

ADB GEF PROJECT IMPLEMENTATION REPORT (PIR)

I. Project Profile

ADB Official Project Title:

ADB Project Number:

1. General Information	1	GEF ID (PMIS ID)	
	2	Focal Area(s):	Reduce the vulnerability of people, livelihoods, physical assets and natural systems to the adverse effects of climate change
	3	Region: Pacific	
	4	Country:	Vanuatu
	5	GEF Project Title:	Vanuatu Cyclone Pam Road Reconstruction Project
	6	Project Size (FSP; MSP):	FSP
	7	Trust Fund (GEFTF; SCCF; LDCF):	GEFTF
2. Milestone Dates	8	GEF CEO Endorsement Date (mm/dd/yy)	
	9	ADB Approval Date (mm/dd/yy):	25 November 2015
	10	GEF Grant Signing (mm/dd/yy):	26 November 2015
	11	Project Implementation Start Date (mm/dd/yy)	3 March 2016
	12	Date of 1st GEF Grant Disbursement (mm/dd/yy) (Definition: First disbursement date is the date when GEF funds are actually disbursed to the executing agency in the country or when funds are disbursed directly to the suppliers of goods for the project; could include initial date of cash advance to Imprest accounts)	5 October 2017
	13	Final date of GEF Grant Disbursement Proposed/Revised Implementation End (mm/dd/yy)	Not Applicable
	14	Actual Implementation End (mm/dd/yy)	Not Applicable. Project still in progress.
3. Funding	15	Expected Financial Closure Date (mm/dd/yy)	30 June 2019
	16	PPG/PDF Funding (USD)	\$18.5 million
	17	GEF Grant (USD)	\$2.68 million
	18	Total GEF Disbursement as of 30 June 2018 (USD)	\$372,744.27
	19	Confirmed Co-Finance at CEO Endorsement (USD)	\$13.61 million (2 loans and 2 grants by ADB) \$8.2 million (additional financing grant and a loan)
	20	Materialized Co-Finance at project mid-term (USD)	
4. Evaluations	21	Materialized Co-Finance at project completion (USD)	Not Applicable. Project still in progress
	22	Proposed Mid-term date (mm/dd/yy)	11-15 September 2017
	23	Actual Mid-Term date - if applicable (mm/dd/yy)	27-30 November 2017
	24	Proposed Terminal Evaluation date (mm/dd/yy)	16 September 2019
	25	Actual Terminal Evaluation Date (mm/dd/yy)	Not Applicable: Project still in progress.
	26	Tracking Tools Required (Yes/No/ Focal Area TT)	

	27	Tracking Tools Date - if applicable (mm/dd/yy) Midterm Tracking Tool Terminal Evaluation Tracking Tool	
5. Ratings	28	Overall Implementation Progress Rating (IP)	Moderately Satisfactory
	29	Overall Development Objectives Rating (DO)	Moderately Satisfactory
	30	Overall Risk Rating	Low Risk
	31	Overall Project Rating	Moderately Satisfactory
6. Status	32	Status (GEF grant for ADB board approval/ GEF grant on-going)	GEF grant on-going
	33	Implementation Status (1 st , 2 nd , 3 rd PIR..., Final PIR)	2 nd PIR
7. Files	34	PIR File Name (GEFID#_2018_ADB_Country_ProjectName)	

II. Project Contacts

ADB Project Officer	Arto Ahonen
Division and Department	EMVAN/PLCO/PARD
Email	aahonen@adb.org
EA Project Officer	Junior Shim George
Name and Agency	Public Works Department (PWD), Ministry of Infrastructure and Public Utilities
Email	Junior Shim George <gjuniorg@vanuatu.gov.vu>
Co-Implementing Partner	Design and Supervision Consultant (DSC)
Name and Agency	David Spring, Cardno Emerging Markets Australia Ltd
Email	david.spring@cardno.com.au
Project Coordinator/Manager	Junior Shim George
Name and Agency	Public Works Department (PWD), Ministry of Infrastructure and Public Utilities
Email	Junior Shim George <gjuniorg@vanuatu.gov.vu>
UNDP Country Program Officer	
Email	

III. Project Implementation

A. Project Description:

Between March 12 and 14, 2015, Tropical Cyclone Pam (TCP) struck Vanuatu as an extremely destructive Category 5 cyclone, with estimated wind speeds of 250 kilometer per hour (km/h) and wind gusts that peaked at around 320 km/h. Severe and widespread damage was recorded on the larger islands of Tanna, Erromango, and Efate, while there was less damage on the smaller islands of Aneityum, Aniwa, and Futuna in the southern region. Eleven fatalities were confirmed in Tafea and Shefa Provinces. An estimated 65,000 people were displaced from their homes. Approximately 17,000 buildings were damaged or destroyed, including houses, schools, clinics, medical facilities and transport infrastructure.

With support from Asian Development Bank (ADB), the government undertook a specific, but rapid, assessment of damage to infrastructure on Efate. The assessment found that, due to a combination of large water flows and debris build-up, many bridges and culverts on the road networks had experienced extensive damage. This includes damaged abutments, approaches, and scour protection. Several bridges had been destroyed, including Teouma and Mele on the Efate Ring Road. The road approaches to Creekeye Crossing and Marona Bridge had been washed away. Landslides had severed the road at several locations. Changed river flows had made many previous bridges inappropriate.

On request of the Government of Vanuatu (the government), ADB approved Vanuatu Cyclone Pam Road Reconstruction Project (the project) on 25 November 2015. The financing agreements were signed on 01 March 2016 and became effective on 03 March 2016. The project will support the efforts of the government to reconstruct, and climate- and disaster-proof the transport sector infrastructures on Efate Ring Road and reduce the vulnerability of people, livelihoods, physical assets and natural systems to the adverse effects of climate change.

The project outputs will be transport infrastructure in damaged locations on Efate ring road reconstructed, and climate- and disaster resilience improved. The subprojects will include: (i) 10 km of road rehabilitated; (ii) 8 major stream crossings and their approach roads rehabilitated and protected;¹ (iii) minor damage to 9 bridges or box culverts and causeways repaired, and debris cleared;² (iv) 200 meters (m) of river channel realigned (upstream and downstream), and river training structures constructed; (v) 1,000 m of sealed pavement protected against erosion from storm surge; (vi) 8 km of roadside and cross-road drainage improved; (vii) 6 culvert headwalls reconstructed; (viii) 250 m of guard rail reconstructed; (ix) 180 m of riverbanks protected; (x) a 100 m by 50 m landslide at Klems hill restored, and the road pavement protected; and (xi) a 600 m-long concrete longitudinal roadside drain at Klems hill improved.

The project financing includes two loans equivalent to \$1,000,000 and \$2,805,000, and 2 grants not exceeding \$7,000,000 and \$2,805,000, each from ADB's Special Funds resources and cofinancing grant equivalent of \$2,680,000 from the Global Environment Facility Trust Fund (GEFTF).

¹ The bridges include Mele, Prima, Creek Ai, Marona, Lamin, Malatia, Pangpang, and Rentapau.

² The bridges include Eton Dry Creek, Eton Beach, La Cressonnaire, Havana, Tanoliu, Sara, Epule, Epau, and Neslep. As

B. Implementation Progress (IP) Rating:

Project Progress. The project progress is estimated to be 47.7% complete with an elapsed time of about 80%. The Design and Supervision Consultant (DSC) selection was completed on 27 June 2016 and consultants mobilized on 6 July 2016. During the project inception mission on 29 July–3 August 2016, the government agreed to include 20 subprojects—one more than identified and listed at project approval—for further investigations and detailed engineering designs following “build back better” principles. The feasibility study and detail designs covering all 20 subprojects were completed in December 2016 and bids were called on 26 January 2017. Following deadline for bid submission on 16 March 2017, a civil works contract was awarded on 13 July 2017. Subsequently, the contract for \$12.19 million was signed on 4 August 2017. The government organized a ground-breaking ceremony on 29 November 2017. The contract period is 13 months, with original expected completion date of 7 November 2018. However, delays in materials and machinery delivery to site has delayed the expected completion of works to end January 2019.

Design and Supervision Consultant. The DSC is assisting PWD in detailed designs and project implementation. The DSC includes international and national consultants, 30% of whom are women, and has been integrated within the Ministry of Infrastructure and Public Utilities (MIPU)’s engineering unit. The DSC team leader is managing project activities and coordinating with ADB and other development partners to ensure there is no duplication of activities regarding reconstruction or rehabilitation of cyclone damaged assets. As of now, the DSC has completed detailed assessment of the damaged sites; prepared feasibility studies, options analysis, geotechnical investigations and surveys, detailed engineering designs, cost estimates, bid documents including necessary specifications, bid evaluation, and assisted government in bid evaluation and contract award, and is currently supervising the implementation of works as the Employer’s representative.

The DSC’s responsibilities include effective contract management, construction supervision, and day-to-day implementation, including financial management, monitoring and evaluation, and overseeing the defects notification period (DNP). Thus far, the DSC’s performance has been satisfactory. The DSC contract is scheduled to be completed by 5 July 2019. Given the defects liability period of the civil works contracts expire only on 7 November 2019, the DSC’s contract is required to be extended at least by 5 months preferably until 31 December 2019.

Civil Works Contract. As of August 2018, the contractor has fully mobilized to the site and works are ongoing. On the current rate of progress of work, the civil works contract is expected to be completed by end January 2019 leaving 2 months delay against the original scheduled completion date. The delay is mainly due to logistic constraints that the contractor come across in supplying construction materials including aggregate and sand which required to source from overseas.

a. GEF Grant Disbursement

As of 30 August 2018, a total of \$663,214.10 has been disbursed under the GEF grant. Payments of the civil works contract are shared between all five financing sources including the grant from GEF. The project experienced 12-month delay from the original project implementation period of January 2016–December 2017 due to (i) delayed effectiveness of the loan and grant agreements until 3 March 2016, from its signing on 26 November 2015, because the Parliament was dissolved; (ii) late mobilization of design and supervision consultant (DSC) due to the Government signing the DSC contract late, on 27 June 2016; and (iii) delayed finalization of the procurement of the civil works

contract because the Government needed detailed clarifications from the bidders until being able to award the contract to the successful bidder. Further delays of about 2 months are due to slow start up progress of the works. The contractor has, however, been repeatedly reminded to put in all possible efforts, including increase in labor and machinery, to catch up with delays and complete works timely as per the original schedule.

b. Gender Action Plan Implementation Status

The project is classified as having some gender elements and has been designed with an objective to provide women with employment opportunities during project implementation (reconstruction and rehabilitation). Men and women engaged in the project will be paid equal wages for equal work. Various training and awareness activities have been included during construction stage. Such activities include, for example training on traffic control at construction sites and safeguards; education awareness on HIV/AIDS and prevention, coordinated with an HIV coordinator from the Ministry of Health, to all construction workers and most roadside inhabitants; and awareness on gender-sensitive transport and road safety issues. The project includes gender-specific outputs, targets, and indicators and they have been integrated into the civil works contract and project's design and monitoring framework. As a result, as of June 2018, 25.7% of participants in the project activities, including consultations, have been women.

c. Social and Environmental Safeguard Plan Implementation Status

The project's Environmental Assessment and Review Framework (EARF) and the Resettlement Framework (RF), along with the relevant laws and regulations which comprise the country safeguards system, are regarded as the governing documents to ensure environment and social safeguards of the project. These frameworks set out the processes to be followed for identifying, assessing, mitigating and monitoring safeguards issues.

Two initial environmental examinations (IEEs) were prepared during the feasibility study stage; covering 12 sites in eastern Efate and 8 sites in western Efate. Following review and clearance by ADB, these assessments were submitted to the Department of Environmental Protection and Conservation (DEPC) with applications for environmental permits under the Environmental Protection and Conservation Act (EPCA). The assessments have been disclosed on ADB's website. On request of DEPC, additional fish and invertebrates study was conducted for three sites (Epau, Creek Ai and Ulei). Further, foreshore development applications were also prepared for Tanoliu, Malatia, Eton Dry Creek, Sara and Onesua sites and approvals had been received. Clearance under the country safeguard system was provided through issues of the environmental permits.

The environmental management plans (EMPs) included in the IEE were updated based on detailed design and included in the civil works contract. Based on the updated EMP, the contractor prepared construction environmental management plans (CEMPs) which were reviewed and cleared by the DSC. Monitoring of the effectiveness of the mitigation measures and compliance of the contractor with the approved CEMP is being undertaken jointly by PWD, DSC, and contractor. The status of compliance is reported in quarterly progress reports and the semi-annual monitoring reports submitted by the DSC and PWD.

The project is classified as category C for land acquisition and involuntary settlement. The feasibility study confirmed that all project sites will be confined within the existing road corridor and access for these sites have been facilitated through negotiated settlement or lease with the landowners. One road

section under additional financing was proposed for re-alignment following the detailed design. This is currently being negotiated with the landowners without the government intending to exercise eminent domain should the negotiation fails. All land access have memorandum of understanding (MOUs) and third-party validations. A resettlement framework has been prepared to guide the process for obtaining negotiated access to land.

The project has to-date undertaken all necessary steps to ensure compliance with environment and social safeguards, and thus, the respective covenants included in the loan and grant agreements are being complied with. The compliance of these covenants is being regularly monitored during the construction stage between August 2017 and December 2018, and reflected in the semiannual safeguards monitoring reports. The reports are disclosed on the ADB web.

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

The achievement of overall development objective of the project is currently rated “moderately satisfactory”. The overall development objective of the project is to reduce the vulnerability of people, livelihoods, physical assets and natural systems to the adverse effects of climate change. People, their livelihood and physical assets become extremely vulnerable at extreme climate change events (such as Cyclone Pam) when access to daily services, especially health and medical facilities and food supply, is interrupted due to disconnection of transport facilities such as stream crossings. The bridges, culverts, causeways and road sections that will be reconstructed and rehabilitated under the project have been designed incorporating significant climate resilient and disaster reduction features, which will withstand adverse climate change effects. The development objectives are expected to become satisfactory once the facilities under the project are fully built, with expected completion by end January 2019.

D. Risk Rating:

The project is rated as “low risk”. All damaged sites are expected to be reconstructed and rehabilitated incorporating climate resilient and disaster risk reduction features as envisaged at approval of the project. The civil works contract is in progress and is expected to be completed by end January 2018.

E. Overall Rating of the Project:

Overall Rating: Moderately Satisfactory

F. Additional Comments – Good Practices and Lessons Learned:

The project included detailed feasibility studies and investigations of the damaged sites before designing of the assets. The detailed investigations included bathymetry and topography surveys, and geotechnical assessment provided critical data for designing of appropriate structural options for each location. The infrastructure working group, represented by technical staff of the MIPU and PWD, held detailed discussions and agreed on the most appropriate option for each structure. The active involvement of the MIPU and PWD staff enhanced ownership of the project. The advance detailed investigations facilitated reliable and accurate engineering designs, and no substantial risks that would prevent progress of works are anticipated.

During site investigations, the DSC identified additional locations on Efate Road that were damaged by the tropical cyclone Pam. On request of the government, ADB approved additional financing to (i) scale up the project to include four additional damaged sites, and (ii) change the project scope to

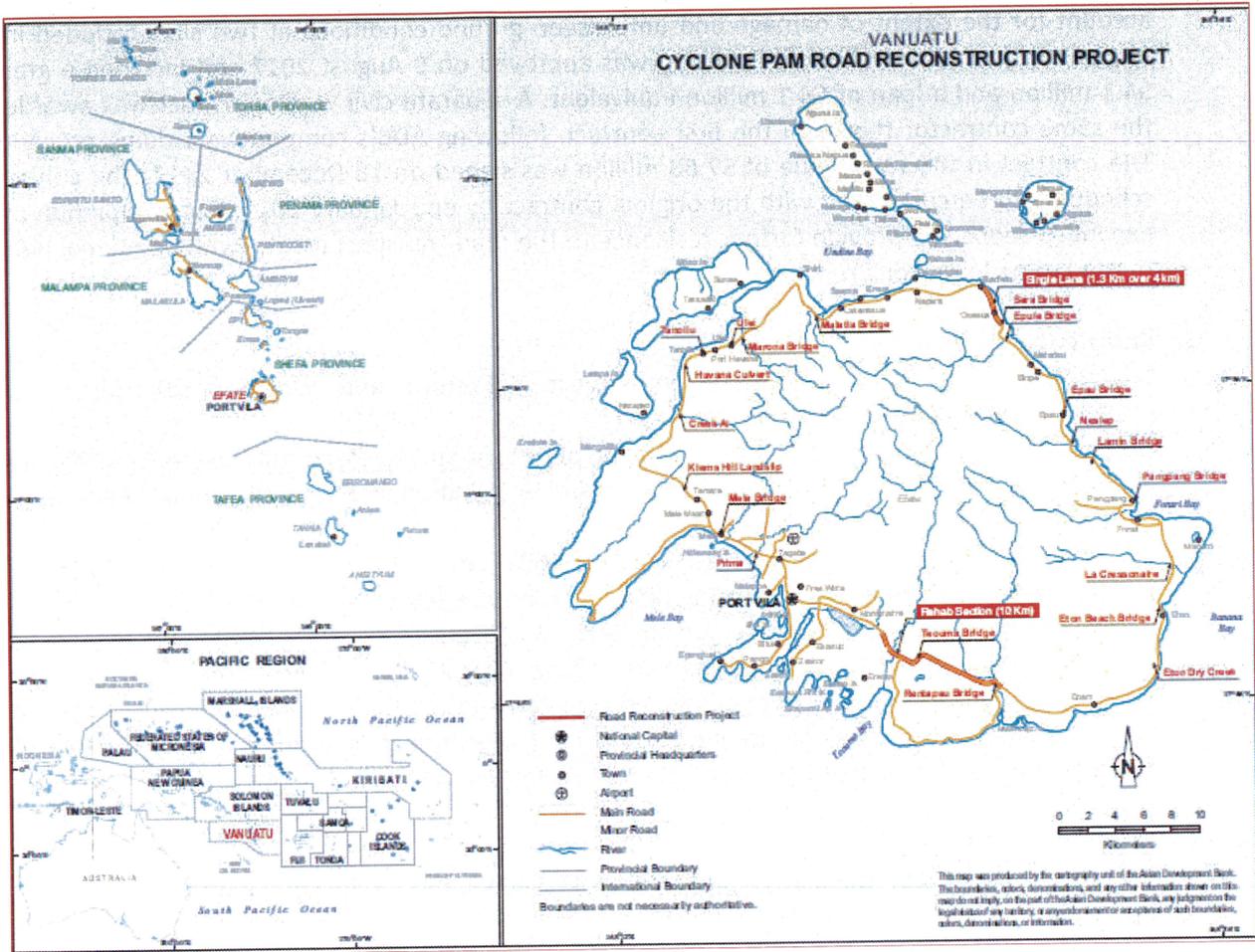
account for the extent of damage and unforeseen ground conditions at two sites included in the original project. The additional financing was approved on 9 August 2017 and included a grant of \$4.1 million and a loan of \$4.1 million equivalent. A separate civil works contract was awarded to the same contractor that won the first contract, following ADB's competitive bidding procedures. The contract in the total value of \$7.68 million was signed on 18 December 2017. The contract is scheduled to be completed with the original contract by end January 2019. The completion of the expanded scope will provide further resilience to the road transport assets, with additional benefits to road users in the long run.

G. Knowledge Management:

1. Cyclone Pam Road Reconstruction Project - Eastern and Western Subprojects: Initial Environmental Examinations.
www.adb.org/projects/documents/van-cprp-eastern-and-western-subprojects-jan-2017-iee
2. Cyclone Pam Road Reconstruction Project – Additional Financing: Initial Environmental Examinations
www.adb.org/projects/documents/van-49319-002-iee
3. Semi-Annual Safeguards Monitoring Report for Jan-Jun 2017
www.adb.org/projects/documents/van-49319-001-esmr
4. Semi-Annual Safeguards Monitoring Report for Jul-Dec 2017
www.adb.org/projects/documents/van-49319-001-esmr-0
5. Social Safeguards Due Diligence Report www.adb.org/projects/documents/van-49319-001-sddr
6. Semi-Annual Safeguards Monitoring Report for Jan-Jun 2018

H. Location Data:

he project is located on the Efate Ring road in Port Vila, Vanuatu. A location map is attached.



IV. Materialized Cofinancing

Co-financing Table

(For projects which underwent a mid-term review/evaluation or terminal evaluation in FY)
Materialized Co-financing

[Please refer to the PIF template on the GEF webpage]

Sources of Co-financing ³	Name of Co-financer	Type of Co-financing ⁴	Amount Confirmed at CEO endorsement / approval	Actual Amount Materialized at Midterm	Actual Amount Materialized at Closing
Concessional ordinary capital resources lending	Asian Bank Development	Grant (0459-VAN)	\$7.00 million	\$2,979,260	Not yet due
Concessional ordinary capital resources lending (Disaster Response Facility)	Asian Bank Development	Grant (0460-VAN)	\$2.81 million	\$282,564	Not yet due
Concessional ordinary capital resources lending	Asian Bank Development	Loan (3331-VAN)	\$1.00 million	\$94,133	Not yet due
Concessional ordinary capital resources lending (Disaster Response Facility)	Asian Bank Development	Loan (3332-VAN)	\$2.81 million	\$263,865	Not yet due
		TOTAL	\$13.62 million		
Concessional ordinary capital resources lending-Additional	Asian Bank Development	Grant (0540-VAN)	\$4.1 million	\$0.00	Not yet due

³ 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

⁴ Type of Co-financing may include: Grant, Soft Loan, Hard Loan, Guarantee, In-Kind, Other



Financing				
Concessional ordinary capital resources lending-Additional Financing	Asian Development Bank	Loan (3552-VAN)	\$4.1 million	\$0.00
		TOTAL	\$8.20 million	Not yet due

Explain "Other Sources of Co-financing": _____

Reminder: Kindly include in your submission a copy of the following:

1. For projects that conducted Midterm Review Mission: Copy of the MOU Midterm Review Mission: BTOR and Updated Tracking Tools
2. For projects that conducted Project Completion Mission: Copy of the PCR, Copy of the MOU Midterm Review Mission: and Updated Tracking Tools

Signature: 
Name of Project Officer: Arto Ahonen
Position: Sr. Infrastructure Specialist and Head, EMVAN
Date: 10 September 2018

Endorsed by: 
Division Director: Xiaoqin Fan, Regional Director, PLCO

Annex 1: 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.