indicator
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A. Improved climate resilience of West Coast Road to the effects of climate change and extreme weather events.	<p>A1. Reduced percentage of WCR that's vulnerable to climate change (areas along the WCR susceptible to coastal flooding, i.e., less than two meters above mean sea level).</p> <p>A2. Reduced length of road with unsealed shoulders.</p> <p>A3. Drainage conditions of WCR improved (number of new drainage outfall channels installed).</p>
B. Enhance local capacity to develop a more climate resilient road network.	B. Climate-resilient policies and standards for road construction and maintenance developed and adopted by Government.

16. Budget:

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Expenditures	Amount (USD) - estimates		
Component	Estimated Cost (US\$ mil.)	PPCR Grant (US\$ mil.)	Government of Samoa (US\$ mil.)
1. Improving Climate Resilience of WCR			
1.1 Drainage and road rehabilitation (works)	14.00	12.17	1.83
1.2 Detailed design & supervision (services)	1.47	1.28	0.19
2. Vulnerability Assessment (services)	0.80	0.70	0.10
3. Project Management (services/operating costs)	0.75	0.65	0.10
Totals:	17.02	14.80	2.22
N.B. - Cost estimates for works include price and physical contingencies.			
Co-Financing:	<i>Amount (USD million):</i>	<i>Type of contribution:</i>	
• Government	2.22	Foregone taxes	
• MDB			
• Private Sector			
• Others (please specify)			
Co-Financing Total	2.22		

17. Project/Program Timeframe

Expected Board approval date: December 13, 2013

Expected Mid-Term review date: TBD

Expected Project closure date: August 31, 2018

18. Role of other Partners involved in project/program: N/A

19. Implementation Arrangements (incl. procurement of goods and services):

The CRWCR is expected to be implemented between March 1, 2013 and February 28, 2018, and the Grant's expected closing date is August 31, 2018. The MOF will be the Executing Agency for the CRWCR and have overall responsibility for project coordination. The LTA will serve as the Implementing Agency.

The LTA is one of two implementing agencies for the SIAM-2 and Post-Tsunami Reconstruction (PTRP) Projects, and is responsible for overseeing and managing the road network of Samoa. LTA is a statutory authority with responsibility for road use management (vehicle registration, driver licensing, traffic management), road safety programs, and road asset management (construction and maintenance). It was formed in July 2009 as part of Government reform initiatives that consolidated road use and road asset management functions from agencies into LTA. In particular, this involved transferring road asset management functions, staff and systems, along with experience with Bank safeguard policies and financial management and procurement procedures, from the Ministry of Works, Transport and Infrastructure (MWTI) to LTA. LTA builds on the established track record of MWTI in implementing road construction and maintenance projects, including works under the ongoing Bank-financed SIAM-2 and PTRP projects.

The LTA will procure the services of technical specialists to support core management functions, including day-to-day management, monitoring, and coordination of CRWCR activities. A Project Steering Committee will provide general oversight and policy direction to the LTA during project implementation and review progress and the results of periodic monitoring and evaluation.

The Bank will provide implementation support to the project on an on-going basis with semi-annual visits to Samoa.

20. Other Information: