Stakeholder Engagement Plan

1.   Introduction

The Samoa Aviation and Roads Investment Project (SARIP) is financed by the World Bank and aims to improve the climate resilience and safety of Samoa's transport sector. The aviation and road subsectors both play a critical role is Samoa's economic development through supporting trade and promoting commercial activity through facilitating the movement of goods and services.

SARIP is being implemented by the Land Transport Authority (LTA) and Samoan Aviation Authority. Ministry of Finance is the executing agency. The Transport and Infrastructure Sector Coordination Division (TISCD) of the Ministry of Works, Transport and Infrastructure (MWTI) will carry out the overall coordination role for the Project.

SARIP is being prepared under the World Bank's Environmental and Social Framework (ESF), which was effective on October 1, 2018. In line with ESF guidelines, projects such as SARIP must comply with ten Environmental and Social Standards (ESS). This Stakeholder Engagement Plan (SEP) is developed in accordance with guidelines set out under ESS 10 – Stakeholder Engagement and Information Disclosure.

This SEP outlines the program for stakeholder engagement, including public information disclosure and consultation throughout all project stages; communication methodologies amongst project stakeholders; and includes a Grievance Redress Mechanism (GRM) by which people affected by any project-related activity can raise concerns or lodge complaints. The involvement of local communities is also essential in the development of this SEP.

1.1.   Background

The Faleolo International Airport (APW) is the main international gateway to Samoa, on Upolu Island. The existing navigation systems were installed at APW more than 15 years ago and are nearing the end of their economic life. It is therefore proposed to replace these equipment as they may become difficult to maintain in the future. The new terminal has also been prone to severe weather conditions due to the inadequate capacity in airfield drainage outfalls. On several occasions, the airport terminal has been subjected to flooding. SARIP will support investments to improve climate resilience through both technical assistance and physical investments for the APW.

The LTA is responsible for the road network in Samoa and oversees civil construction works and routine maintenance programs. A Vulnerability Assessment (VA)[1] was conducted and a Climate Resilient Transport Strategy (CRTS)[2] was prepared under World Bank's CRWCR project that not only identified hazards but also laid out prioritized areas for investment in the transport sector in Samoa. The VA and CRRS classified the ECR as priority for infrastructure improvements as it is vulnerable to wave overtopping. SARIP will prioritize works for ECR; however, dependent on available funds, vulnerable sections identified for Alafa'alava Road will also be considered.

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[1] Vulnerability Assessment of the Samoa Road Network. Government of Samoa, 2017.
[2] Climate Resilient Road Strategy. Government of Samoa, 2017.

1.2.   Project description

The Project Development Objective (PDO) of SARIP is to improve the climate resilience and safety of Samoa's transport sector, and in case of an Eligible Crisis or Emergency, respond promptly and effectively to it. The SARIP aims to achieve its PDO through the implementation of proposed activities under the following components.

Component 1: Climate Resilience and Safety Investments in the Aviation Sector.

Component1 will be implemented by SAA, and will support investments to improve climate resilience, safety and sustainability of the aviation subsector. This will include: i) technical assistance for climate resilience and safety investments at Faleolo International Airport including a site-level drainage master plan (including hydrological and hydraulics assessments, integrated flood resilience and stormwater drainage strategies), prioritization of potential resilience measures (rehabilitation / upgrade of the existing seawall and improvement of airfield drainage), design of a boundary fence, and feasibility study for the extension of the runway; ii) design and construction of climate resilient physical investments including (among other agreed measures based on the drainage master plan) the rehabilitation and upgrade of the existing seawall (supplemented by mangrove planting and other nature-based solutions where feasible) and airfield drainage improvements; and new navigation systems and boundary fence to improve operational safety; and iii) a regional airport maintenance program to maintain critical mechanical and electrical assets.

Component 2: Climate Resilience and Safety Investments in the Road Sector.

Coponent 2 will be implemented by LTA and will involve design and construction to improve the resilience of select road sections to climate-related hazards and/or events, and to improve the safety of the road network. The integration of climate change, disaster resilience, and safety considerations into infrastructure activities will help strengthen the resilience of assets, mitigate disruptions to roads access, and improve the functionality of the transportation network. This will include: i) the detailed design and construction of localized drainage upgrades for the East Coast Road (ECR) to help quickly drain storm surge and runoff to the sea, as well as rehabilitation of the road to improve climate resilience; and, ii) the detailed design and construction of localized upgrades for Alafa'alava Road to improve climate resilience. Road safety aspects and universal accessibility will be taken into consideration in the designs prepared under SARIP.

Component 3: Strengthening the Enabling Environment.

This Component will provide support to strengthen management capacity of LTA and SAA for project implementation, and will include technical assisstance for project management, Occupational Health and Safety (OHS), gender, and Sexual Exploitation and Abuse / Sexual Harassment (SEA/SH) activities .

Component 4: Contingent Emergency Response Component (CERC)

This component will provide swift response in an event of an Eligible Crisis or Emergency, by enabling Samoa to request the World Bank to re-allocate project funds to support emergency response and reconstruction. Given the lessons learned from the COVID-19 pandemic, the CERC under SARIP will allow flexibility to support health-related response in addition to transport-related response efforts.

3.   Legal and Other Requirements

3.1.   Samoa

Samoa's EIA Regulations 2007 require stakeholder consultations are undertaken as part of the environmental assessment process. There are also statutory consultation and notification requirements under the Survey Act 2010.

A series of Codes of Environmental Practice (COEPs) have been developed by the Government of Samoa which provide the standards for avoiding or mitigating adverse environmental impacts associated with development project planning, design, construction and maintenance. These COEPs support the EIA Regulation.

COEP 3 on consultation, requires that consultation is applied to the planning of all activities, and must satisfy the following basic principles:

- At the earliest opportunity, project stakeholders should be advised of potential projects and how the community can receive information about, and become involved with, such projects.
- The intentions/objectives of the consultation should be clear and openly stated.
- Stakeholders and affected communities should have timely and meaningful inputs to, and participation in, any phases or aspects of projects that directly affect them and all inputs should be treated equitably and with respect.
- Consultation should be a two-way process and there should be an exchange of information where both the proponent and the affected communities should put forward their points of view and to consider other perspectives.
- Consultation is best undertaken at early stages in and throughout the decision-making process or at least on-going communication after a decision has been made.
- All parties do not have to agree to a proposal, however through consultation at least points of difference will become clearer or more specific.

3.2.   World Bank

The World Bank's Environmental and Social Framework (ESF) ESS10: Stakeholder Engagement and Information Disclosure recognizes 'the importance of open and transparent engagement between the Borrower and project stakeholders as an essential element of good international practice'.

Specific requirements include:

- The Borrower will engage with stakeholders throughout the project life cycle.
- Engagement will begin as early as possible in the project development process and in a timeframe that enables meaningful consultations with stakeholders on project design. The nature, scope and frequency of stakeholder engagement will be proportionate to the nature and scale of the project and its potential risks and impacts.
- The Borrower will provide stakeholders with timely, relevant and accessible information, and consult with them in a culturally appropriate manner, which is free of manipulation, interference, coercion, discrimination and intimidation.
- The Borrower will maintain and disclose a documented record of stakeholder engagement, including a description of the stakeholders consulted, a summary of the feedback received and a brief explanation of how the feedback was considered, or the reasons why it was not.

- A Stakeholder Engagement Plan proportionate to the nature and scale of the project and its potential risks and impacts needs to be developed by the Borrower. It must be disclosed as early as possible, and before project appraisal, and the Borrower needs to seek the views of stakeholders on the SEP, including on the identification of stakeholders and the proposals for future engagement.
- If significant changes are made to the SEP, the Borrower must disclose the updated SEP.

4. Stakeholder Identification & Analysis and Methodology

Stakeholders will vary depending on the scope of works of a particular project along with the involvement of any additional agency or association that will assist throughout the project life. Project stakeholders are identified as individuals or groups, government ministries and other entities that may be impacted by or have an interest in the proposed projects.

Projects can be divided into the following categories:

- **Affected Parties:** persons, groups and other entities within the project Area of Influence (PAI) that are directly influenced by the Project and/or have been identified as most susceptible to change associated with the Project, and who need to be closely engaged in identifying impacts and their significance, as well as in decision-making on mitigation measures;

- **Other Interested Parties:** individual/groups/entities that may not experience direct impacts form the Project but who consider their interests as being affected by the project and/or who could affect the Project and the process of its implementation in any way;

- **Vulnerable Groups:** persons who may be disproportionately impacted or whom the project poses significant impacts and disadvantage compared with any other groups due to their vulnerable status. This group will require special engagement to ensure their equal representation in the consultation and decision-making process associated with the Project.

4.1. Project Stakeholders

4.1.1. Affected Parties

Affected parties include implementation agencies (LTA and SAA), local communities and other parties that may be subject to direct impacts for the Project. The following individuals and groups fall within this category:

Table 1 Affected Parties Stakeholder Analysis

Stakeholder Group	Stakeholder	Issues/potential ESHS issues
Communities within the project vicinity 10 affected villages (ECR) 4 affected villages (Samoa Airport, Faleolo)	Matai/village leaders Village councils Village woman's councils; Village water committee Project affected households Market vendors Local schools Local health centres Working age population	Lands to be acquired, affected assets and compensation, traffic congestion and less accessibility Disruption to utilities services
Road users	Motorists (including heavy freight transport/commercial and private)	Traffic congestion and limited travel accessibility for vehicles and pedestrians

	Public transport operators Pedestrians	
Airport users	Passengers and families/friends People who work at airport	Exposure to noise and dust. Hazards and safety risks while works progress
Government Ministries/Agencies	Ministry of Finance (MOF), Ministry of Works, Transport and Infrastructure (MWTI), Ministry of Women, Community and Social Development (MWCSD), Ministry of Communications and Information Technology (MCIT), Ministry of Natural Resources and Environment (MNRE), Samoa Water Authority (SWA), Electric Power Corporation (EPC), Samoa Trust Estates Corporation (STEC), and Ministry of Health (MoH) Ministry of Police (MoP)	Involved with potential issues related to land acquisition, compensation, utility relocation, village disputes to ongoing project.
Business and utilities	Samoa Water Authority (SWA), Electric Power Corporation (EPC), Independent Water Scheme Association (IWSA), Digicel, Vodafone	Potential issues related to utility relocation
Contractors	Supervision consultant Works contractors and sub-contractors	Hazards and safety risks during construction

The aforementioned potential impacts will not be limited to what is stated. Identification and documentation of further impacts/potential impacts will likely to increase as project progresses.

4.1.2. Other Interested Parties

The projects' stakeholders also include parties other than the directly affected communities including:

- NGOs
- Traditional media
- Participant of social media
- Politicians
- Public at large

4.1.3. Disadvantages/Vulnerable Individuals or Groups

It is vital to understand the different aspects of impacts of how the project could impact the affected people if the impacts are weighed more to one disadvantage or vulnerable individual or group. This may be due, to the disadvantages or vulnerable individuals or groups are restricted from having a voice to express their concerns about the Project or even finding it hard to understand the impacts of a project.

Therefore, it is crucial to ensure that awareness is carried out as well as stakeholder engagement with disadvantage or vulnerable individual groups for equality and fairness. Factors that contribute to vulnerability can be from an individual's origin, sex, gender, age, ability, health condition, economic deficiency, and financial security.

The engagement between the stakeholders and disadvantaged or vulnerable individuals and groups requires the application of specific measures and assistance focusing on making aspects of the Project clear so that they can understand how the project will impact them. Thus, the engagement requires their participation in project related discussion so that they are aware of all inputs to the overall process equal to those of the stakeholders.

Within the Project, the vulnerable or disadvantaged groups take into consideration and are not limited to the following:

- Women
- Elderly
- Female-headed households
- Illiterate people
- Women and men with disabilities
- Vulnerable groups working in the informal economy, who are mostly women.
- Those who identify with diverse sexual orientation and gender identities and expression (SOGIE, including *fa'afafine.*

Vulnerable groups within the communities affected by the Project will be further confirmed and consulted through dedicated means, as appropriated. Specifically, there will be consultations that are women-only as well as efforts to seek specific consultations with women the disabilities and those will diverse SOGIE if they are present in the communities.

4.2.   Verification of Stakeholders Representatives

While the project will seek to undertake broad and periodic consultation and information dissemination with the project stakeholders it will also utilize stakeholder representatives (e.g. Matai/village chief, village councils and village women's councils).

The project will identify persons in the above listed stakeholder groups who can act as legitimate representatives. Thereby, the individuals who have been entrusted by their fellow group members are to uphold their group's interests throughout the process of engagement with the Project. This can be provided by a community representative, who can provide helpful information about the local settings. The community representative can also act as the main conduit for community consultation of the Project as well as a primary communication between the Project and the targeted communities with their already established networks and/or committees.

Verification of stakeholder representatives (i.e., the process of verifying that they are indeed legitimate or and genuine advocates of their local communities) is considered an important task as these verified persons will act as the focal point between the local communities and the project team. Verification process is undertaken by simply talking informally to a random sample of the community members and heeding their views on who they might should represent their views more effectively.

Specific stakeholder verification for all involved NGOs and/or government ministries will be conducted prior to any engagement. These stakeholders are determined based on the project scope of the works, associated potential impacts and affected parties involved as well as the overall objective of the Project.

The IAs will determine who these stakeholders are and invite a representative; whomever they deem eligible to act as the main contact person between the IA project team and their respective Ministries.

5.   Stakeholder Engagement Program

5.1.   Purpose of Stakeholder Engagement

The Project's stakeholder engagement program will be implemented over the project life-cycle with the following objectives:

- Providing timely and appropriate information during Project preparation and implementation to enable informed participation and feedback;

- Disclosing information and obtaining stakeholder input on the expected project benefits and any potential adverse impacts and proposed mitigation measures;

- Facilitating open and continuous communication and consultation between the Project's many stakeholders and communities;

- Encouraging equal participation of all affected groups in the consultation process; and

- Addressing stakeholder concerns or grievances in a timely manner.

5.2.   Stakeholder Engagement Principles

Best practice approaches will include the Project applying the following set of principles of meaningful, inclusive and timely stakeholder engagement:

- **Transparency and life-cycle approach:** public consultations are vital as it sets a platform for both the stakeholders and community to conversate openly on their respective views and opinions, free from any external manipulation, interference, coercion or intimidation. Primary consultations are ideal to be conducted initially before project design phase to ensure community views are considered and portrayed within the design where and if applicable;

- **Informed participation and feedback:** project information will be widely distributed amongst all involved stakeholders; opportunities are provided for communicating stakeholders' feedback and thereafter will be analyzed and address any concerns and comments;

- **Inclusiveness and sensitivity:** stakeholder identification is undertaken to provide better communication support and build effective relationships. The participation process for the Project is inclusive. All involved stakeholders are encouraged to participate in the consultation process. Equal access to information is to be provided to all stakeholders. Sensitive stakeholders' needs are considered the key underlying the selection of engagement methods. Special attention is given to the vulnerable group, in particular women, youth, elderly and cultural sensitivities.

5.3.   Engagement during project preparation

During project preparation, consultations were undertaken to inform development of the ESMF including this SEP. It involved meetings with stakeholders as well as community representatives as outlined in Section 4 – Table 1. Table 2 below provides a list of meetings and consultations held during the preparation stage. Further meetings will be held between the project team to finalize the safeguards instruments.

Table 2   Consultations/Meetings held during the preparation stage of the project

Date	Type of meeting/ consultation	Purpose/Message	Stakeholders	# of Participants	# of Males	# of Females
12 October 2021	Stakeholder consultation	Consultation with key project stakeholders to inform them about the project scope, implementation requirements as well as their roles and responsibilities in the overall implementation of the project to improve coordination. Information on the importance of developing an ESMF and other safeguards instruments was also shared.	WB, CTSSU, TISCD, SAA, LTA, STEC, MNRE, MWTI, PUMA, DAS, NOLA, MCIT, MWCSD	30	16	14
14 October 2021	Community consultation	This community consultation was for the Aviation component. It was held at the SAA Main Conference Room. Information on the project scope was also shared. Emphasis was placed on community health and safety, SEA/SH and gender aspects, and involvement of communities in the overall implementation of the project.	TISCD, SAA, 4 villages around the airport	36	20	16
19 October 2021	Community consultation	Community consultation for the Road Component. It was held at the Elisa Hotel in Apia.	TISCD, LTA, 10 villages along ECR	32	24	8

During government stakeholder meetings, information about the project scope and implementation requirements was discussed as well as responsibilities for managing environmental and social risks on the Project. Stakeholder feedback was sought on the proposed institutional responsibilities for the ESMF implementation as well as any key issues or concerns about the Project in general.

Concerns raised during the Stakeholder consultation:
- **Concern:** It was questioned whether the sexual exploitation and abuse, and sexual harassment requirements of ESS4 Community Health and Safety were relevant to the Samoan Context.
  Response: It was explained by the project team that Samoa was assessed as having a low risk profile for these issues and that the project would use the experience and expertise of the Ministry of Woman for contractor training and community awareness activities.
- **Concern:** It was noted from the Deaf Association of Samoa that they were involved in road safety audits on other WB financed projects which they found very useful.
  Response: The project team agreed and noted this should continue under the SARIP project.
- PUMA noted that all development activities proposed under SARIP would require Development Consent Applications and Approvals.

Concerns raised during the SAA community consultation:
- **Concern:** There were concerns about community health and safety with regards to transportation of quarry materials as to whether there were any measures to control impacts arising from such activity.
  Response: The team explained clearly that dust, noise and vibration control measures will be implemented by the contractor through proper implementation of guidelines in the CESMP. It was also mentioned by the SAA team that the nearest quarry on the western side of the airport will be used for the project to avoid long haulage of quarry materials.
- A participant questioned whether the project would be able to extend the airport seawall to neighboring villages.
  Response: SAA representatives again clarified the components of the project and the specific activities to be funded. At this stage, project funding is limited to the proposed project activities and any additional activities that is highly relevant to the project scope and are subject to Bank review.
- It was questioned whether the airport had sufficient and working fire equipment including fire trucks as it was noticed during the recent fire incidents that fire trucks from the nearest fire station were used.
  Response: SAA representative responded that one of the activities proposed under SARIP is for new fire trucks to be procured for the airport. At the moment, SAA is utilizing whatever resources currently available during fire incidents.
- A participant whose land is in close proximity of the project site had questioned whether the project will affect his land and if there is any land taking process to be followed in the event his land is required for the project.
  Resources: SAA explained that the family land will not be affected by the project.

Concerns raised during the LTA community consultation:
- **Concern:** There were a few questions about how the project will improve drainage systems along ECR whether easements and road drainage systems will be reconstructed under SARIP.
  Response: The project team responded that the proposed works will also look at improvement of drainage networks and easements, including the rehabilitation of existing easements and the construction of new easements in ECR.
- **Concern:** Two participants asked if bridges/crossings are included in the design. They requested if there is a possibility to construct proper pedestrian footpaths/sidewalks for the bridges located at the start of the project site (Letogo) and one closer to the Eastern end (Eva).
  Response: Project manager replied that the Letogo Bridge is not included under the SARIP project, however, LTA noted the request for future improvement of the Letogo Bridge. Project manager all the proposed crossings will include pedestrians crossings for the safety of pedestrians.
- **Concern:** A participant questioned if the road will be moved and constructed away from the current road alignment. He also asked whether there was a study conducted to construct an inland road instead of reconstructing the ECR.
  Response: Team responded that relevant agencies and ministries already conducted the assessment of these proposals and concluded that cost and the impacts of these proposals outweigh it benefits in all project aspects.

- **Concern:** Some concerns were also raised regarding the current ground level of the ECR. If there is a possibility that the project could raise the level of the current road to avoid wave overtopping.

Response: *Team responded there will be section of the ECR that will require to be raised to avoid wave overtopping. These sections will be identified from the survey and the incorporated into the design.*The draft ESMF and draft SEP were provided to the executing and implementing agencies for their review and comment. The ESMF, SEP, LMP and LARF will be disclosed on the LTA and SAA websites.

5.4.   Engagement during project implementation

5.4.1.   Methods, tools and techniques for engagement
Engagement will occur at multiple stages of project implementation and will involve a number of different tools and techniques depending on the intended audience. As required, the project team will undertake engagement and disclose information in Samoan and in a format appropriate to the target audience.

5.4.2.   Stakeholder Consultation
The stakeholder consultation plan is outlined below. This plan was developed during preparation of the Environmental and Social Management Framework (ESMF) to outline how engagement will be implemented for the different the project activities.

Table 3   Outline of stakeholder consultation during different project stages

Project stage	Topic of consultation / message	Method used	Target stakeholders	Responsibilities
Ongoing throughout design and implementation of all SARIP activities	Project design and project progress	Correspondence by email and formal meetings	Government Ministries	LTA/SAA/TISCD
Ongoing throughout SARIP Implementation	Environmental, Social and Health and Safety requirements, Worker GRM	Internal government communication channels; Formal and on-the-job training;	LTA and SAA project staff	LTA/SAA/TISCD Safeguards teams
At key milestones or as needed during SARIP Implementation	Project update	LTA website and Facebook page, SAA website, press release as required, email.	NGOs, traditional media, participants of social media	LTA/SAA/TISCD
Feasibility, options assessment and design of seawall and drainage improvements at Faleolo Airport	E&S impacts and management measures, GRM and disclosure of Project information.	Meetings with village chiefs, village councils and woman's village councils; Open community meetings;	Affected communities and villages (including vulnerable and disadvantaged groups)	SAA/TISCD
	Information on project activities; E&S impacts and management measures; GRM	ESMF consultation; dissemination on SAA website; local media	General public airport users	SAA/TISCD
Construction of seawall and drainage improvements at Faleolo Airport	Progress updates Environmental and Social management measures, GRM	Meetings with village chiefs, village councils and woman's village councils; Open community meetings;	Affected communities and villages (including vulnerable and disadvantaged groups)	SAA/TISCD
	Environmental, Social and Health and Safety, requirements Worker GRM	Pre-bid meetings, kick-off meetings, site-based management plans, site meetings, tool box talks,	Works Contractors and Supervision Consultants	SAA/TISCD

Project stage	Topic of consultation / message	Method used	Target stakeholders	Responsibilities
		project inductions		
Detailed design of Aalafalava Road upgrade	E&S impacts and management measures, GRM and disclosure of Project information	Meetings with village chiefs, village councils and woman's village councils; Open community meetings	Affected communities and villages (including vulnerable groups)	LTA/TISCD
	Design options and design documentation.	Targeted meetings, email.	Utility owners	LTA/TSCD
	Lands to be acquired, affected assets and compensation process. GRM process.	Individual meetings	Project affected households	LTA/TSCD
	Traffic congestion, accessibility and property specific impacts. GRM process.	Individual meetings	Road side vendors, local schools, local health centers	LTA/TSCD
	Information on project activities; E&S impacts and management measures; GRM	ESA/Design Consultations meetings; dissemination on LTA Facebook page and LTA website; local media	General public and road users	LTA/TISCD
Feasibility, options assessment and design of East Coast Road upgrade	E&S impacts and management measures, GRM and disclosure of Project information.	Meetings with village chiefs, village councils and woman's village councils; Open community meetings	Affected communities and villages (including vulnerable and disadvantaged groups)	LTA/TISCD
	Design options and design documentation	Targeted meetings, email.	Utility owners	LTA/TSCD

Project stage	Topic of consultation / message	Method used	Target stakeholders	Responsibilities
	Lands to be acquired, affected assets and compensation process. GRM process.	Individual meetings	Project affected households	LTA/TSCD
	Traffic congestion, accessibility and property specific impacts. GRM process.	Individual meetings	Road side vendors, local schools, local health centers	LTA/TSCD
	Information on project activities; E&S impacts and management measures; GRM	ESA/Design consultation meetings; dissemination on LTA Facebook page and LTA website; local media	General public and road users	LTA/TISCD
Construction of East Coast Road Upgrade	Progress updates Environmental and Social management measures, GRM	Meetings with village chiefs, village councils and woman's village councils; Open community meetings	Affected communities and villages (including vulnerable and disadvantaged groups)	LTA/TISCD
	Environmental, Social and Health and Safety, requirements Worker GRM	Pre-bid meetings, kick-off meetings, site-based management plans, site meetings, tool box talks, project inductions	Works Contractors and Supervision Consultants	LTA/TISCD

5.4.3. Information disclosure strategy

Project information will be disclosed so stakeholders can understand the risks and impacts associated with project activities. The table below outlines the strategy for information disclosure including the type of information that will be disclosed to the various stakeholders, the methods and timing.

Table 4   Strategy for information disclosure

Project stage	Target stakeholders	Information to be disclosed	Methods and timing
Design; Implementation	Government Ministries including MOF, MWTI, MWCSD, MCIT, MNRE, SWA, EPC and STEC	Project design documents; work plans; procurement plans; progress reports	Internal GOS communication channels including letters, emails and meetings.
Implementation	MOF, LTA, TISDC and SAA staff	Activity information; ESMF and associated instruments; relevant procedures; LMP & Worker GRM	Internal GOS communication channels including emails and meetings
Implementation	Affected communities (including vulnerable and disadvantaged groups)	Project design information; ESMP; GRM	Traditional fa'amatai channels; consultation meetings; Information leaflets and brochures; Separate focus group meetings with vulnerable groups and onsite project signboards
Implementation	Works contractors, Supervision consultants and sub-contractors	Project design documents; ESMF, ESMP and GRM	Email and hard copy
Implementation	General Public	ESCP, ESMF (and associated instruments); SEP (and GRM)	LTA/SAA website and hardcopies at the LTA/SAA office
Implementation	Business and utilities including SWA, EPC, IWSA, Digicel and Vodafone	Project design documents; infrastructure design documents, ESMP and GRM	Email, hard copy and meetings.
Implementation	Airport users, road users	Project progress updates, ESMP and GRM	LTA/SAA website, Radio, newspaper and onsite project signboards
Implementation	Traditional media	Project progress updates, ESMP and GRM	LTA/SAA website, interviews with project management if requested.

As the project progresses, key messages will be developed and updated via meetings between the implementing agencies and executing agencies. These key messages will be disseminated to all project team members and used in information disclosure and stakeholder engagement activities. This will ensure consistency across all communication and engagement activities regarding the information shared with communities and stakeholders.

5.4.4. Strategy for Engaging Vulnerable Group

Vulnerable and disadvantaged groups may include elderly, female-headed households, illiterate people, people with disabilities and individuals working in the informal economy. All engagement activities with project affected communities will actively seek involvement of Village Woman's Committees. Village Woman's Committees operate with inclusive practices at the village level and reach all village members including vulnerable and disadvantaged groups.

5.4.5. Strategy for COVID-Safe Stakeholder Engagement

Should community transmission of Covid-19 become established in Samoa, a precautionary approach will be taken to the consultation process to prevent potential spread of the virus. The Project will conduct all stakeholder engagement activities in accordance with GoS COVID19 rules and guidelines.

The following will be considered when selecting channels of communication:
- Minimize public workshops or large community meetings (taking into account national restrictions or advisories)
- Conduct consultations in small-group sessions, such as focus group meetings. If not permitted or advised, diversify means of communication and rely more on social media and online channels.
- Employ traditional channels of communications (TV, newspaper, radio) and use existing village council communication channels.

6.   Responsibilities for Implementing Stakeholder Activities

Implementing Agencies

The SAA and LTA as implementing agencies for the Project will be responsible for carrying out stakeholder engagement activities, including working closely with key stakeholders/ministries, international organizations, NGOs, local communities/entities and the media.

SAA's Project Implementing Unit will manage day-to day implementation of component 1 and 3.1 activities. The PIU Project Manager is the focal point within the PIU and responsible for the implementation of relevant aspects of this SEP.

The LTA's existing Project Management Division (PMD) will be responsible for day-to-day implementation of components 2 and 3.2. The individual focal point within the LTA will be the PMD Project Manager. The LTA has a team of safeguards specialists housed under the LTA's PMD. The LTA Project Manager and safeguards team will be responsible for the implementation of relevant aspects of this SEP.

Centralized Technical Services Support Unit (CTSSU)

The CTSSU will support the TISCD and IAs through providing technical advice regarding implementation of the SEP.

Transport and Infrastructure Sector Coordination Division (TISCD)

The TISCD will provide next level support to the implementing agencies on the implementation of the SEP. The TISCD will provide assistance with preparation and facilitation of consultations and meetings conducted throughout any stage of the project or when necessary.

Civil Works Contractors

Civil Works Contractors will be responsible for undertaking stakeholder engagement related to site preparation and construction of the specific physical works.

7. Grievance Redress Mechanism

The Grievance Redress Mechanism (GRM) is a platform created under the projects to receive and address complaints issued by affected persons or community members who have been impacted by any specific project activities whether it is social or environmental related.

SARIP's GRM has been established in accordance with the World Bank requirement and acts as a transparent mechanism that aims to record, manage and resolve any complaints, concerns and grievances in a timely, effective and efficient manner and ensure that a satisfactory resolution is reported back to the complainant. Furthermore, the GRM also builds trust and cooperation as an integral component of broader community consultation that facilitates correct action.

Overall, the benefits of having a GRM includes:

- Provision of avenues to the affected people for making a complaint or resolving any dispute that may arise throughout the project life;

- Ensures that suitable and mutually acceptable redress actions are identified;

- Identify and address potential negative impacts, unanticipated issues;

- implemented to the satisfaction of complainant; and

- Avoid the need to resort to judicial proceedings.

A Safeguard Coordination Complaints Compliance Committee (SCCCC) has been established by the LTA comprising of contact persons from all relevant and involved ministries to discuss, address, monitor and resolve any issues related to all donor projects under LTA. The LTA as the IA for Component 2 will use this committee to effectively address and resolve any issues related to their activities under SARIP. Similarly, SAA as IA will be the complaints administrator for Component 1; however, in the absence of a committee, SAA's designated SARIP team will manage and monitor any received complaints.

7.1. Description of GRM

The SAA and LTA as the implementing agencies will be the complaints administrators in charge of managing and monitoring the GRM for each of their respective components. The focal points for LTA and SAA to lodge any complaints are provided below:

Land Transport Authority

Project Management Division

Principal Safeguard Officer

Phone: (685) 26740 ext. 139

Email: aso.paletaoga@lta.gov.ws

Samoa Airport Authority

Manager – Technical Services

Phone: 23201 ext. 107

Email: pahkuoi@saa.ws

MWTI-TISCD is responsible for providing coordination support amongst relevant ministries to ensure complaints are referred to the right people and a possible resolution is reached. TISCD also compiles semiannual records of complaints and grievances received to be submitted for the Bank's information and any necessary advice. MWTI-PUMA also serves as a member of the SCCCC. Any complaints regarding development consents will be referred to PUMA.

Complaints and grievances can be submitted in the form of a phone call, a formal letter explaining the issue in clear details, or in person. All complaints and grievances will be recorded on complaint forms by the IA and entered into a GRM logging system which is also monitored by the IA. These records will be compiled into quarterly progress reports and submitted to TISCD for the compilation of the semiannual reports.

The IAs will liaise with APs whenever necessary regarding the issues/requests and ensure they are resolved in a timely manner. Depending on the severity of the issue, the resolution period may vary. The contractors are also advised to have a complaint or request form available at all times for complaints, grievances or requests to be recorded. The contractors will then communicate the issue to the supervision team/consultant who will thereafter relay the matter to the IAs. This process is taken in the case that a contractor is the contact point or receiver of the complaint.

7.2.   GRM Procedure

The 30 Day – GRM Process includes the following steps:

1. **Issue raised and received - Submission/Lodging of Complaint. (2 Business Days)**

The issue is raised by an affected person or the affected community member. Submission can be done orally, in writing, through social media (LTA Facebook page) or in person. The issue is then registered on the standard form by the receiver.

2. **Issued Processed (5 Business Days)**

Recipient (either contractor or IA) records the complaints in the GRM spreadsheet for record keeping. Responsible party is then informed and assigned the responsibility and issuant of the acknowledge letter to the complainant.

3. **Issue is assessed (10 Business Days)**

The recorded issue then under goes the grievance assessment process. This step requires the contractor and/or the IA to address and resolve the issue that has been lodged within the allocated time. The committee is able to intervene should the issue be severe, serious or one that may cause any delayed.

4. **Complainant Resolution Process (10 Business Days)**

Once the issue is meet with a resolution, the grievance data base is then required to be updated.

5. **Complainant Notified (3 Business Days)**

After appropriate actions are executed by the contractor and/or the IA, the complainant is then informed of the proposed resolution including actions taken or actions that will be undertaken. The grievance register is updated regarding any progress made.

Escalation

Complainants can request the grievance be escalated if they are not satisfied with the process or the proposed resolution. This would involve escalation from contractor to IA or from IA to committee.

Legal Recourse

This course of action is not considered part of the 30 days process given it is solely reliant on the complainant if they are displeased with the outcome or resolution. In such cases, the complainant is informed that a legal avenue can be taken to obtain a more satisfactory outcome and resolution.

The legal recourse will allow the complaints to seek and lodge a formal complaint to the Ministry of Police or through a legal representative within the country. The Ministry of Police or the legal representative will represent the complaints throughout the entire legal process under the local judiciary system. However, the Safeguards committee along with the IAs will work assiduously to resolve these issues to prevent matters from escalating to such a level.

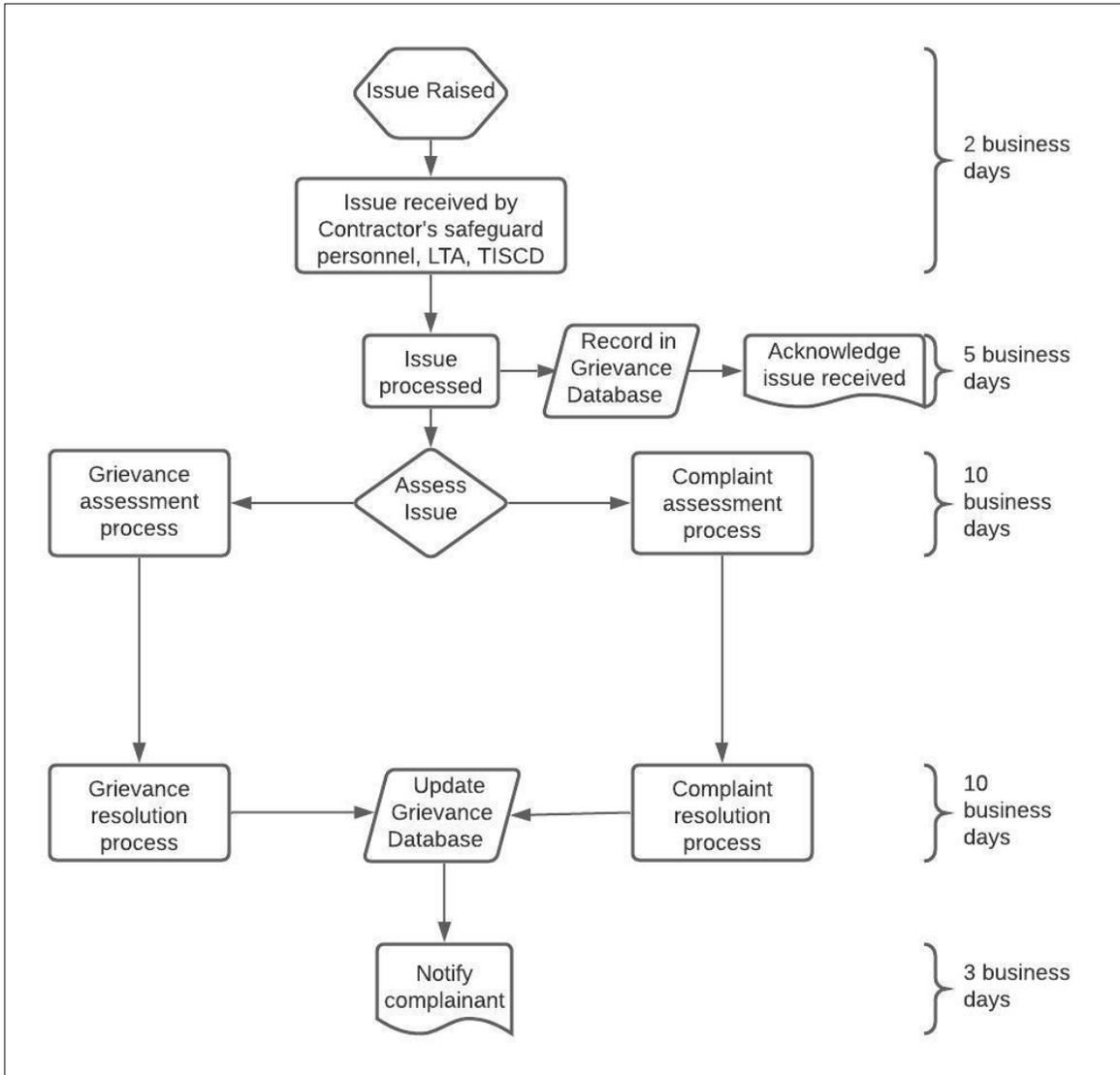The overall GRM process is depicted in the flow chart in Figure 1 below.

Figure 1   GRM Flowchart

7.3.   SEA/SH related grievances

The Project's GRM will also use the following process for handling cases of SEA/SH (refer Figure 2). This process will be further operationalized during project implementation, incorporating key elements for responding to cases of GBV and SEA/SH as outlined in the Project's SEA/SH Action Plan.
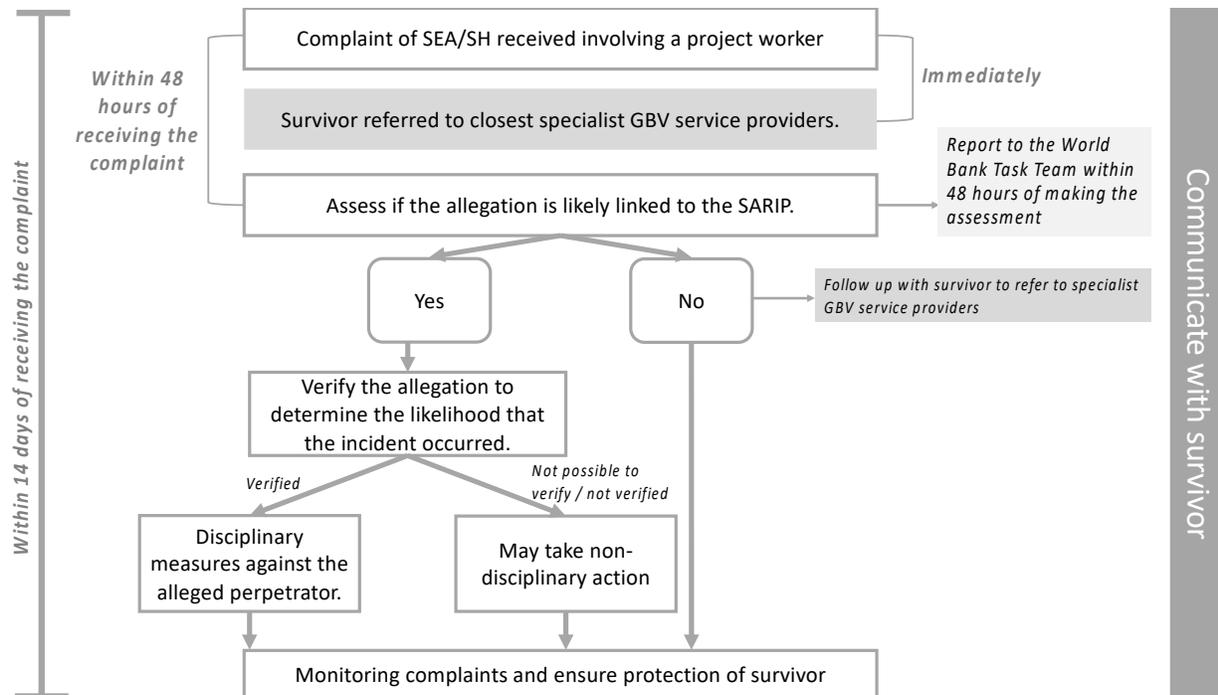
Figure 2: SEA/SH Complaints Handling Process.

8.   Budget for SEP Implementation

Budget for the implementation of the SEP will be provided in the final SEP.

9.   Monitoring and Reporting

The IAs along with the assistance from the TISCD will periodically revise and update this SEP as necessary in the course of project implementation to ensure that information presented herein is consistent and is the most recent, and that the identified methods of engagement remain appropriate and affective in relation to the project context and specific phases of the development.

The IAs will also be responsible for updating, monitoring and managing their internal project GRM logging system and ensure that the WB is kept informed and updated. The information entered onto the system will be compiled into monthly reports to provide a mechanism for assessing both the number and the nature of complaints and requests for information, along with the Project's ability to address them in a timely manner. In addition, as part of the construction contractor's deliverables, a monthly report is to be submitted to the Client. Information regarding any incidents that may have occurred onsite on a monthly basis is reported frequently to the IAs.

All this information and any public engagement activities undertaken by the Project will be documented and reported in semiannual reports compiled by the TISCD. Information will also be provided to stakeholders on MWTI's website and in public annual report.

Annex 1: Consultation Records

1. **Stakeholder Consultation**

Minutes of the SARIP ESMF Stakeholder Consultation
12 October 2021

THE WORLD BANK

Samoa Aviation and Investment Project (SARIP)
ESMF Stakeholder Consultation
12 October 2021, Taumeasina Island Resort, 9.30am-2pm

	Name	Designation	Organization	Email Address
1	Silavai Uele Solomona	Actg GM	SAA	
2	Lupe Tipi	PA	SAA	
3	Tyron Lam	MAS	SAA	
4	Patrick Ah Kuoi	MTS	SAA	
5	Leilua Fatuoaiga	AAEIT, ACEO	MCIT	
6	Pafea Setefano	GM	STEC	
7	Sa Utailesolo	FAC	NOLA	
8	Andrew Taafi	PC	NOLA	
9	Taleasi Loto	PC	DAS	
10	Nove Maavaega	Policy & Research	NOLA	
11	Iiane Galuvao	SIO	PUMA/MWTI	
12	Penina Sila	Snr. Safeguards	LTA	
13	Given Samau	Jnr. Safeguards	LTA	
14	Malcolm F	Engineer	LTA	
15	Salome L	Planning Reporting	MWCSD	
16	Alexopa S & Uesia	Senior Policy Analyst	MWCSD	
17	Kalavini Maunlaivao	Co-ordinator	TISCD - MWTI	
18	Frita Afon	Principal - FM	"	
19	Alofa Tofue	" - M & E	"	
20	Reekay Folau	" - Procurement	"	
21	Rosini Tovia	" - Safeguard	"	
22	Iulex T	" IT	MWTI	
23	Mele Nofoasaefa	—	MWTI	

Taumeasina Island Resort, 9.30am – 2pm

Samoa Aviation and Investment Project (SARIP)
ESMF Stakeholder Consultation
12 October 2021, Taumeasina Island Resort, 9.30am-2pm

	Name	Designation	Organization	Email Address
24	Leao Fiaalii	—	MWTI	
25	Junior Tsido	Snr IT	MWTI	
26	Jane	Transport Officer	MWTI	
27	Trace Faasii	Snr Sanitation Officer	MWTI	
28	Mike Trebitsch	Safeguards Consultant-	CISSU	
29	Noli	Exec Assistant	MWTI	
30	Lealofi. UT	—	"	

SARIP Stakeholder Consultation Agenda

Date: 12 October 2021
Time: 9.30am-2pm Apia Time
Venue: Taumeasina Island Resort

Agenda Item	Responsibility
1. Opening Prayer	Facilitator (TISCD) / Participant
2. Welcoming Remarks, Purpose of Consultation	Facilitator
3. Introduce WB SARIP Team & Overview of the SARIP	WB
MORNING TEA (20mins)	
4. **Presentation 1:** Component 1 – Aviation	SAA
5. Discussions on Presentation 1	
6. **Presentation 2:** Component 2 – Roads	LTA
7. Discussions on Presentation 2	
8. **Presentation 3:** **A.** WB environmental and social (E&S) safeguards standards, safeguards documentation required & importance of E&S safeguards in project implementation	CTSSU
B. GBV/VAC (SEA/SH) standards, implications and application in project implementation	WB
9. Discussions on Presentation 3	
10. Closing Remarks and Prayer	Facilitator / Participant
LUNCH	

1. **Opening Prayer and Welcoming Remarks** – Tauiliili Kalavini Maualaivao

2. **Presentation 1:** Purpose of Consultation (TKM)

3. **Presentation 2:** Introduction of WB SARIP team and project overview (KH)

   Project Management:

   EA – MOF

   Project Oversight and Guidance (PMU) – MWTI-TISCD

   IA – SAA and LTA

   Technical support to all IAs – CTSSU
   - Project to be approved by the WB Board of Directors by May 31, 2022
   - Project scope to be finalized with the GoS, E&S documentation required for preparation to be completed

   Q & A for Presentation 2

Patea (CEO-STEC) – Land acquisition. Is land acquisition funded under the Project or by the GoS?

KH – Generally, it is covered by the GoS. Land acquisition and compensation is all covered by the GoS. Under the Roads Component, we are not anticipating that there will be large amounts of land acquisition. This Project has been classified as a Moderate Risk. Any land acquisition will be minimized as much as possible.

4. **Presentation 3: Component 1 – Samoa Airport Authority (SAA) – Tyron**
- Ministry of Environment, Japan – Inundation from storm search study (obtain report from SAA)

5. **Presentation 4: Component 2 – Land Transport Authority (LTA) – Malcolm**
- Preliminary investigation reports?
- Visual inspection on both ECR and Alafa'alava Rd with CTSSU and TISCD
- Awaiting quotation for surveyor for ECR
- Under SCRTP is slope stabilization for ECR to stop landslides
- Proposed strategy: look at full reconstruction for ECR, full rehabilitation of drainage systems (safety and climate resilience)
- Rehabilitation of sections in between slopes implemented under SCRTP
- LTA main focus is upgrading all fords and crossings
- A lot of undermining which is very dangerous for road users
- Difficulty: main difficulty is width of road. There will be difficulties with land acquisition and compensation. A control survey will be done on ECR and from there lands to be acquired and lost assets will be identified
- Budget estimate: 1.1m per km

Q&A for Presentation 4
Q. Patea – Where is Alafa'alava Rd?
A. Malcolm – Explained directions to Alafa'alava Rd

Q. Iraine (PUMA) – When will DCAs be submitted to the PUMA?
A. Malcolm – At the moment, we are working on developing E&S documentation before the Project is approved. Once it is approved then we can submit DCAs to PUMA.

Q. Andrew (NOLA) – LTA and NOLA worked in the past on a Disability Access Audit (DAA) for WCR and CCIRUP. Is it in the plan for SARIP?
A. Malcolm – The DAA is in pipeline for SARIP

Q. Patea – There was a LARF for Vaitele St, will there be an upgrade to this Framework to be used under SARIP?

A. Malcolm – There is a new Framework developed for SARIP

A. Tom – All the lessons learnt from the development and implementation of the Vaitele St LARF

Q. MCIT Rep – Utility services. There was an issue in previous projects where utility services and Project teams do not communicate well

A. Malcolm – All utilities are invited to consultations so they are informed of the Project plans including MCIT, SWA, EPC, Communication companies etc.…

Q. Patea – The ECR is surrounded by rocky hillsides. How can a design be made for the reconstruction of this kind of road?

A. Malcolm – There is a consultancy hired under SCRTP to look at how we can possibly reconstruct the hillside. SCRTP will look at geo-technical and other methods to stabilize the slopes.

Q. Patea – Is there an alternative design other than slope stabilization?

A. Malcolm – There is a report for an alternative inland route

6.   Presentation 5: WB E&S standards – Mike Trebitsch

Q. Patea – Lands Survey and Act (LSA) is to support the Framework not substitute the Framework. With regards to ESS4 (GBV/SEA/SH), has there been any gender based related incidents in previous Projects in Samoa?

A. Mike – The WB screens the Project and identifies which ESS is relevant. The ESS4 has been identified as relevant due to the fact that potential related issues may occur for the SARIP but does not guarantee that such issues will occur. It is for preventive measures.

Q. Patea – The land acquisition and resettlement are very sensitive issues in Samoa. Can the WB consider under the Project?

Q. MCIT Rep – The issue with abuse is not really common in Samoa. If we did not have experience that in previous Projects, we should remove it.

A. Tom – This issue has been experienced in many other WB projects in Africa and other projects, so now the WB has required for this risk to be included in all WB funded projects. The SARIP is screened to be low with regards to social impacts and risks; however, the WB requires even the lowest risk to have these basic requirements in place for the Projects. The MWCSD also looks at these types of works and regularly do community engagements on these broader issues and we are integrating this type of work into the Projects.

Q. MWCSD Rep – Are people with disabilities included in the Project? How are we engaging the stakeholders?

A. Tom – This is the purpose of the Stakeholder Engagement Plan (SEP) that we are developing at the moment for the SARIP. We consider all kinds of groups of people including people with disabilities.

Consultation closed - TKM

LAND TRANSPORT AUTHORITY
PULEGA O FELA'UAIGA I LE LAUELEELE
GOVERNMENT OF SAMOA
Please address all correspondence to the Chief Executive Officer, Land Transport Authority

Vaitele Office
Phone: (685) 26740/41
Fax: (685) 26739
Savaii Office
Phone: (685) 51508
Fax: (685)51207
Private Mail Bag
Email: info@lta.gov.ws
Web: www.lta.gov.ws

Meeting/Project Name:	ECR Consultation		
Date of Meeting:	19th October 2021	Time Start	10:00am (Local Samoan Time)
Minutes Prepared By:	James Olataga Marasavana	Time Finished	12:00pm (Local Samoa Time)
Minutes Verified By:		Location:	Elisa Conference Room (Sogi)

1. Attendance at Meeting

Name	Department/Division	E-mail	Phone
Malaula	Leusoalii		
Seumalo F Momoe	Saoluafata PN		
Savea Taitoe Savea	Salelesi PN		
Faalogo Sasauli Moli	Lauli PN		
Autu Lolesio	Luatuanuu		
Fuatavai Eiko	Fusi Saoluafata PN		
Misa Palemene	Fusi Saoluafata		
Faitaua Francis	Leusoalii		
Sua Leo	Saoluafata		
Aia Nuimalii	Luatuanuu		
Pule Misa	Salelesi		
Uigasa Viiga Sio	Letogo		
Lemata	Eva		
Tufalelulelu	Letogo		
Lemuau	Eva		
Malcolm Esera	LTA (PMD)		
Tatalaina	LTA (CSD)		
Roini. T	MWTI		
Owen S	LTA		
Pasese Tr Pasese	MNRE		
Grace Hanipale	LTA (DA)		
Tapaau Tualaulelei	LTA		
Ilaoa	Solosolo		
James Marasavana	LTA		
Lemafaituuga Leota	Solosolo PN		
Sevao Avaavau	MNRE		
Leuluaso A Maualaivao	MNRE		
Aso Junior Paletaoga	LTA		
Tuputa Uliate	LTA (PMD Manager)		
Perina Sila	LTA		

Meeting Minutes

1. Welcoming remarks and prayer were done by LTA followed by a short introduction from the participants.

2.

LTA Community Consultation

2. **Apologies:**
    2.1 Galumalemana Taatialeoitiiti Tutuvanu

3. **Presentation prepared by:**
    3.1 LTA - **Technical Items**

Queries	Response
Luatuanu'u PN - I need a complete answer for this work, when will it start, so that I can have a complete answer to share with the families in our village.	This is the main purpose why we are here today. The authority would like to share according to this project and get feedback from your side before we start our work.
Laulii PN – Kindly ask if all the crops are going to be compensated.	Yes, every crop will be compensated, but not only the crops but we will also compensate assets that are affected during the work eg: Fence, market place etc…
Solosolo PN – Our village has been affected with the current drainage right now; kindly ask if easement and drainage are included in this project? Because most of our land have been greatly affected by the water from the road.	Yes, every drainage and easements are all included in this project. The authority will also prepare easement agreement for families that are affected with the installation of easement.
Letogo (Sui ole nu'u) – asking if all bridges are included in this road design? Kindly request for the bridge in our village (Letogo) if we can add in a sidewalk or footbath for people that are crossing the bridge. Our village is dealing with water flowing from the shore, requesting if you can add that in the road design. And also, kindly ask if the street lights are supposed to be in the road reserve?	Yes, bridges are all included in the road design. As I mentioned before that easements and drainage are all included in this project. This drainage will lead all the waters from the shore to the sea or a nearby river. And we will also prepare easement agreement for the affected family to sign. For my understanding, every streets light should be inside the road reserve. But we will note this and confirmed it from the Electrical Power Corporation (EPC).

4. **Presentation Prepared by:**
    4.1 MWTI (TISCD) **Safeguard Items**

Queries	Response
Leusoalii PN – Kindly request for alleyways for people in our village to access during natural disasters like Tsunami etc…. he also asked whether whether the new constructed road will have a different alignment from the existing road.	We are not responsible for alleyways but we will note this down and discuss it with whoever is responsible with this work. The reconstruction of the road will be aligned within the Government reserve and may be realigned with the existing road depending on the survey plan and later on design. Acquiring additional land outside of the existing road alignment or road reserve to cater for sensitive areas, if required, can also be done. Funding for the construction for an inland route was not available as the client proposed the ECR given its many hazards and setbacks to the community. The client will also note this down and discuss with the responsible stakeholder.
Fusi PN – For your information, our villages houses are within the current road right now. So kindly request if it is possible to raise the level of the current road? Because our village has been affected with water floods during heavy rains.	Our survey team will be on board soon. They will be on side to mark where the road reserve is and confirm the level of the current road and use it for the road design.
Eva (Sui ole nuu) – We have long asked the government to raise the level of the current road, our village has been affected during heavy rains but we still haven't received any answers from the government until now. Kindly request if you can add in a sidewalk to the current bridge in our village because right now, crossing the bridge is a bit risky and unsafe.	We have already raised all of this with our meeting with the World Bank and we hope that this project will be a big help to everyone.

3. SAA Community Consultation

THE WORLD BANK

Samoa Aviation and Investment Project (SARIP)
Faatalatalanoaga ma Nuu ma Afioaga (Community Consultation)
14 Oketopa 2021, Samoa Airport Authority, 10.00am-2pm

IGOA	AFIOAGA	TULAGA (SUI O LE NUU/SUI TAMAITAI/MATAI/SUI TALAVOU ETC...)	TAMA (M)/TEINE (F)	NUMERA
Leteacaens. Iuc. J.	Sabatian	Sui Nuu	Tama	
Muaau nula	Falentu	Tausaaga	Tama	
Fasgo. Vaa	Faleatio	Taui aiga	Tame	
Mienka Metoi	Faleatiu	tausi aiga	Attalgn	
Que I, lles Lotomu	Faleatiu	tausi aiga	teine	
Sui Vli Feiloiveu	Faleatiu	Sui Tamaitai	teine	
Terome. Moananu.	Mulifanua.	Sui nnu fono	thma.	
Temila. Maula	Vailuutai	Sui auai.	teine.	
Lesa. Giala	Vailuutai	Suiv auai	teine	
Soi, Lealua.	Faailoloo Mulifanua	Sui auai	Time	
Naga P	Faleatiu	Sui auai	Teine	
Tumamvao Bile Faleatu	SAA	Manager Security	Tama	
Va Patepuo Salaese	✓	✓ Quality Assurance	✓	
Nomakauli Elemoi Schmidt	✓	legal Consultant	✓	
Tylon Lam	✓	Manager Aeronautical	✓	
Fui Nanuleaaga Tausisi	✓	Principal Commercial	✓	
Patrick An Kuei	✓	Manager Technical	✓	
Lupeoletadaea Tipi	✓	Project Assistant	Teine	
Raymond wright	✓	Acting Principal HR	Tama	
Tagalonsa Uli Netefes	✓	Manager HR	✓	
Sinamoaea Ringo Jonson	✓	✓ Finance	✓	
Eruale Afoa	✓	Principal Finance	✓	
Twolo Taulealo	✓	Senior ✓	Teine	

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Samoa Aviation and Investment Project (SARIP)
Faatalatalanoaga ma Nuu ma Afioaga (Community Consultation)
14 Oketopa 2021, Samoa Airport Authority, 10.00am-2pm

IGOA	AFIOAGA	TULAGA (SUI O LE NUU/SUI TAMAITAI/MATAI/SUI TALAVOU ETC...)	TAMA (M)/TEINE (F)	NUMERA
Chris Rune Brown	SAIA	Admin Officer	Tama	
Melissa Foeto	✓	✓ ✓	Teine	
Michael Aneea	✓	Principal Quality Ass	Tama	
Breece Ah Ken	✓	✓ Safety	✓	
Fuatino Naue	✓	Finance Officer	Teine	
Taulaga	✓	Commercial Officer	✓	
Sido	✓	✓ ✓	Tama	
Masa	✓	Finance Officer	Teine	
Perma	LTA		Tama	
Tuputa	LTA		Teine	
Elisapeta	SAIA	Senior HR	✓	
Misty	✓		Tama	
Spinuu	✓		Teine	