

**PILOT PROGRAMS FOR CLIMATE RESILIENCE**  
**MDB Request for Payment of Implementation Services Costs**

<b>1. Country/Region:</b>	Samoa	<b>2. CIF Project ID#:</b>	(Trustee will assign ID)
<b>3. Project Title:</b>	Enhancing the Climate Resilience of West Coast Road		
<b>4. Request for project funding (USD mill.):</b>	At time of country program submission (tentative): US\$15 million (including PPG)	At time of project approval: US\$15 million (including PPG)	
<b>5. Estimated costs for MDB project implementation services (USD mill.):</b>	Initial estimate - at time of Country program submission: 0.610 million	MDB: World Bank	
	Final estimate - at time of project approval: 0.805	Date: September 17, 2012	
<b>6. Request for payment of MDB Implementation Services Costs (USD. mill.):</b>	<input type="checkbox"/> First tranche (received): 0.305 million  <input checked="" type="checkbox"/> Second tranche: 0.500 million		
<b>7. Project/program financing category:</b>	a - Investment financing - additional to ongoing MDB project <input type="checkbox"/> b- Investment financing - blended with proposed MDB project <input type="checkbox"/> c - Investment financing - stand-alone <input checked="" type="checkbox"/> d - Capacity building - stand alone <input type="checkbox"/>		
<b>8. Expected project duration (no. of years):</b>	Five years		
<b>9. Explanation of final estimate of MDB costs for implementation services:</b>	<p>We are requesting a total of US\$500,000 for the second tranche of funds, more than the US\$305,000 originally estimated at the time of SPCR endorsement. The main reason for this is the extended preparation time that wasn't factored into earlier estimates. Preparation was delayed because of several issues with easements and other land issues, which can be very contentious in Samoa and required additional hands-on guidance from our safeguards staff and the TTL. Although the Project is well prepared at this stage, the Team still needs to conduct appraisal and negotiation prior to Board approval. The overall amount requested for preparation and supervision of this project (US\$805,000) is within the MPIS benchmarks agreed for SCF stand-alone investment projects.</p>		

**10. Justification for proposed stand-alone financing in cases of above 6 c or d:**

The project is presented as a stand-alone financing because the Government of Samoa is at this stage managing its debt exposure and is not willing to incur additional borrowing for this project.

Alternatively, this project could have been prepared as Additional Financing to the on-going Second Infrastructure Asset Management (SIAM) project. However, this option was not selected because SIAM has already received Additional Financing (IDA Grant and Credit in 2007), which limits –according to the Bank’s rules-- the SIAM Closing Date to 2012, and therefore, would not allow enough time to implement this Project.

Nevertheless, it should be noted that this proposed project benefitted significantly from SIAM because of the feasibility study on drainage improvements and earlier Coastal Infrastructure Management Plans, which were prepared under SIAM, and the strengthening of institutional arrangements (MNRE and LTA) that will support the West Coast Road project implementation.

Finally, the project falls within the objectives of the Pacific Regional Strategy for Samoa, which has a key strategic pillar for “*safeguarding service delivery by improving resilience to natural hazards.*” Along with SIAM and the Post-Tsunami Emergency Recovery program, this project will strengthen Samoa’s capacity to cope with Climate Change impacts.