Environmental Monitoring Report

ADB Project Number: 48141
ADB Loan Number: 3210-FIJ
WB Project Number: P150028
December 2016

Period: July 2016 - December 2016

FIJI: Transport Infrastructure Investment Sector Project

Prepared by
Fiji Roads Authority

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Asian Development Bank
As per ADB Safeguard Policy Statement (2009) and the Operations Manual section on safeguard policy (OM F1), borrowers/clients are required to establish and maintain procedures to monitor the status of implementation of environmental safeguards management and ensure progress is made towards the desired outcomes.

SEMI-ANNUAL ENVIRONMENTAL MONITORING REPORT

Prepared by: Fiji Roads Authority

December, 2016
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1 INTRODUCTION
1.1 Description of the Project

The Transport Infrastructure Investment Sector Project (TIISP; the project) is financed under the joint Asian Development Bank (ADB) and World Bank (WB) loan with counterpart funding from the Government of Fiji. The Project supports the Government of Fiji’s (GoF) Roadmap for Democracy and Sustainable Socio-Economic Development, which emphasizes the lack of transport as a constraint for Fiji’s economic and social development. It also responds to the requirements of the new 2013 Constitution of Fiji, which states that: “The state must take reasonable measures within its available resources to achieve the progressive realization of the right of every person to have reasonable access to transportation.” (34(1). As approximately 55% (412,425) of Fiji’s population lives in the rural areas, and approximately 44% of rural people live in poverty, improving service delivery and income opportunities for the rural population is a key priority.

Table 1-1 Basic Project Information

<table>
<thead>
<tr>
<th>Contract No</th>
<th>FRA TIISP 16-01</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ADB – Project No:</strong></td>
<td>48141 – 001</td>
</tr>
<tr>
<td>Loan No:</td>
<td>3210-FIJ</td>
</tr>
<tr>
<td><strong>WB – Project No:</strong></td>
<td>P150028</td>
</tr>
<tr>
<td>Loan No:</td>
<td>8482-FJ</td>
</tr>
<tr>
<td><strong>Contract Works’ Description:</strong></td>
<td>* Drainage associated with road construction (e.g. clearing water channel, associated extension or possible replacement of substandard culverts and headwalls)</td>
</tr>
<tr>
<td></td>
<td><em>Minor earthworks</em></td>
</tr>
<tr>
<td></td>
<td>* Make good kerb, channel and footpath*</td>
</tr>
<tr>
<td></td>
<td>* Existing pavement upgrade and asphalt concrete finish.*</td>
</tr>
<tr>
<td><strong>Engineer:</strong></td>
<td>Mr. Michael Dale</td>
</tr>
<tr>
<td><strong>Title of Report</strong></td>
<td>Environmental Safeguard Monitoring (ESMP Monitoring) Report</td>
</tr>
<tr>
<td><strong>Period Covered by Report</strong></td>
<td>July 2016 - December 2016</td>
</tr>
</tbody>
</table>

The impact of the Project will be improved access to markets, employment opportunities and social services. The outcome will be safer, efficient, resilient land and maritime transport infrastructure in the project area. There are two main outputs: (a) rehabilitated and climate resilient land and maritime transport infrastructure, and (b) efficient project management support and institutional strengthening. This relates to improving the capacity of Fiji transport agencies and related departments to manage bridge, roads, and jetty assets; also to provide greater levels of accountability and transparency in safeguards, in particular, land acquisition and resettlement processes.

The project activities comprise physical works including new infrastructure and/or the upgrading, renewal, rehabilitation and/or repair of public roads, bridges and/or rural maritime
infrastructure in Fiji and non-physical activities such as institutional strengthening and capacity building within the transport sector. The project is being implemented following a sector loan modality. The nature of the sector project is that all types of subprojects to be undertaken are known in general terms but only a small number of sub-projects are identified at the project preparation stage. Sub-projects will be included in the sector project provided they meet the selection criteria.

1.2 Projects Background

The subprojects include a variety of physical works including roads, bridges, and rural jetties and wharves. The work is mostly to upgrade, rehabilitate and/or repair existing structure. It is not anticipated that there will be any physical displacement, as engineering designs will try to minimize the amount of land needed and will avoid adverse physical impacts. Most work will involve existing structures, and therefore is not likely to have significant adverse impacts on the receiving environment and surrounding areas. During each subproject preparation, following the screening, and categorization of the projects was undertaken where all of the projects either fell in Category B or C for Environment Safeguards.

<table>
<thead>
<tr>
<th>Item</th>
<th>Sub-Project</th>
<th>Screening Report &amp; Environmental Categorization</th>
<th>DoE Approval</th>
<th>ESMP or EIA</th>
<th>ADB/WB prior clearance of CEMP</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Suva Arterial Road Upgrade Project Stage 1 (SARUP 1)</td>
<td>ADB/WB No objection issued 03/02/16. Category B</td>
<td>Confirmation from DoE that EIA not triggered received 22/02/16</td>
<td>ADB/WB No objection issued 12/05/16</td>
<td>Being Complied</td>
<td>Complied</td>
</tr>
<tr>
<td>2</td>
<td>Road Reseals Programme: West, Central and North</td>
<td>ADB/WB No objection issued 26/04/16 Category C</td>
<td>Confirmation from DoE that EIA not triggered under EMA received</td>
<td>In process.</td>
<td>Being Complied</td>
<td>Complied</td>
</tr>
<tr>
<td>3</td>
<td>Matewale Crossing</td>
<td>Screening Application submitted to DOE 13/05/16 Category B</td>
<td>Completed</td>
<td>Completed</td>
<td>Being Complied</td>
<td>In process</td>
</tr>
<tr>
<td>4</td>
<td>Mass Action Guardrail Improvements</td>
<td>ADB/WB No objection issued 09/03/16 Category C</td>
<td>Confirmation from DoE that EIA not triggered received 10/05/16</td>
<td>ADB/WB No objection issued 18/05/16</td>
<td>Being Complied</td>
<td>Complied</td>
</tr>
<tr>
<td>5</td>
<td>Street Lighting Projects</td>
<td>ADB/WB No objection issued 11/09/16 Category C</td>
<td>Confirmation from DoE that EIA not triggered received 10/05/16</td>
<td>Full Due Diligence submitted and approved in 11/09/15</td>
<td>Being Complied</td>
<td>Complied</td>
</tr>
</tbody>
</table>
1.3 Purpose of Report

This environmental monitoring report covers Fiji’s Transport Infrastructure Investment Sector Project for the previous 6 months period of 01 July, 2016 to 31 December, 2016. It is prepared by the Project Management Office of the Project. The report is prepared in accordance with the environmental and social monitoring program as part of the Environmental and Social Management Plan (ESMP), as required in the Project Loan Agreement and Project Agreement as well as ADB Safeguard Policy Statement (2009).

1.4 Report Preparation

The report preparation status is shown in the below table.

Table 1- 3 Report Preparation Status

<table>
<thead>
<tr>
<th>Document Title</th>
<th>Prepared by</th>
<th>Reviewed by</th>
<th>Approved by</th>
<th>Issue Date</th>
<th>Review Frequency</th>
<th>Version</th>
<th>Total Pages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Draft Fiji TIISP_1st Environmental Monitoring Report_13 September2017</td>
<td>Mr. Samuela Tawakedrau, the Environmental Officer for Fiji Roads Authority.</td>
<td>Dr. Abhash Panda</td>
<td>Michael Dale</td>
<td>December, 2016</td>
<td>6 Months</td>
<td>Revision- 0</td>
<td>15</td>
</tr>
</tbody>
</table>

1.5 Project Progress

Overall project progress is shown in the below table. During this period works are being carried out on the Mass Action Guard Rails as well as Street Lighting Project so most of the construction works revolved around ancillary construction.

Table 1- 4 Project implementation Progress (By June 30, 2017)
<table>
<thead>
<tr>
<th>Item</th>
<th>Sub-Project</th>
<th>Screening Report &amp; Environmental Categorization</th>
<th>DoE Approval</th>
<th>ESMP or EIA</th>
<th>Environment Safeguards Status and Monitoring</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Suva Arterial Road Upgrade Project Stage 1 (SARUP 1)</td>
<td>ADB/WB No objection issued 03/02/16</td>
<td>Confirmation from DoE that EIA not triggered received 22/02/16</td>
<td>ADB/WB No objection issued 12/05/16</td>
<td>Cat B- Environment Safeguard, although Department of Environment did not require an EIA. Implementation of project is being undertaken as per ADB ESMF. Environmental Monitoring has been mostly done around sedimentation control as well as waste and recycle. Most of the works undertaken were ancillary e.g. kerb and channel and bus bay construction.</td>
</tr>
<tr>
<td>2</td>
<td>Road Reseals Programme: West, Central and North</td>
<td>ADB/WB No objection issued 28/04/16</td>
<td>Confirmation from DoE that EIA not triggered under EMA received</td>
<td>Completed</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Matewale Crossing</td>
<td>Screening Application submitted to DOE 13/05/16</td>
<td>Completed</td>
<td>Completed</td>
<td>Cat B- Environment Safeguard, the sub-project is currently on hold due to technical reasons.</td>
</tr>
<tr>
<td>4</td>
<td>Taveuni Bridges</td>
<td>ADB/WB No objection issued 27/04/16</td>
<td>Screening Application submitted 07/04/16.</td>
<td>In process.</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Solvi 1 &amp; 2 &amp; Rabaraba</td>
<td>Completed</td>
<td>Completed</td>
<td>Completed</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Ovalau Bridges</td>
<td>Screening Application submitted to DOE and TOR received on 05/10/16</td>
<td>Approval from DOE received 18/04/17</td>
<td>Completed</td>
<td></td>
</tr>
</tbody>
</table>

1.6 Detailed Design Changes

There have been no subsequent design changes to any of the project components that would require updates to environmental safeguard documentation.
2 IMPLEMENTATION OF THE ESMP

2.1 Roles and Responsibilities for ESMP and Implementation Monitoring

Overall environmental responsibilities are outlined in Table 2-1 and 2-2. Roles and responsibilities assigned prior to commencement of construction work are given below. The institutional arrangements are kept unchanged in comparison with those in the approved EIA.

Table 2-1 Environmental Responsibility

<table>
<thead>
<tr>
<th>Party</th>
<th>Responsibility</th>
<th>Consultation or Actions Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADB, WB and DOE</td>
<td>FRA + DSC</td>
<td>The FRA (with support from the DSC) is to ensure adherence to local and international safeguard requirements. This includes requirements for monitoring and reporting.</td>
</tr>
<tr>
<td>Stakeholder Committee: Regulatory Authorities, Councils and Community Representatives</td>
<td>FRA + DSC</td>
<td>FRA has agreed to convene a Stakeholder Committee meeting 3 months after sub-project commencement to review the sub-project commencement and discuss any concerns in regards to the implementation of the environment and social management plans. The meeting shall involve the same invitees as the meeting held 8/2/16. Further meetings shall be at the Committee’s discretion. FRA is to communicate and/or disseminate the results of environmental monitoring reports / audits to the Stakeholder Committee.</td>
</tr>
<tr>
<td>Businesses and Residents</td>
<td>FRA + Contractor</td>
<td>The Contractor shall keep a register of all feedback from the general public, including Grievance Forms. The register shall be reported to FRA on a monthly basis.</td>
</tr>
</tbody>
</table>
2.2 Environmental Institutional Capacity Building and Training

The implementation status of institutional strengthening and training program had not been implemented during this reporting period and would be captured once it is undertaken. A training calendar has been prepared to undertake training and capacity building exercise for the field engineers and contractors.
3 PUBLIC CONSULTATION, DISCLOSURE AND GRIEVANCE REDRESS MECHANISM

3.1 Public Consultation and Disclosure

The public consultation plan has been implemented and is a continuous process.

3.2 Project Grievance Records and Resolution

Grievance Redress Mechanism (GRM).

During sub-project implementation, conflicts, complaints and grievances may arise and will need to be resolved in a fair and transparent manner.

Where possible, potential conflicts can be avoided through a consultative and participatory planning process involving affected communities. If communities are well engaged and informed, it can reduce the occurrence of disagreements and conflicting positions. In instances where grievances do occur, it is important that they are resolved quickly before positions harden and disagreements escalate.

The grievance management and conflict resolution procedure to be used for the sub-project shall be based on the existing FRA Customer Service System and the GRM developed for the Project (ADB 2015c). The objective of the GRM is to allow people who may believe that are affected by the sub-project to report grievances and seek satisfactory resolution as they arise, with no fear of retribution.

The key functions of a GRM are to:

- Record, categorize and prioritize the grievances;
- Settle the grievances in consultation with complainant(s) and other stakeholders;
- Inform the aggrieved parties about the solutions; and
- Forward the unresolved cases to higher authorities.

While no Displaced Persons (including physical and/or economic displacement) have been identified as a result of this sub-project, the community has the right to express dissatisfaction and submit complaints, and they have the right to make a claim if there is a resulting impact on their land, assets and/or livelihood.

Prior to construction commencement, regulatory authorities, landowners and businesses shall be made aware of the GRM process and be given guidance on relevant steps to lodge a complaint. Grievance Forms shall be provided where required, and the GRM shall be discussed in any community consultation sessions.

Language barriers and insufficient literacy levels shall not withhold any person from lodging a complaint. The Grievance Form shall be written and available in English, Fijian and Hindi, as appropriate, and disclosed to all potentially Project Affected Persons prior to any compensation or construction activities. FRA or site staff will assist those with a verbal grievance to complete the form.

The proposed grievance reporting process is as follows:

1. A grievance is reported by a member of the community and recorded on a Grievance Form (site) or the FRA Customer Service System (phone);
2. All grievances, whether received on site or via phone, shall be recorded in the FRA Customer Service System;
3. FRA’s Social Safeguards Specialist (SSS) investigates the claim through interviews and field visits involving the claimant, Resident Engineer and/or contractor site manager, as appropriate. Relevant case information is recorded e.g. Grievance Form, maps, notes of meetings, photos, etc.;

4. Corrective actions, if appropriate, are identified by the SSS and sent to the ADB Program Manager for approval;

5. The ADB Program Manager, the claimant and a witness must agree on corrective actions and all sign the claims form;

6. Corrective actions are implemented; and

7. FRA notifies the claimant of the result of the investigation in writing.

The FRA’s SSS will review and find a solution to the problem within **two weeks** of lodgement of the complaint and report this to the FRA Project Manager. The SSS shall report back the outcome of the review to the complainant within **three weeks** total.

If the complainant is dissatisfied with the result, or has received no advice in the allotted time period, he or she can elevate the grievance to the FRA CEO. The FRA CEO (or nominee) shall review the incident in coordination with the DSC, SSS, relevant stakeholders and regulatory authorities. The FRA CEO shall report back to the complainant about outcome within a further five weeks, or less. If unresolved, or if at any time the complainant is not satisfied, he or she can take the matter to the appropriate court.

Both successfully addressed complaints and non-responsive issues will be recorded by the FRA and reported to the ADB and WB.

The proposed Grievance Management Procedure for the Project is summarised below:
4 COMPLIANCE WITH ESMP REQUIREMENTS

In the reporting period, the ESMP were implemented. Based on the environmental monitoring of this Project, it is found that the contractors have undertaken relevant environmental mitigation measures designated in the CESMP, and paid attention to avoid the possible negative environmental impacts due to the Project implementation.

4.1 Required Corrective Actions

According to the construction works undertaken most of the physical works undertaken during this reporting period was mostly ancillary works. Minor issues in regards to solid waste management and recycling were observed but mitigated after monitoring inspection.
5 APPENDICES

APPENDIX I: SITE PHOTOS

Site 1

Site 2

Site 3

Site 4