

**INTEGRATED SAFEGUARDS DATA SHEET
ADDITIONAL FINANCING**

Report No.: ISDSA1145

Date ISDS Prepared/Updated: 17-Dec-2014

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I. BASIC INFORMATION

1. Basic Project Data

Country:	Kiribati	Project ID:	P154012
		Parent Project ID:	P122151
Project Name:	Kiribati Road Rehabilitation Project Additional Financing (P154012)		
Parent Project Name:	Kiribati Road Rehabilitation Project (P122151)		
Task Team Leader(s):	Pierre Graftieaux, Christopher R. Bennett		
Estimated Appraisal Date:	11-Dec-2014	Estimated Board Date:	03-Mar-2015
Managing Unit:	GTIDR	Lending Instrument:	Investment Project Financing
Sector(s):	Rural and Inter-Urban Roads and Highways (100%)		
Theme(s):	Rural services and infrastructure (75%), Other public sector governance (10%), Other urban development (10%), Infrastructure services for private sector development (5%)		
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)			
Total Project Cost:	17.64	Total Bank Financing:	6.00
Financing Gap:	0.00		
Financing Source			Amount
BORROWER/RECIPIENT			4.64
IDA Grant			6.00
Pacific Regional Infrastructure Facility Trust Fund			7.00
Total			17.64
Environmental Category:	B - Partial Assessment		

Is this a Repeater project?	No
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2. Project Development Objective(s)

A. Original Project Development Objectives – Parent

The project will improve the condition of South Tarawa's main road network and help strengthen road financing and maintenance capacity.

B. Current Project Development Objectives – Parent

C. Proposed Project Development Objectives – Additional Financing (AF)

3. Project Description

Component A: Civil Works - This component consists of the main civil works activities to be undertaken on the South Tarawa road infrastructure. The activities include:

- Reconstruction and Rehabilitation of Paved Roads on South Tarawa. The road from the Betio Toll booth to the junction with the Ananau Causeway (22.4 km), the Ananau Causeway to just past the airport terminal (2.2 km), and the road from the Ananau Causeway junction towards Temaiku (2.2 km) and then to the south of the airport where it will reconnect with the Ananau Causeway road (3.9 km) will be reconstructed or rehabilitated with safety improvements. 11 km of water main adjacent to the road will be replaced.
- Rehabilitation of Paved Roads in Betio & Bairiki. Repairs to localized pavement failures and drainage improvements in Betio.
- Sealing of Feeder Roads. 8 km of unsealed urban feeder roads with high traffic volumes will be sealed and provided with improved drainage. The roads were identified in consultation with the New Zealand Aid Programme (NZAP) financed South Tarawa Plan (STP).
- Road Safety Improvements. Improvements including solar street lighting, road signage and pavement markings to address road safety issues on paved roads not included in the main civil works packages.
- Consulting Services. For the design and supervision of civil works.

Component B: Road Sector Reform - Activities to strengthen the road sector and ultimately lead to more sustainable main road infrastructure in South Tarawa:

- Microenterprises for Routine Road Maintenance. Provision of assistance in the form of (i) training, (ii) procurement of basic plant and equipment, and (iii) operational support for the management and monitoring of contracts, in order to promote the establishment of micro-enterprises to undertake routine maintenance on the GOK's paved road network, using performance-based contracting methodology, and under supervision by MPWU.
- Road Safety Action Plan. Development and implementation of a multi-sectoral road safety action plan in consultation with the Kiribati's National Road Safety Task Force Committee, including provision of breath testing equipment and radar guns for the traffic police to improve enforcement.
- Drafting of Legislation. Updating the Kiribati road law as well as legislation dealing with speed and driving under the influence of alcohol.

Component C: Project Support. Specialist support to the GOK for implementation of the Project. This includes:

- Establishment of the Kiribati Fiduciary Services Unit (KFSU) to ensure the smooth operation of the project. The KFSU will handle procurement and financial management, as well as assisting in the preparation of work-plans, budgets, progress and impact reports, and coordination of the overall implementation of the project.
- Establishing the Project Support Team (PST). A PST Manager/Technical Auditor will support the MPWU with implementation of the civil works activities.
- Project associated incremental operating costs (e.g. telecommunications, local workshops for stakeholders, procurement-associate activities, etc.);
- A valuation specialist to identify the appropriate compensation rates for trees and other assets affected by the Project; and,
- An NGO to monitor implementation of the RPF.

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

Project activities will be located in Tarawa. The investments are on the main road running east-west along South Tarawa, north towards the airport, north of the airport at Buota and at Temaiku. Improvements will also be made to feeder roads road in Bairiki, Betio and Bikenibeu. All investments are on the existing road right-of-way.

5. Environmental and Social Safeguards Specialists

Beverley Ann McLean (GSURR)

Penelope Ruth Ferguson (GWADR)

Ross James Butler (GSURR)

6. Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	<p>The project will impact the environment, primarily through temporary impacts associated with road construction.</p> <p>The project has been being designed to import road construction materials from existing commercially operated land based sources in the Fiji Islands so as to avoid the potentially negative environmental impact of coastal mining of reefs and beaches.</p> <p>The earlier construction of over 3 km of causeways has significantly restricted the tidal flows from the lagoon which is having an impact on water quality and potentially health. The project will also seek to improve the tidal flow from the atoll by installing some new culverts into these causeways.</p> <p>The project will undertake an HIV/AIDS education campaign for workers and affected local residents.</p>

		<p>The improved road will result in higher speeds. To ensure that there is proper safety to road users and local residents, the project will undertake a road safety audit of the design and implement a multi-sectoral road safety action plan.</p> <p>The environmental management plan has been prepared and disclosed prior to appraisal.</p>
Natural Habitats OP/BP 4.04	No	The project will not impact on any protected areas, known natural habitats, or established or proposed critical natural habitats.
Forests OP/BP 4.36	No	The project will not affect the health, quality or management of forests, forested areas or tree plantations.
Pest Management OP 4.09	No	The project will not lead to any activities aimed at managing pests.
Physical Cultural Resources OP/BP 4.11	No	There are no activities outside of the existing right-of-way, except for temporary easements for installing drainage pipes, so the project will not impact on any physical or cultural resources.
Indigenous Peoples OP/BP 4.10	No	The population of South Tarawa is from a single ethnic group so no indigenous people issues are expected.
Involuntary Resettlement OP/BP 4.12	Yes	The project will rehabilitate/upgrade roads entirely within the existing road corridor. There will be no realignment and acquisition of land. Some drainage easements will be required, with locations determined during detailed design. A resettlement framework was prepared to address potential impacts associated with drainage easements and to ensure that proper compensation is paid if necessary. It will also provide for any unforeseen impacts during project implementation.
Safety of Dams OP/BP 4.37	No	No dams are involved.
Projects on International Waterways OP/BP 7.50	No	The project does not involve international waterways.
Projects in Disputed Areas OP/BP 7.60	No	The project does not involve disputed areas.

II. Key Safeguard Policy Issues and Their Management

A. Summary of Key Safeguard Issues

1. Describe any safeguard issues and impacts associated with the proposed project. Identify and describe any potential large scale, significant and/or irreversible impacts:
Environmental Assessment: The Project is rated as a Category B project because the

environmental impacts are considered small scale, reversible and / or temporary. The main potential environmental impacts identified include: (i) disturbance including noise and dust arising from loading and unloading, and transportation of construction materials (aggregates and bitumen) by dump trucks; (ii) noise and dust arising during scarifying the existing road base, construction of the new road base and construction of the new surface; (iii) erosion and sedimentation from exposed surfaces that may affect the lagoon environment during the construction processes; (iv) risks from the use and disposal of hazardous materials such as used fuel and lubricants; and, (v) increased risk of accidents from increased vehicle movements. A new Coastal Protection EMP has been prepared to address potential impacts associated with coastal protection works including seawalls and revetments.

A key consideration during project preparation was where the materials for the road construction would be sourced. The bulk of the road construction materials is being imported from offshore, mainly Fiji. This will minimize the demand on the limited local resources.

The improved road will result in higher speeds. To ensure that there is proper safety to road users and local residents, the project undertook a road safety audit of the design. This identified a range of actions to be taken to improve road safety. In a beneficiary survey undertaken for the project, 98.5 percent of respondents expressed concern over safety on the road. Women's safety was of particular concern, with requests for more frequent bus stops and improved street lighting. The project addressed these concerns by significantly increasing both the number of bus stops and solar street lights. Much higher road safety standards including speed humps, kerbs, footpaths and street lighting (through all speed control zones as identified by the local Councils) are being implemented by the project. The project will also implement a multi-sectoral road safety action plan.

The original environmental license for the civil works was issued by the GoK on November 26, 2012 and additional licenses have subsequently been issued for variations and changes in scope.

An Environmental Management Plan (EMP) was prepared and disclosed during project preparation. This was updated to reflect the final design and included in the bidding document for the civil works. The Contractor prepared a Contractor's EMP, which provided further details as to how the provisions of the EMP will be implemented. This CEMP has been amended through the course of the project to reflect minor changes to methodology and associated impacts. These amendments have been reviewed by WB and disclosed.

The Bill of Quantity includes costs for environmental management and the contract allowed the contractor to have payments adjusted as necessary should there be non-compliance. This has not yet proven necessary as overall compliance has been satisfactory. The government, through Ministry of Environment, Land and Agricultural Development (MELAD), is monitoring the design and supervision consultant and Contractor. The World Bank and Asian Development Bank field joint missions to monitor environmental compliance. The current safeguard rating is Satisfactory.

As noted in the original PAD, road construction materials are being imported from offshore destinations such as Fiji, thereby minimizing the demand on the limited local resources. The European Union (EU) is financing an 'Environmentally Safe Aggregates Tarawa' (ESAT) project with support from the Secretariat of the Pacific Community Applied Geosciences and Technology Division (SOPAC). The EU financing includes the construction of a dredging barge which is

expected to be operational early 2015. The Bank undertook a detailed assessment of the proposed approach towards aggregate supply on the ESAT project and agreed, subject to the GoK issuing an environmental license, that the Contractor could use this material for road construction. The license was granted by GoK in September 2012.

Involuntary Resettlement Assessment: A draft Resettlement Action Plan (RAP) was submitted in October 2012, and updated in January 2013 to reflect comments from the World Bank and ADB. The RAP is based on the Resettlement Policy Framework (RPF) disclosed during project preparation and was disclosed in country and at InfoShop on May 2, 2013. The RAP reports that the rehabilitation activities remain mainly within the existing right-of-way. The feeder roads do not require land acquisition. The Additional Financing will not increase the nature of resettlement impacts beyond those already addressed by approved documentation.

The rehabilitation works for the completed project will result in:

- (i) Loss of residential land of estimated 8,246 m² for: (a) providing the roads with an engineered alignment; (b) drainage easements; and (c) stopping areas. The individual portions to be acquired from compounds are minimal and have no impact on the concerned households' income sources and livelihood according to surveys of the affected households.
- (ii) Loss of trees has been estimated with 131 affected coconut palm, pandanus and breadfruit trees. There are between one and four trees per affected owner who confirmed that their families' incomes were not dependent on these trees.
- (iii) No loss of primary and secondary structures and no relocation of households.
- (iv) No loss of agricultural land.
- (v) No loss of common property.
- (vi) No Project cases of economic resettlement and vulnerable people.

The loss of land and trees affects was originally estimated to involve 348 landowners including 21 organizations (mainly churches) and 28 owners with two or three plots potentially affected. This has now been reduced to 339 as result of improved design work. 94% of these have been fully compensated in accordance with the RAP. Funds for the remaining 6% are held in an escrow account. In the concerned 11 villages, the estimated 2,319 household members of the affected households represent about 5% of Tarawa's total population. Taking into account that several landowners are sometimes affected by the same strip of land to be acquired, this leads to about 193 cases where land is lost only, 31 cases where both land and trees are affected, and 55 cases where trees are lost only. The resettlement cost is being fully financed by the GoK.

2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:

The project is not envisaged to have long term negative impact on the environment and people. Positive impacts though are expected from improved roads, safety and traffic.

3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.

This is the only east-west corridor through South Tarawa so there is no alternative to ensuring that it meets the basic access needs to the community and remains passable.

The main alternatives considered were with regard to road design options and, importantly, material selection. The normal practice for materials supply is the use of beach mined coral. The project will only use a limited amount of these materials, importing high quality material from sustainably sourced suppliers in Fiji. Any locally supplied material will come from licensed,

<p>sustainable sources acceptable to the Bank. This will minimize the negative environmental impact of the project.</p>
<p>4. Describe measures taken by the borrower to address safeguard policy issues. Provide an assessment of borrower capacity to plan and implement the measures described.</p>
<p>For resettlement, the Borrower has existing institutional capacity for implementing the project. They are able to identify affected people and pay compensation payments. If needed the project will provide additional support to the Government's existing grievance system. The project has supplied a valuation specialist to update compensation for assets such as trees. It will also finance an NGO to monitor implementation of the RPF.</p> <p>As noted above, the EMP was prepared by the MPWU with assistance from a consultant procured by the ADB. It was reviewed by the Bank and found to be satisfactory. The draft EMP was updated to reflect the final design and was included in the tender document and has been subject to a number of revisions during implementation, with the most recent version disclosed on October 1, 2014 (Infoshop) and October 20, 2014 (in country).</p> <p>The RAP has been completed and disclosed incorporating the Bank's comments. As outlined above, this is being effectively implemented and no outstanding grievances exist.</p> <p>In accordance with the original design the project is undertaking an HIV/AIDS education campaign for workers and affected local residents. This work is being executed by a local NGO (Kiribati Family Health Association).</p> <p>During implementation, the foreign consultant responsible for construction supervision will be employed to ensure that the project is implemented in accordance with the EMP and resettlement framework. An NGO has been hired to provide independent monitoring of the RAP.</p>
<p>5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people.</p>
<p>The road affects virtually the entire South Tarawa population.</p> <p>As required by the World Bank and Asian Development Bank Safeguards Policies, public consultations were undertaken during the preparation of EMP. Preliminary consultations were undertaken on July 10-11, 2010 during the environmental mission to Tarawa, and August 12-26, 2010 during the pre-appraisal mission. Additional public consultations and information disclosure took place in Tarawa September 20-21, 2010. Upon completion of the design work and tendering, additional consultations were undertaken on the RAP during December 7 – 18, 2012.</p> <p>The EMP and RPF/RAP are available locally to the communities at the MPWU office and Community centers, along with a Public Information Booklet on the project.</p> <p>The most recent version of the project EMP was disclosed in country and on October 20, 2014, while the Contractor's EMP and Coastal Protection EMP were disclosed in country on December 12, 2014.</p> <p>An NGO has been recruited by the project to monitor the RAP implementation and to ensure that any grievances that arise are properly addressed. Progress to date is satisfactory and there are no outstanding grievances.</p>

B. Disclosure Requirements

Environmental Assessment/Audit/Management Plan/Other	
Date of receipt by the Bank	01-Oct-2014
Date of submission to InfoShop	01-Oct-2014
For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	
"In country" Disclosure	
Kiribati	20-Oct-2014
<i>Comments:</i> Disclosed online on MFED's website http://www.mfed.gov.ki/donar-project	
Resettlement Action Plan/Framework/Policy Process	
Date of receipt by the Bank	02-May-2013
Date of submission to InfoShop	02-May-2013
"In country" Disclosure	
Kiribati	02-May-2013
<i>Comments:</i> Disclosed online on MFED's website http://www.mfed.gov.ki/donar-project	
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/Audit/or EMP.	
If in-country disclosure of any of the above documents is not expected, please explain why:	

C. Compliance Monitoring Indicators at the Corporate Level

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 4.12 - 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"/>]
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	

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"/>]

III. APPROVALS

Task Team Leader(s):	Name: Pierre Graftieaux, Christopher R. Bennett	
<i>Approved By</i>		
Regional Safeguards Advisor:	Name: Josefo Tuyor (RSA)	Date: 17-Dec-2014
Practice Manager/ Manager:	Name: Arturo Ardila Gomez (PMGR)	Date: 21-Jan-2015