

**INTEGRATED SAFEGUARDS DATA SHEET  
APPRAISAL STAGE**

**Report No.: ISDSA1030**

**Date ISDS Prepared/Updated:** 12-Jan-2015

**Date ISDS Approved/Disclosed:** 13-Jan-2015

**I. BASIC INFORMATION**

**1. 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(s):</b>	James A. Reichert		
<b>Estimated Appraisal Date:</b>	05-Jan-2015	<b>Estimated Board Date:</b>	05-Mar-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>Is this project processed under OP 8.50 (Emergency Recovery) or OP 8.00 (Rapid Response to Crises and Emergencies)?</b>			No
<b>Financing (In USD Million)</b>			
Total Project Cost:	167.50	Total Bank Financing:	50.00
Financing Gap:	0.00		
<b>Financing Source</b>			<b>Amount</b>
Borrower			16.80
International Bank for Reconstruction and Development			50.00
Asian Development Bank			100.70
Total			167.50
<b>Environmental Category:</b>	B - Partial Assessment		
<b>Is this a Repeater project?</b>	No		

**2. Project Development Objective(s)**

The development objective is to improve the resilience and safety of land and maritime transport infrastructure for users of project roads, bridges and rural jetties and wharves.

**3. Project Description**

The Transport Infrastructure Investment Project (TIIP), which will be jointly financed with the Asian Development Bank (ADB), consists of three components.

Component 1: Improvement of Existing Road and Maritime Sector Assets (est. US\$150.00 mil.). This component would fund works to repair, rehabilitate, reconstruct or upgrade, as appropriate, existing roads, bridges and rural jetties and wharves. It would also repair and replace existing and/or install new streetlights on selected roads, bridges and rural jetties and wharves. Where possible and appropriate, road, bridge and/or jetty sub-projects would be geographically packaged to reduce costs, attract competent contractors and maximize local impact. Two Year 1 sub-projects have been identified for improvement in the upper Sigatoka Valley.

Component 2: Technical Assistance (est. US\$16.70 mil.). Technical assistance would consist of support for a project supervision team to be established at the Fiji Roads Authority (FRA) to oversee project implementation, and consultancy services for design and supervision consultants, to update standards and specifications for the country's roads and bridges, to carry out international road assessment program (iRAP) surveys and independent road safety audits, and to implement the use of geotagging and pilot open contacting.

Component 3: Capacity Building (est. US\$0.80 mil.). Under a grant from ADB, initiatives to build government capacity across several sectors will be carried out. Areas of focus are expected to include planning, assessing and managing infrastructure projects for staff from various ministries and agencies, including FRA.

The project will be co-financed with ADB and a common framework and instruments for environmental and social safeguards has been developed and agreed. The safeguards arrangements will comply with the environmental and social safeguards policies of both institutions and apply to all 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. These responsibilities have been defined in a Memorandum of Understanding that was signed on December 12, 2014 and will go into effect after both projects have been approved by their respective Boards of Directors.

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

Fiji is an island country located in the South Pacific Ocean about two-thirds of the way from Hawaii to New Zealand. It has a territory of 47,329 square km spread over 332 islands, a third of which are inhabited. With a population of about 875,000, 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). Main urban centers on Viti Levu include Suva, the largest city and capital, Nadi, an important center of tourism and location of Fiji's principal 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 Vanua Levu 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 development of Fiji's key economic sectors, including tourism, the sugar industry, and agriculture, which employs 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 (RoW).

## 5. Environmental and Social Safeguards Specialists

Gerardo F. Parco (GENDR)

Julie Babinard (GTIDR)

6. Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	<p>Both Component 1 (Improvement of Existing Road and Maritime Sector Assets) and Component 2 (Technical Assistance) trigger OP 4.01. Component 1 will rehabilitate selected roads, bridges and rural jetties and wharves. Prioritization of these subprojects will be done by the Government of Fiji in consultation with the World Bank (WB) 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. In an effort to gauge conditions on the ground, the WB Team's environmental and social safeguards specialists visited several hundred kilometers of roads, and dozens of possible bridge and jetty locations on the islands of Viti Letu, Vanua Letu, and Taveuni.</p> <p>Detailed assessments of two sub-projects were completed during project preparation and an Environmental Impact Assessment (EIA) and a Land Acquisition and Resettlement Plan (LARP) were prepared for a river crossing and a bridge. With the exception of these two sub-projects, the majority of the sub-projects have yet to be identified and prepared. Notwithstanding, the project is not expected to have significant environmental impacts, including on natural habitats or forests. This is because road and bridge works will be largely limited to existing road reserves, while rural jetties and wharves to be rehabilitated exist and are clear of mangroves and not located within coral reef areas. No physical cultural resources (PCR) were observed near the roads, bridges or rural jetties and wharves observed, and no PCR were found during the detailed assessments for the two Year 1 sub-projects. Nevertheless, further screening will be completed in accordance with the Environmental and Social</p>

	<p>Management Framework (ESMF) during sub-project identification and preparation to determine likely impacts to natural habitats, forests and PCR. Chance-find provisions are included in the ESMF for PCR. Sites of quarries and material sources were also visited. Sand and gravel sources in Fiji are sufficient and FRA has a number of known and operating quarry sources around the country. Quarry operations form part of the environmental assessment, have been incorporated into the ESMF (for the project), and will be part of the Contractor's Environmental Management Plan (for the Year 1 sub-projects, and future sub-projects as relevant). Other impacts of the proposed activities are the typical construction related impacts, including dust, noise, and traffic due to temporary road closures/diversions which are predictable and manageable with appropriate controls.</p> <p>Potential impacts of rehabilitation works on rural jetties and wharves will also be limited. The rural jetties and wharves are generally not close to major reefs or sensitive marine habitats. These are also clear of mangroves. Jetty and wharf works will relate primarily to serviceability, including, but not limited to, structural integrity, vulnerability to adverse weather events, and/or user safety issues. Activities may consist of repairing or replacing platforms, pilings, and structural elements, including reinforced concrete, steel or timber sections. Improved facilities, such as water and sanitation amenities for those waiting for ships and reception facilities to treat waste from ships, may also be provided. No change in the type or size of vessels using any facilities is expected and as such, potentially high impact activities, including dredging, will not be required to fulfill the Project Development Objective in relation to jetties and wharves. Designs to upgrade rural jetties and wharves will incorporate adequate reception facilities to treat waste from ships (bilge water, toilet wastes).</p> <p>Component 2 consists of technical assistance (TA) and 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</p>
--	---

	<p>will lead to the completion of technical or engineering designs, or other outputs in preparation for the construction of physical infrastructure with potential physical impacts. The TA activities may have environmental and social concerns which are mostly associated with specific subsequent physical investments. In accordance with WB requirements, it was agreed with FRA that there is a need to address environmental and 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., to ensure safeguard compliance. Terms of Reference for the consultants will include the need to ensure compliance with the ESMF requirements.</p> <p>The project is an environmental Category B project for reasons cited in preceding paragraphs.</p> <p>This project is co-financed with ADB. All safeguard instruments, including the ESMF, Environmental &amp; Social Management Plans (ESMP), LARF, and LARP have been drafted and include the preparation of required World Bank environmental and social safeguards instruments. More detailed instrument requirements are described for each policy below.</p> <p>The overarching safeguard instrument is an ESMF, which has been prepared in order to establish key environmental and social principles and standards for the sub-projects. It also includes a risk screening tool, a description of the legal framework, as well as institutional arrangements for implementation. The ESMF follows 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 is a blended document suitable for meeting the policy requirements of both ADB and WB. An ESMP has also been prepared for what is expected to be Year 1 sub-projects, which constitutes ADB's sample project. Separate ESMPs will be prepared for subsequent sub-projects.</p> <p>During project design, the WB requirement for social assessments was met in parallel with ADB's</p>
--	---

		<p>requirement for poverty and social assessments (PSA). During implementation, sub-projects will be screened using the screening process established by the ESMF, including consideration of social issues. Environmental assessments prepared for sub-projects will include consideration of social issues relevant to each sub-project.</p> <p>The Government will be responsible for preparing the required safeguards documents and ensuring proper consultation, while both WB and ADB will supervise and guide the implementation process. During sub-project identification and project implementation ADB and WB will field joint missions to ensure safeguard implementation is being carried out in accordance with the approved LARP and Construction ESMPs.</p> <p>Material sources and quarries will be determined once sub-projects are identified. These material sources and quarries will be included as part of the scope of ESMPs.</p> <p>Free, prior and informed consultations with project communities and key stakeholders on project design and related arrangements will be organized during preparation of future sub-projects to confirm broad community support, and during implementation, as required, in compliance with WB safeguard policies. All required environmental and social safeguard documents (ESMF, ESMP, LARF, LARP) were disclosed on FRA's website on January 13, 2015. A formal grievance mechanism, as well as a monitoring framework, has also been established and included in all documentation.</p>
Natural Habitats OP/BP 4.04	Yes	<p>It is possible that future sub-projects will affect natural habitats. Accordingly, this has been triggered so that future sub-project preparation requires the assessment of natural habitats and the effective incorporation of mitigation measures into future safeguard documents. The ESMF screens proposed sub-projects for impacts on Natural Habitats, which will be assessed as part of the EIA process. The ESMP will have mitigation measures necessary to protect and conserve Natural Habitats.</p>
Forests OP/BP 4.36	No	<p>The project is not expected to impact natural forests (mangroves and terrestrial forests). This is because road and bridge works will be largely limited to existing road reserves, while rural jetties and wharves to be rehabilitated exist and are clear of mangroves. Given the</p>

		nature of the project (limited additional land-take and location etc.), the OP is not triggered.
Pest Management OP 4.09	No	The project will not procure pesticides or pesticide application equipment. The project will not lead to a potential increase in pesticide usage.
Physical Cultural Resources OP/BP 4.11	Yes	Construction works and road realignments can cause an impact on cultural or historic sites of significance, particularly where earthworks are required. The Museum of Fiji has no records of sites of cultural or historic significance within the area where earthworks and vegetation clearance is to occur for road realignment and construction of new structures for the Year 1 sub-projects, it is possible that unidentified sites may be uncovered during construction. It is also possible that, given the broad geographical spread of the project, PCR may be identified during preparation or implementation of future sub-projects. Accordingly, chance-find provisions have been incorporated into the ESMF.
Indigenous Peoples OP/BP 4.10	Yes	<p>The proposed project will trigger the World Bank's Operational Policy (OP) 4.10 on Indigenous Peoples (IP). Except for Year 1 sub-projects, where activities will take place in the upper Sigatoka Valley, the location of all sub-project areas is unknown. However, the social assessment carried out during project preparation identified that project beneficiaries are expected to be indigenous iTaukei, who own nearly 90 percent of all the land in Fiji.</p> <p>A stand-alone Indigenous Peoples Plan (IPP) will not be prepared for the project as the majority of communities that will benefit by from the sub-projects are expected to be communities of iTaukei living on traditionally tenured land. Instead, issues relevant for preserving the interests and livelihoods of the indigenous population, as well as for maintaining its cultural and socioeconomic traditions, will be integrated within the project design and implementation phases.</p> <p>The proposed project will trigger the World Bank's Operational Policy (OP) 4.10 on Indigenous Peoples (IP). Except for Year 1 sub-projects, where activities will take place in the upper Sigatoka Valley, the location of all sub-project areas is unknown. However, the social assessment carried out during project preparation identified that project beneficiaries are expected to be indigenous iTaukei, who own nearly 90 percent of all</p>



		<p>the land in Fiji.</p> <p>A stand-alone Indigenous Peoples Plan (IPP) will not be prepared for the project as the majority of communities that will benefit by from the sub-projects are expected to be communities of iTaukei living on traditionally tenured land. Instead, issues relevant for preserving the interests and livelihoods of the indigenous population, as well as for maintaining its cultural and socioeconomic traditions, will be integrated within the project design and implementation phases.</p> <p>To ensure compliance with OP 4.10, guidance provided in the Environmental and Social Safeguard Instruments for the Pacific including elements of an IPP will be incorporated into sub-project design. This guidance is included in the project ESMF. As a result, where appropriate, elements of an IPP will be integrated into the social assessment and LARP if a sub-project creates resettlement impacts, or the EIA and/or ESMP if no resettlement impacts are created.</p> <p>The Government will organize free, prior and informed consultations with the affected communities for each sub-project and ensure that there is broad community support for the proposed sub-project(s). WB requirements for the social assessment have been met in parallel with ADB's requirement for the PSA.</p>
Involuntary Resettlement OP/BP 4.12	Yes	<p>While land acquisition or resettlement is expected to be minor, a LARF has been prepared to serve as the umbrella social safeguard document for mitigating any potential impact linked to land acquisition and resettlement, following ADB and WB requirements. During sub-project preparation that involves land acquisition or resettlement, Government will be responsible for preparing LARPs to help guide the implementation process and serve as documentation for compensation.</p> <p>A LARP was prepared for the WB's Year 1 sub-project/ ADB's sample sector project. For the Year 1 sub-projects, consultations took place in four sites along the Sigatoka Valley Road with community members and representatives of the villages and provincial councils to ensure that people were informed about the project and had the opportunity to raise concerns. These communities strongly supported the sub-projects as the</p>

		<p>improved bridge and crossing will increase the safety of road users and pedestrians, while ensuring access and better quality crossings.</p> <p>The frameworks prepared for the project and the ESMP and LARP prepared for the for WB Year 1 sub-project/ ADB's sample project were prepared in consultation with key stakeholders and potentially affected people. The details of these consultations are documented in the relevant documents and were disclosed on FRA's website and the Bank's InfoShop on January 13, 2015, and will be uploaded to ADB's website.</p>
Safety of Dams OP/BP 4.37	No	The project will not finance construction of dams or support or depend on the operation of any existing dam.
Projects on International Waterways OP/BP 7.50	No	Not applicable.
Projects in Disputed Areas OP/BP 7.60	No	Not applicable.

## II. Key Safeguard Policy Issues and Their Management

### A. Summary of Key Safeguard Issues

<p><b>1. Describe any safeguard issues and impacts associated with the proposed project. Identify and describe any potential large scale, significant and/or irreversible impacts:</b></p> <p>No large scale, significant or irreversible impacts will be created by the project.</p> <p>FRA, ADB and WB have developed a harmonized approach for managing environmental and social safeguards requirements to ensure compliance with ADB's Safeguard Policy Statement 2009 (SPS) and the World Bank's Safeguard Policies. The risk of disagreement between the donors on the quality of outputs will be mitigated by continued close coordination and consultation between ADB and WB throughout implementation. Donors have agreed to field joint missions to supervise implementation and will sign an MoU defining steps to resolve any differences that might arise.</p> <p>In addition to compliance with ADB and WB requirements, social and environmental assessments and clearances of sub-projects under TIIP will comply with Fijian laws (The Land Sales Act 1974, The State Acquisition of Land Act 1998, the Land Use Decree 2010, The Environment Act 2005 and other relevant national legislation), ADB's Safeguard Policy Statement 2009 (SPS), and the World Bank's Operation Policy 4.01 (OP 4.01). Both ADB and WB will clear all safeguard documents at appropriate milestones (contract award and commencement of works, etc.).</p> <p>The main environmental issues are expected to be impacts on physical and biological resources close to road, bridge, and rural jetty/wharf infrastructure, which will be rehabilitated under TIIP. Repairs and rehabilitation works are expected to be carried out within existing alignments and rights-of-way. There is the possibility for unintended impacts, such as improper disposal of excess material or siltation of streams and rivers along alignments or within sub-project areas. Typical construction related impacts are also expected, such as dust, noise, and impacts from temporary</p>
--

camp. A possible major impact comes from the operation of material quarries and burrow pits.

TIIP triggers Environmental Assessment (OP 4.01), Natural Habitats (OP 4.04) and Physical Cultural Resources (OP 4.11). An ESMF has been prepared to screen all sub-projects for safeguards impacts. The ESMF will guide the FRA in determining the proper safeguards instruments needed to prepare subsequent sub-projects based on the results of the screening. To address issues related to potential impacts on natural habitats, the ESMF will screen and assess possible impacts through an EIA. Impacts to Physical Cultural Resources will also be addressed through the ESMF and EIA. Since roads will be rehabilitated under TIIP, excavation works, and the possibility for chance finds, are possible. Accordingly a chance- find procedure has been included in the ESMF and will be mandatory for all works contracts.

For the Year 1 sub-projects (Narata Bridge and Matewale Crossing in the upper Sigatoka Valley), an environmental impact assessment (Initial Environmental Examination, or IEE) was prepared and disclosed. The Environmental and Social Management Plan from this IEE will be included as part of the contractual obligations of the winning contractor(s).

The project also triggers OP 4.12 on Involuntary Resettlement, due to the potential for small amounts of land acquisition or minor land impacts during implementation. A LARF was prepared to address any land changes or impacts to livelihoods that might occur as a result of involuntary acquisition of assets and/or change in land use, including provision for compensation and rehabilitation assistance which may occur throughout the life of the project. LARPs were prepared for the two Year 1 sub-projects. For subsequent sub-project preparation involving land acquisition or resettlement, Government will be responsible for preparing land acquisition and resettlement plans (LARP) to help guide the implementation process and serve as documentation for compensation.

The project triggers OP4.10 on Indigenous People (IP), as the majority of the beneficiaries in the project areas are expected to be iTaukei, or indigenous Fijians. The social assessment completed during preparation reported that the iTaukei will constitute the overwhelming majority of project beneficiaries and live on native iTaukei land that is administered by mataqalis (clans). This land cannot be sold and remains forever as property of the landowning unit, unless sold to the State and used solely for public purposes. Because the overwhelming majority of beneficiaries are expected to be indigenous people, project implementation will not require a separate Indigenous Plan or an Indigenous Peoples Planning Framework. Instead, the elements of an IP plan will be integrated into the design of sub-projects in accordance with the guidelines included in the Environmental and Social Instruments for the Pacific. A well-defined consultation process has been identified and agreed involving free, prior and informed consultations. Such a process has already taken place for the Year 1 sub-projects.

Public consultations for the project's safeguards instruments have been conducted and disclosed. An appropriate grievance redress mechanism (GRM) forms part of the ESMF. This has been disclosed in the communities for Year 1 sub-projects and will also be adequately publicized in local communities adjacent to all future construction activities of the project once these sub-projects have been identified and included in the project. The FRA has instituted safeguards monitoring procedures and will assign a Safeguards Specialist as part of the PST. During sub-project identification and project implementation ADB and WB will work jointly to ensure safeguard implementation is being carried out in accordance with the approved Resettlement Action Plan and Construction ESMPs.

<p><b>2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:</b></p>
<p>The generally small scale of the projects complimented by the environmental and social screening and impact management/mitigation requirements established by the ESMF and LARF, and the sub-project screening criteria (which includes that sub-projects can only be Category B or C) will ensure that the project will not create any potential indirect and/or long term impacts.</p>
<p><b>3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.</b></p>
<p>Project alternatives will be examined during the sub-project screening process where environmental and social impacts will be considered. If similar development outcomes can be achieved from a project with lower impacts (assuming other criteria are met), then preference in the sub-project selection process will be given to this project. For year 1 sub-project activities, design alternatives have been considered as to maximize project benefits while minimizing impacts.</p>
<p><b>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.</b></p>
<p>The Borrower has agreed to fully implement the safeguard instruments. Although the FRA and associated agencies have good capacity to fulfill their respective mandates, their very limited exposure to projects funded by either the ADB or the WB has led to the inclusion of capacity development activities under the Project. ADB and WB have agreed to field joint missions to supervise implementation. The objective is to provide a clear and common approach to the FRA to ensure compliance, manage risks, and build capacity.</p>
<p><b>5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people.</b></p>
<p>Beneficiary communities and local stakeholders were provided with relevant information about the project, its land acquisition requirements, and policies on compensation and entitlements during preparation of the LARF and LARP. For each sub-project, the draft LARP was disclosed to project beneficiaries and stakeholders, and an information booklet will be available in English and Fijian that summarizes entitlements and other relevant information. The draft LARP has been uploaded to FRA's website. FRA, the Provincial Council and the TLTB iTaukei Land Trust Board (TLTB) will continue to consult and engage with landowners and tenants prior to and throughout project implementation. More focused consultations with beneficiaries will take place after detailed designs are available and prior to the commencement of any works to enable compilation of a full census and inventory of assets. The cut-off date for entitlement eligibility will be the date the census is completed, after which the entitlement matrix will be updated and included in the final LARP. FRA, in coordination with community leaders and representatives from the Department of Lands and TLTB, will inform affected parties in advance of Government intent to acquire land, and will respond to all compensation related inquiries. All consultations with the affected communities will be documented and follow the requirements established in the safeguard documentation. A GRM has been established for the project and will apply for each sub-projects.</p>

### ***B. Disclosure Requirements***

<b>Environmental Assessment/Audit/Management Plan/Other</b>	
Date of receipt by the Bank	13-Jan-2015
Date of submission to InfoShop	13-Jan-2015

For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	
<b>"In country" Disclosure</b>	
Fiji	13-Jan-2015
<p><i>Comments:</i> The Initial Environmental Examination and (IEE) Environmental and Social Management Plan (ESMP) for Sigatoka Valley Road – Bridge Rehabilitation (Year 1 sub-projects) were disclosed on FRA's website in October 2014 under ADB's project.</p> <p>Note that the IEE/ESMP was revised after appraisal and redisclosed on FRA's website.</p>	
<b>Resettlement Action Plan/Framework/Policy Process</b>	
Date of receipt by the Bank	13-Jan-2015
Date of submission to InfoShop	13-Jan-2015
<b>"In country" Disclosure</b>	
Fiji	13-Jan-2015
<p><i>Comments:</i> The Land Acquisition and Resettlement Framework (LARF) was disclosed on FRA's website in October 2014 under ADB's project.</p> <p>Note that the LARF was revised after appraisal and redisclosed on FRA's website.</p>	
<b>Indigenous Peoples Development Plan/Framework</b>	
Date of receipt by the Bank	30-Sep-2014
Date of submission to InfoShop	24-Nov-2014
<b>"In country" Disclosure</b>	
<i>Comments:</i>	
<b>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.</b>	
<b>If in-country disclosure of any of the above documents is not expected, please explain why:</b>	
Although this policy is triggered, a stand-alone Indigenous Peoples Plan (IPP) will not be prepared for the project as the majority of communities that will benefit by from the sub-projects are expected to be communities of iTaukei living on traditionally tenured land. To ensure compliance with OP 4.10, elements of an IPP will be incorporated into sub-project design.	

### ***C. Compliance Monitoring Indicators at the Corporate Level***

<b>OP/BP/GP 4.01 - Environment Assessment</b>			
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"/> ]
<b>OP/BP 4.04 - Natural Habitats</b>			

Would the project result in any significant conversion or degradation of critical natural habitats?	Yes [ ] No [ <input checked="" type="checkbox"/> ] NA [ ]
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 [ ] No [ ] NA [ <input checked="" type="checkbox"/> ]
<b>OP/BP 4.11 - Physical Cultural Resources</b>	
Does the EA include adequate measures related to cultural property?	Yes [ <input checked="" type="checkbox"/> ] No [ ] NA [ ]
Does the credit/loan incorporate mechanisms to mitigate the potential adverse impacts on cultural property?	Yes [ <input checked="" type="checkbox"/> ] No [ ] NA [ ]
<b>OP/BP 4.10 - Indigenous Peoples</b>	
Has a separate Indigenous Peoples Plan/Planning Framework (as appropriate) been prepared in consultation with affected Indigenous Peoples?	Yes [ ] No [ <input checked="" type="checkbox"/> ] NA [ ]
<b>OP/BP 4.12 - Involuntary Resettlement</b>	
Has a resettlement plan/abbreviated plan/policy framework/process framework (as appropriate) been prepared?	Yes [ <input checked="" type="checkbox"/> ] No [ ] NA [ ]
If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan?	Yes [ <input checked="" type="checkbox"/> ] No [ ] NA [ ]
<b>The World Bank Policy on Disclosure of Information</b>	
Have relevant safeguard policies documents been sent to the World Bank's Infoshop?	Yes [ <input checked="" type="checkbox"/> ] No [ ] NA [ ]
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 [ ] NA [ ]
<b>All Safeguard Policies</b>	
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 [ ] NA [ ]
Have costs related to safeguard policy measures been included in the project cost?	Yes [ <input checked="" type="checkbox"/> ] No [ ] NA [ ]
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 [ ] NA [ ]
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 [ ] NA [ ]

**III. APPROVALS**

Task Team Leader(s):	Name: James A. Reichert
<i>Approved By</i>	

Regional Safeguards Advisor:	Name: Peter Leonard (RSA)	Date: 13-Jan-2015
Practice Manager/Manager:	Name: Michel Kerf (PMGR)	Date: 13-Jan-2015