



Concept Environmental and Social Review Summary

Concept Stage

(ESRS Concept Stage)

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BASIC INFORMATION

A. Basic Project Data

Country	Region	Project ID	Parent Project ID (if any)
Timor-Leste	EAST ASIA AND PACIFIC	P174404	
Project Name	Timor-Leste COVID-19 Emergency Support Project		
Practice Area (Lead)	Financing Instrument	Estimated Appraisal Date	Estimated Board Date
Health, Nutrition & Population	Investment Project Financing		9/28/2020
Borrower(s)	Implementing Agency(ies)		

Proposed Development Objective

The proposed project development objective (PDO) is to support the Government of Timor-Leste in its response to the COVID-19 pandemic

Financing (in USD Million)	Amount
Total Project Cost	0.94

B. Is the project being prepared in a Situation of Urgent Need of Assistance or Capacity Constraints, as per Bank IPF Policy, para. 12?

Yes

C. Summary Description of Proposed Project [including overview of Country, Sectoral & Institutional Contexts and Relationship to CPF]

The aim of this project is to support the Government of Timor-Leste in its response to the COVID-19 pandemic. The project design is aligned with the MOH of Timor-Leste’s National Contingency Plan for COVID-19 and responds to areas where existing gaps have been identified. The project will support the country’s health system with enhanced transportation capacity through provision of vehicles to deliver essential supplies and strengthen supervision and surveillance activities, as well as provision of ambulances for a faster and more efficient referral of COVID-19 patients, especially from remote parts of the country. In addition, the proposed grant will strengthen the surveillance capacity through financing the cost of increased number of surveillance staff. With reference to the pillars of the country’s COVID-19 Contingency Plan, the project supports pillars 1,3,6 and 7 specifically.



The Project will be financed by the PEF Insurance Window allocation to Timor-Leste. The project will complement other efforts that have been committed and will be financed by the Government of Timor-Leste's own COVID-19 Fund, as well as by development partners including DFAT Australia, EU, WHO, USAID, and other UN agencies. Beyond the domestic resources, additional purchase of drugs, equipment, PPE as well as fees for additional surveillance officers are covered under fund allocations by the mentioned donor partners. However, there are gaps to distribute the drugs and equipment to the district, for adequate supervision and surveillance transportation, additional training for surveillance officers and the personnel driving the ambulances, and for safe transportation of COVID-suspected cases especially from remote areas of the country. These activities are also commensurate with the limited period of implementation available for this project.

D. Environmental and Social Overview

D.1. Detailed project location(s) and salient physical characteristics relevant to the E&S assessment [geographic, environmental, social]

Timor-Leste has not seen a large number of COVID-19 cases, however, there is a risk of a second wave of cases as economic activity resumes and countries re-open their borders. The first case of COVID-19 in Timor-Leste was confirmed on 21 March 2020. This led to the raising of a state of national alert and stepping up efforts aimed at an effective and efficient coordination of all the State bodies to addressing the COVID-19 threat. The State of Emergency was declared on 27 March 2020. All active cases were cleared by May 2020 and no further cases were identified for more than three months – until an additional case was confirmed on 3 August 2020 involving an Indonesian national who entered Timor-Leste via the land border with West Timor. As of 15 September 2020, 27 positive cases of Covid-19 and 25 recovered cases (0 death) have been confirmed in Timor-Leste. There is no local transmission yet.

The project is limited to financing of: the procurement of seven operational vehicles to strengthen COVID-19 responses (component 1.1), the procurement of eleven ambulances (component 1.2); and strengthen surveillance capacity by provision of office supplies such as computer units and printer toner cartridges and communication cost (component 1.3). There will be no new personnel recruited as part of the project. The proposed project activities are part of the actions in the National Contingency Plan for Public Health Emergencies COVID-19 prepared by Health Executive Commission for the Coronavirus 2019 Outbreak, particularly Pillar 1-Coordination, Planning and Monitoring at the National Level, Pillar 3-Epidemiological Surveillance, Rapid Response and Case Investigation (Contact Tracing), Pillar 6-Infection Prevention and Control, and Pillar 7-Case Management. This Contingency Plan has compiled all the actions and procedures that are currently under way in the country that will be implemented by Ministry of Health, which largely referring to WHO guidelines. It also aims to present general measures to be adopted by all sectors that have impacts on health, in a process that involves the participation of all the relevant sectors with a view to minimizing the risk of introducing and disseminating COVID-19 in Timor-Leste as well as the negative social and economic impact of the pandemic for the country.

This operation will be implemented throughout Timor-Leste and will contribute to COVID-19 surveillance and response. The implementation period of the project is very short, with less than five months until the mandatory project closing date of January 31, 2021, in line with PEF requirements. The primary beneficiaries of the project include any individuals in need of immediate access to medical care across Timor-Leste for COVID-19 related services as well as all population that safeguarded from the potential threat of COVID-19 to public health due to early detection and proper management of active and suspected cases of COVID-19. With the provision of additional



ambulances, any emergency cases can be transported in faster and more secure means, while the provision of operational vehicles will facilitate the COVID-responses in timely and safe manner. There are no civil works expected in this project and the activities will take place in existing area of COVID-response operation. Additionally, the project will not involve any associated facilities.

As the project will be providing funding for logistic and supplies support in the existing COVID-19 operation in the country, the project's due diligence will ensure that the ambulances and operational vehicles are operating at acceptable capacity, and in a manner, which properly manages the OHS and road safety in accordance with WHO guidelines and the ESF. The project is not expected to impact natural habitats or cultural heritage sites. No proposed activities have the potential to lead to involuntary resettlement issues and Indigenous Peoples issues.

D. 2. Borrower's Institutional Capacity

The Ministry of Health (MOH) of Timor-Leste will be responsible for implementation of the project, including overall coordination, results monitoring and communicating with the World Bank on the implementation of the project. The Director of Cabinet for Policy, Planning and Cooperation at MOH will be the Project Director and provide oversight and support coordination of project implementation among the relevant line agencies. The Director of Cabinet also leads the National Contingency Plan for the COVID-19 response, as well as coordinates the different departments of MOH, autonomous agencies in the health sector, and municipal health authorities. The Cabinet has appointed focal points for Procurement, Environmental and Social Standards, and Financial Management. The Environmental and Social standards focal point is responsible in preparing and implementing World Bank E&S instruments and monitoring of environmental and social performance. As this is an emergency project with a short implementation period (less than five months), recruitment of new personnel to implement the Project is not expected.

MOH has no previous experience with World Bank projects, including dealing with environmental and social risk management aspects. However, as the project activities only involve financing the procurement activities for vehicles and ambulances and office supplies, therefore the current limited capacity and experience of the implementing agency on managing environment and social risk and impact is not a major concern. MOH through its ES focal point will provide a monitoring report of the environmental and social performance to ensure application of the national Environmental and Social regulations and relevant ESSs.

MOH is the main actors in the preparation of the National Contingency Plan for Public Health Emergencies New Coronavirus 2019 (COVID-19) that has specific objectives among other to bolster the implementation of the measures included in the International Health Regulations 2005 (IHR 2005) to strengthen inter-sectoral coordination and cooperation to enforce the prevention and control measures related to COVID-19 measures, to reduce the risk of the virus entering the national territory through Points of Entry, to guide the institutions of the National Health System for an active, immediate and timely adoption of infection prevention, diagnosis, treatment and control measures; and to strengthen human and animal epidemiological surveillance procedures, the appropriate investigation and follow-up of cases, infection prevention and control measures. The National Contingency Plan also includes a number of environmental and social safeguards measures in relation to COVID-19 response, among others preparation of technical guidelines and Standard Operational Procedures (SOPs) at national and local level for defining and addressing cases and management of suspected cases and contacts, imposing the necessary restrictive measures at all healthcare facilities for prevention and protection from the infection in the working environment, imposing physical distancing measures and personal hygiene measures, provision of adequate number of Personal Protective



Equipment (PPE), provision of regular training of health professionals to properly use the PPE and management of waste, and safe disposal of medical waste.

Based on WHO situation reports in Timor-Leste, multiple trainings have been conducted to various stakeholders in Timor-Leste, including surveillance officers, ambulance crew and other personnel involved in COVID-19 response. These trainings cover 12 main areas which include: introduction to COVID-19; IPC; Triage; PPE; Mild and moderate case management; Psychology; Safe transfer of patients; Communicating with patients and families; TB & HIV care in the context of COVID-19; Maintaining essential health services; Health promotion; and Palliative care.

II. SCREENING OF POTENTIAL ENVIRONMENTAL AND SOCIAL (ES) RISKS AND IMPACTS

A. Environmental and Social Risk Classification (ESRC)

Low

Environmental Risk Rating

Low

The environmental risk rating is Low. The Project seeks to support response to the COVID-19 pandemic and is expected to benefit the broader public by simultaneously preparing the health system for future public health emergencies. The project's main long-term impacts are likely to be positive, as the project aims to improve COVID-19 surveillance, monitoring and containment in the country as well as health system's preparedness for future outbreaks. The project will not involve any civil works and will not generate any medical waste since there will be no medical consumables procured.

Potential environmental impacts from the vehicles and ambulances operations are negligible and there is low probability of adverse impacts to human health related to occupational safety risks. Additionally there is minor potential environmental risk of pollution due to generation of hazardous waste from disposal of computer and printer toner cartridges. The computers and printer toner procured will not replace existing computer/printer toner that currently in use by the MOH, instead to close the existing gaps in surveillance capacity, in particular to facilitate surveillance data recording and analysis.

The main risks include: (i) occupational health and safety risks from operation of ambulances and operational vehicles, which include road accidents and low probability of COVID-19 transmission; and (ii) land and water contamination due to improper hazardous waste management from disposal of computer and printer toner cartridges upon end of item's lifespan. These risks are mostly temporary and predictable, and considering current measures in place as stipulated in national regulations as well as specific measures by MOH in relation with COVID-19 response, the environmental risks are deemed to be minor.

The project will follow existing measures, including relevant existing regulations, guidelines related to IPC in the National Contingency Plan as well as in the technical guidelines for surveillance and case management – which are developed referring to WHO guidelines. Emergency preparedness and responses to deal with cases where COVID-19 is detected or suspected will also follow procedures specified in the National Contingency Plan. The MOH has also assigned an environmental and social focal point to ensure procedures implementation and training executions during project implementation.

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Social Risk Rating

Low

The social risk rating is low by considering that the project type and nature itself constitutes a low social risk, associated with providing funding for logistic on purchasing seven operational vehicles; eleven ambulances; office supplies such as computer and printer, and communication cost, as well as training of ambulance personnel in safe transportation of COVID-19 suspected cases, to support Timor-Leste health system in COVID-19 prevention and respond.

The project will give benefit to the country through enhanced transportation capacity to enable rapid and equitable delivery of essential supplier including medicines, medical supplies; support transportation of samples to support COVID-19 detection, strengthen supervision and surveillance activities of the GoTL’s COVID-19 response, especially in underserved areas and remote parts of the country. Safe transportation of COVID-19 cases to specialized facilities will protect health workers themselves as well.

In overall there is no adverse social impacts regarding the project activities. The main area of social risk is assumed related to the context of the project implementation during the COVID-19 pandemic and that project activities will involve meetings, at least project meetings and training events, such activities may have potential risk of exposure to COVID-19. There are some potential Occupational, Health, and Safety (OHS) risks related to the spread of the SARS-CoV-2 among indirect workers (transport, cleaning, and health care workers) using the operational vehicles and ambulances in performing their duties. Although it is considered low as the existing measures related to COVID-19 response have been in place and included in the COVID-19 National Contingency Plan which is developed referring to WHO guidelines.

Potential adverse risks and impacts on human populations of the project activities would be negligible. This is because the project is not complex, and does not involve activities that have a high potential for harming people or environment. The project will not finance any medical equipment and no construction works will be financed under this project.

As the project will not involve purchasing medicine and medical equipment as well as testing activities, issues on inclusion of vulnerable groups and uncertainty associated with COVID-19 will not be foreseen. Risk related to the spread of COVID-19 among the population at large, especially for the most disadvantaged and vulnerable populations such as elderly, children, poor households, and indigenous peoples due to poor training of the health personnel or lack of communication and public awareness related to the readiness of the population and response to the new COVID-19 is not considered as induced impacts of the project activities as the project limited only associated with procurement for vehicles and ambulances, as well as office supplies.

The potential social risks and impacts will be addressed through the preparation of a short Stakeholder Engagement Plan (SEP), including a Grievance Mechanism, and the Environmental and Social Commitment Plan (ESCP). Given the scope of the provision of goods-types project with minor and negligible Environmental and Social risks, a comprehensive stand-alone Stakeholder Engagement Plan (SEP) is not required, but a short SEP will be prepared. The SEP in particular will outline: i) guidance or protocol on conducting public meetings during COVID-19 pandemic to prevent further spread of the SARS-CoV-2 , ii) key elements under ESS7 in conducting public meeting with Indigenous Peoples; and iii) elements on procurement transparency and public disclosure, especially of purchase of vehicles and ambulances. The SEP will also include necessary restrictive measures for the prevention and protection from infection

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during public meeting outlined in the National Contingency Plan. ESCP will outline Government's commitment to the implementation of the SEP.

B. Environment and Social Standards (ESSs) that Apply to the Activities Being Considered

B.1. General Assessment

ESS1 Assessment and Management of Environmental and Social Risks and Impacts

Overview of the relevance of the Standard for the Project:

ESS 1 is relevant as there are potential adverse risks to human health in undertaking the project activities of bringing positive environmental and social impacts through improvement of COVID-19 surveillance, monitoring and containment in the country. Multiple disadvantaged or other vulnerable groups will benefit, starting with the elderly and those with compromised immune systems due to pre-existing conditions. However, upon review of the available documentation and information, among others the Timor-Leste National Contingency Plan for Public Health Emergency COVID-19 as well as WHO Timor-Leste Coronavirus Disease Situation Report from March to September 2020, the project activities, of procuring ambulances and operational vehicles as well as provision of office supplies and communication cost to improve mitigation and response to the COVID-19 pandemic, present low environmental, social, health and safety risks for the project workers.

The primary risk identified include: (i) occupational health and safety risks from operation of ambulances and operational vehicles, which include road accidents and low probability of COVID-19 transmission; and (ii) land and water contamination due to improper hazardous waste management from disposal of computer and printer toner cartridges upon end of item's lifespan, and iii) potential risk of exposure to COVID-19 while conducting meetings.

To manage the risks related to COVID-19 exposure, The MOH, through its commitment in the National Contingency Plan for Public Health Emergency COVID-19, will make available sufficient Personal Protective Equipment (PPE) for all personnel involved in the Project, including the surveillance officer and ambulance and operational vehicle drivers, and provide compulsory training on appropriate use of PPE and infections prevention and control (IPC) measures prior to their involvement in COVID-19 response. In the National Contingency Plan, MOH has also provided a guideline for early detection, prevention and protection of healthcare personnel that are likely to be exposed to COVID-19 case in their work environment.

Ambulances and operational vehicles procured will be operated by licensed or professional drivers who will receive refresher/new training on infection prevention and control prior to mobilization. The operation and maintenance of the ambulances and operational vehicles practices will also follow requirements of Government of Timor-Leste Decree-Law No. 2 of 2003 on Basic Law on the Road Transport System and Decree-Law No. 8 of 2003 on Regulation and the Assignment and use of State-Owned Vehicles, as well as the manufacturer recommended operation and maintenance programs.

The procurement of computers and printer cartridges are not expected to generate significant hazardous waste during the project lifetime. The small amount of office supplies to be provided and with a safe disposal of these items in compliance with Decree-Law No. 2 of 2017 on Urban Solid Waste Management System, the environmental risks related to this component is considered minimal.



To manage these risks, MOH will be required to prepare the following documents:

- Environmental and Social Commitment Plan (ESCP), which outlines commitments to:
 - SEP implementation;
 - Adhere to existing procedures under National Contingency Plan for infection prevention and control to prevent COVID-19 exposure to personnel involved in the project, particularly provision of sufficient PPE at all time throughout project implementation;
 - Implementing regular training for all personnel involved in the project that is integrated into the ESCP, on appropriate use of PPE and infections prevention and control measures, in particular the training for ambulances and operational vehicles drivers prior to taking on the assignments;
 - Assigning licensed/professional drivers to operate the operational vehicles and ambulances;
 - Comply with Government of Timor-Leste Decree-Law No. 2 Year 2003 on Basic Law on the Road Transport System and Decree-Law No. 8 Year 2003 on Regulation and the Assignment and use of State-Owned Vehicles and use of State-Owned Vehicles, as well as the manufacturer recommended operation and maintenance programs for the operation and maintenance of ambulance and operational vehicles;
 - Comply with Government of Timor-Leste Decree-Law No. 2 Year 2017 on Urban Solid Waste Management System in the safe disposal of office supplies procured, in particular computers and printer toner and support procurement of goods that emphasize technically and financially feasible waste minimization efforts.

- A short Stakeholder Engagement Plan (SEP) outlined a guidance conducting public meetings during COVID-19 pandemic.

The MOH will be committed via the ESCP to not operate the vehicles and use the office supplies until the above requirements are in place. The commitments under ESCP are expected to be implemented after project effectiveness. Additionally, MOH will also prepare necessary documentations of ESCP implementation, to be reviewed by Bank specialists.

Areas where “Use of Borrower Framework” is being considered:

Not Applicable

ESS10 Stakeholder Engagement and Information Disclosure

ESS10 is relevant. Given the scope of the a provision of goods and services-types project with minor and negligible Environmental and Social risks, a comprehensive stand-alone Stakeholder Engagement Plan (SEP) is not required, but a short SEP will be prepared. The SEP in particular will outline: i) guidance on conducting public meetings during Covid-19 pandemic by referring to World Bank Technical Note on Public Consultations when there are constraints on conducting public meetings and refer to WHO guideline, ii) key elements under ESS7 in conducting public meeting with Indigenous Peoples to promote effective engagement; and iii) elements on procurement transparency and public disclosure of purchase of vehicles and ambulances. The SEP will also include necessary restrictive measures for the prevention and protection from infection during public meeting outlined in the National Contingency Plan.

A Grievance Redress Mechanism (GRM), as part of the SEP, will be provided by the project that will be proportionate to the potential risks and impacts of the project and will be accessible and inclusive. The implementation of the SEP



will be outlined in the ESCP. The SEP and ESCP will be disclosed on the MOH website as early as possible during project preparation process.

B.2. Specific Risks and Impacts

A brief description of the potential environmental and social risks and impacts relevant to the Project.

ESS2 Labor and Working Conditions

ESS2 is relevant for this project in terms of the potential risk of exposure of surveillance officers and other indirect workers such as vehicle drivers, health care workers and cleaners to SARS-CoV-2 in performing their duties. These risks are mitigated through implementation that adhere to existing procedures under National Contingency Plan for infection prevention and control to prevent COVID-19 exposure to personnel involved in the project, and provision of regular training for all personnel involved on appropriate use of PPE and infections prevention and control measures, in particular the ambulances and operational vehicles drivers.

The project will only support the payment of allowances for the surveillance officers and will utilize the existing institutional arrangement and resources at the Ministry of Health for the processing and procurement of goods. New employment is not considered under the project. Labor and working conditions shall be in compliance with Government of Timor-Leste Labor Law No. 4 of 2012. The labor law addresses the basic requirements on labor relations applicable to individual and collective labor relations. Of specific requirement are Article 6 on Principles of Equality, Articles 19, 20, and 21 on mutual duties and responsibilities of employees and workers, Article 34 on Occupational Health, Hygiene and Security, Article 35 on General Obligations of the employer to ensure dignified conditions for occupational health, hygiene and security, Article 68 on Minimum Age for Work Admission, Article 69 on the definition of light work, and Section 3, Article 71 on Workers with Disabilities. These labor requirements are reflected in the work contracts/agreements of surveillance officers.

Risks related to the operation of procured ambulances and vehicles are minor, site specific and relatively easy to be managed by ensuring operation and maintenance of ambulance and operational vehicles practices in compliance with Government of Timor-Leste legislations as well as the manufacturer recommended operation and maintenance programs. Additionally, the risk of low probability of COVID-19 transmission to project personnel will be addressed through regular training on appropriate use of PPE and infections prevention and control measures.

ESS3 Resource Efficiency and Pollution Prevention and Management

ESS3 is relevant for this project in consideration of the potential improper disposal of the procured six computer units and five printer toner cartridges which has probability to cause minor contamination to the environment due to the hazardous substances contained in the devices. To mitigate the risk, the project is committed to follow applicable legislation on waste disposal including the Government of Timor-Leste Decree-Law No. 2 Year 2017 on Urban Solid Waste Management System. A brief instruction on safe disposal of computer units and printer toner cartridges that is in compliance with GoTL legislation will be integrated into the ESCP.



Pollution generated from the operation of ambulance and operational vehicles is expected to be negligible. The operation and maintenance of the ambulances and operational vehicles will comply with Government of Timor-Leste Decree-Law No. 2 Year 2003 on Basic Law on the Road Transport System and Decree-Law No. 8 Year 2003 on Regulation and the Assignment and use of State-Owned Vehicles as well as the manufacturer recommended operation and maintenance programs.

ESS4 Community Health and Safety

ESS4 is relevant for the project. Protecting the safety of communities from infection with COVID-19 is a central part of the Emergency Response Project and the current RETF project. Community exposure to health issues therefore is relevant and the project activities are designed to mitigate these risks, primarily by increasing national capacity in surveillance, monitoring and containment of COVID-19 in the country. Notwithstanding, there is low probability of risks on road safety to the community that is mainly related to the operation of ambulance and operational vehicles. This risks can be addressed through operation of ambulance and operational vehicles by licensed/profesional drivers who will be trained on infection prevention and control measures prior to mobilization and operation and maintenance of ambulance and operational vehicles practices will comply with Government of Timor-Leste Decree-Law No. 2 Year 2003 on Basic Law on the Road Transport System and Decree-Law No. 8 Year 2003 on Regulation and the Assignment and use of State-Owned Vehicles, as well as the manufacturer recommended operation and maintenance programs.

ESS5 Land Acquisition, Restrictions on Land Use and Involuntary Resettlement

This standard is currently considered not relevant. The project will not include any activities which require land acquisition, physical and/or economic displacement.

ESS6 Biodiversity Conservation and Sustainable Management of Living Natural Resources

ESS6 is currently not relevant as the project does not involve construction or other physical activities.

ESS7 Indigenous Peoples/Sub-Saharan African Historically Underserved Traditional Local Communities

ESS7 is relevant for this project. This standard applies for this project since the project works at national level and ethnic groups (Indigenous Peoples) possessing the four characteristics listed in para 8 of ESS7 are present in the country. Applying the principle of proportionality, this project will not have to prepare any additional specific Indigenous Peoples – related Environmental and Social Framework (ESF) instruments beyond the above mentioned in the SEP that includes key elements under ESS7 on Indigenous Peoples engagement in a culturally appropriate manner to promote effective communication regarding COVID-19 response.



ESS8 Cultural Heritage

This standard is currently considered not relevant. The project will not support any construction or rehabilitation activities that would involve earth works (thereby potentially having an impact on tangible cultural heritage), or other activities that could have an impact on tangible and / or intangible cultural heritage.

ESS9 Financial Intermediaries

This standard is considered not relevant for the planned project interventions as all activities will be implemented by MOH.

B.3 Other Relevant Project Risks

N/A

C. Legal Operational Policies that Apply

OP 7.50 Projects on International Waterways No

OP 7.60 Projects in Disputed Areas No

III. WORLD BANK ENVIRONMENTAL AND SOCIAL DUE DILIGENCE

A. Is a common approach being considered? No

Financing Partners

The project is not engaging other financing partners.

B. Proposed Measures, Actions and Timing (Borrower’s commitments)

Actions to be completed prior to Bank Board Approval:

- Environmental and Social Commitment Plan (ESCP)
- Stakeholder Engagement Plan (SEP)

Possible issues to be addressed in the Borrower Environmental and Social Commitment Plan (ESCP):

- SEP implementation;
- Commitment to adhere to existing procedures under National Contingency Plan for infection prevention and control to prevent COVID-19 exposure to personnel involved in the project particularly provision of sufficient PPE at all time through out project implementation;

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- Implementing regular training for all personnel involved in the project that is integrated into the ESCP, on appropriate use of PPE and infections prevention and control measures, in particular the ambulances and operational vehicles drivers prior to taking on the assignments;
- Assigning licensed/professional drivers to operate the operational vehicles and ambulances;
- Commitment to comply with Government of Timor-Leste Decree-Law No. 2 Year 2003 on Basic Law on the Road Transport System and Decree-Law No. 8 Year 2003 on Regulation and the Assignment and use of State-Owned Vehicles and use of State-Owned Vehicles, as well as the manufacturer recommended operation and maintenance programs for the operation and maintenance of ambulance and operational vehicles;
- Commitment to comply with Government of Timor-Leste Decree-Law No. 2 Year 2017 on Urban Solid Waste Management System for safe disposal of office supplies procured, in particular computers and printer toner and support procurement of goods that emphasize technically and financially feasible waste minimization efforts.

IV. CONTACT POINTS

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Implementing Agency(ies)

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VI. APPROVAL

Task Team Leader(s):	Eko Setyo Pambudi, Hui Sin Teo
Practice Manager (ENR/Social)	Janamejay Singh Recommended on 21-Sep-2020 at 18:54:9 GMT-04:00

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