



Technical Assistance Report

Project Number: 48148-001
Capacity Development Technical Assistance (CDTA)
October 2014

Solomon Islands: Supporting Good Governance through Safeguards

This document is being disclosed to the public in accordance with ADB's Public Communications Policy 2011.

Asian Development Bank

CURRENCY EQUIVALENTS

(as of 30 June 2014)

Currency unit	–	Solomon Islands dollar(s) (SBD)
SI\$1.00	=	\$0.13670
\$1.00	=	SI\$ 7.27273

ABBREVIATIONS

ADB	–	Asian Development Bank
CSS	–	country safeguard system
ECD	–	Environment and Conservation Division
EIS	–	environmental impact statement
LAO	–	land acquisition officer
LTA	–	Land and Titles Act
MECDM	–	Ministry of Environment, Climate Change, Disaster Management, and Meteorology
MID	–	Ministry of Infrastructure Development
MLHS	–	Ministry of Lands, Housing, and Survey
NES	–	national environmental specialist
NLS	–	national lands specialist
SLS	–	safeguards legal specialist
SRS	–	social safeguards and resettlement specialist
TA	–	technical assistance
TLES	–	team leader and environmental specialist

NOTE

In this report, "\$" refers to US dollars.

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CAPACITY DEVELOPMENT TECHNICAL ASSISTANCE AT A GLANCE

1. Basic Data		Project Number: 48148-001	
Project Name	Supporting Good Governance through Safeguards	Department /Division	PARD/PATE
Country Borrower	Solomon Islands	Executing Agency	Ministry of Infrastructure Development
2. Sector	Subsector(s)	ADB Financing (\$ million)	
Transport	Road transport (non-urban)		0.10
	Urban roads and traffic management		0.10
	Water transport (non-urban)		0.10
	Total		0.30
3. Strategic Agenda	Subcomponents	Climate Change Information	
Environmentally sustainable growth (ESG)	Environmental policy and legislation	Climate Change impact on the Project	Low
4. Drivers of Change	Components	Gender Equity and Mainstreaming	
Governance and capacity development (GCD)	Institutional development	No gender elements (NGE)	✓
Knowledge solutions (KNS)	Knowledge sharing activities		
5. Poverty Targeting		Location Impact	
Project directly targets poverty	No	Nation-wide	High
6. TA Category:	B		
7. Safeguard Categorization	Not Applicable		
8. Financing			
Modality and Sources		Amount (\$ million)	
ADB		0.30	
Capacity development technical assistance: Technical Assistance Special Fund		0.30	
Cofinancing		0.00	
None		0.00	
Counterpart		0.00	
None		0.00	
Total		0.30	
9. Effective Development Cooperation			
Use of country procurement systems		No	
Use of country public financial management systems		No	

I. INTRODUCTION

1. Priority sectors identified in the Government of Solomon Islands' National Development Strategy, 2011–2020 include transport, power, and other infrastructure. The government has requested support to address some deficiencies in its country safeguard system (CSS) that hinder the implementation of infrastructure projects, as identified through prior technical assistance (TA).¹ The government, development partners, and stakeholders were consulted during Asian Development Bank (ADB) missions in November 2013 and February 2014.² The government agreed on the proposed TA's impact, outcome, outputs, implementation arrangements, cost, financing, and terms of reference in July 2014. The design and monitoring framework is provided in Appendix 1.³

II. ISSUES

2. Solomon Islands is a fragile and conflict-affected state. The country suffers from weak governance and civil service management, and the government has difficulty providing adequate infrastructure and services across the country's long distances and sparsely populated islands. The country has a high demand for new and improved infrastructure but typically experiences delays in the implementation of projects because of blockages from safeguard issues. One major challenge is addressing project-related land and environmental issues. Predominantly through providing transport sector support since the early 2000s, ADB has recognized that the government struggles with applying safeguards. Since 2012, ADB has been providing TA to the government to strengthen environmental and social safeguards (footnote 1).

3. The Ministry of Infrastructure Development (MID) is responsible for infrastructure development; the Ministry of Lands, Housing, and Survey (MLHS) oversees land management; and the Environment and Conservation Division (ECD) of the Ministry of Environment, Climate Change, Disaster Management, and Meteorology (MECDM) supervises environmental aspects. MID, MLHS, and MECDM have weak legal and institutional capacity to apply safeguards, particularly in the infrastructure sector where projects often require access to land. Overall, the CSS is poorly administered. Both MLHS and MECDM are understaffed, their human resource management plans do not match corporate plans, and their staff job descriptions are outdated and do not align with core functions and services required to meet the legislation's prescribed mandates. Neither ministry has been able to build strong bids for recruitment, leaving key areas of the CSS without staff to implement them.

4. The Land and Titles Act 1969 (LTA) governs ownership and use of land and establishes the system of land acquisition. The Environment Act 1998 requires a development consent process, including environmental assessment of development activities. These laws are the foundation of the CSS framework.

5. **Social safeguard aspects.** MLHS lacks awareness of overall legal processes for land acquisition and, as a result, functions as isolated departments, contributing to delays in formalities and causing other agencies to create "work-arounds." For example, due to difficulties

¹ ADB. 2012. *Technical Assistance to the Solomon Islands for Strengthening Country Safeguard Systems in the Transport Sector*. Manila (TA 8217-SOL, \$600,000, approved on 16 November, financed by the Japan Fund for Poverty Reduction).

² The fact finding for the TA was undertaken in conjunction with review missions for the Technical Assistance to the Solomon Islands for Strengthening Country Safeguard Systems in the Transport Sector (see footnote 1).

³ The TA first appeared in the business opportunities section of ADB's website on 4 August 2014.

and delays in projects, MID takes a memorandum-of-understanding (MOU) approach rather than a lease or acquisition approach.

6. The MOU approach is an informal agreement for MID to use and access land in return for provision of infrastructure (such as a road), whereas a lease or acquisition is a formal agreement and in the case of acquisition results in change of title to, and ownership of, land. A series of MOUs were obtained under a recently completed project.⁴ However, communities are already asking when the land will be acquired. This shows communities are no longer content with this approach, and supports the need for MID to prepare a formal land acquisition policy.

7. Both the LTA itself and land acquisition process as administered by MLHS have flaws. The LTA is inconsistent with the Constitution and does not address aspects considered essential in the safeguard policies of development partners, i.e., social assessment, livelihood restoration, compensation to non-titleholders, access to information and information disclosure, and grievance redress mechanisms. Flaws related to the land acquisition process include (i) no in-house MLHS land acquisition officers (LAOs), required subcontracted LAO services that are vulnerable to abuse, (ii) weak capacity in the Valuation Department and Genealogy Section, (iii) nonstandard and poorly resourced processes for verifying land owners, leading to misidentification and disputes, and (iv) the low-functioning Custom Land Recording Unit, located in the Prime Minister's Office instead of MLHS.⁵

8. **Environmental safeguard aspects.** ECD's implementation of the Environment Act is ad hoc. There are no clear guidelines for decision making at important project cycle stages, such as screening or determining the appropriate level of environmental assessment. There are also no checklists or guides to assist staff achieve consistency when reviewing development consent applications, environmental assessment reports, public consultation records, mitigation plans, and consent conditions. Unsystematic and irregular record keeping makes following the development consent process, and locating environmental assessment documents, difficult. Consultation lacks consistency, which can result in inadequate public consultation on environmental assessments or insufficient public feedback in the review process. In other cases, conflicts of interest have occurred, with ECD preparing environmental assessments for developments proposed by other line ministries and then reviewing them. These factors lead to inconsistency in applying the Environment Act, resulting in the omission or diminishment of transparency and good governance.

9. Flaws and inconsistencies in the CSS's legal framework and implementation mean safeguards cannot be effectively administered. This results in approval delays for infrastructure projects and other issues during their implementation. Supporting good governance through strengthened safeguard procedures in MLHS and MECDM, along with improving capacity in the application of safeguards, will help the government to implement infrastructure projects more smoothly and with fewer delays.

10. As a number of major transport projects are planned, it is increasingly important that the government's development partners support MLHS and MECDM to embed new and improved procedures for land acquisition and development consent.⁶

⁴ ADB. 2009. *Grant Assistance to Solomon Islands for the Second Road Improvement (Sector) Project*. Manila

⁵ Approximately half of land cases end up in the courts contesting ownership.

⁶ Under the *Technical Assistance to the Solomon Islands for Strengthening Country Safeguard Systems in the Transport Sector*, the key recommendations from the legal review and institutional capacity assessment were drawn together in an action plan. The priority actions—identified by MLHS, MECDM, and MID through consultative workshops held in November 2013—form the basis of this new TA.

III. THE CAPACITY DEVELOPMENT TECHNICAL ASSISTANCE

A. Impact and Outcome

11. The impact of the TA will be smoother and timelier implementation of infrastructure projects. By 2018, compared with a 2014 baseline, a third fewer projects will be experiencing safeguard-related delays.

12. The TA outcome will be increased government capacity to apply strengthened land acquisition and development consent procedures in the transport sector. This will be measured by (i) institutionalized procedures for land acquisition and development consent established and implemented in MLHS and MECDM by 2016, and (ii) improved levels, compared with 2014 baseline levels, of service of MLHS and MECDM for land acquisition and development consent procedures by 2016.

B. Methodology and Key Activities

13. The TA will comprise the following outputs and key activities to achieve the outcome.

14. **Output 1: Strengthened systems and a fully constitutional safeguards framework.** This first output will include (i) drafting background papers (for the Cabinet) and proposed legislative reforms to the LTA and Environment Act, (ii) drafting enabling regulations and guidelines for (a) the Customary Land Records Act, (b) the customary land trust board (including clear definitions of roles, responsibilities, and functions of trustees), (c) the land acquisition review panel, and (d) land acquisition and/or resettlement, and (iii) supporting MID to prepare its land acquisition policy.

15. **Output 2: Established institutional arrangements for land acquisition and the development consent process.** This second output will include (i) preparing guidelines and developing an operations manual to assist ECD staff make decisions under the Environment Act—project description, screening, clear triggers to determine the appropriate level of assessment (i.e., public environmental report or environmental impact statement), stakeholder consultations, procedures for the environmental impact statement (including development of terms of reference, public disclosure and comment, and review), and establishment of a review panel; (ii) preparing guidelines for MLHS staff and LAOs on accreditation and registration of LAOs, duties of land acquisition review panel members, stakeholder consultations, and mechanism for resolving land ownership disputes including appeal procedures; (iii) providing capacity building and training to MID, MLHS, and MECDM;⁷ (iv) providing capacity building to ECD and MID staff, piloting the modified development consent process, preparing the environmental assessment, and providing capacity building to MID and MLHS staff and piloting the modified land acquisition process, including land and asset prices negotiated, agreed upon, and documented in a land acquisition report.⁸ MID will use the land acquisition report to include the compensation amount in its 2016 budget.

16. **Assumptions.** Improvements made in land acquisition and environmental assessment processes for the transport sector will also benefit other sectors (e.g., energy, water, health, and

⁷ Training will include on-the-job training, capacity building, and mentoring on applying proposed modified procedures, and workshop and seminar sessions delivered at key points.

⁸ In February 2014, MID identified two potential projects for piloting the procedures, i.e., 10 kilometers of Mberande–Aola Road (east Guadalcanal) and Tamboko Bridge realignment area (west Guadalcanal). The projects will be agreed upon with MID and MLHS at the start of the TA.

education). The strengthened systems and institutions will benefit government projects and projects supported by its development partners.

17. **Risks.** Potential risks identified include the following: (i) the proposed amendments to existing laws may not be adopted; (ii) stakeholders may continue to use separate procedures and systems; and, (iii) government departments may not be adequately staffed and resourced.

18. **Mitigation.** The purpose of the TA is to help embed strengthened procedures, not necessarily to conclude the land acquisition process. Per required TA outputs, the TA will continue supporting the government to strengthen its CSS by drafting amending legislation and enabling regulations under the LTA, rather than ensuring their passage or eventual adoption.

19. The first risk will be mitigated by continuing the participation of the Working Group and stakeholder consultations started under *Technical Assistance for Strengthening Country Safeguard Systems in Transport Sector* (footnote 1) and the high-level and sector level buy-in of participating agencies.

20. The second risk will be reduced through gradual improvements in the government's performance in applying safeguards and a decreasing number of projects experiencing safeguards-related delays, which will lessen the need to rely on parallel systems. The third risk can be mitigated through several ongoing and proposed activities, including carefully realigning the mandate, functions, and services proposed as part of the revision of corporate plans, and assisting MECDM and MLHS⁹ to strengthen their recruitment to increase staffing to requisite levels and skills.¹⁰

C. Cost and Financing

21. The TA is estimated to cost \$337,000, of which \$300,000 will be financed on a grant basis by ADB's Technical Assistance Special Fund (TASF-V).

22. The government will provide counterpart support in the form of counterpart staff, office accommodation, office supplies, office-hours telecommunications and internet access, and other in-kind contributions. The cost estimates and financing plan is provided in Appendix 2.

D. Implementation Arrangements

23. The MID will be the executing agency and manage the TA with support from the Transport, Energy and Natural Resources Division of ADB's Pacific Department, the Pacific Liaison and Coordination Office in Sydney, and the Development Coordination Office and ADB Infrastructure Advisor in Solomon Islands.

24. MLHS and MECDM will be the implementing agencies.

25. Coordination will be supported through the working group that was established—and worked effectively—for Technical Assistance for Strengthening Country Safeguard Systems in the Transport Sector in Solomon Islands (refer to footnote 1).

⁹ This process is already being undertaken for MID through the *Technical Assistance for Supporting the Transport Sector Development Project* (2010) in parallel to the ADB Transport Sector Development Project (2010. Manila).

¹⁰ The United Nations Development Programme is implementing an institutional strengthening and reform project which is focusing on broad human resources management aspects. The TA will include only those aspects that are aligned with other elements of TA activities, such as matching corporate plans and servicing needs (core functions) to proposed revisions to legal framework and modified processes and procedures. The UNDP project will be undertaking the assessment of existing organizational structure and resourcing and making recommendations as to optimum institutional framework, including any restructuring.

26. The TA will be implemented 5 January–31 December 2015. A team of individual international (three) and national (two) consultants will be recruited for a total of 21 person-months in accordance with ADB's Guidelines on the Use of Consultants (2013, as amended from time to time). Disbursements will conform to ADB's *Technical Assistance Disbursement Handbook* (2010, as amended from time to time). Procurement of equipment, if any, will follow ADB's Procurement Guidelines (2013, as amended from time to time). The consultants will transfer any equipment purchased under the TA to participating government agencies upon completion.

27. The recruited international environmental specialist will act as team leader to coordinate the tasks and activities of each specialist. The national specialists will assist in the pilot and implementation of capacity-building initiatives, and will serve as secretary to the working group when the team leader is not in country. The outline terms of reference for the consultants are in Appendix 3.

28. The TA activities will be closely monitored, and feedback from the government and stakeholders will be sought on TA performance. The draft TA outputs will be discussed or shared with government agencies, development partners, and other relevant stakeholders.

29. The ADB and government will widely disseminate the TA information for public awareness and consultation at various stages through, among others, workshops, seminars, and meetings. A completion report will be prepared at the end of the TA. The outputs will be published on ADB's website and provided to relevant government agencies and other stakeholders for public dissemination per ADB's Public Communications Policy (2011).

IV. THE PRESIDENT'S DECISION

30. The President, acting under the authority delegated by the Board, has approved the provision of technical assistance not exceeding the equivalent of \$300,000 on a grant basis to the Government of Solomon Islands for Supporting Good Governance through Safeguards, and hereby reports this action to the Board.

DESIGN AND MONITORING FRAMEWORK

Design Summary	Performance Targets and Indicators with Baselines	Data Sources and Reporting Mechanisms	Assumptions and Risks
<p>Impact Smoother and timelier implementation of infrastructure projects.</p>	<p>By 2018, compared with 2014 baseline (as documented in case studies of six government- and development partner-financed projects), a third fewer projects will experience delays associated with safeguards.</p>	<p>MID annual plans and work programs Corporate plans Annual reports Implementation guidelines Registry KILs with clients and staff The LTA and Environment Act</p>	<p>Assumption Improvements made in land acquisition and environmental assessment processes for the transport sector are beneficial to other sectors (e.g., energy, water, health, and education).</p> <p>Risk Stakeholders continue to use separate procedures and systems.</p>
<p>Outcome Increased government capacity for applying strengthened land acquisition and development consent procedures in the transport sector.</p>	<p>By 2016, procedural frameworks established and implemented in each ministry. Target: Tracking system established, and up to six projects properly vetted through the procedures.</p> <p>By December 2016, MLHS and MECDM levels of service improved (compared with 2014 baseline as documented in case studies). Target: Improved client satisfaction (compared with level measured at TA start through staff and client KILs for up to six projects).</p>	<p>Project progress and monitoring reports Annual reports Staff numbers and recruitment bid reports Registry KILs with clients and staff Operating budgets in MECDM and MLHS (to enforce new standards and procedures) Baseline of 2014 safeguards performance on six infrastructure projects</p>	<p>Assumption MLHS and MECDM have capacity to implement and enforce strengthened systems.</p> <p>Risk Government departments are not adequately staffed and resourced.</p>
<p>Outputs 1. Strengthened systems and a fully constitutional safeguards framework. 2. Established institutional arrangements for land acquisition and the development consent process.</p>	<p>By 2015, formalized procedures adopted in participating ministries, amendments to LTA and Environment Act proposed.</p> <p>By December 2015, guidelines adopted and 75% of MLHS, MECDM, and MID staff trained (including 50% of female employees participating in training).</p>	<p>Cabinet papers prepared Revised laws and regulations drafted and submitted to the Cabinet MID land acquisition policy</p> <p>Application of processes as recorded in tracking system Training records Safeguards documents prepared and cleared by the government by 2016</p>	<p>Assumptions The government remains committed to strengthening systems and procedures and allocating necessary budgets. Staff turnover is limited; success of recruitment bids improves.</p>

Activities with Milestones	Inputs
<p>1. Strengthened systems and fully constitutional safeguards framework.</p> <p>1.1 Draft amending laws and legislative reforms to the LTA and Environment Act and draft briefing and background papers (for the Cabinet) (May 2015)</p> <p>1.2 Draft enabling regulations and guidelines for (i) the Customary Land Records Act; (ii) the establishment of a customary land trust board (including clear definition of roles, responsibilities, and functions of trustees); (iii) the establishment of a land acquisition review panel; and (iv) land acquisition and resettlement (principles, objectives, requirements for plan preparation and implementation, and livelihood restoration) (June 2015)</p> <p>1.3 Support MID to prepare ministry land acquisition policy (June 2015)</p> <p>2. Established institutional arrangements for land acquisition and development consent process.</p> <p>2.1 Prepare guidelines for decision making under Environment Act (project description, criteria for screening and determination for PER or EIS, clear steps for EIS including TOR development, and PER or EIS review and establishment of environmental assessment review panel) and development of ECD operations manual (August 2015)</p> <p>2.2 Prepare guidelines for accreditation and registration of LAO, duties of members of land acquisition review panel, and mechanism for resolving land ownership disputes including appeal procedures (August 2015)</p> <p>2.3 Pilot modified development consent process and prepare PER (or EIS) (November 2015)</p> <p>2.4 Pilot modified land acquisition process including land and asset prices negotiated, agreed, and documented in LAR, which is used as basis for MID to include compensation amount in 2016 budget (November 2015)</p>	<p>ADB: \$300,000</p> <p>Note: The government will provide counterpart support in the form of counterpart staff, engagement of LAO, office accommodation, office supplies, office-hours internet access, telephone access and other in-kind contributions.</p>

ADB = Asian Development Bank; ECD = Environment and Conservation Division; EIS = environmental impact statement; KII = key informant interview; LAO = land acquisition officer; LAR = land acquisition report; LTA = Land and Titles Act; MECDM = Ministry of Environment, Climate Change, Disaster Management, and Meteorology; MID = Ministry of Infrastructure Development; MLHS = Ministry of Lands, Housing, and Survey; PER = public environmental report; TA = technical assistance; TOR = terms of reference.

Source: Asian Development Bank.

COST ESTIMATES AND FINANCING PLAN

(\$'000)

Item	Amount
Asian Development Bank^a	
1. Consultants	
a. Remuneration and per diem	
i. International consultants	203.5
ii. National consultants	18.0
b. International and local travel	33.5
c. Reports and communications	10.0
2. Equipment ^b	1.5
3. Training, seminars, and conferences	6.0
4. Miscellaneous administration and support costs ^c	2.7
5. Contingencies	24.8
Total	300.0

Note: The technical assistance (TA) is estimated to cost \$337,000, of which contributions from the Asian Development Bank (ADB) are presented in the table above. The government will provide counterpart support in the form of counterpart staff, engagement of the land acquisition officer, office accommodation, office supplies, office-hours telecommunications and internet access, and other in-kind contributions. The value of government contribution is estimated to account for 12.0% of the total cost.

^a Financed by ADB's Technical Assistance Special Fund (TASF-V).

^b If required, such as printer.

^c To cover such items as out-of-office-hours internet connection.

Source: Asian Development Bank.

OUTLINE TERMS OF REFERENCE FOR CONSULTANTS

A. Introduction

1. A team of individual international (three) and national (two) consultants will be recruited for a total of 21 person-months (over 12 months) by the Asian Development Bank (ADB) in accordance with ADB's Guidelines on the Use of Consultants (2013, as amended from time to time). The purpose of the technical assistance (TA) is to support the Ministry of Lands, Housing, and Survey (MLHS), the Environment and Conservation Division (ECD) within the Ministry of Environment, Climate Change, Disaster Management, and Meteorology (MECDM), and the Ministry of Infrastructure Development (MID) to embed and apply improved safeguards practices that are standard rather than project-specific.

2. The expected benefits from the TA are (i) smoother and timelier implementation of infrastructure projects, and (ii) increased government capacity for applying strengthened land acquisition and development consent procedures in the transport sector. This will lead to effective management of social and environmental issues in infrastructure projects, particularly in the transport sector, by the government and its development partners. The proposed TA activities will strengthen systems for land acquisition and the development consent process including engagement of, and consultation with, stakeholders, and pilot the proposed modified land acquisition procedures.¹

3. The consultant team's composition is provided in Table A3.1, with indicative inputs assigned. The terms of reference for the team is described in Section B.

Table A3.1: Consultant Team Members and Assigned Inputs

Consultant Team Members	Person-months (no.)
Team leader and environmental specialist (international)	3.5
Social safeguards and resettlement specialist (international)	3.5
Safeguards legal specialist (international)	2.0
National lands specialist	7.0
National environmental safeguards specialist	5.0
Total	21.0

Source: Asian Development Bank.

B. Terms of Reference

4. **Team leader and environmental specialist.** The team leader and environmental specialist (TLES) will be an international specialist engaged on an intermittent basis for 3.5 person-months. The TLES will provide overall leadership for the TA, work closely with MECDM, MLHS, MID, and the consultant team, and coordinate the main TA outputs and deliverables. The TLES will provide formal and on-the-job training to MECDM–ECD and MID staff and the national environmental safeguards specialist (NES).

¹ ADB. 2012. *Technical Assistance to the Solomon Islands for Strengthening Country Safeguard Systems in the Transport Sector*. Manila (TA 8217-SOL, \$600,000, approved on 16 November, funded by the Japan Fund for Poverty Reduction). This TA identified a number of constraints and difficulties in the existing land acquisition process and proposed a set of procedures to address them. This is referred to as the modified land acquisition process.

5. The TLES will take the lead in facilitating stakeholder consultations, preparing the environmental assessment and development consent application for the pilot projects, operations manual for ECD, and delivery of required reports (refer to para. 12–13). The TLES will assign responsibilities to team members as required for timely delivery of outputs (as per para. 12–13).

6. The TLES will be an international specialist with a postgraduate degree in environmental science, planning, or policy. The TLES (and the NES) will be based in the ECD office and coordinate as needed with other specialists at MLHS and MID. The following are required: (i) recent experience as team leader and coordinating inputs and outputs required for tasks in similar projects or TA; (ii) substantial and recent experience in environmental impact assessment, environmental management planning, and implementation; (iii) experience working with multi-stakeholders (government, development partners, private sector, and civil society) in environmental management and policy issues in several developing countries; and (iv) experience working in Pacific countries.

7. **Social safeguards and resettlement specialist.** The social safeguards and resettlement specialist (SRS) will be an international specialist engaged on an intermittent basis for 3.5 person-months. The SRS will take the lead in the institutional strengthening aspects for MLHS, and work with the TLES to undertake the stakeholder consultations, pilot, and delivery of the required reports (refer to para. 12–13). The SRS (and the national lands specialist (NLS)) will be based within the MLHS office and coordinate as required with other specialists at MECMD and MID. The SRS will be an international specialist with a postgraduate degree in social science, planning, or policy or anthropology or related field. The following are required: (i) substantial and recent experience in preparing and/or implementing frameworks, guidelines, or manuals for land acquisition and resettlement; (ii) experience working with multi-stakeholders (government, development partners, and civil society) in land acquisition and resettlement and policy issues in developing countries; and (iii) experience working in Pacific countries and with customary land issues.

8. **Safeguards legal specialist.** The safeguards legal specialist (SLS) will be an international specialist with a postgraduate law degree and will be engaged on an intermittent basis for 2.0 person-months. The SLS will undertake stakeholder consultations and support safeguard systems strengthening by drafting legislative reforms, enabling regulations and guidelines, and background papers. The following are required: (i) substantial and recent work experience in legal practice and formulation or drafting of land use, land entitlement, and/or land acquisition laws and/or regulations, and environmental and related laws and/or regulations; (ii) experience working in land use, land entitlement, and/or land acquisition laws and/or environmental laws or policies in developing countries; and (iii) experience working in Pacific countries.

9. **National lands specialist.** The NLS will be engaged for a period of 7.0 person-months. The NLS will work closely with the SRS on facilitating stakeholder consultations including with customary landowners and land/resource users associated with the land acquisition aspects of the pilot, support the TA tasks, and participate in training and mentoring opportunities provided by the SRS, TLES, and SLS throughout the TA. The NLS will have a relevant degree in planning, development studies, human geography, or related fields. The following are required: (i) at least 3 years' experience in lands-related work, social assessment, community development, and/or public participation; (ii) experience working with government, civil society or nongovernment organizations, and/or international agencies; and (iii) a good command of written and spoken English.

10. **National environmental safeguards specialist.** The NES will be engaged for a period of 5.0 person-months. The NES will help facilitate stakeholder consultations, support the TA tasks and participate in training and mentoring opportunities provided by the TLES, SRS, and SLS throughout the TA. The NES will have a degree in environmental engineering, environmental science or planning, development studies, human geography, or related fields. The following are required: (i) at least 3 years' experience in environmental or social assessment, community development, and/or public participation; (ii) experience working with government, civil society or nongovernment organizations, and/or international agencies; and (iii) a good command of written and spoken English.

C. Inputs, Reporting, and Deliverables Schedule

11. The TA will provide for 21 person-months input January–December 2015. As shown in the design and monitoring framework, deliverables and reports will be prepared by the consultant team, submitted by the TLES to ADB, and distributed to participating ministries for comment. Table A3.2 identifies each deliverable by date and consultant with primary responsibility.

Table A3.2: Deliverables by Primary Responsibility

Output and Key Activity	Deliverable	Consultant With Primary Responsibility
All	<i>Detailed work plan and inception report</i>	TLES
1.1	Drafting proposed legislative reforms to the LTA and Environment Act	SLS
1.2	Drafting enabling regulations and guidelines	SLS
1.3	Support for MID land acquisition policy	SLS and SRS
All	<i>Interim report</i>	TLES
2.1	ECD operations manual	TLES
2.2	Guidelines (land acquisition officer, land acquisition report panel, dispute resolution)	SRS and SLS
2.3	Pilot modified development consent process	TLES
2.4	Pilot modified land acquisition process	SRS
All	Final report	TLES

ECD = Environment and Conservation Division; MID = Ministry of Infrastructure Development; TLES = team leader and environmental specialist; SLS = safeguards legal specialist; SRS = social safeguards and resettlement specialist. Source: Asian Development Bank.

12. All reports should be prepared in English and in a format and style that meet ADB quality standards. All draft and final reports will be submitted electronically unless otherwise specified. Final reports will be disclosed in accordance with ADB's Public Communications Policy (2011).