

ADB GEF PROJECT IMPLEMENTATION REPORT (PIR)

(This report covers implementation period from July1,2021 to June30,2022 including recently closed projects covering the reporting period)

ADB Official Project Title: TUV: Outer Island Maritime Infrastructure Project

ADB Project Number: 48484-002 / Grant 0513

I. GEF PROJECT SUMMARY**Project Ratings:**

Development Objective Rating (DO): Development Objective Rating (IP): Highly Satisfactory (HS)

Implementation Progress Rating (IP): Satisfactory (S)

Risk Rating: Low Risk (L)

Information on Progress, challenges and outcomes on project implementation activities

Estimated current overall project construction progress as of April 2021 was **96%+**, however the construction has recently experienced serious delays as the contractor has shown evidence that they have no capacity to complete the pending works. These works, channel mouth dredging, installation of aids to navigation, require specialized experience in maritime works and high manning levels, which the contractor does not have the capacity to complete them. Since February 2022, there has been almost no practical work progress on site. The remaining major works are running well behind the current program and there is no clear contractor's proposal on how these three works will be constructed nor when they will be.

To express these serious concerns and discuss what remedial actions the contractor needs to take to get the contract back on track, the government has arranged an emergency meeting with the contractor's senior management. The government will express that they have no hesitation to imply Delay Damages pursuant to General Conditions of Contract (GCC) 8.7 commencing 1 July 2022 and the application of GCC 15.2 Termination by Employer in case they continue to fail to comply with the issued notices under GCC 15.1 Notice to Correct and complete the works.

Information on Progress, challenges and outcomes on Environment and Social Sageguards

The government through the project management unit has been trying to support the contractor with some corrective actions meeting the issues raised in the 2021 GEF PIR report on environment and social safeguards. Condition at the site in terms of maintaining cleanliness, upkeep of disposal bins and drainage system, proper storage and shelter of materials including timely collection of scattered materials and storage at designated areas with proper barricade are still being urgently acted upon for environmental compliance. Improvement of Nukulaelae Island's dumpsite for proper segregation of soil stockpiled in the area from the rubbish pile including construction of a drain is also still being addressed and improvement is ongoing. Regular meetings with the Nukulaelae Kaupule are still being held regularly, with consultations on constructions and community issues.

A portion of the shoreline still remains temporarily open in order to serve as equipment access to transport in-situ precast blocks to be utilized for the channel mouth dredging.

Still no cases of Ciguatera were reported within the community during this reporting period. The Contractor remains generally compliant with the CEMP.

Information on Progress, challenges and outcomes on stakeholder engagement

Regular meetings between contractor and the Kaupule have still been conducted with discussions on construction progress, issues filed to the Kaupule as well as issues from the contractor side are usually resolved during the meetings.

There are still a number of local community members were continually engaged in the site works, including drivers, dinghy operators, on-site casual workers, community liaison officers, assistant safety officer, desalination workers, and a community mechanic. There are now lesser local workers as no major progress has been done in the past few months.

There is no update to the summary community liaison plan provided in the 2021 PIR as the contractor's progress report is still being completed since the earlier draft was rejected by the government.

Information on Progress on gender-responsive measures

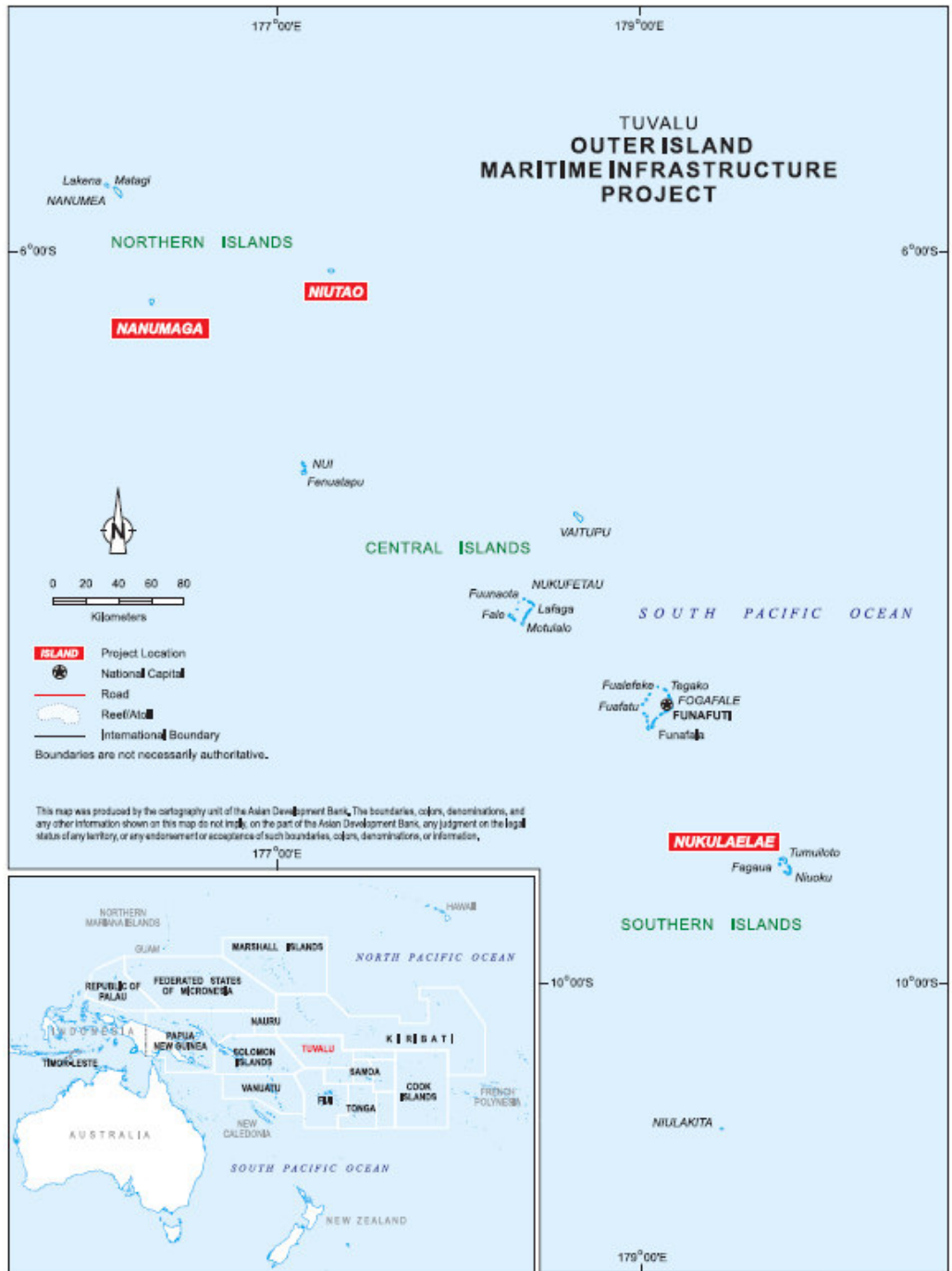
The project includes an approved gender action plan (GAP) and contractor's construction GAP (CGAP). The GAP is still on track. The majority of the project GAP activity is focused on construction activities but is integrated into ongoing master planning works. There is no update on the summary progress of the GAP submitted in the 2021 PIR since the progress report is still being completed.

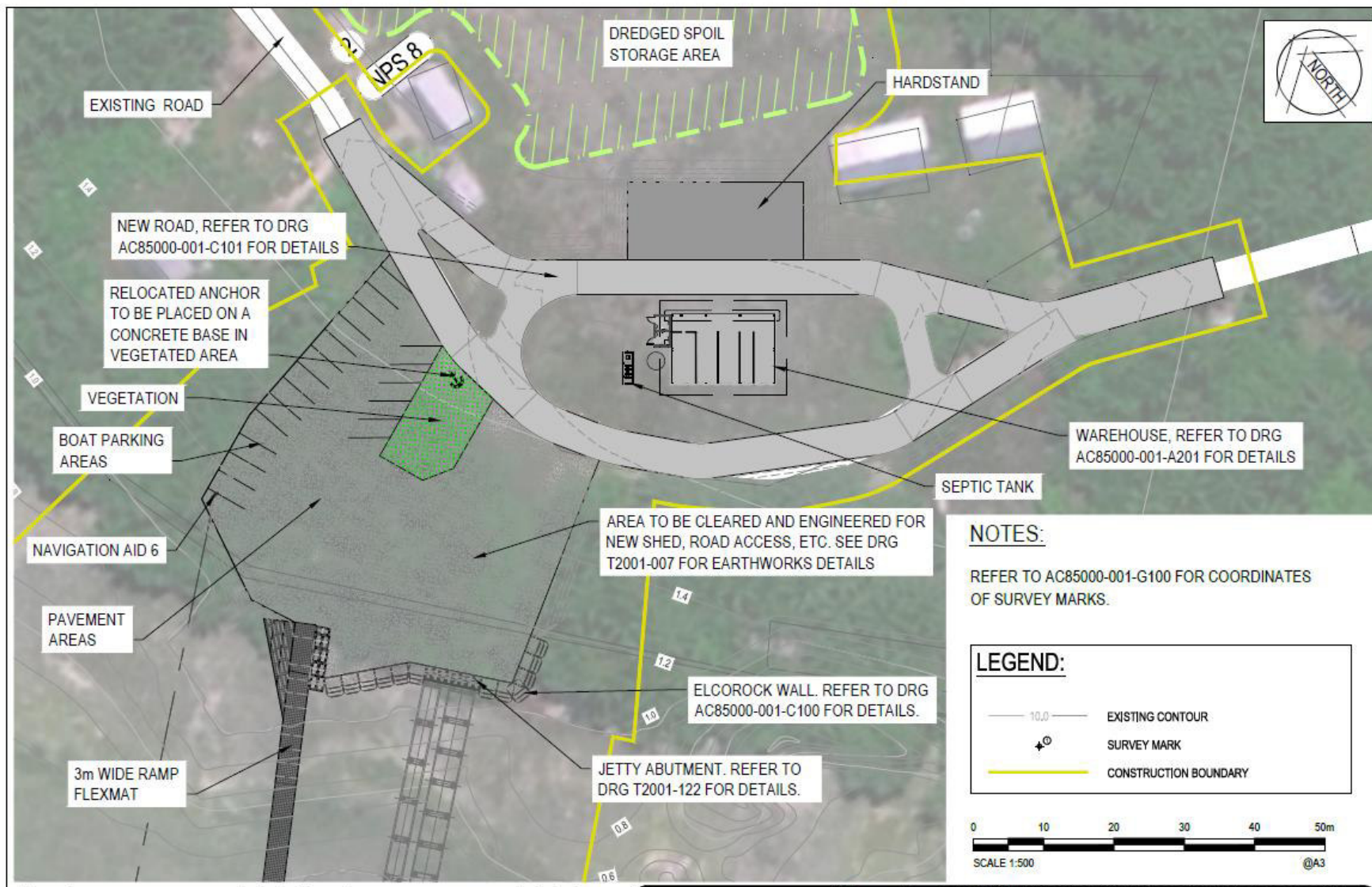
Knowledge activities/ Products

None.

Project map and coordinates

Provide any additional geographic information, including through image files representing maps. This textbox should also be used to explain possible unavailability of geographic coordinates. Agencies may also upload attachments as appropriate such as in the case of locations presented along geometric shapes in popular formats like shapefiles, KML and GeoJSON. Note that geometric shapes can be uploaded separately.





II. Project Profile

1. General Information	1	GEF ID	9512
	2	Focal Area(s)	Climate Change
	3	Region	Pacific
	4	Country	Tuvalu
	5	GEF Project Title	Climate Resilience in the Outer Islands in the Pacific
	6	Project Size (FSP; MSP)	MSP
	7	Trust Fund (GEFTF; SCCF; LDCF)	LDCF
2. Milestone Dates	8	GEF CEO Endorsement Date (mm/dd/yy)	09/06/2011
	9	ADB Approval Date if the GEF Fund (mm/dd/yy)	11/16/2016
	10	GEF Grant Signing of the GEF Fund (mm/dd/yy)	04/11/2016
	11	Implementation Start Date of the Project and of the GEF Component (mm/dd/yy)	08/30/2017
	12	Date of 1st GEF Grant Disbursement (mm/dd/yy)	10/26/2017
	13	Final date of GEF Grant Disbursement (mm/dd/yy)	NA
	14	Proposed/Revised Implementation End (mm/dd/yy)	NA
	15	Actual Implementation End (mm/dd/yy)	NA
3. Funding	16	Expected Financial Closure Date (mm/dd/yy)	06/30/2023
	17	Actual Financial Closure Disbursement (mm/dd/yy)	NA
	18	PPG/PDF Funding (USD)	None
	19	GEF Grant (USD)	US\$500,000
	20	Total GEF Fund Disbursement as of 30 June 2020(USD)	US\$494,928.18
	21	Confirmed Co-Finance at CEO Endorsement (USD)	
4. Evaluations	21	Materialized Co-Finance at project mid-term (USD)	
	22	Materialized Co-Finance at project completion (USD)	
	23	Proposed Mid-term date (mm/dd/yy)	NA
	24	Actual Mid-Term date - if applicable (mm/dd/yy)	14-19 March 2019
	25	Proposed Terminal Evaluation date (mm/dd/yy)	NA
	26	Actual Terminal Evaluation Date (mm/dd/yy)	NA
	27	Tracking Tools Required (Yes/No/ Focal Area TT)	
	28	Tracking Tools Date - if applicable (mm/dd/yy) Midterm Tracking Tool Terminal Evaluation Tracking Tool	

III. Project Implementation

A. Project Description:

The project will help Tuvalu overcome connectivity constraints among the capital and outer islands, and promote economic and social development that is more inclusive and sustainable. The project will improve maritime facilities in the three outer islands of Nukulaelae, Nanumaga, and Niutao as well as strengthen the government's capacity in operation and maintenance (O&M) and develop a transport sector master plan.

The impact will be safe and efficient domestic maritime transportation that helps increase climate resilience of community infrastructure. The outcome will be improved maritime transfer operations in Nukulaelae, Nanumaga, and Niutao, anchored on a transport master plan, with a view to promote fisheries and tourism.

The outputs will be (i) a small-scale harbour constructed in Nukulaelae and the boat ramps of Nanumaga and Niutao rehabilitated; (ii) the capacity to operate and maintain harbours improved involving the outer island communities, MCT, and other relevant national government agencies; and (iii) a transport sector master plan for the future harbour development in outer islands, with a view to promote fisheries and tourism.

The GEF will finance a transit shed and a crane truck to improve the transfer operation and indirectly help expedite increasing climate resilience of the community infrastructure, which has been ongoing since 2015.

B. Implementation Progress (IP) Rating:

Project implementation is progressing on track to deliver all expected outputs. Output 1 included the construction of a small-scale harbor in Nukulaelae and Niutao and rehabilitation of boat ramps of Nanumaga and Niutao. Despite the challenges due to the country's remoteness and a highly exposed environment to weather and disasters, which caused delays in construction, progress on the civil works under the original project reached 96%+ with expected completion date by early 2021, although the travel restrictions due to Covid-19 are imposing difficulties to reach completion.

The remaining two outputs of the project have been completed satisfactorily. For output 2, an operation and maintenance plan for the maritime infrastructure has been prepared and training for outer island communities will be delivered after the completion of the small workboat harbor in Nukulaelae. For output 3, a transport sector master plan for future harbor development in the outer islands has been prepared and delivered.

Project risks are being successfully managed. The ongoing project incorporated actions to mitigate risks, which the government is implementing satisfactorily, such as maintaining the established Project Management Unit (PMU) to support in procurement, financial management, construction supervision and incorporating climate change adaptation and disasters reduction measures into the design.

a. GEF Grant Disbursement

No issues on grant disbursement as GEF has been almost fully disbursed for this project.

b. Stakeholders Engagement

Stakeholder engagement is still in place and plays an important role in the project. The project is managed by a Government Task Force that include all government stakeholders. The outcome and progress are positive. On the construction side, a community liaison officer (CLO) who functions as facilitator between the local community and the project and as first point of contact between community members and the contractor and supervision consultant. Several challenges arose as a result of the presence of the contractor and workers moving to the island, but they were resolved through weekly meetings between the Kaupule and contractor. The meeting ensured that important information about the timing and type of construction activities is provided to the community, as well as serve as an additional mechanism for resolving community issues.

c. Gender Action Plan Implementation Status

Please see GAP implementation status provided above.

d. Social and Environmental Safeguard Plan Implementation Status

Please refer to the latest version of the social and environmental monitoring report https://www.adb.org/sites/default/files/project-documents/48484/48484-002-esmr-en_2.pdf

C. Global Environmental Benefits (GEB) Objective/ Development Objective (DO) Rating:

The GEB/DO rating is highly satisfactory. Construction is progressing well as stated above and the project will achieve to satisfactorily deliver the outputs and outcome as set out in the DMF, mainly the construction of workboat harbor and boat ramps.

D. Risk Rating:

Satisfactory. The project incorporated actions to mitigate risks, which the government is implementing satisfactorily, such as maintaining the established project management unit to support in procurement, financial management, construction supervision and incorporating climate change adaptation and disasters reduction measures into the design.

E. Overall Rating of the Project:**Overall Rating:**

Satisfactory. Despite the experienced delays in mobilization and construction, the project has managed all risks and is on the track to deliver all outputs and outcomes.

F. Additional Comments – Good Practices And Lessons Learned:

The engagement with local communities is essential given the size of the civil works and the small population of the outer islands of Tuvalu. The different stakeholders (government, supervision consultants, contractors, ADB) have managed to develop and implement a sound engagement with the local communities.

G. Knowledge activities / products:

None.

H. Location Data:


Construction of small-scale workboat harbor at Nukulaelae and minor rehabilitation (ramps) at Nanumaga and Niutao. The three locations are some of the outer islands of Tuvalu.

Signature:



Name of Project Officer: Juan Gonzalez
Position: Transport Specialist
Date: 22 August 2022

Endorsed by:
Division Director
Date:



Dong-Kyu Lee
Director, PATC
23 August 2022

Sources of Co-financing ¹	Name of Co-financer	Type of Co-financing ²	Amount Confirmed at CEO endorsement / approval	Actual Amount Materialized at Midterm	Actual Amount Materialized at Closing
GEF Agency	Asian Development Bank (Disaster Response Facility)	Grant	500,000	494,928	NA
Government	Ministry of Public Works, Infrastructure, Environment, Labor, Meteorology and Disaster ^a	Taxes, duties, audit fees, counterpart government salaries	1.815M	1.815M	NA
		TOTAL			

^a The new implementing agency for the project. The previous implementing agency was the Ministry of Transport, Energy and Tourism

Explain "Other Sources of Co-financing":

Signature:

Name of Project Officer: Juan Gonzalez
Position: Transport Specialist
Date: 22 August 2022



Endorsed by: Dong-Kyu Lee
Division Director: Director, PATC
Date: 23 August 2022



¹ Sources of Co-financing may include: Bilateral Aid Agency(ies), Foundation, GEF Agency, Local Government, National Government, Civil Society Organization, Other Multi-lateral Agency(ies), Private Sector, Other

² Type of Co-financing may include: Grant, Soft Loan, Hard Loan, Guarantee, In-Kind, Other

ANNEX B. Project Contacts

ADB Project Officer: Juan Gonzalez

Division and Department: PATC/PARD

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Project Coordinator/Manager: Project Management Unit

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Email: vete2015engineers@gmail.com

ANNEX C: DEFINITION OF RATINGS

Implementation Progress Ratings

Highly Satisfactory (HS): Implementation of **all** components is in substantial compliance with the original/formally revised implementation plan for the project. The project can be presented as “good practice”.

Satisfactory (S): Implementation of **most** components is in substantial compliance with the original/formally revised plan except for only a few that is subject to remedial action.

Moderately Satisfactory (MS): Implementation of **some** components is in substantial compliance with the original/formally revised plan with **some** components requiring remedial action.

Moderately Unsatisfactory (MU): Implementation of **some** components is not in substantial compliance with the original/formally revised plan with **most** components requiring remedial action..

Unsatisfactory (U): Implementation of **most** components is not in substantial compliance with the original/formally revised plan.

Highly Unsatisfactory (HU): Implementation of **none** of the components is in substantial compliance with the original/formally revised plan.

Global Environment Objective/Development Objective Ratings

Highly Satisfactory (HS): Project is expected to achieve or exceed **all** its major global environmental objectives, and yield substantial global environmental benefits, without major shortcomings. The project can be presented as “good practice”.

Satisfactory (S): Project is expected to achieve **most** of its major global environmental objectives, and yield satisfactory global environmental benefits, with only minor shortcomings.

Moderately Satisfactory (MS): Project is expected to achieve **most** of its major relevant objectives but with either significant shortcomings or modest overall relevance. Project is expected not to achieve **some** of its major global environmental objectives or yield some of the expected global environment benefits.

Moderately Unsatisfactory (MU): Project is expected to achieve of its major global environmental objectives with major shortcomings or is expected to achieve only **some** of its major global environmental objectives.

Unsatisfactory (U): Project is expected **not** to achieve **most** of its major global environment objectives or to yield any satisfactory global environmental benefits.

Highly Unsatisfactory (HU): The project has failed to achieve, and is not expected to achieve, **any** of its major global environment objectives with no worthwhile benefits.

Risk Rating

Risk ratings will assess the overall risk of factors internal or external to the project which may affect implementation or prospects for achieving project objectives. Risks of projects should be rated on the following scale:

High Risk (H): There is a probability of greater than 75% that assumptions may fail to hold or materialize, and/or the project may face high risks.

Substantial Risk (S): There is a probability of between 51% and 75% that assumptions may fail to hold and/or the project may face substantial risks.

Modest Risk (M): There is a probability of between 26% and 50% that assumptions may fail to hold or materialize, and/ or the project may face only modest risks.

Low Risk (L): There is a probability of up to 25% that assumptions may fail to hold or materialize, and/ or the project may face only modest risks.