Environmental Assessment and Review Framework

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Solomon Islands: Land and Maritime Connectivity Project – Multi-tranche Financing Facility

Prepared by Ministry of Infrastructure Development and Solomon Islands Port Authority

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Abbreviations

ADB Asian Development Bank
AEP Aggregate extraction plan
BMP Building material permit
BSI Biosecurity Solomon Islands (Department of MAL)
CCP Communications and consultation plan (of the project)
CEMP Construction environmental management plan (of the contractor)
CITES Convention on International Trade in Endangered Species
CPIU Central Project Implementation Unit (within MID)
CSS Country safeguard system
DMM Department of Mines and Minerals (in MMERE)
EARF Environmental assessment and review framework
ECD Environment and Conservation Department (in MECDM)
EHSG Environment, Health and Safety Guidelines (of World Bank Group)
EHSO Environment, health and safety officer (of the contractor)
EIA Environmental impact assessment
EMP Environmental management plan
GRM Grievance redress mechanism
IEE Initial environmental examination
MECDM Ministry of Environment, Climate Change, Disaster Management and Meteorology
MOFT Ministry of Finance and Treasury
MID Ministry of Infrastructure Development
MMERE Ministry of Mines, and Energy and Rural Electrification
NDS National Development Strategy 2011 - 2030
NTP National Transport Plan 2017 - 2036
PER Public environment report (part of the CSS)
SPM Safeguards Procedures Manual (of MID)
SPS Safeguard Policy Statement 2009 (of ADB)

Currency Equivalents

As of March 2020

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1 Introduction

1.1 Background

1. **Country location.** The Solomon Islands comprises a double chain of 992 islands (volcanic and coral atolls) that forms an archipelago stretching approximately 1,600 km across the Southwestern Pacific Ocean between the latitudes of 5 – 12 degrees south and longitude 152 – 170 degrees east (Figure 1.1). The total land area is approximated to be 28,000 km$^2$ with an exclusive economic zone of 1.6 million km$^2$ that represents the third largest archipelago in the South Pacific Ocean. The country is bordered to the west by Papua New Guinea, south by Vanuatu, east by Tuvalu, northeast by Nauru and north by the Federated States of Micronesia. The country’s unique geography and scattered islands has given rise to a heritage of considerable environmental and ecological diversity.

Figure 1.1: Solomon Islands indicating provincial groupings

2. **Transport challenges.** Recognizing that domestic transport connectivity is critical to social and economic development, the Asian Development Bank (ADB) has been assisting three Pacific countries—Solomon Islands, Tonga and Vanuatu—improve road and inter-island shipping transport to provide access to essential services, improve trade and tourism, and facilitate access to domestic and international markets. There are several common obstacles to the effective maintenance and resilience of transport assets including:
• Insufficient capacity of the institutions responsible for infrastructure delivery to implement sustainable routine and periodic maintenance programs;
• Inadequate fiscal budgets to allocate required financial resources for recurrent maintenance and rehabilitation;
• Vulnerability to natural disasters and anticipated climate change; and
• Limited transport sector policy and legislation.

3. Transport infrastructure in Solomon Islands is generally inadequate, in a poor state of repair, and lacking in many areas. In the road sector, out of the country’s 1,523 kilometers (km) road network, 67% is in maintainable condition while the rest needs substantial rehabilitation to become maintainable. In the maritime sector, out of the 91 domestic wharves, only 46 are in maintainable condition, and two international and associated domestic ports require major rehabilitation.¹ The country’s main economic corridor, the 120km east-west Guadalcanal corridor is in deteriorating condition, critical urban road sections have capacity constraints leading to traffic congestion, and inadequate maritime facilities aggravating safety and efficiency of shipping services.

1.2 The Project

4. To help address these constraints, ADB provided technical assistance through TA 9331-REG: Strengthening Domestic Transport Connectivity in the Pacific and the Transport Sector Project Development Facility (TSPDF). The technical assistance supported preparation of projects in each of the three countries to improve national and regional connectivity through new investments. In Solomon Islands the project—Land and Maritime Connectivity Project (LMCP)—proposes to improve urban and rural roads on Guadalcanal, upgrade the Honiara and Noro ports, and construct and/or upgrade and repair wharves at seven locations in six provinces. The LMCP is proposed as a four-year, time sliced multi-tranche financing facility² with a tentative amount of $200 million. The subprojects and components have been fully prepared, and this includes conducting and reporting safeguards due diligence. The project includes three outputs:

• Output 1 - will support the rehabilitation or upgrading of about 84 kilometers of existing urban and rural road network along east-west Guadalcanal corridor. The rural sections will include resealing and repairing damaged infrastructure, including bridges and culverts, within the existing right of way. For the urban sections, provision of paved footpath, signage and marking, and drainage improvements are included to ensure pedestrian safety.

• Output 2 - will support reconstructing the old wharf at Honiara port. It will also support the construction of seven rural wharves in six of the nine provinces. This includes the removal of existing structure and construction of new piled reinforced concrete wharves in Viru, Buala, Matangasi, Waisisi, Moli, Kirakira, and Ahanga.

² The multi-tranche financing facility will be disbursed over three tranches. As all investments are known and have been fully prepared during preparation of tranche 1, the subsequent tranches will not include additional subprojects and will disburse funds only.
- Output 3 will provide support to improving the transport infrastructure maintenance practices by providing funding to maintenance works programmed under the National Transport Fund for the project implementation period, reviewing the MID structure and provide advisory to strengthen institutional arrangement for maintenance, conducting further capacity strengthening to the MID in terms of planning, project preparation and works supervision, and further developing its asset management system.

5. **Impact and outcome.** Overall the LMCP will contribute to the nations overarching goal of poverty reduction, thereby support one of the goals of the National Development Strategy (NDS). Further, the rehabilitation of urban and rural roads contributes to a long-term strategy articulated in the National Transport Plan 2017-2036 (NTP), to improve connectivity between main roads, feeder roads and access roads. The solutions delivered through the project will result in the following outcome: efficiency and safety of transportation in Solomon Islands improved. The project is aligned with the following impact: All Solomon Islanders have access to essential services and productive resources and markets.

6. **Institutional arrangements.** The executing agency will be Ministry of Finance and Treasury (MOFT) and the implementing agencies will be the Ministry of Infrastructure Development (MID) through its Central Project Implementation Unit (CPIU) for the road and wharf subprojects and the Solomon Islands Port Authority (SIPA) for the port subproject. The Environment and Conservation Division (ECD) of the Ministry of Environment, Climate Change, Disaster Management and Meteorology (MECDM) is responsible for implementing the country safeguard system (CSS). The CPIU and SIPA will be supported by a construction supervision consultant (CSC) which will include environmental specialist(s).

7. **Financing modality and safeguard requirements.** The project will be financed as a multi-tranche financing facility (MFF) with estimated three tranches adopting the time-slicing approach for large-scale stand-alone projects. At the time of MFF processing, the design, procurement, and safeguards have been appraised for all the civil works proposed under the MFF. Each tranche will finance slices of a group of contracts per the indicative tranche schedule, and the amount for each tranche will be requested per the disbursement progress and projection.

8. This environmental assessment and review framework (EARF) was prepared to provide guidance to executing and implementing agencies on safeguard assessment and due diligence, institutional arrangements, and procedures to be followed for any new component that may be added to the Project later or that will be known after Board approval. MID and/or SIPA will be responsible for environmental assessment, due diligence, and preparation and implementation of the all of the environmental assessments including environmental management plans (EMP) prepared for the Project. Although the financing is under the MFF modality using time-slicing approach, all project components have been appraised under the initial environmental examinations (IEE) that have been prepared prior to approval of the facility. However, there may be some changes (addition of new components) in the subsequent tranches.

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3 The IEE prepared include one document covering the four urban road sections, one covering the four rural road sections, one covering the seven wharves and one for the Honiara port.
9. In case any new component is added to the future tranches of the MFF, such components will be selected based on the predefined criteria including compliance with the needs and priorities established in the National Transport Plan (NTP), and any new component will be screened, assessed, reviewed and implemented as per the requirements set out in this EARF.

10. This EARF identifies the requirements of Solomon Islands environmental laws and ADB safeguards policy and describes the procedures MID and SIPA will follow to ensure that the project will comply with both. It also provides guidance on various related matters including: anticipated impacts of project activities; procedures for stakeholder consultation; information disclosure and grievance redress; accountability mechanism; institutional arrangements and responsibilities; and monitoring and reporting. This EARF will be disclosed on the ADB website.

2 ASSESSMENT OF LEGAL FRAMEWORK AND INSTITUTIONAL CAPACITY

2.1 Country Safeguard System

2.1.1 Environment laws and regulations

11. The country safeguard system (CSS) for environment includes legislation (laws and regulations) governing management and protection of the environment, various supporting legislation, and procedures established to implement the CSS. The ECD within MECDM implements the Environment Act and Environment Regulations, which stipulate the type of activities for which development consent, must be sought and which propose developments require environmental assessment. The ECD is also the government agency responsible for reviewing and clearing development consent applications and environmental assessments on behalf of the government and is the agency responsible to manage the environmental compliance of all projects.

12. **Environment Act.** The Environment Act 1998 provides for the protection and conservation of the environment. The core objectives of the Act are to provide for and establish integrated systems of development control, environmental assessment and pollution control, including:

- Prevention, control and monitor pollution;
- Reducing risks to human health and prevent degradation of the environment;
- Regulating the discharge of pollution to the air, water and land;
- Regulating the transport, collection, treatment, storage and disposal of wastes;
- Promoting recycling, re-use and recovery of materials; and
- To comply with, and give effect to, regional and international conventions.

13. The Act is divided into four sections. Part I provide the Act with considerable power and states that in the event of conflict between the Environment Act and other legislation, the Environment Act shall prevail. Part II establishes and defines the powers and role of the ECD. Part III establishes the requirements for environmental assessment, review and monitoring. This provides for an environmental assessment to consist of either a PER or if the development is shown to be of such a nature as to cause more serious impacts then the developer is required to prepare and submit an environmental impact statement (EIS).
14. Part IV details requirements for pollution control and emissions (noise, odor and electromagnetic radiation) and requirements to permits for the discharge of waste. Noise (restrictions on emitting unreasonable noise) is covered in Article 51(1).

15. **Environment regulations.** The Environment Regulations 2008 establish the procedures for undertaking the environmental assessment of any projects categorized as 'prescribed activities. The developer is required to first submit a "development application" which is reviewed by the ECD to determine the likely significance of impact and required level of environmental assessment. The decision resulting from the review may include that:

- No further assessment is required, as such the development application is accepted, and development consent is issued;
- A PER is required; or
- Where major projects are considered such as logging, large agricultural developments, mining and large-scale tourism developments and infrastructure projects, an EIS is required which includes technical, economic, environmental and social investigations.

16. Both the PER and EIS require public consultation. Following review and approval by the MECDM the development consent is issued either with or without conditions.

2.1.2 **Other legislation supporting the CSS**

17. **Protected areas.** The Protected Areas Act 2010 and Protected Areas Regulations 2012 establish procedures for the establishment and management of protected areas and to conserve and regulate biological diversity. Key objectives of the legislation are to:

- Establish a system of protected areas or areas where special measures need to be taken to conserve biological diversity;
- Develop, where necessary, guidelines for the selection, establishment and management of protected areas or areas where special measures need to be taken to conserve biological diversity;
- Regulate or manage biological resources important for the conservation of biological diversity whether within or outside protected areas, with a view to ensuring their conservation and sustainable use;
- Promote the protection of ecosystems, natural habitats and the maintenance of viable populations of species in natural surroundings;
- Promote environmentally sound and sustainable development in areas adjacent to protected areas with a view to furthering protection of the protected areas; and
- Rehabilitate and restore degraded ecosystems and promote the recovery of threatened species, such as, through the development and implementation of plans or other management strategies.

18. Specifically, Part 3 of the Act allows for the declaration, registration and management of Protected Areas (PA), Part 5 of the Act prohibits any unauthorized bio-prospecting research in these areas except if given permission by the Advisory Committee and Part 6 provides for the appointment of inspectors to enforce the provision of the Act.
19. **Wildlife protection.** The Wildlife Protection and Management Act 1998 regulates the international trade of flora and fauna to protect and conserve the country’s biological diversity. The Act was developed to meet obligations under Convention on International Trade in Endangered Species (CITES) signed by the government in 2007. Section 26 of the Act deals with possession of illegally obtained species of animals, plants and individual from marine and terrestrial environment in the country. Schedule I (Section 11) lists prohibited exports.

20. The objective of the Wild Birds Act 1978 is to provide protection of selected bird species throughout by providing a mechanism for the establishment of bird sanctuaries and the management of hunting of several species.

21. **Fisheries.** The Fisheries Act 2015 provides the framework for marine, brackish and freshwater fisheries management, protection and development, including licensing of fishing vessels and fish processing plants. It lists prohibited fishing methods, provides for establishment of Marine Protected Areas (MPA's) and preparation of coastal management plans. The Act regulates the utilization and conservation of marine resource and includes resources associated with estuarine and freshwater coastal river systems.

22. **Land.** The Land and Titles Act 1988 manages and defines all lands and sets out the procedures for land acquisition, lease or purchase. The Land and Titles Amendment Act 2016 revises the Act to provide a right to resume certain fixed term estates.

23. **Provincial government.** The Provincial Government Act 1997 gives power to the provinces to make their own legislation and pass ordinances including for protection and conservation of environment, culture, wildlife and coastal and lagoon shipping.

24. **Town and country planning.** The Town and Country Planning Act 1979 applies to all urban areas (Honiara and Provincial towns) and includes the management of land (all types of ownership) and management and planning functions for urban and rural areas including development.

25. **Mines and minerals.** The Mines and Minerals Act 1996 establishes the regulatory system for all mining applications and licensing and provides the system to regulate and manage mining activities including the management and permitting process required for all alluvial mining (rock, gravel and sand extraction). Construction materials must be sourced by the contractor, in accordance with the guidelines and processes outlined in this Act. For new sources, the contractor will be required to apply for a Building Material Permit (BMP) from Department of Mines and Minerals (DMM). The use of existing permitted quarries is preferred to the opening up of new sources or locations.

26. **Forest resources.** The Forest Act 1999 provides for the sustainable harvesting and management of forest resources and repeals the Forest and Timber Utilization Act. A Forestry Bill to govern licensing of felling trees and sawmills, timber agreements on customary land, establishes State Forests and Forest Reserves and provides for the conservation of forest and its management was prepared in 2004 but has not been passed by Parliament.

27. **Water resources.** The River Waters Act 1973 provides the legal mechanism to manage and control river water for the equitable and benefit use for all and includes specific activities that manages (through acquisition of permits) construction (e.g. bridges) and the removal of key environmental habitats and biological resources. In addition, the act provides a specific order for the management of the use of water and activities associated with six specific rivers systems located on Guadalcanal.
28. **Health and safety.** The Safety at Work Act 1996 states that it is the duty of every employer to provide a safe workplace and to ensure the health and safety of employees under their control. This Act is linked to the Labor Act 1978 and the Safety at Work (Pesticide Regulations) 1983.

29. The Solomon Islands does not have emissions or water quality standards. While environmental standards are not provided in the regulations, the MECDM requires the use of World Health Organization (WHO) standards to be used. Part IV of the Environment Act covers control of pollution and includes need to apply for licenses to discharge waste or emissions, the enforcement of these are problematic without defined national standards.

30. **Bio-security.** The Bio-Security Act 2013 and Biosecurity Regulations 2015: (i) prevent the entry of animal and plant pests and disease into Solomon Islands; (ii) to control their establishment and spread; (iii) to regulate the movement of animal, plant pest and diseases and of animals and plants and their products; and (iv) to facilitate international cooperation in respect of animal and plant diseases and related matters. Duties and responsibilities under the legislation are performed by Biosecurity Solomon Islands (BSI), a Department of the Ministry of Agriculture and Livestock.

31. **International agreements.** Solomon Islands is a signatory to a number of international environmental agreements, conventions and treaties including those for regional agreements on chemicals, waste, pollution, biodiversity and climate. The names, purpose and the date of ratification of these agreements are provided in Annex 1.

### 2.1.3 Procedures for implementing the CSS

32. **EIA Guidelines.** The Environmental Impact Assessment Guidelines 2010 (approved same year) were developed by ECD to administer the second schedule of the Environment Act 1998. The guidelines comprise EIA procedural descriptions, stakeholders in the EIA process and fees required for development type and provide basic advice and guidance to government officers, planners, developers, resource owners on the environment impact assessment process. These guidelines conform with the proposed amendments to the Environment Act 1998 and the Environmental Regulations 2008. A review and suggested amendments to these guidelines have been undertaken and currently await endorsement and ratification by the nation’s parliament (expected to be undertaken in last quarter of 2018). The amended guidelines are currently used by ECD.

33. **Safeguards Procedures Manual.** MID is required to ensure that its activities meet both the legislative requirements of the Solomon Islands as well as the policy requirements of its development partners for all externally financed projects. MID has developed a Safeguard Procedures Manual (SPM) to guide the management of environmental and social impacts and risks from implementing the NTP. The SPM is based on the CSS and includes additional procedures for avoiding, minimizing, and offsetting the environmental and social impacts as required to also comply with safeguard requirements of development partners.

34. **The National Transport Plan.** The NTP prioritizes the area for financing which include in descending order: i) road and maintenance and rehabilitation; ii) wharf maintenance and repair; iii) new wharves; iv) maritime navigation aids and maintenance; and v) airfield maintenance. Through the SPM, the CPIU screens and scopes investments/projects and identifies which tier of activity it belongs to, each of the tiers creates different environmental and social impacts, the management of which requires different levels of due diligence, as shown in Table 2.1.
Table 2.1: SPM due diligence requirements for tiers of activity

<table>
<thead>
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<th>Tier</th>
<th>Activity type</th>
<th>Likely impact</th>
<th>Due diligence</th>
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<tr>
<td>1</td>
<td>Community-based routine and preventative maintenance through labor-based equipment supported contracts, mainly for roads.</td>
<td>Negligible or minor impact and risk.</td>
<td>Environmental, health and safety guidelines and checklists (developed by CPIU) included in the civil works contract.</td>
</tr>
<tr>
<td>2</td>
<td>Machine-based maintenance contracts for roads, wharves, and airfields.</td>
<td>Localized impacts during construction activities.</td>
<td>Site-specific construction environmental management plan (CEMP) prepared by contractor.</td>
</tr>
<tr>
<td>3</td>
<td>Major rehabilitation, reconstruction and/or new construction contracts for roads, wharves, and airfields.</td>
<td>More extensive works and larger footprint with potential to create significant impacts.</td>
<td>Environmental assessment (PER or EIS) and development consent.</td>
</tr>
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Source: Adapted from MID Safeguards Procedures Manual

35. Under the CSS for environment, Tier 1 and the majority of Tier 2 are not listed as ‘prescribed activities’ under the Environment Act 1988 and are waived from requiring a development consent. Tier 3 works comprise prescribed activities that require application for development consent and some level of environmental assessment. The impacts of the Tier 3 activities (generally equivalent to SPS category B) are also generally well understood and in most cases do not require more detailed impact assessment or EIS. The subprojects in the MFF—urban and rural road upgrades; wharf construction; and upgrade and rehabilitation of the two international ports—involve major rehabilitation and new works, they are considered Tier 3 activities.

2.2 ADB Safeguard Policy

2.2.1 Policy objective and requirements

36. The ADB Safeguard Policy Statement 2009 (SPS) has the objectives to: (i) avoid adverse impacts of projects on the environment and affected people; (ii) where possible; minimize, mitigate, and/or compensate for adverse project impacts on the environment and affected people when avoidance is not possible; and (iii) help borrowers/clients to strengthen their safeguard systems and develop the capacity to manage environmental and social risks. The SPS comprises three safeguards: environment, involuntary resettlement, and indigenous people. The environment safeguard requires due diligence which entails addressing environmental concerns, if any, of a proposed activity. This commences with screening, based on the environmental conditions of the site/area and proposed works and activities, to determine its category of impact.

37. The SPS categorizes potential projects or activities into A (most significant), B or C (least significant) to determine the level of environmental assessment required to address the potential impacts. The SPS requires assessment commensurate with the level or risk and impacts and therefore a category B project requires an IEE and a category A project requires a more detailed environmental impact assessment.

38. ADB’s SPS applies pollution prevention and control technologies and practices consistent with good practices as reflected in internationally recognized standards such as the World Bank Group’s Environmental, Health and Safety Guidelines (EHSG). The EHSG provide the context of international best practice and contribute to establishing targets for environmental performance.
39. Standards incorporated into the EHSG will be used in parallel with Solomon Islands environmental standards (where they exist) throughout this document with the principals of due diligence and a precautionary approach adopted. Application of occupational and community health and safety measures, as laid out in the EHSG is required under the SPS.

40. ADB’s safeguard due diligence emphasizes screening and scoping, planning, environmental and social impact assessments and safeguard documentation. Through such due diligence and review, ADB will confirm (i) that all key potential social and environmental impacts and risks of a project are identified; (ii) that effective measures to avoid, minimize, mitigate, or compensate for the adverse impacts are incorporated into the safeguard plans and project design; (iii) that the borrower/client understands ADB’s safeguard policy principles and requirements and has the necessary commitment and capacity to manage the risks adequately; (iv) that, as required, the role of third parties is appropriately defined in the safeguard plans; and (v) that consultations with affected people are conducted in accordance with ADB’s requirements. The procedures for such a process, ensuring compliance with the CSS, SPM and SPS, are set out in Section 5 of this EARF.

41. ADB will also assess the borrower’s/client’s capacity to manage environmental and social impacts and risks and to implement national laws and ADB’s requirements. If gaps exist between ADB’s requirements and the countries’ laws, or where gaps in borrowers’ capacity are apparent, the safeguard frameworks should include the details of the specific gap-filling requirements to ensure that policy principles and safeguard requirements are achieved.

2.2.2 Category of the subprojects

42. Any new subproject or component will be screened for likely risk and impacts, following the procedures set out in this EARF.

43. Each of the existing subprojects has been evaluated according to requirements of both the SPS and the SPM. Based on the most sensitive components, the Project has been screened as category B for environment. The proposed works will create site-specific, largely temporary and intermittent impacts, few if any of impacts are irreversible, and most impacts occur during construction and can be avoided or reduced through mitigation and management measures. Overall the project will not impose significant risks for the environment or communities within the subproject areas.

44. Table 2.2 shows the known subprojects and components included in the Project.
### Table 2.2: Subprojects and components

<table>
<thead>
<tr>
<th>LMCP Component</th>
<th>Reference</th>
<th>Description</th>
<th>IEE/PER documentation</th>
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<tbody>
<tr>
<td>Roads</td>
<td>SP-R1</td>
<td>Mendana Ave: Town Ground to White River - upgrade to 4 lanes</td>
<td>Road - urban</td>
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<td></td>
<td>SP-R2</td>
<td>Upgrading/rehabilitation of Hibiscus Avenue: Pt Cruz - Hot Bread Kitchen roundabout - Town Ground incl. Mud Alley Road</td>
<td>Road - urban</td>
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<td></td>
<td>SP-R3</td>
<td>Upgrading and rehabilitation of road from Honiara City Council to Town Ground (section of the main road from the city center towards the West)</td>
<td>Road - urban</td>
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<td>SP-R4</td>
<td>Port access roads – (3 sections)</td>
<td>Road - urban</td>
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<td>SP-R5</td>
<td>White River to Doma – rehabilitate (existing sealed)</td>
<td>Road - rural</td>
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<td>SP-R6</td>
<td>Tambea to Naro - upgrade and sealing (existing unsealed) – incl. bridge at Kesao</td>
<td>Road - rural</td>
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<td>SP-R7</td>
<td>Naro hill to Lambi - rehabilitate (existing unsealed) – incl. wet crossing at Malachilli</td>
<td>Road - rural</td>
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<td>SP-R8</td>
<td>Henderson to Mberande - rehabilitate (existing sealed)</td>
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<td>Kirakira (Makira-Ulawa province)</td>
<td>Wharf</td>
</tr>
<tr>
<td></td>
<td>SP-W7</td>
<td>Ahanga - Bellona Island (Renbel province)</td>
<td>Wharf</td>
</tr>
<tr>
<td>Port</td>
<td>SP-P2</td>
<td>Honiara port</td>
<td>Port - Honiara</td>
</tr>
</tbody>
</table>
3 ANTICIPATED ACTIVITIES, IMPACTS AND RISKS

3.1 Scope of Works and Construction Activities

45. **Road subprojects.** Road upgrading works are proposed for rural and urban sections of the road network. The existing works are confined the main arterial road on Guadalcanal and short sections of other important parts of the Honiara city/urban road network.

46. The scope of works and activities for the urban road subprojects could include:
   - Upgrade of roundabouts and intersections;
   - Flexible pavement with asphalitic concrete wearing course. Concrete pavement with asphalitic concrete wearing course at roundabouts only;
   - Speed limit signage, pavement numerals (50 km/h) and priority intersection signage (e.g. Give Way) and lane and edge-line marking (thermoplastic);
   - Street lighting (median poles), street name signage and directional signage, where appropriate;
   - Formalized parking facilities in high demand areas;
   - Recessed bus bays at major stops and/or as required to meet traffic management objectives and bus shelters at all stops, to include seating and effective shade structure;
   - Additional cross-ducting, in consultation with utility service providers;
   - Concrete footpaths on each side of the carriageway to provide pedestrian separation from motor vehicles and capacity for high volume of pedestrian movements by vulnerable road users; and
   - Provision of dedicated parking bays at regular intervals along the subproject length.

47. The scope of works and activities for the rural road subprojects could include:
   - Extensive sections of pavement rehabilitation and repair including sections of concrete pavement where road inundation is understood to occur frequently;
   - Speed reduction measures and signage in all village areas;
   - Intersection treatments, including line marking, signage, pavement widening and drainage improvements;
   - Centre-line marking throughout and edge lines in village areas;
   - Guardrails to culverts and bridges where safety issues identified;
   - Bus shelters and formalized bus stop areas in rural locations;
   - Replacement of pipe culverts in poor condition and retro-fitting scour protection to existing structures;
   - Repaired road edges and sealed verge in village areas;
• Improved drainage including excavation for installation of concrete pipe or box culvert crossings of streams; and
• Replacement of existing Baily bridges and installation of wet crossings.

48. **Wharf subprojects.** The type of works anticipated for construction of new or replacement/repair of existing—small domestic, provincial—wharves could include:

• Demolition of any existing structure;
• Pumping excess water from pile casing
• Possible construction of breakwater;
• Possible channel dredging;
• Driving steel H piles, a steel casing tube surrounds H pile down to seabed;
• Steel casing filled with concrete;
• Precast "concrete muffs" fixed to head of pile linked with precast concrete beams to form a stable platform; Precast concrete decking beams (manufactured off-site) placed and infilled with grout (grout will be manufactured at site in small batches;
• Fixing precast concrete decking on pile cap; and
• Provision of landside buildings, improvements, access as required.

49. It is very likely that the selected contractor will work from a barge containing all construction materials, piling rig, ancillary equipment and provide accommodation for the work crew. The barge will be moved to site by a dedicated tug-boat and moved to the next site by the same tug boat. The barge or tug-boat will be equipped to accommodate all of the construction plant and materials necessary for the work. The contractor may develop an on-land area or compound for an administrative office and materials and equipment storage, this area would be fenced to exclude casual access. Local workforce would be accommodated in the village by negotiated arrangement between contractor and community.

50. **Port subprojects.** Construction activities associated with a scope similar in scale and works associated with the Honiara Port upgrade assumes reconstruction of an old wharf structure within its existing footprint and additionally construction of a new or domestic vessel wharf. Such a scope could likely involve:

• Landside works including removal of contaminated soil/ground, asphaltling or concreting of container yard and carparking areas, office areas;
• Demolition and construction of new office buildings;
• Construction of heavy duty pavement, drainage and electrical services across existing unpaved areas;
• New yard lighting across the container yard, with adequate coverage and intensity for night-time container yard operations;
• Modification of sheds as required to provide for container devanning under cover;
• Construction of an equipment repair and service workshop;
• Relocation of gas-ship mooring buoys;
• Channel and/or turning basin dredging;
• New navigation aids;
• Removal/demolition of an old wharf concrete deck and beams using rock breaker, crane and possibly heavy duty truck(s) and/or removal/demolition of a wooden piled wharf;
• Placing new precast piles and deck for a new wharf using cranes and piling equipment;
• Emplacement of additional piles, new beams and precast deck using cranes and piling equipment;
• Concrete batching and pre-casting. It is assumed that pre-casting of beams and deck would be carried out off-site (likely to be in established pre-casting yards in Honiara);
• Disposal of demolished sections and material, if appropriate as reclamation fill, using a crane, excavator and truck; and
• If required, construction of breakwater, wave wall, and/or coastal protection.

51. **Equipment and workforce.** For each of the subproject types, the construction activities will require site establishment facilities, road construction equipment (rollers, gravel delivery trucks, water cart, bitumen sealing trucks, asphalt pavers), excavation for drainage, concrete construction, utilities relocations, street lighting and guardrail installations. It is likely that several construction activities will be occurring at several locations along the subproject sections at any one time.

- Specific equipment and workforce requirements are anticipated to include:
- Barge and tug-boat. Barge will include a piling rig and equipment associated with piling, small concrete batching plant and associated storage areas and water bowsers and steel pile casings and precast concrete decking;
- Crane (barge mounted) to lift precast units into position;
- Compact mini excavator ("bobcat" type)
- Hand tools (some electric powered by diesel / petrol generator.
- Excavation equipment (track mounted excavators, up to 35 tonne);
- Mobile cranes, rock breaker, piling equipment;
- Possibly dredging equipment;
- Concrete batching, pre-casting, delivery, pumping and formwork;
- Road construction equipment, such as rollers, water tuck, delivery truck and bitumen sealing trucks, asphalt pavers; and
- For the types of activities proposed under the Project, the workforce is expected to be around 80-100 workers for road subprojects, 60 workers for the port subproject and 15-25 workers for wharf subprojects.
3.2 Anticipated Impacts and Risks

3.2.1 Pre-construction risks and impacts

52. Pre-construction risks will be identified and addressed. Such requirements include:
   - Identification of climate change impacts and adaptation measures to be integrated into designs and implementation;
   - Completing land access requirements (including any acquisition, resettlement and compensation and submitting validation/completion reports as required);
   - Updating the environmental assessments based on detailed designs, submitting same for national clearance (development consent), and including the updated environmental assessment (including EMP) and development consent (with or without conditions) in the bid and contract documents;
   - Award of the contract and mobilization of the contractor;
   - Identification of material sources and applications for BMP for any new sources to be opened;
   - Preparation, submission, review and clearance of CEMP (including activity-specific and site-specific plans and sub-plans as required);
   - As part of the CEMP, the contractor will agree with community leaders the protocols for governing worker behavior and a worker code of conduct that will be included workers’ contracts;
   - Avoidance of risk of introduction or spread of introduced pests and species – need for biosecurity clearances for all imported equipment and material;
   - Demarcation of construction footprint, vegetation clearance and surveying; and
   - Accidental discovery and/or unearthing of physical cultural resources.

53. The impacts and risks during construction are fairly similar across subprojects and relate to typical or standard impacts expected from construction activities. The wharf and port subprojects potentially have additional impacts and risks related to works in the marine environment, especially if dredging and/or reclamation would be involved.

3.2.2 Construction impacts and risks – physical environment

54. The main physical issues relate to impacts such as:
   - Site/location clearing, earth movements, grubbing, excavations and stockpiling of materials;
   - Construction, or upgrading of existing, access routes;
   - Temporary impact on local air quality through emissions of exhaust from construction vehicles and aggregate crushing plant;
   - Dust generation from vehicles transporting materials, uncovered loads on trucks and from exposed stock-piles of construction materials;
• Uncontrolled run off and discharges causing impacts to water bodies, erosion and sedimentation;
• Operation of construction plant and vehicles producing dust, noise and vibration;
• Percussive driving of piles to form bridge or wharf support columns;
• Sourcing and processing materials such as aggregates or gravels;
• Stockpiling of construction material such as sand, gravel and cement – likely to be brought to site as bagged material;
• Traffic and access impacts associated with haulage of materials and equipment and/or fencing off and securing works sites and areas;
• Local water supplies utilized to meet campsite and construction requirements, bringing project-based water use into competition with local use; and
• Construction waste generation, storage and disposal, pollution and/or contamination from hazardous materials and wastewater management.

55. Additional impact associated with wharf and port projects could include:

• Sediment plume, turbidity - the location and volume of dredging will be confirmed during detailed design phase. The contractor will be required to prepare a dredging plan based on coastal process and sediment plume modeling;
• Modified costal processes including changed erosion and accretion patterns and potentially change water movements in the area creating new areas of erosion or deposition;
• Minor disturbance of seabed and small landward areas to locate and fix navigational aids.

56. During implementation, screening will be undertaken for all components (site conditions and activities) so the appropriate level of due diligence is undertaken. Confirmation of conditions through marine ecological surveys and establishing baseline water quality will need to be undertaken. An analysis of coastal process and sediment plume analysis undertaken as part of the due diligence. The results of sediment plume analysis can then be used to develop a framework dredging plan in the environmental assessment that will be further developed by the contractor based on their approach and methodology. The dredging plan can stipulate the volume of material to be dredged per day and at what stage in the tide cycle to reduce turbidity and should also follow any conditions of the development consent issue by the ECD.

3.2.3 Construction impacts and risks – biological environment

57. In terms of ecological impacts, it is likely that subprojects would affect areas already modified, even construction of new wharves will be at sheltered sites used for boat ramp and loading/unloading operations. Road and port subprojects would be at existing sites, the Project does not include construction of new ports or roads but upgrade and rehabilitation of existing facilities. The screening will need to identify the types of habitat to be affected to determine if whether and what types of specialist studies are required to help inform the environmental assessment.
58. It is also unlikely that any of subprojects would result in habitat fragmentation. Limited and minor impacts upon terrestrial habitats can be expected:

- Removal of vegetation and trees;
- Potential edge effects;
- Effects on common fauna as a result of above.

59. Potential impacts on the marine environment will be associated with the wharf and port components, especially dredging and/or reclamation is required. The wharf subprojects could require widening or deepening existing reef channels and/or affect an area of inter-tidal zone. Additional ecological impacts associated with wharf and port components could include:

- Localized and temporary increased suspended sediment levels within and around the footprint of the wharf or port affecting marine habitats and associated resources during construction (dredging) activities;
- Accidental spillage/leakage of oil and other pollutants into the marine environment from plant and equipment used during construction stage;
- Potential loss of marine habitat and threats to marine and coastal biodiversity.

3.2.4 Construction impacts and risks – socio-economic environment

60. Access to land including any land acquisition will be based on meaningful consultations with landowners and other affected persons. Land acquired will be appropriately compensated based on current market value and the process will be documented in a resettlement plan or land due diligence report.

61. Most socio-economic impacts will be during the construction stage. Contractor mobilization, presence of construction workers, establishment of camp/works yards and interactions with local people are all possible. Construction projects can create social impacts including: (i) social disruption; (ii) possibility of conflicts or antagonism between residents and workers; (iii) spread of communicable diseases including STIs and HIV/AIDS; (iv) children being potentially exposed to exploitation; (v) impacts on community health and safety; and (vi) potential for gender-based violence. The construction phase of any of the components or subprojects can cause a range of impacts, varying in magnitude depending on the scale and period of the works:

- Access to land (temporary and permanent) and potential need for acquisition of land and/or new or modified lease arrangements;
- Removal of productive trees and/or gardens requiring compensation and depending on the magnitude of impacts livelihood restoration;
- Relocation of services;
- Dust, noise and vibration from civil works (including pile driving) affecting property and people;
- Wharf and port subprojects could affect local fishing and collection of marine resources;
Hygiene and sanitation impacts through use of local water supply causing water shortages and lack of proper disposal of water and wastewater used by workers and/or construction activities;

Presence of construction workers and possibility for construction camp and interactions with local people;

Risk of transmission of communicable diseases (including STIs and HIV);

Traffic and access may be disrupted during construction (haulage and main access routes);

Potential impacts on physical cultural and heritage resources and sites.

3.2.5 Operation impacts

62. Operational impacts caused by the road, wharf and port subprojects could include:

- The wharf projects are unlikely to create air quality impacts. The road and port subprojects could result in emissions from traffic and vessels;

- Increase number of boats accessing the wharf with increased potential for noise, spills and increases in particulate emissions from vessels;

- Pollution from littering and disposal of packaging;

- Local increases in noise (intermittent). Expected increase in boat traffic utilizing the wharves will not significantly affect ambient noise levels;

- Potential negative impacts to surface or marine waters from wharf or port subprojects from spillage of hydrocarbons during loading / unloading operations, re-fueling at the wharf, there is some potential for leakage from drummed fuel or petrochemical products being trans-shipped leakage;

- Traffic and pedestrian safety will be significantly improved following rehabilitation and routine maintenance of the project road. The inclusion of pedestrian footpaths, road widening (2 lanes to 4) of the road, improved shoulders and drainage systems will allow for safe passing of vehicles and pedestrians;

- An increased traffic volume and possibility of higher vehicle speeds can create the potential for accidents involving pedestrians and children.
4 INSTITUTIONAL ARRANGEMENTS

4.1 Overview

63. Implementation of environmental safeguards including environmental management provisions and requirements for the roads and wharves components is a joint responsibility between the MID-CPIU, CSC, and contractor(s), and for the port components a joint responsibility between SIPA, CSC and contract(s). The MOFT will be the executing agency and will have the overall responsibility for ensuring that the project activities comply with the project agreements and covenants. For the roads and wharves components, the CPIU, on behalf of MOFT, will implement the project, and for the ports components a project management unit (PMU) will be established in SIPA supported by CSC. The CSC will include environmental specialists to support the CPIU and SIPA.

64. The overall organizational structure for environmental management for the LMCP is shown in Figure 4.1.

Figure 4.1: Organizational structure for environmental management
4.2 Responsibilities for Environmental Management

65. **Implementing agencies – MID and SIPA.** The MID, through its CPIU, will be the implementing agency for the roads and wharves components and will have responsibility for subproject related activities including inter-ministry coordination. SIPA, supported by a CSC, is the implementing agency for the port project(s). MID retains responsibly for the environmental management and monitoring tasks of the project. MID will exercise its functions through the CPIU and is responsible for the project delivery and day-to-day project management activities. A CSC will be appointed to support the CPIU and SIPA’s PMU, to undertake environmental management and monitoring (including training and capacity development). MID and SIPA will be responsible for ensuring that the contractors do not start construction activities until requisite approvals have been received from MECDM, MID and MMERE, as required by the contract and by law and clearances by ADB.

66. After the completion of construction, MID and SIPA will be responsible for operations and ongoing maintenance of all assets.

67. **Central Project Implementation Unit and SIPA’s construction supervision consultant.** The CPIU and SIPA’s CSC will undertake environmental management and oversee inspections and monitoring tasks during the development and delivery of the project. The CPIU and SIPA’s PMU, supported by the CSC, will:

- Update the IEE as PER as required to meet the requirements of the Environment Act 1988 and prepare the applications for development consent;
- Ensure the updated EMP and any conditions of the development consent are integrated into the subproject’s bid and contract documents;
- Participate and facilitate, as per the project’s CCP, consultations to advise affected communities of the scope and scheduling of the work;
- Depending on the environmental management experience of the contractor, prior to the preparation and submission of the CEMP, provide induction whereby the details of the CEMP are confirmed, and the contractor informs the community of the schedule of works;
- Review the CEMP prepared by the contractor and provide recommendations for revision or strengthening as required. Upon receipt of the CEMP that can be approved, advise the CSC Engineer that approval for commencement of works can be issued;
- Undertake regular site visits to independently inspect and audit the contractor’s compliance with the approved CEMP and the CSC’s monitoring;
- Should non-compliant work or activities be identified, this will be raised to the CSC Engineer who will issue an instruction to contractor, defect notice or corrective action request. All notices and requests will be recorded and reported, along with their close-out actions and date; and
- Prepare and submit i) inputs to quarterly progress reports and ii) semi-annual safeguards monitoring reports.
68. **Construction supervision consultant.** The CSC will include environmental specialists to work closely with safeguards officers of the CPIU and SIPA’s PMU. The CSC will support the CPIU and SIPA to deliver the subprojects and assist in undertaking all tasks identified above.

69. **The contractors.** The civil works contractors will be responsible for translating the EMP in the update IEE/PER into their construction CEMP that reflects the methodology and approach they will use to deliver the works. The CEMP will include all site specific and sub-plans as required. The contractor will engage a full-time environmental, health and safety officer (EHSO) who will be responsible for implementing, and reporting implementation of, the approved CEMP, and a community liaison officer (CLO). The CSC will approve the CEMP, upon advice from the CPIU before any physical works are undertaken.

70. The environmental management responsibilities of the contractor include:

- As required, recruit an environmental specialist to prepare their CEMP;
- Preparing and submitting for review and approval the CEMP. Coordinating with CPIU and CSC for updating the CEMP as/when required;
- Implementing the approved CEMP including addressing and resolving corrective action requests issued by the Engineer;
- Undertake noise measurements and establish the noise baseline for subsequent monitoring;
- Recruiting an approved service provider to deliver the communicable diseases (STI/HIV/AIDS) briefings and awareness and prevention program;
- Coordinating with CPIU and CSC in respect of continued community consultation, implementation of the GRM and information disclosure;
- Applying to DMM for BMPs for new materials sources as required and preparing and submitting extraction plans;
- Ensuring that all imported material and equipment is subject to quarantine clearance and receives appropriate phyto-sanitary certificates;
- Participating in joint inspections with CPIU and CSC as required;
- The EHSO will maintain a site diary and GRM register (including actions taken to resolve the issue and close-out dates); and
- Including status of CEMP (including issue and response to corrective action requests), consultation activities and GRM implementation in the monthly reports.

71. **Environment and Conservation Department.** The ECD, under the requirements of the Environment Act 1998, is required to review the PER and development consent application and assist in monitoring construction activities against development consent conditions.

72. The ECD has been provided with several capacity building and technical assistance programs over the past decade, which have provided extensive policy and legislative improvements, practical training, mentoring and capacity building in all aspects of environmental assessment, monitoring and compliance. This has resulted in considerable improved staff capacity to manage the roles and responsibilities and implement the CSS.
73. Nevertheless, insufficient staff numbers (in the EIA section) and resources hamper capacity for enforcement and monitoring. It is therefore recommended that the CSC provide mentoring and capacity building to the ECD as opportunities arise.

74. **Department of Mines and Minerals.** The DMM is responsible for issuing BMP for the extraction of sand and gravel. The contractors will comply with the Mines and Minerals Act 2008 regarding sourcing materials from either existing or new sites. The sources of construction material can only be finalized when the contractor for each of the contract packages is appointed. A copy of an approved BMP will need to be provided by the contractor and attached to the CEMP.

### 4.3 Summary of Roles and Responsibilities

75. A summary of various parties’ roles and responsibilities for environmental management in the project is provided in Table 4.1.

**Table 4.1: Responsibilities for environmental management**

<table>
<thead>
<tr>
<th>Project stage</th>
<th>Responsible agency</th>
<th>Responsibilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Feasibility studies, detailed design review and subproject approval</td>
<td>CPIU/SIPA</td>
<td>Review designs, feasibility study prepared and complete detailed design. Update feasibility study including safeguards due diligence as required. Update IEE as PER and submit development consent applications to ECD.</td>
</tr>
<tr>
<td></td>
<td>ADB</td>
<td>Review all feasibility study documentation (incl. IEE/PER). Assist government to recruit CSC.</td>
</tr>
<tr>
<td>Pre-construction</td>
<td>CPIU/SIPA, CSC</td>
<td>Include environmental specialist as part of CSC team. Ensure updated IEE/PER and EMP and any conditions of development consent are included in the bid and contract documents. Prior to works commencing ensure the baseline conditions are benchmarked and recorded—including marine ecology, noise—as required by the EMP for subsequent monitoring. Provide inputs to the bid evaluation in respect of contractor’s response to the EMP requirements including the suitability of the EHSO proposed as part of the contractor’s team. Provide induction training to the contractor prior to the preparation and submission of the contractor’s CEMP and as required work with the contractor’s EHSO to identify appropriate construction methodologies and detailed site-specific mitigations. Review and approve the contractor’s CEMP (including sharing CEMP with ADB for review and comment) and advise CSC Engineer of approval to trigger &quot;no objection&quot; to commencement of activities/works.</td>
</tr>
<tr>
<td></td>
<td>ADB</td>
<td>Review and clear updated safeguards documents. Provide comments on the CEMP and proposed monitoring checklists.</td>
</tr>
<tr>
<td>Contractor</td>
<td>Recruit suitably qualified EHSO. Prior to any works commencing, prepare CEMP including the site-specific plans, work method statements and construction methodologies, CCP and GRM. Submit CEMP to CPIU and SIPA CSC for review and approval (revising as necessary if required). Identify materials and equipment sources and apply for BMP for new sources and clearance consents and compliance certificates for imported materials and equipment. Provide pre-mobilization induction on CEMP (incl. OHS) to employees. Recruit approved service provider to provide communicable diseases (incl. STI/HIV/AIDS awareness and prevention training for workers and community.</td>
<td></td>
</tr>
<tr>
<td>Project stage</td>
<td>Responsible agency</td>
<td>Responsibilities</td>
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<tr>
<td>---------------</td>
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</tr>
<tr>
<td>Construction</td>
<td>Contractor</td>
<td>Inclusion of EHSO as part of core team. Provide ongoing training, awareness and “tool box” sessions for workers. Implementation and monitoring of CEMP. Implementation of CCP and GRM as pertains to construction. Reporting of CEMP, CCP and GRM implementation in monthly reports. Implementation of corrective actions as requested by Engineer.</td>
</tr>
<tr>
<td></td>
<td>CPIU/SIPA/CSC</td>
<td>Supervise, monitor and report on contractor’s implementation of CEMP and all other contractual obligations. Enforce contractual requirements. Audit construction phase through environmental inspections and review monitoring reports and data. Submission of quarterly progress reports and semi-annual monitoring reports. Work with contractor EHSO for provision of awareness/training to workers and information transfer to contractor as required.</td>
</tr>
<tr>
<td></td>
<td>ADB</td>
<td>Undertake regular review missions. Review monitoring reports. Disclose project information as required.</td>
</tr>
<tr>
<td></td>
<td>ECD</td>
<td>Ensure compliance with government requirements. Review complicated issues, if any, arising from the project. Participate in monitoring.</td>
</tr>
<tr>
<td>Operation</td>
<td>MOFT/MID, SIPA</td>
<td>Provide budget to undertake maintenance activities and operation stage environmental monitoring as required by EMP.</td>
</tr>
<tr>
<td></td>
<td>Maintenance contractors</td>
<td>Undertake environmental monitoring and prepare bi-annual reports. Prepare maintenance reports to adaptively manage environmental risks related to operations (per EMP).</td>
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</table>
5 SCREENING, ASSESSMENT AND REVIEW PROCEDURES

76. The screening process will be used to screen all subprojects based on proposed locations and activities for risks and then identify the safeguard instruments that need to be prepared. The screening process may include completing a screening form, undertaking a site visit, and consulting with stakeholders. Responsibilities for implementing these procedures have been outlined in Section 4.

5.1 Procedures and Steps for Screening and Assessment of Subprojects

77. The following provides the steps in the screening, assessment and review of subprojects that will be undertaken. The process will follow the key steps shown in Figure 5.1.

Figure 5.1: Key subproject screening and assessment steps

78. **Step 1 – scope activities and conditions and determine subproject category.** The first step of screening is to determine what type of subproject or activity is being proposed, basic conditions of the location, and determine the immediate next step. To help determine if the subproject will progress, refer to checklist in Annex 2 which provides first level screening and amplifies items identified in Section 5.2 – selection criteria and ineligible activities. This will include a broad level biodiversity screening using a tool such as iBAT to help determine potentiality for natural or critical habitat within the project area.

79. **Step 2 - screen risks and impacts.** The next step is to complete the subproject screening checklist (Annex 3) or refer to the appropriate subproject guidelines in the SPM, as determined in Step 1. The findings of the biodiversity screening will be incorporated into the overall screening
form as this will help identify whether there are potential impacts on areas of natural or critical habitat and the implications of this for overall category determination and level and type of work required for the environmental assessment to be prepared. It should be noted in that in most cases, projects in areas of critical habitat will trigger a category A determination (and therefore exclusion under this MFF).

80. **Step 3 – determine safeguard tools and instruments.** The third step is to determine what safeguard tool/s are required (if any) under ADB and Solomon Islands CSS requirements (e.g. due diligence report, IEE/PER, EIA/EIS) as a result of the risk screening. The screening forms will assist in determining the safeguard tools need to be prepared.

81. The remaining steps are part of the environmental and social assessment and monitoring process.

82. **Step 4 - consultation, information gathering, disclosure and engagement.** As required, the screening outcomes will be discussed with government and stakeholders to initially identify ways to reduce or avoid any adverse impacts. Any adjustments to the subproject design, categorization or safeguard instruments can be refined following this process.

83. **Step 5 - preparation and disclosure of safeguard tools and instruments.** As required, the next step is to prepare the relevant instruments, both for Solomon Islands CSS and the ADB processes. This process will include site visits, data gathering, consultation, and public disclosure of the documents.

84. Safeguard instruments prepared to ensure the SPS is implemented will: (i) reflect fully the policy objectives and relevant policy principles and safeguard requirements governing preparation and implementation of projects and/or components; (ii) explain the general anticipated impacts of the project and/or components; (iii) specify the requirements that will be followed for subproject screening and categorization, assessment, and planning, information disclosure, meaningful consultation, and grievance redress mechanism; (iv) describe implementation procedures, including budgets, institutional arrangements, and capacity development requirements; (v) specify monitoring and reporting requirements; and (vi) specify the responsibilities and authorities of the borrower/client, ADB, and relevant government agencies in relation to the preparation, submission, review, and clearance of safeguard documents, and monitoring and supervision.

85. **Step 6 - implementation of mitigation measures and plans.** The implementation of the safeguards tools and conditions of any environmental (development consent, BMP) and social approvals will need to be implemented, monitored and enforced. Training of MID and SIPA staff may be needed to ensure that conditions of the safeguard instruments are met. For contractors, monitoring and supervision will be needed to ensure that conditions of the safeguard instruments are met.

86. **Step 7 - monitoring and reporting.** Monitoring is required to gather information to determine the effectiveness of implemented mitigation and management measures and to ensure compliance with the approved safeguard tools. Environmental and social indicators will be defined in the safeguards tools and compliance with these indicators will need to be monitored. Monitoring methods must provide assurance that safeguard measures are undertaken effectively.
87. Regular reports on environmental indicators and any incidents that may have adversely impacted on the environment and social setting, arising from subproject activities will need to be prepared. These will be included into semi-annual safeguard monitoring reports to MOFT and ADB. The reports to the banks will include: (i) the status of the implementation of mitigation measures; and (ii) the findings of monitoring programs, (iii) corrective and preventative actions required and compliance.

5.2 Selection Criteria and Ineligible Activities

88. A checklist is provided in Annex 2. Activities will be deemed ineligible for funding under the LMCP if they:

- Are identified in SPS Annex 5 – Prohibited Activities List.
- Are not aligned to the objectives of the Project or are not included in the National Transport Plan.
- Are large-scale infrastructure projects or require studies that will lead to large-scale infrastructure projects that would trigger Category A under the SPS.
- Involve the conversion, clearance or degradation of natural or critical natural habitats, environmentally sensitive areas, significant biodiversity and/or protected areas or conservation zones.
- Will cause, or have the potential to result in, permanent and/or significantly damage non-replicable cultural property, irreplaceable cultural relics, historical buildings and/or archaeological sites.
- Will result in involuntary land acquisition or physical displacement of affected communities.
- Require or involve:
  - Political campaign materials or donations in any form;
  - Weapons including, but not limited to, guns and ammunition (unless required for maritime police or fisheries surveillance);
  - Purchase, application or storage of pesticides or hazardous materials (e.g. asbestos);
  - Building structures that will alter coastal processes or disrupt breeding sites of endangered or critically endangered birds or wildlife;
  - Any activity on land or coastal areas that has disputed ownership (private, communal or customary).
  - Trade in wildlife or wildlife products regulated under CITES (Convention on International Trade in Endangered Species of Wild Fauna and Flora);
  - Fishing in the marine environment using electric shocks and explosive materials;
6 CONSULTATION, DISCLOSURE AND GRIEVANCE REDRESS

6.1 Consultation

89. Following general good practice and the requirements of the SPS and Access to Information Policy 2018, public consultations were undertaken during the feasibility studies and specifically for development of the safeguards due diligence (2018-2020) to determine community attitudes to the project and elicit information relevant to establishing baseline conditions and understanding potential environmental and social effects.

90. A communications and consultation plan (CCP) has been prepared for the Project. This will be implemented by MID and SIPA, supported by the CSC, certain elements will also be implemented by the contractors.

91. Guided by the CCP, consultations with government agencies and civil society and communities, including women’s groups, chiefs and businesses operators were conducted. These consultations with communities and stakeholders were undertaken during this feasibility studies during 2018-2020. The purpose of community consultations at this stage are to:

- Foster partnerships with beneficiary and stakeholder communities;
- Share information on the proposed Project and its components and activities;
- Communicate with stakeholders that their co-operation (and possible participation) in Project activities including surveys, site investigations, planning, feasibility and potentially future design, construction, monitoring, and maintenance is key to achieving a high quality strategy that most benefits their concerns;
- Develop and inform the options analyses, to help develop the recommendation of an overall Project scope;
- Provide information to the screening and assessment processes.

92. The communications and consultations with affected people, local communities and stakeholders have expressed support for the Project as they clearly seen the benefits associated with improved road and drainage services and upgraded wharves and ports. Additional consultations are required to be held with project stakeholders and communities in respect to finalizing the project design and will incorporate community feedback as well as continued community awareness associated with the projects implementation timing of activities and help to resolve complaints and grievances.
6.2 Information Disclosure

93. All safeguard documents are subject to public disclosure, and therefore will be made available to the public. Following clearance of the IEEs by ADB and updating as PERs, the documents will be posted on government and ADB websites as per the Access to Information Policy. Provided it does not contain any commercially sensitive information, the approved CEMPs may also be disclosed.

94. This EARF will also be disclosed.

95. Disclosure will conform to the SPS and Access to Information Policy of the ADB which requires that environmental assessments and monitoring reports for ADB projects be accessible to interested parties and the general public.

6.3 Grievance Redress Mechanism

96. During the course of the Project, it is possible that people may have concerns with performance of a specific subproject/component, or the Project overall or the environmental management, including the implementation of the EMP. Issues may occur during construction and again during operation. Any concerns will need to be addressed quickly and transparently, and without retribution to the complainant.

97. The following process, based on GRM successfully implemented on other projects, is to be adapted to the LMCP and implemented. The first step is to attempt to sort out the problem directly at local level. If it cannot be resolved at this level, then the grievance will be addressed by being referred to the supervision consultant, who will then involve MID or SIPA management and other agencies, if required.

6.3.1 During Construction

98. Most complaints and grievances arising during construction are expected to be minor, concerning dust or noise that should be able to be resolved at the site management level. All complaints arriving at the Site Office are to be entered in a register that is kept at the site by: date, name, contact address and reason for the complaint. A duplicate copy of the entry may be given to the complainant for their record at the time of registering the complaint. The Register will show who has been directed to deal with the complaint and the date when the complaint was made together with the date when the complainant was informed of the decision and how the decision was conveyed to the complainant. The Register is then signed off by the person who is responsible for the decision and dated.

99. The Register is to be kept at the front desk of the site office and is a public document. The duplicate copy given to the complainant will also show the procedure that will be followed in assessing the complaint, together with a statement affirming the rights of the complainant to make a complaint. For anybody making a complaint, no costs will be charged to the complainant.

100. In the first instance, the affected person and/or people are to discuss their complaint directly with the community liaison committee (CLC) or to the local council whomever is the preferred party of the complainant. If the CLC or local council supports the complaint, both persons are to take the complaint to the on-site Project Engineer. For straightforward complaints, the
Project Engineer can make an on-the-spot determination to resolve the issue at the mutual agreement of all. The action and date of close-out will be recorded in the GRM registry.

101. For more complicated issues or complaints, the Project Engineer will forward the complaint to the MID and/or CPIU or SIPA. The MID and/or CPIU or SIPA has a maximum of two days to resolve the complaint and convey a decision to the complainant. The complainant and the Chief, CLC or local council may if so desired, discuss the complaint directly with the Project Engineer and safeguards staff of MID or SIPA. If the grievance of the complainant is dismissed, the complainant will be informed of their rights in taking it to the next step. A copy of the decision is to be sent to the ECD.

102. Should the complainant not be satisfied, the complainant may take the complaint to the Permanent Secretary of MECDM who will appoint the Director of the ECD to review the complaint. The Permanent Secretary will have 15 days to make a determination. The MID Permanent Secretary or General Manager of SIPA is to be copied and is to be informed of the decision from the Permanent Secretary-MECDM.

103. If the complainant is dissatisfied with the determination by Permanent Secretary-MECDM, the complainant may appeal to the National Court. This will be at the complainant’s cost but if the court shows that the PS-MID or General Manager-SIPA have been negligent in making their determination the complainant will be able to seek costs.

6.3.2 During Operation

104. The GRM will continue after construction activities are completed. A similar procedure will be followed except that the concern, issue or complaint is now directed to the MID and/or CPIU or SIPA. During operation, the same conditions apply; i.e., there are no fees attached to the complainant for registering a grievance, the complainant is free to make the complaint, which will be treated in a transparent manner and the complainant will not be subject to retribution for making the complaint.
Environmental Monitoring and Reporting

105. Environmental monitoring is an integral component of an environmental impact assessment to, i) combat uncertainties pertaining to unanticipated impacts; ii) ensure mitigation measures are working; and iii) reassure the public on the progress of the development. Progressive monitoring must accompany various stages of the subproject activities (pre-construction, construction and operational phase).

106. The environmental monitoring plan is based on the potential impacts, significance of the impacts and mitigation approaches identified during the environmental assessment. The plan comprises parameters to be monitored, frequency of monitoring, responsible authorities and cost estimates. The contractor will be required to prepare a detailed environmental monitoring plan based on the EMP and as set out in the contract documents.

107. Quarterly progress reports will be prepared by the CSC and submitted to MID, SIPA, MOFT and ADB. These will report on all aspects of the Project, including those documented in the contractor’s monthly reports and environmental monitoring reports prepared by the supervision consultant and contractor.

108. The monitoring and reporting required under the project includes:

- Review of the contractors’ monitoring plan as part of their CEMP, based on contract documents, grant approval and development consent conditions;
- Review contractors’ monthly reports including status of implementation of the approved CEMP (completed checklists) and corrective action requests and suggest ways to strengthen mitigation approaches;
- CSC, CPIU and SIPA PMU inspections and audit reports reflecting compliance of the contractor with the approved CEMP and other requirements;
- Preparation of quarterly progress reports by CSC on behalf of CPIU and SIPA PMU for submission to MID, MOFT and ADB;
- Preparation of semi-annual safeguards monitoring reports rolling up the information contained in the reports listed above, prepared by CPIU and SIPA PMU (with assistance from CSC) and submitted to MOFT and ADB. These reports will be disclosed.

109. Environmental monitoring is an integral component of an environmental impact assessment to, (i) combat uncertainties pertaining to unanticipated impacts; (ii) ensure mitigation measures are effective and meeting the targets; and (iii) reassure the public on the progress of the development. Progressive monitoring must accompany various stages of the subproject activities (pre-construction, construction and operational phase).
Annex 1: List of Ratified International and Regional Agreements

<table>
<thead>
<tr>
<th>Name</th>
<th>Status</th>
<th>Purpose/Aim</th>
<th>Solomon Island Agency Responsible</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>International and Regional Agreements</strong></td>
<td></td>
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</tr>
<tr>
<td>Pollution Protocol for Dumping at sea.</td>
<td>Ratified 10/9/98</td>
<td>Prevention of pollution of the South Pacific region by dumping.</td>
<td>MFMR and ECD</td>
</tr>
<tr>
<td>Pollution Protocol for Emergencies.</td>
<td>Ratified 10/9/98</td>
<td>Cooperation in combating pollution emergencies in the South Pacific region.</td>
<td>MFMR and ECD</td>
</tr>
<tr>
<td>Natural Resources and Environment of South Pacific Region (South Pacific Regional Environment Program - SPREP Convention).</td>
<td>Ratified 10/9/98</td>
<td>Protection of natural resources and environment of the South Pacific Region in terms of management and development of the marine and coastal environment in the South Pacific Region.</td>
<td>ECD</td>
</tr>
<tr>
<td>Waigani Convention on Hazardous and Radioactive Wastes (1995).</td>
<td>Ratified 7/10/98</td>
<td>Bans the importation of hazardous and radioactive wastes into Forum Island countries and to control the trans-boundary movement and management of hazardous wastes within the South Pacific region.</td>
<td>ECD</td>
</tr>
<tr>
<td><strong>Chemicals, Wastes and Pollution</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Liability for Oil Pollution Damage.</td>
<td>Ratified</td>
<td>Strict liability of ship owner for pollution damage to a coastal state within a certain amount.</td>
<td>MFMR</td>
</tr>
<tr>
<td>Marine Pollution Convention (London).</td>
<td>Ratified</td>
<td>Prevention of marine pollution by dumping of wastes and other matter.</td>
<td>ECD and Foreign Affairs</td>
</tr>
<tr>
<td>Desertification (UN Convention to Combat Desertification).</td>
<td>Acceded 16/4/99</td>
<td>Agreement to combat desertification and mitigate the effects of drought in countries experiencing drought or desertification.</td>
<td>Agriculture Division</td>
</tr>
<tr>
<td>POP’s Convention (Stockholm).</td>
<td>Acceded 28/7/04</td>
<td>Protection of human health and environment from persistent organic pollutants.</td>
<td>ECD and EHD</td>
</tr>
<tr>
<td><strong>Biodiversity</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>CITES.</td>
<td>Ratification underway</td>
<td>Regulations and restriction of trade in wild animals and plants through a certification system of imports and exports.</td>
<td>ECD</td>
</tr>
<tr>
<td>World Heritage Convention.</td>
<td>Ratified 10/6/92</td>
<td>Protection of sites of Outstanding Universal Values. Solomon Islands currently has East Rennell Island as a World Heritage site.</td>
<td>ECD and National Museum</td>
</tr>
<tr>
<td>UN Convention on Biological Diversity.</td>
<td>Acceded 3/10/95</td>
<td>Conserve biological diversity through the sustainable use of its components and the fair and equitable sharing of the benefits arising out of utilizing genetic resources.</td>
<td>ECD</td>
</tr>
<tr>
<td>Cartagena Protocol on Biosafety.</td>
<td>Acceded 26/10/04</td>
<td>Protection of human health and the environment from possible adverse effects of the products of modern biotechnology, especially living modified organisms while maximizing its benefits.</td>
<td>ECD</td>
</tr>
<tr>
<td><strong>Climate Change</strong></td>
<td></td>
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<tr>
<td>Montreal Protocol.</td>
<td>Acceded 17/6/93</td>
<td>Allows phase out of substances that deplete the ozone layer according to a fixed implementation schedule.</td>
<td>ECD and Energy Division</td>
</tr>
<tr>
<td>Ozone Layer Convention.</td>
<td>Acceded 17/6/93</td>
<td>Protection of the ozone layer through intergovernmental cooperation on research, systematic observation of the ozone layer</td>
<td>ECD and Energy Division</td>
</tr>
<tr>
<td>Name</td>
<td>Status</td>
<td>Purpose/Aim</td>
<td>Solomon Island Agency Responsible</td>
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<tr>
<td>Climate Change (UN Framework Convention on Climate Change).</td>
<td>Ratified 28/12/94</td>
<td>Sets an overall framework for intergovernmental efforts to tackle the challenge posed by climate change.</td>
<td>Climate Change Division</td>
</tr>
<tr>
<td>Kyoto Protocol.</td>
<td>Ratified 13/3/03</td>
<td>Reduce greenhouse gases especially CO2 for the 39 industrial/developed countries by an average of 5.2% by 2012.</td>
<td>Meteorology Division MECDM</td>
</tr>
</tbody>
</table>

MFMR = Ministry of Fisheries and Marine Resources.
MECDM = Ministry of Environment, Climate Change, Disaster Management and Meteorology.
ECD = Environment and Conservation Division – MECDM.
EHD = Environmental Health Division – MECDM.
Annex 2 – Ineligible Activities and Site Selection Criteria

Component or subprojects with any of the attributes listed below will be ineligible for support under the LMCP.

Activities will be deemed ineligible for project funding if they:
1. Are included in SPS Annex 5 – Prohibited Activities List.
2. Are not aligned to the objectives of the project.
3. Are large-scale infrastructure projects or require studies that will lead to large-scale infrastructure projects that would trigger Category A under the SPS.
4. Involve the conversion, clearance or degradation of natural or critical habitats forests, environmentally sensitive areas, significant biodiversity and/or protected conservation zones.
5. Will cause, or have the potential to result in, permanent and/or significantly damage non-replicable cultural property, irreplaceable cultural relics, historical buildings and/or archaeological sites.
6. Will result in involuntary land acquisition or physical displacement of affected communities.
7. Require or involve:
   • Political campaign materials or donations in any form;
   • Weapons including, but not limited to, guns and ammunition (e.g. for maritime police or fisheries surveillance);
   • Purchase, application or storage of pesticides or hazardous materials (e.g. asbestos);
   • Building structures that will alter coastal processes or disrupt breeding sites of endangered or critically endangered birds or wildlife;
   • Any activity on land or coastal areas that has disputed ownership (private, communal or customary).
   • Trade in wildlife or wildlife products regulated under CITES (Convention on International Trade in Endangered Species of Wild Fauna and Flora);
   • Fishing in the marine environment using electric shocks and explosive materials;
   • Production or activities involving harmful or exploitative forms of forced labor / harmful child labor.
A. Environmental Criteria for Site Selection

An overarching objective of the LMCP is that land and maritime transport connectivity subprojects will not negatively affect or impinge upon terrestrial or marine protected areas or key biodiversity areas.

Subprojects are generally expected to be aligned with existing roads, causeways, wharves or boat access ramps or points, and around/near to established maritime access routes associated with existing international ports. If in unexpected circumstances new locations or alignments are required, the following environmental criteria for selecting alignments and locations will be used:

- Avoid direct or indirect significant, negative impacts on areas protected for their biodiversity such as wildlife protected areas, national parks, fisheries protection areas, conservation areas, community managed areas, key biodiversity areas and any areas of critical habitat;
- Avoid subprojects that would require work sites or alignments that cross areas of undisturbed forest, lakes or seabed. Only modified habitat with no natural or critical habitat or sites that have previously been cleared or disturbed are to be accepted;
- Avoid subprojects that will require substantial dredging sufficient to trigger Category A. Only sites that have previously been dredged or disturbed are to be accepted;
- Avoid subproject maritime access that will cause dredging or significant disturbance and conversion of the seabed in areas not previously disturbed;
- Avoid land or maritime subprojects that will cause other environmental impacts that would trigger determination as ‘Category A’ in accordance with the SPS and the environmental laws of Solomon Islands.

B. Social Criteria for Site Selection

The overall social objectives of the LMCP are to: (i) avoid involuntary resettlement wherever possible; to minimize involuntary resettlement by exploring project and design alternatives; and (ii) to enhance, or at least restore, the livelihoods of all displaced persons in real terms relative to pre-project levels; and to improve the standards of living of the displaced poor and other vulnerable groups.

Therefore, the following social criteria for selecting alignments and locations will be used:

- Avoid direct or indirect significant, negative impacts on important items of cultural heritage or places of worship;
- Wherever possible avoid areas that are currently under human habitation or that that would occupy land such as gardens or other village facilities, schools and health facilities;
- Avoid areas that will lead to physical displacement causing loss of residential land, or loss of shelter or the need to relocate;
- Avoid areas that will lead to significant economic displacement (loss of land, assets, access to assets, income sources, or means of livelihoods); and
• Avoid subprojects that result in involuntary restrictions on land use or on access to legally designated parks and protected areas.
## Annex 3 - Screening Checklist

<table>
<thead>
<tr>
<th>Screening Questions</th>
<th>Yes</th>
<th>No</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>First level screening</strong></td>
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<tr>
<td>Does the subproject include any ineligible activities as per Annex 2?</td>
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<tr>
<td>Does the subproject meet the selectin criteria identified in Annex 2?</td>
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<tr>
<td><strong>Land Access and Acquisition</strong></td>
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<tr>
<td>Is the land tenure/ownership arrangement of the site known?</td>
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<tr>
<td>Is the land required government land?</td>
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<td>Is the land required private land?</td>
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<td>Is the land required custom land?</td>
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<tr>
<td>Will acquisition of land be required?</td>
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<tr>
<td>Will there need to be compensation for assets?</td>
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<tr>
<td><strong>Environmental Risks and Impacts</strong></td>
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<tr>
<td>Will this activity require clearance of trees, including mangroves, or natural vegetation, in excess of half a hectare?</td>
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<tr>
<td>Will this activity require any clearance of native vegetation?</td>
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<tr>
<td>Will the activity be undertaken within the foreshore or affect an area of reef?</td>
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<tr>
<td>Screening Questions</td>
<td>Yes</td>
<td>No</td>
<td>Remarks</td>
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<tr>
<td>Will the subproject affect an area of natural habitat?</td>
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<tr>
<td>Will the subproject affect an area of critical habitat?</td>
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<tr>
<td>If above is yes, what are the critical habitat criteria triggered by the subproject?</td>
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<tr>
<td>Will the subproject include dredging?</td>
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<tr>
<td>If yes, any idea of the volume? ….…………….m$^3$</td>
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<tr>
<td>Will the subproject result in the occurrence, or increase the chances of occurrence, of natural hazards such as soil erosion, flooding, tidal inundation or hazardous substances?</td>
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</tbody>
</table>

**Social Risks and Impacts**

| Will the subproject create risk of spread of communicable diseases during construction or operation? |     |    |         |
| Will the subproject create health and safety risks during construction? |     |    |         |
| Will the subproject create health and safety risks during operation? |     |    |         |
| Will the subproject create impacts on vulnerable people or people with disabilities? |     |    |         |
| Will this subproject impact areas, landscapes and structures of aesthetic, archeological, cultural, historical, recreational, scenic or scientific value? |     |    |         |
| Will the subproject affect physical cultural resources or heritage sites? |     |    |         |
| Will the subproject increase risk of, or facilitate gender-based violence? |     |    |         |

**Proposed Category**

| Is the subproject proposed as category A? |     |
| Is the subproject proposed as category B? |     |
| Is the subproject proposed as category C? |     |