



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

Appraisal Stage | Date Prepared/Updated: 27-Jul-2021 | Report No: PIDISDSA32189

**BASIC INFORMATION****A. Basic Project Data**

Country Tuvalu	Project ID P176893	Project Name Tuvalu Aviation Investment Project Additional Financing IV	Parent Project ID (if any) P128940
Parent Project Name Pacific Aviation Investment - Tuvalu	Region EAST ASIA AND PACIFIC	Estimated Appraisal Date 30-Jun-2021	Estimated Board Date 30-Sep-2021
Practice Area (Lead) Transport	Financing Instrument Investment Project Financing	Borrower(s) Tuvalu	Implementing Agency Ministry of Transport, Energy and Tourism, Ministry of Finance

Proposed Development Objective(s) Parent

The project development objective is to improve operational safety and oversight of international air transport infrastructure.

Components

Aviation Infrastructure Investments
Aviation Sector Reform
Project Support and Training

PROJECT FINANCING DATA (US\$, Millions)**SUMMARY**

Total Project Cost	6.00
Total Financing	6.00
of which IBRD/IDA	6.00
Financing Gap	0.00

DETAILS**World Bank Group Financing**

International Development Association (IDA)	6.00
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IDA Grant	6.00
Environmental Assessment Category	
B-Partial Assessment	
Decision	
The review did authorize the team to appraise and negotiate	

Other Decision (as needed)

None.

B. Introduction and Context

Country Context

Tuvalu is one of the World Bank’s smallest client countries. The main island of Fongafale on Funafuti atoll, home to the capital and just under 50 percent of the country’s population of some 10,000 people, is at its widest point only 650 meters wide, with much of this wider section taken up by the runway of its international airport. For the remainder of the island, much of the land space is less than 75 meters wide. According to the Secretariat of the Pacific Community, Tuvalu’s population density is the second highest in the Pacific (after Nauru), with 431 persons per km²—and the density is higher in Fongafale given the limited land area. Fongafale is home to the country’s hospital, high schools, a branch campus of the University of the South Pacific, radio station, main port, as well as most local businesses.

Tuvalu is a very low-lying country with a maximum elevation of approximately 4.5 meters. These geographical features have considerably exposed Tuvalu to the impacts of climate change. Storm surges, king tides and floods are common occurrences, and these have intensified more recently due to changes in weather patterns, and the rise of sea levels (estimated by some at about 5 mm per year). The increasing extreme weather events, such as tropical storms and cyclones, have resulted in significant damage to the islands and their inhabitants in the past and continue to do so.

Sectoral and Institutional Context

The Funafuti International Airport, located at the widest part of Fongafale, covers around one third of the whole island and plays a key role in connecting Tuvalu to the region. Unlike most other Pacific island countries, which predominantly rely on their airports for bringing tourists into their countries, the Funafuti airport is Tuvalu's strategic lifeline. Tourism accounts for roughly half of all arrivals, however, given the shortage of work opportunities in Tuvalu there is a significant migrant work culture reliant on-air travel to reach associated work destinations. Travel for education, health and family connections are also common

The Tuvalu Aviation Investment Project (TvAIP), which is part of the Pacific Aviation Investment Program (PAIP), was approved on December 13, 2011, and became effective on March 20, 2012. The original approved funding was US\$12.02 million, of which US\$11.85 million was financed by IDA (IDA Grant H7490) and US\$0.17 million from the Pacific Regional Infrastructure Facility (PRIF) (PRIF Grant TF12703). In 2013, 2016, and 2017, additional IDA grants of US\$6.06 million,



US\$2.88 million, and US\$ 8.75 million were provided. IDA Grants H7490, H8960, and PRIF TF12703 were closed in June 30, 2020 as the grants were fully disbursed.

The original approved funding was US\$12.02 million and following three Additional Financing (AF), the total approved funding for the Project is US\$29.71 million. The objective of the first Additional Finance (IDA Grant H8960-TV) (AF1) in 2013 was to scale up the ongoing TvAIP to support the resurfacing of roads which provide access to Funafuti Airport, and the building of a water cistern under the new terminal. The objective of the second additional financing (IDA Grant D1090-TV) (AF2) was to address a funding gap under the project and extend the closing dates for all funding sources (IDA Grants H7490, H8960, and PRIF TF12703). The objective of the third additional financing (IDA Grant D2410-TV) (AF3) was to address runway defects and finance (i) associated supervision cost of remediation works, (ii) Tuvalu's participation in the International Civil Aviation Organization (ICAO), (iii) activities related to Gender-Based Violence (GBV) and Violence Against Children (VAC) training, prevention and support to victims, as well as (iv) Occupational Health and Safety (OHS) and Environmental, Social Management Plan (ESMP) monitoring tools and trainings for civil works contractors.

While key project activities have been completed, the project has encountered several challenges. In March 2015, six months after the completion of the rehabilitation works on the runway and apron which were financed by the project, the pavement experienced a number of visible failures; they began to blister and had vent cracks which led to pavement heaving, which was a very rare case globally. Further, in August 2017, a fire broke out in the container which housed the navigation aids and Very Small Aperture Terminal (VSAT) equipment resulting in fire damage to the equipment. Construction of major infrastructures, i.e. the terminal building and the traffic control tower, as well as remedial works to address defects on the apron, were completed in December 2019.

Failing to complete remediation of the runway could pose significant risks to Tuvalu and to the World Bank's reputation. In 2015, the project encountered significant pavement failures in the runway and apron area after these had been constructed as part of the Project. Following a lengthy trial and materials selection process to find the most suitable pavement materials, the technical solution with asphalt surfacing overlay was recommended. Subsequently, detailed designs and specifications for pavement rehabilitation were completed in 2019 and the bidding process of the rehabilitation was launched. However, in February 2020, the tendering process failed. During this process, the prices submitted by the bidders (US\$ 6.46 million, and US\$ 10.68 million) were higher than the engineer's estimate of US\$ 6.1 million. Further, one of the bid submissions included a major deviation to the insurance requirements in its bid, where the insurance requested an exclusion of design, which is outside of the industry practice. As a result, the bidding process was cancelled. Considering that the Funafuti Airport runway is the only runway in the entire country, further delay in the runway remediation would generate a serious risk to the people of Tuvalu as well as the World Bank's reputation.

GoTv requested a US\$6 million Additional Financing (AF4) to cover the runway works. After this unsuccessful bidding, GoTv reassessed the approach to the remediation. In August 2020, GoTv advised that its preferred course of action is to re-tender the rehabilitation of the 600m-long most deteriorated section of the runway. To ensure that the project will have sufficient time and funds to complete the rehabilitation works, GoTv sent an official request letter of extension of the closing date of the project to December 15, 2022 and additional financing of US\$6m to fill the financial gap of the runway rehabilitation work. The extension of the closing date was already processed through the project restructuring in October 2021.

1.

The runway remediation is expected to be completed before the current closing date assuming the State of Emergency (SOE) ends in November 2021. Under the assumption that the travel ban is lifted in November 2021, which is the current



end date of the State of Emergency, the proposed work can be completed before the current closing date of December 31, 2022. Some of the procurement activities such as pre-bid meetings can be done virtually. It would take 12 weeks to complete a 600m runway rehabilitation work considering the need of importing materials, equipment, and labor internationally as well as Tuvalu's unstable weather conditions with rains every afternoon potentially preventing the installation of asphalt on the runway and the need to create an alternative flight schedule due to restriction of landing and take-off during the civil works period. However, a further extension of the SOE still remains as a significant risk for the project completion

The Department of Civil Aviation (DCA) under the Ministry of Transport, Energy and Tourism (MTET)¹ is responsible for the aviation sector in Tuvalu and operates the Funafuti International Airport. The DCA manages both regulatory and operational matters in the sector. In addition, the DCA plays the role of commercial airlines' agency carrying out their operations activities and acting as a point of contact for the airlines in the country.

C. Proposed Development Objective(s)

Original PDO

The project development objective is to improve operational safety and oversight of international air transport infrastructure.

Current PDO

The project development objective is to improve the safety and security of air transport and associated infrastructure.

Key Results

Progress will be measured against the following PDO-level results indicators:

- Indicator One: Certification of safety and security at project airports
- Indicator Two: Resolution of safety concerns at participating airports reaches global ICAO average
- Indicator Three: Modernization of air traffic management
- Indicator Four:
 - Implementation of a regional safety levy for international passengers
 - Roads rehabilitated, Rural (Kilometers)
 - Roads rehabilitated, Non-rural (Kilometers)
 - Roads in good and fair condition as a share of total classified roads (Percentage)
 - Size of the total classified network (Kilometers)

D. Project Description

The project (including the original, AF1, AF2, and AF3) consists of three components:

- **Component A: Airport and Associated Airport Infrastructure Investments (US\$27.33 million including contingencies).** This component finances aviation and associated infrastructure improvements. Investments include: (i) rehabilitation of the runway, taxiway and apron (including, if viable storage facilities for water runoff); (ii) construction of a new terminal and control tower; (iii) provision of air traffic control equipment;

¹ Formerly Ministry of Communications and Transport (MCT)



(iv) installation of new navigation aids, automatic weather monitoring, safety and security equipment; (v) provision of the satellite communications network; (vi) conducting a survey of obstacles infringing on the airport; (vii) provision of fire safety equipment; (viii) provision of design and supervision consulting services required for implementation of the infrastructure investments; (ix) provision of equipment for the maintenance of aerodrome facilities; (x) construction of a fire tender shelter; (xi) resurfacing and maintenance of road infrastructure, including installation of solar street lighting; and (xii) removal of solid waste.

- **Component B: Aviation Sector Reform and Training (US\$0.70 million including contingencies).** Provision of technical assistance to the Ministry of Transport, Energy, and Tourism (MTET) and other Line Ministries for: (i) strengthening the capabilities for aviation sector management, policy, safety and security oversight; (ii) training on aviation policy, management and operations; (iii) carrying out of a baseline audit of the safety and security at Funafuti Airport and review progress in the implementation of the ICAO Corrective Action Plan by the Recipient; (iv) carrying out safety and security oversight audits; and, (v) carrying out a project management training program to strengthen the project management capacity of the MTET.
- **Component C: Project Support (US\$1.52 million including contingencies).** This component finances the provision of technical, advisory and administrative support to MTET, other Line Ministries, the regional PAIP project management unit called the Technical and Fiduciary Services Unit (TFSU), provision of office space and equipment, services of financial auditors and annual subscriptions for the operation of the VSAT communications network during project implementation.

The COVID-19 pandemic has significantly impacted project implementation due to travel restrictions which have been in place since February 2020 when GoTv issued a travel ban to Tuvalu due to the pandemic. All flights to Tuvalu have been suspended since March 2020, which has restricted the Project team’s ability to travel to Tuvalu since then. At present there is no sign of easing the travel restrictions to Tuvalu, as the Government recently extended the State of Emergency to November 1, 2021, which means no in-country missions, pre-bid meetings and site visits can take place, nor can anyone mobilize for construction before November 2021.

E. Implementation

Institutional and Implementation Arrangements

The executing agency for the project is Ministry of Finance and Economic Development (MFED) and the implementing agency is the MTET. MTET is supported by the DCA on the technical aspect. The National Steering Committee oversees the project and monitors project’s implementation as well as advises on any concerns or issues that may arise with regards to project implementation.

The Project Support Team (PST) for TvAIP is engaged by the Government of Tuvalu and responsible for the project management. PST consists a program manager, supported by an international program advisor, finance manager, procurement specialist, contract management specialist, and safeguard specialist. Additional technical specialists may be engaged as necessary.

Consultants are hired to provide the services of design and supervision for all infrastructure investment activities. The design and supervision consultant tasks include: (i) prepare the designs and detailed engineering; (ii) prepare work plans



and bidding documents required for the procurement of civil works and goods and support the MTET with procurement processing; and (iii) provide assistance to the PST at bid evaluation and contract.

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

Funafuti International Airport (FUN) is located on the largest island in Tuvalu, Fongafale, the width of which ranges from 20 meters to 650 meters. The airport is surrounded by villages and government buildings. There are no official protected areas on Funafuti island. The proposed works under AF4 is expected to be within the airport footprint, a laydown area adjacent to the airport. The works include a temporary location for an asphalt plant located directly adjacent to the runway (within 80m of the runway centerline). All locations are leased by the Government of Tuvalu. Transportation of materials will occur between the shipping port, asphalt plant site, and the airport along the main road, and between the laydown area and the airport across public roads and the runway. No other land requirements are anticipated.

G. Environmental and Social Safeguards Specialists on the Team

- Rachelle Therese Marburg, Social Specialist
- Rosemary Alexandra Davey, Environmental Specialist
- Nathalie Suzanna Noella Staelens, Environmental Specialist
- Ian Alexander Hay, Social Specialist
- Viliame Momoivalu, Environmental 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 based on the screening criteria provided in the Environmental and Social Management Framework (ESMF) prepared for the Pacific Aviation Investment Project.</p> <p>There is no change to the classification, as the proposed physical interventions funded by AF4 will have impacts similar in nature and scale to the</p>



original project. Physical interventions include maintenance of the runway surface, and drainage of storm water and ground water infiltration.

The potential environmental impacts from the above interventions are mostly construction-related, temporary in nature and can be addressed through engineering design and by implementing sound environmental management of construction activities.

The area of influence is limited to the airport footprint, the laydown area (adjacent to the airport), the concrete batching plant and the transportation routes between these sites and the shipping port.

Aggregates will be imported or used from existing stockpiles. No local reef or sand mining will be undertaken.

In summary, the main potential environmental impacts and concerns identified include: (i) construction-related nuisances such as noise, dust from construction and exhaust emissions from machines; (ii) construction workers' and community health and safety; (iii) risks from the use and disposal of hazardous materials such as used fuel and lubricants; (iv) location, nature and scale of drainage water treatment and disposal; and (v) solid waste management during construction.

Performance Standards for Private Sector Activities OP/BP 4.03	No	This policy remains not triggered as there are no private sector activities within the project area of influence.
Natural Habitats OP/BP 4.04	No	This policy remains not triggered as there are no natural habitats within the project area of influence.
Forests OP/BP 4.36	No	This policy remains not triggered as there are no forests within the project area of influence.
Pest Management OP 4.09	No	This policy remains not triggered as there will be no purchase or use of pesticides.
Physical Cultural Resources OP/BP 4.11	No	This policy remains not triggered as there are no physical cultural resources within the project area of influence.
Indigenous Peoples OP/BP 4.10	No	This policy remains not triggered as there are no indigenous peoples within the project area of influence.



Involuntary Resettlement OP/BP 4.12	Yes	The policy was triggered for the original project and a Resettlement Policy Framework (RPF) has been prepared and disclosed. The RPF for the parent project is still relevant and does not require updating. The proposed works under AF4 are expected to be within the airport footprint and laydown area adjacent the airport. The government has leases for all sites.
Safety of Dams OP/BP 4.37	No	This policy remains not triggered as there are no dams within the project area of influence.
Projects on International Waterways OP/BP 7.50	No	This policy remains not triggered as there are no international waterways within the project area of influence.
Projects in Disputed Areas OP/BP 7.60	No	This policy remains not triggered as the projects are not in disputed areas.

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:

Current Status. Works to date under the Parent project, AF1, AF2, and AF3 have included repairs and upgrades to the runway, resurfacing and repairs to the main road on Funafuti and construction of a new terminal. AF 4 solely relates to cost overrun and the only change will be the temporary location of the asphalt plant which already has been disturbed in the previous runway works with an existing access road. The ESMP has been implemented satisfactorily and there have been no significant safeguards incidents or near misses, and no grievances have been reported. Minor incidents have been identified and remedied by the Supervising Engineer or Contractor without significant harm. The ESMP from 2019 will be updated and disclosed for activities under AF 4 at Effectiveness. The ESMP update is required because the proposed location of temporary asphalt plant is different to that proposed in AF3 and environmental impacts and management measures for this site must be integrated into the ESMP, along with arrangements for existing users of the site. Impacts associated with the new asphalt plant location are manageable and the actions identified in the existing ESMP will be sufficient to address environmental and social risks. The location of the new site has been determined in accordance with the Project ARAP.

Resolution on the Runway Land Lease Agreement. During the period of AF 3, there was an ongoing issue relating to either the absence of or an interim land lease on all land in the capital, Funafuti. As of January 8, 2021, a new lease between the GoTV and the landowners has been formalized and will be in place for the duration of AF 4 and beyond. The new lease has been reviewed and is consistent with the Project’s Abbreviated Resettlement Action Plan (ARAP) (2015) and project Resettlement Policy Framework (2013).

An outstanding resettlement issue related issue under OP 4.12 remains. The Tuvalu National Council of Women (TNCW) was relocated as a result of the terminal construction. In May 2020, the TNCW were provided with a premises in the immediate vicinity to the south of the airport terminal and are satisfied with this current premises. However, no



formal lease arrangement or document has been provided to the TNCW to date; this will be addressed by end July 2021 in accordance with the project ARAP 2015.

Proposed location of the asphalt plant. The use of a site immediately adjacent to the runway, Site E, is proposed to be used temporarily for an asphalt plant. Site E is a new site not previously proposed under AF 3. This will result in the need to relocate a community gymnasium to an adjacent site. In accordance with the ARAP 2015, the operators of the gym, Tuvalu Association of Sports and National Olympic Committee (TASNOC) have been consulted regarding alternative accommodation arrangements for the period of works. TASNOC have agreed to relocate activities to an adjacent site, which is owned by the TASNOC, for the period of works; with the agreement that the contractor that will be contracted under the project will: a) provide a shelter for these relocated activities for the period of the works, b) arrange for relocation of gym equipment, c) replace any fixtures that cannot be moved to an equivalent value, d) make good existing gym (which is to be used as a site office for the period of the works) at close of works, and e) relocate the equipment back into the existing gym building at close of works. Documentation of consultation and relocation arrangements has been provided in the form a letter from TASNOC confirming that their site has been offered for use for the period. These arrangements are consistent with the ARAP 2015 and will be included in the ESMP. The updated project's ESMP will be a condition of Effectiveness to formalize commitments under the parent project.

There are no potential large scale, significant and / or irreversible impacts with the scope of work subject to this additional financing. Potential impacts from local aggregate mining will be avoided by importing aggregates. All construction works will be completed within the airport precinct, laydown area adjacent to the airport and an asphalt plant in a site immediately adjacent to the runway (site E).

2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:

The Additional Financing AF4 does not have any potential indirect or long term impacts. The improvements to the runways are anticipated to reduce the amount of regular maintenance on the runway compared to the 'do nothing' scenario; this will avoid potential ongoing impacts from regular maintenance works. Drainage design should take into account the potential health and safety impacts of treatment and disposal infrastructure to avoid indirect or long term impacts from storm water and ground water drainage.

3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.

The 'do nothing' scenario would lead to increased regular maintenance and eventual runway failure or inoperability during periods of heavy rain or high tides. This would be disruptive to airport operations and, if not well supervised, could affect public safety. Alternative concepts for drainage have been identified in a technical study by University of Auckland and the selected method was cheaper with less disruption to airport operations. No significant difference in the avoidance or mitigation of safeguards impacts has been identified between the options.

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.

A qualified international safeguards consultant is providing safeguards supervision oversight to support the PST. An international consultancy firm prepared the Project ESMP for the runway, road and terminal civil works, in compliance with OP4.01, and completed the Version I of the ESMP for AF 3. For AF 4, the ESMP needs to be updated with the relevant project details, e.g. including Site E for the asphalt plant and arrangements for users. Contractors are required to prepare Contractor's ESMP (CESMP), which are reviewed by International Safeguards Advisor and the Task Team



prior to implementation. The Supervising Engineer supervises the Contractors CESMP implementation and provides safeguards compliance reports with their regular reporting to PST.

The proposed site for the asphalt plant has changed in AF4 because the site that was previously available during AF 3 is unavailable. No works at either site have commenced. The risk profile of the new site proposed for AF4 (Site E) is within the current risk classification of the project and access can be gained in compliance with the project’s Resettlement Policy Framework and Abbreviated Resettlement Action Plan. The project’s ESMP will be updated to reflect the new asphalt plan location. The contractor’s ESMP will be prepared based on these requirements. Contractors are required to prepare Contractor’s ESMP (CESMP), which are reviewed by International Safeguards Advisor and the Task Team prior to implementation. The Supervising Engineer supervises the Contractors CESMP implementation and provides safeguards compliance reports with their regular reporting to PST.

The current roles and responsibilities of the PST and International safeguards consultant will continue to be implemented for this additional financing. New supervision consultants and contractor(s) will adhere to the practices to date.

5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people.

Consultation has been ongoing throughout the preparation and implementation of the parent project and the additional financing projects. Consultations regarding safeguards instruments have been held in September 2011 (public consultation for parent project), October 2012 (Government stakeholders for the road project), March and April 2015 (landowners for the ARAP) and on version G of the ESMP in July 2017 (public). ESMP Version I, dated July 2019 is the current version. One-on-one consultations have been undertaken by the PST with relevant stakeholders, including TASNOC, before and during civil works activities. The ESMP will be updated to version J (2021) and disclosed by Effectiveness.

The PST has a complaints number and signs at the office and on construction sites, informing people of the project and how to make a complaint.

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 30-Jun-2017	Date of submission for disclosure 01-Aug-2017	For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors
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"In country" Disclosure



Tuvalu
28-Jul-2017

Comments

Resettlement Action Plan/Framework/Policy Process

Date of receipt by the Bank
30-Jun-2017

Date of submission for disclosure
01-Aug-2017

"In country" Disclosure

Tuvalu
28-Jul-2017

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:

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?



No

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

Yes

Provide estimated number of people to be affected 1

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

World Bank

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Senior Transport Specialist

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Borrower/Client/Recipient

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