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## **Semi-Annual Social Safeguard 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 social safeguards management and ensure progress is made towards the desired outcomes.

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**ABBREVIATIONS**

ADB	Asian Development Bank
ADRA	Adventist Development and Relief Agency
ALTA	Agricultural Landlord and Tenant Act
APs	Affected persons
CPP	Consultation and Participation Plan (for the project)
DOE	Department of Environment
DOL	Department of Lands and Survey (in Ministry of Lands and Mineral Resources)
DPs	Displaced persons
DSC	Design and supervision consultant
ESMF	Environmental and Social Management Framework
ESMP	Environmental and Social Management Plan
EA	Executing Agency
FPAL	Fiji Ports Authority Limited
FTIIP	Fiji Transport Infrastructure Investment Project
FRA	Fiji Roads Authority
GAP	Gender Action Plan
GOF	Government of Fiji
HIV/AIDS	Human immunodeficiency virus / acquired immunodeficiency syndrome
IA	Implementing Agency
LARDD	Land Acquisition and Resettlement Due Diligence (report)
LARF	Land Acquisition and Resettlement Framework
LARP	Land Acquisition and Resettlement Plan
MAFF	Ministry of Agriculture, Forestry and Fisheries
MOU	Memorandum of understanding
MRMD	Ministry of Rural and Maritime Development and National Disaster Management
MWTPU	Ministry of Works, Transport and Public Utilities
NSS	National Safeguards Specialist (in DSC team)
PST	Project Support Team
SALA	State Acquisition of Lands Act
SPS	Safeguards Policy Statement (ADB 2009)
SSS	Social Safeguards/Resettlement Specialists
TLTB	iTaukei Lands Trust Board
TIISP	Transport Infrastructure Investment Sector Project
WB	World Bank

### GLOSSARY OF TERMS

Affected persons	All persons living in the project impact zone whether they are land owning, tenants or without title to land. Terms of affected persons and displaced persons are used interchangeably in this report, they have the same meaning.
Country safeguard system	This is the legal and institutional framework of Fiji and it consists of its national, sub-national, or sectoral implementing institutions and relevant laws, regulations, rules, and procedures that pertain to the policy areas of social safeguards (social and environmental).
Displaced persons	In the context of involuntary resettlement, displaced persons are those who are physically displaced (relocation, loss of residential land, or loss of shelter) and/or economically displaced (loss of land, assets, access to assets, income sources, or means of livelihoods) as a result of (i) involuntary acquisition of land, or (ii) involuntary restrictions on land use or on access to legally designated parks and protected areas.
Economic displacement	Loss of land, assets, access to assets, income sources, or means of livelihoods as a result of (i) involuntary acquisition of land, or (ii) involuntary restrictions on land use or on access to legally designated parks and protected areas.
Gender mainstreaming	The process of ensuring that gender concerns and women's needs and perspectives are explicitly considered in projects and programs, and that women participate in the decision-making processes associated with development-based activities.
Indigenous peoples	This is a generic term used to refer to a distinct, vulnerable, social and cultural group possessing the following characteristics in varying degrees: (i) self-identification as members of a distinct indigenous cultural group and recognition of this identity by other groups; (ii) collective attachment to geographically distinct habitats or ancestral territories in the project area and natural resources in these habitats and territories; (iii) customary cultural, economic, social, or political institutions separate from those of the dominant society and culture; and (iv) a distinct language, often different from the official language of the country or region. Many indigenous peoples have become minorities in their own country, but in Fiji they remain the majority and do not suffer specific discrimination or disadvantage.
iTaukei	Indigenous Fijian people. iTaukei land is customarily owned
Mataqali	Indigenous Fijian clan who are usually the landowning unit.
Meaningful consultation	A process that (i) begins early in the PPTA and is carried out on an ongoing basis throughout the project cycle; (ii) provides timely disclosure of relevant and adequate information that is understandable and readily accessible to affected people; (iii) is undertaken in an atmosphere free of intimidation or coercion; (iv) is gender inclusive and responsive, and tailored to the needs of disadvantaged and vulnerable groups; and (v) enables the incorporation of all relevant views of affected people and other stakeholders into decision-making, such as project design, mitigation measures, the sharing of development benefits and opportunities, and implementation measures. This follows the principles of free, prior, and informed consultation (FPIC).
Physical displacement	This means relocation, loss of residential land, or loss of shelter as a result of (i) involuntary acquisition of land, or (ii) involuntary restrictions on land use or on access to legally designated parks and protected areas.
Significant impact	The loss of 10% or more of productive assets (income generation) or physical displacement and/or both.
Temporary use of land	Land required facilitating the works such as for a diversion. The land will be occupied/used by the contractor on a temporary basis.. The contractor will pay rent for the use of the land and will pay compensation for any associated impacts.
Turaga-ni-Koro	Administrative leader of a village in Fiji.

## Semi-Annual Social Safeguard Monitoring Report

### 1. Introduction and Project Background

#### 1.1. Introduction

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.

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 Project 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 physical impacts. Most work will involve existing structures, and therefore is not likely to have significant resettlement impacts on local communities. During each subproject preparation, following the screening, either a land acquisition or resettlement due diligence (LARDD) report or a LARP are being prepared based on available information of affected/displaced persons (APs/DPs).

## 2. ADB and WB Common Safeguards Approach

The ADB and WB have developed a common safeguards approach for the Project that is based on the Fiji country system supplemented by additional elements from the ADB and WB safeguard policies. The common safeguards approach has been detailed in the Land Acquisition and Resettlement Framework (LARF) (ADB, 2016). A Land Acquisition and Resettlement Due Diligence Report is considered appropriate to satisfy the requirements of ADB Safeguard Requirements for Category C sub-projects as no land acquisition or displacement of persons is required. A Land Acquisition and Resettlement Plan (LARP) is required for Category B sub-projects. The project's LARF (ADB, 2016) has adopted a set of resettlement policy principles for the project which apply to all sub-projects, as relevant. The principles are:

- (i) Land acquisition will be avoided or minimized through careful engineering design during detailed design. There will be no or minimum physical displacements of people. The project will avoid sub-projects involving resettlements impacts of significant nature.
- (ii) The FRA is responsible for public consultation and are carried out as an ongoing process throughout project planning, design and implementation stages.

The impacts of the sub-projects, including unforeseen losses and damages that may occur during either construction or operation, will be carefully monitored and remedial steps taken as required.

Keeping the required social safeguards requirement of sub-projects, suitable amendments have been made recently in the LARF and ESMF to address issues related to temporary impact. A revised version of ESMF and LARF are now made available to FRA for implementation of social safeguards. Formats for addressing social safeguards at the screening and due diligence is attached as **Appendix A and B**.

A Gender Action Plan and Poverty and Social Analysis have also been developed for the Project and are included in the Project Administration Manual (ADB, 2016), as attached in **Appendix C and D**.

## 3. Land Acquisition and Involuntary Resettlement

### 3.1 Land Ownership

Under the Fiji Roads Authority (FRA) Decree 2012 (No.2) and subsequent amendments, the Government of Fiji created the FRA to provide for its functions and powers for the purpose of managing roads. The decree transferred all "assets, interests, rights, privileges, liabilities and obligations" in relation to national and municipal roads to the FRA. This was the former responsibility of the Department of National Roads and municipal councils.

The Authority is responsible for all matters pertaining to construction, maintenance and development of roads in Fiji. This includes inter alia the planning, designing, construction, maintenance, and renewal of all public roads, bridges and jetties, as well as road safety and traffic management.

Under the FRA Decree (No.46), roads are defined as "all land and civil infrastructure that is used as or facilitates a public right of passage for the movement of vehicles and pedestrians, including but not limited to:

- (i) the vehicle, pavement from curb to curb, or where there is no curb, the roadside verges, drains and curbs
- (ii) road signs, road marker posts and other markings, including pedestrian crossings

- (iii) traffic islands
- (iv) bridges and culverts
- (v) footpaths and pavements adjacent to a vehicle pavement
- (vi) street lights and traffic lights
- (vii) parking meters
- (viii) jetties and wharfs, and
- (ix) all national roads, municipal roads, and such other public roads as may be determined by the Authority.

#### **4. Grievance and Redress Mechanism**

In order to achieve and facilitate the resolution of DP's any concerns, complaints or grievances about the projects safeguard performances, a Grievance Redress Mechanism (GRM) has now been followed by FRA for the project including at each sub-project site. When and where the need arises, this mechanism is used for addressing any complaints that may rise during the implementation and operation of the project. A round the clock complaint register is now available in the office of ADB Program Manager, FRA for the affected to lodge their grievances on social safeguards.

The key functions of the GRM are to (i) record, categorize and prioritize the grievances; (ii) settle the grievances in consultation with complaints and other stakeholders; (iii) informed the aggrieved parties about the solutions; and (iv) forward the unresolved cases to higher authorities.

All corrective actions and complaints responses carried out on site are now reported back to FRA with the assistance of the field engineers and the Contractor. FRA includes information from the complaints register and corrective actions/responses in its progress reports to the ADB.

Any AP's can take a grievance to the FRA or the site office with assistance from the local Community Council. On receipt of a complaints in any form (in person, telephone, written), FRA's social safeguards specialist for respective site/subproject logs the details in the complaints register. He reviews and finds a solution to the problem within two weeks in consultation with village or traditional chief of the community council and relevant local agencies. FRA's social safeguards specialist reports back the outcome of the review to the village /traditional chief and aggrieved persons within two weeks' time.

If the aggrieved party is dissatisfied with the decision, or have received no advice in the allotted time period he or she can grievances to the ADB Program Manager / GM, Capital Works. They review the case and report back about the outcome within two weeks' time. If the case is not resolved, then the matter is referred by them to higher authority and a time period of 4 weeks is taken to resolve the matter. If still unresolved, the aggrieved party has the last option to take his/her grievance to the appropriate court

Table below sets out the process to resolve any project related to grievances.



Table 1: Grievance Redress Process

Stage	Process	Duration
1.	DP/Village head or traditional chief takes grievance to FRA's social safeguards specialist	Any time
2.	FRA's social safeguards specialist reviews and finds solution to the problems in consultation with the aggrieved parties	2 weeks
3.	If unresolved or not satisfied with the outcome by FRA's social safeguards specialist, then grievances are forwarded to FRA's GM, Capital Works	2 weeks
4.	FRA's GM, Capital Works review and find a solution in coordination with relevant agencies	4 weeks
5.	If still unresolved, aggrieved parties can take the matter to appropriate court	Duration as per judicial system

## 5. Institutional Arrangements and Implementation

### 5.1 Fiji Roads Authority (FRA)

The following are key agencies responsible for the project's land acquisition, resettlement and compensation activities:

- (i) The FRA as the implementing agency has overall responsibility of the project including safeguards. The FRA responsibilities are (a) identification of affected areas; (b) all community liaison; (c) budgetary provision; (d) manage their social safeguards specialist;
- (ii) FRA ensures that compensation and resettlement assistance is provided as required under the LARF. FRA's social safeguards specialist is also responsible for identifying capacity gaps and providing training and capacity building to FRA staff involved in land acquisition and resettlement.
- (iii) FRA's land valuation staff are responsible for (a) all initial valuations; (b) identification of owners and leaseholders and (c) negotiations with land owners.
- (iv) The TLTB, which represents and negotiates on behalf of the *mataqali* land owners sign agreements on their behalf and is responsible for securing the consent of *mataqali* members prior to making such agreements.
- (v) FRA is responsible for overseeing and managing project execution including compliance with project requirements including safeguards. FRA's social safeguards specialist ensures that the procedures and processes established in the LARF are followed for the project.

Safeguards responsibilities of FRA include:

- Ensuring that safeguards are implemented as set out in the LARF and other safeguard documents so as to meet intended requirements.

- Undertaking safeguards assessments during the feasibility study, ensuring that the LARPs are prepared, in case the subproject is categorized as “B” from social safeguards point of view.
- Monitoring the safeguards implementation, including implementation of relevant LARP activities.

## 5.2 Contractor

The contractor is responsible for the following social safeguards and gender related responsibilities during construction activities:

- Encourage women’s participation in labor and maintenance
- Provide equal pay for equal work to men and women
- Ensure no engagement of child labor during construction
- Ensure representation of women and men in community consultations
- Organize awareness training to mitigate the potential spread of sexually transmitted infections and HIV during construction.

All the above-mentioned activities are monitored by FRA’s social safeguards team. The Contractor also record progress of these activities in their monthly and quarterly reports and submit them to FRA for concurrence.

## 6. Training and Capacity Building

In order to enhance institutional capacity and to improve social safeguard practice, the social safeguards specialist regularly organize on-the-job training workshop for field engineers of FRA and contractor’s representatives. Besides, awareness training on HIV/AIDS, gender and road safety for all construction workers and neighboring community members are being conducted with the assistance of the contractor. A hands on training and capacity building workshop on social safeguards was conducted by the SSS in **October 2016** for the FRA staff (Copy of the training and capacity building curriculum on social safeguards is attached as **Appendix E**).

## 7. Stakeholder Communication Strategy

In order to deliver relevant project information to project affected people and other stakeholders possibly impacted by the project, FRA is in the process of preparing stakeholder communication strategy with the help of the SSS and communication cell of FRA. It is also proposed to have an exclusive website within FRA to communicate with all stakeholders in a culturally appropriate, gender-sensitive, and timely manner of all complaints and concerns associated with FRA works. Beside, all grievances associated with social safeguards and resettlements are now addressed through Grievance Redress Cell established within FRA.

## 8. Public Consultation

A mechanism has been evolved to interact with the affected people through public consultation. Representatives from the Contractor and FRA are now jointly conducting these public consultations. In order to facilitate this process, a full-time Liaison Officer is available with FRA. This will be an ongoing process and public consultations will be held in all phases of the sub-project.

## 9. Progress on Sub-Projects

Between July 2016 and December 2017, eight sub-projects have been taken in to consideration and are at different stages from social safeguards point of view. A detailed social safeguard monitoring checklist is presented in Table 2, as given below:

**Table 2: Social Safeguards Monitoring Checklist**

Item	Sub-Project	Screening Report	LARDDP or LARP	Social Safeguards Status
1.	Suva Arterial Road Upgrade Project Stage 1 (SARUP 1)	APPROVED ADB/WB No objection issued 03/02/16	APPROVED ADB/WB No objection issued 12/05/16	Category 'C' Contract awarded in Jan 2017. Work in progress. Construction related social safeguard measures have been adhered to by the contractor. Social monitoring from FRA is on.
2.	Road Reseals Programme: West, Central and North	APPROVED ADB/WB No objection issued 26/04/16	LARDD approved	Category 'C'
3.	Mass Action Guardrail Improvements	APPROVED	APPROVED ADB/WB No objection issued 18/05/16	Category 'C' Work in progress
4.	Street Lighting Projects	APPROVED	APPROVED ADB/WB No objection issued in 2015	Category 'C' Work in progress
5.	Taveuni Bridges	APPROVED ADB/WB No objection issued	DRAFT LARDD in progress	Category 'C'

Item	Sub-Project	Screening Report	LARDDP or LARP	Social Safeguards Status
		27/04/16.		
6.	Ovalau Bridges	APPROVED	Draft LARP has been submitted by Consultant to FRA	Category 'B'
7.	Matewale Crossing	APPROVED	LARDD approved	Category 'C' Compensation for temporary land use by contractor has been completed. Work has been interrupted due to technical reason
8.	Solovi 1 and 2 Crossings & Rabaraba	APPROVED	Comments from FRA on LARP sent to Consultant. Comments from FRA are yet to be incorporated by the Consultant	Category 'B'

## 10. Issues and Action Plan

FRA as the implementing authority responsible for overseeing and managing project execution including compliance and addressing social safeguards is being overseen by the social safeguards specialist. It remains as a challenge for FRA staff to ensure that procedures and processes established in the LARF are followed and complied. Following steps have been taken during this period by FRA social safeguards team to address these challenges.

- The Land Valuation Team of FRA are overseeing all issues related to land acquisition, valuation of land & structure at replacement cost, resettlement assistance, livelihoods & income restoration procedures etc.
- Cross-cutting issues like poverty, gender, vulnerable groups, ethnic minority, HIV/AIDS awareness and related issues are being addressed by the social safeguards team with assistance from field engineers and contractors.
- The Social Safeguards Specialist has chalked out a plan and accordingly conducting training on social safeguards for the field staff and contractors. A hands on training on

social safeguards was conducted in October 2016 for all the technical and non-technical staff of FRA who are associated with the ADB/WB project.

- A full-fledged Grievance Redress Mechanism (GRM) has now been established within FRA. A round the clock complaint register is available in FRA for receiving aggrieved party's grievances.
- FRA has proposed to have a website exclusively for disclosure of all documents, including land acquisition, resettlement and other social safeguard documents.
- A mechanism has been evolved to interact with the affected people through public consultation. Representatives from the contractor and FRA are now jointly conducting these public consultations at the primary and secondary stakeholder's level. This will be an ongoing process and public consultations will be held in all phases of the sub-project.

## Appendix A

## Safeguard Screening Form S.1: Social Impacts

SI No	Type of Impact	Yes	No	Comment
1.	<b>Land</b> – Does the Sub-project require land?		<input type="checkbox"/>	No land acquisition is required. All works will be undertaken on existing roads and within the road reserve.
1.1	If “Yes”, state how much land	NA		
1.2	Was an alternative design explored to decrease/avoid land take		<input type="checkbox"/>	No land take is required under the current design.
1.3	If yes, how much land was required in the alternative design?	NA		
1.4	How is this land provided:	NA		
	Donation			
	Long-term lease			
	Willing-seller-willing-buyer			
	Available government land			
	Involuntary acquisition			
1.5	Is documentation attached in case of donation, purchase, or use of Government land	NA		
2.	<b>Involuntary Resettlement</b>			
2.1	Are there losses of shelter?		<input type="checkbox"/>	No structures (e.g. buildings or houses) will be affected.
2.2	Are there losses of income sources and other assets? How many households are affected?		<input type="checkbox"/>	None
2.3	Are there available resources to compensate the mat replacement value? Source of funds?	NA		
2.4	What other resettlement benefits are committed to the affected families?	NA		
2.5	Have the affected household agreed to the relocation?	NA		
2.6	Will the project have any impacts on customary fishing practices or access to shared resources relied upon for livelihood purposes		<input type="checkbox"/>	No works in rivers, the marine environment, native forest or cultivated land is proposed.
3.	<b>Indigenous People</b>			
3.1	Are there indigenous peoples in the study area?	<input type="checkbox"/>		Some adjacent property owners are indigenous Fijians (iTaukei). However no work is to be conducted on native land.
3.2	If “Yes”, are they among the beneficiaries?	<input type="checkbox"/>		All Fijians, including indigenous Fijians living or working in the vicinity, will benefit from the road upgrades.

SI No	Type of Impact	Yes	No	Comment
				The installation of street lights will ensure continued safe use of roads for all users. New bulbs are also energy efficient thus decreasing amount spent by authorities on lighting costs.
3.3	Will they be negatively impacted?		<input type="checkbox"/>	No negative impacts are expected associated with proposed works.
4.	<b>Cultural Property</b>			
	Any negative impacts on cultural property such as sites, historical buildings etc.		<input type="checkbox"/>	No buildings, including historical buildings, will be impacted as part of the works.  As a precaution it is recommended that an accidental discovery protocol be included in the Generic Construction Environmental Management Plan, in case any physical cultural resources are discovered during construction.
5.	<b>Environmental Impacts</b>			
	Attach sub-project specific check-list with  Possible negative impacts and  Proposed mitigation measures			Environmental impacts for Urban Street Lighting project are discussed in the Environmental and Social Safeguard Screening Report (Appendix B), and the Environmental and Social Management Plan.

## Appendix B

## Safeguard Screening Form S.2: Land Acquisition/Resettlement Effects

Project Title: <b>Fiji: Transport Infrastructure Investment Sector Project</b> Loan No: <b>48141-001</b>				
Subproject: Urban Street Light Installation		Date: <b>14 January 2016</b>		
Location and impact area: <b>Urban roads around Suva, Fiji</b>				
Probable Land Acquisition/Resettlement Effects	Yes	No	Not Known	Remarks
<b>Acquisition of Land</b>				
1. Will there be land acquisition?		<input type="checkbox"/>		No land acquisition is required. All works are to be conducted on and adjacent to existing roads within
2. Is the site for land acquisition known?				NA
3. Is the ownership status and current usage of land to be acquired known?				NA
4. Will easement be utilized within an existing Right of Way (ROW)?				NA
5. Will there be loss of shelter or residential land due to land acquisition?				NA
6. Will there be loss of agricultural and other productive assets due to land acquisition?				NA
7. Will there be losses of crops, trees, or fixed assets due to land acquisition?				NA
8. Will there be loss of businesses or enterprises due to land acquisition?				NA
9. Will there be loss of income sources and means of livelihoods due to land acquisition?				NA
<b>Restrictions on land use or on access</b>				
10. Will people lose access to natural resources, communal facilities or services?		<input type="checkbox"/>		No natural resources or communal facilities are present in or
11. If land use is changed, will it have an adverse impact on social and economic activities?				NA
12. Will access to land and resources owned communally or by the state be restricted?		<input type="checkbox"/>		No restriction to land will occur
<b>Information on Displaced Persons</b>				
Any estimate of the likely number of persons that will be displaced by the Project? [ ]				
No [ ] Yes [ ]				
If yes, approximately how many? _____ 0 _____				
Category for resettlement impacts: <sup>1</sup> A [ ] B [ ] C [ ]				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? [ ] No [ ] Yes				
Are any displaced persons from indigenous or ethnic minority groups? [ ] No [ ] Yes NA				

<sup>1</sup> Impacts are classified as Category A when 200 or more persons experience major resettlement impacts either through being physically displaced from housing, or losing 10% or more of their productive (income generating) assets. Not significant impacts (i.e. other than Category A) will be classified as Category B. No impacts will be classified as Category C.



Poverty and Social Analysis

Summary Poverty Reduction and Social Strategy (Sample)

Country:	Fiji	Project Title:	Transport Infrastructure Investment Sector Project
Lending/ Financing Modality	Sector Project	Department/ Division	Pacific Department/Transport, Energy and Natural Resources Division

Project Requirements	Sub-Project Details
<b>i. Poverty and Social Analysis and Strategy</b>	
<p><b>A. Links to the National Poverty Reduction and Inclusive Growth Strategy and Country Partnership Strategy</b></p> <p>Fiji’s Roadmap for Democracy and Sustainable Socio-Economic Development, 2010–2014a provides an overarching framework for achieving poverty reduction and inclusive economic growth. The road map recognizes the critical role of transport in the economy, and that the development of quality infrastructure and improvements in road connectivity are vital for effective delivery of essential social services and for achieving economic and social goals. The government’s objectives for transport are further articulated in the Green Growth Framework and the 20-year National Transport Sector Plan, which guide the development of an integrated transport system that is safe, efficient and affordable, accessible, and economically and environmentally sustainable.</p> <p>The country partnership strategy, 2014–2018 of the Asian Development Bank (ADB) aims to (i) raise Fiji’s longer-term growth potential by providing reliable infrastructure to compete globally and reduce costs associated with a small, remote island economy; (ii) invest in economic infrastructure that is resilient to climate change and natural disasters; and (iii) make growth more inclusive and improve service delivery by investing in economic infrastructure and promoting wider access to markets and opportunities through better transport links for rural communities.</p> <p>The proposed project is classified as a general intervention because it meets poverty reduction and social equity goals indirectly by improving the environment for pro-poor growth and social development through upgrades of road and maritime transport infrastructure. A poor, disconnected transport network constrains the movement of people and goods, curbs tourism growth and other economic activities, and limits access to health and education services. The project will improve access to economic opportunities and essential services.</p>	<p>The Urban Street Lighting Project will help to provide quality infrastructure.</p> <p>Overall it will ensure safety for all road users.</p>
<p><b>B. Results from the Poverty and Social Analysis during Project Preparation or Due Diligence</b></p> <p><b>1. Key poverty and social issues.</b> Rural poverty has risen across the main ethnic groups of indigenous iTaukei and Indo-Fijians, now standing at 44% (2013). With 49% of the population living in rural areas, the rural–urban gap is widening, associated mainly with lack of income-earning opportunities, poor access to services, and isolation. Overall, 22% of people still rely on subsistence agriculture for their livelihoods and many more combine growing food for home consumption with cash sales of surplus produce. In the Sigatoka Valley, where subproject sites were studied, rural incomes are low,</p>	<p>The Urban Street Lighting project primarily benefits urban areas, specifically people that live and work in around the GSA and Denarau island.</p> <p>The sub-project will improve livelihoods of road vendors thus increasing their source of</p>

Project Requirements	Sub-Project Details
<p>ranging from F\$1,000 to F\$15,000 per year. Many households experience seasonal shortfalls in income and struggle to cover basic expenses. The dominant mode of transport is still on foot, on horseback, or on bullock carts and sledges.</p>	<p>income and also reduce road fatalities at some areas.</p>
<p><b>2. Beneficiaries.</b> Primary project beneficiaries are people living in the rural hinterland and peri-urban areas—(i) road users will benefit from lower travel costs and shorter travel times, more reliable transport, and better travel conditions; (ii) roadside communities will benefit from better access to basic services and markets, and better road safety; and (iii) coastal communities and those on smaller islands will benefit from safer conditions and better maritime infrastructure such as navigational aids, and safer jetties. Specifically, beneficiaries will include farmers who produce cash crops, traders, fishermen, commercial industries such as tourism and sugar, and school students.</p> <p><b>3. Impact channels.</b> The main channel for impacts on the poor and vulnerable is through better access to economic opportunities, markets, and essential services. Jobsforlocalcommunitieswillbeavailableduringprojectimplementation.</p> <p><b>4. Other social and poverty issues.</b> These include (i) unemployment and underemployment related to the lack of rural development and the decline of the sugar and garment industries; (ii) lack of skills and expertise as a result of inadequate training and high rates of emigration; (iii) scarcity of land for agriculture and development; (iv) rural–urban drift and growth of squatter settlements; (v) gender inequality; and (vi) lack of governance, rule of law, and human rights.</p> <p><b>5. Design features.</b> The project will prioritize rehabilitation, replacement, and construction of infrastructure based on agreed criteria of need and rural population served. It will help reduce poverty by building safer, efficient, and resilient land and maritime transport infrastructure, and by strengthening project management capacity in transport agencies. In Fiji, road safety (particularly pedestrian safety) is an issue, as the majority of rural people walk to reach their farms or local services, often carrying heavy loads and children. Local “carriers” (covered trucks) are commonly used but are also prone to accidents. Improvements to the design of bridge approaches (to reduce speed and improve vision), guardrails, and dedicated walkways for pedestrians will assist community road safety. Where construction of bridges and jetties disrupts fishing activities or washing pools, designs will include construction of stairs to enable easy access to waterways, and other mitigating measures</p>	<p>The Urban Street Lighting Project sites have been selected based on those sites without street Lights.</p>
<p><b>ii. Participation and Empowering the Poor</b></p>	
<p>Meaningful consultation throughout the project cycle will strengthen participation of the poor and vulnerable in project implementation. Affected people will be consulted through village meetings, social surveys, and informant interviews at: (i) planning phase of subprojects; (ii) during detailed feasibility studies and design; (iii) before and during construction; and (iv) during operation, maintenance, and monitoring. Preparation of sample subprojects included visits to households and villages nearby selected bridge sites at Narata and Matawale in the Sigatoka Valley. Community consultation meetings were held in four villages, and key informant interviews were conducted with village leaders; staff from health, education, and agricultural extension services; provincial council leaders; district officials; farmers; and public transport drivers. Extensive consultations were also held with officials from national ministries, and provincial and local governments.</p>	<p>Not applicable</p>

Project Requirements	Sub-Project Details
<ol style="list-style-type: none"> <li>1. At each subproject site, a focal point for more detailed information sharing, and community development activities will be established, usually through an existing village committee.</li> <li>2. Poverty and socioeconomic assessments at subproject sites will identify local civil society organizations and ensure that they are included in consultation activities.</li> <li>3. Nongovernment organizations, churches, leaders, and youth groups will provide channels for communication with the affected community to ensure that they understand the subproject, delivery process, schedule, potential impacts, and opportunities.</li> <li>4. Will a project level participation plan be prepared to strengthen participation of civil society as interest holders for affected persons particularly the poor and vulnerable? Yes. A consultation and participation plan will be prepared at project inception.</li> </ol>	
<p><b>iii. Gender and Development</b></p>	
<p><b>Key issues.</b> In the labor force, the incidence of poverty is higher among women (40%) than men (32%). This figure rises to 75% if unpaid household workers are included. Rural women with little education have the highest incidence of poverty. Fiji is ranked 120 out of 136 countries for women’s economic participation by the Global Gender Gap Index, reflecting women’s low rates in formal employment, although they play significant roles on smallholder farms and in marketing of fresh produce. Women are concentrated in informal employment, unpaid domestic work, and in low-paying and less secure occupations that have been hit hard by declines in tourism and the garment industry but where they constitute the majority of workers. Women have full legal ownership rights in access to land and property, but limited knowledge of these rights, and in practice they are often not recorded as co-owners of family assets or allowed to decide on the use of communal land. In village organizations, men dominate. Women are also poorly represented in provincial and local governments and institutions. According to the 2010 Committee on the Elimination of Discrimination against Women report, gender-based violence against women is widespread in Fiji, and cultural attitudes make it difficult for women to gain justice in cases of rape or sexual assault. As the majority market vendors, and users of health services, women are disproportionately disadvantaged by the poor transport networks.</p> <p><b>Key actions.</b> A gender action plan (GAP) has been prepared to ensure that women are consulted, and bridge designs will factor in women’s needs for safe road travel by including pedestrian access with guardrails and footpaths. Whenever possible, on rural river sites where women wash, the designs will include stairs to the water and concrete laundry tubs. The GAP will also encourage women’s participation in labor and maintenance, provide equal pay for equal work to men and women, and ensure income restoration measures to assist those who have lost assets or access to land. There will be representation of women and men in any community consultations, on decision-making committees, and in awareness training to mitigate the potential spread of sexually transmitted infections and HIV during construction.</p>	<p>The Urban Street Lighting Project complies with the requirements of the GAP.</p>
<p><b>iv. Addressing Social Safeguard Issues</b></p>	
<p><b>A) Involuntary Resettlement</b></p> <ol style="list-style-type: none"> <li>1. <b>Key impacts.</b> No physical displacement of people will occur. Overall, less than 200 people are likely to be economically displaced where limited land acquisition is needed for construction of infrastructure. It is not anticipated that anyone will lose more than</li> </ol>	<p>Not Applicable</p>

Project Requirements	Sub-Project Details
<p>10% of productive assets.</p> <p><b>2. Strategy to address the impacts.</b> Mitigation measures include compensation to displaced persons for lost land, structures, crops, and trees at replacement value; income restoration; employment opportunities; and additional allowances for vulnerable households. A grievance redress mechanism will be established to (i) record and prioritize complaints; (ii) settle grievances in consultation with complainants; (iii) inform aggrieved parties about solutions; and (iv) refer unresolved cases to higher authorities.</p> <p><b>3. Plan or Other Actions.</b> Resettlement Plan. Resettlement Framework.</p> <p><b>B) Indigenous Peoples</b> Key impacts: Indigenous Fijians (iTaukei) make up 57% of the national population, and form a majority of the rural population. They are not subject to discrimination or exclusion on the basis of ethnicity and therefore do not meet ADB's criteria for vulnerable groups needing special protections.</p>	
<b>v. Addressing Other Social Risks</b>	
<p><b>A) Risks in the Labour Market.</b> Labour market impact: The unemployment rate is 6% for men and 13% for women. The project will finance construction activities which may provide local employment opportunities. All employment will comply with national labor laws and regulations.</p>	The Urban Street Lighting project is to be let by national competitive bidding. The tender process encourages the employment of local people.
<p><b>B) Affordability</b> The project is likely to lower the cost of transport. No affordability impacts anticipated.</p> <p><b>C) Communicable Disease and Other Social Risks</b> The risks associated with HIV/AIDS and other sexually transmitted infections will be mitigated by employing as many local people on construction sites as possible, and by providing awareness and prevention programs.</p>	The Urban street lighting project is expected to lower maintenance costs for public and private transport Not Applicable
<b>vi. Monitoring and Evaluation</b>	
<p><b>1. Targets and indicators:</b> (i) Increase in household income in selected subproject areas (baseline to be determined during subproject selection) and (ii) increase in utilization of health-care services in selected subproject areas (target and baseline to be established during subproject selection).</p> <p><b>2. Required human resources:</b> The project will employ a national social impact manager in the Fiji Road Authority; and a gender and social development specialist and a social safeguards specialist in the supervision consulting team.</p> <p><b>3. Information in project administration manual:</b> Sex-disaggregated data will be collected in baseline surveys, and for all project and GAP activities, to manage social impacts, poverty reduction goals, and gender actions.</p> <p><b>4. Monitoring tools:</b> Monitoring and evaluation surveys at inception and for baselines; midterm, completion, and project evaluation reports.</p>	Not Applicable

Appendix D

**Gender Action Plan**

Outputs and Activities	Proposed Gender Mainstreaming Targets	Primary Responsibility
<b>Output 1: Rehabilitated and climate resilient land and marine transport infrastructure</b>		
<p>Rehabilitate or reconstruct 30 bridges with gender-sensitive designs that improve all weather pedestrian access to waterways</p> <p>Rehabilitate 30km of main, municipal, and rural roads</p> <p>Rehabilitate or reconstruct 4 rural jetties</p>	<ul style="list-style-type: none"> <li>• Ensure selection of bridge, road and jetty subprojects include prioritizing women’s access to social services, such as education, health facilities and market access</li> <li>• Ensure standardized designs for reconstructed bridges include measures to remove physical barriers to, and constraints on, access by women and children.</li> <li>• Ensure bridge design incorporates measures to enhance road safety, including pedestrian access with guard- rails and footpaths on bridge approaches and abutments and steps down to water level.</li> <li>• Concrete stairways to be provided on selected bridges at each abutment where appropriate, to provide access from the road level to the waterway below. A single handrail will be provided for each staircase.</li> <li>• At river sites used for washing, concrete washing tubs will be incorporated at water level near base of bridges, where it is safe and appropriate to install.</li> <li>• Ensure participation of women (at least 50%) in community consultations and meetings and conduct these in vernacular languages; if necessary, organize separate meetings for men and women.</li> <li>• Ensure females are represented on GRC</li> <li>• If land is acquired for subprojects, ensure that affected females are compensated at the same rate of payment as affected males, and provided with adequate arrangements to restore / maintain livelihoods. (Replacement land, financing for small business opportunities, skills training for income generation projects, cash transfers etc)</li> <li>• Where possible, include provisions in bidding documents to encourage</li> </ul>	<p>FRA, MOF</p> <p>FRA and international GSDS FRA and international GSDS</p> <p>FRA, construction supervision team, contractor</p> <p>FRA, construction supervision team, contractor FRA and international GSDS</p> <p>FRA, international GSDS, international and national SSS</p> <p>FRA, international GSDS, engineers</p> <p>FRA, contractors</p> <p>FRA, construction supervision team, contractors</p>

Outputs and Activities	Proposed Gender Mainstreaming Targets	Primary Responsibility
	women's involvement in labour-based work during construction, including at least 20% women. <ul style="list-style-type: none"> <li>• Ensure equal pay for equal work between male and female workers, and payment for women is directly to them.</li> <li>• Provide HIV/AIDS, STIs, gender, and road safety awareness training for all construction workers and neighboring community members.</li> </ul>	
<b>Output 2: Efficient project management support and institutional strengthening</b>		
None	<ul style="list-style-type: none"> <li>• Include a GSDS in the design and supervision team to manage the implementation of socio-economic surveys, gender analysis, gender action plans, community consultations, and awareness training.</li> <li>• Provide gender awareness training to FRA staff, ministries, and provincial/district offices.</li> <li>• Develop a project performance system that includes indicators measuring the implementation and progress of the gender action plan.</li> <li>• Ensure the inclusion of sex-disaggregated data in the baseline studies and progress, monitoring and evaluation reports.</li> <li>• Ensure regular progress reports include the progress of GAP implementation and sex-disaggregated statistics for relevant performance indicators.</li> </ul>	FRA  FRA and international GSDS FRA and international GSDS  FRA and international GSDS FRA and international GSDS
<b>Implementation Arrangements</b>		
The GAP will be implemented by the FRA who will employ a Social Impact Manager, overseeing execution and compliance of all social and gender dimensions of the project, and social safeguards. The DSC will include one full-time national Safeguards Specialist (NSS) for the duration of project implementation under the supervision of an international Gender and Social Development Specialist (GSDS) and an international Social Safeguards Specialist (SSS) who will both work intermittently. The specialists will be responsible for incorporating the GAP into project planning and implementation programs, including awareness training and establishment of sex-disaggregated indicators for project performance and monitoring. The progress of GAP activities will be included in regular progress reports on overall project activities submitted to ADB and the Government of Fiji.		

KEY: ADB = Asian Development Bank; DSC = Design and Supervision Consultant; FRA = Fiji Roads Authority; GAP = Gender Action Plan; GSDS = Gender and Social Development Specialist; GRC = Grievance Redress Committee; MOF = Ministry of Finance; NSS = National Safeguards Specialist; SSS = Social Safeguards/resettlement Specialist (in DSC team).

**Appendix E**

**Training and Capacity Building Program on Social Safeguards**

1. TIISP and Need for Social Safeguards and Resettlement in Fiji Context
  - a. Objectives of LARF
2. Legal and Policy Framework
  - a. Fiji Laws on Land Tenure and Ownership
  - b. Fiji Laws on Land Acquisition and Compensation
  - c. Social Safeguards, OM and Contractor's Agreements
3. ADB SPS and World Bank Policy Requirements
  - a. ADB Safeguard Policies
  - b. World Bank Safeguards Policies
  - c. Comparison of ADB & World Bank Requirements with Fiji Land Acquisition Law
4. Project Principles, Entitlements and Procedures
  - a. Project's Policy Principles
  - b. Safeguard Categories
  - c. Eligibility for Entitlements and Types of Displaced Persons
  - d. Entitlement Matrix
  - e. Process for Valuation of Compensation
  - f. Procedures for Land Acquisition and Compensation
5. Assessment of Impacts and Preparation of LARP
  - a. Subproject Screening
  - b. Preparation of LARP for Subprojects
6. Consultation, Participation and Disclosure
  - a. Mechanisms for consultation
  - b. Responsibilities for Consultation and Participation
  - c. Disclosure Arrangements
7. Compensation Payment, Income Restoration and Relocation
  - a. Disbursement and Payment of Compensation
  - b. Income Restoration Measures
  - c. Measures for Replacement Land

8. Grievance Redress Mechanism
  - a. Steps of Grievance Redress Process
9. Institutional Arrangements and Implementation
10. Implementation Schedule
11. Budget and Financing
12. Monitoring and Reporting
13. Other Social and Cross-Cutting Issues
  - a. Poverty and Social Analysis
  - b. Gender and Development
  - c. Indigenous People & Ethnic Minority Analysis
  - d. Health & Safety Analysis

Participants: FRA, DSC, WAF, FEA and Contractors