

# London - Cassidy Airport Road Kiritimati, Bonriki Airport Tarawa Investment Sub- Projects; Resettlement Policy



## London - Cassidy Airport Road Kiritimati, Bonriki Airport Tarawa Investment Sub-Projects; Resettlement Policy Framework

Prepared for

Ministry of Communications, Transport and Tourism Development

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## Table of Contents

Abbreviations	i
Executive Summary	ii
1.0 Project Description	1
1.1 Background and Project Rationale	1
1.2 The Project	1
1.3 Project Management and Components	1
1.4 Investments	1
1.4.1 Bonriki International Airport	2
1.4.2 Cassidy International Airport	2
1.5 Resettlement Plan	3
2.0 Principles and Objectives	4
2.1 Principles and Objectives	4
3.0 Resettlement Plan Process	5
3.1 Preparation and Approval	5
3.2 Further Actions	5
4.0 Estimated Population Displacement	6
4.1 Population displacement	6
4.2 Categories of Displaced Person	6
5.0 Eligibility Criteria	7
5.1 Criteria Defining Displaced Persons	7
5.2 Nature of impacts	7
6.0 Legal Framework	9
6.1 Borrower Legislation and Regulation	9
6.2 World Bank Policy	10
6.3 Reconciliation of Borrower and Bank Practices	10
7.0 Valuation methodology	12
7.1 Assets and Values Affected	12
7.2 Valuation Principles	12
8.0 Organisational Procedures	13
8.1 Delivery of Entitlements	13
8.2 Roles and Responsibilities	13
9.0 Resettlement Implementation	14
9.1 Timing in relation to Implementation of Civil Works	14
9.2 Relationship to Other Project Components	14
10.0 Grievance Redress Mechanisms	15
11.0 Arrangements for Funding Resettlement	16
11.1 Cost Estimates and Review	16
11.2 Flow of Funds	16
11.3 Contingency Arrangements	17
12.0 Consultation and Participation of Affected Persons	18
12.1 Planning Phase	18
12.2 Implementation of the RP	19
12.3 Monitoring Phase	19
13.0 Monitoring	20
13.1 Implementing Agency	20
13.2 Independent Monitoring	20
Appendix A	
Socioeconomic Background	A
Appendix B	
Stakeholder Matrix and Engagement Plan	B
Appendix C	
Project Information Bulletin Contents	C

Appendix D		
Sample Plan for Focus Group Discussions		D
Appendix E		
Socio-economic Survey Form for Affected Persons		E
Appendix F		
Draft Entitlement Matrix		F
Appendix G		
Compensation and Entitlement Form for Affected Person		G
Appendix H		
Passenger Attitude Survey		H
Appendix I		
Draft Timeline for Resettlement Plan Implementation		I

## Abbreviations

ADB	–	Asian Development Bank
AP	–	Affected Persons
ARP	–	Abbreviated Resettlement Plan
CEDAW	–	Convention on the Elimination of all forms of Discrimination against Women
CEF	–	Compensation and Entitlement Form
CRX	–	Cassidy Airport, Kiritimati Island
DMS	–	Detailed Measurement Surveys
EA	–	Executing Agency
EMP	–	Environmental Monitoring Plan
GoK	–	Government of Kiribati
IA	–	Implementing Agency
ICAO	–	International Civil Aviation Organisation
IR	–	Involuntary Resettlement
KCC	–	Kiribati Chamber of Commerce
KRRP	–	Kiribati Road Rehabilitation Project
KANGO	–	Kiribati Association of NGOs
MCTTD	–	Ministry of Communications, Transport and Tourism Development
MELAD	–	Ministry of Environment, Lands and Agricultural Development
MHMS	–	Ministry of Health and Medical Services
MLHRD	–	Ministry of Labour and Human Resources Development
MOFED	–	Ministry of Finance and Economic Development
MOLPI	–	Ministry of the Line and Phoenix Islands
MWPU	–	Ministry of Works and Public Utilities
NGO	–	Non Governmental Organisation
PIB	–	Project Information Booklet
RP	–	Resettlement Plan
RPF	–	Resettlement Policy Framework
TA	–	Technical Assistance
TRW	–	Bonriki Airport, Tarawa Island
WB	–	World Bank

## Executive Summary

A. To meet a need for air services to international standards that is critical to its development objectives, the Government of Kiribati has sought assistance from the World Bank to implement the Kiribati Aviation Infrastructure and Investment Project (KAIP). The Ministry of Communications, Transport and Tourism Development (MCTTD) is the Implementing Agency (IA) for the project.

The KAIP has four components:

- (A) International airport infrastructure
- (B) Domestic airport infrastructure
- (C) Strengthening of the aviation sector
- (D) Airport management and operations.

The KAIP is a category B project for purposes of World Bank environmental and social impact classification. Its negative social impacts are expected to be few in number, site-specific, mainly temporary, relatively minor in nature, and readily addressed through avoidance, mitigation and resettlement measures. The present document addresses two sub-projects of component (A) that require resettlement planning:

- i) Improvements to Bonriki International Airport, Tarawa to meet International Civil Aviation Organisation (ICAO) standards
- ii) Improvements to the road linking Cassidy Airport with London, Kiritimati Island.

As precise alignment of the components has not been determined, a Resettlement Policy Framework (RPF) is the appropriate resettlement instrument.

B. The RPF observes the principles and objectives of World Bank Operational Policy 4.12, Involuntary Resettlement.

C. The RPF describes the actions that MCTTD will take to develop the Resettlement Plan (RP) or Abbreviated Resettlement Plan (ARP), its implementation and monitoring.

D. Land on Kiritimati belongs to the Government. Both subprojects are expected to be implemented within the footprint of existing infrastructure, and already reserved or restricted land. Physical displacement is not expected. Resettlement impacts and entitlements will relate mainly to temporary disruption during construction, and loss of informal access to reserves and restricted areas.

E. Associated losses, temporary or permanent, may include trees, produce and structures; loss of income; changes in air, water and soil quality, loss of amenity, noise and light pollution that might impact livelihoods or property values. Quarrying will entrain permanent environmental change, but is within an existing GoK facility, and is expected to have minimal social impact.

F. Relevant Borrower legislation and regulation is less prescriptive than World Bank policy in relation to resettlement, but contains useful concepts that bear on the principles of resettlement. There are no incompatibilities in relation to this RPF.

G. Identification of the affected assets and values will be completed after consultation and disclosure, during the development of the RP. Valuations are currently under revision. The updated Government valuations will be available for application to the KAIP.

H. MCTTD will discuss with Affected Persons (APs) and disclose mechanisms for transfer of entitlements, and will ensure that full compensation payments are made before the start of project works. MCTTD assumes responsibility for the implementation of the RP, and for the supervision and performance of any other agency contracted to assist. Independent scrutiny of the process will be arranged. Records will be kept publicly available.

I. The finalised RP will take account of feedback from public meetings. Socioeconomic surveys of APs identified will provide information for an AP baseline profile and for the Entitlement Matrix. APs will be notified of entitlements, times and places of transfer. Transfer of entitlements will precede the incidence of the loss they compensate. MCTTD will ensure that all transfers are made free of encumbrances. The process will be subject to independent scrutiny. The same principles may apply to other project components.

J. A Grievance Redress Mechanism will be developed and disclosed with the RP.

K. Cost estimates will be finalised when the updated Government valuations are to hand. They will include administration, resettlement costs, and allow for grievances and contingencies.

Resettlement funds are a GoK contribution, and will flow through normal MCTTD channels. If MCTTD uses another Government agency for delivery of entitlements such as the Ministry of Environment, Lands and Agriculture Development, or the Ministry of the Line and Phoenix Islands, their normal disbursement process will apply. There will be independent scrutiny.

L. Consultation and participation is planned with all stakeholders. First, a whole-of-government approach will be determined, followed by public disclosure about the project through the media, and to maneaba of affected communities. KANGO, and if appropriate, individual NGO members, and the Chambers of Commerce will be consulted. APs will be engaged in focus group discussions of both men and women in the planning stage, in socioeconomic surveys, in implementation of the RP and delivery of entitlements, and in further focus group discussions during implementation and monitoring of the RP and the project.

M. MCTTD will follow its internal monitoring and reporting process for the RP, but will also at the outset of public engagement seek AP or NGO identification of indicators of interest to them, and will seek to engage them in the monitoring process. If interest and numbers warrant, a limited follow-up survey of attitudes to the RP and the project may be performed for inclusion in post-project impact reporting, to give a before-and-after comparison.



## 1.0 Project Description

### 1.1 Background and Project Rationale

1. The Government of Kiribati (GoK) National Sustainable Development Strategy 2008-11 focuses on six key areas for development: economic growth and poverty reduction, education, health, environment, governance and infrastructure. In achieving its aims, the country faces substantial issues in relation to the distribution of a burgeoning population relative to land and water resources, and to opportunities for cash-earning employment. Local markets are small, and international markets far distant, difficult and expensive to access. Due to their topography, most of the country's 33 atolls are vulnerable to climate change and environmental pollution. Over the past five years, GoK has been encouraging controlled development and voluntary resettlement of outer islands, especially on Kiritimati, the largest atoll, accounting for half the country's land area.

2. Internal and international transport links are critical in enabling better distribution of population, access to income generating opportunities, and facilitation of inbound tourism, which now generates twenty per cent of Gross Domestic Product. Two of Kiribati's international airports, Bonriki on Tarawa Island (TRW), and Cassidy on Kiritimati (Christmas) Island (CXR) require improvements to meet International Civil Aviation Organisation (ICAO) standards. This is a condition of civil airlines' maintenance of service. Given the distribution of the country's approximately 100,000 people across 811 km<sup>2</sup> of land in islands scattered over some 5 million km<sup>2</sup> of ocean, air transport is the only practical passenger transport alternative, is critical to response to any emergency, and to export of high value fresh fish and other produce. Access roads also require upgrade to optimise the impact of airport improvements.

### 1.2 The Project

3. The GoK has approached the World Bank for support in the aviation sector. A Kiribati Aviation Infrastructure and Investment project (KAIP) is in progress. The project serves the development objectives of (i) providing safe, secure and reliable infrastructure for Kiribati's airports and airstrips; (ii) improving the regulatory environment; and (iii) providing sustainable management and operation of the international airports.

### 1.3 Project Management and Components

4. The KAIP has four components:

- (A) International airport infrastructure
- (B) Domestic airport infrastructure
- (C) Strengthening of the aviation sector
- (D) Airport management and operations.

5. As the Implementing Agency (IA) for the KAIP, the Ministry of Communications, Transport and Tourism Development (MCTTD) presents this Resettlement Policy Framework (RPF), addressing the steps to be taken to meet I-Kiribati legal, and World Bank policy requirements for the Resettlement Plan (RP).

6. The RPF addresses the two sub-projects of Component A of the KAIP for which funding is secured and that require resettlement planning; the improvements to Bonriki airport, Tarawa, and the road linking Cassidy airport to London on Kiritimati Island.

7. This RPF is based on credible secondary sources. Stakeholder consultation will be undertaken by MCTTD in preparation of the RP, with arms-length support from international consultants AECOM as part of the firm's contract for rehabilitation work for Cassidy International Airport and Safeguards Documents.

8. MCTTD will set up a Project Management Unit within the Ministry, and appoint Safeguard Officers who will develop and implement the RP. A draft timeline indicating tasks and responsibilities is located for convenience at the end of this document in Annex I.

### 1.4 Investments

9. The World Bank is providing an IDA Special Investment Loan for the KAIP. The Government of New Zealand will provide donor support to improve the runway at Cassidy International Airport on Kiritimati Island, and

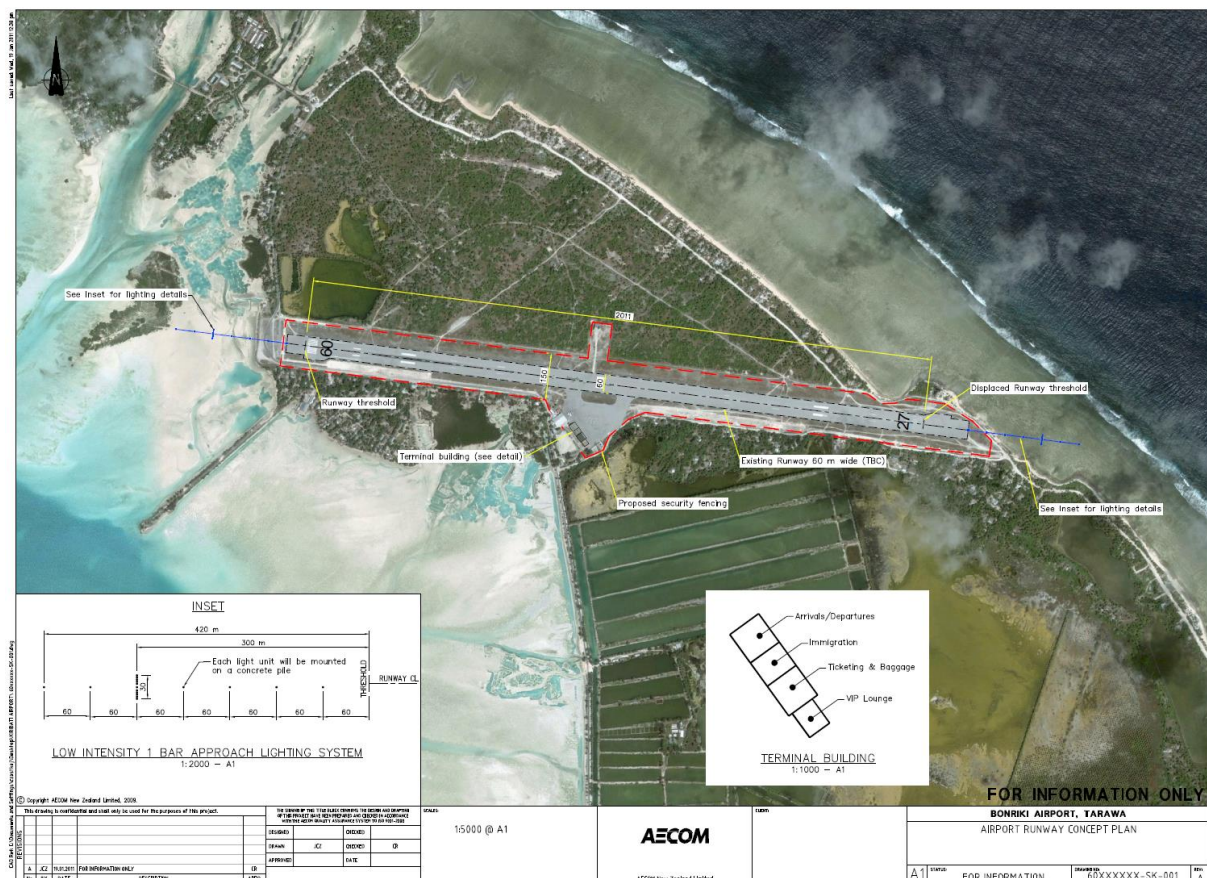
the Government of Taiwan, China is assisting with loan finance for the investments. Outcomes will be an ICAO-compliant Bonriki International Airport with improved security for air operations, an improved road between the airport and the port on Kiritimati, enhanced safety provisions for all road users and reduced wear and tear on vehicles. This RPF will apply for the World Bank, NZAID and Government of Taiwan, China investments.

#### 1.4.1 Bonriki International Airport

10. To meet ICAO standards, the Bonriki International Airport runway requires resurfacing and localised repair. A new perimeter fence is needed to prevent incursion of animals and of people taking a short cut across the runway. Perimeter fences have been repeatedly vandalised in the past. Runway lights and other navigation aids have either been stolen or vandalised, or are rudimentary. The terminal upgrade is required to increase capacity and safety, and improve passenger processing and border controls. The upgraded terminal will include space for offices, proper queuing, waiting areas and screening.

11. The airport approach lighting system needs to extend up to 420m at the eastern end of the displaced runway threshold which reaches into the lagoon. At this stage it is unknown if existing lighting mounts can be used or new concrete pile foundations will be required for the airport approach lighting system.

12. Figure 1 below shows the footprint of the proposed works in relation to gardens and settlements on the adjacent coast.



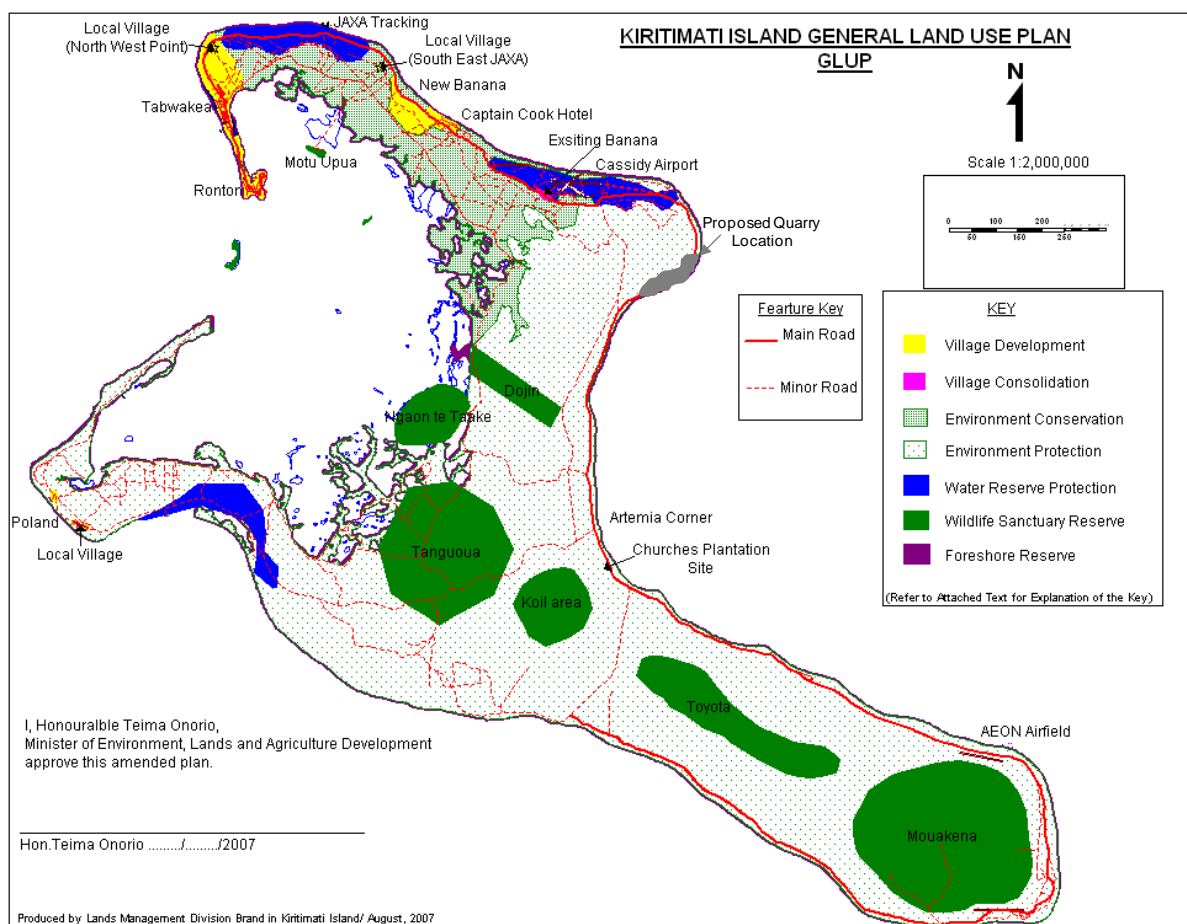
**Figure 1: Bonriki Airport runway concept plan showing location of existing terminal, proposed security fence, and approach lighting system, gardens and settlements to the north**

13. Investment in additional safety equipment for Bonriki such as navigational aids and firefighting equipment will deliver benefits that do not have resettlement implications.

#### 1.4.2 Cassidy International Airport

14. Improvements will be made to the main road from Cassidy airport in the north east to the port in London on the north western side of the island (approximately 23km long and 5m wide). The road was built in the 1950s. The Ministry of Public Works and Utilities (MPWU) has since made minor repairs.

15. Repair work under the project will consist of crack sealing and pot hole repairs of the road surface, and chip seal surfacing. In areas with high pedestrian flows, footpaths, bus bays, solar powered street lights and other safety facilities will be provided. Coral to provide substrate will be quarried from existing Government-owned borrow-pits on the northern tip of the Bay of Wrecks, south of the airport. Figure 2 shows land use on Kiritimati, and the location of the works. The improved road will serve the two major areas of residential development between Cassidy Airport and the port of London (Ronton), both contiguous to environment conservation areas. The majority of the island's approximately 6,000 residents are in this area.



**Figure 1** Land use, Kiritimati Island, and the road route from Cassidy Airport to London (Ronton)

16. A brief profile in Annex A provides the socioeconomic context for these interventions.

## 1.5 Resettlement Plan

17. The exact nature of the investments, detailed design of the engineering works and precise siting of infrastructure works has not been determined, and will be decided taking in to account feedback from initial consultations with stakeholders and APs. A Resettlement Policy Framework has therefore been selected as the appropriate social safeguard instrument. As a Category B project, it is not anticipated that there will be substantial resettlement requirements, and no physical displacement is envisaged. This RPF format follows World Bank Operational Policy 4.12 Annex A, paragraphs 23-25. Content is also consistent with the principles of the Asian Development Bank Safeguard Policy Statement, June 2009. The RPF describes the policies and procedures leading to development of the RP, which is to be completed in the detailed planning stages of the sub-projects, prior to implementation of the civil works. The RP will be developed in conformance with World Bank Operational Policy 4.12, Involuntary Resettlement, Annex A paragraphs 1-21. If resettlement affects fewer than 200 people, and impacts are minor, an Abbreviated Resettlement Plan (ARP) will be developed as per Annex A, para 22. The RP or ARP will form part of the agreement between the GoK and the World Bank.

## 2.0 Principles and Objectives

18. World Bank Operational Policy 4.12, Involuntary Resettlement, and similar best international practice planning instruments require projects to meet both national and international social safeguard criteria in the planning, delivery, use and impacts of the project.

### 2.1 Principles and Objectives

19. The guiding principles for the RP are that involuntary resettlement is to be avoided or minimised. APs should be better off, or at least as well off as before the project. All persons affected by the project are to be consulted throughout the project, have the opportunity to participate in planning, and to share in project benefits. The project should contribute to sustainable development.

20. These principles entrain a process of early identification of stakeholders, and in particular of APs; frank and effective public disclosure of any known impacts; consultation and participation to avoid or mitigate negative impacts identified, and to ensure that no person or impact is overlooked; fair, transparent and timely intervention to support APs during implementation, resettlement and restoration of livelihoods; and commitment where possible to improve upon the status quo, particularly for those who may be vulnerable by reason of poverty, ethnicity, gender, age, disability, or social status.

21. In the present project, the policy objective to avoid, and where avoidance is not possible, to minimise impacts will inform the final technical design and implementation planning of the works. To ensure that the project contributes to the objective of sustainable development, MCTTD plans a comprehensive disclosure and consultation process that includes all stakeholders (see Annex B). The consultation process with APs will reveal all foreseeable impacts, and will elicit AP concepts of how mitigation options and resettlement planning can contribute to their aspirations for sustainable restoration or improvement of their livelihoods.

22. If there is loss of land, and land-based assets, the aim will be to replace like for like, and if this is not possible, to compensate for lost land, assets and income, and meet the costs of relocation and restoration of livelihoods. Restoration includes not only physical assets, but also social and cultural assets. If there is a risk of disruption of these values, which are often disproportionately encountered by women, the APs will contribute to selection of mitigation and resettlement options to ensure policy objectives are met.



## 3.0 Resettlement Plan Process

### 3.1 Preparation and Approval

23. In the preparatory stage, the project will appoint Safeguards Officers reporting to the Project Manager in the Project Management Unit. The Safeguards Officers will prepare and implement the RP as follows:

- Immediate consultations with relevant senior officials in government stakeholder Ministries to ensure a whole-of-government approach to the project, and with any critical commercial stakeholders such as airline operators, if required
- Review of all the land leases for Bonriki International Airport, and of conditions through to hypothetical termination of the leases and disposal of land-based assets
- Preparation of a Project Information Bulletin (PIB) in Gilbertese and English (see Annex C) describing the project parameters, anticipated impacts, resettlement assistance criteria, and cut-off date for entitlements
- Public disclosure about the project through release of the PIB to the media and the maneaba in known impact areas
- Commencement of the public consultation process immediately after disclosure (see Annexes B and D for modes of engagement and content of consultations)
- Sample census and socioeconomic survey of APs and affected assets (Annex E), and preparation of a baseline AP profile, draft entitlement matrix and budget
- Completion of the AP census and socioeconomic survey of APs and assets
- From the survey results, completion of the Entitlements Matrix, listing APs, components of entitlement, value of entitlement and date of settlement(s) for each AP, to provide a consolidated summary of all resettlement costs (see Annex F)
- Draft RP including criteria for eligibility, categories recognised, grievance mechanism resettlement process and timeline based on feedback from consultations
- Disclosure of the Draft RP information through the media in updated PIB
- Finalisation; GoK and World Bank Approval of the RP
- Posting of the RP on the GoK and World Bank websites
- Simultaneous public disclosure of the RP through an updated PIB announcing the approved Resettlement Plan and institutional arrangements, ongoing consultation and grievance mechanisms, and implementation schedule for transfer of entitlements to APs
- Preparation of individual compensation and entitlement (CEF) forms for each AP, specifying amounts, times and places of payment (see pro forma, Annex G)
- Restoration of any borrowed land; transfer of entitlements and acquittal by APs
- Recording and periodic reporting through the Project Manager to donors and financiers
- Monitoring, with AP and community participation
- Publication of outcomes.

### 3.2 Further Actions

24. If any unforeseen impact is identified after approval, updates to the RP will be prepared and disclosed.

25. If the detailed design and alignment of works prove to involve any protected area, a Resettlement Process Framework will be prepared.

26. Additional project subcomponents of the KAIP may be covered if appropriate by an Abbreviated Resettlement Plan informed by the same principles and process as this RPF.

## 4.0 Estimated Population Displacement

### 4.1 Population displacement

27. It is not anticipated that there will be physical displacement or severe negative impacts resulting from the sub-projects under review. Land on Kiritimati Island belongs to the GoK. The improvements (resurfacing, bus bays, street lighting) to the five metre wide road from Cassidy Airport to London are likely to take place within the existing road footprint and road reserve (under the State Acquisition of Land Ordinance, S11.1, nine metres to each side of the centre line). There may be temporary incursion into land beyond this line if required, for example for stockpiling during construction. In this event, all efforts will be made to avoid public danger or inconvenience. There will be temporary impacts from noise, dust and traffic disruption.

28. The Bonriki airport land is leased from private owners. However there is one ongoing dispute between a landowner and the Government about the ownership status of the land where the terminal is at in the airport. This dispute is ongoing in the Magistrates Court, and it will need to be resolved before the project can finance investments in that area. Improvements are planned within the current airport boundaries. Clarification of the term and conditions of leases, and the ownership, management and eventual disposal of any investments or improvements on the land is not expected to result in any land acquisition or displacement.

### 4.2 Categories of Displaced Person

29. As land acquisition is unlikely, APs will probably not be titled land-holders. All APs will be taken into account, regardless of age, sex or social status. Individuals suffering project related loss of assets or income will be recognised. The foreseeable categories of displaced person are:

#### **Cassidy Airport – London Road, Kiritimati**

- Vehicle users of the 23 kms of road between Cassidy Airport and London, affecting most of the population of around 6,000, and an estimated 1,500 motor vehicles
- Pedestrians - men, women and children using the Cassidy Airport – London road on Kiritimati Island to access their villages, schools and other public infrastructure, places of work or recreation
- Informal stall or shop operators within the road reserve
- People who may informally cultivate sections of road reserve, or gather firewood, timber or produce from the road verges
- Graziers of animals using the road reserve.

#### **Bonriki Airport**

- Providers of services in and around the airport – vendors, stall holders, taxi and other transport operators
- Informal trespassers who use the Bonriki runway for access to houses, shelters, tree or other crops, and fishing spots on the northern side of the runway.
- Bonriki community members whose crops or assets could be minimally impacted by works.
- Lease holders, including the landowner whose ownership dispute is ongoing in the Magistrates Court
- Youth and others who informally use the runway as a recreational facility.

## 5.0 Eligibility Criteria

### 5.1 Criteria Defining Displaced Persons

30. Eligibility of an individual for resettlement assistance will relate to their:

- Loss of land, whether an owner, lessee or informal occupant
- Loss of trees or other plants, whether on owned, leased or informally accessed land
- Loss of land-based improvements – houses, shelters, business buildings, also irrespective of the ownership status of the land
- Loss of access to commons and reserves, e.g. road reserves, whether or not legally encroached, and restricted areas.

31. Eligibility for loss of non-land assets, whether temporary or permanent, will be recognised for project-induced impacts on:

- An individual's business or income
- Soil or water quality changes that impact the individual's livelihood activities in the direct or indirect impact area
- Air, light or noise pollution, or restrictions on access to social or economic resources that impact property values and amenity
- Access to resources due to quarrying operations
- Any other assets or elements of livelihoods recognised in I-Kiribati law and in WB Operational Policy that may be discovered during disclosure and consultation.

32. Persons demonstrating that they will suffer losses from any of these causes as at the cut-off date for entitlements will be regarded as eligible for resettlement assistance. Losses from encroachments or activities commenced after the cut-off date will not be eligible

### 5.2 Nature of impacts

33. The nature of foreseeable impacts is briefly discussed below. These expectations will be verified or modified in the final Resettlement Plan.

- Land along the planned road route from Cassidy Airport to London Village, approximately 23 kms, may be affected by informal incursion. A voluntary resettlement plan was developed in 2006 to ease population pressure on Tarawa resources, and to encourage re-settlers into sustainable livelihoods on Kiritimati. The plan was not completely implemented as originally intended due to inadequacy of infrastructure in the receiving communities. However, there has also been informal resettlement, resulting in reported squatting.
- There may be other informal encroachments, such as use of the road reserve for trees, grazing, roadside stalls, or gathering of produce. In this event, there may be associated relocation and re-establishment costs. This is to be determined in consultations and detailed road planning.
- There will be impacts associated with quarrying coral for road construction. This will involve permanent removal of around 34,000 cubic metres of coral from borrow pits for the Cassidy airport and road improvements, and temporary impacts of operation of crushers, loaders, excavators, a mobile asphalt plant and trucks. There are no apparent settlements or gardens in the areas of the Government-owned borrow pits, on the northern arm of the Bay of Wrecks, east of Manulu Lagoon. Traffic may be inconvenienced by truck movements to and from the main road, but the disruption is not expected to result in a requirement for resettlement action. The operations are unlikely to impede access to tracks to the coast on the south eastern side of the road.
- Construction works may increase soil, air, water, noise and light pollution, either temporarily or permanently. Mitigation measures are included in traffic and quarry management plans.
- During construction, the Bonriki Airport terminal improvements may affect the business of vendors operating in or around the airport, taxi drivers and other providers of airport services. As the approach road will be

improved under the KRRP, claims will be cross-checked with MELAP to ensure that APs do not claim for the same loss under both projects.

- There have been issues in the past with vandalism of runway lighting, and removal of the perimeter fence. About eight tracks criss-cross the runway from the southern (administration) side to gardens, some hundred houses or huts, and fishing spots on the nearby northern coast. Incursion of animals also occurs. This compromises not only personal safety, but also the preparedness of airlines to service the airport, due to concerns about personal and asset safety, and accident liability. With replacement of the perimeter fence under the sub-project, APs face a two kilometre journey around the runway. Except for the approach road to the east of the terminal building, these roads will not be improved. A potential solution, provision of gates opened at safe hours convenient to the affected community, will be discussed during consultations. Use of the airport runway for recreational activities (when planes are not landing/departing), paramount to youth and other community members in Bonriki, will also be discussed during consultations as a way to minimize impacts to the community.
- Trespass at Bonriki is potentially the most difficult RP issue to resolve. MCTTD will ensure that this subject receives careful management during disclosure and consultation, with discussion of the negative consequences of vandalism, to ensure community buy-in and prevention of further damage to valuable airport assets that are also important to national security. Already a social due diligence report prepared for the World Bank shows that reasons for vandalism may include communities feeling restricted in their movements. For this reason, the provision of gates and access to the airport runway for recreational activities and other will need to be carefully discussed with communities.
- The social due diligence report also reveals that it will be important to discuss with the Bonriki community additional project benefits such as assistance to improve their water and sanitation facilities.
- The project's Safeguards Officers will also elicit the reasons for vandalism of runway lighting during community meetings. A technical design solution, pilot-operated approach lighting on an as-needed basis, may deter recurrence if light pollution was a perceived problem.



## 6.0 Legal Framework

### 6.1 Borrower Legislation and Regulation

34. A number of I-Kiribati legal instruments are relevant for concepts or mechanisms that bear on resettlement planning.

35. The **Land Planning Ordinance 1972, revised 1977**, establishes the right of Government to set aside designated areas, as was done with effect from October 1979 for the whole of Kiritimati Island (Subsidiary Legislation to Section III). Central and Local Board meetings should normally be held in public (Ss 4-5). Draft plans are open to public scrutiny (S10). The Ordinance provides for the public to make submissions. There is provision for a three stage appeals process ending at the High Court (Ss21-24). The Ordinance thus endorses the principles of transparency, disclosure, consultation and appeal.

36. The **Native Lands Ordinance 1956, revised 1977**, refers to the Gilbert Islands. It establishes the principle of indefeasibility of native title to land (S.4), though land may be alienated by the Crown (S.5(2)). The law recognises the concept of lease of native land, as is the case with Bonriki Airport land. Lease may normally only be by native to native, or to the State, and may not exceed a term of 99 years. Before registering a lease, the Court must be satisfied that the terms are fair to both parties, and that the lessor has sufficient land left to support the family (S.11(2)). Payment of land rent is prescribed (S.15), and payment of compensation is envisaged for damage by the lessee, or for unlawful occupation (Ss.24 and 35). The Ordinance allows for improvements on leased land with the permission of the owners, though does not address the issue of ownership of these assets or improvements on termination of the lease and reversion of occupancy to the title holder or another lessee.

37. The **Gilbert and Phoenix Islands Lands Code subordinate to the Ordinance** is largely a codification of customary land inheritance practices for the Gilbert and Phoenix Islands, allowing for variation between islands that reflect local custom as it stood in 1956. It provides for transmission of land rights to kin, giving a larger share to senior males than other males, and a larger share to senior females than to other females. In any case, the share of males is to be larger than the share of females. Provision is made for gift of landed property in recognition of acts of kindness or service (Ss.3-6). Generally gift or sale during the lifetime of the owner is subject to there being sufficient left to support the immediate family (S.14). This proviso endorses the principle of adequacy of livelihoods contained in the Ordinance.

38. In 2000, three amendments were passed to amend or clarify some provisions of land legislation. The **Land Planning Amendment Act 2000** allows a family to subdivide land for sale to either a family member or an outsider, so long as the subdivision complies with a land use plan, and the subdivided parts are of adequate size for their purpose (S.4). Indefeasibility provisos are unchanged. The **Native Lands Amendment Act 2000** S.3(2) reinforces that a subdivision must allow sufficient remaining land to support the family. These two amendments, together with the **Magistrates Court (Amendment) Act, 2000** broaden the range of stakeholder interests recognised in a land transaction (owners, lessees, sub-lessees, neighbours and purchasers). This recognises the principle that non-title holders can be stakeholders. The **Magistrates Court (Amendment) Act, 2000** provides for timely public disclosure of a hearing (S.65B.(1)(e)(i)) and for court attendance by all parties with an ownership interest. This aligns with the resettlement principle that stakeholders have a right to information and participation.

39. The **State Acquisition of Lands Ordinance 1954, revised 1979**, (S.5), establishes the right of the Minister to acquire lands for public purposes. It prescribes certain conditions, including notice to the owner by prescribed means, right of entry on to land for the purposes of survey for public works with compensation for any damage caused, and a six month period after service of notice before possession (S.8). It establishes a road reserve of nine metres to either side of the centre line of a highway (S.10(2)), from which any tree or structure may lawfully be removed. It establishes the mechanism for land valuation by the Chief Land Officer (S.16), compensation, and appeal to the High Court. Loss of other assets, or rent due to the land acquisition is recognised in fixing compensation (S17). Loss of property value is also recognised. If part of a person's land was acquired for a road reserve, and the owner finds that it is not possible to dispose of the balance at its previous market value, S.12 provides for the Minister to be required to acquire the remnant at its pre-project value. All notices served under the Ordinance are to be gazetted (S.9 (3)). An amendment, the **State Acquisition of Lands (amendment) Act 2001** introduces two new paragraphs to S16 of the 1977 Ordinance to allow the value of state improvements already made on land under government acquisition to be offset against the fixed improvements element of its market valuation for purposes of compensation. This establishes the principle that an owner is not compensated for improvements that he or she has not made.

40. The **Aerodromes and Air Navigation Aids Ordinance 1968, revised 1977**, applies amongst others to Bonriki and Christmas (sic) Airports. S.2 of the Ordinance permits the Minister to declare any area in the Gilbert Islands a controlled area for the purposes of the Ordinance. Compensation for assets affected by the declaration of a controlled area is arranged either by agreement, or by referral to the Magistrates Court, with provision for appeal to the High Court (S.7). The Act (S.13) empowers the Minister to make regulations covering, inter alia, trespass or incursion on to airport property. The accompanying Airport Regulations (Ss.2-3), are explicit that persons or animals are not permitted on the aerodrome without permission. Non-compliance, along with a variety of other offences, is subject to destruction of the offending stock (S.7), and a fine or a custodial sentence of six months for the offending person (S.8).

41. The **Squatters (Recovery of Land) Act 2005** simplifies the process for issuing notices of service to those in possession of land without title. The Act was formulated partly to meet a growing problem in South Tarawa with untitled occupancy of Government-leased land, and with the length of process to have occupants removed. Under S.9 of the Act the police have power to remove property from such land. Owners may claim the property after paying the costs of removal, and may be fined or imprisoned if they return to the land in the three months following an order to leave. The Act is an expression of the strength of concern about squatting in a land-constrained nation.

42. The **State Land Act 2001** applies to the Phoenix and Line Islands, where land is state owned. Its intention is to provide for orderly voluntary resettlement of families on family plots to ease overcrowding. The Act clarifies (S.19) that the lands it covers are not native lands. Occupancy by anyone other than a family member of the holder of title to a family plot is deemed trespass, and there is no recognition of any right attached to informal occupancy. There is no separate provision for state acquisition of family plot land, though if abandoned, the plot reverts to the State (S.11). The Act's relevance to the RPF is in the principles it underscores of adequacy of livelihoods in the case of transfer (S.17(4)(a) and (c)), and of compensation for 'no more than the current value of improvements' (S.9) should the plot be transferred from one legal title holder to another. An amendment the following year, the State Lands Act (Amendment) 2002 broadens the definition of the owner's family (brothers, sisters and parents of the husband and wife) to include the children of siblings.

43. The **Land Registration Grievance Tribunal Act 2002** was established to manage outstanding claims to land registration due to errors, oversights, incorrect information or process in the Gilbert Islands, where earlier records were lost. The Tribunal does not have the independent power to make awards to a successful griever without written consent, (S.4(3)). Instead, it is for the Government to consider what should be done in the circumstances of each case. The Act recognises the legal concepts of grievance in the functions of the Tribunal (S.4) and sets up a consensus-based mechanism to resolve them. This is a useful concept and precedent for resettlement issues.

## 6.2 World Bank Policy

44. World Bank resettlement policy starts from the principle of restoration or improvement of livelihoods at replacement cost, rather than current value, recognising not only financial and physical assets, but also the environmental, social, and cultural assets of an individual, irrespective of gender, ethnic or social status, in the resettlement context. Resettlement policy enjoins avoidance and minimisation of adverse impacts not only because it is less costly, but also because it avoids damage to the less tangible and hard-to-value aspects of livelihoods and cultures. Bank resettlement policy has a positive objective of sustainable development, with particular regard for the vulnerable.

## 6.3 Reconciliation of Borrower and Bank Practices

45. Both World Bank principles and I-Kiribati law recognise **the right of the State to acquire land** subject to certain conditions, or to restrict private access to land and other assets for the greater public good.

46. World Bank safeguards policy calls for wide **public disclosure** of intent to acquire land or assets with resettlement impacts. I-Kiribati land acquisition law prescribes mechanisms for directly informing only the affected owner(s), though notices under the State Acquisition of Lands Ordinance 1977 must be gazetted. However, the principle of public disclosure is recognised in land planning law, and in the Magistrate's Court Amendment Act 2000, which mandates disclosure about impending hearings through broadcasting and other modern media.

47. While I-Kiribati law relies on affected individuals other than the land owner to seek redress if affected by land acquisition, World Bank policy places the onus on the project proponent to ensure that **all affected persons are identified**. This helps to avoid the risk of exclusion of the poorer and weaker, who may not have formal

ownership of an affected asset and may lack the resources to pursue redress. I-Kiribati law does not address, but does not exclude compensation of informal occupants under some circumstances, though in law they are generally regarded as trespassers and may be subject to legal action.

48. There is no conflict on the principle that **displacement or damage must be compensated**, and that there should be a transparent **appeal process**. The State Acquisition of Land Ordinance provides for negative impacts of compulsory acquisition of part of a parcel on the value of the remnant land. The provision applies only to land acquired for roads, but the principle could be invoked by people whose informal access to their property is affected by the project, if their property loses value as a result. The State Acquisition of Lands Act (Amendment) 2002 explicitly excludes payment of compensation for improvements that the State itself made on land it acquires. World Bank policy would recognise lost livelihoods derived from use of such improvements, for example, a workshop operating in a shed erected by the State, abandoned on affected land. I-Kiribati legal principle sets compensation at no more than current value, while World Bank policy enjoins full restoration or improvement of pre-project livelihoods at replacement cost. Any settlement above current value, in terms of the World Bank policy to improve upon livelihoods, should be related to vulnerability status rather than to market or other current value.

49. While World Bank principles explicitly require that **Affected Persons have a voice in resettlement options, and access to a grievance mechanism**, this is implicit in local law, in the provisions for appeal against land acquisition or valuations of assets. Both bodies thus accept grievance and valuation mechanisms and appeals processes.

50. Under the Land Registration Grievance Tribunal Act 2005, I-Kiribati law allows Government discretion to decide what should be done in individual cases of a successful suit, where World Bank policy enjoins **consistent policy and process**, in the interests of transparency.

51. Since the perpetrators are often the most vulnerable, World Bank policy recognises **informal use of land and assets as a basis for compensation**, where I-Kiribati law addresses trespass, damage, and penalties for incursion if a case is brought. Nothing prohibits recognition of tolerated trespass, but resettlement provisions in this event will be handled carefully so as not to be interpreted locally as an encouragement to flout property rights, while acknowledging, if applicable, loss of value due to the project.

52. In I-Kiribati land law, seniority is an important principle, men and women do not have the same status in relation to land and property inheritance, and in practice social status has some influence on the strength of an individual's voice in the community. WB resettlement policy accords **equitable treatment to all**, irrespective of age, gender or social status. However, the principle of adequacy of a residual livelihood is recognised in the proviso in the I-Kiribati Land Code and elsewhere that a gift or subdivision must not leave the owner's immediate family without adequate provision. The principle of adequate provision is again reinforced in the more recent State Land Act 2001. The planned RP development activities, such as focus group meetings with potentially affected women, and their independent recognition as APs, will reinforce other undertakings of the GoK, such as its signature to the United Nations Convention for the Elimination of all forms of Discrimination Against Women (CEDAW) .

53. World Bank policy enjoins the project proponent to **involve affected persons or groups in impact monitoring**. This phase of the project cycle is not addressed in I-Kiribati law, though there is no impediment.

54. Differences are thus in emphasis rather than in kind; there is no direct contradiction or conflict between I-Kiribati law and World Bank principles in relation to the provisos of this RPF.

## 7.0 Valuation methodology

### 7.1 Assets and Values Affected

55. Assets and values affected will be fully identified during the public consultations, for incorporation in the RP. The principles of replacing like for like, replacement cost for lost assets and income, and full restoration of livelihoods will be used in the RP.

### 7.2 Valuation Principles

56. Existing legal land valuation mechanisms will be outlined in the first public consultations to address the event that land needs to be acquired. The Land Acquisition Ordinance provides for the Minister to serve notice of intention to acquire the land. The Chief Lands Officer or other recognised valuer establishes the sum to be paid in compensation, taking into account market value, damages and loss of income. If this is disputed, a determination is made by the High Court. The project's Safeguard Officers will ensure that APs have a right to independent advocacy and representation if Court action arises. If a Court award does not include relocation and reestablishment assistance, MCCTD will ensure that policy on these elements is complied with separately.

57. Implementation of the KAIP will commence shortly after the Kiribati Road Rehabilitation Project (KRRP) currently under preparation for World Bank/ADB funding. Kiribati is updating its compensation values for assets prior to implementation of the KRRP, and the updated values will apply to both the KRRP and the KAIP.

58. The principle of replacement cost will be used as the basis for valuation of land-based assets such as structures, trees, or produce from common or encroached land that has in practice been tolerated. Opportunities will be sought to award additional trees to especially vulnerable APs to plant on common or other available land.

59. Loss of business or other revenue due to construction disturbances will be valued on historical revenue records, taking account of the season and duration of the loss.

60. Loss of access or amenity will be negotiated with APs, with particular reference to any project-related loss of property value.

61. MCTTD will seek opportunities to involve APs in direct benefits from the project, such as training, employment suitable to their skills on construction or support services for the construction teams, as airport security guards, or on road or airport reserve beautification schemes. Additional community benefits, such as improved water and sanitation facilities, will also be explored with communities during the consultations process.

## 8.0 Organisational Procedures

### 8.1 Delivery of Entitlements

62. MCTTD will outline proposed mechanisms for transfer of the various categories of entitlement at the time of public consultation on the project. The process will be confirmed in the RP, after consultation with APs. The RP will be publicly disclosed to APs and the media in a place accessible to APs and in the World Bank Infoshop.

63. MCTTD will issue Compensation and Entitlement Forms (CEF) to individual APs after the socioeconomic survey, and finalisation of the entitlements matrix.

64. Where an entitlement to monetary assistance is established, MCTTD will ensure that the entitlements are honoured as appropriate before the negative impact they recognise occurs, without any fee, gratuity or deduction from the entitlement. Times and places of settlement convenient to APs will be publicised, and the process will be subject to independent scrutiny.

65. If any change of land use or transfer of land is required, MCTTD will satisfy itself that the change has completed all due legal process through the Ministry of Environment, Lands, and Agriculture Development (MELAD) and the Courts, and that the AP receives clear unencumbered title in compensation. If land is to be acquired, MCTTD will ensure that due process has been served, and the State receives clear title to any required land.

66. At transfers of entitlements, the recipient will be required to prove that they are the person with the entitlement, and they or their legally appointed representative will sign to affirm receipt before an independent scrutineer. The project will require both male and female heads of household to be present to receive entitlements; this will be outlined to APs during consultations. This will ensure women, in particular, are not disadvantaged from the compensation process and are able to access project benefits.

### 8.2 Roles and Responsibilities

67. MCTTD assumes ultimate responsibility for the management of the RP. In its legal capacity as the agency responsible for land administration, and its responsibilities under the Environmental Management Plan (EMP), MELAD will participate in public consultations, and will present an environmental impact statement. On Kiritimati, MPWU will also participate to facilitate discussion of the final alignment of the road, and the location of bus bays, lights and other improvements.

68. The Ministry of Finance and Economic Development (MOFED) will release resettlement funds to MCTTD. The project's Safeguard Officers will perform the task of transfer of entitlements. APs will be asked to present themselves at the appointed times and places of payment or transfer with their CEF. A copy of the CEF will be signed by the AP, witnessed by an independent scrutineer, and signed by the Safeguards Officer.

69. To ensure probity and transparency, the records of resettlement will be available at MCTTD's offices for public inspection during normal business hours at least until completion reports for all works and legal obligations associated with the sub-projects have been signed off.

70. If any other public or private agency is contracted for any part of the resettlement process, they will be contractually bound by the same commitments as MCTTD to the provisos of the RP. MCTTD will be responsible for their supervision and performance.

## 9.0 Resettlement Implementation

### 9.1 Timing in relation to Implementation of Civil Works

71. The Resettlement Plan will be finalised and implemented prior to commencement of civil works so as to allow unencumbered and undisputed access to the required land and facilities, and to ensure that APs are resettled before negative impacts occur. A draft timeline is at Annex I.

72. After project disclosure, meetings will be held to discuss impacts and options with the public and APs. Feedback from public consultations will be passed promptly to the designers of the sub-projects, to be taken into account prior to development of the final design which will form the basis for the final detailed measurement surveys (DMS) and implementation planning. Consultations should be an ongoing component of the project and APs should be informed how their suggestions have been incorporated into project design (or why they have not). APs should also be consulted on compensation rates, rehabilitation measures, etc.

73. Following public consultations, and any measures adopted to avoid or minimise negative impacts, the census of Affected Persons and assets inventories will be finalised from socioeconomic surveys. The length of this process depends on the complexity of any technical changes, and the number of community consultations and surveys required.

74. In the unlikely event that land acquisition is required, I-Kiribati process allows a statutory minimum of six months from service of notice, though earlier settlement by negotiated agreement is not precluded. Commencement of civil works will however be dependent upon completion of legal process to change the status of the land or its title, if required.

### 9.2 Relationship to Other Project Components

75. This RPF applies to the Bonriki Airport, and Cassidy Airport – London road sub-components of the KAIP. It also applies to the investments made by NZAID and the Government of Taiwan, China. Its principles and processes could apply if required for other sub-components with which the GoK has requested assistance such as:

- The new terminal for Cassidy Airport
- Improvements to navigation aids and security at Cassidy Airport
- Improvements to the navigation aids and security at Bonriki Airport.

76. Assuming that the improvements required to restore operability at Kanton International Airport will take place within the footprint of the existing facility, and that the social impacts will be similar, the approach of this RPF may also apply there.

## 10.0 Grievance Redress Mechanisms

77. The availability of redress, and information about how to access it, will be publicly disclosed in the Project Information Bulletins for the media, and during consultations with the public. The Grievance Mechanism will offer remedies appropriate to the scale of the grievance.

78. Minor project-related grievances will in the first instance be notified to the project Safeguard Officers for mediation within a specified short time, preferably not more than ten working days. The project's Safeguards Officers will endeavour to arrange mediation hearings in open forum close to the place of residence of APs. APs will be entitled at no personal cost to independent representation by a mediator of their choice, and will be encouraged to be accompanied by supporters during the process. MCTTD will ensure that such negotiations are transparent, and that the policies, principles and methods of value assessment in the RP are applied equitably to all APs.

79. If mediation is unsuccessful, or if the matter is substantive, APs can file written or verbal grievances at the Magistrate's Court for a nominal \$3 fee. Under the State Acquisition of Land Ordinance 1954, final appeal to the High Court is available. Complainant APs will be assisted if necessary with legal representation at no cost to themselves.

## 11.0 Arrangements for Funding Resettlement

### 11.1 Cost Estimates and Review

80. Cost estimates will be prepared after initial public consultations and confirmation of affected assets and livelihoods. They will be finalised when the DMS has been performed, all APs and impacts have been identified, and official land and asset values have been reviewed, applying to both the KRRP and the KIAAP. All land on Kiritimati belongs to the Government. For land released under the voluntary resettlement programme on the island, an annual lease is paid. This figure may be used as a basis for calculation of temporary or permanent loss of land or access.

81. MCTTD will prepare an entitlement matrix summarising affected persons, land, assets and values. To meet the objective of restoring and if possible improving livelihoods, a ten per cent contingency will be included, to compensate for unforeseen claims and for vulnerability (see suggested mechanism in the footnote to Annex F).

82. The cost estimates will form part of the Resettlement Plan to be reviewed and approved by the GoK and the World Bank, as part of the project finance package. Budget items will include:

#### Administration costs:

- Safeguards Officers' salary costs/consultancy fees
- Technical assistance if required
- Office administration, use of equipment and supplies
- Travel
- Advertising and publications

#### Resettlement costs:

- Cost of AP consultation meetings:
  - i) Travel
  - ii) Mediation

#### Compensation costs:

- i) Land
  - ii) Affected assets and livelihoods
  - iii) Relocation and reestablishment assistance
- Contingency for vulnerability and unforeseen costs at an additional ten per cent of the sum of i-iii above
- Costs of scrutineer for entitlements disbursements

#### Grievances:

- Mediation and legal costs.

### 11.2 Flow of Funds

83. The GOK is funding resettlement as a Client Contribution. The Ministry of Finance and Economic Development will release resettlement funds to MCTTD as Implementing Agency according to the timings indicated in the RP.

84. The MCTTD Project Manager will be responsible for oversight of the payment process. If land acquisition proves necessary, officers of the Lands Department in MELAD will be involved in the resettlement process in their



statutory role of informing title holders, surveying, agreeing and paying compensation, and registering and gazetting changes in land use or ownership.

85. The Resettlement Officers will pay other entitlements to APs at times and places to be notified to each AP in their individual CEF (Annex G). As noted above, verification will be required that the recipient is in fact the entitled person or their legal representative, and signed acquittal will be obtained. As also noted, the project will require both male and female heads of household to be present. The Resettlement budget includes the costs of an independent AP advocate as scrutineer of the process.

### **11.3 Contingency Arrangements**

86. A ten per cent contingency, considered sufficient in light of the minimal foreseeable impacts of the sub-projects under consideration, will be added to the whole resettlement budget to cover unforeseen circumstances. This assumption will be reviewed in the RP planning stage.

87. If required resettlement activities place unreasonable strain on MCTTD's staff establishment, some RP implementation activities on Tarawa could be undertaken in collaboration with MELAD, in parallel with the activities for which they are responsible under the KRRP starting April-May 2011. These include taking a census and inventory of APs and affected assets, consultations on the draft Resettlement Plan, compensation payments, and legal acquisition of affected lands. On Kiritimati, some of the process could be undertaken by the Ministry of the Line and Phoenix Islands (MOLPI), which was the co-Executing Agency for the ADB Integrated Land and Population Development Programme concluded in December 2009. Policies and procedures under the RP would be binding on any other involved agency.

## 12.0 Consultation and Participation of Affected Persons

88. The consultation and participation process will include all stakeholder institutions and individuals in different forums and formats (see Stakeholder Matrix and Engagement Plan, Annex B). For completeness, all known stakeholders are included in the matrix, since the perspectives of key stakeholders who are not APs in the resettlement framework may influence project planning that impacts those who may be entitled to resettlement consideration. These include in particular other institutional stakeholders, and commercial airline operators.

89. An upside of a small and relatively homogeneous society is the relative ease of adopting a whole-of-government approach to planning. The project's Safeguards Officers will consult institutional stakeholders prior to finalising the first PIB and releasing it before public consultation. This will ensure that the project plans presented to the public take into account and optimise other government plans and priorities, for example, planned voluntary resettlement, development of growth centres, other industrial and agricultural economic development initiatives, medical evacuation requirements, access to schools and other social infrastructure.

### 12.1 Planning Phase

90. The planning phase is the most important and intensive period of engagement with APs, and sets the agenda for ongoing meaningful consultation and participation through to and including post-project monitoring. The aim of this stage is to communicate the rationale for the project, secure broad public acceptance of project goals, identify any issues or impacts that need mitigation and management, and obtain consensus on policy and process for redress where required.

91. Actions in the planning stage are: meetings with key institutional and commercial informants, development of the PIB and public disclosure, key informant and focus group meetings, identification and socio-economic survey of APs, development of the entitlement matrix, setting up a grievance mechanism, and disclosure of the draft RP with information about how to participate and seek redress. The RP will be finalised following disclosure, GoK and World Bank agreement and website posting.

92. The main output is the agreed RP. Other outputs include signed registers of attendance at public consultations, and summaries of discussions and decisions at all consultations.

93. Stakeholders to be engaged in consultation for resettlement at planning stage include:

- Directly Project Affected Persons and communities – road and airport users, including encroachers with stalls or structures on road reserve, those experiencing possible loss of trees or common roadside grazing or food resources, temporary construction impacts, business disruption, loss of customary access to land or common resources and lease holders
- Indirectly Affected Persons – those who, at planning stage, may seemingly encounter change during or after the project in the indirect impact area - changes in lands adjacent to the project components, such as soil composition or water recharge rates; increased vehicular or aviation emissions; increased light or noise pollution; longer hours of operation of air traffic; introduction of hazardous materials in the vicinity
- NGOs concerned with environmental issues, social and economic development
- National economic development agencies such as the Chamber of Commerce.

94. On acceptance of the RP and EMP, MCTTD will notify the public about the project and the process for public consultation through announcement in Gilbertese and English in the government and public press, Te Uekera and The Kiribati Newstar, and by radio and television through media releases of the Project Information Bulletin.

95. The time of this announcement will also be the cut-off date for recognition of entitlements, to discourage any opportunistic incursion in to project impact areas. The announcement will invite people who feel they may be affected to identify themselves to the project's Safeguard Officers, or at meetings to be scheduled, announced and coordinated by the Safeguard Officers for communities adjacent to the areas of direct impact.

96. Community consultations will comprise focus group meetings with maneaba and community leaders to inform and consult about the project. The Safeguards Officers will also convene focus groups of women of each affected community, as they customarily do not speak on the maneaba, to ensure their voices are heard. If appropriate, representatives of several maneaba groups may meet at the same time and place. The Safeguards

Officers will note any comments about location or alignment of project elements, and take a preliminary census of Affected Persons (APs) and affected assets.

97. At focus group meetings with known affected persons and communities, the project's Safeguard Officers will compile a schedule of APS, and start socio-economic survey of APs identified. The Safeguard Officers will begin to populate an entitlement matrix (Annex F) to capture costs of any resettlement measures required. Following full identification of APs during consultations, they will complete AP socioeconomic surveys to finalise the AP schedule and entitlements matrix for the RP. Further AP focus group meetings will be held to present the RP, and following project completion for participation in monitoring if there is sufficient interest.

98. Kiribati has 35 active NGOs, some of which have a socio-economic development or environmental focus to which the KAIP may be of interest. At the time of public announcement of the project, MCTTD will notify the umbrella Kiribati Association of Non-Governmental Organisations (KANGO) and invite participation of member groups in consultation either in coordinated interest-focus groups, or if deemed desirable, through Key Informant interviews with leaders. This will ascertain which groups are interested, and at what stages. Similarly, MCTTD will notify the Chambers of Commerce and invite their participation.

99. Numerous stakeholders are also relevant to the EMP at planning stage. The project's Safeguards Officers will coordinate the consultation and disclosure process with MELAD so that social and environmental issues are considered together as appropriate. MCTTD will endeavour to engage civil society groups in identification of relevant indicators, in establishment of baselines and in project monitoring.

100. Plans will be drawn up for consultation with additional APs not earlier identified, for inclusion in the RP.

101. Records of meetings and RP planning documents will be available at MCTTD for public perusal. Individual survey and CEFs, and personal details in the Entitlement Matrix will not be in the public domain without their specific consent, or unless required for legal reasons.

## **12.2 Implementation of the RP**

102. The aim of the implementation stage is the smooth transfer of entitlements to APs and resolution of any grievances. The RP will be implemented before construction activities commence, so as to ensure that timely assistance is received, and delays to works are avoided.

103. Actions are to issue individual AP CEFs, confirm times and places for transfers to be made, arrange as required for independent scrutiny, mediate and manage any grievances that arise, make the transfers and obtain signatures from APs, log all activities and interactions, and report periodically to the Project Manager on progress against time and budget objectives. MCTTD will actively pursue APs who do not present at the appointed times and places so as to avoid delays and uncertainties with implementation.

## **12.3 Monitoring Phase**

104. The aim of the monitoring stage is to review the delivery of the RP and the impacts of both the RP and the project. This contributes to orderly completion of the project, and feedback of experience into other KAIP sub-projects and future projects.

105. Throughout the delivery of the Resettlement Plan, the Safeguards Officers will maintain a log of all interaction with stakeholders and APs, signed attendance registers, a summary of discussions and recording of decisions and action points arising from meetings. Safeguards Officers will follow up with stakeholders who agreed to participate in follow-up monitoring and reporting against their baseline indicators of interest. APs registering any grievance will be identified through registration in the grievance process, and monitored through settlement to project completion. If numbers and interest levels justify, MCTTD will in addition perform a limited survey (see Annex E Section E) of a random sample of APs who have not been involved in grievances, to survey RP and project impacts on them. The results of the grievance process and any random survey will be included in post-project impact monitoring reports.

## 13.0 Monitoring

### 13.1 Implementing Agency

106. The IA for monitoring is MCTTD. MCTTD will prepare periodic progress reports (not less than quarterly) on the RP against any indicators specified in the GoK agreement with the WB, including for the period under review:

- Any issues that have arisen necessitating change to the RP to meet policy objectives
- Publicity about the resettlement process, including PIBs and any media coverage
- Schedule of consultations with APs
- Signed roster of attendance at RP consultative meetings, photographs and any other evidence of participation
- Summary minutes of RP discussions and decisions
- Record of grievances notified under the RP, process and outcomes
- Copies of official records of any project-related changes to land use or transfer of land titles
- Update of the Entitlements Matrix showing progress of transfers and payments against entitlements under the RP
- Financial summary of disbursements against entitlements, numbers and percentage of AP settlements concluded against total budget and time schedule.

### 13.2 Independent Monitoring

107. MCTTD recognises the importance of transparency and independence in the resettlement process. Independent monitoring will be provided for at all stages of the RP, in the provision for AP advocates in mediation and scrutiny of entitlements payment, in legal assistance in Court, and in a possible final post-project random survey of APs who did not feature in the grievance process. The RP, consultation documentation and reports will be available for public perusal at its offices.

108. The monitoring reports will be released by the same means as the project was first announced, in a Project Information Bulletin released to the media, and made available to the public on application to MCTTD.

## Appendix A

# Socioeconomic Background

## Appendix A Socioeconomic Background

### Land and Resources

Kiribati comprises 32 Pacific Ocean atolls and one island in the Gilbert, Phoenix and Line Island groups. The islands straddle the Equator and the International Date Line over a distance of some 4,000 kms between Longitude 170° east and 150° west, an area of 5 million km<sup>2</sup>, declared a single time zone. Most atolls are low-lying, with extensive coral reefs. Only 21 are inhabited. The land area is 811 km<sup>2</sup>, with a combined maritime coastline of 1,143 kms. Less than 3% of the land is arable. Of this, 48% is under permanent crops, with coconut the most significant. The country has few natural resources. Phosphate deposits on Banaba (Ocean Island) were depleted prior to independence and are no longer mined. Copra, seaweed and fisheries are the country's main sources of export income, though tourism now contributes 20% of GDP.

### Population

The people of Kiribati are 98.8 per cent Micronesian Gilbertese speakers. English is also an official language. The population at the 2005 Census was 92,533 persons, of whom 50.7% were female. Some 45 per cent of the population is urbanised, with urbanisation growing at an estimated 1.8 per cent per annum. The infant mortality rate is over 40 per thousand live births. Hospital records show a maternal mortality rate of 158 per thousand. Life expectancy averages a little over 63 years. Population has tripled in the past 74 years. At a rate of natural increase of 1.8 per cent, forecast population in 2010 is almost 101,000. With some 90% of the population in the Gilbert Islands, 44 per cent concentrated on Tarawa, there is uneven but growing pressure on resources. Population densities vary greatly, averaging 127 persons per km<sup>2</sup>, with Tarawa at 2,558 and Kiritimati at 13 per km<sup>2</sup> in 2005. There has been a programme of planned voluntary resettlement in the Line Islands, principally on Kiritimati since 2005, distorting the population growth rate in the Line Islands. Informal resettlement has also occurred.

### Household Characteristics

Average household size in 2005 was 6.3 persons. Both South Tarawa and Kiritimati exceeded this average, at 7.5 persons and 6.7 persons respectively. Urban households are typically larger than rural households. Extended and complex families are quite prevalent, a trend recognised in the extension in the definition of 'family' in the State Lands Amendment Act 2002 (brothers, sisters, and parents of the owner and spouse) to include the children of siblings.

### Occupations and Incomes

Employment options are limited, and are dominated by the public and service sectors. At the time of the 2005 census, 58 per cent of the population was in the 15 – 59 age bracket. One quarter of this age group, 14.2 per cent of the total population, was in paid employment, distributed as shown in Table 1, and concentrated on Tarawa. Over 64 per cent of paid workers were male. Eleven per cent of the paid workforce was over 50 years of age.

Table 1: Labour Market Statistics, 2005 Census		
Occupation	Number	Per cent
Professional/technical	3,707	28.23
Administrators	667	5.08
Clerical workers	1,829	13.93
Trade workers	1,039	7.91
Service workers	2,276	17.33
Agriculture and fishing	839	6.39
Production workers	1,314	10.01
Plant/vehicle operators	1,462	11.13
Total	13,133	100.00

A further 21,582 people (23 per cent) were occupied as 'village workers', farming or fishing. With relatively low rates of participation in the formal workforce, per capita GDP is a low \$US 700, with a purchasing power parity estimated at \$6,200 in 2010.

## Social Organisation

Social life is traditionally organised around kinship-based groups centred on a *maneaba*, the central meeting house where communal concerns are discussed, and decisions taken about matters that affect the whole community. Seniors and males are accorded higher status than juniors and females, who do not customarily speak on the *maneaba*. Church life is also important to many I-Kiribati. I-Kiribati are traditionally respectful of authority. Minor offences are frequently not prosecuted. In 2005 only 71 persons were imprisoned (0.077 per 100,000), 90 per cent male.

## Social, Physical and Commercial Infrastructure

Social and physical infrastructure is often somewhat run down in this remote location, where maintenance needs are high, and access to materials difficult and expensive. Water, sanitation and solid waste management present constant challenges. Kiribati has 94 health centres and four hospitals, though serious cases require medical evacuation. Educational facilities cater up to and including tertiary level. Half the population now has secondary education or higher.

Cellphones are now widespread in Tarawa. Wire telephone services are present on Tarawa and Kiritimati. Other islands rely on HF or VHF telephone service. There are about 8,000 internet users. AM and FM radio is available for an estimated 17,000 sets. A government television channel broadcasts local programmes from Monday to Friday. Multi-channel services provide access to Australian and US channels for the estimated 11 per cent of TV-owning households.

Commercial infrastructure fulfils most needs. Small convenience shops are present in many villages. Specialist shops and banking services are generally confined to the main centres.

Appendix B

# Stakeholder Matrix and Engagement Plan



## Appendix B Stakeholder Matrix and Engagement Plan

Stakeholder	Nature of Interest	Degree of Influence over/Interest in the Project	Mode of Engagement	Timing of Engagement
Stakeholders to be taken into consideration in resettlement planning:				(This column may be used to record dates of engagements)
Directly Project Affected Persons	Temporary or permanent loss of income, land, assets or access to common resources; disturbance during construction to roadways, paths, places of residence or work; restrictions to informal access to residences, workplaces or resources	Important influence and interest	A series of two or three <i>maneaba</i> focus group meetings (i) for initial disclosure, (ii) for presentation of the draft RP and process, and if warranted by numbers and interest, (iii) for post-project monitoring. To be arranged by MCTTD at two or more locations on Tarawa to be agreed, north and south of the TRW runway. Number of locations on Kiritimati to be determined when proposed alignment of road in relation to settlements is available, but at least two-three, at each end of the road and at New Banana. Engagement with individuals through socioeconomic surveys of APs, engagement in the resettlement, and as appropriate grievance processes.	Planning, implementation of the RP, monitoring
Business owners affected by project works	Avoidance of disruption to business; improvement in public access	Moderate influence, important interest	Individual interviews or group discussions, as appropriate	Planning, implementation of the RP, monitoring
Indirectly Project Affected Persons (IAP)	Project induced changes in buffer zones around works (e.g. in noise or light pollution, water quality or recharge rates etc)	Moderate influence and interest	<i>Maneaba</i> focus group meetings	Planning, implementation if a valid claim emerges, monitoring at IAP request

Stakeholder	Nature of Interest	Degree of Influence over/Interest in the Project	Mode of Engagement	Timing of Engagement
Civil society groups	NGOs with an economic development or environmental focus. Probably no entitlement except as individuals	Moderate influence and interest	Notify KANGO and call for expressions of interest in participation in focus group discussions or meetings	Planning, implementation, monitoring
Stakeholders not entitled to resettlement consideration				
Owners of the Bonriki International Airport land	Assumed economic return; other interests to be confirmed or determined in consultation	Critical influence, high interest	Individual or group meetings to confirm or establish all conditions pertaining to lease of the land and ownership of any land-based assets or improvements, including provisions in the (unlikely) event of relinquishment of the lease and reversion to the owners	Priority in planning stage
Donors/investors:				
World Bank	IDA credit via Specific Investment Loan	Critical importance	Consultations and progress reports to the WB Programme Manager	Quarterly throughout the project, or otherwise as agreed in the Project Documents
Government of New Zealand	Donor	Critical importance	Through NZAID	As agreed in Project Documents
Government of Taiwan	Loan finance	Critical importance	Through Embassy in Kiribati	As agreed in Project Documents
Institutional stakeholders:				
Ministry of Communications, Transport and Tourism Development	Implementing Agency; improvements to transport, communications and tourism facilitation	Critical importance	Project management of all stages of the RP; AP interface; lead coordinator of all stakeholder agencies	Continuous
Ministry of the Line and Phoenix Islands Development (MOLPI)	Possible local implementing agency (IA) for the RP on Kiritimati reporting to MCTTD. EA for the ADB Land and Population Development Programme completed in December 2009. Economic	Potentially critical importance	Management	Continuous

Stakeholder	Nature of Interest	Degree of Influence over/Interest in the Project	Mode of Engagement	Timing of Engagement
	and social development of Kiritimati			
Ministry of Commerce, Industry and Co-operatives	Improved transport and communications links to local and export markets	Moderate importance and interest	Senior officials meetings	Planning, implementation, monitoring
Ministry of Finance and Economic Development	Was EA for the ADB Land and Population Development Project completed in December 2009; impacts on economic development	Moderate importance and interest	Senior officials meetings	Planning
Ministry of Health and Medical Services	Safe and efficient access to local medical facilities and emergency international medical evacuation	Moderate importance, critical interest	Senior officials meetings	Planning, monitoring
Ministry of Internal and Home Affairs	Facilitation of social development and security	Moderate importance and interest	Senior officials meetings	Planning, monitoring
Ministry of Labour and Human Resources	Generation of temporary and permanent safe employment opportunities	Moderate influence and important interest	Senior officials meetings	Planning, implementation, monitoring
Ministry of Public Works and Utilities.	Provision of international standard infrastructure, IA for KRRP. Participation in public consultations about road alignment and location of improvements	Important influence and interest	Senior officials meetings	Planning, implementation, monitoring
Ministry of Environment, Lands and Agricultural Development	Participation in public consultations about road alignment, and DMS. Cadastral survey where required, legal process for registration of any changes in land use or ownership. Potential IA for the RP; EA for the Land and	Important interest and influence	Senior officials meetings	Planning, implementation

Stakeholder	Nature of Interest	Degree of Influence over/Interest in the Project	Mode of Engagement	Timing of Engagement
	Population Development Programme (see MOLPI)			
Commercial Stakeholders:				
Air Kiribati	Use of international airports and facilities	Critical importance and interest	Individual Key Informant meetings	Priority in planning stage
Air Pacific Airline	Use of international airports and facilities	Critical importance and interest	Individual Key Informant meetings	Priority in planning stage
Coral Sun Airways	Connection to outer atolls' airstrips from international airports	Moderate importance, critical interest	Key informant meeting	Planning
Our Airline	Connection to Nauru Island from international airports	Moderate importance, critical interest	Key informant meeting	Planning
Civil Society stakeholders:				
Outbound airline passengers	Airport and internal transport experiences	Low influence, important interest	Suggested voluntary 'before and after' surveys, ideally not fewer than 50 respondents each, to be distributed and collected by ground staff at Bonriki and Cassidy airports and analysed by MCTTD for feedback to consulting engineers to assist design optimisation. Follow-up survey to assess impacts on passenger and tourist experiences.	Planning, monitoring

## Appendix C

# Project Information Bulletin Contents

## Appendix C Project Information Bulletin Contents

A Project Information Bulletin (PIB) will be issued to give initial project information in English and Gilbertese. It will be updated at least (i) to disclose the draft RP, (ii) to publicise the finalised RP, and (iii) to convey the results of end-of-project monitoring. News bulletins will be released at other intervals as required to inform the public about progress of works, any restrictions to normal access and operation of roads and airport facilities during implementation.

Content of the PIB in the resettlement planning phase will include:

- A whole-of-project description, and of the sub-components to be covered in the RP
- The project rationale and expected benefits
- A description of anticipated environmental, social and economic impacts, positive and negative
- Reassurance that negative impacts will be compensated for
- Eligibility criteria – persons and impacts that will be recognised in resettlement
- Cut-off date for entitlements (the day of release of the PIB)
- A description of the type of impacts that would be recognised
- A description of the proposed consultation process
- Information about how to register as a potentially Affected Person
- Information about the planned *maneaba*-based focus group meetings
- An indication of the proposed process thereafter.
- Description of the proposed grievance system.
- Maps and other visuals when appropriate.

Content of subsequent bulletins will be influenced by initial consultations and the final form of the RP, grievance and monitoring processes.

## Appendix D

# Sample Plan for Focus Group Discussions

## Appendix D Sample Plan for Focus Group Discussions

### Equipment:

The MCTTD facilitator will take:

- 1) Copies of the Project Information Bulletin in English and Gilbertese, agenda, socioeconomic survey forms; an attendance sheet; Post-it notes for participants to stick comments on a 'thorn tree'
- 2) Easel, whiteboard and markers, or PowerPoint projector, screen and presentation
- 3) Visualisation aids - maps, photographs of similar facilities, or sketches – roads, kerbs and channels, bus stops, road construction vehicles and equipment, perimeter fences

### Agenda:

- 1) Purpose of the Meeting – to give information about the project, invite discussion, identify impacts, reach consensus on design options, mitigation, impact management
- 2) Expected outputs – an agreed approach, and action points as appropriate, minutes to be circulated to group organiser or nominee, and available for inspection
- 3) Conduct of the Meeting – facilitation by the project's Safeguards Officer, MELAD and host community leader, contributions from and each in turn, free discussion, facilitated wrap-up, decisions and action points, roles and responsibilities in implementation and monitoring. Facilitator to record attendance, discussion and decisions. Separate meeting for women to identify gender issues, with female Safeguard Officer if available.
- 4) The project:
  - a) Components, and those under review for resettlement impacts
  - b) Draft Resettlement Framework - process for consultation – planning, implementation and monitoring phases
  - c) Anticipated social and environmental impacts – positive and negative; identification of any overlooked impacts
  - d) Planned mitigation measures for negative impacts; employment opportunities
  - e) Identification of Affected Persons – survey of persons and assets affected
  - f) Entitlements of Affected Persons – policy and principles, basis for entitlement and cut-off date, mechanism for valuation of assets
  - g) Grievance mechanism – registration, independent and transparent assessment, rights to representation in mediation, Court process in the last instance
  - h) Timing of Resettlement process – payments and receipts, transparency and accountability provisions; timing of project implementation
  - i) Participation in monitoring, including gender impacts, reporting mechanisms
  - j) Availability of Project Information Bulletins, records of meetings, resettlement documents
  - k) Group discussion, selection of indicators of interest to the group, if any.



## Appendix E

# Socio-economic Survey Form for Affected Persons

## Appendix E Socio-economic Survey Form for Affected Persons<sup>1</sup>

Kiribati Airport Investment and Improvement Project (KAIP) - Census of APs and Inventory of Losses			
<b>Introduction:</b> The purpose of this census and inventory is to identify persons and list assets that will be affected as a result of the Kiribati Aviation Infrastructure Investment Project (KAIP). The Ministry of Communications, Transport and Tourism is undertaking the survey. Personal details in A3 are for statistical purposes and will not be divulged to any other party. <b>Note:</b> Grey shaded cells are to be discussed with the AP, but may be completed after the survey.			
Survey Identification Number: (transfer to Entitlement Matrix)		KAIP AP N°:	
Village:	Street Name and number:		
Name of Head of Household:			
Type of Tenure (tick one)	Landowner	Leaseholder	Non-title holder

A. DEMOGRAPHIC AND SOCIO-ECONOMIC CHARACTERISTICS								
1.	Name of Respondent:						2.	Date:
3.	Household Roster:							
Name (all normally resident household members, including Head of Household (HOH) and respondent). List HOH first	Age	Relationship to Head of Household <sup>2</sup> (HOH)	Sex		Civil status (M, W, D, S)	Education <sup>3</sup> (0, 1, 2 or 3)	Occupation /Type of Work (1 - 10) <sup>4</sup>	Monthly Income (AUD)
			M	F				
		HOH						
Total								

B. LAND ACQUISITION					
B.1 Temporary Land Acquisition					
1. Cadastral Lot No:		(obtained from the Land Registry)			
2. Duration of temporary acquisition: (i) months (ii) weeks (iii) days - circle which					Number:
Use of Land	Total Size of land in sq. meters				Land to be acquired
					Area in m <sup>2</sup> % of total size of land
	(i) Private Customary Land	(ii) Government leased land	Total of (i) + (ii)		
a. Residential					
b. Commercial					
c. Water Reserve					
3. The temporarily affected land is under lease (circle one): a. YES b. NO					
4. If YES, how long is the period of the lease? ..... years, ending 20....					
5. Amount of the lease per annum: \$			6. Periodic payment of lease? a. YES b. NO		
7. Is the lease of land mortgaged to a financial institution? a. YES b. NO					

<sup>1</sup> For consistency and comparability, this survey form is based on the form to be used for the KRRP

<sup>2</sup> E.g. HOH, Spouse, Parent, Parent of Spouse, Son, Daughter, Sister, Brother, Niece, Nephew, Other

<sup>3</sup> None= 0, Primary =1, Secondary = 2, Tertiary = 3

<sup>4</sup> 1 =Professional/technical; 2 =Administrators; 3= Clerical workers; 4= Trade workers; 5 =Service workers;

6= Agriculture and fishing; 7 =Production workers; 8 =Plant/vehicle operators 9= Village Worker; 10 =Other (child, student, retired etc)

<b>B. 2 Permanent Land Acquisition – (Freehold customary lands not currently leased to Government)</b>			
<b>1. Cadastral Lot No.</b>		<i>(obtained from the Land Registry)</i>	
<b>2. Use of Land</b>	<b>Total size of land in sq. meters</b>	<b>Land to be acquired</b>	
		<b>Area in m<sup>2</sup></b>	<b>% of total size of land</b>
a. Residential			
b. Commercial			
c. Water Reserve			
3. The land to be acquired is under lease (circle one): a. YES b. NO			
4. If YES, how long is the period of the lease? ..... years, ending 20.....			
5. Amount of the lease per annum: \$		6. Periodic payment of lease? a. YES b. NO	
7. Is the lease of land mortgaged to a financial institution? a. YES b. NO			

C. IMPACTS OF LAND ACQUISITION					
Impacts mean the adverse effects to the objects presently established on the affected lands, temporary and permanent.					
Names of Affected Trees & Plants and other assets	Number		Unit cost		Total Replacement Cost
	Temporary	Permanent	Temporary	Permanent	
<b>1. Coconut Tree</b>					
Fruit bearing					
Non-bearing with trunk					
Non-bearing without trunk					
<b>2. Pandanus tree</b>					
Fruit bearing					
Non bearing					
Newly planted					
<b>3. Te Bero tree</b>					
Fruit bearing					
Non bearing					
Newly planted					
<b>4. Breadfruit tree</b>					
Fruit bearing					
Non bearing					
Non bearing without trunk					
<b>5. Bwabwaia tree</b>					
Fruit bearing					
Non bearing and above 3 feet high					
<b>6. Bwaukin</b>					
Per square metre					
<b>7. Bokeke</b>					
Fruit bearing					
<b>8. Banana</b>					
Fruit bearing					
Non fruit bearing					
<b>9. Kumwara</b>					
Per square metre					
<b>10. Bwabwai Pit</b>					
Filling in (per cubic meter)					
<b>11. Bwabwai Plant</b>					
Per pound					
<b>12. Structures</b>					
Permanent (per m <sup>2</sup> )					
Semi permanent (per m <sup>2</sup> )					
Local materials (per m <sup>2</sup> )					

<b>D. OTHER PROJECT IMPACTS</b>					
Other Project Impacts mean the adverse effects on livelihood, temporary and permanent.					
	Nature of impact	Temporary		Permanent	Total loss of livelihood
		Duration (months)	Value/ month pre-project	Value /month pre-project	
<b>1. Business disruption</b>					
<b>2. Loss of access to public land, resources</b>					
<b>3. Other (specify)</b>					

<b>E. ATTITUDES TO THE PROJECT AND THE RESETTLEMENT PROCESS (Could be re-surveyed for monitoring purposes)</b>	
On a scale of 1 – 5, (1=very poor, 2=poor, 3= neutral, 4=good, 5= very good)	<b>Ranking, 1-5</b>
1. How would you rank the information you received about the project?	
2. How did you find the consultation process?	
3. What do you /did you think about the Resettlement Plan?	
4. How do you think /did you find the project will work/worked out for you in the long run?	
5. How do you think the project will work out for the country in the long run?	

<b>F. VULNERABILITY PROFILE OF THE AP - (COMPLETE FROM HOUSEHOLD ROSTER EXCEPT NOS 4 AND 5)</b>	<b>Score</b>
1. Income quintile of the household (1-5)	
2. Female headed household (one point)	
3. Number of aged in household (one point per aged person)	
4. Number of physically disabled in household (one point per person with disability)	
5. Any other vulnerability factor, e.g. large household (over 10 members), (one point /factor)	
<b>Total vulnerability score</b>	

Signed:

Interviewer \_\_\_\_\_ Respondent \_\_\_\_\_ Date \_\_\_\_\_

## Appendix F

# Draft Entitlement Matrix

## Appendix F Draft Entitlement Matrix

To be completed from the Socioeconomic Survey Form for Affected Persons. Personal details are not to be publicly divulged.

A	b	C	d	E	f	g	h	i	j	k
Name of AP	Sex	Socio economic Survey ID N°  KAIP AP N°:	Contact Details	Cadastral Lot Number of affected land	Value of land to be acquired (AUD)	Other affected assets (e.g. trees, structures, revenue from land or business lost)	Current value of other affected assets (AUD)	Vulnerability score <sup>5</sup>	Total value (AUD)	Settlement date(s)  Planned Complete
Example	F	123	Xyz	Nnn	85	Trees Palm leaf shelter	10 30	5	130 plus 1 tree	9.10.11

<sup>5</sup> Scored by: income quintile 1 – 5; female headed household +1; elderly (over 65 years of age) +1 for each in the household; suffering or supporting a household member with a disability +1 for each; other vulnerability factors, e.g. large household (10 or more members – around 30% of households) to adjust for quintile score, +1. Highest score = most vulnerable. The minimum score is thus 1 for the least vulnerable, and the highest, a suggested maximum of 10. If land can be made available, vulnerability could be recognised by an additional donation of productive trees to plant; e.g. one tree for a score of 5-6, two for a score of 7-8, three for a score of 9 or above. This would also assist environmental aims.

## Appendix G

# Compensation and Entitlement Form for Affected Person

## Appendix G Compensation and Entitlement Form for Affected Person

### Kiribati Airports and Infrastructure Improvement Project (KAIIP)<sup>6</sup>

Name of Affected Person:		Survey ID No: (from socioeconomic survey form)	Address:	
Entitlements:				
Land: Permanent loss:	Cadastral Lot Number	Area sq m.	Value sq.m. AUD	Total assessed value AUD
Residential	xxx	10	25	250
Commercial				
Water reserve				
Temporary loss:			Value sq.m./mth at time of impact	
Residential				
Commercial		50	2	100
Water reserve				
Permanent loss of Trees/crops:	Number	Status (bearing, non-bearing, newly planted etc)	Unit value	
Pandanus	2	Fruit-bearing	10	20
Structures:	Purpose (dwelling, workshop etc)	Sq.m.	Value sq.m. AUD	Total assessed value AUD
Permanent				
Semi permanent				

<sup>6</sup> Italicised text is an example



Local	<i>Fruit stall</i>	<i>10</i>	<i>8</i>	<i>80</i>
Income/revenue from:	Type	Permanent or Duration/mth	Value/mth AUD or unit value	
Business	<i>Airport transport</i>	<i>2 months' total disruption</i>	<i>150</i>	<i>300</i>
Crops				
Produce	<i>Taro pit</i>	<i>Loss of 6 months' production from one pit</i>	<i>4</i>	<i>24</i>
Other (specify)	<i>Transport costs of relocating stock and fittings from fruit stall</i>		<i>12</i>	<i>12</i>
Total AP entitlement AUD				<i>786</i>

The Affected Person will bring this form on settlement date.

I hereby declare that this is a complete, true and accurate record of my losses due to the Kiribati Aviation Infrastructure and Improvements Project, and that I have received payment in full.

**AP signature**

**Date**

**Witness signature**

**Date**

In the presence of:

**Signed for MCTTD**

**Date**

## Appendix H

# Passenger Attitude Survey

## Appendix H Passenger Attitude Survey

The Government of Kiribati is implementing a programme of improvements in the aviation sector to enhance passenger safety and convenience. The Ministry of Communications, Transport and Tourism would welcome comments on your experience to assist with planning and monitoring this programme.

Please fill out this form, and hand it to a member of the ground staff as you are boarding, or at any other time convenient to yourself. Thank you, and bon voyage! We hope to see you again soon.

1	(Please tick one) Are you:	I-Kiribati			Non- national			
2	Thinking back to your arrival, how would you rank :	Very poor	Poor	Average	Good	Very Good	Not applicable	
	I. Disembarkation from your aircraft							
	II. The Immigration process							
	III. The Customs clearance process							
	IV. Retrieving your luggage							
	V. Finding transport outside the terminal							
	VI. Your journey to your accommodation							
3	Overall, how did you find your stay in Kiribati?							
	I. Accommodation							
	II. People							
	III. Things to do							
	IV. Shopping							
	V. Communications facilities							
	VI. Banks and other commercial facilities							
4	On your return to the airport, how would you rate the road trip for:							
	I. Comfort							
	II. Time taken							
	III. Interest							
	IV. Disembarking facilities at the terminal							
5	Inside the airport terminal how would you rank:							
	I. Check-in facilities							
	• For you							
	• For your luggage							
	II. The personal security check							
	III. The passport checking process							
6	Once through formalities, what did you think of:							
	I. Lounge facilities							
	II. Rest rooms							
	III. Facilities for babies and children							
	IV. Facilities for elderly or disabled passengers							
	V. Refreshments facilities							
7	Please tell us about anything that could have improved your experience of travel in Kiribati (continue overleaf if you wish)							

## Appendix I

# Draft Timeline for Resettlement Plan Implementation

## Appendix I Draft Timeline for Resettlement Plan Implementation

[illegible]