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

Additional Financing

Report No.: PIDISDSA19813

Date Prepared/Updated: 22-Mar-2017

I. BASIC INFORMATION

A. Basic Project Data

Country:	Micronesia, Federated States of	**Project ID:**	P161363
		Parent Project ID (if any):	P130592
Project Name:	P2: Palau-FSM Connectivity Project: AF Kosrae Connectivity (P161363)		
Parent Project Name:	Pacific Regional Connectivity Program 2:Palau-FSM Connectivity Project (P130592)		
Region:	EAST ASIA AND PACIFIC		
Estimated Appraisal Date:	06-Mar-2017	**Estimated Board Date:**	31-May-2017
Practice Area (Lead):	Transport & ICT	**Lending Instrument:**	Investment Project Financing
Borrower(s)	Department of Finance and Administration		
Implementing Agency	Department of Transportation, Communication and Infrastructure		

Financing (in USD Million)

Financing Source	Amount
IDA Grant	1.63
IDA recommitted as a Grant	14.63
Financing Gap	0.00
Total Project Cost	16.26

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

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Country Context

FSM is an island nation in the northern Pacific Ocean comprising more than 600 islands and atolls with up to 1,000 miles between the farthest islands. The total population (2010) is estimated at 102,843, divided across four states: Pohnpei (36,196) Kosrae (6,616), Yap (11,377) and Chuuk (48,654). The FSM economy is based largely on natural resources (fisheries), which accounts for 70 percent of exports and external assistance, primarily through transfers from the United States Government through the provisions of the Compact of Free Association. It is dominated by a large public sector. One of the main challenges facing the FSM is to overcome its remoteness and dispersed geography by developing the infrastructure it needs to connect its people domestically and internationally, and to encourage social and economic development. The long-term viability of FSM hinges on domestic and international economic integration. Improved connectivity and lower communications costs will contribute both to national economic development and to regional coordination and the integration of FSM in the Pacific and internationally. Broadband internet offers improved connectivity, lowers transaction costs, creates new economic opportunities, and increases service delivery options. FSM is a lower-middle income country with an Atlas gross national income per capita of $3,430 (2013, World Development Indicators). Growth in 2013 was estimated at 0.6 percent. FSM is currently eligible for assistance from the IDA on a grant basis, which is reassessed annually.

Sectoral and Institutional Context

The Government is currently implementing a comprehensive program to increase access to ICT infrastructure and services by liberalizing the sector, enabling the introduction of competition, and installing submarine fiber optic cables to connect the states of Yap and Chuuk to the global internet. Key achievements include:

(a) The introduction in 2014 of comprehensive legislative reform to open the ICT sector to competition, establish an independent sector regulator and create an Open Access Entity (OAE) to own and operate core ICT infrastructure on a wholesale-only basis (codified at FSM Code Title 21 ch. 3 (2014)). These reforms ended the monopoly rights of FSMTC to be the sole supplier of telecommunications services in FSM.

(b) Evaluation of options, completed in December 2016, to reposition and strengthen FSMTC, attract new investment in the sector and improve the availability and speed, and reduce the cost, of broadband services throughout FSM. The analysis also set out options for establishing the OAE in order reduce access costs and improve incentives for effective competition in downstream markets.

(c) Two contracts for connectivity infrastructure and capacity for Yap have been signed and entered into force: (1) for a long-term Indefeasible Right of Use (IRU) for capacity on the SEA-US West Cable System, until such time as the SEA-US West Subsystem is decommissioned; and (2) for the supply and installation of a cable spur connecting Yap to the SEA-US West Subsystem. The Yap cable subsystem is scheduled to be Ready for Service (RFS) in late 2017.

(d) The Yap supply contract has been amended to provide for the supply and installation of a submarine fiber optic cable for Chuuk. The Chuuk cable system is expected to be RFS in early 2018.

The Division of Communications within the Department of Transportation, Communication & Infrastructure (DTCI) is currently responsible for implementation of the parent project, the Pacific Regional Connectivity Program 2: Palau-FSM Connectivity Project (the name of the project is proposed to be changed to “the Pacific Regional Connectivity Program Phase 2: FSM Connectivity Project”) (P130592). However, once the OAE is established and operationalized it will take over

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responsibility as implementing entity for Component 1, which includes the installation and operation of the fiber optic cables for Yap and Chuuk, and prospectively the East Micronesia Cable (EMC) which will connect Kosrae.

FSM has been instrumental in leading the technical design and the regional partnership of Kiribati, Nauru and FSM in order to develop a viable solution for connecting Kosrae to a submarine fiber optic cable and end its reliance solely on satellite. The proposed AF is consistent with the current Country Partnership Framework for FSM which emphasizes the importance of improved connectivity and the FSM Government's National Development Strategy which prioritizes connecting all four states to fiber optic cable system(s) to ensure equality of access. Without the AF and deployment of the EMC system for Kosrae, only three states (of the four FSM states) would be connected to the submarine fiber optic cable system (Yap, Pohnpei, Chuuk), while the fourth state (Kosrae) would continue to depend solely on satellite, further deepening the "digital divide" between Kosrae and the rest of FSM.

The deployment of the EMC system would lead to both financial and economic improved benefits for Kosrae, FSM and the whole region. From a financial point of view, the EMC system would enable Kosrae to shift from an increasingly expensive satellite connection to a more reliable, more effective and more sustainable and profitable fiber optic connection. The expected net economic impact on GDP for Kosrae alone as well as for the three countries combined is positive and significantly higher in both cases with the EMC project (despite its higher initial investment) than the lower-initial-investment satellite option. The optic fiber connection will lower the bandwidth prices and thus entail a better coverage, giving momentum to the network effect and eventually entail a rise in bandwidth consumption.

The EMC project will support improved national cohesion by bridging FSM's digital gap with Kosrae, since all four states of FSM will be connected through submarine optic fiber cables. It will also provide new opportunities for broader regional cooperation and international integration. Notwithstanding particularly challenging conditions (low population, remoteness, numerous actors), the EMC project financial prospects are good while providing a safer and better service with higher valued consequences: social welfare, information for business, education and public services, disaster response and lower risk of connection failure. The EMC project would guarantee conditions for a long-term steadier development of Kosrae and FSM, while encompassing a wider geographic area, including an additional 18,000 beneficiaries across the project areas in Kiribati, Nauru and FSM through the inclusion of Nauru and FSM in a regional cable project with Kiribati.

C. Proposed Development Objective(s)

Original Project Development Objective(s) - Parent

The development objective of the Project is to reduce the cost and increase the availability of ICT services needed to support social and economic development in the Recipient's territory.

Proposed Project Development Objective(s) - Additional Financing

The development objective of the Project is to reduce the cost and increase the availability of ICT services in the Recipient's territory.

Key Results

D. Project Description

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The additional financing will be used to finance the revised component 1C and the scaling up of activities under components 2 and 3 under the Parent Project. A description of the changes are as follows:

Component 1C (Kosrae Connectivity) will be amended and revised to increase the financing to cover FSM's share of the East Micronesia Cable System at a total cost of SDR11.6 million. This comprises financing for FSM to participate in the proposed EMC system that will connect Kiribati (Tarawa), Nauru and Kosrae to the HANTRU-1 cable in Guam via the existing landing point in Pohnpei; cable landing station, ancillary equipment, terrestrial fiber and ducting; and acquisition and installation of onshore equipment on Kosrae; and upgrading of facilities. The total amount of additional financing required for this modification is SDR9.2 million.

Component 2 (Technical Assistance) will be amended and revised to increase the financing to a total cost of SDR2.8 million to provide technical assistance for the following priorities: (a) ICT sector development, including: (i) the design of the ownership structure of existing and new connectivity infrastructure; (ii) the construction, ownership and management of the EMC, including the drafting and negotiation of appropriate contractual arrangements thereof; (iii) promoting and the introduction of private sector participation in the ICT sector; (iv) expansion of ICT access throughout the Recipient's territory, including climate change resilience and disaster risk management arrangements thereof, improving domestic connectivity and closing the last mile for delivering high-speed data services to people, households, businesses and public institutions throughout FSM, and reducing the digital divide for remote and vulnerable communities especially on the Outer Islands; and (v) policy and legislative support for the development of the ICT sector, including electronic transactions to facilitate citizen access and use of broadband services, cybersecurity, data protection and confidentiality; (b) reform and development of FSMTC and capacity building for the Open Access Entity; and (c) developing and strengthening regulation of the ICT sector over the long term. The total amount of additional financing required for this scale up is SDR1.3 million.

Component 3 (Project Management) will be amended and revised to increase financing at a total cost of SDR2.0 million to strengthen the capacity of the Recipient to implement the EMC system in collaboration with Kiribati and Nauru; incremental implementation and project management, including additional support for: project coordination, financial and contract management, procurement, communications, outreach, reporting, audit, and monitoring and evaluation, gender and environmental and social safeguards management. The total amount of additional financing required for this scale up is SDR1.5 million.

Component Name:

Comments (optional)

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

The Project will finance FSM's share in the proposed submarine cable system connecting Tarawa, Kiribati, to the existing Pohnpei Spur on the HANTRU-1 cable at Pohnpei, with spur cables to new landing points in Nauru and Kosrae. Kosrae Island is a high island of volcanic origin situated in the Caroline Islands, a little over 5°N of the equator, with a total area of approximately 112 km2.

The land-based infrastructure will comprise a beach manhole, underground cable installation and a cable landing station at the existing FSMTC earth station premises in urban Tofol. The most favorable

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locations for the landing and siting of the BMH are either Kosrae Airport at Okat (north east Kosrae) or Sanskrit Elementary School on the southern side of Lelu Harbour (east Kosrae). The works will involve minor civil works. All terrestrial cables will be buried within the road easement currently used for existing telecommunications infrastructure. No material impacts are anticipated in relation to the terrestrial works. All locations are on government land or within government road easements.

The marine ecological habitat directly adjacent to the potential Kosrae Airport site (BMH1) consists of a coastal seawall protecting the edge of the runway across the upper intertidal and a short section of intertidal reef flats (approximately 100 m); and sub-tidally, the reef slope and muddy sands of the deeper sea floor located considerable distances offshore. Sanskrit Elementary School site is located in a deep harbor, with no intertidal area. No critical habitats have been identified in the project area of influence. Several historic ship wrecks have been identified in Lelu Harbour, but will be avoided during cable installation.

The cable will transverse the deep ocean between the islands. There is the potential for seamounts to exist between Pohnpei and Kosrae, but these will be identified during the detailed marine survey and avoided by the Project.

F. Environmental and Social Safeguards Specialists

Penelope Ruth Ferguson(GENDR)

Ross James Butler(GSU02)

II. IMPLEMENTATION

The lead implementing agency for the Project is the Division of Communications within the Department of Transportation, Communication & Infrastructure (DTCI). DTCI has been responsible for project preparation and implementation since inception and is therefore thoroughly familiar with all aspects of the Project. The Project is providing support for the creation of the OAE and the independent ICT sector regulator. The establishment of these entities, as well as the signing of Project Agreements between these two entities and the World Bank, are conditions of effectiveness for the AF. Once established, the OAE will take over as implementing entity for Component 1 and the Regulator will take over as implementing entity for subcomponent 2C which will support sector regulation and regulatory capacity development. Each agency will be responsible for safeguards adherence under their respective components.

Implementation of safeguards to date has been satisfactory. No civil works have been carried out to date, but a number of safeguards tasks have been completed in preparation of the cable laying and ancillary infrastructure. An Initial Environmental Examination (IEE), Land Due Diligence Assessment and Environmental and Social Management Plan (ESMP) were prepared for project appraisal in 2014. The IEE and ESMP were updated in March 2016 to reflect a new proposed landing site in Yap. Consultations occurred with land owners and the communities near the landing sites at this time. In addition to updating the IEE, DTCI project manager has undertaken several key tasks since project effectiveness: ensured the ESMP was included in the Cable laying contracts and civil works bid documents, obtained access to land for the beach manhole, through voluntary negotiations, for the Yap landing (with a voluntary land donation form signed), and continued to consult with the land owners at the proposed Chuuk beach manhole site. A part time safeguards advisor was engaged in August 2016 to oversee the implementation of the ESMP for the remainder of the project, including the works to be carried

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out under the additional financing.

Relevant to the additional financing, the three participating countries, Kiribati, Nauru and FSM, will enter into a contractual arrangement for the financing, ownership, contracting arrangements, technical design (including marine survey and construction milestones and corresponding supplier payments), operations and management of the EMC cable system over its lifetime and related matters, known as a Construction and Maintenance Agreement (C&MA). Each participating country will establish its own designated cable company (the OAE in the case of FSM) for national and client facing issues, including procurement of terrestrial infrastructure and negotiation of capacity sales to retail service providers, and for coordinated procurement of the EMC cable. These national entities will be the parties to the C&MA.

The C&MA will provide, among other matters, for EMC member access to (including capacity commitments and pricing) and termination/interconnection on the HANTRU-1 cable at Guam. It is expected that the C&MA will be completed and enter into force during the first 6 to 12 months of Project implementation. Each party to the C&MA will engage legal, financial, technical and transactional advisors to facilitate the negotiations. Collaboration between all parties, including governments, industry, and development partners is extremely important. The World Bank and ADB are already working closely on all aspects of the EMC activity and the Governments of the three countries have maintained regular contact during the preparation phase, both independently and via the EMC Steering Committee.

The World Bank will be financing the costs to FSM (Kosrae) and Kiribati (Tarawa) of the supply and installation of the EMC. The ADB will be financing the participation of Nauru. The World Bank and ADB will agree on a Memorandum of Understanding (MoU) that sets out arrangements for procurement, safeguards and monitoring and evaluation. The submarine cable system under Component 1C will be procured on the basis of the World Bank Procurement Regulations for IPF Borrowers (July 2016), the Standard Procurement Documents, Request for Bids Plant Design, Supply, and installation (Without Prequalification) July 2016, using a Limited Market approach. This follows similar practice for the Tonga-Fiji Connectivity Project (P113184) and the Samoa Connectivity Project (P128904).

Safeguards implementation will be managed by each country's implementation agency(ies). DTCI has a part time safeguards advisor, as mentioned above, who will oversee the implementation of the ESMP for Yap and Chuuk, and whose responsibilities will be extended to cover the Kosrae component. This safeguards advisor will also support the safeguards aspects (if any) of the TA components implemented by the OAE and Office of the Regulator.

III. SAFEGUARD POLICIES THAT MIGHT APPLY

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	This policy was triggered during the appraisal of the parent project and is triggered for the additional financing. The works will involve cable laying across the sea bed and reef

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		platform or through Lelu Harbor (depending on final cable routes), minor earthworks for the beach manhole infrastructure, terrestrial duct work, and the construction of small buildings for the cable landing station and storage of spares. The Environmental and Social Impact Assessment (ESIA) concluded that no significant environmental impacts are anticipated and the Project remains Category B. There are no impacts that will be irreversible or unprecedented. The project footprint is small and the final location of the cable is flexible. Appropriate mitigation measures have been identified. The ESMP has been prepared to be consistent with the parent project ESMP, and includes reference to the Project's Environmental Codes of Practice. A detailed Cable Route Survey will be done to ensure that the cable is not located in high risk locations or in geological features (e.g., thermal vents) that often harbor unique faunal assemblages at abyssal depths. The final design (including routing) and associated Contractors ESMP will be submitted for Bank approval prior to commencement of works. The Technical Assistance activities carried out under Components 2 and 3 will also comply with the safeguards instruments, terms and conditions of financing from the Association and the laws of the FSM.
Natural Habitats OP/BP 4.04	Yes	This policy was triggered for the appraisal of the parent project and is triggered for the additional financing. Natural habitats may be disturbed temporarily during cable laying in the intertidal zone. The ESIA shows that there are no critical habitats or protected areas in the existing reef and inshore areas at each of the preferred landing sites. The cable laying process will be guided by ecologically-qualified divers who will ensure that the cable will avoid any significant coral assemblages and other sensitive sites. Significant seabed habitats, such as hydro-thermal vents and seamounts, will be surveyed during the detailed design phase and avoided.
Forests OP/BP 4.36	No	This policy is not triggered, and was not triggered for he parent project. There are no mangroves or terrestrial forests in the project

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		area of influence and therefore there will be no disturbance to forest habitats, or the management of, or access to forests.
Pest Management OP 4.09	No	This policy is not triggered. There is no requirement to manage pests under this additional financing, or the parent project.
Physical Cultural Resources OP/BP 4.11	Yes	Historic ship wrecks are located in the Lelu Harbor (near one of the beach landing sites) but can be avoided by the Project and will not be impacted. This policy has been triggered for the parent project and additional financing as a precautionary measure in case any PCRs are found during works and the chance find procedure is invoked.
Indigenous Peoples OP/BP 4.10	No	Based on recent analytical work completed by the World Bank the communities within FSM, Kiribati or Nauru are not considered to have the four characteristics required to trigger this policy (self-identification as distinct indigenous cultural group and recognition of this identity by others; collective attachment to geographically distinct habitats or ancestral territories in project area and the natural resources in these habitats or territories; customary cultural, economic, social or political institutions separate from those of the dominant society and culture; and Indigenous language, often different from official language of the country or region). Therefore, this policy is not triggered for the parent project nor additional financing.
Involuntary Resettlement OP/BP 4.12	No	This policy was not triggered for the parent project and is not triggered for the additional financing. A land due diligence assessment has been prepared as an annex to the ESIA. The preferred locations for the terrestrial assets (BMH, terrestrial cabling and CLS) are all on government owned, leased or private land where the option of voluntary access is possible. The terrestrial cabling will be buried within existing cable ducting, along road easements. Involuntary resettlement will be avoided, consistent with OP4.12 2a, by: (1) Prioritizing existing Government owned or leased land; (2) Using the voluntary legal mechanisms for acquiring leases or easements over private or custom land); (3) changing the location and layout of the infrastructure to avoid land where landowners are unwilling to

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		negotiate access. Experience with land acquisition to date with this project in Yap and Chuuk is that there is a willingness by landowners to come to a voluntary agreement with DTCI for land use for the project and that the impacts on their future land use is not significant.
Safety of Dams OP/BP 4.37	No	This policy is not triggered.
Projects on International Waterways OP/BP 7.50	No	The submarine cable system will be deployed in the territorial waters of the Recipient and in the open ocean. No international waterways will be traversed by the cable route. Therefore, this policy is not triggered.
Projects in Disputed Areas OP/BP 7.60	No	This policy is not triggered.

IV. Key Safeguard Policy Issues and Their Management

A. Summary of Key Safeguard Issues

1. Describe any safeguard issues and impacts associated with the proposed project. Identify and describe any potential large scale, significant and/or irreversible impacts:
Potential adverse environmental impacts may include temporary site-specific disturbance of marine ecosystems (including habitats and species) and coastal areas and people using the reef (fishing, gleaning) during installation and maintenance of the cable, and construction of the land and marine based infrastructure, which are expected to be temporary and readily manageable. There are no sensitive receptors which will be significantly impacted by the nature and scale of proposed civil works / cable laying. Based on due diligence, all land for duct routes are government-owned including the reef and foreshore, public road reserve and airport land. Due to the narrow and flexible cable footprint, the most effective impact management strategy is to avoid significant or sensitive receptors during detailed design. Prior to cable installation, a detailed marine survey of the sea floor bathymetry and ecology from the open ocean to the beach manhole site will be undertaken, to avoid any sensitive receptors such as seamounts, hydrothermal vents, intact / healthy coral assemblages and historic ship wrecks during cable laying. Terrestrial cabling (such as digging trenches) will be temporary with minor disturbances. There will be no involuntary resettlement in connection with this activity. The preferred locations for the terrestrial assets (BMH, terrestrial cabling, CLS and storage facility) will all be on government owned, leased or private land where the option of voluntary access is possible. Terrestrial cabling will be buried within existing cable ducting, along road easements.
2. Describe any potential indirect and/or long term impacts due to anticipated future activities in

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the project area:

The impacts of the cable will be the social and economic benefits to the community from the increased access to internet services. This is overwhelmingly beneficial, relating to enhanced potential for the development of ICT-enabled public services, businesses ande-commerce on Kosrae and across FSM. For individuals and households this will mean greater access to government services, educational and leisure activities, commercial opportunities, and assist with personal communications and household management. Potential social impacts from improved access, which require long term commitments from government, community and industry to manage, include anti-social online behavior (scamming, bullying, addictions, etc.).

There will be minor maintenance requirements on the cables and a 'no anchor' zone along the inshore length of the cable. This is not expected to have an impact on relevant activities.

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

Enhanced satellite connectivity was initially the preferred solution under the existing Project for Kosrae (under component 1C) due to the high costs of a standalone cable. However, the EMC solution is now preferred to improve resilience and reliability. The fiber optic cable will also lead to significantly improved development impacts through lower costs for international connectivity and improved service quality. A fiber optic cable for Kosrae is also considered a more appropriate long-term solution to meet the estimated bandwidth demand for all FSM states and to promote inter-state equity.

A number of potential landing sites in Kosrae were investigated and analyzed in the baseline ESIA survey. The evaluation of the eight options indicated the most favorable locations for the landing and siting the BMH at either Kosrae Airport at Okat or Sanskrit Elementary School on the southern side of Lelu Harbour. The sites avoid sensitive receptors and avoid private or communally owned land. Given the uncertainty around of the subsea cable route from Pohnpei, these two options (i.e., Kosrae Airport in the north-east, Lelu Harbour in the east) allow flexibility for the cable laying contractor to make a final decision regarding the most favorable BMH site based on other installation considerations.

4. Describe measures taken by the borrower to address safeguard policy issues. Provide an assessment of borrower capacity to plan and implement the measures described.

The Department of Transportation, Communication & Infrastructure (DTCI) has some institutional experience with implementing World Bank safeguard policies and is currently responsible for carrying out the implementation of the Parent Project. The Office of the Regulator and the OAE do not yet exist and do not have safeguards experience. An assessment will be carried out as part of the establishment of these entities to ensure that they have the capacity to satisfy their obligations under the Project and to comply with the terms of the Project Agreements which each entity will enter into with the Bank.

An Initial Environmental Examination (IEE), Land Due Diligence Assessment and Environmental and Social Management Plan (ESMP) were prepared for project appraisal in 2014. The IEE and ESMP were updated in March 2016 by DCTI, with support from the Yap Marine Resource Management Division, to reflect a new landing site in Yap. The Kosrae component, subject to additional financing under this project, was assessed under the East

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Micronesia Cable (EMC) ESIA, which contains an ESMP and Land Due Diligence assessment. The EMC ESMP is consistent with the parent project ESMP and includes the project Environmental Codes of Practice. The ESMP covers the activities of the detailed marine survey and final cable alignment as well as the construction and operation of the cable.

DTCI has ensured that the Cable contract and terrestrial works contracts includes the requirement to comply with the ESMP. DTCI has also retained a safeguards specialist to assist with community consultations, safeguards and monitoring and evaluation activities, including overseeing the implementation of ESMP requirements by cable and terrestrial infrastructure contractors and implementation of the Grievance Redress Mechanism. The OAE and the Office of the Regulator will be supported by the World Bank and the DTCI safeguards advisor.

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

The key stakeholders for the project (apart from the implementing entities) are the people of FSM and the FSM Telecommunications Corporation (FSMTC). Consultations for the EMC cable were held in Kosrae over the period of 14 to 23 October 2016. Stakeholders that attended the consultations included the Chamber of Commerce (representing businesses), FSMTC, State Senators, and representatives of: Youth NGO, Ministry of Finance, Marine Conservation Department, Fisheries Dept, Marine Resources Dept, and the Land Court. Key issues related to: (1) better communications between families and the potential to address the issue of emigration from Kosrae; (2) the potential benefits to business and government agencies from improved connectivity; (3) location and size of land required and how the land access would be secured; and (4) the dangers of improved connectivity on vulnerable users such as children. Public disclosure of the document in FSM was completed on 6 January 2017. Further public and stakeholder consultation will be undertaken by DTCI during the process of confirming the final cable routes and landing location.

B. Disclosure Requirements

Environmental Assessment/Audit/Management Plan/Other	
Date of receipt by the Bank	06-Jan-2017
Date of submission to InfoShop	09-Mar-2017
For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	
"In country" Disclosure	
Micronesia, Federated States of	06-Jan-2017
Comments:	
Pacific Islands	
Comments:	
Pacific Islands	
Comments:	

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Pacific Islands	
Comments:	
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	[X]	No	[]	NA	[]
If yes, then did the Regional Environment Unit or Practice Manager (PM) review and approve the EA report?	Yes	[X]	No	[]	NA	[]
Are the cost and the accountabilities for the EMP incorporated in the credit/loan?	Yes	[X]	No	[]	NA	[]
OP/BP 4.04 - Natural Habitats						
Would the project result in any significant conversion or degradation of critical natural habitats?	Yes	[]	No	[X]	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	[X]
OP/BP 4.11 - Physical Cultural Resources						
Does the EA include adequate measures related to cultural property?	Yes	[X]	No	[]	NA	[]
Does the credit/loan incorporate mechanisms to mitigate the potential adverse impacts on cultural property?	Yes	[X]	No	[]	NA	[]
The World Bank Policy on Disclosure of Information						
Have relevant safeguard policies documents been sent to the World Bank's Infoshop?	Yes	[X]	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	[X]	No	[]	NA	[]

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All Safeguard Policies						
Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?	Yes	[X]	No	[]	NA	[]
Have costs related to safeguard policy measures been included in the project cost?	Yes	[X]	No	[]	NA	[]
Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?	Yes	[X]	No	[]	NA	[]
Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?	Yes	[X]	No	[]	NA	[]

V. Contact point

World Bank

Contact:James L. Neumann
Title:Senior Counsel

Contact:Natasha Beschorner
Title:Senior ICT Policy Specialist

Borrower/Client/Recipient

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Implementing Agencies

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VI. For more information contact:

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VII. Approval

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Task Team Leader(s):	Name:James L. Neumann,Natasha Beschorner	
Approved By:		
Safeguards Advisor:	Name: Maged Mahmoud Hamed (SA)	Date: 17-Mar-2017
Practice Manager/Manager:	Name: Jane Lesley Treadwell (PMGR)	Date: 19-Mar-2017
Country Director:	Name:Michel Kerf (CD)	Date:28-Mar-2017