

# INTEGRATED SAFEGUARDS DATA SHEET CONCEPT STAGE

**Report No.:** ISDSC7966

**Date ISDS Prepared/Updated:** 08-Aug-2014

**Date ISDS Approved/Disclosed:** 10-Aug-2014

## I. BASIC INFORMATION

### A. Basic Project Data

<b>Country:</b>	Fiji	<b>Project ID:</b>	P150028
<b>Project Name:</b>	Transport Infrastructure Investment Project (P150028)		
<b>Task Team Leader:</b>	James A. Reichert		
<b>Estimated Appraisal Date:</b>	15-Oct-2014	<b>Estimated Board Date:</b>	22-Jan-2015
<b>Managing Unit:</b>	GTIDR	<b>Lending Instrument:</b>	Investment Project Financing
<b>Sector(s):</b>	Rural and Inter-Urban Roads and Highways (100%)		
<b>Theme(s):</b>	Infrastructure services for private sector development (50%), Trade facilitation and market access (50%)		
<b>Financing (In USD Million)</b>			
<b>Total Project Cost:</b>	222.22	<b>Total Bank Financing:</b>	100.00
<b>Financing Gap:</b>	0.00		
<b>Financing Source</b>			<b>Amount</b>
Borrower			22.22
International Bank for Reconstruction and Development			100.00
Asian Development Bank			100.00
Total			222.22
<b>Environmental Category:</b>	B - Partial Assessment		
<b>Is this a Repeater project?</b>	No		

### B. Project Objectives

The project's development objective (PDO) is to increase the resilience and safety of land and maritime transport infrastructure for users of roads, bridges and jetties.

### C. Project Description

The Transport Infrastructure Investment Project (TIIP), which will be jointly financed with ADB, is

expected to consist of two components.

Component 1: Improvement of Existing Road and Maritime Sector Assets (est. US\$194.22 million). This component would fund works to repair, rehabilitate, reconstruct or upgrade, as appropriate, existing roads, bridges and jetties. It would also repair and replace existing and/or install new streetlights on selected roads, bridges and jetties. Where possible and appropriate, road, bridge and/or jetty sub-projects would be geographically packaged to streamline costs and maximize local impact

Component 2: Technical Assistance (est. US\$28.00). Technical assistance would consist of consultancy services to help implement the project, carry out the prioritization processes for selection of sub-projects under Component 1 and design and supervision of the selected works, conduct road safety audits, and upgrade design and construction standards and specifications to be more climate resilient.

The project will be co-financed by ADB and a common framework and instruments for environmental and social safeguards is proposed. The safeguards arrangements will comply with the environmental and social safeguards policies of both institutions and apply to both components of the proposed project. Review and clearance procedures during preparation and implementation and arrangements for safeguard supervision and monitoring during implementation will be the joint responsibility of both institutions. An MoU that will detail responsibilities during preparation and implementation, is being drafted for approval by both institutions.

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

Located in the South Pacific, Fiji has 333 islands, a one-third of which are inhabited. However, nearly 90 percent live on the three main islands of Viti Levu (10,429 sq. km), Vanua Levu (5,556 sq. km), and Taveuni (470 sq. km). Principal urban centers on Viti Levu include Suva, the capital of Fiji, Nadi, an important center of tourism and location of Fiji's international airport, and Lautoka, Fiji's second largest city. Labasa is the largest town on Vanua Levu and is the location of Fiji Sugar Corporation's only sugar mill (Viti Levu has three mills).

The Fijian Islands are characterized by diverse ecosystems that include significant areas of natural forest. Wide ranges of coastal and marine ecosystems exist, ranging from extensive areas of mangroves to various coral formations.

Fiji's total land mass is 1.8 million hectares, and almost all forest cover is on communally-owned native land, with 13,960 hectares on private freehold, and 5,600 hectares on government lease land. Freshwater wetlands occupy 0.3 percent of Fiji's land area.

Approximately 70 percent of the main island of Viti Levu is drained by three large river systems, one of which has the largest catchment area covering one-third of the island. There are a total of ten rivers with distances ranging from 21 miles to 73 miles (the longest).

Fiji has one of the most developed economies in the Pacific due to an abundance of forest, mineral and fish resources. The main sources of GDP are its tourist industry and sugar exports.

The project will rehabilitate and upgrade selected roads, bridges and jetties at locations to be identified in coordination with the Government. Improving road sector assets will support the sustain the development of Fiji's key economic sectors, including tourism, the sugar industry, and

agriculture, which combined employ 70 percent of the country's labor force, by providing improved, sustained and safe access to tourist areas, markets and agricultural inputs. It will also contribute to the functioning of the country's large subsistence sector and help link villages and communities to essential services, such as health care facilities and schools in Fiji.

Fiji's main environmental challenges include the degradation of land resources, climate change, increasing risk of flooding and inundation of coastal settlements, unsustainable exploitation of marine resources, waste management problems, air and water pollution.

The majority of the intended beneficiary communities for the rehabilitated road sector assets will likely be Indigenous People (IP). Fijians (Fijians and Rotumans), the indigenous people of the Fijian Islands, known as 'iTaukei' represent 57 percent of the population (2007 census). Indo-Fijians, whose ancestors migrated to the Fijian Islands in the late 19th and early 20th centuries, make up 38 percent of the population. The remaining 5 percent consist of other minority communities, including people from various Pacific Island countries, Australia, New Zealand, the People's Republic of China, and Europe.

iTaukei culture places considerable emphasis on communal values, respect for the authority of chiefs, who are predominantly male, and the precedence of men before women. Gender dynamics are influenced by these traditional values that allow women few, if any, rights to inherit land or formally own property, or to take part in public decision-making.

However, there has been progress in improving women's rights across Fijian society as a result of the Government's many international and regional gender equality commitments. Education and employment for women have become increasingly valued, especially in socially acceptable occupations, such as professional and clerical work. In February 2014, the Government approved the National Gender Policy, which seeks to promote gender equity and equality by removing all forms of gender discrimination and inequalities to attain sustainable development.

Land in Fiji is managed through three complementary systems: (i) native land; (ii) freehold land; and (iii) crown land. Native land, which is owned by iTaukei people, accounts for about 84 percent of all land, with freehold and crown land accounting for around 8 percent each. Native and crown land cannot be bought or sold, but each is available on a leasehold basis, with leases often lasting up to 99 years, while freehold land can be bought and sold on the open market.

While minor widening or realignment of road sector assets might take place to accommodate drainage systems and/or sidewalks and to ensure safer conditions, the sub-projects are not expected to involve any significant land acquisition or resettlement. Working within the existing alignment and road reserve means very minimal impact to mangroves, forests and natural habitats.

The sub-projects will be designed in a way that is culturally appropriate and based on public consultations with communities from the area(s) where improvements will occur, and to ensure broad community support and that there are no issues or disputes with families affected by current alignments or rights-of-way.

## **E. Borrowers Institutional Capacity for Safeguard Policies**

The implementing agency for this project is the Fiji Roads Authority (FRA). This is the first time FRA has engaged with the World Bank, but it does have experience in implementing projects financed by the Asian Development Bank (ADB), including safeguards. FRA has hired a consulting

firm specialized in road management, to support its program of road sector maintenance. The firm is familiar with internationally accepted tendering practices and requirements for environmental impact assessments (EIA) and land acquisition and resettlement plans. The 2005 Environmental Management Act requires that any proposal to be financed by any international or local development finance institution be supplemented by an EIA as a condition of finance.

To support implementation, a project management unit (PMU) would be established within FRA. Key staff of the PMU are expected to include a qualified project manager, road and bridge engineers, a procurement specialist, an accountant, and safeguards specialists. In addition, a project operations manual with clearly defined procedures for implementing the TIIP will be developed.

The 2005 Environmental Management Act requires the screening of all developmental projects for environmental and social impacts, while the 2007 Environmental Impact Assessment (EIA) Process Regulations requires that projects with significant impacts undergo an Environmental Impact Assessment (EIA) process. The EIA requirements are regulated and monitored by Fiji's Department of Environment (DoE). Since the EMA was passed, DoE has imposed the EIA process to many projects, including large tourism developments in Fiji. In 2011 alone, 73 projects/developments were underwent the EIA process. EIA Reports and EMPs are publicly available through the DoE website. The EIA process in Fiji is fairly robust and effective. This was also validated when the team did on site visits to possible road and bridge projects. Persons met at the various possible project sites confirmed that DoE is actively implementing the requirements of the Environmental Management Act, e.g. EIA and EMP was required for a quarry site, consultations were carried out.

DoE requires the completion of an EIA Screening Application form (EMA/EIAP1). The Environment Act schedule states that any proposal financed by international or local development institution and which requires an EIA as a condition of finance is subject to the process. In this case, DoE will be the processing authority for the EIA. In addition, the EMA requires the preparer of the assessment to be accredited and registered with DoE. The DoE accreditation process for EIA preparers has clear guidelines and procedures. A total of 23 accredited individuals from academe, consultancy firms and government are listed in the DoE website, which includes their fields of expertise.

The likely scale and design of the project indicate that the environmental and social impacts can be managed successfully, provided appropriate plans and implementation arrangements are put in place. The environmental and social impacts of road, small sized bridges and jetty reconstruction are predictable and can be effectively mitigated through careful design and project supervision.

The project will be designed to minimize social risks by rehabilitating existing roads, small sized bridges and jetties within existing rights-of-way and within the formation width, with adequate provisions for traffic safety measures, such as signs and speed bumps. This will be confirmed during public consultations that will take place during project preparation.

Fiji has legislation in place that seeks to restore people's livelihoods when they are adversely impacted by a project and provides compensation in line with World Bank and ADB applicable policies. iTaukei land (also known as native land) falls under communal tenure relationships and can be reserved for special use by its owners. Some Native land can be purchased by the Government related to public infrastructure investments through a customary acquisition process that involves the Ministry of Lands and Mineral Resources, as well as the iTaukei Land Trust Board (TLTB.) TLTB is the statutory body responsible for managing native land, including leases. TLTB seeks to protect

land ownership rights assigned to iTaukei landowners and to help facilitate any commercial transactions that revolve around its use. TLTB negotiates leases and licenses and provides related administrative functions. TLTB is well positioned to assist with any land issues that may arise in the context of the project, and to administer the Native Land Register, which helps register from birth all indigenous Fijians as native landowners of communally owned land.

A poverty and social assessment (PSA), as required by ADB, will be prepared and outline poverty, social, and gender issues for the overall project and for any subsequent subproject(s)/area(s). The PSA will also follow WB's requirements for a social assessment (SA) and gender analysis, such as socio-economic characteristics that serve as baselines (e.g., population, land tenure, gender issues, vulnerable persons, poverty etc.), and include a review of relevant laws and regulation for social management (cultural resources, land and resettlement, gender, IPs, disability, poverty reduction etc.). The PSA will be integrated into the Environmental Assessment and relevant measures integrated into the Environmental and Social Management Plan.

Specific HIV/AIDS clauses will be included in works contracts that are consistent with the Banks Standard Bidding Document clauses on HIV/AIDS awareness and Toolkit for HIV/AIDS education in transport projects.

A consultant was selected to prepare the relevant safeguards documents in preparation for project appraisal and is assisting the Government with the disclosures and consultations with key stakeholders on the draft safeguard documents to project beneficiaries in the area of the WB's Year 1 project/ADB's sample project in order to meet relevant requirements of ADB and WB.

#### **F. Environmental and Social Safeguards Specialists on the Team**

Julie Babinard (GTIDR)

Gerardo F. Parco (GENDR)

## **II. SAFEGUARD POLICIES THAT MIGHT APPLY**

<b>Safeguard Policies</b>	<b>Triggered?</b>	<b>Explanation (Optional)</b>
Environmental Assessment OP/ BP 4.01	Yes	Both Component 1 (Improvement of Existing Road and Maritime Sector Assets) and Component 2 (Technical Assistance) will trigger OP 4.01. Component 1 will rehabilitate selected roads, bridges and rural jetties. Prioritization of these subprojects will be done by the Government of Fiji in consultation with the World Bank and ADB. The assets on the long list would typically have proper reserves/ rights of way, and repairs and rehabilitation works are expected to be carried out within existing alignments and reserves. The environment and social safeguards specialist have visited hundreds of kilometers of roads and dozens of possible bridge locations on the islands of Viti Letu, Vanua Letu, and Taveuni to gauge conditions on the ground. The project is

	<p>not expected to have significant impacts on natural habitats or forests (mangroves and terrestrial forests). This is because road and bridge works will be limited to existing road reserves, while jetties to be rehabilitated exist and are clear of mangroves and not located within coral reef areas. No PCR was observed near the proposed roads, bridges or jetties. Nevertheless, further screening will be done during project preparation to determine likely impacts to natural habitats, forests and PCR. Sites of quarries and material sources were also visited. However, it is worth noting that specific quarries to be used as materials sources for the project have not yet been identified. Year 1 project/s are still being discussed and agreed with the GoF. Nevertheless, sand and gravel sources in Fiji are sufficient. Substantial volcanic deposits are found on all islands. Proper quarry operations will be made part of the safeguards requirements. Other impacts of the proposed activities are the typical construction related impacts, including dust, noise, and traffic due to temporary road closures/diversions.</p> <p>Potential impacts of rehabilitation works on rural jetties will also be limited. The rural jetties are generally not close to major reefs or sensitive marine habitats. These are also clear of mangroves. Designs to upgrade rural jetties will incorporate adequate reception facilities to treat waste from ships (bilge water, toilet wastes). Dredging of navigation channels will not be financed under the project.</p> <p>Component 2 consists of consultancy services to help implement the project, carry out the prioritization processes for selection of sub-projects under Component 1 and design and supervision of the selected works, conduct road safety audits, and upgrade design and construction standards and specifications to be more climate resilient. The TA will lead to the completion of technical or engineering designs, or other outputs in preparation for the construction of physical infrastructure with</p>
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	<p>potential physical impacts. The TA activities may have environmental and social concerns which are mostly associated with specific subsequent physical investments. It was agreed with FRA that there is a need to address environmental or social issues associated with the results of the TA through the application of the ESMF designed for the project. Good environmental design will also be incorporated into the detailed plans, and include proper drainage, improved access for persons with disabilities, etc.</p> <p>The team proposes the project be assigned as Category B.</p> <p>This project is co-financed with ADB. All proposed safeguard instruments (ESMF/EMP, LARF/LARP, IPPF/IPP) will be drafted based on the Pacific Island Countries WB safeguard templates and guidelines. More detailed instrument requirements are described for each policy below.</p> <p>The overarching safeguard instrument will be an Environmental and Social Development Framework (ESMF), which will be prepared in order to establish key environmental and social principles and standards for the sub-projects. It will also include a risk screening tool, a description of the legal framework, a gap analysis between donor safeguard requirements and the country's systems, as well as institutional arrangements for implementation. The ESMF will follow the general process for an environmental assessment and review framework (EARF) as set out in ADB Safeguard Policy Statement 2009, as well as those elements required by WB's OP 4.01 in respect of ESMF. The result will be a blended document suitable for meeting the policy requirements of both ADB and WB. An EMP will also be drafted for what is anticipated to be Year 1 project activities and for what constitutes ADB's sample project and for subsequent sub-projects.</p>
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		<p>The WB requirement for social assessments will be met in parallel with ADB's requirement for poverty and social assessments (PSA). Environmental assessments are a separate requirement and will be done independently of PSAs. Environmental assessments will be done for Year 1 projects prior to Appraisal.</p> <p>A land acquisition and resettlement framework (LARF) will serve as the umbrella safeguard document for mitigating any potential impact linked to land and acquisition and resettlement, following ADB and WB requirements. A land acquisition and resettlement plan (LARP) will also be prepared for WB Year 1 project/ADB's core sector project. The LARF will guide the preparation of LARPs for sub-project preparation when land acquisition or resettlement impacts are identified. Government will be responsible for preparing the required documents and ensuring proper consultation, while WB will help guide the implementation process.</p> <p>Material sources and quarries will be determined once the subprojects are identified. These material sources and quarries will be included as part of the scope of the EIA.</p> <p>Free, prior and informed consultations with project communities and key stakeholders on project design and related arrangements will be organized during project preparation to confirm broad community support, and during implementation, as required, in compliance with safeguard policy. All required environmental and social safeguard documents will be disclosed (ESMF, EA, ESMP, PARF, IPP) in-country in both English and Fijian. A formal grievance mechanism, as well as a monitoring framework, will also be established.</p>
Natural Habitats OP/BP 4.04	TBD	The Fijian Islands are characterized by diverse ecosystems, including significant areas of natural forest. Screening for impacts to Natural habitats will be done as part of the project preparation.



Forests OP/BP 4.36	TBD	Screening for impacts on forests will be done as part of the project preparation. Fiji has many areas with good forest cover. Road rehabilitation, which might involve minor road widening, will consider impacts to forests.
Pest Management OP 4.09	No	The project will not procure pesticides or pesticide application equipment. The project will also not lead to a potential increase in pesticide usage.
Physical Cultural Resources OP/BP 4.11	TBD	Further screening for PCR will be done as part of project preparation.
Indigenous Peoples OP/BP 4.10	Yes	An Indigenous Peoples Framework (IPFF) for Year 1 projects and all subsequent sub-projects will be prepared. Indigenous Peoples Plans (IPP) will be prepared for sub-project that are known by appraisal and which have the presence of IPs. The Government will organize free, prior and informed consultations with the affected IP communities and ensuring that there is broad community support for the proposed sub-project(s). The WB requirement for the Social Assessment will be met in parallel with ADB's requirement for the poverty and social assessment (PSA). The SA will evaluate sub-projects' potential positive and adverse effects on IPs, and where adverse effects may be significant, to examine project alternatives. This will be part of the PSA and will be integrated into the IPPs to be prepared both prior to Appraisal and during project implementation.
Involuntary Resettlement OP/BP 4.12	Yes	While land acquisition or resettlement is not expected, a Land Acquisition and Resettlement Policy Framework (LARF) will be prepared to address any potential adverse social impacts that may result due to involuntary acquisition of assets and/or changes in land use, and include provision for compensation and rehabilitation assistance. For sub-project preparation that involves land acquisition or resettlement, the Government will be responsible for preparing a land acquisition and resettlement plan (LARP) to help guide the implementation process and serve as documentation for compensation.
Safety of Dams OP/BP 4.37	No	

Projects on International Waterways OP/BP 7.50	No	
Projects in Disputed Areas OP/BP 7.60	No	

### III. SAFEGUARD PREPARATION PLAN

**A. Tentative target date for preparing the PAD Stage ISDS:** 15-Sep-2014

**B. Time frame for launching and completing the safeguard-related studies that may be needed.**  
**The specific studies and their timing<sup>1</sup> should be specified in the PAD-stage ISDS:**

July 15 to September 15, 2014.

### IV. APPROVALS

Task Team Leader:	Name: James A. Reichert	
<b><i>Approved By:</i></b>		
Regional Safeguards Coordinator:	Name: Surhid P. Gautam (RSA)	Date: 08-Aug-2014
Practice Manager:	Name: Michel Kerf (PMGR)	Date: 10-Aug-2014

<sup>1</sup> Reminder: The Bank's Disclosure Policy requires that safeguard-related documents be disclosed before appraisal (i) at the InfoShop and (ii) in country, at publicly accessible locations and in a form and language that are accessible to potentially affected persons.