



Kiribati: Outer Island Transport Infrastructure Investment Project

Project Name	Outer Island Transport Infrastructure Investment Project	
Project Number	53043-001	
Country	Kiribati	
Project Status	Proposed	
Project Type / Modality of Assistance	Grant	
Source of Funding / Amount	Grant: Outer Island Transport Infrastructure Investment Project	
	concessional ordinary capital resources lending / Asian Development Fund	US\$ 12.00 million
Strategic Agendas	Environmentally sustainable growth Inclusive economic growth	
Drivers of Change	Governance and capacity development Knowledge solutions Partnerships	
Sector / Subsector	Transport - Road transport (non-urban) - Transport policies and institutional development - Water transport (non-urban)	
Gender Equity and Mainstreaming	Effective gender mainstreaming	
Description	The project will improve the safety of inter-island navigation and provide resilient outer island access infrastructure ship-to-shore transfer and land transport for the selected outer islands in Gilbert Islands Chain of Kiribati, namely: Abaiang, Nonouti, Beru, and Tabiteuea South; and will strengthen capacity of the implementing agencies.	
Project Rationale and Linkage to Country/Regional Strategy	<p>Kiribati is one of the most remote and geographically dispersed countries in the world. It is composed of 33 small islands, spread across 3.5 million square kilometers of ocean. Approximately 55% of Kiribati's total population of 115,847 live on the main island of Tarawa which includes the capital, South Tarawa, and the remaining inhabitants are spread across the outer islands. These are low-lying atolls which are highly exposed to the effects of climate change, including sea-level rise and increased intensity of rainfall and wind from tropical cyclones. Access to goods and services on the outer islands is limited and large numbers of inhabitants are moving to the more urban capital which provides employment opportunities, access to higher education and specialized social services.</p> <p>A safe and resilient transport infrastructure is essential for connecting Kiribati's population to economic opportunities and social services, particularly for those living on the outer islands. It is also a key to achieving the objective of the Government of Kiribati to stem-the-tide of migration from outer islands. This requires substantive improvements to (i) safety of inter-island maritime navigation, (ii) resilience of outer island access infrastructure, and (iii) institutional capacity of key government agencies, namely the Ministry of Information, Communication, Transport and Tourism Development (MICTTD) and the Ministry of Infrastructure and Sustainable Energy (MISE).</p> <p>The safety of inter-island maritime navigation is a major concern in Kiribati due to the lack of nautical charts which are the most fundamental tools to ensure safe navigation and prevent potential vessel groundings that can result in fatality as well as pollution. The government does not have the necessary resources or expertise to carry out hydrographic surveys which are required to produce nautical charts. The hydrographic surveys also provide essential information to plan and develop maritime infrastructure, such as configuration of sea floor, water depths, and locations of aids to navigation. This is a binding constraint to the development of outer islands.</p> <p>The outer island access infrastructure is not adequate and resilient in several key areas. The aids to navigation (AtoNs) which are markers used to guide vessels need replacement and many are completely missing. The markers currently in place were not designed durably to withstand the conditions. The outer islands lack ship-shore berthing infrastructure such as boat ramps and jetties, and passengers often must wade several hundred meters in water to reach land. Such passage is particularly dangerous to children and elderly commuters. On the landside, the intra-island crossings (causeways) are in degraded condition, hindering connectivity, and lack climate resilient features such as proper drainage and erosion control. The institutional capacity of the key government agencies is inadequate to enable sustainable development and maintenance of transport infrastructure in the outer islands.</p> <p>As an atoll nation, Kiribati is low-lying and highly vulnerable to climate change and disaster risks. The outer islands are exposed to a number of hazards, including rising sea levels, heavy rainfall, drought, and storm surges. The most serious potential impacts are from a combination of extreme high tides and wave events, heavy rainfall, and windstorms, and this is primarily due to their frequency and potential for causing significant damage.</p> <p>The proposed project is in line with the Kiribati 20-year vision 2016- 2036, which sets the country's development goals and long-term planning framework. Its overall objective is to bolster national efforts in transforming the lives of an I-Kiribati (people) and economy into a resilient, wealthy, healthy and secure nation. The project is consistent with ADB's Strategy 2030 priority of strengthening institutional capacity, particularly in small island developing countries. It is also aligned with ADB's Pacific Approach in reducing costs by improving domestic and regional connectivity through transport infrastructure, managing risks, and enabling value creation, and in the attainment of Sustainable Development Goals. The proposed project is also included in ADB's Country Operations Business Plan for 11 Small Pacific Island Countries, 2020- 2022.</p>	
Impact	Improving access to economic and social infrastructure to the outer islands and ensuring all people can access the associated opportunities	
Outcome	Safe and resilient transport connectivity in Abaiang, Nonouti, Beru, and Tabiteuea South improved	
Outputs	Safety of inter-island navigation improved Resilient outer island access infrastructure ship-to-shore transfer improved Capacity of MICTTD and MISE strengthened to ensure the sustainable investments and operations Operational support provided	
Geographical Location		
Safeguard Categories		
Environment	B	
Involuntary Resettlement	B	

Summary of Environmental and Social Aspects	
Environmental Aspects	The proposed project will create impacts that are site-specific, few if any are irreversible and mitigation and management measures can be readily designed and implemented for most impacts. In accordance with ADB's Safeguard Policy Statement (SPS) (2009), an environmental and social management framework (ESMF) and environmental and social impact assessment (ESIA) has been prepared for selected components/subprojects. The ESIA is equivalent to initial environmental examination (IEE) commensurate to category B projects. The impacts are limited to the footprint of the small-scale land maritime infrastructure on outer islands (including navigation aids, jetties, passenger terminal, concrete boat ramps, and shelters; and rehabilitating island crossing causeways channel), and can be mitigated and managed to acceptable levels provided the measures identified in the ESMP are implemented, and subsequently monitored and reported. Short-term impacts are anticipated during construction, including dust, noise and waste generated during dredging excavation and civil works activities, as well as minor community and occupational health and safety risks. The project will provide resources and support to ensure safeguards are effectively implemented.
Involuntary Resettlement	The project is classified as category B for involuntary resettlement. The proposed components will not have significant involuntary resettlement impacts, mostly confined to loss of trees and requirement for new land lease for selected maritime facilities.
Indigenous Peoples	The project is classified as category C for indigenous peoples.
Stakeholder Communication, Participation, and Consultation	
During Project Design	The stakeholder engagement and communication plan was prepared to ensure meaningful consultation with key stakeholders during project preparation. It indicates the types of information, means of communication, responsibility and timing of consultation throughout the duration of the project. .
During Project Implementation	The Government of Kiribati will be responsible for implementing and updating the plan as required with assistance from the supervision consultant.
Business Opportunities	
Consulting Services	All procurement will be undertaken in accordance with the ADB Procurement Policy - Goods, Works, Nonconsulting and Consulting Services (2017, as amended from time to time) and Procurement Regulations for ADB Borrowers - Goods, Works, Nonconsulting and Consulting Services (2017, as amended from time to time).
Procurement	All procurement will be undertaken in accordance with the ADB Procurement Policy - Goods, Works, Nonconsulting and Consulting Services (2017, as amended from time to time) and Procurement Regulations for ADB Borrowers - Goods, Works, Nonconsulting and Consulting Services (2017, as amended from time to time). In accordance with ADB's Alternative Procurement Arrangements (APA) mechanism, as detailed in the ADB Procurement Policy, referenced above, ADB signed a Procurement Framework Agreement (PFA) with the World Bank on 3 December 2018. Under the PFA, each cofinancier acknowledges that their respective procurement frameworks are consistent with international good practice and promote economy, efficiency, fairness, transparency, value for money and fitness for purpose, facilitating mutual reliance on cofinanced projects.
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Responsible ADB Department	Pacific Department
Responsible ADB Division	PATC
Executing Agencies	Ministry of Finance and Economic Development P.O. Box 67 Bairiki, Tarawa Kiribati
Timetable	
Concept Clearance	04 Feb 2020
Fact Finding	03 Feb 2020 to 06 Feb 2020
MRM	09 Apr 2020
Approval	-
Last Review Mission	-
Last PDS Update	25 Feb 2020
Project Page	https://www.adb.org/projects/53043-001/main
Request for Information	http://www.adb.org/forms/request-information-form?subject=53043-001
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