



Project Information Document/ Integrated Safeguards Data Sheet (PID/ISDS)

Concept Stage | Date Prepared/Updated: 18-Jun-2018 | Report No: PIDISDSC24126

**BASIC INFORMATION****A. Basic Project Data**

Country Solomon Islands	Project ID P166622	Parent Project ID (if any)	Project Name Solomon Islands Roads and Aviation Project (P166622)
Region EAST ASIA AND PACIFIC	Estimated Appraisal Date Sep 03, 2018	Estimated Board Date Nov 29, 2018	Practice Area (Lead) Transport & Digital Development
Financing Instrument Investment Project Financing	Borrower(s) Ministry of Finance and Treasury	Implementing Agency Ministry of Communication and Aviation, Ministry of Infrastructure Development	

Proposed Development Objective(s)

Improve operational safety and oversight of air transport and associated infrastructure, and strengthen the sustainability and climate resilience of the project roads and airports in the Recipient's territory.

PROJECT FINANCING DATA (US\$, Millions)**SUMMARY**

Total Project Cost	51.00
Total Financing	51.00
of which IBRD/IDA	51.00
Financing Gap	0.00

DETAILS**World Bank Group Financing**

International Development Association (IDA)	51.00
IDA Credit	30.50
IDA Grant	20.50



Environmental Assessment Category

B - Partial Assessment

Concept Review Decision

Track II-The review did authorize the preparation to continue

Other Decision (as needed)

B. Introduction and Context

Country Context

Geography and Demography. The Solomon Islands is the Pacific’s largest archipelagic nation, extending some 1,500 km from east to west and consisting of nearly 1,000 islands, the largest of which include Guadalcanal, Malaita, and New Georgia (in Western Province). The country is bordered by Papua New Guinea (PNG) to the west, Nauru to the north, Tuvalu and Fiji to the east, and Vanuatu to the south. It has an estimated population of 599,419 in 2016, the third largest in the Pacific following PNG and Fiji. Over 70% of the country’s population, dispersed across some 90 inhabited islands, is residing in Malaita Province, Guadalcanal Province, Western Province, and Capital Territory of Honiara. The country has among the lowest population densities in the world.

Economy. The Solomon Islands has seen rapid economic growth over the last decades. In the 2000s, the economy (measured by GDP) grew at an average rate of 2.8% per year, and this pace further accelerated in the 2010s, averaging at 4.7% per year for the period 2010-2016. The key contributors to this economic progress was a growth in services, as well as forestry and logging sectors. In fact, the percentage of GDP increased by 9.1% in services, and 2.4% in forestry and logging sectors in 2003-2016. In the coming years, the economy in the Solomon Islands is expected to grow relatively rapidly. According to the April 2018 forecast by the International Monetary Fund (IMF), the GDP is expected to increase at an annualized average rate of 2.9% in 2018-2023.

Sectoral and Institutional Context

The project will support investments in two sectors: (i) aviation; and, (ii) roads.

Aviation. The Solomon Islands has a total of 28 airports: 10 are government-owned airports including Honiara (also known as Henderson), Munda and Gizo, and 18 are community-owned airports including Auki, Malaita. The Ministry of Communication and Aviation (MCA) is responsible for policy development and operation and maintenance (O&M) of the airports, whilst the Civil Aviation Authority of Solomon Islands (CAASI) is responsible for safety and security regulation. For some years, aviation reform has been underway with the assistance of New Zealand to improve operation efficiency of major airports. The key reform agenda includes separation of O&M responsibilities from MCA. In September 2016, SIG established Solomon Islands Airports Corporation Limited (SIACL), a state-owned enterprise under MCA. It is planned that Honiara, Munda and Gizo Airports are transferred into SIACL’s management in 2018.

As the only international airport in the country, Honiara Airport plays an essential role for Solomon Islands, linking it to Australia, Fiji, Kiribati, Nauru, PNG and Vanuatu through international flights, while also connecting the capital to outer islands as a national hub through domestic flights. The upgrading of Honiara Airport has been given priority in the relevant national plans. Nevertheless, the airport infrastructure and facilities are outdated, poorly maintained and do not meet market expectations. In fact, the condition of the apron and taxiway at the airport has deteriorated to the point where some airlines are purportedly considering halting flights for safety reasons—something which has happened in Vanuatu



causing major damages to the economy. Furthermore, there is a concern over vulnerability to natural disasters, as demonstrated by airport closure in April 2014 due to partial submergence of the airport areas by floodwater.

The Japan International Cooperation Agency (JICA) signed the Grant Agreement (G/A) with the SIG on June 15, 2018, to provide grant aid of up to 4,364 million yen (US\$ 39.4 million) for the improvement of the Honiara Airport. The investments for JICA financing include (i) rehabilitation of the existing taxiway and apron; (ii) expansion of the international/domestic apron; (iii) construction of a new connecting taxiway; (iv) installation of new airfield lighting system; (v) renovation of the existing international terminal building; (vi) construction of an international departure passenger terminal building; (vii) construction of a flood protection dike; and, (viii) others including the installation of relevant equipment (e.g., X-ray scanner), rehabilitation of the existing drainage systems, etc. It is planned that the JICA project will be completed in September 2021. The proposed WB financed project would complement JICA's investments, ensuring that the airport meets all the regulatory compliance requirements.

The SIG has placed the upgrading of Munda Airport to handle international flights as a high priority in the National Transport Plan (NTP) 2017-2036 and National Infrastructure Investment Plan (2013). Located in New Georgia Island, Western Province, Munda's upgrading will contribute to tourism development and support the fish processing at Noro, some 20 km away. It would also provide an alternative emergency airport for Honiara. This is particularly important since each international flight destined to Honiara is required to carry extra fuel in case of an emergency landing at the nearest international airport in Santo, Vanuatu. New Zealand has financed the rehabilitation of the Munda runway to facilitate alternative airport status, and the road to Noro. The proposed investments on this project would complement New Zealand's by ensuring Munda achieves full international operations, with an appropriate level of safety and facilities.

The regional Pacific Aviation Investment Program (PAIP) is an ongoing US\$226 million investment program led by the World Bank, with support from donor partners Australia and New Zealand, which is investing in infrastructure, capacity development, and regulatory oversight to improve operational safety and oversight of international air transport infrastructure in several Pacific countries, including Vanuatu, Tonga, Kiribati, Samoa, and Tuvalu. The Solomon Islands was identified at the onset as a potential participant in PAIP, and this project will benefit greatly from the breadth of information and experience accumulated under PAIP.

Roads. The road network is made up of approximately 1,694 kilometres, of which approximately only 126 kilometres are sealed (7.5 percent). 66 percent of the road network and all the sealed roads are located in two provinces, Guadalcanal and Malaita. It is estimated that only 20 percent of the population have access to roads, most of which are along the coast. Historically there was minimal road maintenance. However, the government is now focused on maintaining and improving the current road network. Key priorities are to connect inland communities to coastal, maritime services as well as enforcing road worthiness regulations and pedestrian infrastructure. The NTP 2017-2036 notes a need to increase the climate resilience of the road network. The Ministry of Infrastructure Development (MID) has responsibility for managing road infrastructure. Nine provincial governments and the Honiara City Council are also responsible for provincial and local roads.

The Asian Development Bank (ADB) and Australia Department of Foreign Affairs and Trade (DFAT) have jointly assisted with the improvement of road and bridge infrastructure through the National Transport Fund (NTF) as part of the Transport Sector Development Project (TSDP, 2011-2017) and Sustainable Transport Infrastructure Investment Program (STIIP, 2016-2021). TSDP invested in rehabilitation, machine-based and labor-based and equipment-supported (LBES) maintenance, emergency works, and institutional capacity building. In addition, a Central Project Implementation Unit (CPIU) was established in the MID to try to implement and manage all transport sector activities, with mixed results. SIG



provided more funding for projects outside the NTF than directly to the NTF. Furthermore, questions were raised about the quality of the LBES works and suitability of its inputs for all situations.

The SIG has given priority to Malaita which is the largest province in Solomon Islands, accounting for 27% of the national population (as of the 2009 census). There is a clear need for investment in Malaita's road network: the ratio of sealed road in Malaita Province is only 4%, compared to 20% for Guadalcanal Province and 33% for Capital Territory of Honiara. While ADB and DFAT have assisted with the improvement of road and bridge infrastructure in Malaita, both the sealed and unsealed roads are not adequately maintained: half of the roads in Malaita were rated poor or worse, making them more vulnerable to heavy rains and natural disasters. This is having a dramatic impact on residents as buses no longer use many routes so the main mode of transport is in the back of open trucks. Speeds are low, and connectivity is often lost. The proposed investment activities under the project would address this by not only improving road infrastructure to make it more climate resilient, but also by providing support to improved maintenance practices—not only in Malaita.

Relationship to CPF

The Solomon Islands Country Partnership Framework (CPF) for FY2018-2023 is organized around three focus areas: (i) strengthening the foundations of well-being; (ii) promoting inclusive and sustainable growth; and, (iii) managing uneven development. The proposed SIRAP aligns well with the third area. Addressing critical roads and airport infrastructure is essential to improving connectivity, as this will reduce costs associated with transport as well as mitigate the exclusion engendered by uneven development. It is also vital to improving service delivery to underserved communities, as this will enable greater access to markets and improve living conditions in rural areas. Furthermore, the benefits of greater regional cooperation and global integration are maximized through a project that will strengthen the air transport regulatory environment and improve aviation safety and security to international standards.

C. Proposed Development Objective(s)

Improve operational safety and oversight of air transport and associated infrastructure, and strengthen the sustainability and climate resilience of the project roads and airports in the Recipient's territory.

Key Results (From PCN)

Progress will be measured against the following proposed PDO-level results indicators:

- (i) Airport Certification according to ICAO safety and security standards at Munda and Honiara Airports;
- (ii) State requirements for safety and security reach global ICAO average; and
- (iii) No of km of roads in Malaita under regular long-term maintenance.

D. Concept Description

SIRAP will be financed by approximately US\$51 million (including contingencies), which is a blend of national IDA financing of US\$27 million and regional IDA financing of US\$24 million. The proposed PDO is to be achieved through the following components: (i) Component A: Munda and Honiara Airports Infrastructure Investments; (ii) Component B: Malaita Road Improvement and Maintenance Program; (iii) Component C: Institutional Strengthening and Project Implementation Support; and (iv) Component D: Contingent Emergency Response. Details for each component are provided below.

Component A: Munda and Honiara Airports Infrastructure Investments (Approx. US\$36 million – national IDA US\$12 million, regional IDA US\$24 million)



- **Munda Airport Terminal Construction and Aid Navigation.** To meet the requirements of Munda as an international airport, the following investments are anticipated: (i) construction of a new terminal building with an integrated flight services center; (ii) installation of Very Small Aperture Terminal (VSAT) communications systems; (iii) installation of Automatic Dependent Surveillance-Broadcast (ADS-B) ground stations and aircraft equipage; (iv) procurement of passenger handling equipment; and, (v) installation of Automatic Weather Observation System (AWOS). In addition, the investments would include the following consulting services: (i) supervision works for terminal building construction; and (ii) concept design for terminal building.
- **Honiara Airport Runway Extension and Rehabilitation.** This activity would include: (i) runway extension of 400 m (towards threshold 06); (ii) resurfacing of existing runway (including drainage improvement); (iii) installation of airfield ground lighting (AGL); (iv) construction and equipage of new air traffic control (ATC) tower; (v) installation of AWOS; (vi) installation of VSAT communications systems; (vii) installation of ADS-B ground stations and aircraft equipage; and, (viii) provision of equipment for improved power supply. The investments would also include consulting services for design and supervision for runway works, AGL and ACT tower.

Component B: Malaita Road Improvement and Maintenance Program (Approx. US\$12 million)

- **Malaita Road Infrastructure Investments.** The potential investment includes: (i) sealing of Auki-Dala gravel road section (17 km); (ii) routine maintenance of the resulting Auki-Dala sealed sections (17 km) for a period of 5 years; (iii) upgrading of the existing 3 log bridges on the Auki-Dala section to modular bridges; and, (iv) annual grading and routine maintenance of the remaining unsealed sections of the main road network (200 km) for a period of 4 years. The investment would also include road surveys (mobile mapping survey, pavement structure and drainage investigations), design and supervision of road work. It is noted that all these works include the strong climate resilience element to provide resilient infrastructure solutions that are fit-for-purpose.

Component C: Institutional Strengthening and Project Implementation Support (Approx. US\$3 million)

- **Aviation Sector Support.** The following aviation sector support is envisaged under the project: (i) Training Needs Analysis; (ii) Airport Operational Training; (iii) Airport Regulatory Training; (iv) preparation of a strategic plan for the sustainability of Solomon Airlines (i.e., Airline Strategy Review); (v) Airport Master Planning Studies for both Munda and Honiara Airports; (vi) preparation of an Aviation Sector Strategy; and, (vii) Technical Support to CASSI.
- **Road Sector Support.** This following road sector support is envisaged under the project: (i) support for planning and asset management; (ii) improvement of road safety; (iii) specific project activities to create opportunities for women (e.g., training for establishing small contracting enterprises for market improvement, road maintenance, etc.); and, (iv) establishment and building capacity of an MID office in Malaita.
- **Preparation for Auki Gwaunaru'u Airport Infrastructure Investments.** There is a clear need of all-weather airstrip at Auki Gwaunaru'u Airport; however, the airport was closed for some years due to a land dispute and was reopened just recently. The team considers that it is still premature to include the civil work into the project in the absence of clear resolution of the land issues. To this end, this activity will finance key preparation activities, including undertaking of stakeholder engagement and consultations as well as preparation of safeguards documents, and preliminary design (once land issues resolved). It is anticipated that once the land situation is resolved, additional financing would be requested for the project to pave the runway.
- **Project Implementation Support.** A Project Support Team (PST), staffed with an internationally recruited Project Manager, Local Accountant, National Safeguards Specialist, Community Liaison Officer (based in Malaita), and Administrative Assistant, will be required to support the implementation of both the aviation and roads components. The PST would be located in the MCA. In addition, the PAIP TFSU will likely be engaged to provide support to procurement, financial management, safeguards, and technical guidance. Furthermore, the MID Malaita office supported by Construction Supervision Consultants (CSC) and Community Liaison Officer will be



monitoring implementation of the road works in Malaita, while a CSC will also be procured for monitoring works at the airports.

Component D: Contingent Emergency Response (US\$0 million)

- **Zero-dollar Component for Emergency Response.** Solomon Islands is susceptible to various natural disasters, including cyclones, floods, earthquakes, tsunamis, storm surges, and king tides. These disasters cause severe damage to life and property; thus, adversely affecting normal life. This component would ensure that once a disaster is triggered, uncommitted funds from the project can be quickly reallocated to this component.

Project Financing. The national IDA allocation for SIRAP is US\$27 million. The project will be able to leverage additional financing from regional IDA for the aviation component considering the wider benefits of improved regional connectivity (currently estimated as US\$24 million), making the total financing available of approximately US\$51 million. The 50:50 ratio for grants and credits is applied for Solomon Islands IDA financing; however, in agreement with the SIG some projects will be fully funded via grants, thus the ratio for the entire SIRAP will be revised to 40:60 grant to credit. The financing is therefore: National IDA Credit: US\$18.5 million; National IDA Grant: US\$8.5 million; Regional IDA Credit: US\$12 million; and, Regional IDA Grant: US\$12 million. This results in a total credit of US\$30.5 million, and grant of US\$20.5 million.

Project Preparation Advance. The SIG requested a Project Preparation Advance (PPA) to finance the key activities required for project preparation for the SIRAP. The expected PPA in an amount of US\$1 million would be used to hire consultants to do the following: (i) conducting road surveys for Malaita Road infrastructure investments, including mobile mapping survey and pavement structure and drainage investigations; (ii) supporting the preparation of the preliminary design for Malaita Road infrastructure investments; (iii) conducting stakeholder engagement and consultations and preparation of safeguards documents required for the Project; (iv) supporting the preparation of the Unexploded Ordnance (UXO) Environmental Management Plan (EMP) and preparation of specifications for the UXO survey and removal activities; (v) conducting UXO surveys for Munda and Honiara Airports infrastructure investments, and removal of any identified UXO as required; (vi) supporting the preparation of an airline strategy review; and, (vii) supporting procurement, financial management, and other activities related to the preparation and implementation readiness of the Project. The Bank is currently processing the PPA request. It is noted that the PPA would be drawn from IDA credit for the project.

Climate Resilience. A key development outcome of this project is to strengthen the climate resilience of road and aviation sectors. In the National Development Strategy (NDS) 2016-2035, SIG sets “resilient and environmentally sustainable development with effective disaster risk management, response and recovery” as one of the five national development objectives that contribute towards achieving the overall vision. The NTP 2017-2036 also acknowledges the importance of improving transport network resilience and considers the implications of climate change and disaster risk for transport infrastructure. It is recognized that the country’s backlog of maintenance works and insufficient technical capacity are making transport infrastructure more vulnerable to the impacts of climate change. The project intends to address this through the provision of resilient infrastructure solutions.

A screening of the proposed project for short- and long-term climate change and disaster risks was undertaken using the World Bank Climate and Disaster Risk Screening Tool. The Solomon Islands, like many Pacific Island Countries (PICs), has been identified as one of the most vulnerable to the adverse impacts of climate change. This vulnerability is in large part due to the fact that the majority of the population lives within 1.5 km of the coastline, rendering a considerable portion of the country’s economy, infrastructure, and livelihoods vulnerable to changes in climate (Climate Risk and Adaptation Country Profile, 2011). Key risks to the project outcome and service delivery include sea level rise, storm surges, and increased precipitation and flooding. The proposed works will improve the climate resilience of infrastructure from future extreme weather events, and provide support for improved maintenance practices. Capacity building, long-term strategic planning and the inclusion of emergency protocols will further help to reduce the impacts of future climate related



extreme events.

Technical Considerations for the Roads Investments. In the project area, much of the road has had properly engineered drainage in the past, particularly the sections that were improved under the Post-Conflict Emergency Rehabilitation Project over 10 years ago. The project plans on undertaking a terrestrial LiDAR survey of the road corridor and from this, establishing the pavement and drainage needs. As a minimum, this would see the existing drainage restored to its original capacities. Where necessary, the drainage will be supplemented. In addition, all bridges and culverts to be rehabilitated, improved or replaced under the project will be checked and if necessary redesigned for larger hydraulic openings to account for increased storm intensity and duration including storm surges related to extreme weather events. Road sections subject to bank cutting from river erosion will be repaired and reinforced as needed. Apart from these construction related actions, the contracts will include maintenance aimed at ensuring that the improved drainage capacity is sustained over time. On the unsealed roads, the focus will be on maintaining what is already there, carrying out annual grading to ensure a proper camber is in place, cleaning and clearing side drains, culverts and bridge openings, and cutting vegetation so that water can be guided safely away from the road.

Safeguards. The Environmental Category has been determined to be B considering the type of activities, locations of the project activities, scale of the proposed project, as well as the nature and magnitude of its potential environmental impacts. The road investments will be on existing pavements, within the current right-of-way, and no land acquisition is expected. The airport investments will be done within the controlled perimeter of the existing airports. Experience from the ongoing aviation and road projects in PICs indicates that with careful management, environmental impacts are reversible, and can be managed locally by adopting good engineering designs and construction practices. Assessment of impacts and documentation of mitigation measures will be addressed in the Environmental and Social Management Plans (ESMPs).

Safeguards Instrument (World Bank Requirement). Majority of investments have been identified to date, and ESMPs will be prepared by appraisal. Three ESMPs will be prepared for: (i) Munda Airport; (ii) Honiara Airport; and, (iii) Malaita Road investments. These ESMPs will include an environmental and social assessment and identify the overall management plan for ensuring that the project benefits are realized and risks are mitigated in line with the World Bank Safeguard Operational Policies. A community consultation plan will be included; outlining guidelines for public disclosure and engagement in project preparation and implementation. The ESMPs will also assess the project's potential environmental risks and impacts in its area of influence, identify ways of improving project planning, design, and implementation by preventing, minimizing, mitigating, or compensating adverse environmental impacts and enhancing positive impacts. The final draft of the ESMPs is to be submitted to the Bank for approval by mid-August 2018.

Safeguards Alignment with Development Partner for the Improvement of Honiara International Airport (HIR). The MCA has submitted development proposal application at the Feasibility Study stage to the Environment and Conservation Division (ECD) of the Ministry of Environment, Climate Change, Disaster Management and Meteorology (MECDM). The proposal includes the project categorization from the perspective of JICA's safeguards policy (Category B), and expected to be approved in May 2018. An Initial Environmental Examination (IEE) will then be prepared during the detail design stage (July 2018 onwards).

During the preparation mission in March 2018, options and approaches were discussed to support the SIG through the MCA in managing the preparation and operationalization of the environmental and social safeguards aspects of both investments (the World Bank and JICA). The main objective is to ensure effective implementation of safeguards management (i.e., avoidance, minimizing and mitigation). Within this context, it is therefore critical that the safeguards policies of both projects are aligned. In meeting the intended objective, the following approaches will be taken into consideration:

- a) In collaboration with JICA and the World Bank, TFSU's safeguards specialists to conduct a gap analysis of Bank's and JICA's safeguards policies. The gap analysis will focus on ways to improve safeguards performance for both



projects financing by (i) identifying and agreeing on measures to address gaps, (ii) addressing how to apply a 'common approach', and (iii) agreeing actions to achieve or implement safeguards measures - whichever is more stringent.

- b) The outcome of the gap analysis will serve as inputs for a joint safeguards agreement on approach for effective implementation of environmental and social safeguards aspects.
- c) The Bank will prepare a stand-alone ESMP for activities and investments carried out for Honiara Airport under SIRAP; parallel to the preparation of the IEE for JICA investments, ensuring effective alignment with the joint agreement.
- d) At the implementation stage, it is highly recommended to (i) establish regular communication and monitoring mechanism on implementation progress of safeguards-related actions, and (ii) conduct joint annual supervision mission on the implementation of safeguards measures. These efforts will encourage and nurture strong collaboration, which in turn, generate effective alignment of safeguards performance.

Unexploded Ordnance (UXO) at Munda and Honiara Airports. The work by New Zealand on paving the Munda runway found a significant amount of UXO—some 6,500 items were unearthed within 0.7 m of the surface. It will therefore be essential to conduct a UXO survey and clearance at Munda prior to any civil works activities being undertaken. While there is anecdotal belief that UXO were cleared from Honiara, no evidence has been found for this so the project will also undertake a UXO survey at Honiara Airport—and finance clearance if any UXO are found. The UXO survey and clearance will cover the area of the airport where the World Bank and JICA investments are envisaged.

Safeguards Instrument (Solomon Islands Requirement). An environmental permit or development consent will need to be prepared and submitted to the ECD for approval.

Due to land issues and potential conflicts in Solomon Islands, particularly in Malaita, the project will appoint a Community Liaison Officer. The Community Liaison Officer will work together with the National Safeguards Specialist to develop a comprehensive Community Consultation Plan that is designed specifically for conditions in Malaita province. He/she will then implement the Plan in collaboration with community facilitators from other community projects. To have the facilitation process smooth and effective, it is important that the Community Liaison Officer is based in Malaita.

Gender: The project will include a thorough gender analysis to identify specific gender gaps that could be addressed and monitored through the project. The project will meet the following three criteria: (i) Analysis to identify project-relevant gaps between males and females, especially in light of country gaps identified in the SCD and CPF; (ii) Specific action(s) to address the gender gap identified in (i) and/or to improve women or men's empowerment; and, (iii) indicators in the Results Framework to monitor outcomes from actions identified in (ii). The gender gaps will be addressed in the project design by articulating a results chain, demonstrating the links between the identified gaps and the planned project activities, and monitoring progress in addressing the gaps in the Results Framework.

Citizen Engagement: The project will implement specific measures to maximize citizen engagement (CE), and also include at least one indicator reflecting these efforts. This will ensure that: (i) project beneficiaries should be clearly defined; (ii) there are specific mechanisms to engage with the beneficiaries and project affected population; and, (iii) the Results Framework will include at least one indicator which captures feedback from citizens, or monitors the degree of involvement that citizens have in decision making in design, implementation or oversight of projects; and report on if and how the project responded to citizen feedback.

SAFEGUARDS

A. Project location and salient physical characteristics relevant to the safeguard analysis (if known)



The Solomon Islands is the Pacific’s largest archipelagic nation, extending some 1,500 km from east to west and consisting of nearly 1,000 islands, the largest of which include Guadalcanal, Malaita, and New Georgia (in Western Province). Over 70% of the country’s population, dispersed across some 90 inhabited islands, is residing in Malaita Province, Guadalcanal Province, Western Province, and Capital Territory of Honiara. The country relies on marine and terrestrial resources for food, transport, medicine and shelter. Most of the islands are mostly mountainous and are naturally covered with tropical moist rainforests.

B. Borrower’s Institutional Capacity for Safeguard Policies

The main legislation relevant to the proposed project are: (i) The Environment Act 1998 and Environmental Regulations 2008, (ii) Protected Areas Act 2010 and Protected Areas Regulations 2012, (iii) Land and Titles Act 1988, amended in 1996, (iv) Planning and Development Act 1980, and (v) Labour Act 1996. These regulations provide a comprehensive framework to ensure sustainability of development projects. It also supports the integration of safeguards considerations into the project decision-making process. On environmental side, the regulatory system is generally in line with the World Bank safeguards policies. It also includes consultation requirements where development projects are obliged to conduct meaningful consultation with affected people and ensure their views and concerns are fully integrated into the decision-making process. Gap analysis exercise will be conducted during appraisal stage to ensure synergies between the Bank and the Solomon Islands’ environmental regulations.

The Ministry of Environment, Climate Change, Disaster Management and Meteorology (MECDM) is mandated to administer the Environment Act 1998 and is required to fulfill four key functions: (i) policy and legislation functions, (ii) enforcement of environmental standards and regulations, (iii) advocacy, coordination, capacity development and funding, and (iv) service provision and program implementation. In fulfilling their mandates, the Environment and Conservation Division (ECD) was established. The ECD is staffed with 17 qualified core staffs, with 5 staffs dedicated specifically for Environmental Assessments (EAs) reviews.

The in-country capacity for safeguards implementation is limited. However – lessons learned from previous projects funded by the World Bank – the borrower has demonstrated an effective ability to manage environmental and social safeguards.

C. Environmental and Social Safeguards Specialists on the Team

Vivianti Rambe, Environmental Safeguards Specialist
Ross James Butler, Social Safeguards Specialist

D. Policies that might apply

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	Investments and activities included under the SIRAP are focused on the construction of Munda airport terminal as well as extension and rehabilitation of Honiara runway (Component A), and roads repair/upgrading and maintenance in Malaita (Component B). Activities included in the proposed project are not likely to cause significant environmental impacts. Mitigation measures will be



addressed in the Environmental and Social Management Plans (ESMPs) which will be used to guide the preparation of appropriate outcome-based specifications in accordance with the Bank's procurement policy. The ESMPs will also serve as the basis for the Contractors' ESMPs. Potential major environmental impacts and risks are limited to the following categories:

1. Construction-related activities: noise, dust, waste disposal, management of storm water and community and workers health and safety. These impacts can be readily managed through standard mitigation measures, occupational health and safety (OHS) measures prescribed within the standard procurement documents, good engineering designs and good practices for civil construction and transport-related impacts.
2. The sourcing of construction materials: noise emissions, dust, water management, slope stability, quarry limits and associated risks in aggregate importation (if applicable). These can be managed through the implementation of Code of Practice for quarry operations, and ensuring materials such as aggregate and equipment meet strict biosecurity precautions and clearance for imported materials.
3. Transport impacts along haul routes associated with heavy vehicles are noise, dust, road safety and road surface condition. These can be managed through the establishment of a robust Traffic Management Plan (TMP), incorporated into the ESMPs.

Under the Component B, in addition to Malaita Road Infrastructure Investments, the project will support the improvement of road safety. The ESMP for Malaita Road works will include a robust TMP which can serve as inputs into the consultant's Terms of Reference (TOR) to conduct the works for the improvement of road safety. All other TORs of Technical Assistance (TA)-related activities, where relevant, will be reviewed by the National Safeguards Specialist to ensure that the requirements of the World Bank safeguards policies are effectively integrated. Activities and investments included under the Component C will focus on institutional strengthening and project implementation support. Potential impacts associated with any downstream activities



identified through the master planning study will be considered through the TOR for the consultant undertaking this work. This will allow due consideration of the potential safeguard implications of activities under the master planning study. The Component D deals with the Contingency Emergency Response. This component would ensure that once a disaster, crisis or emergency is triggered, funds can be quickly allocated to this component. It would be implemented in accordance with the rapid response procedures governed by the World Bank OP/BP 10.0 Investment Project Financing (paragraph 12 on deferral of the preparation of safeguards instruments). In such a case, an E&S action plan (ESAP) that outlines a time-bound plan on the preparation of relevant safeguards instruments would be prepared.

Performance Standards for Private Sector Activities OP/BP 4.03	No	
Natural Habitats OP/BP 4.04	No	No impacts on natural habitats will result from works on any of the project sites as all works will be carried out within the existing boundaries. Construction materials will be either sourced from existing quarries or a new quarry that does not have presence of natural habitats.
Forests OP/BP 4.36	No	No impacts on natural forests will result from works on any of the project sites as all works will be carried out within the existing boundaries. The project does not support the establishment of new quarries. The project's ESMPs will have strict guidance should they be required. Any new quarries will not be in the presence of forested areas.
Pest Management OP 4.09	No	The project will not require the use of pesticides. Accordingly, this OP is not triggered.
Physical Cultural Resources OP/BP 4.11	No	No impacts on Physical Cultural Resources will result from works on the project sites; as works will be carried out within the existing boundaries. The project's ESMPs will contain a chance find procedure which requires that should any areas of potential cultural importance be identified during the project, works should stop and the relevant ministry should be contacted. No works should continue until approval has been sought from the above-mentioned agencies.



Indigenous Peoples OP/BP 4.10	Yes	<p>The vast majority of groups resident in the project areas can be considered indigenous Solomon Islanders. Since the vast majority of potentially affected population is indigenous, no separate instrument will be required, but relevant elements of the policy are integrated into project design. Community consultations will be facilitated and documented by a Community Liaison Officer in collaboration with National Safeguards Specialist to be employed under the project. Ongoing monitoring and community consultations by such personnel will assess whether broad community support is maintained during implementation. The ongoing community consultation process conducted can be summarized in the ESMPs and Community Consultation Plans. This should ensure that Free, Prior and Informed Consultation is included and that the project will provide benefits that are culturally appropriate to the people. The ESMPs will include analysis of social impacts of the project.</p>
Involuntary Resettlement OP/BP 4.12	Yes	<p>The project will operate in two sectors, aviation and roads. The aviation component will not involve impacts on involuntary resettlement as most activities (including Honiara runway extension by 400m) will be within the existing airport areas. For the road component, although the project will be working on existing roads, the impact on the land might be relevant for road rehabilitation, maintenance and potential impact on crops or trees (for example: if materials have to be placed on nearby land like aggregates piling). Existing roads owned by the Commissioner of Lands/MID will not require compulsory land acquisition or voluntary resettlement. However, minor land used for road maintenance may have minor impacts. Where there will be a potential impact to acquire land as a voluntary agreement with the landowner, the use of land will be agreed through voluntary land use agreement, mostly under customary land ownership, where the land use procedures will apply from the resettlement action plans (RAPs) found in the ESMPs or as a separate document. Landowners will have the right to refuse the use of their land, in which case other alternative locations would need to be agreed. The landowners will be notified clearly that their agreement to allow the use of their land should be</p>



completely voluntary and will not involve compensation or otherwise agreed at the community consultation. Arrangements will be documented in the RAPs and the ESMPs. Most, if not all of the land in target communities are customary owned, and communities are usually able to provide access to the required land to use for road rehabilitation (deposit pile of aggregate, park machinery or other minor impacts on the land).

To mitigate any disputes, it is essential to engage the community consultations at the very early stages of the project and throughout the life cycle of the project. Community consultation is important for all project locations: Munda, Malaita and Honiara. The format of the consultation can take place in various forms, from formal to informal (large community gathering involving local level governments, church leaders, community leaders or small meetings with community members). It is planned that community consultation plans will be prepared by the National Safeguards Specialist in collaboration with the Community Liaison Officer who will be expected to undertake consultations in Malaita.

Safety of Dams OP/BP 4.37	No	Not relevant to the project.
Projects on International Waterways OP/BP 7.50	No	Not relevant to the project.
Projects in Disputed Areas OP/BP 7.60	No	Not relevant to the project.

E. Safeguard Preparation Plan

Tentative target date for preparing the Appraisal Stage PID/ISDS

Aug 31, 2018

Time frame for launching and completing the safeguard-related studies that may be needed. The specific studies and their timing should be specified in the Appraisal Stage PID/ISDS

June to August 2018.



CONTACT POINT

World Bank

Elena Y. Chesheva
Sr Transport. Spec.

Borrower/Client/Recipient

Ministry of Finance and Treasury
Harry Kuma
Permanent Secretary
hkuma@mof.gov.sb

Implementing Agencies

Ministry of Communication and Aviation
Moses Virivolomo
Permanent Secretary
mvirivolomo@mca.gov.sb

Ministry of Infrastructure Development
Stephen Maesiola
Permanent Secretary
SMaesiola@mid.gov.sb

Jimmy Nuake
Undersecretary Technical
JNuake@mid.gov.sb

FOR MORE INFORMATION CONTACT

The World Bank
1818 H Street, NW
Washington, D.C. 20433
Telephone: (202) 473-1000
Web: <http://www.worldbank.org/projects>

APPROVAL

Task Team Leader(s):	Elena Y. Chesheva
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Approved By

Safeguards Advisor:	Michael James Hall	12-Jun-2018
Practice Manager/Manager:	Almud Weitz	13-Jun-2018
Country Director:	Mona Sur	21-Jun-2018
