

**COMBINED PROJECT INFORMATION DOCUMENTS / INTEGRATED
SAFEGUARDS DATA SHEET (PID/ISDS)
ADDITIONAL FINANCING**

Report No.: PIDISDSA19979

Date Prepared/Updated: 02-Nov-2016

I. BASIC INFORMATION

A. Basic Project Data

Country:	Vanuatu	Project ID:	P161454
		Parent Project ID (if any):	P154149
Project Name:	Vanuatu Aviation Investment Project Additional Financing (P161454)		
Parent Project Name:	Vanuatu Aviation Investment Project (P154149)		
Region:	EAST ASIA AND PACIFIC		
Estimated Appraisal Date:	31-Oct-2016	Estimated Board Date:	05-Jan-2017
Practice Area (Lead):	Transport & ICT	Lending Instrument:	Investment Project Financing
Borrower(s):	Ministry of Finance and Economic Management		
Implementing Agency:	Ministry of Infrastructure and Public Utilities		
Financing (in USD Million)			
	Financing Source		Amount
	International Development Association (IDA)		9.26
	IDA Grant		4.57
	Total Project Cost		13.83
Environmental Category:			
Appraisal Review Decision (from Decision Note):	The review did authorize the team to appraise and negotiate		
Other Decision:			
Is this a Repeater project?	No		

B. Introduction and Context

Country Context

The Republic of Vanuatu is a small nation located in the South Pacific about 2,000 km to the northeast of Australia. Comprised of about 80 islands, the country's land area is some 12,200 km². With an almost entirely Melanesian population of about 266,000, it is one of the more populated Pacific Island Countries (PICs). Efate Island is the location of the capital Port Vila, the gateway for most visitors to Vanuatu.

Vanuatu's per capita gross domestic product (GDP) in 2014 was US\$3,075. The key pillars of Vanuatu's economy are the agriculture sector and the service industry. Tourism in particular plays a key role. According to the World Travel and Tourism Council, the direct contribution of travel and tourism represented nearly 19 percent of GDP in 2014. This contribution is expected to grow annually by 4.3 percent until 2024.

Vanuatu is also highly susceptible to natural disasters. For example, the recent devastation caused by Cyclone Pam in March 2015 included deaths, widespread displacement of communities, destruction of houses and buildings, as well as damage to Vanuatu's three airports, roads and wharves, communications systems, and other critical infrastructure. The relief effort was hampered by a lack of apron capacity at Bauerfield. Vanuatu's reliance on tourism, and its susceptibility to natural disasters, make air transportation a critical pillar in the country's economic and social development.

Frequent changes in leadership and policy direction in past years have led to political fragility and governance challenges in Vanuatu. This has hampered the country's investment climate as well as had a direct impact on air transport development.

Sectoral and institutional Context

Aviation is a critical pillar in Vanuatu's economic and social development for a number of reasons:

- Air connectivity enables effective regional integration and trade links and facilitates access to education and medical services;
- Tourists as well as VFR (visiting friends and relatives) travelers rely on the availability of air transport to access the country;
- Vanuatu's geography, being spread across many islands, and its distance from key export markets make efficient and safe air services essential; and,
- Vanuatu's remoteness, limited size, coastal settlement patterns and susceptibility to a host of natural disasters make aviation critical for effective disaster risk management, particularly in the delivery of relief aid. Air transport can effectively and efficiently bring in humanitarian cargo and aid workers to reach cut-off communities. Aircraft and helicopters also have the advantage of being able to survey large areas, scan affected zones for victims and assess damage on the ground. The importance of this was shown in March 2015 after Cyclone Pam devastated Vanuatu.

Airports Vanuatu Ltd. (AVL), a State Owned Enterprise, is responsible for the management and operation of Vanuatu's three international (Bauerfield, Pekoia and Whitegrass) airports. Bauerfield International Airport (VLI) is the main international gateway to Vanuatu, processing some 500,000 passengers per year. A 2012 IFC analysis suggests that the demand could be as much as one million passengers per year by 2030.

In 2011 Bauerfield runway's poor pavement condition was identified as an issue that needed to be urgently addressed. To identify further critical areas of investments and to ensure the overall sustainability of airport infrastructure, a master plan for all of Vanuatu's airports is being prepared. The IFC was commissioned by the Government of Vanuatu (GoV) to identify opportunities for private sector participation in the three international airports and in 2012 provided its recommendations in a Strategic Options Report, which was not implemented.

In July 2013, the GoV signed a concession with Vanuatu Trade Development Pte. Ltd (VTDP) for the construction of a new greenfield airport on Efate. Under this concession VTDP was to undertake the necessary maintenance repairs to Bauerfield to keep it fully operational until the new airport was completed. The concession was cancelled in mid-2014 before any repairs had been made to the Bauerfield's runway, although testing and design of the repairs had been started.

When the parent project was prepared in early 2015 the repairs to Bauerfield runway were known to be critical with approximately 600m of runway requiring urgent rehabilitation. However, political turmoil in the GOV during 2015 impacted the project's ability to immediately proceed with the major civil works, resulting in further deterioration of the runway pavement. In January 2016 several international airlines temporarily ceased operations due to safety concerns related to the runway condition. To keep the airport operational emergency repairs were completed in April 2016. However, rapid and continuous deterioration has led to additional emergency remedial repairs and has increased the requirements for rehabilitation to cover 2000m rather than the initial 600m. Whitegrass and Pekoa airport pavements are now also in need of repairs. Additional finance is therefore proposed to: (i) expand the scope of works necessary to address the increased pavement deterioration at Bauerfield, Whitegrass, and Pekoa international airports; and, (ii) to increase the operational capacity of Bauerfield to facilitate larger aircraft and to ensure the country is prepared for future disasters.

C. Proposed Development Objective(s)

Original Project Development Objective(s) - Parent

The project development objective is to improve operational safety and oversight of international air transport and associated infrastructure in Vanuatu.

Key Results

The success of the project is monitored and evaluated through four indicators: (i) regulatory certification of safety and security at Bauerfield (VLI) maintained; (ii) state requirements for safety and security reaches global ICAO average; (iii) modernization of air traffic management; and, (iv) implementation of a regional safety and security levy for departing international passengers.

D. Project Description

Component Name

Component A: International Airport Infrastructure Investments

Comments (optional)

This component invests in international aviation infrastructure to meet and maintain minimum ICAO safety and security standards at Vanuatu's three international airports: Bauerfield, Whitegrass and Pekoa Airport.

Component Name

Component B: Aviation Sector Reform and Training

Comments (optional)

This component aims to strengthen the Civil Aviation Authority of Vanuatu (CAAV), Ministry of Infrastructure and Public Utilities (MIPU) and other line ministries' technical capacity through the development of an Aviation Sector Plan, targeted technical assistance to strengthen institutional capacity as well as dedicated training.

Component Name

Component C: Strengthening Airport Operations and Management Capacity

Comments (optional)

This component's objective is to strengthen Airport Vanuatu Limited's (AVL) airport operations and management capacity through the development of an Airport Master Plan, targeted technical assistance and training.

Component Name

Component D: Emergency Reconstruction

Comments (optional)

This component provides support to the GoV with emergency reconstruction activities in the form of goods and works.

Component Name

Component E: Project Support

Comments (optional)

This component covers project management and operating cost, advisory and administrative support as well as subscriptions cost for VSAT communications systems and financial audits.

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

The Republic of Vanuatu is a small Pacific Island nation located in the South Pacific. Comprising of about 80 islands, the country's 12,336 sq. km of land spread over 1,300 km. Vanuatu's population of approximately 266,000 are 98.5% Melanesians. The largest island, Efate, hosts the country's capital Port Vila and is home to a quarter of its population. Vanuatu is located in the "ring of fire" and at the center of the Pacific "cyclone belt". This results in a relatively high frequency of volcanic eruptions, cyclones, earthquakes, tsunamis, storm surges, coastal and river flooding and landslides.

The recent devastation caused by Cyclone Pam in March 2015 included deaths, widespread displacement of communities, destruction of houses and buildings, damage to Bauerfield Airport, roads and wharves, communications systems, and other critical infrastructure. Urgent repairs to

the runway have been carried out and continue to be done on an ad hoc basis.

Tourism and travel make a significant contribution to Vanuatu's economy representing about 23.2% of GDP in 2013. Tourist arrivals have been steadily increasing, recording around 330,000 visitors in 2013. A quarter of these tourists arrive by air. In 2013, tourism and travel services directly engaged 12,500 workers representing around 18.2% of total employment. The direct contribution of Travel & Tourism to GDP is expected to grow by 4.3% per annum to 25.0% by 2024. To accommodate this projected growth, efficient and functional aviation services are critical.

Tourism activities provide significant opportunities for women in Vanuatu, where gender inequality remains a development challenge. Women have poorer access to health care, particularly in rural areas, and prevalence of gender-based violence (GBV) is reportedly very high, affecting up to 60% of women aged 15-49. Lower levels of secondary school attainment and literacy pose barriers to women's equal participation in economic activity with half as many women active in formal employment as men. With no formal national private sector organization to represent their interests, ni-Vanuatu women continue to operate informally or semi-formally as micro-enterprises.

Bauerfield International Airport (IATA code: VLI) is located approximately 3km north of Port Vila and is the main international gateway for Vanuatu and the Air Vanuatu hub. The airport is relatively small in size, but its runway has the capability and length to accept jets up to the Airbus A330. Santo-Pekoa International Airport (IATA code: SON) is situated at Luganville, in the south-east corner of Espiritu Santo and services predominantly domestic locations, with international services to Brisbane, Australia. Whitegrass Airport (IATA code: TAH) is situated on Tanna Island in the southern part of the Vanuatu archipelago. The land of the airports is owned by, or under long-term lease to AVL.

Aggregate sourcing can be a challenge in Pacific Island Countries. It is likely that basalt aggregate materials will be imported for the Bauerfield works due to current unavailability of a suitable local supply and the timeline for undertaking construction. For coronous aggregates, importing should not be necessary as there are a number of existing permitted local quarries on Efate which are currently established and in use for other infrastructure projects. Quarries for the SON and TAH projects have not been identified.

In the event that the contractor wishes to open a new quarry, a new quarry permit would be required under the Mines and Minerals Act, Quarry Permit Regulation Order No. 8. The Act describes the requirement of a permit application and the provisions of the Project ESMP (PESMP), which provides a Code of Practice to the Contractors for selecting and renewing quarries, which must be adhered to ensure compliance with World Bank safeguard policies. Prior to any new quarries being opened (or reopened) for the VAIP project, public consultation will be completed with any affected parties relating to each quarry site.

F. Environmental and Social Safeguards Specialists

Penelope Ruth Ferguson (GENDR)

Ross James Butler (GSU02)

II. Implementation

Institutional and Implementation Arrangements

The executing agency will be the Ministry of Finance and Economic Management (MFEM) and MIPU will be the implementing agency. AVL, CAAV and other line ministries will also be involved in supporting project implementation, providing inputs and performing roles within their respective mandates. A Project Implementation Agreement will be entered into between the GoV and AVL to set out their respective roles and responsibilities regarding Project implementation.

The Vanuatu Project Management Unit (VPMU) of the Prime Minister's Office (PMO) will be responsible for day-to-day Project management, including technical aspects, procurement handling and financial management, reporting, monitoring and evaluation, and ensuring environmental and social safeguards compliance in accordance with the safeguards instruments. Additional resources may be needed within the VPMU to handle the increased workload relating to the Project. The existing VPMU Steering Committee, comprised of key government stakeholders, will provide overall oversight of Project implementation and of the VPMU, and make Project policies and strategic decisions.

The VPMU is supported by the regional Program's Technical and Fiduciary Service Unit (TFSU) based within Tonga Airports Ltd. (TAL). The TFSU provides expertise and support services in the areas of procurement, financial management, contract management, safeguard policies, engineering and equipment specifications, monitoring, evaluation and reporting requirements. It is anticipated that most of the demands for VAIP support will be met through existing staffing, with some additional resources in procurement potentially required. Coordination between the MIPU, VPMU, AVL and the TFSU is critical to ensure efficient Project implementation in line with program objectives. A Service Agreement, prior reviewed by and acceptable to the Bank, between the GoV, AVL, and TAL has been signed prior to the parent project's effectiveness.

Regional implementation arrangements, established and operationalized in prior phases, have facilitated project implementation. This includes a Program Steering Committee (PSC), comprising representatives from the national steering committees of the countries currently participating in PAIP, and the VPMU. The PSC meets regularly to review and evaluate the Program implementation process. Regional procurements are reviewed by the Regional Procurement Evaluation Committee (RPEC), with a member of each country involved in the procurement represented on the committee. These implementation arrangement will remain in place for the Additional Finance.

III. Safeguard Policies that might apply

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	Project impacts primarily relate to the transport and construction impacts of runway resurfacing, improved geometric features, and a new apron at VLI. The investments as SON and TAH respectively consist of pavement milling and overlay, and resurfacing. Impacts at these sites will primarily relate to construction processes and the transport of materials

		<p>to the site. Imported materials used at any of the three sites will require strict biosecurity precautions.</p> <p>Other investments in buildings (e.g. fire tender shelters), lighting, navigation aids, etc. are expected to have minor environmental impacts.</p> <p>The impacts will be mitigated through the use of the PESMP, consistent with the PAIP Environmental and Social Management Framework (ESMF). The PESMP was prepared and disclosed during preparation, and has been updated to reflect the detailed design. Separate PESMPs were prepared for each airport.</p> <p>Potential impacts associated with any downstream activities identified through the Master Plan were addressed in the Terms of Reference through the provision that: ➤(The potential safeguard implications shall be incorporated within the master plan to ensure they are considered in the development of subprojects. Where the master plan process has the potential to impact on communities outside the airports, these communities, with representatives of both men and women groups, will be engaged in a meaningful way in the master plan process.➤(The safeguard implications of any recommendations will be reviewed by the Bank prior to reports being finalized.</p> <p>Any downstream subprojects proposed as a result of the Master Plan (either as part of this project, or as linked activities) they will be screened for environmental and social risks and impacts. This process will determine the policies triggered, the classification of safeguard category and the specific instrument(s) that may be required. Safeguards instruments will be prepared prior to Bank clearance.</p>
Natural Habitats OP/BP 4.04	No	<p>No impacts on natural habitats will result from works on any of the three airport sites as almost all works will be carried out within the existing airport boundaries.</p> <p>The project does not support the establishment of new quarries and the PESMP has strict guidance should they be required. Any new quarries will not be in the presence of natural habitats.</p>

		No new risks or impacts from those recorded earlier have been identified based on the detailed designs or as a result of additional financing.
Forests OP/BP 4.36	No	<p>No impacts on natural forests will result from works on any of the three airport sites as almost all works will be carried out within existing airport precincts.</p> <p>Construction materials will be sourced commercially and use of wood from natural forests will not be permitted.</p> <p>The project does not support the establishment of new quarries and the PESMP has strict guidance should they be required. Any new quarries will not be in the presence of forested areas.</p> <p>No new risks or impacts from those recorded earlier have been identified based on the detailed designs.</p>
Pest Management OP 4.09	No	The project will not require the use of pesticides. Accordingly this OP is not triggered.
Physical Cultural Resources OP/BP 4.11	No	<p>No impacts on Physical Cultural Resources will result from works on the airport sites as almost all works will be carried out within existing airports.</p> <p>The PESMP contains a ➤(chance find procedure➤(which requires that should any areas of potential cultural importance or artefacts be identified during the VAIP project, works should stop and the Vanuatu National Heritage Registry and the Ministry of Land and Natural Resources (MLNR) should be contacted. No work should continue until approval has been sought from the above-mentioned agencies.</p>
Indigenous Peoples OP/BP 4.10	No	<p>The WB➤(s policy on indigenous peoples is only triggered in the Pacific where all of the following four defining characteristics are present:</p> <p>a) Self-identification as members of a distinct indigenous cultural group and recognition of this identity by others.</p> <p>b) Collective attachment to geographically distinct habitats or ancestral territories in the project area and to the natural resources therein.</p> <p>c) Customary cultural, economic, social, or political institutions that are separate from those of the dominant society and culture.</p>

		<p>d) An indigenous language, often different from the official language of the country or region</p> <p>VAIP has not triggered OP 4.10 as only characteristic (b) is relevant.</p>
Involuntary Resettlement OP/ BP 4.12	Yes	<p>The majority of the project's activities are on existing land within airport precincts.</p> <p>It is envisaged that two off-site activities may take place: (i) trenching for power cables; and, (ii) upgrading of a track. To account for this, an RPF is included in the PESMP (based on the PAIP RPF) to cover this eventuality. While the PESMP strongly discourages the opening of new quarries, it includes a Code of Practice which would cover the opening of a quarry should it be required, and this calls for the RPF to be applied.</p> <p>In addition to the above, OP/BP 4.12 is triggered in accordance with Interim Guidelines on the Application of Safeguard Policies to Technical Assistance (TA) Activities in Bank-Financed Projects and Trust Funds Administered by the Bank (January 2014). This is because there is the potential that the Aviation Master Plan may lead increases in noise disturbance, land acquisition and resettlement, which may arise from the recommendations and implementations of these technical assistance activities.</p> <p>No new risks or impacts from those recorded earlier have been identified based on the detailed designs and additional financing.</p>
Safety of Dams OP/BP 4.37	No	Not relevant to the project.
Projects on International Waterways OP/BP 7.50	No	Not relevant to the project.
Projects in Disputed Areas OP/ BP 7.60	No	Not relevant to the project.

IV. Key Safeguard Policy Issues and Their Management

A. Summary of Key Safeguard Issues

<p>1. Describe any safeguard issues and impacts associated with the proposed project. Identify and describe any potential large scale, significant and/or irreversible impacts:</p>
<p>Potential environmental and social safeguard issues are associated with three project activities at the project airports: civil works and installation of equipment at airfields; sourcing and storage of materials for pavement works; and potential future subprojects arising from the Airport Master</p>

Plan and Aviation Sector Strategy (see Section 2 below). The project's area of influence includes the three airfields (including off site navigational aids), quarry sites and truck haul routes for externally-sourced materials.

PESMPs have been prepared for each airport and include consistent measures to avoid and mitigate impacts. The PESMP will be updated and redisclosed when there is a public interest to do so (i.e. changes in the designs and/or activities will impact on the communities).

Airfield civil works are not likely to cause significant environmental or social impacts and are limited to minor construction-related impacts such as noise, dust, waste disposal and community and worker health and safety. These impacts can be readily managed through standard mitigation measures (safe working areas, dust control etc.) which will be incorporated in a contractor's CESMP. The on-site impacts are all site-specific and expected to be reversible. Potential social impacts are likely to be limited to nuisances from construction works (noise, dust), and airport concessionaires and small businesses may experience temporary business impacts (including positive ones from an influx of workers). No physical cultural resources have been identified within the construction footprint.

Coronous aggregates for construction will be sourced from existing commercially operated local quarries. For VLI, basalt aggregate for surfacing will likely be imported from Noumea/Fiji. The quarry situation for SON and TAH have not been established. The PESMP contains a Code of Practice for quarry operations, including the establishment of new quarries. Potential impacts associated with quarried resources include on-site quarry operations (dust and noise emissions, water management, slope stability, quarry limits etc.), transport impacts along haul routes associated with heavy vehicles (noise, dust, road safety, road surface condition etc.), and biosecurity protection and clearances for imported materials.

Runway and apron rehabilitation will likely require removal of some existing materials that cannot be reused. This material will require disposal either within the airfield or at an approved landfill. Potential waste management and transport impacts were assessed and management measures incorporated in the PESMP. These include the re-export of hazardous waste, oil and bitumen drums/tanks.

No resettlement is expected and if any resettlement issues emerge, they will be addressed through a resettlement plan developed on the basis of the policies and principles outlined in the RPF in the PESMP.

A new terminal is planned by the GoV adjacent to the new apron being constructed under the project. If the new terminal is not financed by the World Bank, it will be considered to part of an associated facility and thus linked from a social safeguards perspective. This is because the proposed new terminal is: (i) directly and significantly related to the project; (ii) will likely be constructed contemporaneously with the current project (i.e. before 2019); and, (iii) impacts on the ability of the project to deliver the development outcome related to regulatory compliance of the entire aerodrome. The World Bank's safeguard policies will therefore apply. It is envisaged that the PESMP would be updated, consulted on and applied to the terminal construction.

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

The project will have a very positive social impact. The loss of international flights due to the poor

pavement condition had a major negative impact on tourism, resulting in job losses in the sector, particularly amongst women. The project will ensure that the airport will operate in a safe and efficient manner, as well as being able to handle demands from future emergencies. The project will undertake education programs on HIV/AIDs and gender based violence, in particular for construction workers. Construction workers camps will be avoided if at all possible, and if required will be in accordance with the IFC-EBRD 2009 guidelines.

Improved safety and security will be beneficial to both travellers and residents in the vicinity of the airports. The investments are not expected to directly increase air operations, but may indirectly change the frequency or timing of flights.

The proposed Airport Master Plan and Aviation Sector Strategy to be developed under the Project will cover all international airports in Vanuatu: Bauerfield Airport, Whitegrass Airport on Tanna Island and Pekoa Airport on Espiritu Santo. The potential subprojects that may be identified through the master planning and strategy development process are unknown; however they may include activities with the potential for environmental and social impacts (eg. runway lengthening, terminal expansion, runway rehabilitation etc.). The potential impacts associated with any downstream activities identified through the Master Plan were addressed in the Terms of Reference through the provision that: ➤(The potential safeguard implications shall be incorporated within the master plan to ensure they are considered in the development of subprojects. Where the master plan process has the potential to impact on communities outside the airports, these communities, with representatives of both men and women groups, will be engaged in a meaningful way in the master plan process.➤(The safeguard implications of any recommendations will be reviewed by the Bank prior to reports being finalized.

Any downstream subprojects proposed as a result of the Master Plan (either as part of this project, or as linked activities) will be screened for environmental and social risks and impacts. This process will determine the policies triggered, the classification of safeguard category and the specific instrument(s) that may be required. Safeguards instruments will be prepared prior to Bank clearance.

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

There are no alternatives to the activities proposed under Component A. In the absence of a safe aviation operating environment at Vanuatu ➤(s international airports (particularly Bauerfield) there is the risk that aircraft operations may be cancelled, with significant follow-on issues for Vanuatu ➤(s economy.

The Master Plan and the Aviation Sector Strategy are likely to involve consideration of multiple subproject alternatives. Potential environmental and social impacts will be considered under these processes in determining the feasibility of the Master Plan and the Aviation Sector Strategy proposals.

Any downstream subprojects proposed as a result of the Master Plan (either as part of this project, or as linked activities) they will be screened for environmental and social risks and impacts. This process will determine the policies triggered, the classification of safeguard category and the specific instrument(s) that may be required. Safeguards instruments will be prepared prior to Bank clearance.

4. Describe measures taken by the borrower to address safeguard policy issues. Provide an

assessment of borrower capacity to plan and implement the measures described.
<p>The borrower recruited consultants to prepare the PESMP and support disclosure and consultations prior to appraisal, and the TFSU has subsequently updated it. This PESMP will inform the Contractors ESMP and a supervision consultant will be recruited to oversee the civil works process and will be responsible for ensuring compliance with the CESMP (and PESMP) by the contractor. The VPMU will provide quarterly audits of the performance of the supervision consultant.</p> <p>The project design includes funding for consultants to assist with technical support and the TFSU will be retained to provide support to MIPU, VPMU and AVL in relation to technical, procurement, financial management, safeguards, contract management, reporting, and monitoring and evaluation activities.</p>
5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people.
<p>Institutional stakeholders in safeguards compliance are the implementing agency (MIPU), VPMU, AVL and the Department of Geology, Mines and Water (Mines and Minerals Section). Local stakeholders are the communities surrounding the airports and airport concessionaires. Consultation with stakeholders commenced on 11 March 2015 and is ongoing.</p> <p>Broader public consultation was originally scheduled at the National Council of Chief's Nakamal in Port Vila on 17 March 2015. An announcement for the public consultation was sent out between 11 and 12 March 2015. Cyclone Pam impacted Vanuatu on 13 March 2015 creating widespread damage and disruption. Consequently, the consultation was not able to proceed as planned. The commencement of the public consultation process was rescheduled and held between 25 March and 9 April 2015. Ongoing consultations will include communities near new quarry sites and along the transport route for materials.</p> <p>Furthermore, neighbouring communities will be made aware through these media of the procedure for registering any complaints or grievances in relation to the project. The project has a grievance response mechanism which manages all complaints and publishes statistics on their resolution (www.vaip.vu).</p> <p>Where the airport Master Plan process has the potential to impact on communities outside the airports, these communities, with representatives of both men and women groups, will be engaged in a meaningful way in the master plan process.</p>

B. Disclosure Requirements

Environmental Assessment/Audit/Management Plan/Other	
Date of receipt by the Bank	25-Mar-2015
Date of submission to InfoShop	27-Mar-2015
For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	
"In country" Disclosure	
Vanuatu	27-Mar-2015
<i>Comments:</i>	

Resettlement Action Plan/Framework/Policy Process	
Date of receipt by the Bank	25-Mar-2015
Date of submission to InfoShop	27-Mar-2015
"In country" Disclosure	
Vanuatu	27-Mar-2015
<i>Comments:</i>	
If the project triggers the Pest Management and/or Physical Cultural Resources policies, the respective issues are to be addressed and disclosed as part of the Environmental Assessment/Audit/or EMP.	
If in-country disclosure of any of the above documents is not expected, please explain why:	

C. Compliance Monitoring Indicators at the Corporate Level

OP/BP/GP 4.01 - Environment Assessment	
Does the project require a stand-alone EA (including EMP) report?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
If yes, then did the Regional Environment Unit or Practice Manager (PM) review and approve the EA report?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Are the cost and the accountabilities for the EMP incorporated in the credit/loan?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
OP/BP 4.12 - Involuntary Resettlement	
Has a resettlement plan/abbreviated plan/policy framework/process framework (as appropriate) been prepared?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Is physical displacement/relocation expected?	Yes [<input type="checkbox"/>] No [<input checked="" type="checkbox"/>] TBD [<input type="checkbox"/>]
Provided estimated number of people to be affected	
Is economic displacement expected? (loss of assets or access to assets that leads to loss of income sources or other means of livelihoods)	Yes [<input type="checkbox"/>] No [<input checked="" type="checkbox"/>] TBD [<input type="checkbox"/>]
Provided estimated number of people to be affected	
The World Bank Policy on Disclosure of Information	
Have relevant safeguard policies documents been sent to the World Bank's Infoshop?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Have relevant documents been disclosed in-country in a public place in a form and language that are understandable and accessible to project-affected groups and local NGOs?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
All Safeguard Policies	
Have satisfactory calendar, budget and clear institutional	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]

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

V. Contact point

World Bank

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VII. Approval

Task Team Leader(s):	Name: Christopher R. Bennett	
Approved By		
Safeguards Advisor:	Name: Peter Leonard (SA)	Date: 02-Nov-2016
Practice Manager/ Manager:	Name: Almud Weitz (PMGR)	Date: 02-Nov-2016
Country Director:	Name: Lasse Melgaard (CD)	Date: 08-Nov-2016