

**COMBINED PROJECT INFORMATION DOCUMENTS / INTEGRATED
SAFEGUARDS DATA SHEET (PID/ISDS)
APPRAISAL STAGE**

Report No.: PIDISDSA15121

Date Prepared/Updated: 02-Jun-2016

I. BASIC INFORMATION

A. Basic Project Data

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|----------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|------------------------------------|------------------------------|
| Country: | Vanuatu | Project ID: | P156505 |
| | | Parent Project ID (if any): | |
| Project Name: | Vanuatu Infrastructure Reconstruction and Improvement Project (P156505) | | |
| Region: | EAST ASIA AND PACIFIC | | |
| Estimated Appraisal Date: | 27-Apr-2016 | Estimated Board Date: | 17-Jun-2016 |
| Practice Area (Lead): | Social, Urban, Rural and Resilience Global Practice | Lending Instrument: | Investment Project Financing |
| Sector(s): | Public administration- Education (60%), General transportation sector (30%), General public administration sector (10%) | | |
| Theme(s): | Natural disaster management (35%), Urban planning and housing policy (35%), Climate change (30%) | | |
| Borrower(s): | Ministry of Finance and Economic Management | | |
| Implementing Agency: | Ministry of Infrastructure and Public Utilities | | |
| Is this project processed under OP 8.50 (Emergency Recovery) or OP 8.00 (Rapid Response to Crises and Emergencies)? | | | No |
| Financing (in USD Million) | | | |
| Financing Source | | Amount | |
| Borrower | | 0.00 | |
| IDA Credit from CRW | | 25.00 | |
| IDA Grant from CRW | | 25.00 | |
| Total Project Cost | | 50.00 | |
| Environmental Category: | B - Partial Assessment | | |
| Appraisal Review Decision (from Decision Note): | The review did not authorize to proceed with Negotiations, in principle | | |
| Other Decision: | | | |

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| Is this a Repeater project? | No |
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B. Introduction and Context

Country Context

The Republic of Vanuatu is an archipelago of 83 volcanic islands (65 of which are inhabited) covering a total land area of about 12,200 square kilometers. Vanuatu's population of approximately 258,000 people is almost evenly distributed among the six administrative provinces of Malampa, Penama, Sanma, Shefa, Tafea and Torba. Over the last decade, Vanuatu has been one of the faster growing economies of the Pacific Region, mainly driven by tourism, construction, and aid inflows. The Gross Domestic Product (GDP) per capita is around USD3,200.

Vanuatu is located in the 'Pacific Ring of Fire' and is also at the center of the Pacific 'cyclone belt.' This results in a high frequency of earthquakes, volcanic eruptions, cyclones, tsunamis, storm surges, coastal and river flooding and landslides. In addition, the country suffers from extreme events associated with climate variability, including sea level and temperature extremes, and droughts. Vanuatu has been assessed to be the world's most vulnerable country to natural disasters, based on the Commonwealth Vulnerability Index. Vanuatu is expected to incur, on average, USD48 million per year in losses due to earthquakes and tropical cyclones. In the next 50 years, Vanuatu has a 50 percent chance of experiencing another loss exceeding USD330 million, and a 10 percent chance of experiencing a loss exceeding USD540 million. Recent disasters in Vanuatu include: (i) Cyclone Ivy in 2004, damage from which led to a decline in cocoa exports of 50 percent in that year; (ii) Cyclone Dani in 1999, which caused over USD8 million in damage to heavy infrastructure; and (iii) three cyclones which struck in 1987 and 1988, resulting in 50 deaths and over USD152 million in property damage.

Between March 12 and 14, 2015, Tropical Cyclone Pam (TC Pam) struck 22 islands of Vanuatu as an extremely destructive category 5 cyclone. The total economic damage and losses as a result of the cyclone were estimated to be approximately USD450 million, which equates to approximately 64 percent of the country's GDP. The hardest hit sectors were housing (accounting for 32 percent of damage) and tourism (20 percent) followed by education (13 percent) and transport (10 percent).

Sectoral and institutional Context

Road sector infrastructure, schools and other public buildings are a significant priority for reconstruction activities, as reflected in the National Recovery and Economic Strengthening Program Plan (NRESP) and the Post Disaster Needs Assessment (PDNA). The Ministry of Infrastructure and Public Utilities (MIPU) has been designated by GoV as the lead ministry responsible for coordinating the repair, reconstruction and upgrade of roads, schools and public buildings.

Road Sector.

The national public road network of Vanuatu comprises a total of 2,233 km of roads across 24 islands, with 83 percent of the network constructed on eight main islands. The paved network,

around five percent of the total, is restricted to Efate and Santo. The remaining 95 percent, which makes up the primary network on all other islands, constitutes unpaved gravel and earth roads, typically island ring roads that follow the settlement patterns near the coastlines.

Urban areas of Port Vila and Luganville account for the majority of sealed roads, with the Efate's Ring Road and Santo's East Coast Road representing the first extensive sealed roads outside the two main towns. With the exception of these roads, most of the sealed network was already in poor condition prior to TC Pam, due to infrequent and inadequate maintenance and the lack of effective drainage to adequately accommodate storm water flows. Runoff from heavy rain damages road surfaces and carries debris into gullies and low-lying areas, further exacerbating the problems in areas prone to flooding. A limited number of near coast road sections are subject to coastal erosion and inundation and require adequate protection.

On most islands other than Efate, Santo, and Tanna, road links have developed largely to service the administrative and economic needs of remote communities. There are still many locations where separate sections of road are not linked. Most unsealed roads are also in poor condition for the same reasons given above. Recent road rehabilitation work has shown that many roads are in such an advanced state of deterioration that they will need to be reconstructed, rather than repaired.

Road construction and maintenance are the responsibility of the Public Works Department (PWD) in MIPU. Traditionally, PWD carried out routine and periodic maintenance through force account. Although roadside maintenance is now procured through community contracting (where funding allows), and some small spot improvements are carried out by island based contractors through donor funding, most routine and periodic maintenance is still done with PWD's own heavy equipment. The age of this equipment, combined with a lack of funding for fuel and spare parts, results in extremely low productivity levels and limited output.

The poor quality, unreliability and high cost of basic transport infrastructure in Vanuatu are major constraints to broad-based economic growth, poverty reduction, and service delivery. Because of its small size, Vanuatu has difficulty generating sufficient internal revenue to finance the construction and maintenance of the infrastructure necessary to support the delivery of basic services, and underpin its growth.

TC Pam significantly impacted the road networks and facilities, resulting in total damage and loss estimated at USD22.6 million. Cyclone damage to the road transport networks was concentrated on the Efate Ring-Road, rural roads and the washing out of bridge approaches and culverts due to excessive rainfall. There were also instances of severe, localized damage to exposed coastal roads and embankments from storm surges.

Education Sector.

As per the NRESP, MIPU will also be responsible for repairing, upgrading and rebuilding school and kindergarten buildings. However, the Ministry of Education and Training (MoET) sets policy and direction for the education sector and will also be actively involved in recovery activities.

The impact of TC Pam on the education sector has been labeled "catastrophic," resulting in damage and losses estimated at USD36.9 million. The cyclone severely damaged classrooms

(618 classrooms damaged or destroyed), staff houses (490 damaged or destroyed), and kindergartens (218 damaged or destroyed). School resources, including furniture and learning materials, were also damaged or destroyed.

Repair and/or reconstruction of damaged schools is underway, albeit in a piecemeal fashion with some schools benefitting from support from donors or relief funding from MoET. Schools that have not received direct donor support have purchased materials and/or funded repairs from their school funds, typically a combination of school grants (from MoET based on enrollments) and funds raised by the school community. Irrespective of the source of funds, the quality of materials used in repairs is unknown. Also unknown is whether qualified and experienced tradespeople undertook the works and/or were adequately supervised. Based on trends observed during project preparation, a retrofitting and reconstruction effort that does not improve the existing standard of construction practice leaves school infrastructure vulnerable to future hazards.

MoET has a planned program of investment in school infrastructure that is expected to deliver some 40 classrooms in 18 locations on Tanna. This program seeks to utilize Island Based Contractors (IBCs) to deliver the works under the supervision of local engineering consultancies. In parallel, a community engagement program is planned that will maximize the involvement of communities in the delivery of enabling works at each school.

Public Buildings.

TC Pam caused damage estimated to be around USD5 million to public buildings, including health facilities, provincial and national government offices and associated buildings; some buildings are now irreparable or have incurred further damage. In many cases, the buildings had not been designed for cyclonic wind events, and the colonial-era buildings are generally not of good construction. Poor maintenance has also left many public buildings vulnerable to disaster events. As in the case of the road and education sectors, MIPU will be responsible for repairing, upgrading and rebuilding public buildings that were damaged by TC Pam.

Overall coordination and oversight of GoV's reconstruction program is being led by the Recovery Program Committee (RPC), which is chaired by the Prime Minister's Office (PMO), and will serve as a Project Steering Committee (PSC). In accordance with the National Recovery and Economic Strengthening Program (NRESP), MIPU is the lead ministry responsible for coordinating the reconstruction, repair and upgrade of public assets and infrastructure. The PSC will support MIPU with its responsibilities by providing policy direction and day-to-day coordination of specific donor projects. It also keeps the RPC regularly informed about progress in implementing the overall recovery program, and provides advice and proposes remedial actions on issues and concerns that could impact program implementation. The PSC meets on a monthly basis, or more frequently, as needed.

C. Proposed Development Objective(s)

Development Objective(s)

The project development objective is to reconstruct and/or improve the disaster and climate resilience of selected public sector assets in provinces impacted by Tropical Cyclone Pam, and to provide immediate and effective response to an Eligible Crisis or Emergency.

Key Results

The PDO has the following indicators:

- Population on project islands with improved road and pedestrian access (number, and percentage of women/men); and
- Number of users/beneficiaries of schools reconstructed and upgraded to higher structural safety standards (number, and percentage of women/men).

D. Project Description

VIRIP consists of five components, which are briefly described below.

Component 1: Road Reconstruction and Improvement (US\$26.00 million)

This component would fund a range of roads works in provinces of Vanuatu that were affected by TC Pam to undertake spot improvements to road assets, such as small road structures and footpaths, and to improve the resilience of road assets that may and may not have been impacted by TC Pam.

Small works to be carried out by island-based contractors (IBCs) are expected to include repairs to embankments and strengthening of coastal protection measures, improvements to existing roads and drainage structures, including drifts and/or vented drifts on water crossings, pipe culverts, lined drains, and low-maintenance surfacing on steep grades in the form of concrete pavements or concrete ?tire paths.? In some remote locations, walking tracks would be improved at critical locations with concrete steps or surfacing on steep grades and simple pedestrian bridges over water crossings. More complex improvements would also be undertaken to improve existing road sector assets to more resilient standards to withstand future climatic events.

It is expected that road assets be reconstructed and/or improved within their existing boundaries and will avoid, or require minimal, new land acquisition.

Technical support would be provided to consult with stakeholders and design and supervise construction of works and develop the institutional capacity for appropriate building inspection and supervision of works.

Component 2: School Reconstruction and Improvement (US\$13.00 million)

While this component could fund works in provinces of Vanuatu that were affected by TC Pam to undertake reconstruction, rehabilitation and repair of schools, it is expected that schools in Shefa and Tafea Provinces will be the focus. Schools, classrooms and other buildings damaged by TC Pam would be reconstructed with at least one building located, designed and constructed to cyclone seismic resilient standards appropriate to the location and outside of tsunami and storm-surge inundation areas so that it can be used as an evacuation centre. Improved water supply and sanitation facilities and other amenities would also be built to enable one building to serve as an evacuation center. The resilience of schools that were not impacted by TC Pam could also be improved.

The preliminary damage assessments carried out by MoET in the immediate aftermath of TC Pam

pointed to the potential use and subsequent exposure of asbestos wall cladding in schools and public buildings. An early and urgent activity under the component will be to carry out a detailed asbestos identification survey and preparation and implementation of the immediate safe bundling and subsequent safe transporting and disposal at an approved landfill site of the asbestos from affected communities. The ESMF has an Asbestos Protocol, which requires safe deconstruction, bundling and subsequent safe transporting and disposal of asbestos at an approved disposal site.

It is expected that schools will be reconstructed and/or improved within their existing boundaries and will avoid, or require minimal, new land acquisition.

Protocols will be established regarding the return of schools to their original use within a specified period of time after an event has occurred.

Technical support would be provided to consult with stakeholders and design and supervise construction of works and develop the institutional capacity for appropriate building inspection and supervision of works.

Component 3: Public Building Reconstruction and Improvement (US\$6.50 million)

Damage to public buildings was similar to that of schools, with roofs and steel frames fully or partially destroyed, and roof timbers missing. Public buildings would be reconstructed through a prioritization and selection process to be developed by MIPU, agreed with the Bank, and endorsed by RPC. The types of public buildings that would be eligible for reconstruction and improvement, as well as financial limits, will be stipulated in the legal agreements. As is the case for roads and schools, the resilience of public buildings that were not impacted by TC Pam could also be improved.

It is expected that public building will be reconstructed and/or improved within their existing boundaries and will avoid, or require minimal, new land acquisition.

Protocols will be established regarding the return of public buildings to their original use within a specified period of time after an event has occurred.

Technical support would be provided to consult with stakeholders and design and supervise construction of works and develop the institutional capacity for appropriate building inspection and supervision of works.

Component 4: Project Implementation and Technical Support (US\$4.50 million)

Resources would be utilized to establish a dedicated Project Support Team (PST) within MIPU to assist in managing VIRIP, and ensure that the Bank's fiduciary, safeguards and reporting requirements, including monitoring and evaluation, are met throughout the implementation period. Key staff will include a qualified project manager/coordinator, a procurement specialist, a project accountant, and a safeguards specialist. It is anticipated that inputs from technical specialist, such as communication/community liaison and monitoring and evaluation specialists, or technical specialist, will be needed from time-to-time. In addition, proceeds from VIRIP will also be used to finance annual project audits.

Technical support would be provided to assess the legislative and institutional framework needed to create a sustainable source of funding for road and school maintenance, and to train and build the capacity of outer-island contractors and communities to participate in improvements to road assets, and safe building construction methods (schools) under the project. In addition, this support could be extended to include the development of action plans and/or assessments and recommendations to implement key legislation, such as the Public Roads Act, or to revise the country's building code.

Component 5: Contingency Emergency Response (US\$0.00 million)

This zero-cost component would support preparedness and rapid response to eligible crises or emergencies, if needed. Following the declaration of a disaster or state of emergency, it allows for reallocation of credit and grant proceeds from VIRIP components under streamlined procurement and disbursement procedures, or a mechanism to channel additional funds, should they become available, as a result of an emergency.

Component Name

Comments (optional)

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

The provinces where VIRIP activities and improvements can be carried out are those that were impacted by TC Pam, which includes Melampa, Shefa, Tafea and Penama. Road and footpath reconstruction and renovation are expected to be carried out in all of the four provinces, in rural and remote areas, including small islands. No new roads will be constructed. Most of the work will be done within existing alignments and footprints, although there may be some minor realignments. The majority of school reconstruction is expected to be located in the Tafea province, with most investment occurring on Tanna Island. It is expected that all new structures, building reconstruction and retrofitting will occur within the existing school boundaries.

Reconstruction of public buildings could occur in any of the four Provinces and it is expected that all new structures, building reconstruction and retrofitting will occur within existing footprints.

Supporting facilities such as quarries, borrow pits and waste disposal, may be required on the larger or smaller islands in any of the four provinces. It is possible that new land may be required where the existing alignment or footprint is not suitable for reconstruction to meet the PDO, or for ancillary activities, such as aggregate quarrying.

F. Environmental and Social Safeguards Specialists

Ross James Butler (GSU02)

II. Implementation

Institutional and Implementation Arrangements

Coordination of GoV's TC Pam reconstruction and recovery program is overseen by the Recovery Program Committee (RPC). The RPC is supported by a committee of executives from key ministries

that will provide policy direction and coordinate donor projects. The RPC will also serve as the Steering Committee for VIRIP.

The executing agency for VIRIP will be the Ministry of Finance and Economic Management (MoFEM), and MIPU will be the implementing agency. A Project Support Team will be established within MIPU to ensure the project is implemented in accordance with Bank policies and procedures.

III. Safeguard Policies that might apply

| Safeguard Policies | Triggered? | Explanation (Optional) |
|-------------------------------------------|------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Environmental Assessment OP/BP 4.01 | Yes | The project will fund infrastructure renovations and upgrades, which require the use of natural resources and will result in the production of waste (some of which may be hazardous). Some works will be required in waterways and in foreshore environments. The nature and location of the proposed infrastructure investments is not known, therefore an Environmental and Social Management Framework (ESMF) has been prepared. The project has been screened as Category B as the subprojects will be of a scale where impacts can be readily mitigated. Each subproject will be screened to ensure that they are Category B or C, in order to proceed for funding. Category A projects are not eligible for funding because the scale of assessment and mitigation required will divert resources from lower risk / higher benefit projects and reduce the efficacy of the PDO. |
| Natural Habitats OP/BP 4.04 | Yes | The nature and location of the proposed infrastructure investments is not known. The policy is triggered because construction works may be done along foreshore and freshwater habitats. Relevant mitigation measures are included in the ESMF to avoid or mitigate adverse impacts on natural habitats, consistent with this policy. EMPs will be required where screening identifies impacts on natural habitats. |
| Forests OP/BP 4.36 | No | The large majority of proposed investments involve renovations of existing infrastructure within existing footprints. No investments will require the removal or degradation of forests as defined in the policy, or change people's access to forests. |
| Pest Management OP 4.09 | No | There is no requirement to manage pests under this project. |
| Physical Cultural Resources OP/BP 4.11 | Yes | The nature and location of the proposed infrastructure investments is not known. The policy is triggered as a precaution, and relevant mitigation |

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| | | measures are included in the ESMF to avoid or mitigate adverse impacts on physical cultural resources, consistent with this policy. This includes a chance find protocol. |
| Indigenous Peoples OP/BP 4.10 | No | Based on an assessment carried out in 2013 by OPCS, OP 4.10 indicates that all four defining characteristics should be present to trigger the IP policy and these characteristics are not present in Vanuatu. Accordingly, the policy is not triggered. Given the strong community driven nature of the works both in the education and road sectors, extensive consultation and citizen engagement will be required to allow effective implementation. This would include engagement with all components of the communities. An analysis of social baseline data and information from engagement during project planning will help inform the prioritization of sub-projects and inform design that meets the needs of beneficiaries, and therefore help demonstrate achievement of the PDO. |
| Involuntary Resettlement OP/ BP 4.12 | Yes | To the extent possible, all assets, including roads, schools, public buildings, and associated structures, will be reconstructed and/or improved within their existing boundaries. There is the potential that small amounts of new land may be required during implementation. Any such land would be negotiated and either voluntarily granted to the project based on the Voluntary land Donation Principles defined in the ESMF, or a lease would be arranged. Such a process would be subsequent to meaningful consultations and citizen engagement processes. Where this process was not successful, and the subproject could not be forfeited, then an involuntary resettlement processes would be used under the Resettlement Policy Framework. |
| Safety of Dams OP/BP 4.37 | No | This project does not involve the construction of dams or rely on the performance of an existing dam or a dam under construction. |
| Projects on International Waterways OP/BP 7.50 | No | There are no international waterways in the location the project. |
| Projects in Disputed Areas OP/ BP 7.60 | No | There are no disputed areas in the location the project. |

IV. Key Safeguard Policy Issues and Their Management

A. Summary of Key Safeguard Issues

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| 1. Describe any safeguard issues and impacts associated with the proposed project. Identify |
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| <p>and describe any potential large scale, significant and/or irreversible impacts:</p> |
| <p>The building projects have low environmental and social risk. The projects involve repairing or replacing existing structures on existing footprints or within existing compound boundaries. The key risks are the identification and management of hazardous waste (particularly asbestos) and the approval of land owners to use land for building replacement/renovations. Where additional land may be required, extensive community consultations will first be carried out to identify potential alternatives or to discuss any land issues. Land will be voluntarily granted to the project based on the Voluntary land Donation Principles in the ESMF, or a lease will be negotiated.</p> |
| <p>Asbestos may be present in demolition materials, but the extent is not currently known. The ESMF has a protocol for identifying, testing, treating and disposing asbestos-containing materials.</p> |
| <p>The footpath, road, coastal protection and river crossing projects may have minor to moderate environmental and social risks. These relate to temporary impacts on water quality during construction, and disturbances to foreshore, freshwater and riparian habitats. The requirement for new land may be required where the footprint of infrastructure needs to change in order to increase resilience. For example, moving the location of a bridge to allow for higher flood waters, or extending the footprint of a sea wall to provide greater protection. Where this is the case, consultations will be carried out as discussed above to reach a negotiated solution with land owners.</p> |
| <p>Sand and gravel materials will be required for all project types. Potential environmental impacts are uncontrolled removal from the foreshore or sensitive terrestrial areas, affecting habitats and coastal erosion. Removal of materials from beaches, borrow pits or quarries may impacts on land owners or other resource users (such as seafood gathering). Sand and aggregate sourcing will be from quarries and borrow pits that are licensed and permitted.</p> |
| <p>A part of the sub-project identification process will include confirmation that the small areas of land required will be provided via a negotiated settlement. Because of the small scale nature of the infrastructure and that the local community will be the direct beneficiaries of the investments, negotiated settlement is expected to occur in most, if not all, occasions. Should negotiated settlement is not be successful, and there are no alternatives to design or location of works, the requirements of RPF will be implemented.</p> |
| <p>2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:</p> |
| <p>The beneficial impacts are more resilient infrastructure and provision of shelter from cyclones. Road improvements will make the existing traffic movements safer and the route more reliable but unlikely to significantly increase the amount of traffic movements because of the small scale of works. School and public building improvements will ensure that there is less risk to life, or disruption to daily life, following the next natural hazard event.</p> |
| <p>There are unlikely to be significant indirect or long term adverse impacts if land use, access to aggregates and waste management are all managed appropriately during implementation.</p> |
| <p>3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.</p> |
| <p>The project has been based on the needs of the recovery.</p> |
| <p>4. Describe measures taken by the borrower to address safeguard policy issues. Provide an</p> |

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| assessment of borrower capacity to plan and implement the measures described. |
| MIPU and MoET have some capacity to plan and implement safeguards. For example, PWD has a safeguards team and are developing in-house safeguards procedures. The project will fund a full-time safeguards specialist on the PST to supervise ESMF and RPF implementation, prepare EMPs, apply for local environmental permits, include safeguard instruments in contracts with consultants and contractors, support community engagement and consultation, ensure negotiated access to land, undertake training of contractors (including IBC's and community groups) and supervise implementation of safeguards on construction sites. This specialist will be able to build capacity within the PMU. |
| 5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people. |
| The ESMF and RPF were disclosed on the Government of Vanuatu website, and Government and NGO stakeholders were invited to a consultation workshop that was held in Port Vila on 8 April, 2016. Staff from the Department of Environmental Protection and Conservation, MIPU, PWD, MoET, Roads for Development Program and Ministry of Finance and Treasury attended. |
| The local stakeholders are currently unknown because the location of projects is not known. Local communities (who are also the land owners) will be approached once project sites have been identified and before detailed design has been completed. Extensive engagement will be carried out using Nakamal protocols, inclusive of women and youth, with the support from Community Participation Officers. Provincial and Area Councils will also be involved in early and ongoing consultations. Engagement of communities and interested parties will be a key approach to ensuring that there is support for the projects and the projects meet the needs of the end users, with appropriate mitigation in place. |

B. Disclosure Requirements

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| Environmental Assessment/Audit/Management Plan/Other | |
| Date of receipt by the Bank | 01-Apr-2016 |
| | |
| Date of submission to InfoShop | 11-Apr-2016 |
| For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors | |
| "In country" Disclosure | |
| Vanuatu | 08-Apr-2016 |
| <i>Comments:</i> | |
| Resettlement Action Plan/Framework/Policy Process | |
| Date of receipt by the Bank | 01-Apr-2016 |
| | |
| Date of submission to InfoShop | 11-Apr-2016 |
| "In country" Disclosure | |
| Vanuatu | 08-Apr-2016 |
| <i>Comments:</i> | |
| If the project triggers the Pest Management and/or Physical Cultural Resources policies, the respective issues are to be addressed and disclosed as part of the Environmental Assessment/ | |

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| Audit/or EMP. |
| If in-country disclosure of any of the above documents is not expected, please explain why: |
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C. Compliance Monitoring Indicators at the Corporate Level

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| OP/BP/GP 4.01 - Environment Assessment | |
| Does the project require a stand-alone EA (including EMP) report? | Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>] |
| If yes, then did the Regional Environment Unit or Practice Manager (PM) review and approve the EA report? | Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>] |
| Are the cost and the accountabilities for the EMP incorporated in the credit/loan? | Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>] |
| OP/BP 4.04 - Natural Habitats | |
| Would the project result in any significant conversion or degradation of critical natural habitats? | Yes [<input type="checkbox"/>] No [<input checked="" type="checkbox"/>] NA [<input type="checkbox"/>] |
| If the project would result in significant conversion or degradation of other (non-critical) natural habitats, does the project include mitigation measures acceptable to the Bank? | Yes [<input type="checkbox"/>] No [<input type="checkbox"/>] NA [<input checked="" type="checkbox"/>] |
| OP/BP 4.11 - Physical Cultural Resources | |
| Does the EA include adequate measures related to cultural property? | Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>] |
| Does the credit/loan incorporate mechanisms to mitigate the potential adverse impacts on cultural property? | Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>] |
| OP/BP 4.12 - Involuntary Resettlement | |
| Has a resettlement plan/abbreviated plan/policy framework/process framework (as appropriate) been prepared? | Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>] |
| If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan? | Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>] |
| Is physical displacement/relocation expected? | Yes [<input type="checkbox"/>] No [<input checked="" type="checkbox"/>] TBD [<input type="checkbox"/>] |
| Provided estimated number of people to be affected | |
| Is economic displacement expected? (loss of assets or access to assets that leads to loss of income sources or other means of livelihoods) | Yes [<input type="checkbox"/>] No [<input checked="" type="checkbox"/>] TBD [<input type="checkbox"/>] |
| Provided estimated number of people to be affected | |
| The World Bank Policy on Disclosure of Information | |
| Have relevant safeguard policies documents been sent to the World Bank's Infoshop? | Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>] |
| Have relevant documents been disclosed in-country in a public place in a form and language that are understandable and accessible to project-affected groups and local NGOs? | Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>] |
| All Safeguard Policies | |

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| Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies? | Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>] |
| Have costs related to safeguard policy measures been included in the project cost? | Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>] |
| Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies? | Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>] |
| Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents? | Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>] |

V. Contact point

World Bank

Contact: Michael Bonte-Grapentin
Title: Senior Disaster Risk Management

Contact: James A. Reichert
Title: Senior Infrastructure Specialist

Borrower/Client/Recipient

Name: Ministry of Finance and Economic Management
Contact: Tony Sewen
Title: Acting Director General
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Implementing Agencies

Name: Ministry of Infrastructure and Public Utilities
Contact: Sam Namuri
Title: Acting Director General
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VI. For more information contact:

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VII. Approval

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| Task Team Leader(s): | Name: Michael Bonte-Grapentin, James A. Reichert | |
| Approved By | | |
| Safeguards Advisor: | Name: Peter Leonard (SA) | Date: 21-Apr-2016 |
| Practice Manager/ Manager: | Name: Abhas Kumar Jha (PMGR) | Date: 21-Apr-2016 |
| Country Director: | Name: Mona Sur (CD) | Date: 02-Jun-2016 |