



Combined Project Information Documents / Integrated Safeguards Datasheet (PID/ISDS)

Appraisal Stage | Date Prepared/Updated: 28-Jan-2018 | Report No: PIDISDSA22374

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

Country Solomon Islands	Project ID P161320	Project Name Community Access & Urban Services Enhancement Project	Parent Project ID (if any)
Region EAST ASIA AND PACIFIC	Estimated Appraisal Date 31-Jan-2018	Estimated Board Date 19-Mar-2018	Practice Area (Lead) Social, Urban, Rural and Resilience Global Practice
Financing Instrument Investment Project Financing	Borrower(s) Solomon Islands	Implementing Agency Ministry of Infrastructure Development, Honiara City Council	

Proposed Development Objective(s)

To improve basic infrastructure and services for vulnerable urban populations in targeted urban centers of the Recipient.

Components

Urban Works & Services
Road Maintenance & Repair
Infrastructure & Service Delivery Training
Project Management

The processing of this project is applying the policy requirements exceptions for situations of urgent need of assistance or capacity constraints that are outlined in OP 10.00, paragraph 12.

Yes

Financing (in USD Million)

Financing Source	Amount
IDA Grant	15.00
Total Project Cost	15.00

Environmental Assessment Category

B - Partial Assessment



Decision

The review did authorize the preparation to continue

Other Decision (as needed)

B. Introduction and Context

Country Context

1. **Solomon Islands is a small, remote archipelago in the South Pacific with a dispersed population of less than one million.** Following civil conflict, which ended in 2003 after a regional intervention, real GDP growth averaged 7.3 percent between 2003 and 2009. Following a modest contraction during the Global Financial Crisis (GFC), GDP grew on average by 5 percent between 2010 and 2016. Since 2003, measures of health and education have improved. Poverty rates have declined by about eight percentage points between 2005/06 and 2012/13. However, this strong growth performance masks some key problems. First, as the population has continued to expand relatively rapidly (at 2.5% each year), per capita real GDP remains below its pre-conflict peak. Second, logging, which has been the main driver of growth, is expected to decline sharply during the next decade. Third, poverty remains extensive. Although poverty has dropped since the conflict, 12.7% of Solomon Islanders are still 'poor', living below the national poverty line, and Solomon Islands remains among the least developed countries in the world. Its ranking is 156 out of 188 countries based on the 2014 United Nations Human Development Index, placing it in the 'low human development' category. Fourth, providing access to basic services is extraordinarily challenging given the small, dispersed nature of the population. Fifth, there are major sources of fragility in Solomon Islands arising from the limited reach and effectiveness of the state, uneven development across locations, gender inequalities, and effects of weather and climate change. Solomon Islands is one of the most exposed and vulnerable countries affected by natural hazards, ranked sixth out of 171 countries based on the World Risk Index. Climate change and geophysical hazards related to tropical cyclones, and collection of urban areas in coastal areas, expose the country to numerous risks. Its capacity to cope and adapt to natural disasters such as earthquakes, floods, cyclones, droughts, and sea level rise, is weak.

Sectoral and Institutional Context

2. **In the late 1990s, Solomon Islands entered a period of conflict known as the 'Tensions'.** While civil unrest has subsided, key drivers of the Tensions—contested state legitimacy, uneven development, poorly managed urbanization, and disputes over control of land and natural resources—remain present today. Economic growth over the past decade has been highly uneven, driven predominantly by the logging industry and to a lesser extent by the mining sector. During the same period, Honiara's expanding service economy, with the public sector at its core, has also been a key driver of economic growth. Regional inequalities are pronounced. From national poverty lines, basic needs and food poverty are higher in rural (13.6%) than urban (9.1%) areas. However, economic vulnerability is greater in urban or peri-urban areas and among female-headed households. Peri-urban households around the capital of Honiara suffer from disproportionate levels of poverty, which is about 15% higher than the national average of 7–10%, followed by Guadalcanal, where one in five persons lives in poverty. Meeting basic needs cost twice as much in Honiara and Guadalcanal compared with other locations, such as Temotu.

3. **Although by world standards urban growth is low, the risks of poorly managed urbanization are high,**



exacerbated by a pronounced youth bulge¹. From the 2009 census, Honiara's urban area population—including the two bordering wards in Guadalcanal province—was 54% larger than in 1999. While its reported population is 65,000, more recent estimates are closer to 100,000. The two adjacent wards in Guadalcanal are the fastest growing of all the urban wards, with the Tandai ward growing at an average annual rate of 12.8%. The other main provincial capitals, Auki (5,100) and Gizo (7,177), share similar annual growth rates of 11.6% and 12%, respectively. By 2030, urban areas are expected to contain 30% of the total population, up from 20% in 2009. Therefore, with limited jobs, lack of essential services in informal settlements, inequities between formal and informal areas, and expansion on to customary land—poorly managed urbanization is likely to fuel disputes and grievances.

4. Limited socio-economic opportunities, youth unemployment for the urban poor and gender disparities in the labor market are three specific challenges that remain critical for Solomon Islands as urbanization expands.

Urban youth and women feature prominently among unemployment groups in the urban space, which makes them vulnerable to poverty. Therefore, targeted investments facilitating their access to employment and urban services continue to be relevant, especially in poorer urban and peri-urban neighborhoods. The World Bank's Youth Scoping Study², highlighted some of the vulnerabilities and challenges faced by young men and women. The three most prominent issues identified were: (i) barriers to the labor market (limited employment opportunities), (ii) inadequate learning opportunities, and (iii) gender-based violence in the workplace, at home, (and previously, during the Tensions). Roughly 50,000 people of the 250,000-eligible working-age population are employed in the formal economy. Most of the remaining population engage in subsistence agriculture receiving cash incomes periodically. An estimated 7,500 young people enter the workforce each year, but only 17% find paid employment. Many young people make their way into the urban and peri-urban areas, particularly around Honiara. From the Solomon Islands Population and Housing Census (2009), 63% of those aged twelve and over formed part of the labor force, with men and women taking part equally. However, only 24% were paid workers, the rest being part of the subsistence economy. There is a gender gap in access to paid work: only 26% of employed women compared to 51% of men are in paid work. Of the employed women, 31% of women are in the non-agricultural sector. About 51% of "employed" women produce goods for their own consumption. Men hold a significant majority of private and public-sector jobs. The situation has remained largely unchanged since 1999. Nationally, the poverty risk for female-headed households is slightly less than male-headed households. However, gender inequities remain pervasive, partly because of differences in livelihood opportunities and leadership roles, but also because of widespread violence against women. Sixty-four percent of women aged 15–49 years are reported to have experienced physical or sexual violence from an intimate partner. Studies of a major private company (SolTuna) identified gender based violence as a major factor linked to women's high level of absenteeism and turnover.³

5. With the high pace of poorly managed urbanization and associated risks, improving the connectivity and service delivery capacity of Honiara and other urban growth centers in the country is critical to security and stability.⁴ Investments in services and infrastructure will support socio-economic growth and improve community well-being, provide employment opportunities for women and youth, and improve the circulation of cash flow to support the broader community.

¹ Surveys report that almost 70% of the population is less than 29 years of age, and that almost a third are between 15 to 29 years of age. Based on these current statistics, the youth bulge is projected to double in size within the next 16 years.

² *Solomon Islands Youth in Transition – Summary Note*, December 2008, I. Wiederhofer, S. Woo, and S. Clark.

³ IFC, *Pacific WINvest Advisory Services Project (2016)*.

⁴ World Bank Group, *Solomon Islands Systematic Country Diagnostic (2017)*.



6. **In 2009, Solomon Islands Government (SIG) asked the World Bank to prepare an emergency project, the Rapid Employment Project (REP, H5750, FY10), to target the poor and vulnerable people in and around Honiara.**⁵ It was thought possible that the financial crisis of 2009, precipitated by the Global Financial Crisis (GFC), could disrupt the country's recovery from the earlier conflict. SIG feared the poor in Honiara would feel the negative effects of the GFC most acutely, and REP was setup to provide a safety net. A significant focus of the REP design was, therefore, to provide short-term employment and training opportunities for the vulnerable groups, especially youth and women. To date, four Additional Financing operations have been approved with incremental financing added to the project. Overtime, improving access to services and markets through repaired, more climate resilient secondary and tertiary roads and access infrastructure, was later added, to improve the quality of urban and peri-urban roads damaged by severe weather events in 2014.

7. **Given the strong performance of the REP,⁶ and change in environment (the country is no longer in a crises situation), SIG requested a follow-on project starting in FY18, citing:** project's achievements; impact on vulnerable groups; desire to expand to other provincial capitals; and focus on strengthening infrastructure and service delivery outcomes. SIG's support is underscored by concerns regarding both poverty, caused by limited social and economic opportunities, and associated risks, which are likely to fuel disputes and grievances. There is also a perception that provincial capitals do not receive an equitable allocation of development resources, and that additional resources are needed at the subnational level to match the demands of a rapidly growing urban population. Increasing the geographic scale of the project meets two key SIG objectives: (a) ensuring an equitable allocation of development resources across the country; and (b) contributing to the country's growth and well-being by expanding infrastructure development and basic services to urban centers.

8. **Urban areas experience key infrastructure and service delivery constraints, which have been identified by the local development authorities in their Local Development Plans and through SIG's National Transport**

⁵ REP is financed through an IDA Grant (H575-SB) of US\$3.2 million, which was approved on May 18, 2010 and co-financed by a World Bank-administered State and Peace-building Fund (SPF) Grant of US\$1.82 million and a Pacific Region Infrastructure Facility (PRIF) Grant of US\$ 2 million. To date, a total of four Additional Financing (AF) operations have been processed bringing the total financing for the project to US\$13.11 million. The project is scheduled to close in December 2018.

⁶ World Bank missions have rated the REP's progress towards achievement of its Development Objectives and Implementation Progress as *Satisfactory*. The project is well placed to meet or exceed its targets, complying with all legal covenants and audit reporting. As of September 30, 2017, the Rapid Employment Scheme (RES) has cumulatively generated approximately 760,000 paid labor days, provided short-term employment to almost 13,000 people in Honiara. The Pre-Employment Training (PET) has trained about 11,600 participants, and provided one on one coaching services to about 1,700 persons. To date, the project has benefited 62,000 individuals (compared to the target of 25,000) out of an estimated population of 84,000, suggesting that 74% of the Honiara population has benefited. According to the 6th Annual Survey conducted in 2017, 29% of project beneficiaries reported that they had other employment when surveyed six months after graduating from project, and of those who obtained subsequent employment, 17% were women, 42% men and 40% were youth aged between 15 and 29 years. Of this group, 77% found the PET to be somewhat or very useful (compared to the end-target of 60%). The Annual Survey further confirmed that 74% of beneficiaries and 90% of community members reported that they used the REP infrastructure daily. 94% of beneficiaries reported that access to their work was improved while 92% agreed that the infrastructure did improve access to services and markets. Results were even higher among community members surveyed, at 96% and 98%, respectively. 12% of community members attributed improved access to the roads; 55% to the Jacobs Ladders; and/or 33%, to both. The most commonly accessed market (accessed by half of community members) was Honiara Central Market. In addition to improving access, Jacobs Ladders proved to have a significant impact on safety. 48% of communities reported injuries in the six months prior to construction; compared with only 6% reporting injuries in the six-months post construction.



Plan (NTP). Transport infrastructure and maintenance, especially pedestrian access, has been identified as a key development needs in the main urban areas. Improved connectivity between the main transport networks and residential areas is essential to allow communities to participate in the local economy, and to provide safe (and timely) access to socio-economic services and markets, especially during times of floods and other hazardous weather conditions. Women, especially, are highly active in small-scale income generation and agriculture, but their economic participation and control of productive resources are constrained by lack of education, sociocultural discrimination, and lack of access to key resources such as transport and market infrastructure. Waste management, market facilities and tourism are also listed as priority activities. In all locations, the local town councils are expected to organize the collection and disposal of waste. However, services have been limited to collecting rubbish from the open bins and transporting them to the dumpsite. Apart from the occasional street cleaning work done by some volunteer groups, communities themselves are expected to collect their own rubbish and put it in the bins. A large amount of waste remains, due to a lack of awareness and inadequate access to bins from residents living in informal settlements as well as sufficient transport and personnel to dispose of waste in the dumpsite. This haphazard system results in waste build-up along roads, and in drains, streams and rivers, which can be detrimental to the environment and increase flood risks. Potential benefits in investing in improved community infrastructure and waste management services for the urban poor, many of whom cannot access essential services and have limited livelihood opportunities, are significant, and are expected to result in improved living conditions, overall.

9. **The project will therefore address the key constraints identified by women and youth, through the provision of economic opportunities, training, and in part, GBV through relevant counseling and referral services; and improve infrastructure and services through community engagement in both the transport and solid waste management sectors, focusing on the provision of basic life and job readiness skills, short-term employment for vulnerable groups, and improving the contracting environment for them.** Furthermore, the project will assist local governments, to improve their community-based labor and organizational management; and increase the transparency and efficiency of waste collection and road improvement and maintenance work. The project allows for investment in infrastructure and essential waste management services that otherwise would not be done, and especially for those and communities that are currently not being served by public services and that cannot afford private services.

10. **The proposed project supports SIG's National Development Strategy (NDS) 2016–35 goal of increasing social and economic opportunities by:** focusing on poverty alleviation; providing targeted programs to assist the vulnerable, including women and youth; and encouraging equitable distribution of public resources and economic benefits across the country. A key aspect of the NDS Objective 2, reinforced in SIG's Medium-Term Strategy, is the need to improve gender equality and support the disadvantaged and the vulnerable through community programs that address the needs of women, youth, and children, and encourages social and communal stability.

C. Proposed Development Objective(s)

Development Objective(s) (From PAD)

To improve basic infrastructure and services for vulnerable urban populations in targeted urban centers of the Recipient.



Key Results

11. **The performance of the project will be measured by a set of indicators contained in the Results Framework.** Key Project Development Objective (PDO) results and intermediary outcome indicators will be disaggregated by gender for analysis. Indicators that will track the achievement of the PDO will include:

- (i) Estimated number of households and individuals in project areas that benefit from improved access to infrastructure, services or markets;
- (ii) Percentage of individuals in project areas that report benefits from improved access to infrastructure, services or markets;
- (iii) Number of beneficiaries of job-focused interventions (i.e., number of project beneficiaries that are engaged in works or training activities)⁷;
- (iv) Percentage of beneficiaries from poor communities ranked as “highest priority” in the vulnerability index⁸; and
- (v) Number of beneficiaries that report that the project investments reflected their needs.⁹

D. Project Description

12. **The project will be implemented over four years from 2018-2022 and has been designed building on REP’s proven track record and the experience of the implementing agencies, HCC and MID, in partnership with Guadalcanal (GPG), Malaita (MPG) and Western (WPG) Provincial Governments.** Local government authorities in all the three provinces have expressed their commitment to participating and supporting the project’s objectives, partnership arrangements and activities.¹⁰ The project’s components are:

13. **Component 1: Urban Works & Services** will be implemented by HCC in association with Guadalcanal (GPG), Malaita (MPG), and Western (WPG) Provincial Governments. Activities include engagement of community groups and contractors through community grants and contracts to build basic transport infrastructure and provide waste management and cleaning services. Activities will generate approximately 176,000 labor-days, employing roughly 4,550 people. There are two subcomponents:

⁷ The adoption of this indicator is required for all World IDA financed investment projects. In the context of World IDA-financed operations, a beneficiary is defined as people or groups who directly derive benefits from an intervention.

⁸ Under REP, all 13 Wards in Honiara benefitted from the project. Geographic targeting (within Wards across Honiara) was applied using a rapid assessment tool (*Vulnerability Screening/Assessment Tool*), which ranked and identified communities with higher levels of vulnerability based on dwelling and household level characteristics, which are known to be common predictors of poverty and comparable to a subset of Census (2009) variables. Examples include main materials used in dwellings, primary source of energy, main source of water supply, main source of sanitation, distance to the closest market and Central Business District (CBD), public transport access and means of accessibility. Scores were allocated to each indicator and combined with proportional weightings, which in turn, produced a total score and ranking of communities in order of priority. This was used to inform and prioritize the roll-out of community infrastructure sub-project locations and interventions financed by the project. In addition, as a part of sub-project planning and selection, the project routinely screened sub-projects for their estimated labor content; assessed their potential impacts on the community as well as specific impacts on women and youth (*Criteria for the Review, Evaluation and Selection of Community Works*).

⁹ Core Participation and Civic Engagement Sector Indicator.

¹⁰ As a condition of support for the project, the provincial authorities have: (i) nominated a Provincial Coordinator for the project from within the provincial government; (ii) agreed on a process for developing work plans that are being prepared; and (iii) agreed to provide an appropriate office for PIU personnel.



(i) **Subcomponent 1a: Community Access Infrastructure** will improve community access and connectivity of transport links to basic social and economic services. Better pedestrian infrastructure, allowing all year, weather-safe access to socio-economic services and facilities, will be built. Subprojects beautifying town areas will complement SIG's investments in tourism to improve the economy. Examples of infrastructure include concrete steps (Jacob's ladders), footpaths, small bridges, swamp crossings, drainage improvements, erosion protection, landscaping, bus shelters, and secondary markets.

(ii) **Subcomponent 1b: Community-Based Waste Management Services** will improve solid waste management service delivery for urban residents, raise awareness through communications and providing targeted communities with employment opportunities in the sector. It will also help to strengthen social cohesion with mobilization of community groups, and foster greater transparency and engagement between them and local government authorities in delivering public services. Activities will involve increasing awareness about the importance of proper collection and disposal of waste. Where possible, garbage collection will be integrated with other, back-end services, such as transport to and disposal at landfills as well as recycling. Community groups engaged under task-based contracts will cover defined geographic areas and tasks. The services will be tailored to the needs of each urban center depending its specific physical and social-economic environment.

14. **Component 2: Road Maintenance & Repair** will be implemented by MID in association with GPG. It supports transport development priorities identified in the NTP across the feeder and lower tier road network in Honiara and selected urban areas of Guadalcanal Province. Urgently needed recurrent road maintenance, drainage improvements and rehabilitation of critical sections to climate resilient standards, will be addressed. While the work will mostly entail small to medium sized contractors carrying out civil works contracts covering road maintenance, improvements, the use of community grants will also be considered. Activities will generate approximately 34,000 labor-days, employing roughly 220 people. Despite the lower benefit-cost ratio in comparison with Component 1, investments in road maintenance and rehabilitation are important as the feeder roads connect to the main roads and other basic social and economic services. There are two subcomponents:

(i) **Subcomponent 2a: Community Based Road Maintenance** will repair and maintain the short-linked roads in Honiara and Guadalcanal urban areas, between residential areas and the main paved roads. Repairs and maintenance help vulnerable urban communities in areas where immediate attention is required.¹¹ Due to SIG's budget constraints, there is a backlog of maintenance on most roads. The purpose of routine maintenance is to prolong the life-span of the road with minor repairs of potholes and ruts in the road surface and shoulders, spot re-graveling, and clearing drainage systems of obstructions. Small contractors will be used under contracts of 12-months duration. Eighteen annual contracts are envisaged, covering approximately 70 km of road in Honiara and ten kilometers in Guadalcanal Province.

(ii) **Subcomponent 2b: Community-Based Road Improvement & Rehabilitation** will reinstate critical access for vulnerable urban communities to tertiary and secondary road sections that have been damaged by severe weather events and are no longer in maintainable condition. Safe and reliable access, and connectivity to the main transport network are prerequisites for people to participate in the local economy and to access basic socio-economic

¹¹ Due to the very low capacity of civil works and labor based contractors in the provinces, and the high mobilization costs of equipment to the islands, procurement of civil works contracts in Western and Malaita provinces is considered high. For this reason, and because the volume of civil works is relatively low, road maintenance and improvement works are not proposed to be included in Malaita and Western Province.



services. The subcomponent includes spot improvement of damaged road sections, which will ensure year-round access and make the road climate resilient for the future. The work involves improving and upgrading the road pavements and drainage systems, including constructing culverts and side drains. The sub-component will provide employment opportunities for contractors and community groups through four spot improvement and climate strengthening contracts, and two larger, road rehabilitation and upgrading contracts. Using safe work practices, appropriate technology, equipment, and materials will ensure quality and durability of constructed infrastructure.

15. **Component 3: Infrastructure & Service Delivery Training (ISDT)** will be implemented by HCC in coordination with MID, GPG, MPG and WPG. ISDT will provide skills training for 5,300 individuals from targeted urban communities and contractors to strengthen their knowledge of basic life and job-readiness skills; and increase their capacity¹² to access benefits linked to labor-based activities funded by the project. As a pre-requisite for work, the training will build upon the REP's successful Pre-Employment Training (PET), which remains relevant in the context of high unemployment and limited urban service delivery. The curriculum will include, *inter-alia*: basic life skills; occupational health and safety; basic numeracy skills; health; hygiene and nutrition and improving the knowledge and skills of beneficiaries related to labor-based construction and service delivery methods as well as contracting and payment arrangements. The project will also provide stipends for bus fare and lunch during the seven-day training. ISDT will be used to facilitate entry for individuals in On-the-Job Training (OJT) provided in Components 1 and 2. During the OJT, individuals are expected to acquire further practical, work place and marketable skills in: mixing and laying of concrete, the laying of bricks and pavers, drainage simple road maintenance and landscaping as well as safety in construction and other works specifications. ISDT will also be used to: (i) collect socio-economic data as part of its registration process; (ii) setup bank accounts for beneficiaries; (iii) provide counseling and referral services to other social intermediaries as part of its post-training support services; and (iv) pilot pre-training literacy development for a sub-set of trainees with support from the Literacy Development Association (LDA). This is in response to concerns expressed during project consultations regarding the low level of literacy among the beneficiary population, particularly among women. Further modules will be added to the ISDT, targeting: (a) works contractors in: (i) bid preparation, including technical advice on volumetric costing; (ii) supervision training for contractors and staff to increase quality of works; and, (iii) fiduciary training on completion of required compliance documents and billing processes; and (b) community groups (in years two and beyond) that aim to obtain further contract work. It is anticipated that community groups will benefit from training in: (i) the organization of works and tasks for contracting; (ii) supervision and monitoring; and (iii) bookkeeping and reporting.

16. **Component 4: Project Management** will finance project management support, including safeguards oversight, monitoring and evaluation (M&E), audits, communications & media support (for the project overall, and specifically around the waste management services to increase awareness), short-term technical help, training, financial management, procurement, and provision of goods and operating costs. Project Management Units (PMUs), attached to HCC and MID as Implementing Agencies, will be housed in a joint project office in Honiara and share staff and physical resources. The PMU will be responsible for: (i) supporting HCC and MID on procurement, financial management, safeguards, communications and media, reporting and monitoring and evaluation under the respective parts of the project; (ii) providing technical assistance to Community Groups on sub-project designs and (iii) overseeing the implementation of the project at provincial level. PIUs will be attached to Provincial Secretaries' Offices to support project delivery in Western and Malaita Provinces. The PIUs will

¹² The knowledge and skills provided to the trainees will help them to participate in the project; and provide them with the basic skills and support to access further training and economic opportunities beyond the project. Data collected through an annual survey will be used to track the outcomes.



effectively serve as satellite offices for the PMU and be responsible for providing supervision and logistical support, community outreach, local level monitoring and maintaining petty cash. Details on the establishment, composition and scope of responsibilities of the PIUs will be set out in the Project Operations Manual (POM). The joint PMU will continue supporting HCC, Guadalcanal Province, and MID project delivery in and around Honiara. Establishment of the PMU is on the project's critical path to successful implementation, in addition to the recruitment and maintenance of the Senior Works and Community Liaison Officers at the provincial level to support project delivery in Malaita and Western provinces. An annual work plan and budget will be required for submission by no later than November 30 of each calendar year. As part of the project's impact evaluation, baseline, and follow-up surveys of communities in project impact areas, beneficiaries, and contractors will be carried out to measure key result indicators.

E. Implementation

Institutional and Implementation Arrangements

17. Building on the REP structure already in place, the project will be jointly implemented by MID and HCC in partnership with GPA, MGA and WPA. HCC and MID will therefore be responsible overall for the planning, management, and monitoring performance of all activities. Each agency will maintain a PMU, aligned to the Works Division of HCC; and Transport Infrastructure Management Services Department of MID, which will be responsible for their respective Component activities. However, the PMUs will be co-located in Honiara, and staff and resources will be shared according to workload and skill needs. Small PIUs, essentially satellite offices to the PMU office in Honiara, will be setup to support project delivery in Malaita and Western Provinces (Auki and Gizo). For project activities to be implemented in Guadalcanal, Malaita and Western, HCC, MID and relevant Provincial Authorities will enter into a Participation Agreement (PA), which summarizes the implementation arrangements and responsibilities of each party. The finalization of the PA will be a condition of negotiations.

18. HCC and MID are responsible for the performance of their relevant components and subcomponents. However, funds and resources will need to be shared amongst the implementing agencies and provinces. Technical Coordination Committee (TCC) with members from the PMUs, PIUs, and Provincial technical staff, will meet regularly, coordinating planning, works and services, community engagement, safeguards compliance, budgeting, and monitoring activities. GPG, MPG and WPG will coordinate with HCC, MID and their respective town councils (where established) when selecting and implementing subprojects. A Project Steering Committee (PSC) will oversee overall performance of the project. The PSC members will include the Permanent Secretaries of MoFT, MID, MPGIS, MDPAC, MHA, MWYCFA and the HCC City Clerk (or their respective designates). The PSC Chair will be rotated between the Permanent Secretaries for MID and the HCC City Clerk, but may include MPGIS after a year or so. The TCC will coordinate activities between the project teams, implementing agencies, and the participating Provincial Authorities. Most aspects of the projects will be coordinated and developed through the TCC including hiring of staff, work plans and budgets, community awareness, compliance with safeguard procedures and monitoring of activities. The TCC will consist of the two (HCC and MID) Project Managers, the PMU's Finance and Procurement Officers, the Provincial Secretaries (PSs), Town Clerks and Senior Works Officers resident in the Provinces. Additional technical or Provincial Government planning staff may be invited (depending on the meeting agenda). The arrangements for the PIUs, TCC and PSC will be set out in the POM. The adoption of a POM satisfactory to IDA will be a condition of disbursement for Works and Community Grants. The establishment of the TCC and the PMUs as well as the recruitment and maintenance of the Senior Works and Community Liaison Officers at the provincial level to support project delivery in Malaita and Western provinces, among others, are the essential arrangements for the effective and timely start-up and implementation of the project.



F. Project location and Salient physical characteristics relevant to the safeguard analysis (if known)

Solomon Islands is located in the Pacific Region and comprises 992 islands in total with six main islands and nine administrative provinces. Honiara is the capital city of Solomon Islands and serves as the main administrative, educational, and economic center for the country. REP provides the basis for the CAUSE project design as well generating important lessons for expansion of the project area. Under CAUSE, the project will implement activities in greater Honiara (including peri-urban locations in Guadalcanal), and the townships of Auki, Gizo, Noro and Munda. The proposed project areas in all locations cover a varied topography ranging from coastal plains and lowlands to steep hills and ridges. No endemic or endangered species were observed during field investigations undertaken. There are no protected areas or community based marine protected areas within the project areas. Protected areas located within the scope of the project in Honiara include two small parks associated with war memorials (Japanese Memorial near Green Valley and American Memorial in Skyline), as well as the Botanical Gardens and Kings Park, which are managed by HCC. In Auki, there is also a memorial site that may be developed in future and a lake adjacent to Auki town with tourism potential. It is unlikely that any works will be carried out in these locations. However, if any works are proposed, they are likely to be tourism-related, with the aim of protecting and enhancing the local environment and would need to be subject to prior environmental plans and risk assessments. Lastly, being a small and highly import dependent economy for most goods other than subsistence foods, the national economy is often vulnerable to external shocks such as changes in global commodity prices and extreme weather events. Between 1999 to 2003, the country experienced civil unrest that had far-reaching economic and social consequences, including reduction in economic activity and employment, and reduction in the availability of social services.

G. Environmental and Social Safeguards Specialists on the Team

Roberto B. Tordecilla, Social Safeguards Specialist
Felix Peter Taaffe, Environmental Safeguards Specialist

SAFEGUARD POLICIES THAT MIGHT APPLY

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	The project will involve various physical investments, including the construction and refurbishment of urban access infrastructure (footpaths, stairs, bridges), road maintenance and improvements, including drainage, and waste management services. Potential environment impacts have been assessed



		to be minimal, with the majority limited to the construction phase, where they can be managed through mitigation measures. Potential social risks include minor displacements as a result of land and other asset taking and social equity-related issues in the selection of project beneficiaries. Environmental and Social Management Guidelines (ESMG) have been prepared for the project that identifies the range of potential impacts, and sets out processes for the management of environmental and social issues. An Environmental & Social Management Plan (ESMP) is required for each subproject under Components 1 and 2. IDA will prior review the first ESMPs for Sub-Component 1a. and Sub-Component 1b. The ESGM has been updated from the previous project, based on a Social Assessment (that included environmental assessment) undertaken in August 2017.
Natural Habitats OP/BP 4.04	Yes	The project will be located in the urban areas of Honiara, Auki, Gizo, Noro and Munda on developed land that does not contain critical natural habitats. However, OP4.04 has been triggered as a precaution for where subprojects, such as road improvements, may infringe on coastal or terrestrial areas that support natural habitats. If the subproject's environmental assessment indicates natural habitats will be affected, the ESMP will include appropriate mitigation measures.
Forests OP/BP 4.36	No	Project activities are not expected to create or induce deforestation and their environmental impact is not expected to compromise the integrity and health of forested areas. Some minor clearing of trees, shrubs and undergrowth within urban areas may be necessary under the physical investments.
Pest Management OP 4.09	No	The project will not involve use of pesticides or herbicides.
Physical Cultural Resources OP/BP 4.11	Yes	It is possible but highly unlikely that physical cultural resources may be encountered in subprojects under Component 2. For most types of subprojects this is considered to be unlikely as little or no excavation will be required. However, OP4.11 has been triggered as a precautionary measure. Planning measures will be included in subprojects' environmental assessment and detailed in the ESMP as appropriate.



Indigenous Peoples OP/BP 4.10	Yes	OP4.10 states that “when Indigenous Peoples are the sole or the overwhelming majority of direct project beneficiaries, the elements of an IPP should be included in the overall project design, and a separate IPP is not required.” In the case of the project, because Indigenous Peoples are the overwhelming majority of direct project beneficiaries, a separate IPP has not been prepared. Instead, the elements of a IP Plan have been integrated into the project's overall design. They include: (i) Free, prior, and informed consultation leading to broad community support during project preparation; (ii) Measures to ensure culturally appropriate processes and benefits; (iii) Measures to ensure that adverse impacts are mitigated and (iv) Measures for disclosing key project documents in a language understandable to them.
Involuntary Resettlement OP/BP 4.12	Yes	The exact details of road sections to be rehabilitated are not yet available at this stage, nor are exact locations of urban access infrastructure under Component 1. While unlikely to occur, some structures or crops may be affected and, in rare cases, as subprojects will be undertaken within government's existing right of way (ROW), small portions of land may be acquired. The project will not finance subprojects that result in physical relocation of project-affected persons. To manage any impacts related to land acquisition, the project has developed a Land/Asset Acquisition Policy Framework, which forms part of the ESMG. The ESMG requires that land acquisition screening be undertaken for all subprojects, and corresponding management measures will be required. IDA will prior review the first subproject that involves land acquisition under Sub-Component 1a and 2b.
Safety of Dams OP/BP 4.37	No	No dams will be affected by the project.
Projects on International Waterways OP/BP 7.50	No	No project activities will take place in international waterways.
Projects in Disputed Areas OP/BP 7.60	No	There are no known disputed areas in the project areas of influence.



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:

Based on a preliminary review of the project's design, the project is expected to have minimal social and environmental impacts. Potential social impacts relate to land acquisition and damage to crops and other assets. In addition, the Social Assessment identified the main social risks to be: (i) ineffective inclusion/elite capture; (ii) unfulfilled expectations; (iii) social diversity/inequality between participants; and (iv) possible disputes as well as safety at work and gender based concerns. Potential environmental impacts are related to the design and construction of the urban access infrastructure and roadways, and the waste management services. Urban access infrastructure, including Jacob's Ladders, footpaths, small-scale drainage features and bridges, can lead to various negative impacts on the local environment. These include damage to waterways from erosion or improper sediment control, clearing of ecologically valuable fauna or flora, impacts due to improper material extraction, pollution from improper storage of waste during construction, and impacts on environments upstream and downstream of drainage features due to changed flow regimes. Waste management services can increase pollution if not carried out correctly, either through improper landfill practices or other removal practices (e.g. incineration). In regards to the expanded scope from the previous project, the project locations have not been found to contain sensitive natural environments or other characteristics that will exacerbate the environmental safeguards risks.

The scale of the subprojects however means few of these impacts have the potential to be large scale or cause irreversible effects, and they can be managed through screening, preparation, implementation and constant monitoring of the Environmental & Social Management Plans (ESMP). Thus, the project's environmental category is likely to remain unchanged from the parent Rapid Employment Project (Category "B"), and therefore the same safeguard policies will be applied (OP 4.01 Environmental Assessment and OP 4.12 Involuntary Resettlement). In addition, since most of the communities in project impact areas are indigenous, the project will trigger on the Bank's Indigenous People Policy (OP4.10). However, the project will not prepare a separate Indigenous Peoples Plan (IPP)/Indigenous Peoples Policy Framework. Instead, elements of an IPP, such as informed consultations and stakeholder participation, are incorporated into project design.

The location of the Solomon Islands on the Ring of Fire, as well its tropical climate, exposure to South Pacific tropical cyclones, and collection of urban areas in coastal areas, results in generally high exposure across the archipelago. Risks relating to climate change and geophysical hazards have been assessed as "Moderate." IDA's Climate and Disaster Risks Screening Tool has been used to determine the exposure of the project's physical works, and where non-physical components can modulate the climate change and geophysical-related risks. The project has moderate overall exposure, largely due to the prevalence of various natural disaster risk in the country (flooding, drought, landslide, earthquake, tsunami) and exposure to climate change risks (sea level rise, increased flooding and storm surge). The project design includes several measures to plan for and mitigate the climate change and geophysical risks. During subproject identification, the percentage of beneficiaries in areas vulnerable to flooding, landslide and other hazards will be monitored as part of the Vulnerability Screening Assessment. Under the road repair and improvement works (Component 2), roads will include those that have been damaged by severe weather events and no longer functioning, including improved drainage capacity, and where suitable, upgrading pavement to all-weather access.



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

There are no potential indirect and/or long term negative impacts foreseen in future activities of the project. The project will cause minimal changes to the existing land use, with all constructed infrastructure in or adjacent to urban areas and on land that has been anthropogenically altered. The overall social and environmental impacts of the project are expected to be positive due to efforts to promote waste cleaning, road improvements and employment generation among others.

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

N/A

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.

The Rapid Employment Project's Environmental and Social Management Guidelines ("ESMG" or "Guidelines") sets out the procedures for screening potential sub-projects and provides technical guidance on mitigating impacts for eligible activities. The Guidelines also indicate what activities would be ineligible for investment under the project as well as a consultation and participation plan that is being followed to ensure the effective inclusion of communities and particular target groups (i.e., youth and women). To finalize safeguards arrangements for the new project, the Project Management Unit has engaged a consultant to update the Social Assessment (SA) for the project, which involved an assessment of current conditions in project locations, potential opportunities, impacts and risks and include a range of consultations in all three provinces as well as secondary review of baseline information.

An assessment of project preparation and related safeguards instruments in the CAUSE ESGM was carried out and found to be compliant with IDA's Safeguards policies. The ESGM builds on the REP-ESMG and is informed by the findings of the Social Assessment, which was carried out in August 2017 and updated in October 2017. A public consultation on the ESGM and Social Assessment was held on October 13, 2017 in REP office in Honiara. The consultation was used to: (a) validate the Social Assessment findings and recommendations; (b) generate support for the project and acknowledgement of its positive social impacts; and (c) emphasize cultural sensitivity and Indigenous Peoples context.

The Consultation Framework and a Grievance Redress Mechanism (GRM) were also updated and include the following key elements of a citizen engagement strategy: (i) the disclosure of important project related information by the implementing agencies on public information boards and on their websites; (ii) consultations with the key stakeholders, especially with the community leaders, during planning, design, and implementation of sub-project activities; (iii) installing and running a functional GRM; and (iv) engaging with relevant stakeholders, including women, civil society organizations and local bodies in project implementation, monitoring and evaluation.

A Land/Asset Acquisition Policy Framework was prepared and embedded in the ESGM primarily to address potential minor impacts of civil works that will be implemented within SIG's existing Right-of-Way (ROW).

5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people.

The key stakeholders include the Honiara City Council, the provincial governments, Ward Councillors and the communities that fall under them and the different SIG ministries particularly the Ministry of Infrastructure



Development, the Ministry of Lands and the Commission of Lands. The Consultation Framework developed under the project provides guidance on consultation and disclosure of project information, including its safeguards policies. SIG, through its project management unit (MID/HCC) has disclosed the draft ESMG and conducted public consultation in Guadalcanal. It was agreed that the final draft of ESMG will be re-submitted to the Bank before Appraisal for review and approval; and re-disclosed shortly after the project's Appraisal Completion.

B. Disclosure Requirements

Environmental Assessment/Audit/Management Plan/Other

Date of receipt by the Bank	Date of submission for disclosure	For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors
10-Oct-2017	16-Jan-2018	

"In country" Disclosure

Solomon Islands

12-Oct-2017

Comments

Announcement and invitation to review published in the national newspaper (Solomon Star). A public consultation on the ESMG and Social Assessment was held on October 13, 2017 in the project office in Honiara.

Resettlement Action Plan/Framework/Policy Process

Date of receipt by the Bank	Date of submission for disclosure
10-Oct-2017	16-Jan-2018

"In country" Disclosure

Solomon Islands

10-Oct-2017

Comments

Announcement and invitation to review published in the national newspaper (Solomon Star). A public consultation on the ESMG and Social Assessment was held on October 13, 2017 in the project office in Honiara.

Indigenous Peoples Development Plan/Framework

Date of receipt by the Bank	Date of submission for disclosure
10-Oct-2017	16-Jan-2018

"In country" Disclosure



Solomon Islands

10-Oct-2017

Comments

Announcement and invitation to review published in the national newspaper (Solomon Star). A public consultation on the ESG and Social Assessment was held on October 13, 2017 in the project office in Honiara.

C. Compliance Monitoring Indicators at the Corporate Level (to be filled in when the ISDS is finalized by the project decision meeting)

OP/BP/GP 4.01 - Environment Assessment

Does the project require a stand-alone EA (including EMP) report?

Yes

If yes, then did the Regional Environment Unit or Practice Manager (PM) review and approve the EA report?

NA

Are the cost and the accountabilities for the EMP incorporated in the credit/loan?

Yes

OP/BP 4.04 - Natural Habitats

Would the project result in any significant conversion or degradation of critical natural habitats?

No

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

OP/BP 4.11 - Physical Cultural Resources

Does the EA include adequate measures related to cultural property?

Yes

Does the credit/loan incorporate mechanisms to mitigate the potential adverse impacts on cultural property?

Yes

OP/BP 4.10 - Indigenous Peoples

Has a separate Indigenous Peoples Plan/Planning Framework (as appropriate) been prepared in consultation with affected Indigenous Peoples?

No

OP/BP 4.12 - Involuntary Resettlement



Has a resettlement plan/abbreviated plan/policy framework/process framework (as appropriate) been prepared?

Yes

If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan?

Yes

The World Bank Policy on Disclosure of Information

Have relevant safeguard policies documents been sent to the World Bank for disclosure?

Yes

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

All Safeguard Policies

Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?

Yes

Have costs related to safeguard policy measures been included in the project cost?

Yes

Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?

Yes

Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?

Yes

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APPROVAL

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